



# Solomon Islands National Transport Plan 2017-2036



National Transport Fund Secretariat  
Ministry of Infrastructure  
Development





## Executive Summary

*To follow.*



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**ACRONYMS AND ABBREVIATIONS**

<b>3YAP 2010</b>	<b>Three Year Action Plan of the NTP 2010</b>
<b>ADB</b>	<b>Asian Development Bank</b>
<b>AWP</b>	<b>Annual Work Plan</b>
<b>CDF</b>	<b>Constituency Development Fund</b>
<b>CPG</b>	<b>Choiseul Provincial Government</b>
<b>CPIU</b>	<b>Central Project Implementation Unit of TIMS MID</b>
<b>DCCG</b>	<b>Democratic Coalition for Change Government</b>
<b>DFAT</b>	<b>Government of Australia Department of Foreign Affairs and Trade</b>
<b>DLI</b>	<b>Development linked Indicator</b>
<b>DMSF</b>	<b>Domestic Maritime Sector Project</b>
<b>EU</b>	<b>European Union</b>
<b>FFS</b>	<b>Franchise Shipping Scheme</b>
<b>GOA</b>	<b>Government of Australia</b>
<b>HCC</b>	<b>Honiara City Council</b>
<b>IPG</b>	<b>Isabel Provincial Government</b>
<b>JICA</b>	<b>Japan International Cooperation Agency</b>
<b>M&amp;E</b>	<b>Monitoring and Evaluation</b>
<b>MCA</b>	<b>Ministry of Communications and Aviation</b>
<b>M-CA</b>	<b>Multi-Criteria Analysis</b>
<b>MDPAC</b>	<b>Ministry of Development Planning and Aid Coordination</b>
<b>MECDM</b>	<b>Ministry of Environment Climate Change Disaster Management and Meteorology</b>
<b>MFAT</b>	<b>New Zealand Ministry of Foreign Affairs and Trade</b>
<b>MID</b>	<b>Ministry of Infrastructure Development</b>
<b>MLHS</b>	<b>Ministry of Lands, Housing and Surveys</b>
<b>MoA</b>	<b>Memorandum of Agreement</b>
<b>MOFT</b>	<b>Ministry of Finance and Treasury</b>
<b>MoU</b>	<b>Memorandum of Understanding</b>
<b>MPGIS</b>	<b>Ministry of Provincial Government and Institutional Strengthening</b>
<b>MTBF</b>	<b>Medium Term Budget Framework</b>
<b>MTTAP 2017</b>	<b>Medium Term Transport Action Plan of the NTP 2017</b>
<b>NDMO</b>	<b>National Disaster Management Office</b>
<b>NDS 2011</b>	<b>National Development Strategy 2011-2030</b>
<b>NDS 2016</b>	<b>National Development Strategy 2016-2035</b>
<b>NGO</b>	<b>Non-Government Organisation</b>
<b>NIIP</b>	<b>National Infrastructure Investment Plan</b>
<b>NSO</b>	<b>National Statistical Office</b>
<b>NTDS 2015</b>	<b>National Tourism Development Strategy 2015</b>
<b>NTF</b>	<b>National Transport Fund</b>
<b>NTP 2011</b>	<b>National Transport Plan 2011-2030</b>
<b>NTP 2017</b>	<b>National Transport Plan 2017-2036</b>
<b>NZAID</b>	<b>New Zealand Agency for International Development</b>
<b>OPMC</b>	<b>Office of the Prime Minister and Cabinet</b>
<b>PRIF</b>	<b>Pacific Region Infrastructure Facility</b>
<b>PSC</b>	<b>Project Steering Committee of the NTF (renamed to TWG in March 2016)</b>
<b>RTIP</b>	<b>Rural Transport Improvement Program (SIG Budget)</b>
<b>SIG</b>	<b>Solomon Islands Government</b>
<b>SIMSA</b>	<b>Solomon Islands Maritime Safety Administration MID</b>
<b>SOE</b>	<b>State Owned Enterprise</b>
<b>STIIP</b>	<b>Sustainable Transport Infrastructure Improvement Program (2016-2020)</b>
<b>TIMS</b>	<b>Transport Infrastructure Management Services Division of MID</b>
<b>TSDP</b>	<b>Transport Sector Development Program (2011-2016)</b>
<b>TWG</b>	<b>Technical Working Group of the NTF (renamed from PSC in March 2016)</b>
<b>WB</b>	<b>World Bank</b>



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## 1. Introduction

This Report presents the Solomon Islands National Transport Plan (NTP) for the period 2017-2036. It outlines the Solomon Islands' policies, priorities and plans for major transport infrastructure over the next 20 or more years covered by the National Development Strategy 2016-2035 (Solomon Islands Government, 2016).

The plan focuses on strategic investments in development projects important to the future of the Solomon Islands. This NTP 2017-2036 is accompanied by a Medium Term Transport Action Plan (MTTAP) which addresses priority investments in the short to medium term and which includes a financial plan for sustainable maintenance of Solomon Islands' existing transport infrastructure assets. The NTP 2017-2036 will as much as possible address (i) an integrated transport system in each province and (ii) urban and semi-urban transport issues in urban centres, particularly in Honiara.

This NTP 2017 has been prepared through a consultative process involving a wide range of stakeholders, including government agencies, state owned enterprises (SOEs), development partners, civil society, and the private sector. The aim of the SI NTP is to identify and prioritise the package of transport infrastructure investments which best meets the needs of the Solomon Islands in coming years, and to plan for the funding and implementation of these investments. The NTP 2017 and MTTAP also recommend actions for consideration by the Solomon Islands Government (SIG) regarding the long-term sustainability of transport infrastructure assets, and considers the implications of climate change and disaster risk for these types of infrastructure.

### Outline

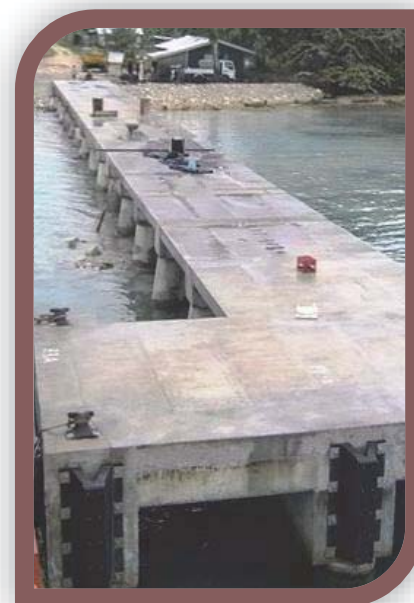
The NTP 2017, and its companion document, the MTTAP, consist of the following main components:

#### ***National Transport Plan (NTP 2017)***

Background and Development of the NTP  
Transport Sector Strategy  
Prioritisation Method  
Prioritised Investments – The Plan

#### ***NTP Medium Term transport Action Plan (MTTAP)***

Development of the MTTAP  
Funding Plan – Next 3 to 5 years  
Maintenance  
The Action Plan



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## 2. Background to Development of the NTP

### The Need for an NTP Update

A National Transport Plan (NTP) for the Solomon Islands for the period 2011-2030 (NTP 2011–2030) was approved in December 2010. A number of factors that impact the policies and programs in this NTP have occurred in the five year period since it was approved, which necessitate the preparation of an updated NTP, as discussed below.

The National Transport Plan is the long term master plan guiding development of transport infrastructure across the Solomon Islands. The MTTAP, prepared under the NTP 2017, will be updated more frequently than the main NTP document to provide a rolling shorter term plan of projects for implementation and including funding of maintenance.

### National Development Strategy

SIG recognised the need for a comprehensive national development strategy to guide development activities and programmes to Build Better Lives for All Solomon Islanders. The initial National Development Strategy 2011 - 2020 (NDS) was published in July 2011 (Solomons Island Government, 2011). One of its eight strategic objectives was ‘To build and upgrade physical infrastructure and utilities to ensure that all Solomon Islanders have access to essential services and to markets.’

A revised NDS 2016–2035 was published in April 2016 (Solomon Islands Government, 2016). The NDS 2016–2035 maps out a strategic direction for the future development of Solomon Islands. Five key long term objectives are identified, a number of which are relevant to transport (as outlined in **Section 3** below).

The NDS also sets out a planning process for implementation which includes the preparation of Sector Strategic Plans (with five-year targets) and Medium Term Development Plans setting out five-year rolling development budgets, programmes and projects. The NTP fits within this planning process and is the long term master plan guiding development of transport infrastructure across Solomon Islands. The NTP 2017 is also a Sector Strategic Plan as envisaged in Section I.B.5. and Figure 1 of the NDS 2016.

For funding priority projects in the NTP and maintenance and rehabilitation of existing transport infrastructure assets, the NTF was established under the NTF Act in 2009. The NTF was designed and became a mechanism to pool SIG and donor funds collectively to implement the annual work plans from the MTTAPs/3YAPs.

### National Infrastructure Investment Plan

The Solomon Islands National Infrastructure Investment Plan (NIIP)<sup>1</sup> was published in April 2013 (Ministry of Development Planning and Aid Coordination, 2013). Its aim was to identify

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<sup>1</sup> The NIIP was published by MDPAC and produced and funded by the Pacific Region Infrastructure Facility (PRIF), a multi-partner coordination and technical assistance facility funded by the Asian Development Bank (ADB), the Government of Australia’s (GoA’s) Department of Foreign Affairs and Trade (DFAT), World Bank, Japan International

and prioritise the package of overall multi-sector infrastructure investments to meet the needs of the Solomon Islands. In addition to transport the NIIP also addressed non-transport infrastructure needs including water supply, sanitation, solid waste management, energy/power and information and communications technologies.

The NIIP followed the NDS 2011 and incorporated major transport infrastructure investments from the transport plan (NTP 2011). The NIIP developed and applied a multi-criteria analysis (M-CA) framework that was simpler than that applied in the earlier NTP, and also aligned with the NDS 2011 objectives.

The NDS 2016 (Section IV.4., Page 51) notes that:

*“The NIIP focused on preparing a pipeline of priority economic infrastructure projects for potential future financing as part of the government’s development programme. It included rigorous identification and selection criteria and methodologies. While it focused on larger economic infrastructure projects [ ] its methodologies and criteria are applicable for identifying, analysing and designing any development project.”*

and,

*“It is intended that the NIIP [ ] be used as a pipeline of projects for inclusion in the NDS and future MTDPs [Medium Term Development Plans]. New project ideas should be submitted as early as possible to MDPAC and undergo the rigorous analytical approach of the NIIP. In this way the government can develop a pipeline of projects ready for future funding.*

The NIIP developed and applied a multi-criteria analysis (M-CA) framework aligned with the NDS 2011 objectives, which was simpler than the M-CA applied in the earlier NTP. This update of the NTP 2017 follows the analytical framework and M-CA methodology described in the NIIP to define SIG’s pipeline of transport infrastructure projects in the manner envisaged in NDS 2016.

### **National Transport Fund**

The National Transport Fund (NTF) was established in 2009, prior to publication of the NTP 2011. Under the National Transport Fund Act (2009), the NTP is defined as *“The National Transport Plan for transport setting out policy guidelines, statements and other related matters, including specified projects requiring funding from the [National Transport] Fund”*, and *“transport” means air, road or maritime transport*. Under the Act, funds from the NTF may only be expended on “qualifying projects” that are specified in the NTP, or are consistent with a clear statement of policy in the NTP.

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Corporation Agency, European Union (European Investment Bank is also a partner but falls under EU) and the New Zealand Agency for International Development (NZAID) that supports infrastructure development and maintenance in its Pacific partner countries.

The NTF has grown significantly since 2011 and now manages over 130 active transport maintenance and rehabilitation projects. SIG and some donors also fund transport projects independently of the NTF.

### **Democratic Coalition for Change (DCC) Policy Statement**

This Statement was issued in January 2015 and contains a list of 43 transport projects that the DCC Government wishes to implement. A number, but not all, of these are similar to projects in the NTP 2011.

### **Sustainable Transport Infrastructure Investment Program (STIIP)**

This program is the second phase of a transport sector-based approach, prepared and funded jointly by SIG, DFAT and the ADB, which commenced in mid-2016 and is due to finish in December 2020. It will provide about SBD 635m of funding for expenditure on transport infrastructure (as well as technical assistance) over five years. USD 21m (approx. SBD 168m) of the STIIP funds will be in the form of a concessional loan from the ADB. Up to AUD 33m (approx. SBD 191m) will be available to the NTF from DFAT grant funds, with the balance from SIG. Drawdown of the ADB loan finance will be linked to achievement of seven Disbursement Linked Indicators (DLIs). DLI 4 requires SIG to annually update the NTP 3YAP.

### **Progress in implementation of NTP from 2011 to 2016**

With donor support MID has made good progress towards achieving significant parts of the programme outlined in the NTP 2011. The strategic framework is summarised in that plan (Page 1, NTP 2011) as:

- developing transport sector services,
- developing and maintaining transport sector physical infrastructure,
- improving the competency and capacity of Government agencies, and
- developing the transport private sector.

As noted in **Table 2: Expenditure Category Priorities** the NTP 2011 also classifies various works and activities as Essential Expenditures (eg. road maintenance support for maritime services), Desirable Expenditures (eg. road sector institutional strengthening) or Luxury Projects (eg. expansion of air infrastructure).

Within these strategic directions, significant progress in implementation of the NTP 2011 has included:

#### **Essential Expenditures**

- 2011 - rehabilitation/re-opening of 90km of roads in Malaita, commencement of first four labour based maintenance contracts and commencement of four major new bridges on the Malaita South Road.
- 2016 – mobilisation of contractor to implement Naro-Lambi Road Rehabilitation (16km), the highest priority road project in NTP 2011
- 2016 – 29 community wharves under maintenance contracts
- By mid-2016 a total of 133 NTF-funded civil works contracts were ongoing, including maintenance of 699km of road and rehabilitation of a further 34km. Of these, 104 contracts were for labour based maintenance of 604km of roads.

- 2016 – 12 additional roads receiving maintenance and rehabilitation under SIG-funded contracts

### Desirable Expenditures

- Increasing capacity building delivered to MID and contractor staff every year,
- 2015 - accredited Certificate 4 training delivered to 26 Civil Works Supervisors
- 2015 – Two laboratory technicians completed Certificate IV Certificate Material Testing.
- 2015 - Two MID management staff completed MBAs and a further two engineers and a works supervisor completed Certificate IV in Project Management Practice
- 2015 – Various job skills (eg. Contract Management, Gender Awareness, Annual Work Planning) training sessions successfully conducted for MID and contractor staff (156 men, 49 women)
- 2015 – Training in pre-bid activities, road maintenance contracting and safeguards delivered to labour-based contractor personnel (314 men and 86 women)

### Luxury Projects

- 2013 – Phase 1 Munda Airport expansion and sealing completed
- 2016 documentation and scoping underway for development and sealing of airport runways at Seghe, Taro and Lata
- 2014 – New runways partially completed (not operational) at Manaobo in Malaita and Lomlom in Temotu.

### Responsibility for Updating NTP and 3YAP

The NTP and MTTAP are maintained and updated by the NTF Secretariat, reporting to the NTF Board. The Secretariat is located within the Ministry of Infrastructure Development (MID) and led by its Head who is appointed under the National Transport Fund (Fund Management) Regulations. The Head of the NTF Secretariat is currently the Undersecretary Technical MID. The NTP and MTTAP are subject to approval by Cabinet.

### Approach to Updating the NTP and MTTAP

In this update of the NTP the Secretariat's guiding principles have been:

- To update only those parts of the previous NTP 2011-30 which have been significantly overtaken by the passage of time, with a focus on updating the long list of transport investment projects,
- To avoid debating, restating or changing strategies and policies that are still serving their purpose, and
- To simplify the NTP (and MTTAP) documents to enhance their readability and user friendliness.

### Institutional Framework

The following entities, and planned reforms, are relevant to transport infrastructure:

**Ministry of Infrastructure Development (MID)** – the main executing agency for infrastructure development and maintenance activities relating to roads and community wharves. The operational group is MID's Central Project Implementation Unit (CPIU) in its

Transport Infrastructure Management Services (TIMS) Division. Within its remit CPIU also renders advice, and limited support, to other SIG agencies on civil works matters.

**Ministry of Communications and Aviation (MCA)** – has responsibility for building and maintaining airfields, including Henderson International Airport.

**National Transport Fund (NTF)** – an independent fund established by legislation in 2010 to build and maintain transport infrastructure, and to support shipping services. The NTF utilises a blend of SIG and development partner funds made available under various agreements. The primary focus of NTF-funded projects has been road maintenance contracts, with limited support for community wharves. Although the NTF is empowered to fund aviation infrastructure it has not yet done so.

**Provincial Governments** – There are 10 provincial governments (including Honiara City Council) with responsibilities in their own territorial areas. Although empowered to undertake transport infrastructure works the funds available to, and capacity of, provincial governments are extremely limited. This has precluded most of them from undertaking significant transport infrastructure activities.

Two significant institutional reforms are in their early stages and may significantly affect transport infrastructure arrangements over the longer term. They are:

**Aviation Reform** – There are plans to establish a self-funded airports authority to operate government-owned airports (including Henderson) as a State Owned Enterprise (SOE). It is intended to establish the SOE in 2017 and transfer Henderson and regional airfields into its management progressively as they complete planned upgrading.

**State Governments** – SIG is advancing with constitutional reforms that will transition Solomon Islands into a federal system with State rather than Provincial governments. This will transfer substantial powers, and specified shares of national revenues, to the new State governments.

Although both the aviation and federal reforms may ultimately have significant effects on transport infrastructure in Solomon Islands, it is assumed that it will take some years for their effects to be fully felt. In the meantime the infrastructure proposals presented in this NTP 2017 will remain valid. The current roles of the two lead agencies (MID & MCA) will continue for some time.

## Population

The 2016 population of Solomon Islands is estimated at 639,418. This figure is a projection by the National Statistical office (NSO) from the most recent census data (Solomon Islands National Statistical Office, Ministry of Finance and Treasury, 2009) based on a “Medium Growth” scenario. The projected 2016 population in each province is shown in **Table 1** below.

**Table 1: Population by Province**

Province	Population Projection 2016
Choiseul	33,370
Western	92,319
Isabel	32,434
Central	30,837
Renbel	3,823
Guadalcanal	133,790
Malaita	155,457
Makira	50,625
Temotu	24,278
Honiara	82,485
<b>Solomon Islands</b>	<b>639,418</b>

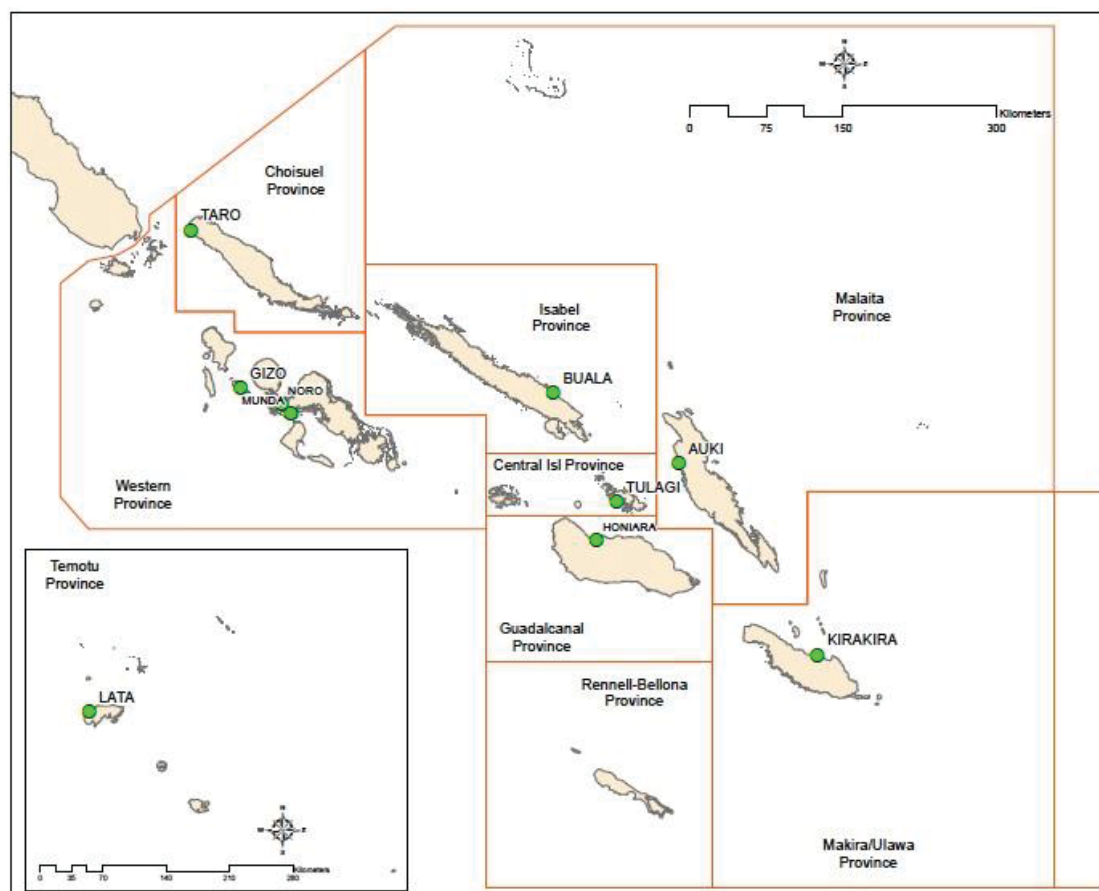
Source: SIG NSO

These provincial population forecasts, disaggregated to Ward level by NSO, have been used in assessing the likely number of beneficiaries from each transport project proposal.

### Urban Centres

The following figure shows locations classified as urban centres and settlements in the 2009 census (Solomon Islands National Statistical Office, Ministry of Finance and Treasury, 2009). It also shows the boundaries of Solomon Islands' nine provinces.

**Figure 1: Map of Solomon Islands Urban Centres/Settlements** (Source: 2009 Census)

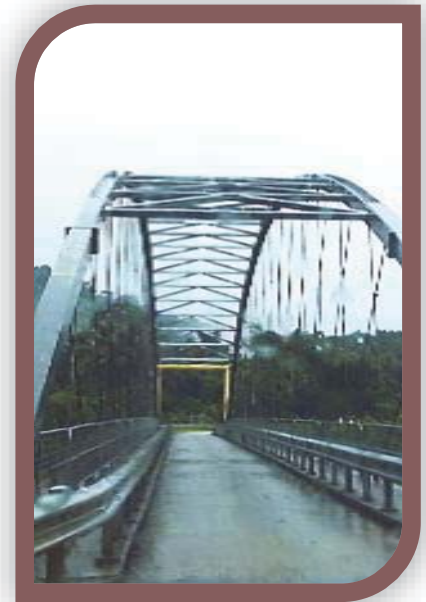




### 3. Transport Sector Strategy

#### The Importance of Transport

The transport sector facilitates the exchange of goods and services and interaction between communities. The quality and efficiency of transport has a significant impact on economic and social welfare. The development and management of a reliable, appropriate, sustainable and affordable transport sector in Solomon Islands is essential for economic growth and the delivery of services to all parts of the country. Rural areas are unable to develop without access to transport services.



#### Transport Sector Vision

The Government's vision for the transport sector (as stated in NTP 2011) is:

*'An effective transport infrastructure and transport services to support sustained economic growth and social development in Solomon Islands.'*

The NDS 2016, while not stating specific objectives for transport, contains a number of Objectives and Strategies that are relevant to transport and guide this update of the NTP.

#### NDS 2016–2035 – Key Objectives and Strategies

The Government's vision and mission, as set out in the NDS 2016 are:

##### Vision

"Improving the Social and Economic Livelihoods of all Solomon Islanders"

##### Mission

"To create a peaceful, harmonious and progressive Solomon Islands led by ethical, accountable, respected and credible leadership that enhances and protects people's culture, social, economic and spiritual well-being."

The NDS 2016 then presents five broad objectives that will contribute towards achieving the overall vision and long term objective. The following five objectives represent the five main challenging areas that the country needs to focus on in the medium to long term timeframe:

##### National Development Objectives

**Objective 1:** Sustained and inclusive economic growth.

**Objective 2:** Poverty alleviated across the whole of Solomon Islands, basic needs addressed and food security improved; benefits of development more equitably distributed.

**Objective 3:** All Solomon Islanders have access to quality health and education.

**Objective 4:** Resilient and environmentally sustainable development with effective disaster risk management, response and recovery.

**Objective 5:** Unified nation with stable and effective governance and public order.

Each of these objectives is in turn supported by a number of medium term strategies. Two strategies particularly relevant to transport fall under Objective 1 - Sustained and Inclusive Economic Growth, as follows:

- **Medium Term Strategy 1:** Reinvigorate and increase the rate of inclusive economic growth
- **Medium Term Strategy 3:** Expand and upgrade weather resilient infrastructure and utilities focused on access to productive resources and markets, and to essential services.

The NDS 2046 recognises the essential role of air, land and sea transport to national development. The NTP 2017 is a Sector Strategic Plan as envisaged in Section I.B.5. and Figure 1 of the NDS 2016.

### General Transport Infrastructure Priorities

Analysis undertaken for the last NTP 2011-2030 led to SIG adopting the policy that transport infrastructure expenditures should be allocated to three priority categories as follows:

- Essential expenditure
- Desirable expenditure
- Luxury projects

**Table 2** below summarises this categorisation.

**Table 2: Expenditure Category Priorities**

Sub-Sector	Activity
<b>Essential Expenditure</b>	
Road Infrastructure	Maintenance
Maritime Services	Support
Road Infrastructure	Rehabilitation
Maritime Infrastructure	Rehabilitation
Maritime Infrastructure	Repairs and Maintenance
Maritime Sector	Institutional Strengthening
Maritime Navigation Aids	Maintenance
Air Infrastructure	Maintenance
Air Infrastructure	Rehabilitation
Maritime Infrastructure	Expansion
<b>Desirable Expenditure</b>	
Road Sector	Institutional Strengthening
Road Infrastructure	Research and Development

Sub-Sector	Activity
Maritime Services	Regulation
Maritime Navigation Aids	Rehabilitation
Maritime Services	Research and Development
Aviation Sector	Institutional Strengthening
Air Navigation Aids	Maintenance
Road Services	Regulation
<b>Luxury Projects</b>	
Road Services	Development
Air Services	Regulation
Road Services	Support
Maritime Navigation Aids	Expansion
Road Infrastructure	Expansion
Air Navigation Aids	Expansion
Air Infrastructure	Expansion

The categories continue as an overall policy for the prioritisation of newly planned transport infrastructure expenditures under this NTP 2017.

### Updating the NTP – Strategic Considerations

In addition to the factors discussed in Section II, other strategic considerations have influenced this update of the NTP, including:

- Transport safety
- Environmental and social safeguards
- Land Acquisition and Resettlement
- Climate change resilience
- Transport maintenance
- Gender equality
- Funding availability
- Transport Sector Inventory

Each of these is discussed below.

#### Transport Safety

With the rapid increase in motorisation of the Solomon Islands there is an increasing need to address road safety in a systematic way. Road Safety needs a multidisciplinary response, which is sometimes referred to as the three “E”s - Engineering, Education and Enforcement. Individual agencies (Police, MID, Health, Education etc) are taking some actions to reduce the harm of road crashes. However a whole of government response is required in order to coordinate and enhance their efforts. More needs to be done to establish a good accident

data system, police accident unit and national road safety council, to enable infrastructure improvements through a traffic and road safety unit in CPIU/MID, better traffic police enforcement, road safety education and publicity, vehicle roadworthiness, emergency rescue services and a land transport bill, if required to regulate vehicles imported in Honiara.

Maritime Safety is regulated by MID's Solomon Islands Maritime Safety Administration (SIMSA) Division. Shipping safety has improved in recent years but further efforts are needed to enhance the safety of marine transport, on which so many Solomon Islanders rely. The main risk area for maritime safety lies in the on-water hazards of boats, crews and equipment not adhering to best practice standards. This is a regulatory issue being managed by SIMSA. However, Government through MID and supported by ADB are in the process of further reforming SIMSA to an autonomous Authority.

Aviation safety in Solomon Islands seeks to follow international standards. The country has perhaps been fortunate with few significant air-safety incidents in recent years. However the safety hazards of deteriorated and inadequately maintained airfields need to be addressed through targeted rehabilitation and maintenance expenditures.

### **Environmental/Social Safeguards**

All civil works projects executed in Solomon Islands are required to obtain development consents in accordance with relevant legislation regulated by the Ministry of Environment Climate Change Disaster Management and Meteorology (MECDM). MID and MCA are required to apply for, and comply with, the conditions of consents applicable to their respective categories of works. Maintenance contracts for existing infrastructure are required to follow standardised Environmental Management Plans (EMPs) approved by MECDM.

Mitigation of social impacts of works is also an essential consideration. Ministries consult with the communities affected by their activities during the planning for, and execution of, their projects. Community Consultation Committees are usually established by MID in the area of influence of each project.

For donor-funded projects donor agencies may require additional safeguards beyond those required by the Solomon Islands' policies and legislation.

### **Land Acquisition and Resettlement**

Following recommendations made during two recent ADB projects<sup>2</sup> ADB in coordination with MID, is preparing a draft policy on land purchase to guide approaches to obtaining land for MID activities. The draft policy arose from acknowledgement of the risk associated with gaining unfettered access to land. This risk applies not only to new infrastructure but to existing facilities where the customary landowners agreed to access short of land acquisition. This leads to risks to successful implementation of current and future projects and to the security of existing infrastructure.

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<sup>2</sup> ADB TA 8217-SOL: Strengthening Country Safeguards Systems in the Transport Sector, and TA 8738-SOL: Supporting Good Governance through Safeguards.

The Memorandum of Understanding (MOU) approach currently adopted by MID is not always suitable or sustainable. Therefore the new draft MID land purchase policy has the following objectives: (i) To provide effective support to the NTP in development and management of a reliable, appropriate, sustainable and affordable transport sector; (ii) To support the acquisition of land by the State for existing and future transport infrastructure with secure land tenure, under a planned and funded programme; (iii) To establish approaches to valuation that produce supportable and predictable prices that are generally acceptable to customary landowners; and (iv) To ensure that the rights and interests of affected communities and individuals are protected under recognized international social safeguards for land acquisition.

According to lessons learnt from the TA the differences in land prices and tribal disputes have substantial impacts on projects. The policy has clear implications for how MID currently implements its subprojects, and therefore ongoing coordination and consultation with MID management and CPIU personnel is important. The current practice by CPIU is MOU/MOA for easement of the project location. While CPIU accepts the legal weakness in the approach, it provides the benchmark implementation for improvement of the land acquisition process.

### Climate Change Resilience

SIG has developed a policy on climate change (Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM), 2012). Consistent with this national policy MID subsequently developed its own Guidance Manual for managing climate change risks in transport civil works programmes (Ministry of Infrastructure Development (MID), 2014). These policy and guidelines apply to transport infrastructure projects implemented under the NTP.

### Build-Neglect-Rebuild

It is noted that maintenance expenditures for all infrastructure classes are placed in the “Essential” category of **Table 2 above**.

PRIF (Pacific Regional Infrastructure Facility, 2013) has estimated that an average of six per cent of GDP is required for the maintenance of existing infrastructure in Pacific Island Countries, which equates to SBD 460 million per annum for Solomon Islands. For comparison approximately SBD 426 million was allocated as various constituency development funds (CDFs) in the 2015 SIG Budget (Batley, 2015) and under SBD 200m p.a. was allocated directly to transport infrastructure purposes. The nation must also address the backlog of delayed maintenance as well as budgeting for the maintenance of planned infrastructure yet to be built. There is common agreement that maintenance is being avoided within the default ‘build-neglect-rebuild’ paradigm.

The maintenance of infrastructure depends on the availability of resources, the capability of organisations managing infrastructure and the incentives of staff. These factors determine whether countries, in partnership with development partners, are able to deliver sustainable infrastructure services.

The premature deterioration of infrastructure due to lack of maintenance affects lives. It translates into fewer people having access to health clinics and markets; fewer children

going to school; deaths from vehicles colliding when negotiating pot holed roads; and disease resulting from the contamination of water sources because of blocked drains, untreated sewage, and the exposure of hazardous waste. It is also well known that preventative maintenance provides a better financial return than investment in new infrastructure. The deteriorated infrastructure conditions, particularly of the roads, leads to higher vehicle operating costs i.e. running in low gears, slowly with more fuel consumption, more damage to vehicles and resulting in frequent repairs and replacement of parts as well as passenger delays leading to unproductivity.

Given funding constraints the undertaking of planned sustainable maintenance of existing infrastructure must have the first call on the funds available from SIG. This is a key responsibility of government. The condition of all infrastructure deteriorates steadily over time due to ongoing effects of environment and use. Without maintenance the deterioration continues until the road, bridge or wharf needs to be rebuilt at much higher cost, while causing ever escalating costs to the user. Maintenance is therefore an essential activity, not an optional luxury which can be undertaken occasionally when time and resources permit.

It is also noted that this NTP is directed only at planned infrastructure investments. Maintenance is a recurrent activity, considered separately in the MTTAP. However maintenance of existing infrastructure, including projects newly built under this plan, will likely consume a very large share of Solomon Islands' available resources for many years to come. That share will be ever greater if appropriate maintenance is deferred and not provided and sustained.

### **Gender Equality**

Transport is an important factor in achieving gender equality in Solomon Islands. Gender equality needs to be considered in transport prioritisation, planning, design and implementation. Emphasis is placed on the quality and cost effectiveness, and value for money, of targets achieved with a focus on safe and gender-responsive designs for transport infrastructure. The upcoming STIIP program's emphasis on road safety and universal access will enhance transport access for women, children, and other disadvantaged groups.

Planned projects will incorporate gender-responsive features in rehabilitated roads and other transport subprojects, such as resting and waiting areas, safe access to water, and laundry facilities. Key measures in MID's STIIP gender action plan also include setting up market areas along selected roads for women-run businesses, employment of women contractors for labour based road maintenance, awareness-raising and training on sexual harassment for local police and transport operators, and collection of sex-disaggregated data for all project activities.

By 2020 it is planned to increase the length of unsealed roads rehabilitated or upgraded to sealed roads, including safety and gender-responsive design features for pedestrians, and public and private motorised vehicles from nil to 30 km. The number of wharves reconstructed for safe and gender-responsive access will also be increased from none to 4 by 2020. All upcoming projects are planned to include design of gender-responsive features, identify locations, explore and finalise operation and maintenance arrangements of toilets,

and procure and supervise works. At least two foot paths/walkways will be constructed as pilot projects in communities to address women's access to schools, health clinics & streams.

A full-time safeguards team will be maintained covering social, community development and governance. Gender-responsive and safety design features will also include small boat access at major wharves using pontoons and ramps; pedestrian crossings, markings, signage, and traffic-calming measures (e.g., speed bumps) for roads and bridges near housing and markets. Other infrastructure features will be recommended for specific locations for design and implementation, such as lighting, waiting areas and stations, separate male and female toilets, pedestrian crossings, and easily available information on where to complain in case of violation of personal safety.

Through incorporating these gender-sensitive design features the transport infrastructure of Solomon Islands will progressively enhance gender equality. Annual updates of these NTP/MTTAP documents will also be reviewed by a gender expert and comments incorporated in final document to ensure that the plans reflect sufficient priority towards achieving gender equality.

### **Transport Sector Inventory**

Since 2013 MID has established its Solomon Islands Transport Asset Management System (SITAMS) database. This has particularly focussed on collecting and updating accurate information about the location and condition of all roads, bridges and culverts in the country. A nationwide survey of roads and bridges was carried out in 2014–2015. Some information on airfields and community wharves is also available in SITAMS. However these are less extensive and diverse than roads and their condition data is not as current. Details of the Inventory are provided in **Section 4: Transport Infrastructure Inventory** below.

### **Transport Sector Strategy**

Decisions on priorities for investment in the transport sector need to be clearly linked to over-arching Government policies. The demand for transport is derived from other activities and therefore transport provision needs to reflect these demands.

The means of providing transport access for individual communities and localities will be based on providing the most economically efficient and appropriate means of transport for them to access services and markets for their produce.

Expenditure on transport sector infrastructure will be concentrated on the rehabilitation and maintenance of existing infrastructure, whilst providing strategically important new facilities. Maintenance funding will continue to be increased and maintained at an affordable and sustainable level ensuring the long term condition of the network.

The backbone of the national transport network will be provided by regular, reliable and cost effective shipping services to all areas of the country. The Government will not develop shipping services but will support private operators by providing the infrastructure for the services to operate throughout the country.

Marine transport will be supported and augmented by a rehabilitated and maintainable road infrastructure and by air services for which the necessary infrastructure, and institutional and regulatory environments, need to be provided and maintained.

Another key aspect of this plan is improving the resilience of the transport network to the effects of climate change. Events such as the April 2014 Honiara floods have shown the vulnerability of elements of the transport network. This will be addressed through improved design standards and the selection of sub-projects which help to protect both the transport network and inhabited areas generally.

Funding for the Plan is dependent firstly on SIG capital and recurrent budgets supplemented by development partner programs. These sources will be supplemented with funds from the National Transport Fund which was established to ensure adequate, timely and consistent funding to develop and maintain the transport sector.

To provide a clear basis for the planning of the transport network database, the Solomon Islands Transport Asset Management System (SITAMS), is maintained and updated by the MID. The database provides information on the country's transport infrastructure to assist decision making for planning, budgeting and management of the transport network.

### Shipping Services

Marine transport is a vital and major component of the transport sector of the country. Regular, reliable and cost-effective shipping services throughout the country will be the backbone of the national transport network.

Many shipping services cannot be operated on a commercial basis, particularly to the outer islands where populations are small, economic activity is low and the cost of providing regular, reliable and safe services is high. The lack of regular shipping services to areas depresses local production of commodities and undermines development. SIG, with support of development partners, therefore set up a system of franchised shipping services, providing reliable shipping services to many of the outer areas of Solomon Islands, using vessels with improved safety and maintenance. After 5 years of the operation the initial donor-supported Franchise Shipping Scheme (FSS) is coming to a close but looks set to continue in similar form under solely SIG funding.

Several policies were set down in NTP 2010 under which the Government will assist in the development of regular, reliable and cost-effective shipping services throughout the country. The policy for funding shipping services is set out in the MTTAP 2010 and follows the same essential/desirable/luxury categorisation shown in **Table 2** above. Funding support to shipping services is in the essential category. The 3YAP 2010 (page 9) notes that monies are to be allocated in terms of the proportions identified and that "if SIG has SBD 100 it should spend [ ] SBD 3 on shipping services". This policy to allocate to shipping services 3% of the funds available for essential expenditures continues in NTP 2017.

### National Transport Infrastructure Targets

Two types of targets are applicable to national transport infrastructure. The first is a set of overarching national development targets which have been carried over from NTP 2011 into the Monitoring and Evaluation (M&E) Framework of NDS 2016. Additionally, as part of the 5 year STIP loan/grant programme SIG is required to achieve certain Development Linked



Indicators (DLIs) to access successive tranches of the available funds. These targets are summarised below.

### NDS Transport Targets

The overarching national transport targets are shown in the following table.

**Table 3: Transport Targets from NDS 2016 M&E Targets**

NDS Strategy & Objectives	Alignment Strategic Development Goals	NDS Performance Indicators and Targets	Source: Reporting Agency
<b>NDS Medium Term Strategy 3</b>	<b>Build and upgrade physical infrastructure and utilities with an emphasis on access to productive resources and markets, and to ensure all Solomon Islanders have access to essential services.</b>		
<b>NDS MTS 3 target</b>			
	<b>S D Goal 9: Build resilient infrastructure, (promote inclusive and sustainable industrialization and foster innovation)</b>		
<b>Transportation services</b>			
	<p>11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.</p> <p><u>SIG National Transport Plan (2011-2020)</u></p> <p>The Government's vision for the transport sector is: to provide an effective transport infrastructure and transparent services to sustained growth and social development in Solomon Islands.</p>	<p>Island provinces will have access to shipping services not less than once per month, compared to present (2008) as few as once during the six months.</p> <p><u>Indicators:</u></p> <p>Proportion of IMO and ICAO Requirements fulfilled: (%)</p> <p><u>Target:</u></p> <p>Baseline 25% (2010) Target: 2015 (50%) 2030 (100%)</p> <p><u>Indicator:</u></p> <p>Overall Economic Rates of Return Achieved (Typical (EIRR))</p> <p><u>Target</u></p>	MID- NTP Programme Monitoring Reports
	9.1 Develop quality, reliable, sustainable and resilient infrastructure including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable	The proportion of the road network in maintainable condition is increased to 85% by 2015 and towards 90% by 2020.	MID

Infrastructure – roads, feeder roads			
	The proportion of the road network in maintainable condition is increased to 85% by 2015 and towards 90% by 2020.	The proportion of the road network receiving routine maintenance is increased to 85% by 2015 and towards 90% by 2020.  By 2020, at least 30% of Solomon Islanders in rural areas have access to essential services as a direct result of rehabilitated roads, bridges and wharves	MID- NTP
International airports and airstrips			
	9.1 Develop quality, reliable, sustainable and resilient infrastructure including regional and trans border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.	<u>Definition:</u> Island provinces will have access to basic infrastructures such as better shipping services, improvement in airports and airstrips facilities to ease movement of people for economic and development activities.  <u>Indicators:</u>  Annual number of sectors flown on domestic routes.  Proportion of airfields open.  Proportion of airfields in operational and maintainable conditions.	MID -NTP

### STIIP Targets

The **STIIP programme** (Asian Development Bank, February 2016 (Draft)) is expected to enable approximately SBD 550m of expenditure on transport infrastructure (including technical assistance) over five years commencing in late 2016. Approximately SBD 147m (USD 21m) of the STIIP funds will be in the form of a loan from ADB, with the balance from SIG and DFAT grant funds. Drawdown of the ADB loan finance will be linked to achievement of 7 DLIs as summarised in **Table 4** below. Disbursement of a portion of the grant funds from GoA DFAT will be linked to SIG's achievement of one DLI relating to increased SIG contributions to the NTF.

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Table 4: Disbursement linked Indicators – ADB STIIP Loan

Disbursement Linked Indicators	Baseline Year and Value	Target Values					
		Prior Results 2015	2016	2017	2018	2019	2020
<b>Output 1: Transport infrastructure rehabilitated and maintained for all users, with safety, gender-responsiveness, and climate- and disaster-resilience improved</b>							
<b>DLI 1:</b> Length of sealed and major unsealed roads effectively maintained	Sealed: 114 km Unsealed: 250 km (2014)		Sealed: 120 km; Unsealed 270 km	Sealed: 130 km; Unsealed 290 km	Sealed: 140 km; Unsealed 310 km	Sealed: 150 km; Unsealed 330 km	Sealed: 154 km; Unsealed 330 km
<b>DLI 2:</b> Gender responsive design features built	N.A.		1 Feature built	2 Features built	2 Features built	1 Feature built	
<b>Output 2: Country systems strengthened to finance and implement the NTP</b>							
<b>DLI 3:</b> Government counterpart contribution to the program funded adequately and timely	N.A.		≥ SBD 40 <sup>a</sup> million	≥ SBD 40 million <sup>a</sup>	≥ SBD 40 million <sup>a</sup>	≥ SBD 40 million <sup>a</sup>	≥ SBD 40 million <sup>a</sup>
<b>DLI 4:</b> Safeguards Procedures Manual adopted and implemented annually and NTP 3YAP [now MTTAP] updated annually	No (2014)	SPM adopted	Yes	Yes	Yes	Yes	Yes
<b>Output 3: MID's management and supervision capacity strengthened</b>							
<b>DLI 5:</b> Road network inventoried and condition surveyed	1,063 km (2014)	1,502 km condition surveyed					
<b>DLI 6:</b> Increased annual financial rate of execution of the NTF work program	SBD88 million (2014)		SBD 90 million	SBD 94 million	SBD 94 million	SBD 94 million	>SBD 94m
<b>DLI 7:</b> MID staff increased in key functions	0 procurement and 2 safeguards officers		1 procurement and 1 safeguards officer	1 procurement			

<sup>a</sup> GoA will disburse against DLI 3, a base contribution of AUD 5 million per year over the 5 years and an addition AUD 8 million over five years as outlined in para 20 of the RRP and the Program Results Framework. 3-YAP = 3-Year Action Plan, DLI = disbursement-linked indicator, km = kilometre, MID = Ministry of Infrastructure Development, N.A. = not applicable, NTF = National Transport Fund, NTP = National Transport Plan, SPM = Safeguards Procedures Manual. Source: Asian Development Bank (Draft RRP, Feb 2016)



## 4. Transport Infrastructure Inventory

The Solomon Islands Transport Asset Management System (SITAMS) database is a central repository of standardised data about Solomon Islands transport infrastructure. SITAMS has been particularly focussed on assembling accurate information about the location and condition of all roads, bridges and culverts in the country. A nationwide survey of roads and bridges was carried out in 2014-2015, and a repeat survey was substantially completed in 2016. The new survey capitalised on lessons learned, checked that no assets or information had been missed and identified changes in asset condition during the interim period. Regular re-surveys are intended to be undertaken at approximately two yearly intervals.

Some information on airfields and community wharves is also available in SITAMS. However these are less extensive and diverse than roads and their condition data is not as current.

Key details of Solomon Islands' existing land, sea and air transport infrastructure extracted from SITAMS (in April 2016) are summarised in several tables later in this section.

### Condition Ratings

In SITAMS the condition of each surveyed item is rated on a scale of 1 to 5. Condition 1 indicates the infrastructure is in very good condition and a 5 indicates it has deteriorated to a very poor state, which often means it is barely usable or, in the case of roads, may be impassable.

Infrastructure that has a condition rating of 3 (Average) or better is commonly described as "maintainable". This means it can be sustainably maintained using typical routine or periodic maintenance treatments. Infrastructure with a Condition rating of 4 or 5 requires substantial heavy engineering works (rehabilitation or upgrading) to get it up to a "maintainable" condition.

### Roads

The following two tables show the total lengths of sealed and unsealed road in each province, along with their condition ratings. A condition rating score is assigned to the road surface over each 0.5 km of road.

Although SITAMS currently records 1,463 km of roads across the country, previous estimates have been higher. A figure of 1,875 km is mentioned in NTP 2011 (Sect 5.1, page 13) and 1,751 km in NDS 2011 (Sect. 6.2.1, page 32) and repeated in NDS 2016 (Sect II B 1, page 22). It is understood that earlier estimates counted some roads identified on maps which had either never been formed or existed only as footpaths. It is possible that some road sections may have been missed in the recent surveys. It is therefore likely that a more accurate estimate of total existing road length would be higher than 1,463 km. However the SITAMS figure has been used in this report as an approximation of the minimum length of formed road confirmed to exist in Solomon Islands.

Table 5 Sealed Road Length (km) by Province and Condition

Province	Road Condition Rating (Sealed)						Total
	1	2	3	4	5	ND	
Choiseul							-
Western	19	6	5	1			30
Isabel							-
Central							-
Renbel							-
Guadalcanal	8	15	58	3	1		84
Malaita	1	2	8	7			17
Malaita							-
Makira							-
Temotu							-
Honiara	19	11	10	1			42
<b>Total km - Sealed</b>	<b>47</b>	<b>33</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>-</b>	<b>174</b>
<b>Percent of Total</b>	<b>27%</b>	<b>19%</b>	<b>47%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

Source: SITAMS. ND = No Data

Table 6 : Unsealed Road Length (km) by Province and Condition

Province	Road Condition Rating - Unsealed						Total km
	1	2	3	4	5	ND	
Choiseul			13	4	5		22
Western	1	5	51	36	18	0	112
Isabel		25	30	3	6		65
Central			7				7
Renbel		22	29	7	14		72
Guadalcanal		17	131	115	81	1	345
Malaita	1	39	146	122	72	1	381
Makira Ulawa		6	81	44	0		131
Temotu		4	55	6	4		69
Honiara City	2	12	40	31	1		85
<b>Total km – Unsealed</b>	<b>4</b>	<b>130</b>	<b>582</b>	<b>369</b>	<b>202</b>	<b>2</b>	<b>1,289</b>
<b>Percent of unsealed</b>	<b>0.3%</b>	<b>10.1%</b>	<b>45.1%</b>	<b>28.6%</b>	<b>15.7%</b>	<b>0.1%</b>	<b>100%</b>

Source: SITAMS. ND = No Data

## Road Drainage Structures

The location and details of 1,996 culverts are recorded in SITAMS, as summarised in the following table.

**Table 7 : Number of Culverts by Length and Condition**

Culvert Length	Culvert Condition Rating						Total
	1	2	3	4	5	ND	
<2m (incl. ND)	55	16	57	52	22	39	241
2m to 5m	12	18	26	30	30	20	136
5m to 10m	173	169	288	184	133	178	1,125
>10m	68	55	131	84	30	125	493
<b>Total</b>	<b>308</b>	<b>258</b>	<b>502</b>	<b>350</b>	<b>215</b>	<b>362</b>	<b>1,995</b>
<b>Percent of Total</b>	<b>15%</b>	<b>13%</b>	<b>25%</b>	<b>18%</b>	<b>11%</b>	<b>18%</b>	<b>100%</b>

Source: SITAMS. ND = No Data

## Bridges

A total of 440 structures are classified as bridges in SITAMS. Of these 365 have span lengths of 6m or greater and can be categorised for management purposes as engineered structures requiring specific design and maintenance arrangements. The 75 structures with spans less than 6m are probably small log/timber bridges or large culverts constructed according to standard designs, however 61 of them have no data recorded on their construction materials.

**Table 8: Number of Bridges by Span and Condition**

Bridge Span	Bridge Condition Rating						Total
	1	2	3	4	5	ND	
< 6m (incl. ND)	7	8	18	13	16	13	75
6m to 12m	18	24	55	16	34	25	172
12m to 30m	15	23	39	12	24	18	131
30m to 60m	8	6	9	5	7	3	38
> 60m	8	4	7		4	1	24
<b>Total</b>	<b>56</b>	<b>65</b>	<b>128</b>	<b>46</b>	<b>85</b>	<b>60</b>	<b>440</b>
<b>Percent</b>	<b>13%</b>	<b>15%</b>	<b>29%</b>	<b>10%</b>	<b>19%</b>	<b>14%</b>	<b>100%</b>

Source: SITAMS. ND = No Data

If the 60 bridges for which no condition data has been recorded have a similar distribution of condition to the others, a pro-rata estimate from these data suggest that perhaps 120

bridges with spans greater than 6m would have condition scores of 4 or 5. This means that some 33% of all major bridges would be classified as not-maintainable, and require major work to bring them up to a maintainable condition.

### Community Wharves

There are 91 wharves recorded in SITAMS. These don't include 12 wharves and 3 boat ramps constructed under the DMSP project between 2012 and 2016. Apart from eight wharves surveyed in 2013 all the others were last assessed in 2012 or earlier. Many of these structures will have deteriorated in the interim, although a small number have also received rehabilitation or maintenance repair works.

**Table 9 : Community Wharves by Type and Condition Rating**

Wharf Type	Wharf Condition Rating						Total
	1	2	3	4	5	ND	
<b>Anchorage</b>					1		1
<b>Jetty</b>		3	5	4	4	11	27
<b>Pier</b>		2					2
<b>Wharf</b>	9	6	4	7	3	8	37
<b>ND</b>	1	2		3	2	16	24
<b>Total</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>10</b>	<b>35</b>	<b>91</b>
<b>Percent</b>	<b>11%</b>	<b>14%</b>	<b>10%</b>	<b>15%</b>	<b>11%</b>	<b>38%</b>	<b>100%</b>

Source: SITAMS ND = No Data

### Airfields

Surveyed condition ratings for airports were not available. There are approximately 27 regional airfields in Solomon Islands, plus Henderson International Airport. Of the 28 airfields 21 are government owned and fall within SIG's responsibility for operations and maintenance. The others are in private ownership. With the exception of Henderson, Munda and Nusatupe which are paved, all other runways are unsealed. Many of the smaller regional strips are in poor condition and require upgrading. Two of them (Lomlom in Temotu and Manaobo in Malaita) were built new in 2014 but are not operational. Gwaunaruu Airfield, serving Auki in Malaita has been closed since early 2013 due to a community dispute but expected to resume operations in 2016.

### Inventory Summary

The available data clearly shows that much of Solomon Islands' transport infrastructure is in poor shape.

Unsealed roads are particularly critical for rural communities. However in the latest (2015) survey 40% (583 km) of unsealed road carriageway was classified as "not maintainable" and hence requiring significant investment in rehabilitation works to get it to a condition where it could be sustainably maintained. For sealed roads the situation is better, with only 7% (13km) requiring rehabilitation but this is on a much smaller base (174km), much of which is in the urban areas of Honiara and adjacent main highways of Guadalcanal.

Bridges and culverts are also vital components of a functional road network. Some 29% of surveyed culverts and 29% of bridges have been rated as not maintainable, and require



substantial work. Those percentages will be underestimates as condition data is missing from 14% of the culverts and 18% of the bridges in the database.

In the case of the 91 wharves in SITAMS 26% of locations have poor condition ratings of 4 or 5. However the wharf data is quite out of date compared to the roads and bridges, and 38% of wharves have no condition data recorded. So the 26% classified as not maintainable is very likely an underestimate notwithstanding the 14 new wharves constructed and the maintenance of selected wharves that has been accomplished since 2013.

Overall it is apparent that planning for investment in (as distinct from maintenance of) transport infrastructure should focus very much on rehabilitating and upgrading the existing deteriorated infrastructure rather than building new roads, bridges and airfields. This is consistent with the expenditure categories shown in **Table 2 above** Error! Reference source not found. in which expansion of road and airfields are classed as low priority luxury projects. However expansion and rehabilitation of maritime infrastructure are both classified in the essential category.

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## 5. Prioritised Projects

It is possible to compile a national transport investment option which focusses entirely on restoring existing transport infrastructure to maintainable condition without constructing any new infrastructure elements. This has been summarised below under the heading of the “Repair Only” option. However such a scenario would disregard the many new infrastructure projects required by Solomon Islands communities, including those projects proposed in the DCCG Policy Statement.

Therefore, in preparing this plan it was necessary to develop an updated prioritised long list of transport infrastructure projects that incorporates both repairs and new infrastructure works which could be planned for construction during the twenty year planning horizon of the NTP 2017.

### “Repair Only” Option

The “Repair Only” Option is presented as a simple estimate of the cost of restoring all existing transport infrastructure in Solomon Islands to a condition in which it can reasonably fulfil its originally intended purpose and be sustainably maintained through a programme of planned maintenance.

This requires rehabilitation works for all roads, wharves and airfields that are currently rated as “not maintainable” (ie. Condition Rating 4 or 5). After rehabilitation the infrastructure would have been restored to a condition rating of 1. Although further deterioration will continue to occur, the ongoing application of well-planned and adequately funded maintenance would ensure that the condition of the rehabilitated infrastructure continues to serve its purpose and never again declines to a condition rating level less than 3.

There is some infrastructure (including 38% of all wharves) for which no condition rating has been recorded in SITAMS. In those cases the infrastructure condition has been assumed pro rata in proportion to the other infrastructure of that type which has been rated. The cost of road culvert works, and bridges less than 6m in span (ie. large culverts) have not been separately estimated but are deemed to be included in the cost of the road carriageway.

In this estimate:

- 10 airfields have been assumed as requiring rehabilitation as specific airfield condition ratings were not available
- The table seeks to assess only the works required to restore existing infrastructure to its pre-existing condition. The figures do not include upgrade works, such as sealing of roads that are currently unsealed or extending airport runways to cater for Dash 8 operations.
- Apart from the airfields the table includes only infrastructure elements which have been surveyed and recorded in SITAMS. The quantities in the table may therefore be underestimated.

Using indicative cost rates and SITAMS condition data the cost of such a nationwide “Repair Only” plan has been estimated as shown in the table below.

**Table 10: Cost Estimate - "Repair Only" Option**

Infrastructure Category	Unit	Quantity (Condition Rating 4 or 5)	Rehabilitation Cost Rate (SBD/unit)	Total Cost (SBD) <sup>1</sup>
Sealed Roads	km of carriageway	12	4,000,000	48,000,000
Unsealed Roads	km of carriageway	572	1,300,000	743,600,000
Road Bridges (> 6m span)	metres of span length	5,404	30,000	162,100,000
Wharves	each	31	8,900,000	275,900,000
Airfields	each	10	5,000,000	50,000,000
<b>Total (SBD)</b>				<b>1,279,600,000</b>

Note 1: Total cost rounded to nearest SBD 100,000

### Developing the Projects List

Development of the projects list was undertaken in two stages. First identifying projects and then prioritising them using the NIIP methodology. An initial list was compiled by combining projects from key source documents. There were four directly relevant documents with nationwide coverage - the DCCG Policy Statement (Solomon Islands Government, 2014), NIIP 2013, NTP 2011 and 3YAP 2011. Two projects were also added from the Honiara Local Planning Scheme (HLPS) (Solomon Islands Government Ministry of Lands Housing and Survey and Honiara City Council, 2015) and some new proposals were generated within MID.

The long list consists of some 247 project proposals, made up of 39 airport projects, 109 land transport (road) projects and 99 sea transport (wharf) projects. Wharves and proposed wharf sites are listed individually. The list excludes existing infrastructure in "maintainable" condition which by definition requires only maintenance works.

### Prioritisation Method

A priority score was determined for each project using a modified version of the assessment method set out in the NIIP. It uses 14 criteria, one or more of which is aligned to each of the eight objectives of NDS 2011. The NIIP criteria also align with NDS 2016. A criterion score was allocated on a five point scale (0 to 4) in response to each of the 14 criteria questions. The individual criterion scores were summed to determine the overall priority score for each project.

A description of the modified NIIP prioritisation method has been attached as **Appendix 4**. This scoring method was applied to determine a priority score for all projects on the long list.

### Project Cost Estimates

The following indicative base cost rates were used:

- Rehabilitation of unsealed roads - SBD 1.3 m per km
- Rehabilitation of unsealed roads - SBD 4.0 m per km

- Construction of new unsealed roads - SBD 2.0 m per km
- Construction of new sealed roads - SBD 4.5 m per km
- Construction of new high-level bridges – SBD 100,000 per linear metre of structure
- Construction of wharves – SBD 8.9 m per wharf
- Construction of regional airfields SBD 40m - 60m each

The cost rates were used to develop an indicative cost estimate for each project in the NTP long list. For projects not fitting the above categories, and those known to have non-typical requirements, ad hoc MID estimates were used.

It is noted that these cost estimates are very preliminary and were, in most cases, prepared without information on the site-specific requirements nor likely engineering designs applicable to each proposed project. The estimates do not explicitly include non-construction costs such as for feasibility studies, topographic and bathymetric surveys, detailed engineering designs, procurement costs, project management and contract supervision. The costs for land acquisition, purchase and any resettlement requirements have also not been factored into the project cost estimates.

### Consultation

The NTP 2017 has been prepared by the NTF Secretariat in consultation with the Technical Working Group (TWG) of the NTF. The TWG is composed of representatives of each agency holding a seat on the NTF Board (MoFT, MID, MDPAC, MPGIS, MCA, donor representative).

A wide range of other transport sector stakeholders was consulted in developing the list of project proposals. These included the Office of Prime Minister and Cabinet, other SIG agencies, all provincial governments and NGOs. MID also hosted a multi-stakeholder consultation workshop in Honiara on 12 May 2016.

Additional details of persons consulted are included in **Appendix 5**.

### Risk Assessment

The risks associated with the ability of Government to implement this NTP are many. Some of these risks can be mitigated, others cannot. To assess the problems that may occur during implementation, a straightforward analysis was undertaken and the previous NTP 2011 risk analysis was reviewed. This identified the key risks, the likelihood of each issue occurring, assessed how they might impact upon that plan and identified appropriate mitigating measures.

### Analysis of Risks

All of the risks identified earlier still remain, but some have moderated since that time while others have increased. The latter arise from more new infrastructure construction being included in the NTP 2017. The results of the updated risk assessment are shown in the table below.

Table 11: Risk Analysis

Description of risk	Likelihood	Potential Impact	Mitigation
1. Political indecision or interference delays key decisions, thereby delaying the implementation of projects.	High	High	By adopting a sector wide approach based upon this Plan and multi-year funding agreements, it should be possible to minimise the need for political decisions during planning and programming stages.
2. Schemes are delayed because of poor procurement procedures.	Medium	Medium	CPIU and MID have received substantial support and training in procurement procedures in recent years. Australian-funded technical assistance for MID's procurement team will continue under the STIIP program (2016–2020).
3. MID continues to suffer from skill shortages, which delay decision making and the implementation of the Plan.	Medium	High	The recruitment and professional development of current and future MID continues to be a challenge.
4. Insufficient funding is made available to fund the Plan, either because committed funds are not being delivered, or because additional funds cannot be sourced. The increasing budget demands in the lead-up to Solomon Islands hosting the 2023 Pacific Games may exacerbate this risk.	High	High	Whilst SIG has successfully committed funds to the transport sector in recent years, current financial constraints mean that funds available may not meet the demand. An increase in the <b>recurrent</b> budget for maintenance would assist in making other funds available for new investment.
5. Because of cost overruns or excessive inflation the overall costs of implementing the Plan rise, so that the full Plan cannot be delivered.	High	Low	The Plan has been developed based upon average and indicative costings. It is likely that costs will vary significantly from those included in the Plan. The development of each annual program will take into account inflation and previous costs to ensure that the program can be delivered within the available budget.

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Description of risk	Likelihood	Potential Impact	Mitigation
6. The development of private sector contractors is delayed leading to cost increases, delayed works and poor workmanship.	Medium	High	The local contracting industry has grown substantially in recent years in response to the NTF's steady stream of outsourced work. This will likely continue as the NTF program grows. It may also be possible to structure tenders in such a way as to make them attractive to international contractors. The STIIP program between SIG, DFAT and the ADB also includes measures to improve the quality and value for money of transport works, including: <b>Training for the private sector</b> , a review of <b>project cost</b> , review of labour-based maintenance and <b>technical audits of works</b> .
7. Concerns relating to environmental degradation cause schemes to be delayed or omitted from the program. More of the Plan for 2017 – 2036 period relates to construction of new infrastructure than in previous years. There may therefore be more environmental concerns.	Medium	Low	Timely applications for development consents and full compliance with consent conditions on transport infrastructure projects.
8. Land acquisition issues, relating to the custom land system, delay or block schemes.	Medium	Medium	Land acquisition issues may delay new infrastructure construction, but less likely to affect maintenance and rehabilitation of existing infrastructure. MID has gained experience in dealing with these and is introducing a new land purchase policy. Passage of MID's Infrastructure Management Bill will give the ministry greater powers to address land issues and control over road reserves.
9. Difficulties relating to liaison with provincial governments mean that schemes cannot be delivered or that provinces follow alternative policies to the NTP.	Medium	Low	MID has a good working relationship with provincial premiers and engineers. This, together with a clear explanation of how each year's program has been developed, should minimise difficulties related to provincial policies.





## 6. The Plan

*This section may be further refined after second pass scoring of the projects long list.*

The long list identified for this NTP contains a total of 247 project proposals. These include 39 airstrip projects, 109 road projects and 99 wharf projects.

### Projects List

The nationally prioritised lists of Air, Land and Sea transport infrastructure projects are shown in **Appendix 2**. This represents an idealised twenty year program of development works (excluding maintenance expenditures) which, upon completion, would meet the currently assessed infrastructure needs.

Scoring criterion 5 attempts to assess the extent to which each project would support areas of future growth which have been identified in the DCCG Policy Statement (2015). However many projects in the list are remote from DCCG development areas and are based on transport needs as currently observed. The prioritisation scores do not quantitatively consider travel demand from general economic and population growth that will occur over the next 20 years. Nevertheless some major projects (such as the Honiara Outer Bypass Road, and Dash 8 runway extensions) would inherently provide capacity for significant growth in travel demand. Other works, such as rehabilitation of existing infrastructure may not provide for much future growth and would require further upgrading for longer term expansion.



### Construction Packaging, Staging and Implementation Capacity

The packaging and staging of individual NTP projects is largely unknown at this time. However it should be noted that of the 247 projects listed 99 are for the development of wharves. A few larger harbour developments (eg. Kirakira Harbour, Wairokai International Seaport) would probably be implemented as standalone projects. However most of the 99 wharf projects relate to smaller community wharves which would be constructed in packages of, say 3 to 6 wharves per construction contract. On the other hand large road projects (eg. the Honiara Inner and Outer Bypasses, Guadalcanal Weather Coast Road) would almost certainly be constructed under multiple contracts and staged over many years.

A preliminary assessment suggests that construction of all the projects on the long list may require around 150 to 200 separate contracts to be designed, procured and implemented over the nominal 20 year planning period. That suggests a rate of 7 to 10 major new contracts to be initiated every year, many of which would be implemented over periods of more than one year (typically up to, two or three years) per contract. These would be in addition to MID's normal base load of maintenance contracts required to sustain existing maintainable transport infrastructure (typically at least 100 three-year labour-based contracts and three to six machine-based contracts and any given time). The proposed enlargement of the existing stock of transport infrastructure would also require a corresponding expansion of the maintenance effort.

The rate of construction required to implement the full NTP long list of projects even over a period as long as 20 years would vastly exceed the current capacity of both MID (for procurement and supervision) and the local contracting industry (for implementation).

Although additional SIG and donor resourcing, and the engagement of international consultants and contractors, will lead to further capacity gains it must be recognised that implementation of the full long list will almost certainly remain an unachievable goal within the next 20 years. Instead careful prioritisation of projects is essential to maximise the development benefits pursued through selected transport infrastructure improvements in the medium term.

### Summary of Long List

Key statistics from the full nationally prioritised projects lists are summarised in several tables below.

**Table 12: Project Statistics by Province**

Province	No. Br/Wh	No. Jobs
Central	7	14
Choiseul	17	28
Guadalcanal	12	31
Honiara		10
Isabel	12	29
Makira	20	31
Malaita	26	47
Renbel	2	8
Temotu	7	13
Western	12	32
Various		4
<b>Total</b>	<b>115</b>	<b>247</b>

**Table 13: Project Statistics by Work Type**

Work Type	Road kms	Br/Wh (ea.)	No. of Jobs (All Modes)
<b>New</b>	1,886	90	171
<b>Rehab</b>	700	24	47
<b>Upgr</b>	26	1	29
<b>Grand Total</b>	<b>2,612</b>	<b>115</b>	<b>247</b>

**Table 14: Project Budgets by Province and Transport Mode**

Province	Air	Land	Sea	Budget (SBD)
Honiara		368,440,000		368,440,000
Choiseul	147,000,000	383,220,000	137,500,000	667,720,000
Western	263,000,000	1,486,950,000	80,300,000	1,830,250,000
Isabel	137,000,000	579,300,000	43,700,000	760,000,000
Central	67,300,000	183,000,000	89,600,000	339,900,000
Renbel	110,000,000	104,760,000	9,850,000	224,610,000
Guadalcanal	262,000,000	1,026,752,000	71,200,000	1,359,952,000
Malaita	233,000,000	1,044,950,000	253,500,000	1,531,450,000
Makira	140,000,000	511,300,000	205,500,000	856,800,000
Temotu	123,000,000	142,500,000	76,500,000	342,000,000
Various		130,000,000	61,600,000	191,600,000
<b>Grand Total (SBD)</b>	<b>1,482,300,000</b>	<b>5,961,172,000</b>	<b>1,029,250,000</b>	<b>8,472,722,000</b>

### Project priorities 2017-2036

The project list for Honiara City contains only road projects as there are no community wharf or airfield projects proposed within the city boundary.

The nationally top ranked air land and sea transport infrastructure projects respectively are shown in **Table 15** to **Table 17** below.

**Table 18** lists the top scored air, land and sea transport infrastructure project in each of Solomon Islands 9 provinces and Honiara. The total budget estimate for this “Top 3” list is SBD 1,302,210,000.

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Table 15: Top Ranked Airfield Projects

Rank	Ref.	Prov.	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Cum. Budget (SBD)	Priority Score
A01	2011NTP AP30	Malaita	42,658	Air	Auki-Gwaunaruu Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.		60,000,000	60,000,000	32
A02	NIIPA3	Guadalcanal	80,082	Air	Henderson AP Apron Upgrade	Upgr	Henderson Airport Apron Upgrade		25,000,000	25,000,000	31
A03	2011NTP AP45	Western	15,384	Air	Munda Airfield (SIG) Phase 2	Upgr	Provide fence, terminal facilities, nav aids, landing lights		45,000,000	70,000,000	30
A04	2011NTP AP32	Temotu	4,928	Air	Lata Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.		60,000,000	130,000,000	29
A05	2011NTP AP34	Makira	7,777	Air	Kirakira Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.		60,000,000	190,000,000	28

Table 16: Top Ranked Road Projects

Rank	Ref.	Prov.	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Cum. Budget (SBD)	Priority Score
L01	NIIPR08	Guadalcanal	28,674	Land	East Guadalcanal Bridges	New	Provision of high level bridges between Mberande and Aola.		50,000,000	250,000,000	39
L02	CPIU17	Malaita	25,734	Land	South Malaita Bridges Phase 3	Rehab	Kwaleunga, Maa, Fulo, Kwaleunga bridges	3	23,000,000	273,000,000	36
L03	DCC08	Malaita	25,734	Land	Malaita Sth Rd Rehab	Rehab	Malaita South Road (Auki-Bina-Hauhui) Rehabilitation Project	75	38,750,000	311,750,000	35
L04	DCC10	Malaita	22,734	Land	Auki Town Roads Phase 4	Rehab	Auki Township Road Upgrade Project	6	24,000,000	335,750,000	35
L05	LPS01	Honiara	82,485	Land	Honiara EW Link-Inner Bypass	New	Rove to Chinatown, via Hibiscus Ave, Fox St & Rock Haven	4	21,600,000	21,600,000	33
L06	MID02	Malaita	17,133	Land	Malaita New Seals	Rehab	Sealing Fulisango Rd, Nth Rd Airport Jn to E Rd Jn, E Rd steep sects	57	228,000,000	249,600,000	33
L07	LPS02	Honiara	82,485	Land	Honiara CBD Outer Bypass	New	Bypass multi-lane road inland of Honiara (from Henderson to Poha)	24	240,000,000	489,600,000	32
L08	CPIU02a	Honiara	82,485	Land	Honiara Hwy East 2	Rehab	MBC-Panatina, Ranadi, KGIV, Marine Sc, C'wealth St, Tongs,	1	5,000,000	494,600,000	32

Rank	Ref.	Prov.	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Cum. Budget (SBD)	Priority Score
<b>L09</b>	CPIU05	Honiara	82,485	Land	Vura/Kukum Bypass	Rehab	Vura/Kukum Bypass (Kukum Hot Bread - Florence Young School)	0	880,000	495,480,000	32
<b>L10</b>	CPIU03	Honiara	82,485	Land	Honiara Hwy West 1	Upgr	Central Market - W/River. Road rehab and drainage upgrade	5	18,120,000	513,600,000	32

Table 17: Top Ranked Wharf Projects

Rank	Ref.	Prov.	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Cum. Budget (SBD)	Priority Score
<b>S001</b>	W071	Western	7,923	Sea	Ghizo Main Wharf	Upgr	Capacity upgrade to Ghizo main wharf		10,000,000	10,000,000	39
<b>S002</b>	W084	Makira	8,242	Sea	Kirakira Port Development	New	Develop new port/harbour for Kirakira.		70,000,000	80,000,000	36
<b>S003</b>	W022	Western	2,266	Sea	Seghe	Rehab	Requires repair		2,000,000	82,000,000	34
<b>S004</b>	W099	Malaita	3,889	Sea	Ma'asupa Wharf	Rehab	Requires repair		2,000,000	84,000,000	34
<b>S005</b>	W093	Temotu	1,813	Sea	Lata	New	Requires repair/replacement?		8,900,000	92,900,000	33
<b>S006</b>	W083	Isabel	2,267	Sea	Kia Wharf	Rehab	Requires repair		2,000,000	94,900,000	32

Rank	Ref.	Prov.	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Cum. Budget (SBD)	Priority Score
<b>S007</b>	W144	Temotu	4,928	Sea	Temotu International Sea Port	New	Economic - New		30,000,000	124,900,000	32
<b>S008</b>	W029	Makira	3,905	Sea	Su'umoli	Rehab	Requires repair		2,000,000	126,900,000	31
<b>S009</b>	W033	Choiseul	5,308	Sea	Tarekukure	Rehab	Requires repair		2,000,000	128,900,000	30
<b>S010</b>	W002	Renbel	2,720	Sea	Ahangha	New	New landing ramp		950,000	129,850,000	30

**Table 18: Top Scored Air, Road and Sea Projects in each Province**

Natl. Rank	Prov	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Priority Score
<b>L05</b>	Honiara	82,485	Land	Honiara EW Link-Inner Bypass	New	Rove to Chinatown, via Hibiscus Ave, Fox St & Rock Haven	4	21,600,000	33
<b>S009</b>	Choiseul	5,308	Sea	Tarekukure	Rehab	Requires repair		2,000,000	30
<b>L29</b>	Choiseul	14,992	Land	Choiseul Bay Connectivity Rd	New	Vuranggo/Vacho-Taro-Kolumgangara, NW Choiseul	78	156,000,000	29
<b>A15</b>	Choiseul	7,907	Air	Choiseul Bay-Taro (SIG)	Upgr	Length OK for Dash 8, needs rehab, fence and seal.		30,000,000	23
<b>S001</b>	Western	7,923	Sea	Ghizo Main Wharf	Upgr	Capacity upgrade to Ghizo main wharf		10,000,000	39

Natl. Rank	Prov	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Priority Score
L14	Western	8,182	Land	Ghizo Island Roads	Rehab	Rehab Ghizo-Segaraghe, 6 Mile and Ghizo D Rds	17	42,500,000	31
A03	Western	15,384	Air	Munda Airfield (SIG) Phase 2	Upgr	Provide fence, terminal facilities, nav aids, landing lights		45,000,000	30
S006	Isabel	2,267	Sea	Kia Wharf	Rehab	Requires repair		2,000,000	32
L15	Isabel	8,373	Land	Buala to Suavanao Rd S1	New	Mainly rehab, align & connect existing logging roads.	40	80,000,000	31
L16	Isabel	8,373	Land	Buala to Suavanao Rd S2	New		41	82,000,000	31
L17	Isabel	8,373	Land	Buala to Suavanao Rd S3	New		41	82,000,000	31
A19	Isabel	3,616	Air	Suavanao Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.		40,000,000	22
L26	Central	1,251	Land	Tulagi Rd Rehab	Rehab	Tulagi Road Rehabilitation and Improvement Project	9	36,000,000	30
S015	Central	1,899	Sea	Tulagi Public Wharf	New	Needs to be replaced		14,000,000	29
A11	Central	1,251	Air	Tulagi Helipad	New	Build new helipad in Tulagi town		300,000	24
L18	Renbel	1,375	Land	Tiggoa to Lake Tengano rehab	Rehab	Tiggoa to Lake Tengano Road Project . Replaced NIIPR18.	53	69,160,000	31
S010	Renbel	2,720	Sea	Ahangha	New	New landing ramp		950,000	30



Natl. Rank	Prov	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Priority Score
A06	Renbel	1,097	Air	Tinggoa (SIG) Rennel	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.		40,000,000	25
L01	Guadalcanal	28,674	Land	East Guadalcanal Bridges	New	Provision of high level bridges between Mberande and Aola.		50,000,000	39
A02	Guadalcanal	80,082	Air	Henderson AP Apron Upgrade	Upgr	Henderson Airport Apron Upgrade		25,000,000	31
S033	Guadalcanal	15,605	Sea	Aola Wharf	New	Needs to be replaced		8,900,000	27
S034	Guadalcanal	1,653	Sea	Marau	New	Needs to be replaced		8,900,000	27
L02	Malaita	25,734	Land	South Malaita Bridges Phase 3	Rehab	Kwaleunga, Maa, Fulo, Kwaleunga bridges	3	23,000,000	36
S004	Malaita	3,889	Sea	Ma'asupa Wharf	Rehab	Requires repair		2,000,000	34
A01	Malaita	42,658	Air	Auki-Gwaunaruu Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.		60,000,000	32
S002	Makira	8,242	Sea	Kirakira Port Development	New	Develop new port/harbour for Kirakira.		70,000,000	36
L36	Makira	8,093	Land	E Makira Roads Warahito-Namuga	New	New river crossings & road sections to E Makira agric areas.	55	110,000,000	29
A05	Makira	7,777	Air	Kirakira Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.		60,000,000	28
S005	Temotu	1,813	Sea	Lata	New	Requires repair/replacement?		8,900,000	33

Natl. Rank	Prov	Pop. Affected	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Priority Score
<b>L13</b>	Temotu	3,963	Land	Nendo S & E Roads	New	New roads on E & S of Nendo Island.	40	80,000,000	32
<b>A04</b>	Temotu	4,928	Air	Lata Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.		60,000,000	29

## 7. Multi-Year Action Plan

*A short lead-in section will go here with broad description of MTTAPs and how they relate to the main NTP document.*

### Major Projects and Strategies

Several major projects require special consideration due to their size, dispersed nature and/or other complexity. Brief descriptions of these and summarised implementation strategies are outlined briefly below.

#### *East Guadalcanal Highway Upgrade – Guadalcanal Province*

Brief description of E Gual highway and bridge proposals, oil palm and economic growth.

#### *Bridge Improvement Program - Various Provinces*

SITAMS information suggests that some 120 bridges (a third of all bridges >6m span) in Solomon Islands have deteriorated to the point that they are no longer maintainable through standard methods and require major rehabilitation or replacement. Some of these are not only uneconomic but are potentially unsafe to road users due to reduced load carrying capacity and the risk of failure and collapse.

Bridges in this length class are less likely to have wet crossing sites available nearby and pose a greater risk of community severance and cost if they do fail. A nationwide program is proposed to assess all bridges and determine a program of prioritised bridge sites to be improved.

A nominal minimum budget of SBD20m p.a. has been estimated to improve all bridge crossings (>6m span) to maintainable condition over ten years, by 2026.

#### *Footbridges Program – Various Provinces*

The objective is to provide relatively cheap footbridges to provide access to schools, clinics and markets in locations where roads and road bridges cannot be economically provided. These sites would be typically for crossings of major rivers and predominantly in rural areas. However urban sites (eg. Upper Mataniko, Honiara) would also be considered.

The beneficiaries would disproportionately be children and women accessing schools, clinics and markets. The project will enhance climate change resilience by providing high level crossings of watercourses that would be otherwise impassable in times of flood. It is recommended that at least one major footbridge be implemented annually.

#### *Maritime Nav aids – Various Provinces*

Improved Nav aids are required for safety of navigation, with works in most provinces. MID will need to resolve whether these would be implemented by SIMSA or CPIU.

#### *Honiara East-West Link (Inner Bypass Road) – Honiara City*

An inner bypass road proving an alternative route to Mendana Avenue. Acquisition of registered land required. Recommended for completion prior to South Pacific Games 2023.

### ***Honiara Outer Ring Road – Honiara City and Guadalcanal Province***

Sometimes also referred to as the “Back Road”, this project could ultimately provide a multi-lane ring road inland of Honiara (from Henderson to Poha). The purpose of such a road is twofold. With appropriate crossing roads linking to the city it would provide substantial additional traffic capacity serving the greater Honiara urban area. It would also open up inland areas as an alternative to the inevitable ribbon development in which Honiara is otherwise forced to expand along the coast.

Many separate studies will be required to address transport planning needs, economic analysis, route location, feasibility design, land acquisition, environmental issues, multi-year construction staging and other matters. It is envisaged that short sections of the route (eg. a new third crossing of the Mataniko) could be constructed initially, and then progressively extended to St Martins Road in the east and Poha in the west. The traffic carrying capacity should also be staged, with an initial two lane undivided roadway (one lane each way) that could be later expanded to four or more lanes with grade-separated junctions. Such a route will almost certainly pass through parts of both Honiara City and Guadalcanal province. Close cooperation between those jurisdictions will be essential, as well as national government support.

It is recommended that key strategy studies, including the proposed JICA-funded Honiara Transport Master Plan, should commence in 2017. An overall staging plan should be developed with a view to constructing the first stage by 2024, and completion of a through route (St Martins Road to Poha) over the following 10 years.

### ***Provincial Island Ring Roads – Various Provinces***

Makira, Guadalcanal, Vanunu, New Georgia etc ?

### ***Airport Upgrades – Various Provinces***

Refer MCA study underway to further prioritise sequence of paving/ upgrading/fencing various provincial airstrips prior to handover to new SOE. Need more details?

### ***New Provincial Ports and International Sea Port***

Eg. Kirakira port, domestic container sea freight infrastructure requirements, new international sea port proposals (eg. Wairokai/Malaita, Lata/Temotu).

### **Future Updates of NTP/MTTAP**

In preparation of this update of the NTP and preparation of the accompanying MTTAP a number of procedural issues were identified. The following recommendations should be considered to help ensure that future updates can be completed more efficiently and holistically.

1. **Place Names** - Despite having several different map series available, plus an online geographic names database, it was difficult for the team to locate many place names with certainty. Many names referenced in the previous NTP or in stakeholder documents could not be found on official topographic maps, or were shown with widely varying spellings on different maps. For this update multiple names or spellings were recorded where practicable. A naming convention that respects place names used by local residents is needed and would make it easier to find projects.

2. **Locations of Schools and Health Facilities** - School and health facilities PDF maps were obtained from the responsible ministries. However these, especially the school maps, suffered from the problems of conflicting place names. Frequently school names were shown but not nearby place names. This problem could be solved if the education and health facilities maps (and lists) could include official place names with standardised spellings. Many of the schools and health facilities appear not to have road access, yet presumably have pupils or patients. The team were unable to assess whether construction of new roads should be considered to access them.
3. **Project Data Sheets** – For this update all project and scoring data was handled in a single spreadsheet, which became very large and was not connected to any mapping. The preferred method would be to use a basic project data sheet template that could be applied to all project proposals. Required elements would include a simplified location map and fields for key information such as description of project, cost estimate, project purpose, geographic coordinates and road length. The data fields for each project should be populated initially by the sponsoring agency. A separate scoring sheet template should then be attached to the project data sheet when scoring is undertaken.
4. **Island/Province Transport Plans** - It is recommended that prior to the next major NTP/MTTAP update regional/provincial/island transport plans should be developed covering every province, preferably with a standardised content and format. These could be regarded as sub-national versions of the NIIP. They would be prepared as a standard transport planning exercise, undertaken in consultation with the local population, local members and Provincial Governments and utilising all available data on population and economic activity. Preparation of future NTPs and MTTAP. It would be greater simplified if prioritised project proposals could be consolidated from consistent lower level plans.
5. **Sub-Sector Infrastructure Development Plans/Criteria** – It would be helpful to set down a guiding strategy of principles covering where, for what access/economic reason and to what standard airfields, wharves and roads should be built. This could be part on an NTP update. MID has made significant progress towards formalising a national road hierarchy and allocating all roads to an appropriate hierarchy category. This will support the establishment of unified levels of service and engineering design criteria. A similar approach can be applied to wharves and airstrips.
6. **Geographic Information System (GIS)** – This NTP/MTTAP update has been undertaken using multiple sets of disparate data obtained in various media. Maps were available only as PDF files or paper copies and most project information was received in written form, as text, reports or emails. Some georeferenced data on existing wharves was obtained from CPIU's SITAMS system. However, with appropriate GIS resources, all maps and project data for the NTP/MTTAP could be georeferenced, analysed, reported and presented using a GIS. MID's Asset Management Unit (AMU) is starting to build GIS capacity as it builds its SITAMS infrastructure data base. With the necessary technical assistance and consultant operational inputs it is recommended that technical tasks for future NTP/MTTAPs be moved to a GIS platform.

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# Appendices

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## Appendix 1 - Provincial Road Lengths

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## Provincial Road Lengths

The table below shows the length of road in each province, broken down by road class and road surface condition. The data was sourced from SITAMS in April 2016. Road sections for which no condition was recorded have been categorised as ND = No Data.

### Appendix 1: Provincial Road Lengths (km) by Surface Condition and Road Class

RoadClass	Road Surface Condition						Total km
	1.0	2.0	3.0	4.0	5.0	ND	
<b>Honiara Province</b>							
Feeder	15.1	11.9	11.5	1.7			40.3
Access	6.1	11.1	38.3	30.2	1.0		86.7
<b>Total - Honiara</b>	21.2	23.0	49.8	31.9	1.0		126.9
<b>Percent of Total</b>	17%	18%	39%	25%	1%	0%	100%
<b>Choiseul Province</b>							
Feeder			13.1	3.8	5.4		22.3
<b>Total - Choiseul</b>			13.1	3.8	5.4		22.3
<b>Percent of Total</b>	0%	0%	59%	17%	24%	0%	100%
<b>Western Province</b>							
Main	17.8	6.2	6.5	3.5			33.9
Feeder	0.5	4.8	37.4	18.9	17.7	0.1	79.5
Access	2.0	0.1	11.3	14.8	0.5		28.7
<b>Total - Western</b>	20.3	11.0	55.2	37.2	18.2	0.1	142.1
<b>Percent of Total</b>	14%	8%	39%	26%	13%	0%	100%
<b>Isabel Province</b>							
Main		9.5	10.5				20.0
Feeder		15.3	13.7	2.1			31.1
Access		0.4	6.2	1.0	6.3		13.8
<b>Total - Isabel</b>		25.2	30.4	3.1	6.3		65.0
<b>Percent of Total</b>	0%	39%	47%	5%	10%	0%	100%
<b>Central Province</b>							
Feeder			7.4				7.4
<b>Total - Central</b>			7.4				7.4
<b>Percent of Total</b>	0%	0%	100%	0%	0%	0%	100%

RoadClass	Road Surface Condition						Total km
	1.0	2.0	3.0	4.0	5.0	ND	
<b>Renbel Province</b>							
Main		18.3	17.6	3.6			39.5
Feeder			7.2	3.1	13.7		24.0
Access		3.4	4.0	0.4	0.6		8.4
ND					0.2		0.2
<b>Total - Renbel</b>		21.7	28.9	7.1	14.4		72.1
<b>Percent of Total</b>	0%	30%	40%	10%	20%	0%	100%
<b>Guadalcanal Province</b>							
Main	6.1	18.0	71.7	3.4	22.9	0.8	122.9
Feeder		11.5	64.4	53.4	14.8		144.1
Access	1.8	1.3	50.2	58.9	43.6	0.5	156.3
ND		1.0	3.0	2.2			6.2
<b>Total - Guadalcanal</b>	8.0	31.8	189.3	117.9	81.2	1.2	429.4
<b>Percent of Total</b>	2%	7%	44%	27%	19%	0%	100%
<b>Malaita Province</b>							
Main	1.8	33.2	115.3	56.2	16.0		222.6
Feeder		7.3	26.7	66.6	48.3		148.9
Access		0.3	11.8	6.2	7.8	0.5	26.5
<b>Total - Malaita</b>	1.8	40.8	153.8	129.0	72.1	0.5	398.0
<b>Percent of Total</b>	0%	10%	39%	32%	18%	0%	100%
<b>Makira Ulawa Province</b>							
Main			47.8	38.8			86.6
Feeder		5.5	27.3	4.9	0.1		37.7
Access			5.6	0.7			6.3
<b>Total - Makira Ulawa</b>		5.5	80.6	44.4	0.1		130.6
<b>Percent of Total</b>	0%	4%	62%	34%	0%	0%	100%
<b>Temotu Province</b>							
Main			0.5	21.5	0.5	3.5	26.0
Feeder				27.8	4.2	0.5	32.5
Access			3.8	5.4	1.3		10.5
<b>Total - Temotu</b>			4.3	54.7	6.0	4.0	69.0
<b>Percent of Total</b>	0%	0%	6%	79%	9%	6%	100%

## Appendix 2 - Prioritised Projects

DRAFT







Prioritised Projects - Grouped by Mode



Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
A01	2011NTP AP30	Malaita	Malaita	42,658	Air	Auki-Gwaunaruu Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.				60,000,000	32
A02	NIIPA3	Guadalcanal	Guadalcanal	80,082	Air	Henderson AP Apron Upgrade	Upgr	Henderson Airport Apron Upgrade	Rehab and extn of intl terminal aircraft holding apron, repair existing failures and provide additional capacity for handling of more than 2 aircraft			25,000,000	31
A03	2011NTP AP45	Western	New Georgia	15,384	Air	Munda Airfield (SIG) Phase 2	Upgr	Provide fence, terminal facilities, nav aids, landing lights	Runway was extended and sealed in 2013. Further upgrades required for certification to international standards (incl. night operations).			45,000,000	30
A04	2011NTP AP32	Temotu	Nendo	4,928	Air	Lata Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	Extend runway for Dash 8 operations (1.2km), rehab, fence and seal.			60,000,000	29
A05	2011NTP AP34	Makira	San Cristobal	7,777	Air	Kirakira Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.				60,000,000	28
A06	2011NTP AP35	Central	Russells	2,303	Air	Yandina Airfield (SIG)	Rehab	Rehab and runway sealing.	Runway disused since RIPEL closure ~2000			37,000,000	25
A07	2011NTP AP38	Renbel	Rennell	1,097	Air	Tinggoa (SIG) Rennel	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.				40,000,000	25
A08	2011NTP AP28	Guadalcanal	Guadalcanal	80,082	Air	Henderson IA 2nd Runway	Upgr	Build second runway at Henderson International Airport.				100,000,000	25
A09	2011NTP AP44	Guadalcanal	Guadalcanal	5,728	Air	Marau Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.	Will have road connection to Honiara in medium term.			37,000,000	25
A10	2011NTP AP33	Malaita	Malaita	20,000	Air	Atoifi Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.				40,000,000	25
A11	2011NTP AP52	Malaita	Malaita	38,431	Air	Manaoba Airfield (SIG)	Rehab	Construction substantially complete. Completion works only.	Recently constructed. Not yet in use.			3,000,000	25
A12	2011NTP AP36	Western	New Georgia	7,496	Air	Seghe Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.				40,000,000	24
A13	CEP01	Central	Tulagi	1,251	Air	Tulagi Helipad	New	Build new helipad in Tulagi town	Sealed?			300,000	24
A14	2011NTP AP43	Renbel	Bellona	1,186	Air	Anua Airfield (SIG) Bellona	Upgr	Metahenua Bellona Extnd for Dash 8, rehab, fence and seal.				40,000,000	24
A15	NIIPA9	Malaita	Small Malaita	8,702	Air	Parasi Airfield	Upgr	Rehabilitation, fence and runway sealing.				40,000,000	24
A16	2011NTP AP41	Makira	Santa Anna	2,787	Air	Santa Anna Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.				40,000,000	24
A17	NIIPA8	Temotu	Lomlom	5,991	Air	Lomlom Airfield	Rehab	Completion works only.	Allow for minor further work only?			3,000,000	24
A18	2011NTP AP42	Choiseul	Taro	7,907	Air	Choiseul Bay-Taro (SIG)	Upgr	Length OK for Dash 8, needs rehab, fence and seal.				30,000,000	23
A19	2011NTP AP51	Western	Vangunu	3,034	Air	Batuna Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	23
A20	2011NTP AP46	Isabel	Isabel	3,616	Air	Suavano Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	Prioritised for tourism growth in National Tourism Policy. Provides access to Papatuta Islands tourism area.			40,000,000	22
A21	2011NTP AP47	Western	Ramata	4,584	Air	Ramata Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	21
A22	2011NTP AP49	Western	Mono	1,489	Air	Mono Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	21
A23	2011NTP AP40	Guadalcanal	Guadalcanal	5,755	Air	Mabanakira Airfield (SIG)	Rehab	Major rehabilitation, fence and runway sealing.	Airfield has been abandoned since 2001.			50,000,000	21

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
A24	2011NTP AP37	Isabel	Fera	5,621	Air	Buala-Fera Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	20
A25	2011NTP AP31	Guadalcanal	Guadalcanal	2,959	Air	Avuavu Airfield (SIG)	Rehab	Haimarao. Major rehabilitation, fence and runway sealing.	Airfield has been abandoned since 2001. Road connection to Honiara in medium term.			50,000,000	20
A26	2011NTP AP39	Makira	Ulawa Island	3,905	Air	Arona Airfield, Ulawa (SIG)	Upgr	Rehabilitation, fence and runway sealing.				40,000,000	20
A27	2011NTP AP48	Choiseul	Kaghau	3,876	Air	Kaghau Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	19
A28	2011NTP AP50	Western	Shortland	4,221	Air	Ballalae Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	19
A29	RPG04	Renbel	Rennell	1,301	Air	New Airstrip in East Rennell	New		To service tourists flying direct from Honiara			30,000,000	19
A30	DCC40	Malaita	Malaita	3,772	Air	Uhu/Harumou/Rohinari Airstrip	New	New airstrip for Are'are Lagoon, West Are'are. (at Harumou?)	Unsealed			30,000,000	19
A31	DCC39	Central	Choiseul	5,183	Air	Mbokolonga Airstrip	New	New airstrip for Small Gela Island	Unsealed			30,000,000	17
A32	DCC41	Malaita	Malaita	7,695	Air	East Are'are Airstrip	New	New airstrip for East Are'are.	Unsealed			30,000,000	17
A33	WPG02	Western	Vella La Vella	3,230	Air	Barakoma Airfield	New	New airstrip for Barakoma	New airstrip for Barakoma, Vella Lavella. Unsealed (Note: Maps show an old airstrip at Barakoma)			30,000,000	16
A34	NIIPA5b	Isabel	Isabel	2,267	Air	Kia Airfield (New)	New	New Kia Airfield	Unsealed. Tourism potential however alternative is road Kia Suavanao			30,000,000	16
A35	DCC43	Choiseul	Choiseul	5,055	Air	Sasamunga Airfield	New	New airstrip for Sasamunga	Unsealed			30,000,000	15
A36	DCC42	Malaita	Malaita	24,258	Air	Okwala Airstrip	New	New airstrip for Okwala.	14km by air from Auki-Gwaunaruu. By 2017 Okwala should be accessible by vehicles from South Road via Busurata			30,000,000	15
A37	MID17	Temotu	Vanikoro	734	Air	Vanikolo Airfield (New)	New	New airfield Vanikolo (Vanikoro) Island	Laperose Airport			60,000,000	15
A38	CPG07	Choiseul	Choiseul	7,056	Air	Lopa Airfield	New	New airfield for Lopa (Panggoe), East Choiseul.	Unsealed. Pangoe			50,000,000	14
A39	NIIPA5a	Isabel	San Jorge	4,670	Air	Kaolo Airfield (New)	New	New Kaolo Airfield, San Jorge Island.	Unsealed. Engineering survey done.			30,000,000	12
L01	NIIPR08	Guadalcanal	Guadalcanal	28,674	Land	East Guadalcanal Bridges	New	Provision of high level bridges between Mberande and Aola.	Mbokokimbo & Maunga		2	50,000,000	41
L02	CPIU17	Malaita	Malaita	25,734	Land	South Malaita Bridges Phase 3	Rehab	Kwaleunga, Maoa, Fulo, Kwaleunga bridges	Completion works for 4 recently constructed bridges, Malaita South Road.	3	4	23,000,000	38
L03	MID20	Various	Various	-	Land	Bridge Improvement Program	Rehab	National program to repair/replace substandard road bridges.	Nationwide program to improve non-maintainable/unsafe road bridges through rehabilitation and/or replacement.		117	234,000,000	37
L04	DCC08	Malaita	Malaita	25,734	Land	Malaita Sth Rd Rehab	Rehab	Malaita South Road (Auki-Bina-Hauhui) Rehabilitation Project	Road mostly OK, some bridge replacements and river training required. Needs definition. See also Sth bridges completion works (CPIU 17)	75		38,750,000	35
L05	DCC10	Malaita	Malaita	22,734	Land	Auki Town Roads Phase 4	Rehab	Auki Township Road Upgrade Project	Further sealing and upgrades (beyond 2016 Dalgro contract)	6		24,000,000	35
L06	LPS01	Honiara	Guadalcanal	82,485	Land	Honiara EW Link-Inner Bypass	New	Rove to Chinatown, via Hibiscus Ave, Fox St & Rock Haven	Construct new road sections and upgrade existing sections. For detailed assessment under HTMP.	4		21,600,000	33
L07	DCC30	Malaita	Malaita	7,596	Land	East Are'Are Roads	New	Hauhui-Wairaha Bridge (new 100m span) -Maasupa.	Road connection from Hauhui to Maasupa on SE coast. Construction very critical to highland dwellers of the constituency. Includes DCC 24 & DCC28	44		98,000,000	33

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
L08	MID02	Malaita	Malaita	17,133	Land	Malaita New Seals	Rehab	Sealing Fulisango Rd&Nth Rd Airprt Jn to E Rd Jn, E Rd steep	See also NIIP R18.	57		228,000,000	33
L09	NIIPR38	Temotu	Nendo	3,963	Land	Nendo S & E Roads	New	New roads on E & S of Nendo Island.	Nemya Bay-Masoko-Nangu-Nowi.	40		80,000,000	33
L10	CPIU02a	Honiara	Guadalcanal	82,485	Land	Honiara Hwy East 2	Rehab	MBC-Panatina, Ranadi, KGIV, Marine Sc, C'wealth St, Tongs,	Machine Based heavy patching in Honiara (6 locations: Panatina Plaza, Ranadi roundabout, KGIV, Marine school, Commonwealth Street, Tongs) [5000m2]	1		5,000,000	32
L11	CPIU03	Honiara	Guadalcanal	82,485	Land	Honiara Hwy West 1	Upgr	Central Market - W/River. Road rehab and drainage upgrade	Consider 4 laning this section?	5		18,120,000	32
L12	CPIU04	Honiara	Guadalcanal	82,485	Land	Honiara Hwy East 3	Upgr	Rehab & drainage upgrade. Fisheries - Henderson	Partly in Guadalacanal	6		23,960,000	32
L13	CPIU05	Honiara	Guadalcanal	82,485	Land	Vura/Kukum Bypass	Rehab	Vura/Kukum Bypass (Kukum Hot Bread - Florence Young School)	Define scope?	5		5,000,000	32
L14	CPIU15a	Honiara	Guadalcanal	82,485	Land	Honiara Master Drainage Works	Upgr	Drainage improvements from Honiara Drainage Master Plan		-		5,000,000	32
L15	LPS02	Honiara	Guadalcanal	82,485	Land	Honiara Outer Ring Road	New	New multi-lane road inland of Honiara (from Henderson to Poha)	Will enable urban development inland.	24		240,000,000	32
L16	NIIPR07	Guadalcanal	Guadalcanal	28,674	Land	Mberande-Aola Road Rehab	Rehab	Mberande-Aola Road Rehab	Mberande-Aola road works committed under RTIP in 2016.	40		52,000,000	32
L17	DCC09	Malaita	Malaita	18,724	Land	Okwala to Kwaibeta New Road	New	Okwala to Kwaibeta (new road required)	Busurata - Okwala under construction 2016. Redefined as Okwala to Kwaibeta (new road).	17		34,000,000	32
L18	DCC29a	Malaita	Malaita	7,805	Land	Hauhui-new Wairokai Sea Port	New	Hauhui-Kiu-Wairokai new road, to serve new sea port.	Includes bridges at Si'ua River (50m span) and Wairokai River (25m span). See also DCC29.	25		57,500,000	32
L19	NIIPR20	Choiseul	Choiseul	14,992	Land	Choiseul Bay Connectivity Rd	New	Vuranggo/Vacho-Taro-Kolumgangara, NW Choiseul	Vacho-Chirovanga-Ngalivoli/Pemba-Sambisumbi-Taro and Taro-Nukiki-Moli-Kumbanikesa-Koloe-Kolumbangara. Incl. CPG 01 (34km) & CPG 02 (44km)	78		156,000,000	31
L20	CPIU24	Western	Nggatokae	3,477	Land	Gatokae Ring Road	New	Penjuku-Sombiro-Mbiche-Penjuku	Ring road to serve communities on the island.	38		76,000,000	31
L21	CPIU37	Western	Ghizo	8,182	Land	Ghizo Island Roads	Rehab	Rehab Ghizo-Segaraghe, 6 Mile and Ghizo D Rds	Partially sealed	17		42,500,000	31
L22	DCC17	Isabel	Isabel	5,593	Land	Tatamba Bay Roads	New	Tatamba to Tihimhau to Lelegia Road Project	Tatamba Bay, west to Lelegia via Tihma'u. Under survey by MID.	20		40,000,000	31
L23	DCC18	Isabel	Isabel	10,529	Land	Tatamba to Tausese/Haevo Road	New	Tatamba to Tausese/Haevo Road Project	New road, Tatamba Bay nth to Tausese/Haevo. Under survey by MID.	24		48,000,000	31
L24	IPG01a	Isabel	Isabel	3,640	Land	Buala to Suavanao Rd S1	New	Sec 1: Susukana-Malai-Bolitei	Mainly rehab, align & connect existing logging roads. Road being progressed by MID, Phase 4 Garanga-Susukana.	53		106,000,000	31
L25	DCC12	Renbel	Rennell	1,375	Land	Tiggoa to Lake Tengano rehab	Rehab	Tiggoa to Lake Tengano Road Project . Replaced NIIPR18.	Rennell Island	53		69,160,000	31
L26	DCC07	Malaita	Malaita	8,441	Land	Atori-Fote(-Ato'ifi)	New	Atori-Ferasi-Faumamanu-Fote new road	New main road from Atori sth to Fote (ext. to Atoifi). Route was surveyed in 2010.	13		26,000,000	31
L27	DCC32	Malaita	Malaita	6,121	Land	Taefoa (Taeloa)/Ata'a Road	New	Taefoa (Taeloa)/Ata'a Road Project	New east-west cross island link, north of existing East Road. Agreed under Townsville Peace Agreement.	27		54,000,000	31
L28	NIIPR36	Makira	San Cristobal	8,093	Land	E Makira Roads Warahito-Namuga	New	New river crossings & road sections to E Makira agric areas.	New road needed Warahito River to Namuga Village, Star Harbour. See also DCC 05 & MID15.	55		110,000,000	31
L29	2011NTP AP18	Choiseul	Choiseul	14,992	Land	Vuranggo - Kavaoka Road	New	Vuranggo - Kavaoka New road		3		6,220,000	30
L30	IPG01b	Isabel	Isabel	1,320	Land	Buala to Suavanao Rd S2	New	Sec 2: Bolitei-Lapina	Mainly rehab, align & connect existing logging roads. Road being progressed by MID, Phase 4 Garanga-Susukana.	23		46,000,000	30

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
L31	IPG01c	Isabel	Isabel	1,320	Land	Buala to Suavanao Rd S3	New	Sec 3: Lapina-Baolo-Suavanao	Mainly rehab, align & connect existing logging roads. Road being progressed by MID, Phase 4 Garanga-Susukana. See also CPIU 29 Suavanao-Allardyce.	35		70,000,000	30
L32	DCC22	Central	Tulagi	1,251	Land	Tulagi Rd Rehab	Rehab	Tulagi Road Rehabilitation and Improvement Project	Tulagi town roads rehab and sealing. See also NIIP R25. Check SITAMS?	9		36,000,000	30
L33	2011NTP AP06	Guadalcanal	Guadalcanal	9,059	Land	Marau - Kaoka Road	Rehab	Marau - Kaoka Rehab	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	42		54,600,000	30
L34	2011NTP AP07	Guadalcanal	Guadalcanal	9,026	Land	Kaoka - Rere Road	New	Kaoka - Rere New road	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast. Vanilla, cocoa, tourism potential in Aola-Rere-Kaoka area.	35		70,000,000	30
L35	MID16	Malaita	Malaita	32,310	Land	Tolombaita (To'ambaita)-Gwarae	New	New inland road		30		60,000,000	30
L36	NIIPR10	Malaita	Small Malaita	8,702	Land	Afio Road (Small Malaita)	New	New road Afio (Apio)-Parasi-Olusu'u Harbour.	New road from Afio (Apio) to Parasi airstrip to Olusu'u Harbour.	25		50,000,000	30
L37	TPG02	Temotu	Nendo	1,998	Land	Nendo NE Rd	New	New road to serve NE of Nendo Island (Santa Cruz Islands).	Copra and timber in NE Nendo.	10		25,000,000	30
L38	CPIU21b	Western	Vangunu	4,341	Land	Vangunu Ring Rd S2	New	Sec 2: Patutiva-Popo/Halisi-Nineveh-Vura-Mbale	Includes Mbale-Halisi Rd (2011NTP AP09)	39		78,000,000	29
L39	MID18	Central	Pavuvu	2,216	Land	Pavuvu Island Ring Road	New	New roads on Pavuvu Island		35		70,000,000	29
L40	RPG02	Renbel	Rennell	875	Land	Rennell East New Road	New	Rennell East New Road		8		20,000,000	29
L41	CPIU18	Guadalcanal	Guadalcanal	10,424	Land	Marau Bridges Reconstruction	Rehab	Re-Construction of 2 Marau Bridges (Olovuhu, Sohatali)	Reconstruction of 2 Marau bridges (Olovuhu, Sohatali)		2	4,000,000	29
L42	MID03	Guadalcanal	Guadalcanal	26,139	Land	Guale N-S Rd Goldridge-Kuma R	New	Extn fr Goldridge sth to Kuma/Khologasi	New extension of Goldridge road sth to Weather Coast (to Kuma, via Kuma River). Mountainous.	30		90,000,000	29
L43	MID04	Guadalcanal	Guadalcanal	12,035	Land	Guale N-S Rd 2	New	New inland road from Aola south to Avuavu, via Lee's Lake	New inland road from Aola south to Avuavu, via Lee's Lake. Mountainous.	33		99,000,000	29
L44	2011NTP AP10	Malaita	Malaita	7,805	Land	Waimasi - Faukendea Road	New	Waimasi - Faukendea New roads.	Check location of Faukendea, and length? (Waimasi is in Fataleka, not Are Are.)	10		20,000,000	29
L45	DCC24	Malaita	Malaita	2,764	Land	Haarumou/Maka Road	Rehab	Haarumou/Maka Rehabilitation Project	Haarumou (near Uhu) south along west coast to Maka.	15		19,500,000	29
L46	NIIPR18	Malaita	Malaita	10,776	Land	Malaita Main Roads Upgrades	Rehab	Auki - Fulisango, Lilisiana Rd, Fiu Rd and Radesifolomae Rd	New seals. Fulisango Power Station Road? See also MID02 and R11.	27		108,000,000	29
L47	MID06	Makira	San Cristobal	7,528	Land	Wango-Marou'u Bay (W) Rd	Rehab	Rehab & water crossings, west fr Wango to Marou'u Bay (W)	Rehab & water crossings, W along coast from Wango (Rongoasi) to Marou'u Bay West. 2017	40		52,000,000	29
L48	MID14	Makira	San Cristobal	6,207	Land	NW San Cristobal Rd	New	Hada (Ha'atee'a)-Oneibia-Bia--Tetere new road	New road at W of San Cristobal. (Incl. 2011 NTP AP20 & AP21)	42		84,000,000	29
L49	MID15	Makira	San Cristobal	2,761	Land	Ravo & Warahito Bridges	New	Bridges over Ravo & Warahito Rivers (2x80m spans)	High level bridge over Ravo (Rawo/Rano) River and Warahito River, E of Kirakira		2	80,000,000	29
L50	TPG01	Temotu	Various	5,048	Land	Utopuia, Reef Is, Vanikoro Rds	New	New roads on Utopuia, Reef Islands and Vanikoro	Check road length?	15		37,500,000	29
L51	DCC35	Honiara	Guadalcanal	82,485	Land	W Kola Ridge Settlement Rds	New	Feraladoa/Ferakwusia/Matariu roads	Form new roads and drainage for informal Honiara settlement areas, sth of West Kola Ridge.	2		3,120,000	28
L52	MID01	Honiara	Guadalcanal	82,485	Land	Ranadi Industrial Roads Rehab	Upgr	High strength pavement and drainage works Ranadi Ind. area.		4		18,000,000	28
L53	CPIU21a	Western	Vangunu	3,413	Land	Vangunu Ring Rd S1	New	Sec 1: Patutiva-New Michi-Rokopo-Batuna		34		68,000,000	28

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
L54	CPIU23a	Western	New Georgia	5,236	Land	Munda-South New Georgia Rd S1	New	Sec 1: Munda-Honihoni-Olive-Hapai, via old forestry roads	Incl. cross-island link from Hapai to Ramata area (11km).	50		100,000,000	28
L55	CPIU23b	Western	New Georgia	6,158	Land	Munda-South New Georgia Rd S2	New	Sec 2: Hapai-Palana-Arara-Tombe-Seghe		55		110,000,000	28
L56	CPIU25a	Western	Vella La Vella	8,748	Land	Vela Coastal Ring Rd S1	Rehab	Sec 1: Upgrade Lambulambu-Barakoma-Vonunu & to Varese	Sec 1: Upgrade Lambulambu-Mbeiporo-Maravari-Barakoma-Vonunu (33km) & Barakoma-Varese (6km)	39		206,900,000	28
L57	CPIU27	Isabel	Isabel	5,565	Land	Buala - Tirotonga Road	New	Construct new road		4		8,000,000	28
L58	CPIU31	Isabel	Isabel	3,305	Land	Jejevo Inland Bridge (Buala)	New	Construct new bridge (Steel girder/concrete deck, 15m span)			1	1,500,000	28
L59	DCC18b	Isabel	Isabel	1,127	Land	Kuakula River Crossing	New	Construct new bridge (Steel girder/concrete deck, 80m span)	Part of DCC18 Tatamba-Tauses/Haevo Rd.		1	8,000,000	28
L60	IPG01d	Isabel	Isabel	1,383	Land	Holokama Bridge (new)	New	Construct new bridge (Steel girder/concrete deck, 25m span).	Part of IPG 01 Buala-Suavanao Road.		1	2,500,000	28
L61	IPG02	Isabel	Isabel	4,447	Land	Buala to Haevo Road	New	Construct new road	Buala to Hofi access road currently being progressed by the Isabel PG	25		50,000,000	28
L62	DCC23	Central	Nggela Sule	6,762	Land	Big Gela Road Rehab	Rehab	Big Gela Old Logging Road Rehabilitation Project	Nggela Sule Island. From Tulagi to Big Gela, including new bridge. Check location and length?	10	1	21,000,000	28
L63	RPG01	Renbel	Bellona	1,186	Land	Bellona Roads rehab	Rehab	Rehabilitation and upgrading of roads on Bellona.		12		15,600,000	28
L64	2011NTP AP04	Guadalcanal	Guadalcanal	7,586	Land	Kologhasi - Avuavu Road	New	Kologhasi - Avuavu New road	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	23		46,000,000	28
L65	NIIPR32	Malaita	Malaita	12,160	Land	East Malaita Roads	New	Fouia-Abe (Coastal Road)-Kwaiafa. East Fataleka area.	Kwaiafa is on East Road (~9km inland, west of Atori)	48		96,000,000	28
L66	2011NTP AP22	Makira	San Cristobal	2,705	Land	Warihito - Nahuhau Road	New	Warihito - Nahuhu (Nahahau) new road.		30		60,000,000	28
L67	CPG03	Choiseul	Choiseul	9,088	Land	Ziorokana-Ogho Road	New	Ziorokana Substation/Sea Port to Ogho on North Coast	Ziorokana (Nanango) NW along coast to Ogho	28		56,000,000	27
L68	CPG05	Choiseul	Choiseul	8,132	Land	Vurulata-Bavuti Sea Port Road	New	Bavuti Sea Port-Vurulata AOA-Vaghoe(Ghoe) new road	Connect to existing 23 km South Road (Kolombangara-Ghoe)	26		52,000,000	27
L69	CPG06	Choiseul	Kolombangara	8,179	Land	Kolombangara-Ziorokana Road	New	Kolombangara (Sasamunga) to Ziorokana Substation/Sea Port.	Check location of Ziorokana, and road length?	34		68,000,000	27
L70	CPIU21C	Western	Vangunu	4,341	Land	Vangunu Ring Rd S3	New	Sec 3: Mbale-Merusu/Oil Palm-Batuna		33		66,000,000	27
L71	CPIU22a	Western	New Georgia	3,347	Land	Noro-North NG Rd S1	New	Sec 1: Hillwind (Noro)-Enoghae-Jericho-Paradise-Jella	Sec 1: Hillwind (Noro)-Enoghae-Jericho/Kombukombu-Paradise-Jella (Njela) via old forestry roads	54		108,000,000	27
L72	CPIU22b	Western	New Georgia	3,824	Land	Noro-North NG Rd S2	New	Sec 2: Jella (Njela)-Vao (Ramata)	via old forestry roads	26		52,000,000	27
L73	CPIU22c	Western	New Georgia	4,320	Land	Noro-North NG Rd S3	New	Sec 3: Vao (Ramata)-Duvaha-Tamaneke	via old forestry roads	46		92,000,000	27
L74	CPIU22d	Western	New Georgia	3,321	Land	Noro-North NG Rd S4	New	Sec 4: Tamaneke-One-Seghe	via old forestry roads	33		66,000,000	27
L75	CPIU25b	Western	Vella La Vella	7,158	Land	Vela Coastal Ring Rd S2	New	Sec 2: Varese-Sielezavanga-Iringgila		38		206,900,000	27
L76	CPIU25c	Western	Vella La Vella	5,376	Land	Vela Coastal Ring Rd S3	New	Sec 3: Iringgila-Dovele-Paraso-Lambulambu		38		206,900,000	27
L77	CPIU29	Isabel	Isabel	3,589	Land	Suavanao-Allardyce Road	New	Construct new road		25		50,000,000	27

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
L78	2011NTP AP01	Guadalcanal	Guadalcanal	12,517	Land	Lambi - Tangarare Road	New	Lambi - Tangarare New road	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	23		46,000,000	27
L79	2011NTP AP02	Guadalcanal	Guadalcanal	12,775	Land	Tangarare - Marasa Road	New	Tangarare - Marasa	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	36		72,000,000	27
L80	2011NTP AP03	Guadalcanal	Guadalcanal	13,325	Land	Marasa - Kologhasi Road	New	Marasa - Kologhasi New road	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	40		80,000,000	27
L81	2011NTP AP05	Guadalcanal	Guadalcanal	13,382	Land	Avuavu - Marau Road	Rehab	Avuavu - Marau Rehab	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	52		67,080,000	27
L82	MID05	Guadalcanal	Guadalcanal	23,586	Land	Guale N-S Poha-Tangarare	New	New inland road from Poha south to Tangarare	New inland road from Poha south to Tangarare. Mountainous.	37		110,100,000	27
L83	NIIPR13	Guadalcanal	Guadalcanal	7,804	Land	Ndoma Road (Guadalcanal)	New	Inland sealed road bypass of Ndoma Industrial Development.	Check Opus Report (LBS) for details? NIIP cost seems high?	7		35,000,000	27
L84	2011NTP AP15	Malaita	Malaita	10,308	Land	Atoifi - Namoia School Road	New	Ato'ifi-Fote-Namola-Namoia School new road	Includes major bridge (100m span)	17		44,000,000	27
L85	DCC15	Makira	Uki	1,421	Land	Ugi (Uki) Island Ring Road	New	Ugi Island Ring Road Project – Ulawa	Ugi Island ring road.	26		52,000,000	27
L86	CPG04	Choiseul	Choiseul	5,672	Land	Ziorokana-Panggoe-Zaru Road	New	Ziorokana Substation/Sea Port to Panggoe/Lopa Airport-Zaru	Ziorokana (Nanango) SE along coast to Pangoe.	22		44,000,000	26
L87	CPIU02b	Isabel	Isabel	1,402	Land	Hofi-Kolokofa Road	New	Construct new road		8		16,000,000	26
L88	CPIU30	Isabel	Isabel	4,447	Land	Raja - Hageulu Road	New	Construct new road		6		12,000,000	26
L89	DCC18a	Isabel	Isabel	1,127	Land	Laena River Crossing	New	Construct new bridge (Steel girder/concrete deck, 50m span)	Part of DCC18 Tatamba-Tauses/Haevo Rd.		1	5,000,000	26
L90	MID19	Central	Mbanika	2,303	Land	Mbanika Island Roads	New	New & Rehab Mbanika Isl Rds		20		36,000,000	26
L91	NIIPR17	Guadalcanal	Guadalcanal	45,707	Land	Nth Guale Feeder Rds Tranche 2	Rehab	Gesa Rd, Tumurora Rd, Pitukoli Rd, Sali 2 Rd, Ghavangha Rd	Check if still required? Some were scoped in 2015.	45		59,072,000	26
L92	2011NTP AP11	Malaita	Malaita	6,121	Land	Sulufou - Rongali Road	New	Sulufou - Rongali New roads.	Soulufou is near Fouia. Location of Rongali not known?	10		20,000,000	26
L93	CPIU19	Makira	San Cristobal	1,909	Land	Bwara Bridge Reconstruction	Rehab	Re-Construction of Bwara Bridge, Makira	Location?		1	2,500,000	26
L94	MID11	Various	Various	-	Land	Footpaths in Urban Areas	New	Develop paths/ladders in urban areas (Honiara/Guale, Auki)	Develop footpaths and Jacobs ladders in urban areas (eg. Honiara/Guale, Auki)	-		20,000,000	26
L95	CPG10	Choiseul	Taro	1,124	Land	Taro Sea Wall	New	Taro Sea Wall	Details? Presumably to protect roads?			1,000,000	25
L96	CPIU26	Isabel	Isabel	3,305	Land	Buala Town Road	Upgr	Rehabilitate and seal township roads		3		12,800,000	25
L97	IPG01e	Isabel	Isabel	1,383	Land	Garanga Bridge (new)	New	Construct new bridge (Steel girder/concrete deck, 60m span)	Part of IPG 01 Buala-Suavanao Road.		1	6,000,000	25
L98	IPG05	Isabel	Isabel	2,188	Land	Kaevanga to Kilokaka Road	New	Construct new road	Survey and road design completed by Krammer Ausenco on behalf of MID.	35		70,000,000	25
L99	CEP02	Central	Nggela Pile	2,340	Land	Kolomole & Niumara Rds	New	Kolomole Rd & Niumara-Kombe-Toa Rd, Nth coast of Ngella Pule	New roads. Check location and length of Kolomole Rd?	20		40,000,000	25
L100	NIIPR22	Guadalcanal	Guadalcanal	45,707	Land	Guale Feeder Rds Tranche 3	Rehab	Guale Feeder Rds Tranche 3	See also R29. Not specific, CPIU is addressing this through AWPs	30		39,000,000	25
L101	NIIPR29	Guadalcanal	Guadalcanal	45,707	Land	Guale Feeder Roads Tranche 4	Rehab	Rehab/upgrading of feeder roads in north Guadalcanal.	See also R22. Definition? Check location(s) and length?	25		32,500,000	25



Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
L102	NIIPR23	Malaita	Malaita	8,631	Land	W Malaita Feeder Rds Tranche 1	Rehab	Busurata Rd, Alisisiu - Aesi, Gwaidingali Rd and Talakali Rd	Feeder roads connecting to Malaita Sth Rd	34		44,200,000	25
L103	CPIU15b	Various	Various	-	Land	Prov Town Drain&Sealing Works	New	Rd sealing/drains in provincial towns	Road sealing & drainage works in provincial towns (Ghizo, Auki, Taro, Buala, Kirakira, Lata)	30		90,000,000	25
L104	MID12	Various	Various	-	Land	Footbridges Program	New	Provide new footbridges at key locations (rural and urban).	New footbridges to improve access to schools, clinics, markets and connect to existing infrastructure (roads, wharves)			10,000,000	25
L105	2011NTP AP16	Western	Rendova	4,789	Land	Rendova Ring Road	Rehab	Rendovo Ring Rd: Au-Kenelo-Egholo-Ughele-Mauru	Incl. rehab Au-Hopongo-Kenelo (27km) & Egolo-Ughele-Mauru (20km), plus Kenelo-Egholo (6km NEW)	68		87,750,000	24
L106	DCC34	Guadalcanal	Guadalcanal	13,712	Land	Mberande, Kolosulu & Papae Rds	New	Mberande/Kolosulu/Papae Road Project	Feeder roads from inland connecting to Mberande-Aola section of main road. Not sure where the location is?	10		20,400,000	24
L107	NIIPR19	Honiara	Guadalcanal	82,485	Land	Honiara Feeder Roads Tranche 2	Upgr	East Honiara Feeder Roads Tranche 2	Seal extensions? Check scope? These are unsealed roads. Assume most under rehab/mtce already. Mt Austin is currently under CPIU AWP 2016.	8		32,760,000	23
L108	NIIP506	Isabel	Isabel	3,305	Land	Buala Seawall	New	Construction of Buala Seawall to protect town roads	See also NIIPS4.			5,500,000	22
L109	DCC05	Makira	San Cristobal	5,360	Land	Central Makira Feeder Roads	Rehab	Central Makira Road Rehabilitation and Improvement Project	2 feeder roads - inland along Warahito River and sth fr Maghoha Bay. (Note Ravo & Warahito bridges are in MID15)	16		20,800,000	22
L110	MID07	Makira	San Cristobal	5,949	Land	Wango (Rongoasi)-Bia Inland Rd	Rehab	Major rehab, Rongoasi sth via inland tracks to Bia	Rehab of existing tracks from Rongoasi (Nth coast of W Makira) to Bia (on SW coast)	23		32,200,000	22
L111	MID13a	Makira	San Cristobal	3,248	Land	San Cristobal Sth Coast Rd S1	New	Sec 1:Tetere-Rea-Waimarega	New road along south coast of San Cristobal, Makira (Tetere to Namunga). (Incl 2011 NTP AP23, AP24, AP25)	43		86,000,000	22
L112	MID13b	Makira	San Cristobal	2,831	Land	San Cristobal Sth Coast Rd S2	New	Sec 2: Waimarega-Paregho-Maraone (Maraoni)	New road along south coast of San Cristobal, Makira (Tetere to Namunga). (Incl 2011 NTP AP23, AP24, AP25)	44		88,000,000	22
L113	MID13c	Makira	San Cristobal	2,475	Land	San Cristobal Sth Coast Rd S3	New	Sec 3: Maraone (Maraoni)-Makarukoru (near Namunga)	New road along south coast of San Cristobal, Makira (Tetere to Namunga). (Incl 2011 NTP AP23, AP24, AP25)	26		52,000,000	21
S001	W071	Western	Ghizo	7,923	Sea	Ghizo Main Wharf	Upgr	Capacity upgrade to Ghizo main wharf			1	10,000,000	39
S002	W084	Makira	Makira	8,242	Sea	Kirakira Port Development	New	Develop new port/harbour for Kirakira.	New harbour required. New landing ramp in interim. CPIU Priority.		1	30,000,000	36
S003	W022	Western	New Georgia	2,266	Sea	Seghe	Rehab	Requires repair	CPIU priority		1	2,000,000	34
S004	W099	Malaita	Malaita	3,889	Sea	Ma'asupa Wharf	Rehab	Requires repair			1	2,000,000	34
S005	W093	Temotu	Nendo	1,813	Sea	Lata	New	Requires repair/replacement?			1	8,900,000	33
S006	W083	Isabel	Isabel	2,267	Sea	Kia Wharf	Rehab	Requires repair			1	2,000,000	32
S007	W144	Temotu	Nendo	4,928	Sea	Temotu International Sea Port	New	Economic - New	Establishment of a 3rd international sea port at Lata to facilitate international trade with the Republic of Vanuatu and Fiji		1	30,000,000	32
S008	W029	Makira	Ulawa Island	3,905	Sea	Su'umoli	Rehab	Requires repair	Su'u Moli Harbour		1	2,000,000	31
S009	W033	Choiseul	North West Choiseul	5,308	Sea	Tarekukure	Rehab	Requires repair			1	2,000,000	30
S010	W002	Renbel	Bellona	2,720	Sea	Ahangha Ramp, Bellona	New	New landing ramp			1	1,000,000	30
S011	W025	Malaita	Malaita	10,916	Sea	Malu'u/Suava/Suaba Bay	New	New wharf to serve Malu'u Stn & cannery (DA15)	Suava/Suafa/Suaba		1	8,900,000	30

Development Projects Prioritisation using NIIP Criteria													
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S012	W030	Malaita	Malaita	16,240	Sea	Takwa	New	Needs to be replaced	CPIU priority		1	8,900,000	30
S013	W138	Malaita	Malaita	1,764	Sea	Onepusu	Rehab	Requires repair			1	2,000,000	30
S014	W133	Temotu	Vanikoro	1,402	Sea	Numbuko (Vanikoro Island)	New	New wharf			1	8,900,000	30
S015	W040	Central	Tulagi	1,899	Sea	Tulagi Public Wharf	New	Needs to be replaced			1	12,000,000	29
S016	W009	Malaita	Malaita	4,555	Sea	Atori Wharf	New	Needs to be replaced	CPIU priority		1	8,900,000	29
S017	W032	Malaita	Malaita	6,144	Sea	Bina Harbour	New	New wharf	CPIU priority		1	8,900,000	29
S018	W011	Makira	Santa Anna	2,787	Sea	Port Mary (Santa Anna)	New	New wharf	CPIU priority		1	8,900,000	29
S019	W118	Temotu	Reef Islands	4,944	Sea	Mohawk Bay	New	New wharf	Same as Nialo (Nea)?		1	8,900,000	29
S020	W066	Western	Mono	1,489	Sea	Falamae	Rehab	Requires repair			1	2,000,000	28
S021	W054	Isabel	Isabel	6,017	Sea	Buala Wharf	New	Requires repair	Current wharf in bad state. Currently unable to service heavy shipping arriving at the same time. Wharf underwater at high tide. IPG Priority		1	11,000,000	28
S022	W057	Central	Russells	3,781	Sea	Yandina Wharf	New	Requires repair	Restore as international port for copra and agricultural exports. Wharf for large ships. SIPA to own/operate.		1	20,000,000	28
S023	W059	Malaita	Malaita	2,082	Sea	Buma	New	Needs to be replaced	CPIU priority		1	8,900,000	28
S024	W085	Malaita	Malaita	1,764	Sea	Kiu Wharf	Rehab	Requires repair			1	2,000,000	28
S025	W123	Makira	Makira	1,542	Sea	Namungga (Star Harbour)	New	New wharf			1	8,900,000	28
S026	W036	Temotu	Duff Islands	554	Sea	Taumoko/Taumako Island	New	New landing ramp			1	8,900,000	28
S027	W058	Choiseul	Zino	2,888	Sea	Zinoa (Ghinoa) Island	Rehab	Requires repair			1	2,000,000	27
S028	W041	Western	New Georgia	1,016	Sea	Tusumine	Rehab	Requires repair			1	2,000,000	27
S029	W087	Western	Ranongga	2,866	Sea	Koriovuku Wharf	New	Needs to be replaced			1	8,900,000	27
S030	W078	Isabel	Isabel	2,726	Sea	Kaevanga Wharf	Rehab	Requires repair			1	2,000,000	27
S031	W143	Central	Pavuvu	2,216	Sea	Pepesala (Pipisala)	New	Existing wharf to be replaced	Pepesala Bay		1	8,900,000	27
S032	W098	Renbel	Rennell	757	Sea	Lughugh Bay Ramp, Rennell	New	New landing ramp			1	1,000,000	27
S033	W005	Guadalcanal	Guadalcanal	15,605	Sea	Aola Wharf	New	Needs to be replaced			1	8,900,000	27
S034	W109	Guadalcanal	Guadalcanal	1,653	Sea	Marau	New	Needs to be replaced			1	8,900,000	27

Development Projects Prioritisation using NIIP Criteria													
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S035	W016	Malaita	Small Malaita	1,790	Sea	Rohinari (province)	Rehab	Requires repair			1	2,000,000	27
S036	W094	Malaita	Malaita	2,083	Sea	Laulasi	New	Needs to be replaced.	CPIU priority. Check location? Laulasi is a very small island in Arabala Harbour?		1	8,900,000	27
S037	W128	Temotu	Nendo?	1,453	Sea	Nialo (Nea)	Rehab	Requires repair	Mohawk Bay		1	2,000,000	27
S038	W021	Western	Vangunu	1,517	Sea	Batuna Wharf	Rehab	Requires repair	1.6km from new DMSP wharf at Ngasini		1	2,000,000	26
S039	GPG01	Guadalcanal	Guadalcanal	5,347	Sea	Marasa Wharf	New	New wharf at Marasa			1	8,900,000	26
S040	W013	Guadalcanal	Guadalcanal	4,927	Sea	Rere	New	Needs to be replaced	E Guadalcanal		1	8,900,000	26
S041	W076	Guadalcanal	Guadalcanal	2,959	Sea	Haemarau/Haimarao	New	New landing ramp	Avuavu/Lauvi Lagoon		1	8,900,000	26
S042	W113	Guadalcanal	Guadalcanal	4,508	Sea	Mbau (Kombau?)	New	Needs to be replaced	Location? Kombau?		1	8,900,000	26
S043	W001	Malaita	Small Malaita	3,576	Sea	Afio/Apio Wharf	Rehab	Requires repair			1	2,000,000	26
S044	W043	Malaita	Malaita	5,997	Sea	Bitama	New	Needs to be replaced	CPIU priority		1	8,900,000	26
S045	W055	Malaita	Malaita	1,512	Sea	Waisisi	New	Needs to be replaced	Duplicate of DCC27. Remove this row.		1	40,000,000	26
S046	W074	Malaita	Malaita	1,775	Sea	Gwaidingale	New	New wharf	CPIU priority. Malaita Sth Rd.		1	8,900,000	26
S047	W090	Malaita	Malaita	12,959	Sea	Kwailebesi	New	New wharf	CPIU priority		1	8,900,000	26
S048	W096	Malaita	Ontong Java	1,513	Sea	Lianuia/Leuanuia	New	New wharf	CPIU priority		1	8,900,000	26
S049	W038	Makira	Makira	2,005	Sea	Tetere	New	New wharf	Wharf to replace anchorage		1	8,900,000	26
S050	W126	Temotu	Utupua	1,266	Sea	Nembau/Nembao	New	New wharf			1	8,900,000	26
S051	W069	Isabel	Isabel	2,336	Sea	Ghojoruru Wharf	Rehab	Requires repair			1	2,000,000	25
S052	W091	Guadalcanal	Guadalcanal	9,301	Sea	Lambi	New	Needs to be replaced			1	8,900,000	25
S053	W015	Malaita	Small Malaita	1,790	Sea	Rohinari (church)	New	Needs to be replaced			1	8,900,000	25
S054	W026	Malaita	Sulufou	4,567	Sea	Sulufou Island	New	New wharf	Wharf to replace anchorage		1	8,900,000	25
S055	W110	Makira	Makira	1,948	Sea	Maroghu Harbour	New	New wharf			1	8,900,000	25
S056	W119	Choiseul	Choiseul	2,009	Sea	Moli (Mole)	New	New wharf, NW Choiseul	Proposed by CPG.		1	8,900,000	24
S057	W124	Choiseul	Nanango	2,088	Sea	Nanango/Zirokana	New	New wharf	Wharf to replace anchorage. Proposed Zirokana sub-station.		1	8,900,000	24
S058	W089	Western	Kolombangara	1,299	Sea	Kukudu Wharf	New	Needs to be replaced	Wharf to replace anchorage		1	8,900,000	24

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S059	W112	Western	Mbaraulu Island	1,332	Sea	Mbaraulu Island	New	New wharf			1	8,900,000	24
S060	W117	Western	New Georgia	2,551	Sea	Menakasapa /Paradise	New	Needs to be replaced			1	8,900,000	24
S061	DCC29	Malaita	Malaita	1,512	Sea	Wairokai Intl Seaport	New	New Wairokai International Seaport	Will serve DA02, Waisisi Oil Palm. See also DCC29a for new road to serve the new port.		1	70,000,000	24
S062	W067	Malaita	Small Malaita	2,704	Sea	Fanalei	New	New wharf			1	8,900,000	24
S063	W060	Choiseul	North Choiseul	2,260	Sea	Bumbukuana	New	New wharf			1	8,900,000	23
S064	W115	Choiseul	Choiseul	2,140	Sea	Mboemboe	New	New wharf	Wharf to replace anchorage, SE Choiseul		1	8,900,000	23
S065	W132	Choiseul	North Choiseul	2,847	Sea	Nuatambu	New	Needs to be replaced			1	8,900,000	23
S066	W048	Western	New Georgia	845	Sea	Viru Harbour Wharf	New	Needs to be replaced			1	8,900,000	23
S067	W031	Central	Florida	4,735	Sea	Taraoniara	New	Existing wharf to be replaced			1	8,900,000	23
S068	W114	Central	Savo	1,722	Sea	Mbirasu	New	New wharf, Savo Island	Wharf to replace anchorage. 2km from Alialia proposed wharf.		1	8,900,000	23
S069	W017	Malaita	Small Malaita	3,299	Sea	Rokera	New	Needs to be replaced			1	8,900,000	23
S070	W075	Makira	Ulawa Island	2,546	Sea	Hadja	New	New wharf. Hadja is mid west coast of Ulawa Island.	CPIU priority		1	8,900,000	23
S071	NIIPS15	Various	Various	-	Sea	New Maritime Navigational Aids	New	Nav aids incl. lighthouses, bouys & marker posts country wide	Incl. three new lighthouses in Choiseul at Papara, Tuale/Panggoe and Moli			10,000,000	23
S072	W012	Choiseul	South Choiseul	2,330	Sea	Posarae	New	Needs to be replaced			1	8,900,000	22
S073	W018	Choiseul	Choiseul	3,872	Sea	Sagigae/Sagigai	New		Mid sth coast, 4km NW of Kolombangara		1	8,900,000	22
S074	W063	Choiseul	North East Choiseul	3,572	Sea	Chirovanga	New	Needs to be replaced			1	8,900,000	22
S075	W086	Choiseul	Choiseul	2,079	Sea	Kolombangara	New	New wharf			1	8,900,000	22
S076	W103	Choiseul	Choiseul	2,079	Sea	Malangono	New	New wharf	Wharf to replace anchorage		1	8,900,000	22
S077	W136	Choiseul	Choiseul	2,101	Sea	Ogho/Tutu Harbour	New	New wharf	Ogho & Tutu are 12km apart		1	8,900,000	22
S078	W129	Western	Poporang, Shortlands	1,366	Sea	Nila	New	New wharf	Wharf to replace anchorage. Close to Korovou?		1	8,900,000	22
S079	W023	Isabel	Sigana	2,817	Sea	Sigana Island	New	New wharf	SE Isabel		1	8,900,000	22
S080	W102	Guadalcanal	Guadalcanal	4,132	Sea	Makina	New	Needs to be replaced			1	8,900,000	22
S081	W101	Malaita	Small Malaita	1,350	Sea	Maka'a	New	Requires repair	CPIU priority		1	8,900,000	22
S082	W037	Makira	Uki	1,429	Sea	Tawarodo	New	New wharf at Tawarodo, Uki (Ugi) Island	DCC List. Uki Island, Makira		1	8,900,000	22

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S083	W080	Makira	Makira	2,786	Sea	Kaonasughu	New	New wharf	16km wesst of Kirakira.		1	8,900,000	22
S084	W111	Makira	Makira	5,145	Sea	Marou/Maro'u Bay	New	New wharf	CPIU priority		1	8,900,000	22
S085	W141	Makira	Makira	1,960	Sea	Paregho	New	Needs to be replaced			1	8,900,000	22
S086	W047	Choiseul	Choiseul	1,483	Sea	Varungga	New	New wharf	Wharf to replace anchorage. Proposed by CPG.		1	8,900,000	21
S087	W051	Choiseul	Wagina	1,957	Sea	Wagina Island	New	New wharf	Vaghena Island, SE Choiseul		1	8,900,000	21
S088	W079	Choiseul	Kaghau	1,189	Sea	Kaghau Island	New	New wharf	To serve Kaghau Island airfield, SE Choiseul		1	8,900,000	21
S089	W019	Isabel	Isabel	768	Sea	Samasodu	New	New wharf	Wharf to replace anchorage		1	8,900,000	21
S090	W068	Isabel	Furona	768	Sea	Furona	New	New wharf	Wharf to replace anchorage. Furona Island is 1km off Isabel.		1	8,900,000	21
S091	W003	Central	Savo	1,722	Sea	Alialia	New	New wharf	Wharf to replace anchorage. 2km from Mbirasu proposed wharf.		1	8,900,000	21
S092	W007	Makira	Makira	1,948	Sea	Arite	New	New wharf			1	8,900,000	21
S093	W039	Makira	Three Sisters	715	Sea	Three Sisters Islands	New	New wharf			1	8,900,000	21
S094	W052	Makira	Makira	1,393	Sea	Waimasi	New	New wharf	Wharf to replace anchorage		1	8,900,000	21
S095	W056	Makira	Makira	1,001	Sea	Woua	New	New wharf	Location?		1	8,900,000	21
S096	W107	Makira	Makira	2,591	Sea	Manivoro	New	Needs to be replaced	Location? (Same as Mwaniwowo?)		1	8,900,000	21
S097	W122	Makira	Makira	1,345	Sea	Mwaniwowo	New	New wharf	Wharf to replace anchorage		1	8,900,000	21
S098	W140	Choiseul	Choiseul	3,872	Sea	Papara	New	New wharf	Wharf to replace anchorage		1	8,900,000	20
S099	W097	Western	Shortland	1,366	Sea	Lofang	New	New wharf			1	8,900,000	20



Prioritised Projects - Grouped by Province





Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
L06	LPS01	Honiara	Guadalcanal	82,485	Land	Honiara EW Link-Inner Bypass	New	Rove to Chinatown, via Hibiscus Ave, Fox St & Rock Haven	Construct new road sections and upgrade existing sections. For detailed assessment under HTMP.	4		21,600,000	33
L10	CPIU02a	Honiara	Guadalcanal	82,485	Land	Honiara Hwy East 2	Rehab	MBC-Panatina, Ranadi, KGIV, Marine Sc, C'wealth St, Tongs,	Machine Based heavy patching in Honiara (6 locations: Panatina Plaza, Ranadi roundabout, KGIV, Marine school, Commonwealth Street, Tongs) [5000m2]	1		5,000,000	32
L11	CPIU03	Honiara	Guadalcanal	82,485	Land	Honiara Hwy West 1	Upgr	Central Market - W/River. Road rehab and drainage upgrade	Consider 4 laning this section?	5		18,120,000	32
L12	CPIU04	Honiara	Guadalcanal	82,485	Land	Honiara Hwy East 3	Upgr	Rehab & drainage upgrade. Fisheries - Henderson	Partly in Guadalacanal	6		23,960,000	32
L13	CPIU05	Honiara	Guadalcanal	82,485	Land	Vura/Kukum Bypass	Rehab	Vura/Kukum Bypass (Kukum Hot Bread - Florence Young School)	Define scope?	5		5,000,000	32
L14	CPIU15a	Honiara	Guadalcanal	82,485	Land	Honiara Master Drainage Works	Upgr	Drainage improvements from Honiara Drainage Master Plan		-		5,000,000	32
L15	LPS02	Honiara	Guadalcanal	82,485	Land	Honiara Outer Ring Road	New	New multi-lane road inland of Honiara (from Henderson to Poha)	Will enable urban development inland.	24		240,000,000	32
L51	DCC35	Honiara	Guadalcanal	82,485	Land	W Kola Ridge Settlement Rds	New	Feraladoa/Ferakwusia/Matariu roads	Form new roads and drainage for informal Honiara settlement areas, sth of West Kola Ridge.	2		3,120,000	28
L52	MID01	Honiara	Guadalcanal	82,485	Land	Ranadi Industrial Roads Rehab	Upgr	High strength pavement and drainage works Ranadi Ind. area.		4		18,000,000	28
L107	NIIPR19	Honiara	Guadalcanal	82,485	Land	Honiara Feeder Roads Tranche 2	Upgr	East Honiara Feeder Roads Tranche 2	Seal extensions? Check scope? These are unsealed roads. Assume most under rehab/mtce already. Mt Austin is currently under CPIU	8		32,760,000	23
L19	NIIPR20	Choiseul	Choiseul	14,992	Land	Choiseul Bay Connectivity Rd	New	Vuranggo/Vacho-Taro-Kolumgangara, NW Choiseul	Vacho-Chirovanga-Ngalivoli/Pemba-Sambisumbi-Taro and Taro-Nukiki-Moli-Kumbanikesa-Koloe-Kolumbangara. Incl. CPG 01	78		156,000,000	31
L29	2011NTP AP18	Choiseul	Choiseul	14,992	Land	Vuranggo - Kavaoka Road	New	Vuranggo - Kavaoka New road		3		6,220,000	30
S009	W033	Choiseul	North West Choiseul	5,308	Sea	Tarekukure	Rehab	Requires repair			1	2,000,000	30
L67	CPG03	Choiseul	Choiseul	9,088	Land	Ziorokana-Ogho Road	New	Ziorokana Substation/Sea Port to Ogho on North Coast	Ziorokana (Nanango) NW along coast to Ogho	28		56,000,000	27
L68	CPG05	Choiseul	Choiseul	8,132	Land	Vurulata-Bavuti Sea Port Road	New	Bavuti Sea Port-Vurulata AOA-Vaghoe(Ghoe) new road	Connect to existing 23 km South Road (Kolombangara-Ghoe)	26		52,000,000	27
L69	CPG06	Choiseul	Kolombangara	8,179	Land	Kolombangara-Ziorokana Road	New	Kolombangara (Sasamungga) to Ziorokana Substation/Sea Port.	Check location of Ziorokana, and road length?	34		68,000,000	27
S027	W058	Choiseul	Zino	2,888	Sea	Zinoa (Ghinoa) Island	Rehab	Requires repair			1	2,000,000	27
L86	CPG04	Choiseul	Choiseul	5,672	Land	Ziorokana-Panggoe-Zaru Road	New	Ziorokana Substation/Sea Port to Panggoe/Lopa Airport-Zaru	Ziorokana (Nanango) SE along coast to Pangoe.	22		44,000,000	26
L95	CPG10	Choiseul	Taro	1,124	Land	Taro Sea Wall	New	Taro Sea Wall	Details? Presumably to protect roads?			1,000,000	25
S056	W119	Choiseul	Choiseul	2,009	Sea	Moli (Mole)	New	New wharf, NW Choiseul	Proposed by CPG.		1	8,900,000	24
S057	W124	Choiseul	Nanango	2,088	Sea	Nanango/Ziorokana	New	New wharf	Wharf to replace anchorage. Proposed Ziorokana sub-station.		1	8,900,000	24
A18	2011NTP AP42	Choiseul	Taro	7,907	Air	Choiseul Bay-Taro (SIG)	Upgr	Length OK for Dash 8, needs rehab, fence and seal.				30,000,000	23
S063	W060	Choiseul	North Choiseul	2,260	Sea	Bumbukuana	New	New wharf			1	8,900,000	23

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S064	W115	Choiseul	Choiseul	2,140	Sea	Mboemboe	New	New wharf	Wharf to replace anchorage, SE Choiseul		1	8,900,000	23
S065	W132	Choiseul	North Choiseul	2,847	Sea	Nuatambu	New	Needs to be replaced			1	8,900,000	23
S072	W012	Choiseul	South Choiseul	2,330	Sea	Posarae	New	Needs to be replaced			1	8,900,000	22
S073	W018	Choiseul	Choiseul	3,872	Sea	Sagigae/Sagigai	New		Mid sth coast, 4km NW of Kolombangara		1	8,900,000	22
S074	W063	Choiseul	North East Choiseul	3,572	Sea	Chirovanga	New	Needs to be replaced			1	8,900,000	22
S075	W086	Choiseul	Choiseul	2,079	Sea	Kolombangara	New	New wharf			1	8,900,000	22
S076	W103	Choiseul	Choiseul	2,079	Sea	Malangono	New	New wharf	Wharf to replace anchorage		1	8,900,000	22
S077	W136	Choiseul	Choiseul	2,101	Sea	Ogho/Tutu Harbour	New	New wharf	Ogho & Tutu are 12km apart		1	8,900,000	22
S086	W047	Choiseul	Choiseul	1,483	Sea	Varungga	New	New wharf	Wharf to replace anchorage. Proposed by CPG.		1	8,900,000	21
S087	W051	Choiseul	Wagina	1,957	Sea	Wagina Island	New	New wharf	Vaghena Island, SE Choiseul		1	8,900,000	21
S088	W079	Choiseul	Kaghau	1,189	Sea	Kaghau Island	New	New wharf	To serve Kaghau Island airfield, SE Choiseul		1	8,900,000	21
S098	W140	Choiseul	Choiseul	3,872	Sea	Papara	New	New wharf	Wharf to replace anchorage		1	8,900,000	20
A27	2011NTP AP48	Choiseul	Kaghau	3,876	Air	Kaghau Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	19
A35	DCC43	Choiseul	Choiseul	5,055	Air	Sasamunga Airfield	New	New airstrip for Sasamunga	Unsealed			30,000,000	15
A38	CPG07	Choiseul	Choiseul	7,056	Air	Lopa Airfield	New	New airfield for Lopa (Panggoe), East Choiseul.	Unsealed. Pangoe			50,000,000	14
S001	W071	Western	Ghizo	7,923	Sea	Ghizo Main Wharf	Upgr	Capacity upgrade to Ghizo main wharf			1	10,000,000	39
S003	W022	Western	New Georgia	2,266	Sea	Seghe	Rehab	Requires repair	CPIU priority		1	2,000,000	34
L20	CPIU24	Western	Nggatokae	3,477	Land	Gatokae Ring Road	New	Penjuku-Sombiro-Mbiche-Penjuku	Ring road to serve communities on the island.	38		76,000,000	31
L21	CPIU37	Western	Ghizo	8,182	Land	Ghizo Island Roads	Rehab	Rehab Ghizo-Segaraghe, 6 Mile and Ghizo D Rds	Partially sealed	17		42,500,000	31
A03	2011NTP AP45	Western	New Georgia	15,384	Air	Munda Airfield (SIG) Phase 2	Upgr	Provide fence, terminal facilities, nav aids, landing lights	Runway was extended and sealed in 2013. Further upgrades required for certification to international standards (incl. night operations).			45,000,000	30
L38	CPIU21b	Western	Vangunu	4,341	Land	Vangunu Ring Rd S2	New	Sec 2: Patutiva-Popo/Halisi-Nineveh-Vura-Mbale	Includes Mbale-Halisi Rd (2011NTP AP09)	39		78,000,000	29
L53	CPIU21a	Western	Vangunu	3,413	Land	Vangunu Ring Rd S1	New	Sec 1: Patutiva-New Michi-Rokopo-Batuna		34		68,000,000	28
L54	CPIU23a	Western	New Georgia	5,236	Land	Munda-South New Georgia Rd S1	New	Sec 1: Munda-Honihoni-Olive-Hapai, via old forestry roads	Incl. cross-island link from Hapai to Ramata area (11km).	50		100,000,000	28

Development Projects Prioritisation using NIIP Criteria													
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L55	CPIU23b	Western	New Georgia	6,158	Land	Munda-South New Georgia Rd S2	New	Sec 2: Hapai-Palana-Arara-Tombe-Seghe		55		110,000,000	28
L56	CPIU25a	Western	Vella La Vella	8,748	Land	Vela Coastal Ring Rd S1	Rehab	Sec 1: Upgrade Lambulambu-Barakoma-Vonunu & to Varese	Sec 1: Upgrade Lambulambu-Mbeiporo-Maravari-Barakoma-Vonunu (33km) & Barakoma-Varese (6km)	39		206,900,000	28
S020	W066	Western	Mono	1,489	Sea	Falamae	Rehab	Requires repair			1	2,000,000	28
L70	CPIU21C	Western	Vangunu	4,341	Land	Vangunu Ring Rd S3	New	Sec 3: Mbale-Merusu/Oil Palm-Batuna		33		66,000,000	27
L71	CPIU22a	Western	New Georgia	3,347	Land	Noro-North NG Rd S1	New	Sec 1: Hillwind (Noro)-Enoghae-Jericho-Paradise-Jella	Sec 1: Hillwind (Noro)-Enoghae-Jericho/Kombukombu-Paradise-Jella (Njela) via old forestry roads	54		108,000,000	27
L72	CPIU22b	Western	New Georgia	3,824	Land	Noro-North NG Rd S2	New	Sec 2: Jella (Njela)-Vao (Ramata)	via old forestry roads	26		52,000,000	27
L73	CPIU22c	Western	New Georgia	4,320	Land	Noro-North NG Rd S3	New	Sec 3: Vao (Ramata)-Duvaha-Tamaneke	via old forestry roads	46		92,000,000	27
L74	CPIU22d	Western	New Georgia	3,321	Land	Noro-North NG Rd S4	New	Sec 4: Tamaneke-One-Seghe	via old forestry roads	33		66,000,000	27
L75	CPIU25b	Western	Vella La Vella	7,158	Land	Vela Coastal Ring Rd S2	New	Sec 2: Varese-Sielezavanga-Iringgila		38		206,900,000	27
L76	CPIU25c	Western	Vella La Vella	5,376	Land	Vela Coastal Ring Rd S3	New	Sec 3: Iringgila-Dovele-Paraso-Lambulambu		38		206,900,000	27
S028	W041	Western	New Georgia	1,016	Sea	Tusumine	Rehab	Requires repair			1	2,000,000	27
S029	W087	Western	Ranonga	2,866	Sea	Koriovuku Wharf	New	Needs to be replaced			1	8,900,000	27
S038	W021	Western	Vangunu	1,517	Sea	Batuna Wharf	Rehab	Requires repair	1.6km from new DMSP wharf at Ngasini		1	2,000,000	26
L105	2011NTP AP16	Western	Rendova	4,789	Land	Rendova Ring Road	Rehab	Rendovo Ring Rd: Au-Kenelo-Egholo-Ughele-Mauru	Incl. rehab Au-Hopongo-Kenelo (27km) & Egolo-Ughele-Mauru (20km), plus Kenelo-Egholo (6km NEW)	68		87,750,000	24
A12	2011NTP AP36	Western	New Georgia	7,496	Air	Seghe Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.				40,000,000	24
S058	W089	Western	Kolombangara	1,299	Sea	Kukudu Wharf	New	Needs to be replaced	Wharf to replace anchorage		1	8,900,000	24
S059	W112	Western	Mbaraulu Island	1,332	Sea	Mbaraulu Island	New	New wharf			1	8,900,000	24
S060	W117	Western	New Georgia	2,551	Sea	Menakasapa /Paradise	New	Needs to be replaced			1	8,900,000	24
A19	2011NTP AP51	Western	Vangunu	3,034	Air	Batuna Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	23
S066	W048	Western	New Georgia	845	Sea	Viru Harbour Wharf	New	Needs to be replaced			1	8,900,000	23
S078	W129	Western	Poporang, Shortlands	1,366	Sea	Nila	New	New wharf	Wharf to replace anchorage. Close to Korovou?		1	8,900,000	22
A21	2011NTP AP47	Western	Ramata	4,584	Air	Ramata Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	21
A22	2011NTP AP49	Western	Mono	1,489	Air	Mono Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	21

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S099	W097	Western	Shortland	1,366	Sea	Lofang	New	New wharf			1	8,900,000	20
A28	2011NTP AP50	Western	Shortland	4,221	Air	Ballalae Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	19
A33	WPG02	Western	Vella La Vella	3,230	Air	Barakoma Airfield	New	New airstrip for Barakoma	New airstrip for Barakoma, Vella Lavella. Unsealed (Note: Maps show an old airstrip at Barakoma)			30,000,000	16
S006	W083	Isabel	Isabel	2,267	Sea	Kia Wharf	Rehab	Requires repair			1	2,000,000	32
L22	DCC17	Isabel	Isabel	5,593	Land	Tatamba Bay Roads	New	Tatamba to Tihimhau to Lelegia Road Project	Tatamba Bay, west to Leleghia via Tihma'u. Under survey by MID.	20		40,000,000	31
L23	DCC18	Isabel	Isabel	10,529	Land	Tatamba to Tausese/Haevo Road	New	Tatamba to Tausese/Haevo Road Project	New road, Tatamba Bay nth to Tausese/Haevo. Under survey by MID.	24		48,000,000	31
L24	IPG01a	Isabel	Isabel	3,640	Land	Buala to Suavanao Rd S1	New	Sec 1: Susukana-Malai-Bolitei	Mainly rehab, align & connect existing logging roads. Road being progressed by MID, Phase 4 Garanga-Susukana.	53		106,000,000	31
L30	IPG01b	Isabel	Isabel	1,320	Land	Buala to Suavanao Rd S2	New	Sec 2: Bolitei-Lapina	Mainly rehab, align & connect existing logging roads. Road being progressed by MID, Phase 4 Garanga-Susukana.	23		46,000,000	30
L31	IPG01c	Isabel	Isabel	1,320	Land	Buala to Suavanao Rd S3	New	Sec 3: Lapina-Baolo-Suavanao	Mainly rehab, align & connect existing logging roads. Road being progressed by MID, Phase 4 Garanga-Susukana. See also CPIU 29	35		70,000,000	30
L57	CPIU27	Isabel	Isabel	5,565	Land	Buala - Tirotonga Road	New	Construct new road		4		8,000,000	28
L58	CPIU31	Isabel	Isabel	3,305	Land	Jejevo Inland Bridge (Buala)	New	Construct new bridge (Steel girder/concrete deck, 15m span)			1	1,500,000	28
L59	DCC18b	Isabel	Isabel	1,127	Land	Kuakula River Crossing	New	Construct new bridge (Steel girder/concrete deck, 80m span)	Part of DCC18 Tatamba-Tauses/Haevo Rd.		1	8,000,000	28
L60	IPG01d	Isabel	Isabel	1,383	Land	Hokokama Bridge (new)	New	Construct new bridge (Steel girder/concrete deck, 25m span).	Part of IPG 01 Buala-Suavanao Road.		1	2,500,000	28
L61	IPG02	Isabel	Isabel	4,447	Land	Buala to Haevo Road	New	Construct new road	Buala to Hofi access road currently being progressed by the Isabel PG	25		50,000,000	28
S021	W054	Isabel	Isabel	6,017	Sea	Buala Wharf	New	Requires repair	Current wharf in bad state. Currently unable to service heavy shipping arriving at the same time. Wharf underwater at high tide.		1	11,000,000	28
L77	CPIU29	Isabel	Isabel	3,589	Land	Suavanao-Allardyce Road	New	Construct new road		25		50,000,000	27
S030	W078	Isabel	Isabel	2,726	Sea	Kaevanga Wharf	Rehab	Requires repair			1	2,000,000	27
L87	CPIU02b	Isabel	Isabel	1,402	Land	Hofi-Kolokofa Road	New	Construct new road		8		16,000,000	26
L88	CPIU30	Isabel	Isabel	4,447	Land	Raja - Hageulu Road	New	Construct new road		6		12,000,000	26
L89	DCC18a	Isabel	Isabel	1,127	Land	Laena River Crossing	New	Construct new bridge (Steel girder/concrete deck, 50m span)	Part of DCC18 Tatamba-Tauses/Haevo Rd.		1	5,000,000	26
L96	CPIU26	Isabel	Isabel	3,305	Land	Buala Town Road	Upgr	Rehabilitate and seal township roads		3		12,800,000	25
L97	IPG01e	Isabel	Isabel	1,383	Land	Garanga Bridge (new)	New	Construct new bridge (Steel girder/concrete deck, 60m span)	Part of IPG 01 Buala-Suavanao Road.		1	6,000,000	25
L98	IPG05	Isabel	Isabel	2,188	Land	Kaevanga to Kilokaka Road	New	Construct new road	Survey and road design completed by Krammer Ausenco on behalf of MID.	35		70,000,000	25

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S051	W069	Isabel	Isabel	2,336	Sea	Ghojoruru Wharf	Rehab	Requires repair			1	2,000,000	25
A20	2011NTP AP46	Isabel	Isabel	3,616	Air	Suavanao Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	Prioritised for tourism growth in National Tourism Policy. Provides access to Papatutura Islands tourism area.			40,000,000	22
L108	NIIPS06	Isabel	Isabel	3,305	Land	Buala Seawall	New	Construction of Buala Seawall to protect town roads	See also NIIPS4.			5,500,000	22
S079	W023	Isabel	Sigana	2,817	Sea	Sigana Island	New	New wharf	SE Isabel		1	8,900,000	22
S089	W019	Isabel	Isabel	768	Sea	Samasodu	New	New wharf	Wharf to replace anchorage		1	8,900,000	21
S090	W068	Isabel	Furona	768	Sea	Furona	New	New wharf	Wharf to replace anchorage. Furona Island is 1km off Isabel.		1	8,900,000	21
A24	2011NTP AP37	Isabel	Fera	5,621	Air	Buala-Fera Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.				37,000,000	20
A34	NIIPA5b	Isabel	Isabel	2,267	Air	Kia Airfield (New)	New	New Kia Airfield	Unsealed. Tourism potential however alternative is road Kia Suavanao			30,000,000	16
A39	NIIPA5a	Isabel	San Jorge	4,670	Air	Kaolo Airfield (New)	New	New Kaolo Airfield, San Jorge Island.	Unsealed. Engineering survey done.			30,000,000	12
L32	DCC22	Central	Tulagi	1,251	Land	Tulagi Rd Rehab	Rehab	Tulagi Road Rehabilitation and Improvement Project	Tulagi town roads rehab and sealing. See also NIIP R25. Check SITAMS?	9		36,000,000	30
L39	MID18	Central	Pavuvu	2,216	Land	Pavuvu Island Ring Road	New	New roads on Pavuvu Island		35		70,000,000	29
S015	W040	Central	Tulagi	1,899	Sea	Tulagi Public Wharf	New	Needs to be replaced			1	12,000,000	29
L62	DCC23	Central	Nggela Sule	6,762	Land	Big Gela Road Rehab	Rehab	Big Gela Old Logging Road Rehabilitation Project	Nggela Sule Island. From Tulagi to Big Gela, including new bridge. Check location and length?	10	1	21,000,000	28
S022	W057	Central	Russells	3,781	Sea	Yandina Wharf	New	Requires repair	Restore as international port for copra and agricultural exports. Wharf for large ships. SIPA to own/operate.		1	20,000,000	28
S031	W143	Central	Pavuvu	2,216	Sea	Pepesala (Pipisala)	New	Existing wharf to be replaced	Pepesala Bay		1	8,900,000	27
L90	MID19	Central	Mbanika	2,303	Land	Mbanika Island Roads	New	New & Rehab Mbanika Isl Rds		20		36,000,000	26
A06	2011NTP AP35	Central	Russells	2,303	Air	Yandina Airfield (SIG)	Rehab	Rehab and runway sealing.	Runway disused since RIPEL closure ~2000			37,000,000	25
L99	CEP02	Central	Nggela Pile	2,340	Land	Kolomole & Niumara Rds	New	Kolomole Rd & Niumara-Kombe-Toa Rd, Nth coast of Ngella Pule	New roads. Check location and length of Kolomole Rd?	20		40,000,000	25
A13	CEP01	Central	Tulagi	1,251	Air	Tulagi Helipad	New	Build new helipad in Tulagi town	Sealed?			300,000	24
S067	W031	Central	Florida	4,735	Sea	Taraoniara	New	Existing wharf to be replaced			1	8,900,000	23
S068	W114	Central	Savo	1,722	Sea	Mbirasu	New	New wharf, Savo Island	Wharf to replace anchorage. 2km from Alialia proposed wharf.		1	8,900,000	23
S091	W003	Central	Savo	1,722	Sea	Alialia	New	New wharf	Wharf to replace anchorage. 2km from Mbirasu proposed wharf.		1	8,900,000	21
A31	DCC39	Central	Choiseul	5,183	Air	Mbokolonga Airstrip	New	New airstrip for Small Gela Island	Unsealed			30,000,000	17
L25	DCC12	Renbel	Rennell	1,375	Land	Tiggoa to Lake Tengano rehab	Rehab	Tiggoa to Lake Tengano Road Project . Replaced NIIPR18.	Rennell Island	53		69,160,000	31

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S010	W002	Renbel	Bellona	2,720	Sea	Ahangha Ramp, Bellona	New	New landing ramp			1	1,000,000	30
L40	RPG02	Renbel	Rennell	875	Land	Rennell East New Road	New	Rennell East New Road		8		20,000,000	29
L63	RPG01	Renbel	Bellona	1,186	Land	Bellona Roads rehab	Rehab	Rehabilitation and upgrading of roads on Bellona.		12		15,600,000	28
S032	W098	Renbel	Rennell	757	Sea	Lughughi Bay Ramp, Rennell	New	New landing ramp			1	1,000,000	27
A07	2011NTP AP38	Renbel	Rennell	1,097	Air	Tinggoa (SIG) Rennell	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.				40,000,000	25
A14	2011NTP AP43	Renbel	Bellona	1,186	Air	Anua Airfield (SIG) Bellona	Upgr	Metahenua Bellona Extn for Dash 8, rehab, fence and seal.				40,000,000	24
A29	RPG04	Renbel	Rennell	1,301	Air	New Airstrip in East Rennell	New		To service tourists flying direct from Honiara			30,000,000	19
L01	NIIPR08	Guadalcanal	Guadalcanal	28,674	Land	East Guadalcanal Bridges	New	Provision of high level bridges between Mberande and Aola.	Mbokokimbo & Maunga		2	50,000,000	41
L16	NIIPR07	Guadalcanal	Guadalcanal	28,674	Land	Mberande-Aola Road Rehab	Rehab	Mberande-Aola Road Rehab	Mberande-Aola road works committed under RTIP in 2016.	40		52,000,000	32
A02	NIIPA3	Guadalcanal	Guadalcanal	80,082	Air	Henderson AP Apron Upgrade	Upgr	Henderson Airport Apron Upgrade	Rehab and extn of intl terminal aircraft holding apron, repair existing failures and provide additional capacity for handling of			25,000,000	31
L33	2011NTP AP06	Guadalcanal	Guadalcanal	9,059	Land	Marau - Kaoka Road	Rehab	Marau - Kaoka Rehab	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	42		54,600,000	30
L34	2011NTP AP07	Guadalcanal	Guadalcanal	9,026	Land	Kaoka - Rere Road	New	Kaoka - Rere New road	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast. Vanilla, cocoa, tourism potential in Aola-Rere-Kaoka area.	35		70,000,000	30
L41	CPIU18	Guadalcanal	Guadalcanal	10,424	Land	Marau Bridges Reconstruction	Rehab	Re-Construction of 2 Marau Bridges (Olovuhu, Sohatali)	Reconstruction of 2 Marau bridges (Olovuhu, Sohatali)		2	4,000,000	29
L42	MID03	Guadalcanal	Guadalcanal	26,139	Land	Guale N-S Rd Goldridge-Kuma R	New	Extn fr Goldridge sth to Kuma/Khologasi	New extension of Goldridge road sth to Weather Coast (to Kuma, via Kuma River). Mountainous.	30		90,000,000	29
L43	MID04	Guadalcanal	Guadalcanal	12,035	Land	Guale N-S Rd 2	New	New inland road from Aola south to Avuavu, via Lee's Lake	New inland road from Aola south to Avuavu, via Lee's Lake. Mountainous.	33		99,000,000	29
L64	2011NTP AP04	Guadalcanal	Guadalcanal	7,586	Land	Kologhasi - Avuavu Road	New	Kologhasi - Avuavu New road	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	23		46,000,000	28
L78	2011NTP AP01	Guadalcanal	Guadalcanal	12,517	Land	Lambi - Tangarare Road	New	Lambi - Tangarare New road	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	23		46,000,000	27
L79	2011NTP AP02	Guadalcanal	Guadalcanal	12,775	Land	Tangarare - Marasa Road	New	Tangarare - Marasa	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	36		72,000,000	27
L80	2011NTP AP03	Guadalcanal	Guadalcanal	13,325	Land	Marasa - Kologhasi Road	New	Marasa - Kologhasi New road	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	40		80,000,000	27
L81	2011NTP AP05	Guadalcanal	Guadalcanal	13,382	Land	Avuavu - Marau Road	Rehab	Avuavu - Marau Rehab	Part of Guadalcanal ring road, Lambi-Aola via Weather Coast.	52		67,080,000	27
L82	MID05	Guadalcanal	Guadalcanal	23,586	Land	Guale N-S Poha-Tangarare	New	New inland road from Poha south to Tangarare	New inland road from Poha south to Tangarare. Mountainous.	37		110,100,000	27
L83	NIIPR13	Guadalcanal	Guadalcanal	7,804	Land	Ndoma Road (Guadalcanal)	New	Inland sealed road bypass of Ndoma Industrial Development.	Check Opus Report (LBS) for details? NIIP cost seems high?	7		35,000,000	27
S033	W005	Guadalcanal	Guadalcanal	15,605	Sea	Aola Wharf	New	Needs to be replaced			1	8,900,000	27
S034	W109	Guadalcanal	Guadalcanal	1,653	Sea	Marau	New	Needs to be replaced			1	8,900,000	27

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S039	GPG01	Guadalcanal	Guadalcanal	5,347	Sea	Marasa Wharf	New	New wharf at Marasa			1	8,900,000	26
L91	NIIPR17	Guadalcanal	Guadalcanal	45,707	Land	Nth Guale Feeder Rds Tranche 2	Rehab	Gesa Rd, Tumurora Rd, Pitukoli Rd, Sali 2 Rd, Ghavangha Rd	Check if still required? Some were scoped in 2015.	45		59,072,000	26
S040	W013	Guadalcanal	Guadalcanal	4,927	Sea	Rere	New	Needs to be replaced	E Guadalcanal		1	8,900,000	26
S041	W076	Guadalcanal	Guadalcanal	2,959	Sea	Haemarau/Haimarao	New	New landing ramp	Avuavu/Lauvi Lagoon		1	8,900,000	26
S042	W113	Guadalcanal	Guadalcanal	4,508	Sea	Mbau (Kombau?)	New	Needs to be replaced	Location? Kombau?		1	8,900,000	26
A08	2011NTP AP28	Guadalcanal	Guadalcanal	80,082	Air	Henderson IA 2nd Runway	Upgr	Build second runway at Henderson International Airport.				100,000,000	25
A09	2011NTP AP44	Guadalcanal	Guadalcanal	5,728	Air	Marau Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.	Will have road connection to Honiara in medium term.			37,000,000	25
L100	NIIPR22	Guadalcanal	Guadalcanal	45,707	Land	Guale Feeder Rds Tranche 3	Rehab	Guale Feeder Rds Tranche 3	See also R29. Not specific, CPIU is addressing this through AWP	30		39,000,000	25
L101	NIIPR29	Guadalcanal	Guadalcanal	45,707	Land	Guale Feeder Roads Tranche 4	Rehab	Rehab/upgrading of feeder roads in north Guadalcanal.	See also R22. Definition? Check location(s) and length?	25		32,500,000	25
S052	W091	Guadalcanal	Guadalcanal	9,301	Sea	Lambi	New	Needs to be replaced			1	8,900,000	25
L106	DCC34	Guadalcanal	Guadalcanal	13,712	Land	Mberande, Kolosulu & Papae Rds	New	Mberande/Kolosulu/Papae Road Project	Feeder roads from inland connecting to Mberande-Aola section of main road. Not sure where the location is?	10		20,400,000	24
S080	W102	Guadalcanal	Guadalcanal	4,132	Sea	Makina	New	Needs to be replaced			1	8,900,000	22
A23	2011NTP AP40	Guadalcanal	Guadalcanal	5,755	Air	Mbabanakira Airfield (SIG)	Rehab	Major rehabilitation, fence and runway sealing.	Airfield has been abandoned since 2001.			50,000,000	21
A25	2011NTP AP31	Guadalcanal	Guadalcanal	2,959	Air	Avuavu Airfield (SIG)	Rehab	Haimarao. Major rehabilitation, fence and runway sealing.	Airfield has been abandoned since 2001. Road connection to Honiara in medium term.			50,000,000	20
L02	CPIU17	Malaita	Malaita	25,734	Land	South Malaita Bridges Phase 3	Rehab	Kwaleunga, Maa, Fulo, Kwaleunga bridges	Completion works for 4 recently constructed bridges, Malaita South Road.	3	4	23,000,000	38
L04	DCC08	Malaita	Malaita	25,734	Land	Malaita Sth Rd Rehab	Rehab	Malaita South Road (Auki-Bina-Hauhui) Rehabilitation Project	Road mostly OK, some bridge replacements and river training required. Needs definition. See also Sth bridges completion works	75		38,750,000	35
L05	DCC10	Malaita	Malaita	22,734	Land	Auki Town Roads Phase 4	Rehab	Auki Township Road Upgrade Project	Further sealing and upgrades (beyond 2016 Dalgro contract)	6		24,000,000	35
S004	W099	Malaita	Malaita	3,889	Sea	Ma'asupa Wharf	Rehab	Requires repair			1	2,000,000	34
L07	DCC30	Malaita	Malaita	7,596	Land	East Are'Are Roads	New	Hauhui-Wairaha Bridge (new 100m span) -Maasupa.	Road connection from Hauhui to Maasupa on SE coast. Construction very critical to highland dwellers of the	44		98,000,000	33
L08	MID02	Malaita	Malaita	17,133	Land	Malaita New Seals	Rehab	Sealing Fulisango Rd&Nth Rd Airprt Jn to E Rd Jn, E Rd steep	See also NIIP R18.	57		228,000,000	33
A01	2011NTP AP30	Malaita	Malaita	42,658	Air	Auki-Gwaunaruu Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.				60,000,000	32
L17	DCC09	Malaita	Malaita	18,724	Land	Okwala to Kwaibeta New Road	New	Okwala to Kwaibeta (new road required)	Busurata - Okwala under construction 2016. Redefined as Okwala to Kwaibeta (new road).	17		34,000,000	32
L18	DCC29a	Malaita	Malaita	7,805	Land	Hauhui-new Wairokai Sea Port	New	Hauptara-Kiu-Wairokai new road, to serve new sea port.	Includes bridges at Si'ua River (50m span) and Wairokai River (25m span). See also DCC29.	25		57,500,000	32

Development Projects Prioritisation using NIIP Criteria													
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L26	DCC07	Malaita	Malaita	8,441	Land	Atori-Fote(-Ato'ifi)	New	Atori-Ferasi-Faumamanu-Fote new road	New main road from Atori sth to Fote (ext. to Atoifi). Route was surveyed in 2010.	13		26,000,000	31
L27	DCC32	Malaita	Malaita	6,121	Land	Taefoa (Taeloa)/Ata'a Road	New	Taefoa (Taeloa)/Ata'a Road Project	New east-west cross island link, north of existing East Road. Agreed under Townsville Peace Agreement.	27		54,000,000	31
L35	MID16	Malaita	Malaita	32,310	Land	Tolombaita (To'ambaita)-Gwarae	New	New inland road		30		60,000,000	30
L36	NIIPR10	Malaita	Small Malaita	8,702	Land	Afio Road (Small Malaita)	New	New road Afio (Apio)-Parasi-Olusu'u Harbour.	New road from Afio (Apio) to Parasi airstrip to Olusu'u Harbour.	25		50,000,000	30
S011	W025	Malaita	Malaita	10,916	Sea	Malu'u/Suava/Suaba Bay	New	New wharf to serve Malu'u Stn & cannery (DA15)	Suava/Suafa/Suaba		1	8,900,000	30
S012	W030	Malaita	Malaita	16,240	Sea	Takwa	New	Needs to be replaced	CPIU priority		1	8,900,000	30
S013	W138	Malaita	Malaita	1,764	Sea	Onepusu	Rehab	Requires repair			1	2,000,000	30
L44	2011NTP AP10	Malaita	Malaita	7,805	Land	Waimasi - Faukendea Road	New	Waimasi - Faukendea New roads.	Check location of Faukendea, and length? (Waimasi is in Fataleka, not Are Are.)	10		20,000,000	29
L45	DCC24	Malaita	Malaita	2,764	Land	Haarumou/Maka Road	Rehab	Haarumou/Maka Rehabilitation Project	Haarumou (near Uhu) south along west coast to Maka.	15		19,500,000	29
L46	NIIPR18	Malaita	Malaita	10,776	Land	Malaita Main Roads Upgrades	Rehab	Auki - Fulisango, Lilisiana Rd, Fiu Rd and Radesifolomae Rd	New seals. Fulisango Power Station Road? See also MID02 and R11.	27		108,000,000	29
S016	W009	Malaita	Malaita	4,555	Sea	Atori Wharf	New	Needs to be replaced	CPIU priority		1	8,900,000	29
S017	W032	Malaita	Malaita	6,144	Sea	Bina Harbour	New	New wharf	CPIU priority		1	8,900,000	29
L65	NIIPR32	Malaita	Malaita	12,160	Land	East Malaita Roads	New	Fouia-Abe (Coastal Road)-Kwaiafa. East Fataleka area.	Kwaiafa is on East Road (~9km inland, west of Atori)	48		96,000,000	28
S023	W059	Malaita	Malaita	2,082	Sea	Buma	New	Needs to be replaced	CPIU priority		1	8,900,000	28
S024	W085	Malaita	Malaita	1,764	Sea	Kiu Wharf	Rehab	Requires repair			1	2,000,000	28
L84	2011NTP AP15	Malaita	Malaita	10,308	Land	Atoifi - Namoiia School Road	New	Ato'ifi-Fote-Namola-Namoiia School new road	Includes major bridge (100m span)	17		44,000,000	27
S035	W016	Malaita	Small Malaita	1,790	Sea	Rohinari (province)	Rehab	Requires repair			1	2,000,000	27
S036	W094	Malaita	Malaita	2,083	Sea	Laulasi	New	Needs to be replaced.	CPIU priority. Check location? Laulasi is a very small island in Arabala Harbour?		1	8,900,000	27
L92	2011NTP AP11	Malaita	Malaita	6,121	Land	Sulufou - Rongali Road	New	Sulufou - Rongali New roads.	Soulufou is near Fouia. Location of Rongali not known?	10		20,000,000	26
S043	W001	Malaita	Small Malaita	3,576	Sea	Afio/Apio Wharf	Rehab	Requires repair			1	2,000,000	26
S044	W043	Malaita	Malaita	5,997	Sea	Bitama	New	Needs to be replaced	CPIU priority		1	8,900,000	26
S045	W055	Malaita	Malaita	1,512	Sea	Waisisi	New	Needs to be replaced	Duplicate of DCC27. Remove this row.		1	40,000,000	26
S046	W074	Malaita	Malaita	1,775	Sea	Gwaidingale	New	New wharf	CPIU priority. Malaita Sth Rd.		1	8,900,000	26



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S047	W090	Malaita	Malaita	12,959	Sea	Kwailebesi	New	New wharf	CPIU priority		1	8,900,000	26
S048	W096	Malaita	Ontong Java	1,513	Sea	Lianiu/Leuanuia	New	New wharf	CPIU priority		1	8,900,000	26
A10	2011NTP AP33	Malaita	Malaita	20,000	Air	Atoifi Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.				40,000,000	25
A11	2011NTP AP52	Malaita	Malaita	38,431	Air	Manaoba Airfield (SIG)	Rehab	Construction substantially complete. Completion works only.	Recently constructed. Not yet in use.			3,000,000	25
L102	NIIPR23	Malaita	Malaita	8,631	Land	W Malaita Feeder Rds Tranche 1	Rehab	Busurata Rd, Alisisiu - Aesi, Gwaidingali Rd and Talakali Rd	Feeder roads connecting to Malaita Sth Rd	34		44,200,000	25
S053	W015	Malaita	Small Malaita	1,790	Sea	Rohinari (church)	New	Needs to be replaced			1	8,900,000	25
S054	W026	Malaita	Sulufou	4,567	Sea	Sulufou Island	New	New wharf	Wharf to replace anchorage		1	8,900,000	25
S061	DCC29	Malaita	Malaita	1,512	Sea	Wairokai Intl Seaport	New	New Wairokai International Seaport	Will serve DA02, Waisisi Oil Palm. See also DCC29a for new road to serve the new port.		1	70,000,000	24
A15	NIIPA9	Malaita	Small Malaita	8,702	Air	Parasi Airfield	Upgr	Rehabilitation, fence and runway sealing.				40,000,000	24
S062	W067	Malaita	Small Malaita	2,704	Sea	Fanalei	New	New wharf			1	8,900,000	24
S069	W017	Malaita	Small Malaita	3,299	Sea	Rokera	New	Needs to be replaced			1	8,900,000	23
S081	W101	Malaita	Small Malaita	1,350	Sea	Maka'a	New	Requires repair	CPIU priority		1	8,900,000	22
A30	DCC40	Malaita	Malaita	3,772	Air	Uhu/Harumou/ Rohinari Airstrip	New	New airstrip for Are'are Lagoon, West Are'are. (at Harumou?)	Unsealed			30,000,000	19
A32	DCC41	Malaita	Malaita	7,695	Air	East Are'are Airstrip	New	New airstrip for East Are'are.	Unsealed			30,000,000	17
A36	DCC42	Malaita	Malaita	24,258	Air	Okwala Airstrip	New	New airstrip for Okwala.	14km by air from Auki-Gwaunaru. By 2017 Okwala should be accessible by vehicles from South Road via Busurata			30,000,000	15
S002	W084	Makira	Makira	8,242	Sea	Kirakira Port Development	New	Develop new port/harbour for Kirakira.	New harbour required. New landing ramp in interim. CPIU Priority.		1	30,000,000	36
L28	NIIPR36	Makira	San Cristobal	8,093	Land	E Makira Roads Warahito-Namuga	New	New river crossings & road sections to E Makira agric areas.	New road needed Warahito River to Namuga Village, Star Harbour. See also DCC 05 & MID15.	55		110,000,000	31
S008	W029	Makira	Ulawa Island	3,905	Sea	Su'umoli	Rehab	Requires repair	Su'u Moli Harbour		1	2,000,000	31
L47	MID06	Makira	San Cristobal	7,528	Land	Wango-Marou' Bay (W) Rd	Rehab	Rehab & water crossings, west fr Wango to Marou' Bay (W)	Rehab & water crossings, W along coast from Wango (Rongoasi) to Marou' Bay West. 2017	40		52,000,000	29
L48	MID14	Makira	San Cristobal	6,207	Land	NW San Cristobal Rd	New	Hada (Ha'atee'a)-Oneibia-Bia--Tetere new road	New road at W of San Cristobal. (Incl. 2011 NTP AP20 & AP21)	42		84,000,000	29
L49	MID15	Makira	San Cristobal	2,761	Land	Ravo & Warahito Bridges	New	Bridges over Ravo & Warahito Rivers (2x80m spans)	High level bridge over Ravo (Rawo/Rano) River and Warahito River, E of Kirakira		2	80,000,000	29
S018	W011	Makira	Santa Anna	2,787	Sea	Port Mary (Santa Anna)	New	New wharf	CPIU priority		1	8,900,000	29
L66	2011NTP AP22	Makira	San Cristobal	2,705	Land	Warihito - Nahuhau Road	New	Warihito - Nahuhu (Nahahau) new road.		30		60,000,000	28
A05	2011NTP AP34	Makira	San Cristobal	7,777	Air	Kirakira Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.				60,000,000	28

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S025	W123	Makira	Makira	1,542	Sea	Namungga (Star Harbour)	New	New wharf			1	8,900,000	28
L85	DCC15	Makira	Uki	1,421	Land	Ugi (Uki) Island Ring Road	New	Ugi Island Ring Road Project – Ulawa	Ugi Island ring road.	26		52,000,000	27
L93	CPIU19	Makira	San Cristobal	1,909	Land	Bwara Bridge Reconstruction	Rehab	Re-Construction of Bwara Bridge, Makira	Location?		1	2,500,000	26
S049	W038	Makira	Makira	2,005	Sea	Tetere	New	New wharf	Wharf to replace anchorage		1	8,900,000	26
S055	W110	Makira	Makira	1,948	Sea	Maroghu Harbour	New	New wharf			1	8,900,000	25
A16	2011NTP AP41	Makira	Santa Anna	2,787	Air	Santa Anna Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.				40,000,000	24
S070	W075	Makira	Ulawa Island	2,546	Sea	Hadja	New	New wharf. Hadja is mid west coast of Ulawa Island.	CPIU priority		1	8,900,000	23
L109	DCC05	Makira	San Cristobal	5,360	Land	Central Makira Feeder Roads	Rehab	Central Makira Road Rehabilitation and Improvement Project	2 feeder roads - inland along Warahito River and sth fr Maghoha Bay. (Note Ravo & Warahito bridges are in MID15)	16		20,800,000	22
L110	MID07	Makira	San Cristobal	5,949	Land	Wango (Rongoasi)-Bia Inland Rd	Rehab	Major rehab, Rongoasi sth via inland tracks to Bia	Rehab of existing tracks from Rongoasi (Nth coast of W Makira) to Bia (on SW coast)	23		32,200,000	22
L111	MID13a	Makira	San Cristobal	3,248	Land	San Cristobal Sth Coast Rd S1	New	Sec 1:Tetere-Rea-Waimarega	New road along south coast of San Cristobal, Makira (Tetere to Namunga). (Incl 2011 NTP AP23, AP24, AP25)	43		86,000,000	22
L112	MID13b	Makira	San Cristobal	2,831	Land	San Cristobal Sth Coast Rd S2	New	Sec 2: Waimarega-Paregho-Maraone (Maraoni)	New road along south coast of San Cristobal, Makira (Tetere to Namunga). (Incl 2011 NTP AP23, AP24, AP25)	44		88,000,000	22
S082	W037	Makira	Uki	1,429	Sea	Tawarodo	New	New wharf at Tawarodo, Uki (Ugi) Island	DCC List. Uki Island, Makira		1	8,900,000	22
S083	W080	Makira	Makira	2,786	Sea	Kaonasughu	New	New wharf	16km west of Kirakira.		1	8,900,000	22
S084	W111	Makira	Makira	5,145	Sea	Marou/Maro'u Bay	New	New wharf	CPIU priority		1	8,900,000	22
S085	W141	Makira	Makira	1,960	Sea	Paregho	New	Needs to be replaced			1	8,900,000	22
L113	MID13c	Makira	San Cristobal	2,475	Land	San Cristobal Sth Coast Rd S3	New	Sec 3: Maraone (Maraoni)-Makarukoru (near Namunga)	New road along south coast of San Cristobal, Makira (Tetere to Namunga). (Incl 2011 NTP AP23, AP24, AP25)	26		52,000,000	21
S092	W007	Makira	Makira	1,948	Sea	Arite	New	New wharf			1	8,900,000	21
S093	W039	Makira	Three Sisters	715	Sea	Three Sisters Islands	New	New wharf			1	8,900,000	21
S094	W052	Makira	Makira	1,393	Sea	Waimasi	New	New wharf	Wharf to replace anchorage		1	8,900,000	21
S095	W056	Makira	Makira	1,001	Sea	Woua	New	New wharf	Location?		1	8,900,000	21
S096	W107	Makira	Makira	2,591	Sea	Manivoro	New	Needs to be replaced	Location? (Same as Mwaniwowo?)		1	8,900,000	21
S097	W122	Makira	Makira	1,345	Sea	Mwaniwowo	New	New wharf	Wharf to replace anchorage		1	8,900,000	21
A26	2011NTP AP39	Makira	Ulawa Island	3,905	Air	Arona Airfield, Ulawa (SIG)	Upgr	Rehabilitation, fence and runway sealing.				40,000,000	20
L09	NIIPR38	Temotu	Nendo	3,963	Land	Nendo S & E Roads	New	New roads on E & S of Nendo Island.	Nemya Bay-Masoko-Nangu-Nowi.	40		80,000,000	33

Development Projects Prioritisation using NIIP Criteria													
National Rank	NTP Ref.	Prov.	Island	Pop. Affected by Project	Mode	Name	Work Type	Description	Notes	Rd km	Structs Br/Wh (ea.)	Budget (SBD)	Score
S005	W093	Temotu	Nendo	1,813	Sea	Lata	New	Requires repair/replacement?			1	8,900,000	33
S007	W144	Temotu	Nendo	4,928	Sea	Temotu International Sea Port	New	Economic - New	Establishment of a 3rd international sea port at Lata to facilitate international trade with the Republic of Vanuatu and Fiji		1	30,000,000	32
L37	TPG02	Temotu	Nendo	1,998	Land	Nendo NE Rd	New	New road to serve NE of Nendo Island (Santa Cruz Islands).	Copra and timber in NE Nendo.	10		25,000,000	30
S014	W133	Temotu	Vanikoro	1,402	Sea	Numbuko (Vanikoro Island)	New	New wharf			1	8,900,000	30
A04	2011NTP AP32	Temotu	Nendo	4,928	Air	Lata Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	Extend runway for Dash 8 operations (1.2km), rehab, fence and seal.			60,000,000	29
L50	TPG01	Temotu	Various	5,048	Land	Utopuia, Reef Is, Vanikoro Rds	New	New roads on Utopuia, Reef Islands and Vanikoro	Check road length?	15		37,500,000	29
S019	W118	Temotu	Reef Islands	4,944	Sea	Mohawk Bay	New	New wharf	Same as Nialo (Nea)?		1	8,900,000	29
S026	W036	Temotu	Duff Islands	554	Sea	Taumoko/Taumako Island	New	New landing ramp			1	8,900,000	28
S037	W128	Temotu	Nendo?	1,453	Sea	Nialo (Nea)	Rehab	Requires repair	Mohawk Bay		1	2,000,000	27
S050	W126	Temotu	Utupua	1,266	Sea	Nembau/Nembao	New	New wharf			1	8,900,000	26
A17	NIIPA8	Temotu	Lomlom	5,991	Air	Lomlom Airfield	Rehab	Completion works only.	Allow for minor further work only?			3,000,000	24
A37	MID17	Temotu	Vanikoro	734	Air	Vanikolo Airfield (New)	New	New airfield Vanikolo (Vanikoro) Island	Laperose Airport			60,000,000	15
L03	MID20	Various	Various	-	Land	Bridge Improvement Program	Rehab	National program to repair/replace substandard road bridges.	Nationwide program to improve non-maintainable/unsafe road bridges through rehabilitation and/or replacement.		117	234,000,000	37
L94	MID11	Various	Various	-	Land	Footpaths in Urban Areas	New	Develop paths/ladders in urban areas (Honiara/Guale, Auki)	Develop footpaths and Jacobs ladders in urban areas (eg. Honiara/Guale, Auki)	-		20,000,000	26
L103	CPIU15b	Various	Various	-	Land	Prov Town Drain&Sealing Works	New	Rd sealing/drains in provincial towns	Road sealing & drainage works in provincial towns (Ghizo, Auki, Taro, Buala, Kirakira, Lata)	30		90,000,000	25
L104	MID12	Various	Various	-	Land	Footbridges Program	New	Provide new footbridges at key locations (rural and urban).	New footbridges to improve access to schools, clinics, markets and connect to existing infrastructure (roads, wharves)			10,000,000	25
S071	NIIPS15	Various	Various	-	Sea	New Maritime Navigational Aids	New	Nav aids incl. lighthouses, bouys & marker posts country wide	Incl. three new lighthouses in Choiseul at Papara, Tuale/Panggoe and Moli			10,000,000	23

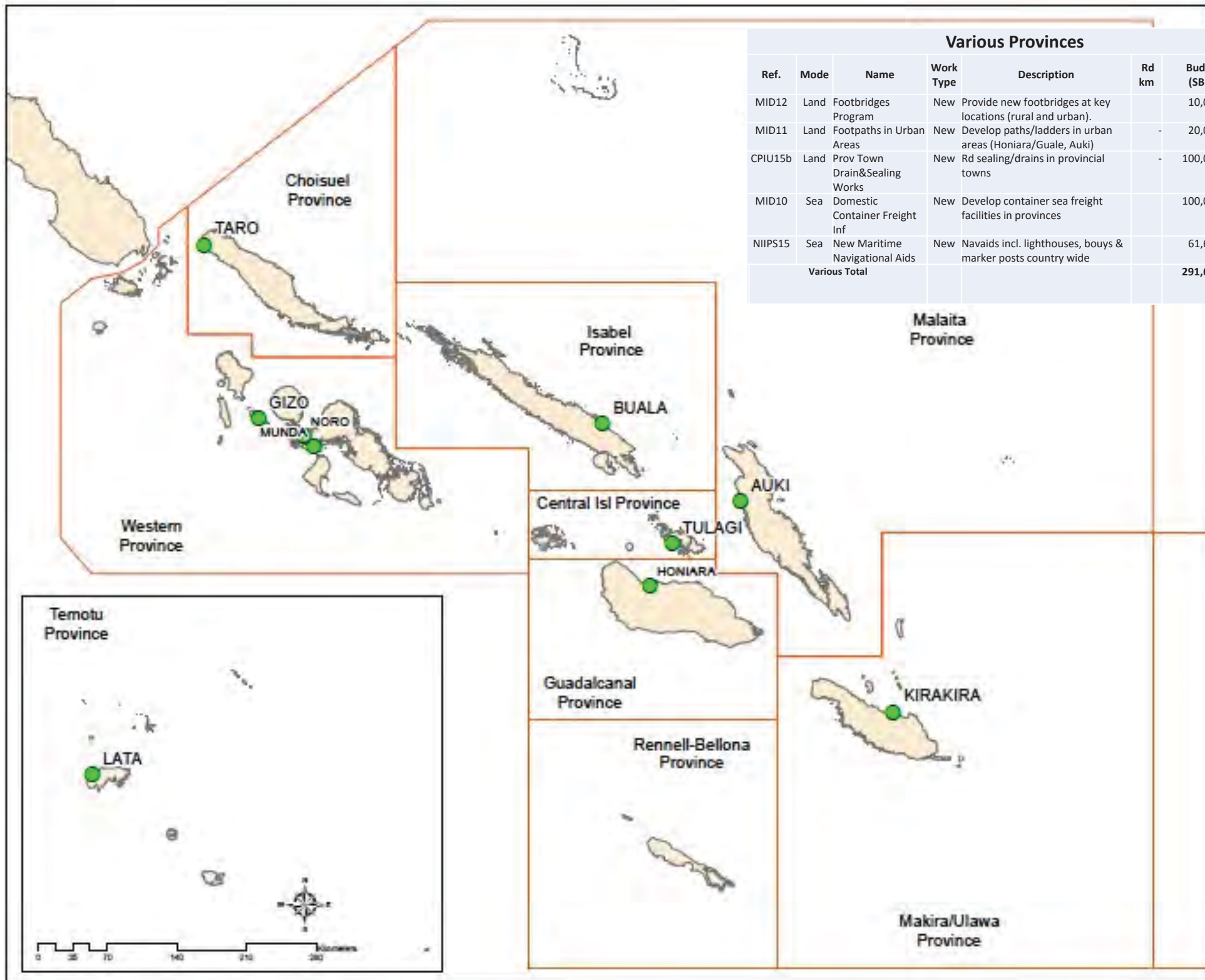


## Appendix 3 - Project Location Maps

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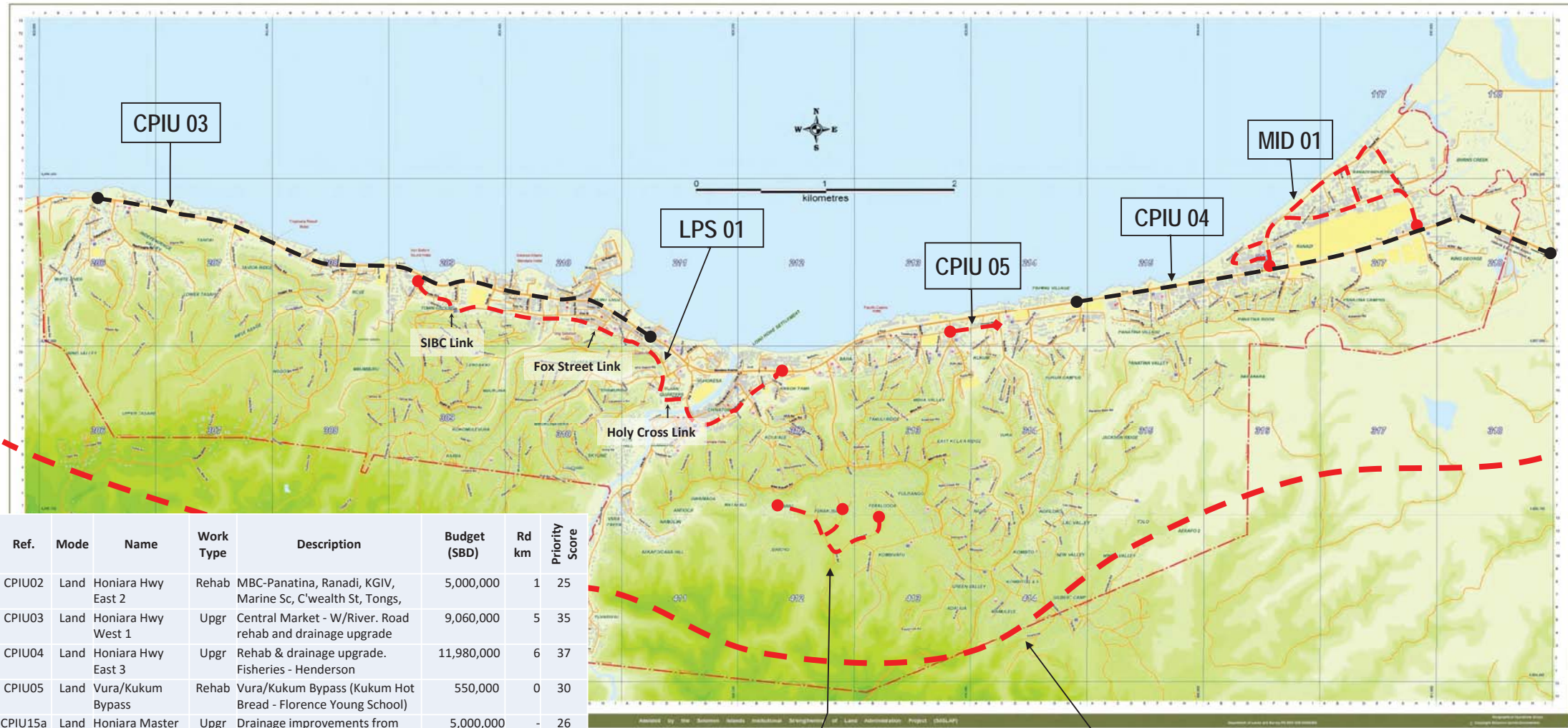






Various Provinces							
Ref.	Mode	Name	Work Type	Description	Rd km	Budget (SBD)	Priority Score
MID12	Land	Footbridges Program	New	Provide new footbridges at key locations (rural and urban).		10,000,000	35
MID11	Land	Footpaths in Urban Areas	New	Develop paths/ladders in urban areas (Honiara/Guale, Auki)	-	20,000,000	34
CPIU15b	Land	Prov Town Drain&Sealing Works	New	Rd sealing/drains in provincial towns	-	100,000,000	31
MID10	Sea	Domestic Container Freight Inf	New	Develop container sea freight facilities in provinces		100,000,000	33
NIIPS15	Sea	New Maritime Navigational Aids	New	Nav aids incl. lighthouses, bouys & marker posts country wide		61,600,000	14
<b>Various Total</b>						<b>291,600,000</b>	

# Honiara City Council



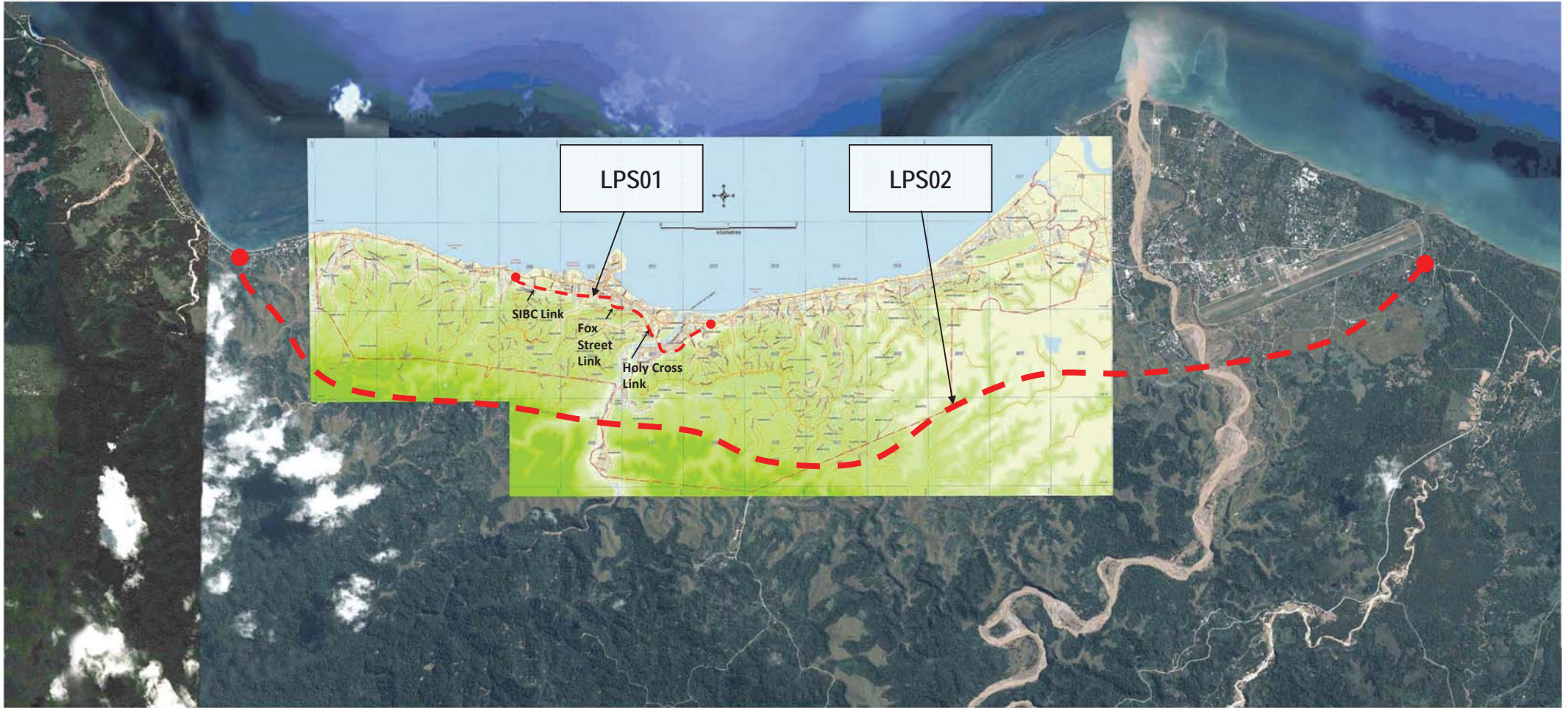
Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
CPIU02	Land	Honiara Hwy East 2	Rehab	MBC-Panatina, Ranadi, KGIV, Marine Sc, C'wealth St, Tongs,	5,000,000	1	25
CPIU03	Land	Honiara Hwy West 1	Upgr	Central Market - W/River. Road rehab and drainage upgrade	9,060,000	5	35
CPIU04	Land	Honiara Hwy East 3	Upgr	Rehab & drainage upgrade. Fisheries - Henderson	11,980,000	6	37
CPIU05	Land	Vura/Kukum Bypass	Rehab	Vura/Kukum Bypass (Kukum Hot Bread - Florence Young School)	550,000	0	30
CPIU15a	Land	Honiara Master Drainage Works	Upgr	Drainage improvements from Honiara Drainage Master Plan	5,000,000	-	26
DCC35	Land	W Kola Ridge Settlement Rds	New	Feraladoa/Ferakwusia/Mataru roads	2,340,000	2	26
LPS01	Land	Honiara EW Link-Inner Bypass	New	Rove to Chinatown, via Hibiscus Ave, Fox St & Rock Haven	24,150,000	4	40
LPS02	Land	Honiara CBD Outer Bypass	New	Bypass road inland of Honiara (from Henderson to Poha)	240,000,000	24	30
MID01	Land	Ranadi Industrial Roads Rehab	Upgr	High strength pavement and drainage works Ranadi Ind. area.	10,800,000	4	29
NIIPR19	Land	Honiara Feeder Roads Tranche 2	Upgr	East Honiara Feeder Roads Tranche 2	20,475,000	8	23
<b>Honiara Total</b>					<b>329,355,000</b>		

DCC 35

LPS02



# Greater Honiara

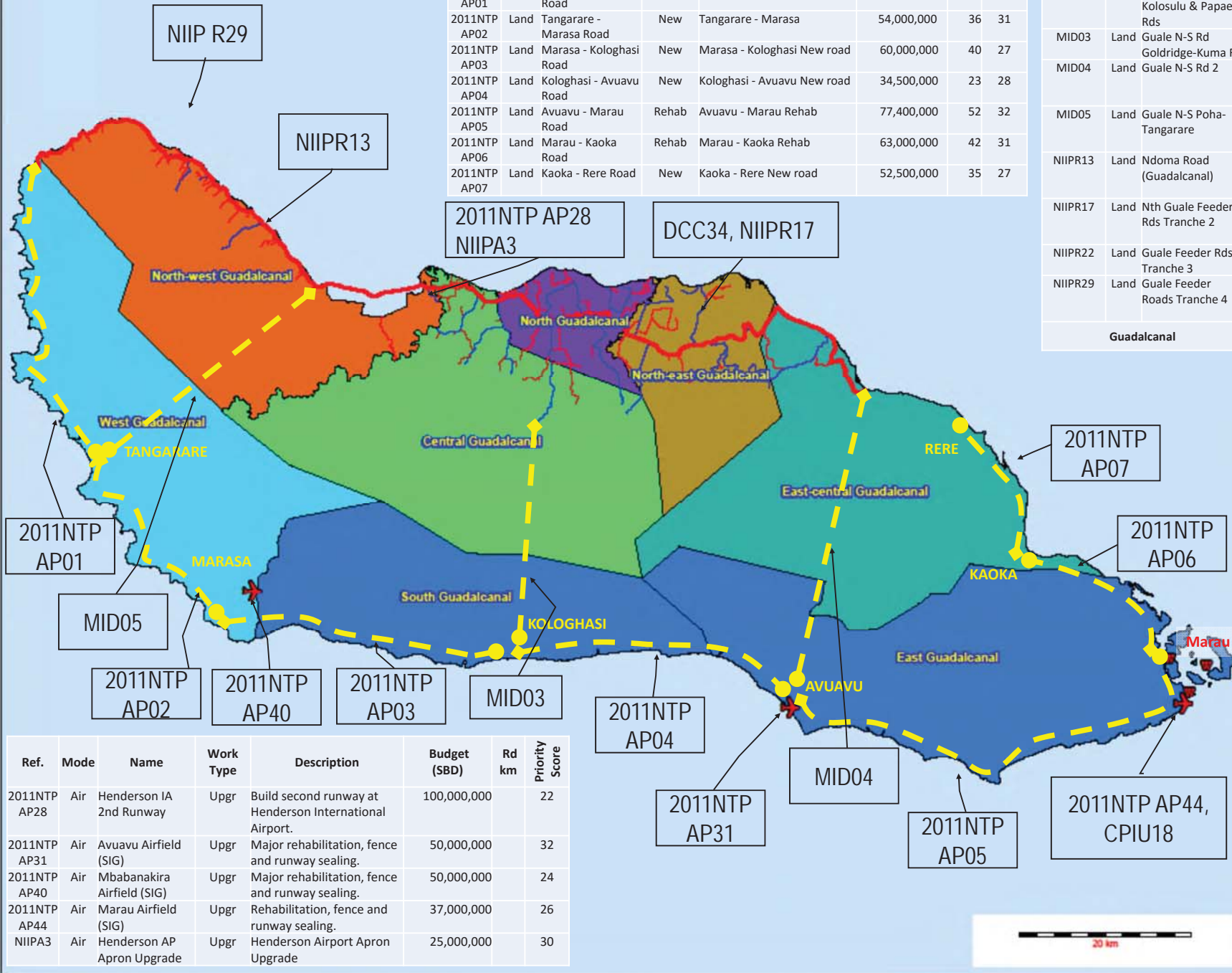


Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
LPS01	Land	Honiara EW Link- Inner Bypass	New	Rove to Chinatown, via Hibiscus Ave, Fox St & Rock Haven	24,150,000	4	40
LPS02	Land	Honiara CBD Outer Bypass	New	Bypass road inland of Honiara (from Henderson to Poha)	240,000,000	24	30

# Guadalcanal Province

Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP01	Land	Lambi - Tangarare Road	New	Lambi - Tangarare New road	34,500,000	23	34
2011NTP AP02	Land	Tangarare - Marasa Road	New	Tangarare - Marasa	54,000,000	36	31
2011NTP AP03	Land	Marasa - Kologhasi Road	New	Marasa - Kologhasi New road	60,000,000	40	27
2011NTP AP04	Land	Kologhasi - Avuavu Road	New	Kologhasi - Avuavu New road	34,500,000	23	28
2011NTP AP05	Land	Avuavu - Marau Road	Rehab	Avuavu - Marau Rehab	77,400,000	52	32
2011NTP AP06	Land	Marau - Kaoka Road	Rehab	Marau - Kaoka Rehab	63,000,000	42	31
2011NTP AP07	Land	Kaoka - Rere Road	New	Kaoka - Rere New road	52,500,000	35	27

Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
CPIU18	Land	Marau Bridges Reconstruction	Rehab	Re-Construction of 2 Marau Bridges (Olovuhu, Sohatali)	4,000,000		32
DCC34	Land	Mberande, Kolosulu & Papae Rds	New	Mberande/Kolosulu/Papae Road Project	15,300,000	10	28
MID03	Land	Guale N-S Rd	New	Extn fr Goldridge sth to Kuma/Khologasi	90,000,000	30	33
MID04	Land	Guale N-S Rd 2	New	New inland road from Aola south to Avuavu, via Lee's Lake	99,000,000	33	31
MID05	Land	Guale N-S Poha-Tangarare	New	New inland road from Poha south to Tangarare	110,100,000	37	23
NIIPR13	Land	Ndoma Road (Guadalcanal)	New	Inland road bypass of Ndoma Industrial Development.	35,000,000	7	22
NIIPR17	Land	Nth Guale Feeder Rds Tranche 2	Rehab	Gesa Rd, Tumurora Rd, Pitukoli Rd, Sali 2 Rd, Ghavangha Rd	68,160,000	45	26
NIIPR22	Land	Guale Feeder Rds Tranche 3	Rehab	Guale Feeder Rds Tranche 3	27,000,000	30	25
NIIPR29	Land	Guale Feeder Roads Tranche 4	Rehab	Rehab/upgrading of feeder roads in north Guadalcanal.	22,500,000	25	25
<b>Guadalcanal</b>					<b>1,108,960,000</b>		

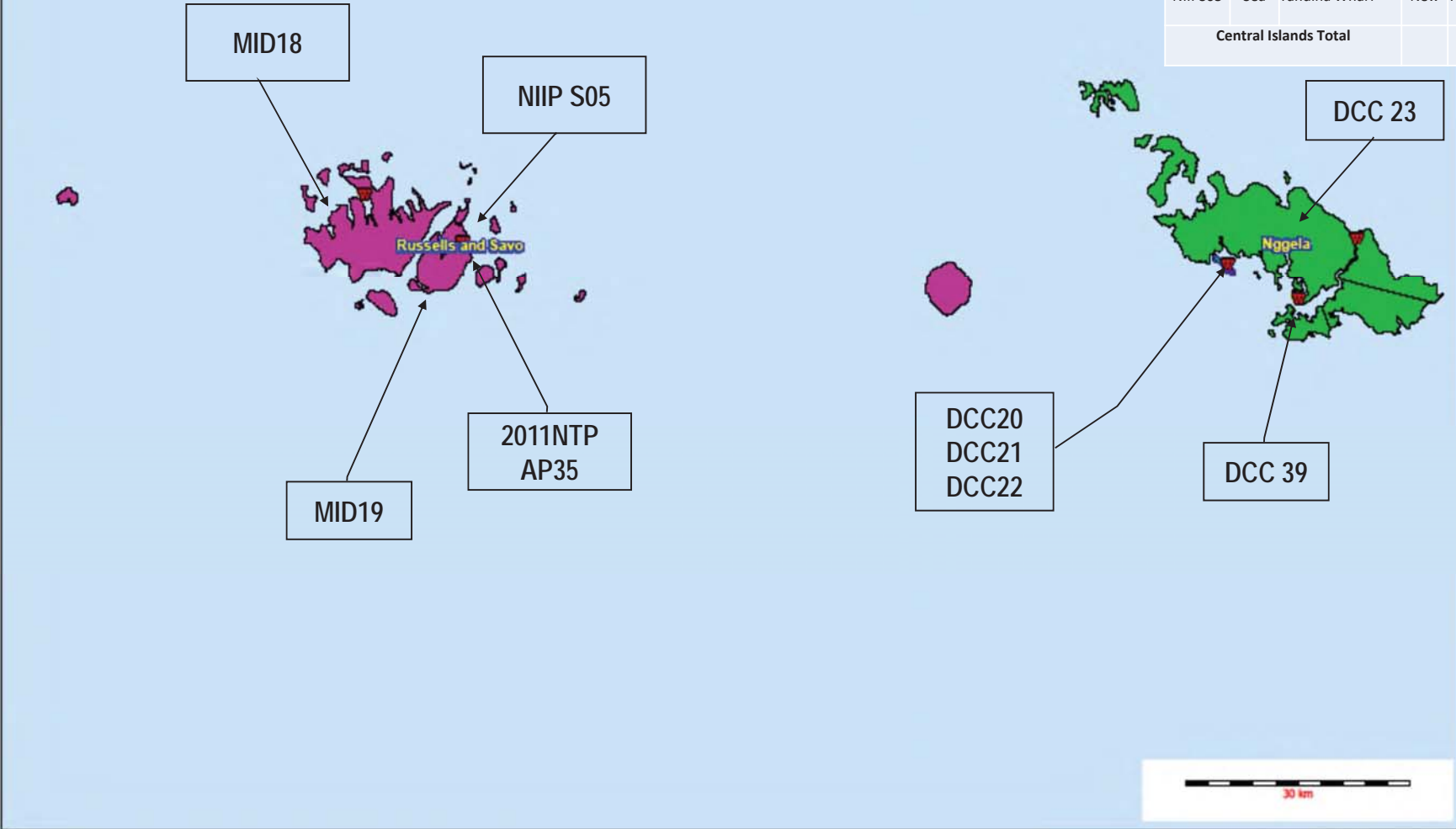


Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP28	Air	Henderson IA 2nd Runway	Upgr	Build second runway at Henderson International Airport.	100,000,000		22
2011NTP AP31	Air	Avuavu Airfield (SIG)	Upgr	Major rehabilitation, fence and runway sealing.	50,000,000		32
2011NTP AP40	Air	Mbabanakira Airfield (SIG)	Upgr	Major rehabilitation, fence and runway sealing.	50,000,000		24
2011NTP AP44	Air	Marau Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.	37,000,000		26
NIIPA3	Air	Henderson AP Apron Upgrade	Upgr	Henderson Airport Apron Upgrade	25,000,000		30



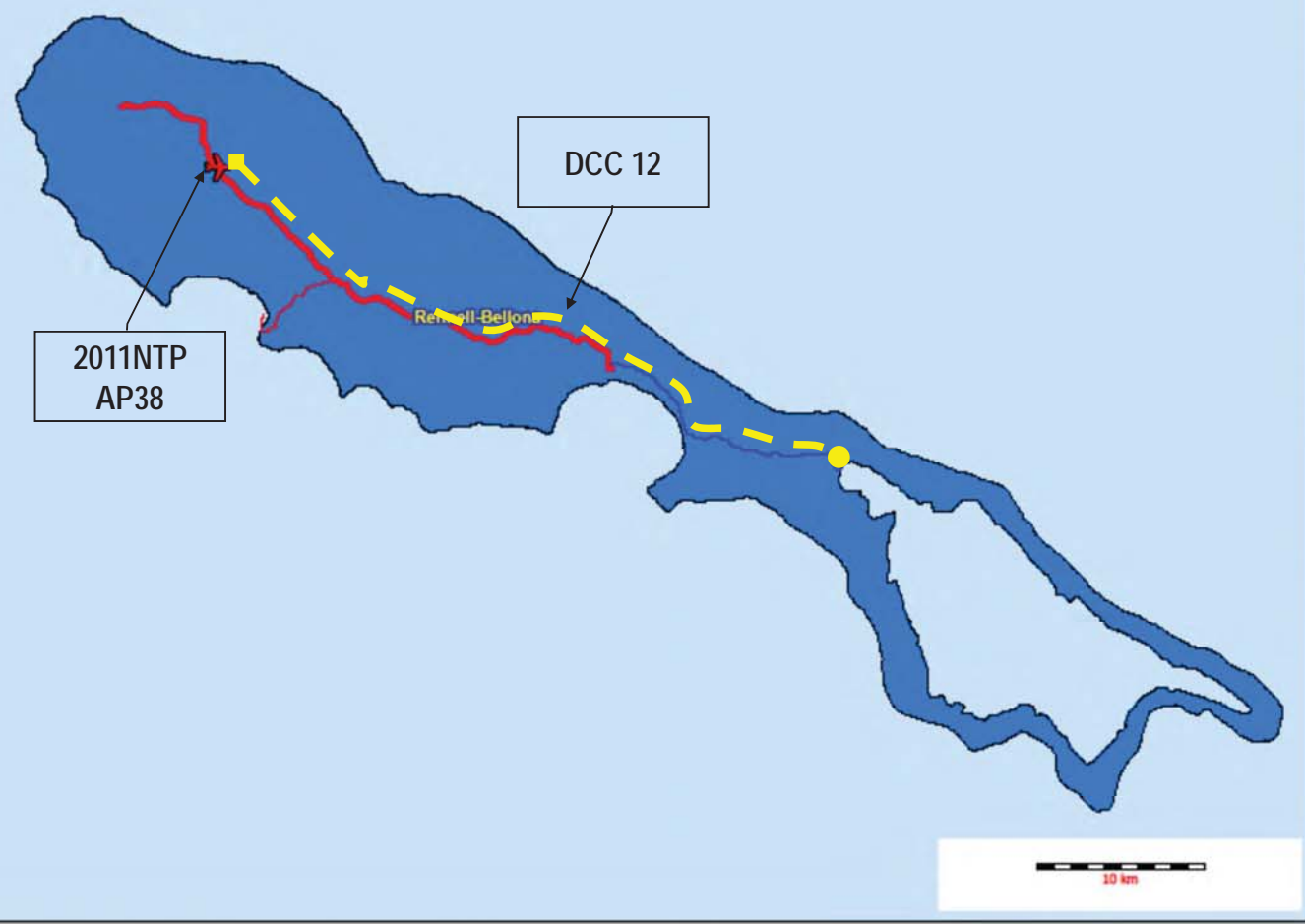
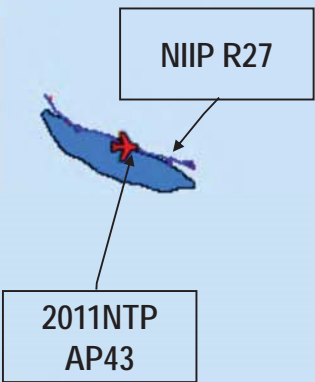
# Central Islands Province

Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP35	Air	Yandina Airfield (SIG)	Upgr	Rehab and runway sealing.	37,000,000		31
DCC39	Air	Mbokolonga Airstrip	New	New airstrip for Small Gela Island	30,000,000		18
DCC22	Land	Tulagi Rd Rehab	Rehab	Tulagi Road Rehabilitation and Improvement Project	8,100,000	9	29
DCC23	Land	Big Gela Road Rehab	Rehab	Big Gela Old Logging Road Rehabilitation Project	15,000,000	10	27
MID18	Land	Pavuvu Island Ring Road	New	New roads on Pavuvu Island	38,500,000	35	25
MID19	Land	Mbanika Island Roads	New	New & Rehab Mbanika Isl Rds	18,000,000	20	30
DCC20	Sea	Tulagi Public Wharf	New	Tulagi Public Wharf Project	14,000,000		30
DCC21	Sea	Tulagi Tourist Jetty	New	Tulagi Tourist Boat Jetty Access Project	14,000,000		30
NIIPS05	Sea	Yandina Wharf	New	Yandina Wharf (New)	40,000,000		34
<b>Central Islands Total</b>					<b>214,600,000</b>		

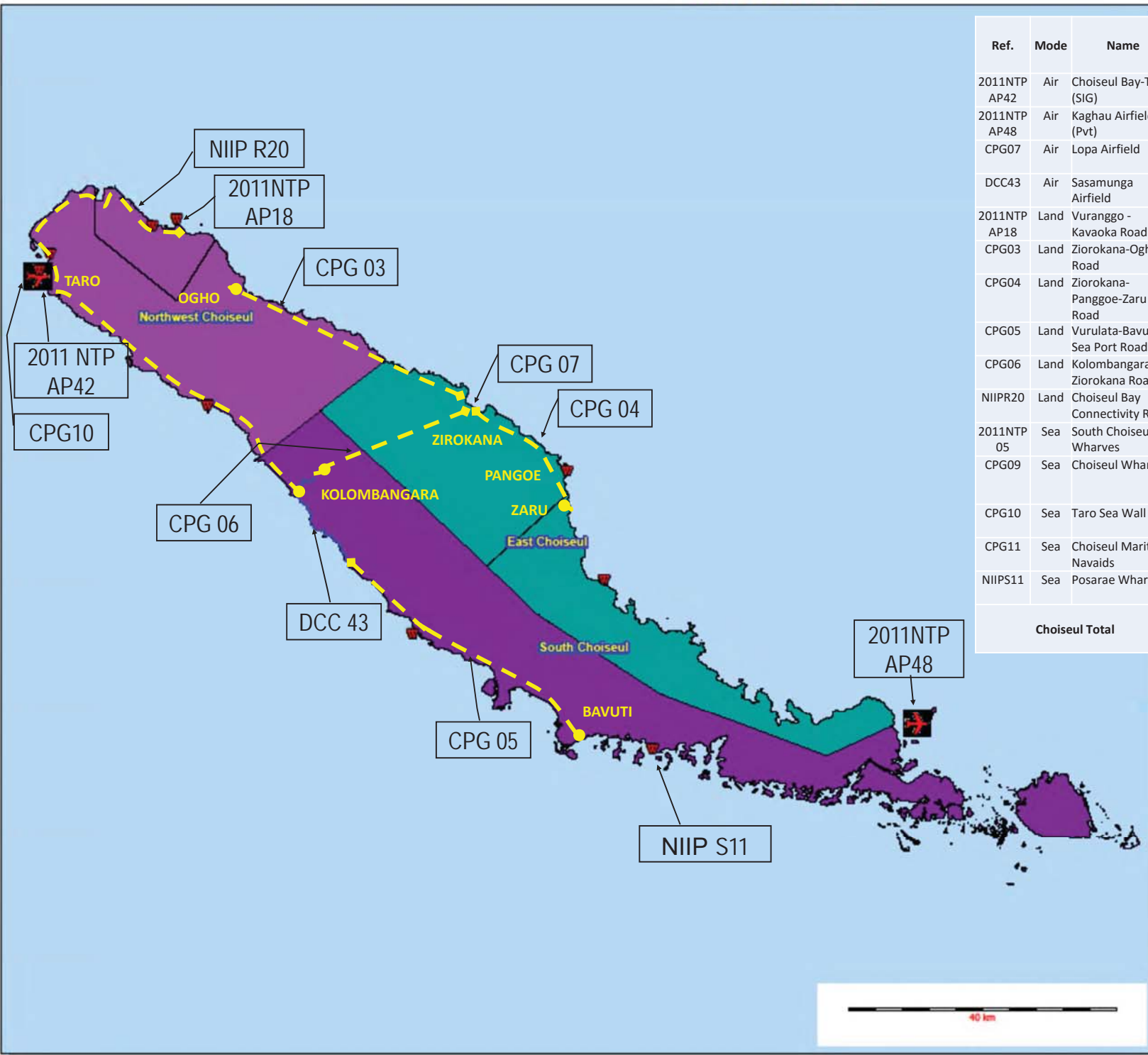


# Renbell Province

Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP38	Air	Rennell Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	40,000,000		25
2011NTP AP43	Air	Bellona Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	40,000,000		25
DCC12	Land	Tiggoa to Lake Tengano rehab	Rehab	Tiggoa to Lake Tengano Road Project . Replaced NIIPR18.	53,200,000	53	23
NIIPR27	Land	Bellona Roads	Rehab	Rehabilitation and upgrading of roads on Bellona.	10,800,000	12	23
<b>Renbel Total</b>					<b>144,000,000</b>		



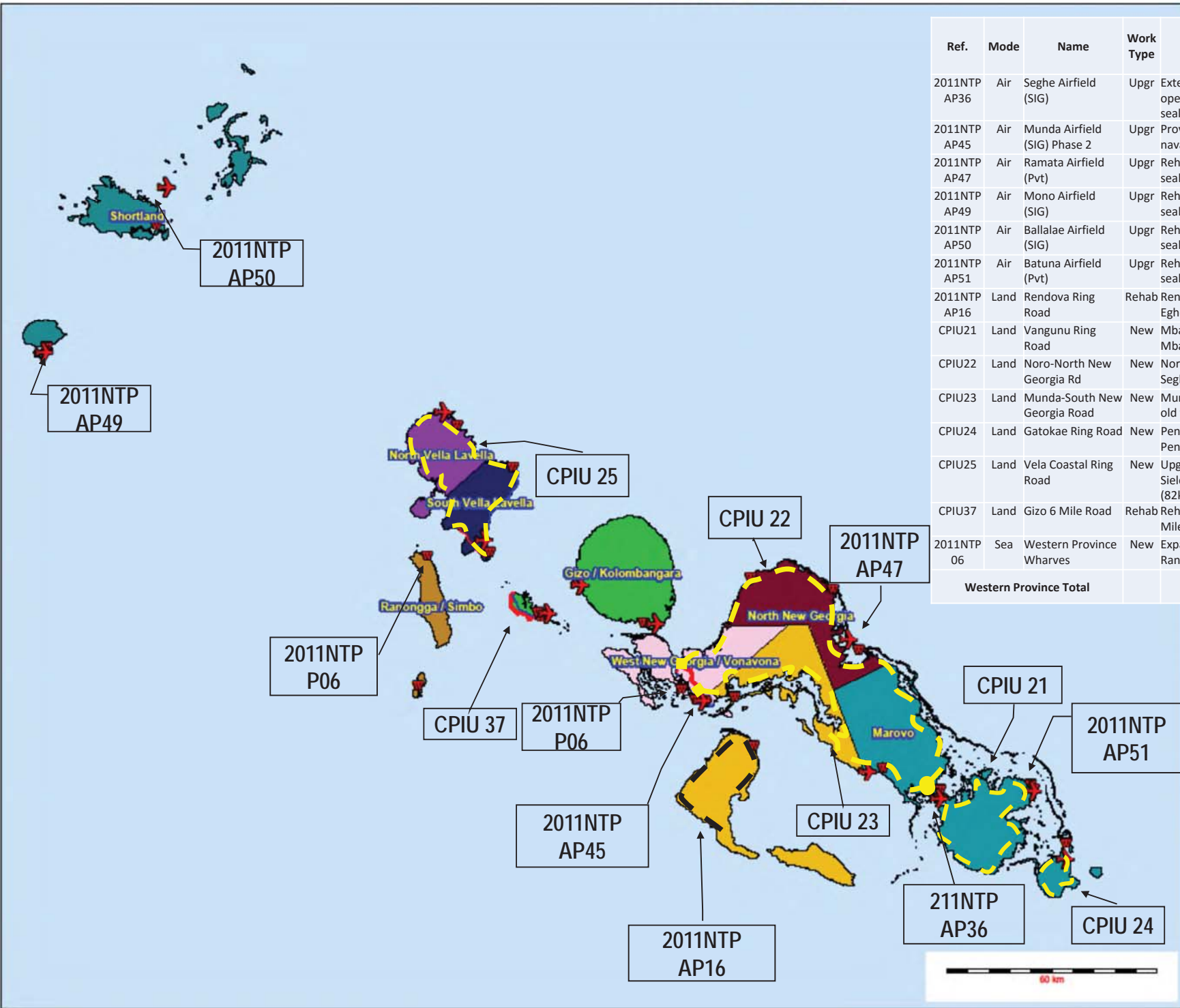
# Choiseul Province



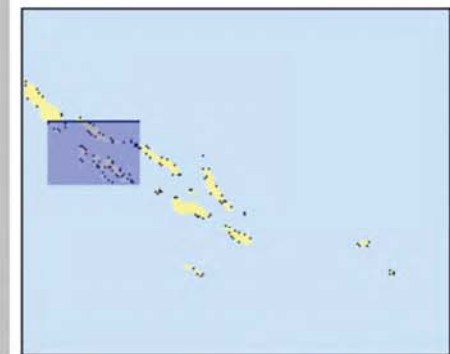
Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP42	Air	Choiseul Bay-Taro (SIG)	Upgr	Length OK for Dash 8, needs rehab, fence and seal.	30,000,000		34
2011NTP AP48	Air	Kaghau Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.	37,000,000		21
CPG07	Air	Lopa Airfield	New	New airfield for Lopa (Panggoe?), East Choiseul.	50,000,000		11
DCC43	Air	Sasamunga Airfield	New	New airstrip for Sasamunga	30,000,000		17
2011NTP AP18	Land	Vuranggo - Kavaoka Road	New	Vuranggo - Kavaoka New road	4,820,500	3	23
CPG03	Land	Ziorokana-Ogho Road	New	Ziorokana Substation/Sea Port to Ogho on North Coast	43,400,000	28	28
CPG04	Land	Ziorokana-Panggoe-Zaru Road	New	Ziorokana Substation/Sea Port to Panggoe/Lopa Airport-Zaru	34,100,000	22	29
CPG05	Land	Vurulata-Bavuti Sea Port Road	New	Bavuti Sea Port-Vurulata AOA-Vaghoe(Ghoe) new road	40,300,000	26	29
CPG06	Land	Kolombangara-Ziorokana Road	New	Kolombangara (Sasamunga) to Ziorokana Substation/Sea Port.	52,700,000	34	29
NIIPR20	Land	Choiseul Bay Connectivity Rd	New	Vuranggo/Vacho-Taro-Kolumgangara, NW Choiseul	120,900,000	78	31
2011NTP 05	Sea	South Choiseul Wharves	Upgr	Expansion of two wharves in southern Choiseul	14,000,000		20
CPG09	Sea	Choiseul Wharves	New	New wharves for Sagigae, Nuatambu, Ziorokana, Moli, Varunga	27,500,000		35
CPG10	Sea	Taro Sea Wall	New	Taro Sea Wall	500,000		34
CPG11	Sea	Choiseul Maritime Navais	New	Three new lighthouses at Papara, Tuale/Panggoe and Moli.	300,000		24
NIIPS11	Sea	Posarae Wharf	New	Replacement wharf, Posarae	5,500,000		21
<b>Choiseul Total</b>					<b>491,020,500</b>		



# Western Province



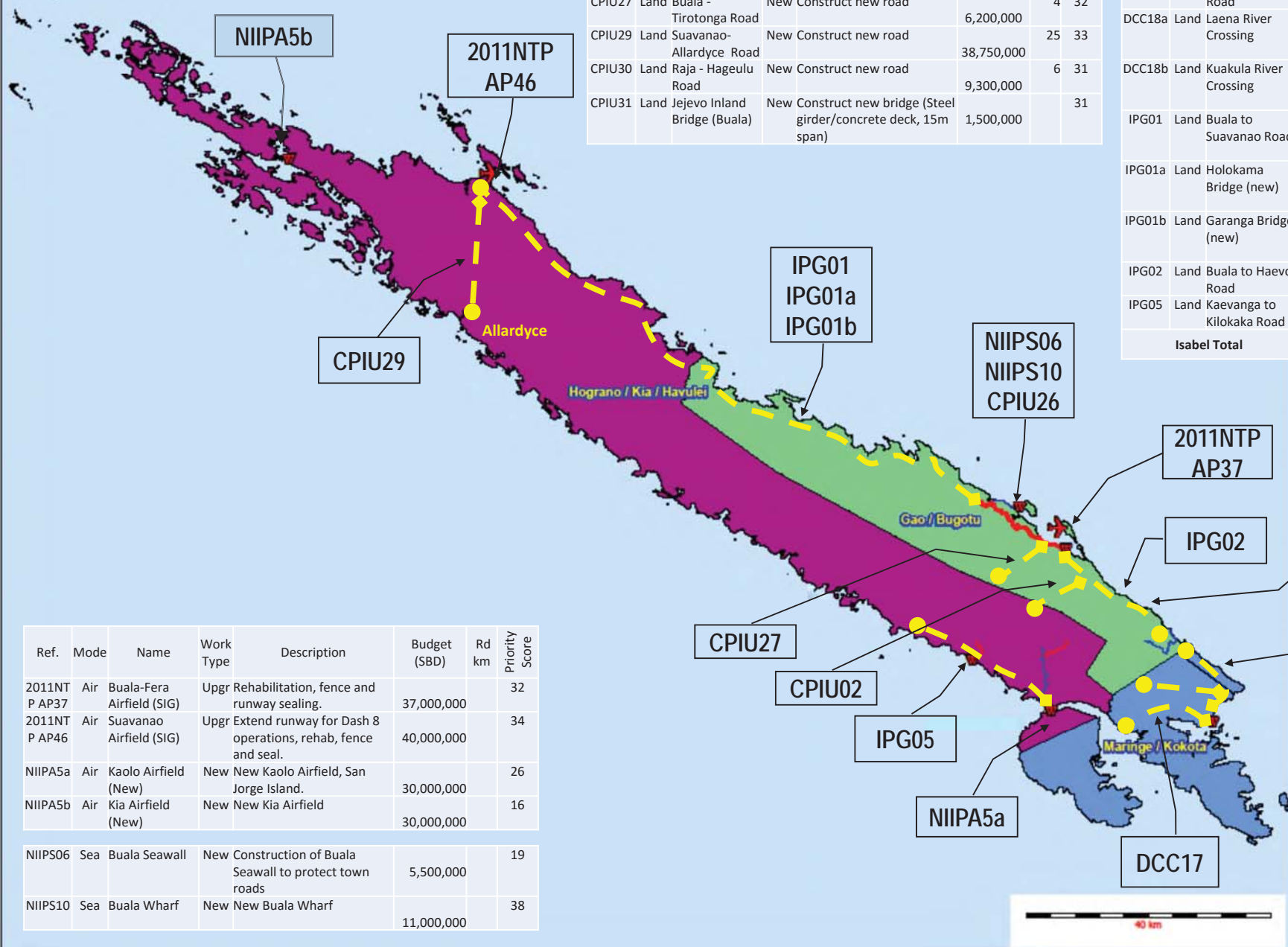
Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP36	Air	Seghe Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	40,000,000		39
2011NTP AP45	Air	Munda Airfield (SIG) Phase 2	Upgr	Provide fence, terminal facilities, nav aids, landing lights	45,000,000		37
2011NTP AP47	Air	Ramata Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.	37,000,000		22
2011NTP AP49	Air	Mono Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.	37,000,000		32
2011NTP AP50	Air	Ballalae Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.	37,000,000		32
2011NTP AP51	Air	Batuna Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.	37,000,000		23
2011NTP AP16	Land	Rendova Ring Road	Rehab	Rendovo Ring Rd: Au-Kenelo-Egholo-Ughele-Mauru	35,100,000	68	29
CPIU21	Land	Vangunu Ring Road	New	Mbalavaini-Zaira-Mbali-Mbalavaini	139,500,000	90	26
CPIU22	Land	Noro-North New Georgia Rd	New	Noro-Mase-Ramata-Vakambo-Seghe via old forestry roads	217,000,000	140	25
CPIU23	Land	Munda-South New Georgia Road	New	Munda-Hapai-Tombe-Seghe via old forestry roads	155,000,000	100	25
CPIU24	Land	Gatokae Ring Road	New	Penjuku-Sombiro-Mbiche-Penjuku	58,900,000	38	24
CPIU25	Land	Vela Coastal Ring Road	New	Upgrade Mbeiporo-Maravari-Sielezavanga (33km) & new (82km)	133,200,000	111	26
CPIU37	Land	Gizo 6 Mile Road	Rehab	Rehab road from Gizo inland to 6 Mile	5,000,000	5	27
2011NTP 06	Sea	Western Province Wharves	New	Expansion of wharf facilities, incl. Ranongga & New Georgia.	14,000,000		30
<b>Western Province Total</b>					<b>990,700,000</b>		



# Isabel Province

Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
CPIU02	Land	Hofi-Kolokofa Road	New Construct	new road	12,400,000	8	29
CPIU26	Land	Buala Town Road	Upgr	Rehabilitate and seal township roads	4,800,000	3	33
CPIU27	Land	Buala - Tirotonga Road	New Construct	new road	6,200,000	4	32
CPIU29	Land	Suavanao-Allardyce Road	New Construct	new road	38,750,000	25	33
CPIU30	Land	Raja - Hageulu Road	New Construct	new road	9,300,000	6	31
CPIU31	Land	Jejevo Inland Bridge (Buala)	New Construct	new bridge (Steel girder/concrete deck, 15m span)	1,500,000		31

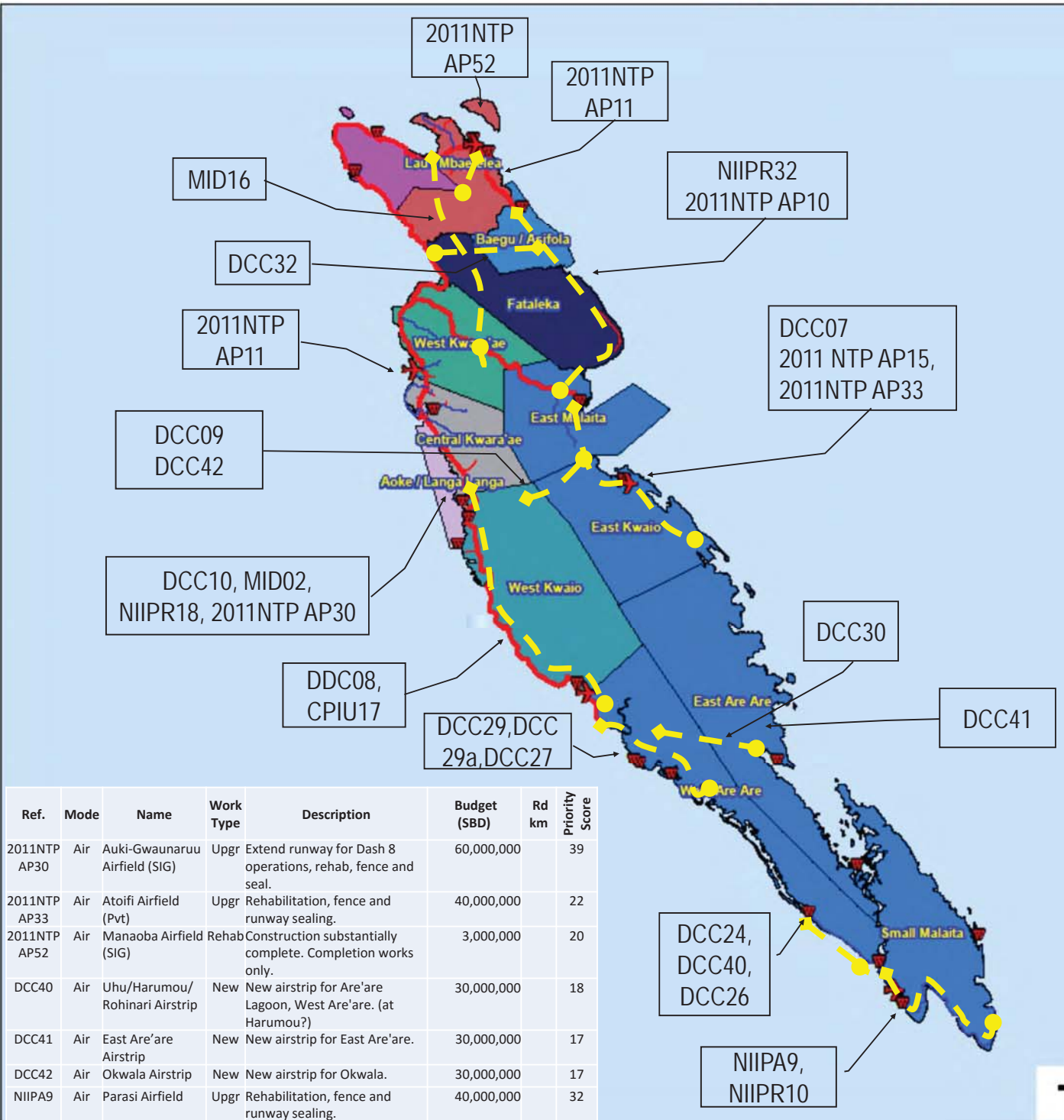
Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
DCC17	Land	Tatamba Bay Roads	New	Tatamba to Tihimhau to Lelegia Road Project	31,000,000		20 28
DCC18	Land	Tatamba to Tausese/Haevo Road	New	Tatamba to Tausese/Haevo Road Project	37,200,000		24 28
DCC18a	Land	Laena River Crossing	New	Construct new bridge (Steel girder/concrete deck, 50m span)	5,000,000		31
DCC18b	Land	Kuakula River Crossing	New	Construct new bridge (Steel girder/concrete deck, 80m span)	8,000,000		30
IPG01	Land	Buala to Suavanao Road	New	Mainly rehab, align & connect existing logging roads.	122,000,000	122	31
IPG01a	Land	Holokama Bridge (new)	New	Construct new bridge (Steel girder/concrete deck, 25m span).	2,500,000		30
IPG01b	Land	Garanga Bridge (new)	New	Construct new bridge (Steel girder/concrete deck, 60m span)	6,000,000		31
IPG02	Land	Buala to Haevo Road	New	Construct new road	38,750,000		25 32
IPG05	Land	Kaevanga to Kilokaka Road	New	Construct new road	54,250,000		35 33
<b>Isabel Total</b>					<b>531,150,000</b>		



Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NT P AP37	Air	Buala-Fera Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.	37,000,000		32
2011NT P AP46	Air	Suavanao Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	40,000,000		34
NIIPA5a	Air	Kaolo Airfield (New)	New	New Kaolo Airfield, San Jorge Island.	30,000,000		26
NIIPA5b	Air	Kia Airfield (New)	New	New Kia Airfield	30,000,000		16
NIIPS06	Sea	Buala Seawall	New	Construction of Buala Seawall to protect town roads	5,500,000		19
NIIPS10	Sea	Buala Wharf	New	New Buala Wharf	11,000,000		38



# Malaita Province



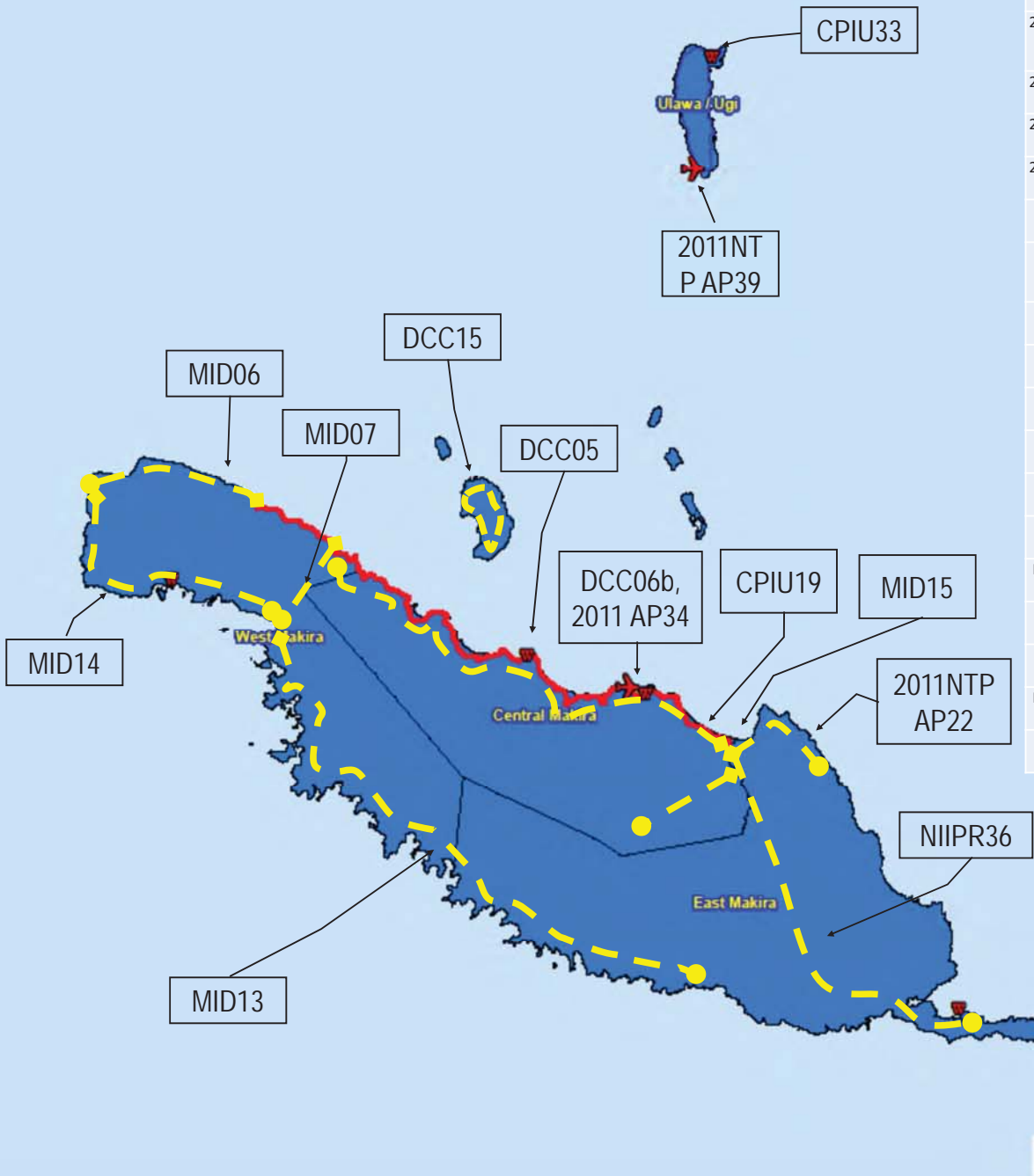
Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP10	Land	Waimasi - Faukenda Road	New	Waimasi - Faukenda New roads.	15,500,000	10	28
2011NTP AP11	Land	Sulufou - Rongali Road	New	Sulufou - Rongali New roads.	15,500,000	10	29
2011NTP AP15	Land	Atoifi - Namoi School Road	New	Ato'ifi-Fote-Namola-Namoi School new road	36,350,000	17	29
CPIU17	Land	South Malaita Bridges Phase 3	Rehab	Kwaleunga, Maa, Fulo, Kwaleunga bridges	23,000,000	3	34
DCC07	Land	Atori-Fote(-Ato'ifi)	New	Atori-Ferasi-Faumamanu-Fote new road	15,600,000	13	36
DCC08	Land	Malaita Sth Rd Rehab	Rehab	Malaita South Road (Auki-Bina-Hauhui) Rehabilitation Project	38,750,000	75	34
DCC09	Land	Okwala to Kwaibeta New Road	New	Okwala to Kwaibeta (new road required)	26,350,000	17	29
DCC10	Land	Auki Town Roads Phase 4	Rehab	Auki Township Road Upgrade Project	3,000,000	6	36
DCC24	Land	Haarumou/Maka Road	Rehab	Haarumou/Maka Rehabilitation Project	13,500,000	15	26
DCC29a	Land	Road to new Wairokai Sea Port	New	Haupara-Kiu-Wairokai new road, to serve new sea port.	46,250,000	25	37
DCC30	Land	East Are'Are Roads	New	Hauhui-Waraha Bridge-Maasupa. Incl Wairaha Br (100m span)	108,200,000	44	33
DCC32	Land	Taefoa (Taeloa)/Ata'a Road	New	Taefoa (Taeloa)/Ata'a Road Project	41,850,000	27	24
MID02	Land	Malaita New Seals	Rehab	Fulisango Rd, Nth Rd Airport Jn to E Rd Jn, E Rd steep sects	114,000,000	57	37
MID16	Land	Tolombaita (To'ambaita)-Gwareae	New	New inland road	30,000,000	30	37
NIIPR10	Land	Afio Road (Small Malaita)	New	New road Afio (Apio)-Parasi-Olusu'u Harbour.	30,000,000	25	24
NIIPR18	Land	Malaita Main Roads Upgrades	Rehab	Auki - Fulisango, Lilisiana Rd, Fiu Rd and Radesifolomae Rd	24,300,000	27	27
NIIPR23	Land	W Malaita Feeder Rds Tranche 1	Rehab	Busurata Rd, Alisisiu - Aesi, Gwaidingali Rd and Talakali Rd	30,600,000	34	36
NIIPR32	Land	East Malaita Roads	New	Fouia-Abe (Coastal Road)-Kwaiafa. East Fataleka area.	74,400,000	48	23
CPIU33	Sea	Malaita New Wharves Package	New	Thirteen new wharves, Malaita Province.	78,000,000		35
CPIU34	Sea	Malaita Wharves Rehab Package	Rehab	Rehabilitate five wharves in Malaita Province.	5,000,000		37
DCC26	Sea	Uhu Wharf Replacement	New	Harumou (Uhu) Wharf Project	6,000,000		26
DCC27	Sea	Waisisi Wharf	New	Waisisi Wharf Project	40,000,000		26
DCC29	Sea	Wairokai Intl Seaport	New	New Wairokai International Seaport	130,000,000		30
<b>Malaita Total</b>					<b>1,179,150,000</b>		

Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP30	Air	Auki-Gwaunaru Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	60,000,000		39
2011NTP AP33	Air	Atoifi Airfield (Pvt)	Upgr	Rehabilitation, fence and runway sealing.	40,000,000		22
2011NTP AP52	Air	Manaoba Airfield (SIG)	Rehab	Construction substantially complete. Completion works only.	3,000,000		20
DCC40	Air	Uhu/Harumou/Rohinari Airstrip	New	New airstrip for Are'are Lagoon, West Are'are. (at Harumou?)	30,000,000		18
DCC41	Air	East Are'are Airstrip	New	New airstrip for East Are'are.	30,000,000		17
DCC42	Air	Okwala Airstrip	New	New airstrip for Okwala.	30,000,000		17
NIIPA9	Air	Parasi Airfield	Upgr	Rehabilitation, fence and runway sealing.	40,000,000		32





# Makira Ulawa Province

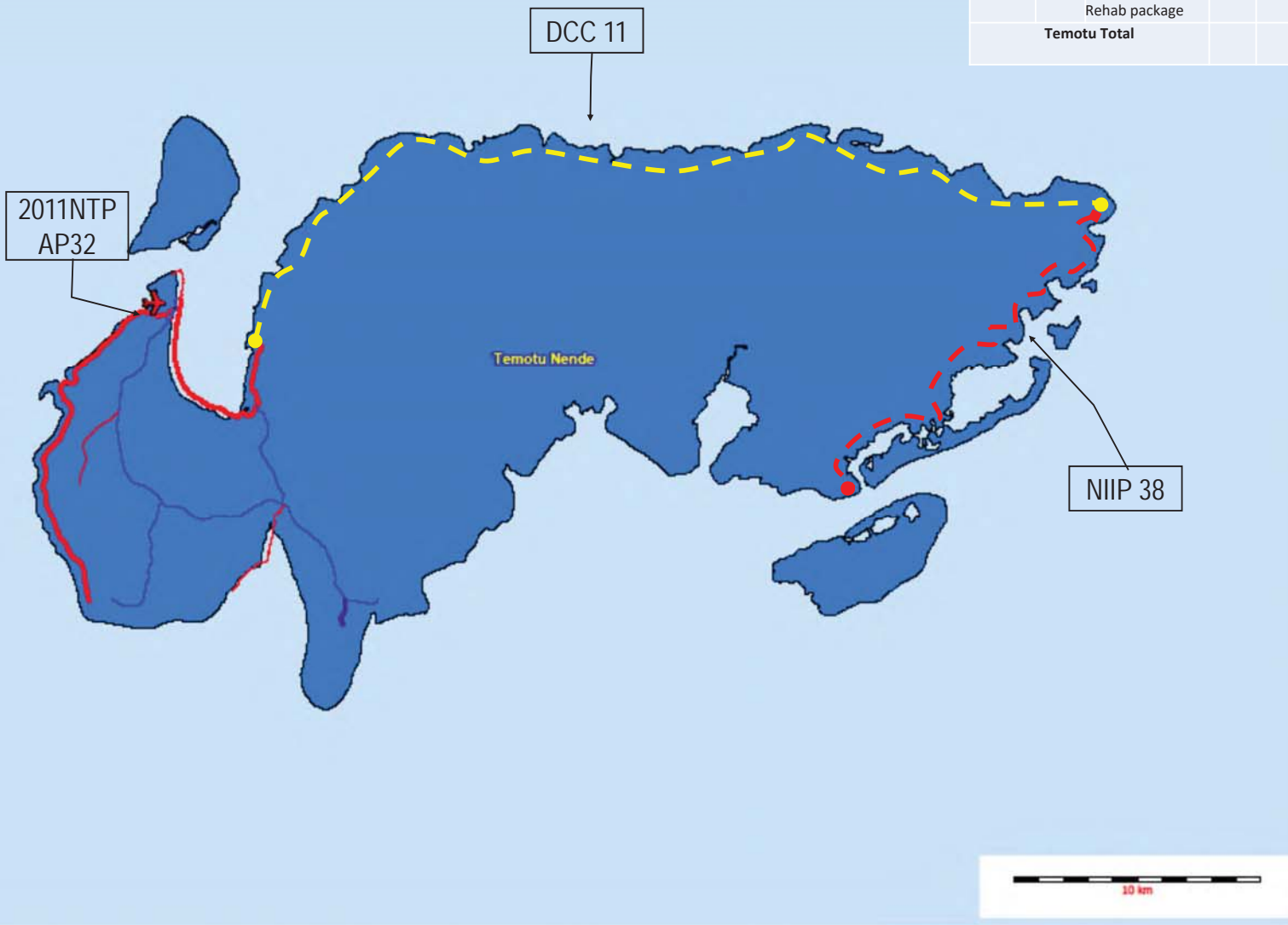


Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP34	Air	Kirakira Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	60,000,000		35
2011NTP AP39	Air	Arona Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.	40,000,000		21
2011NTP AP41	Air	Santa Anna Airfield (SIG)	Upgr	Rehabilitation, fence and runway sealing.	40,000,000		32
2011NTP AP22	Land	Warihito - Nahuhau Road	New	Warihito - Nahuhu (Nahahau) new road.	46,500,000	30	22
CPIU19	Land	Bwara Bridge Reconstruction	Rehab	Re-Construction of Bwara Bridge, Makira	2,500,000		28
DCC05	Land	Central Makira Roads	Rehab	Central Makira Road Rehabilitation and Improvement Project	24,800,000	16	22
DCC15	Land	Ugi Island Ring Road	New	Ugi Island Ring Road Project – Ulawa	35,100,000	26	24
MID06	Land	Wango-Marou'u Bay (W) Rd	Rehab	Rehab & water crossings, west fr Wango to Marou'u Bay (W)	70,000,000	40	36
MID07	Land	Wango (Rongoasi)-Bia Inland Rd	Rehab	Major rehab, Rongoasi sth via inland tracks to Bia	35,650,000	23	26
MID13	Land	San Cristobal Sth Coast Rd	New	Tetere-Paregho-Maraone (Maraoni)	134,850,000	87	33
MID14	Land	NW San Cristobal Rd	New	Hada (Ha'atee'a)-Oneibia-Bia--Tetere new road	65,100,000	42	33
MID15	Land	Ravo & Warahito Bridges	New	Bridges over Ravo & Warahito Rivers (2x80m spans)	80,000,000		36
NIIPR36	Land	E Makira Roads Warahito-Namuga	New	New river crossings & road sections to E Makira agric areas.	55,000,000	55	22
CPIU32	Sea	Makira New Wharves Package	New	Five new wharves Makira Province.	30,000,000		30
CPIU33	Sea	Su'umoli Wharf Rehab	Rehab	Su'umoli Wharf Rehab	1,000,000		27
DCC06b	Sea	Kirakira Port Development	New	Develop new port/harbour for Kirakira.	70,000,000		32
<b>Makira Total</b>					<b>790,500,000</b>		



# Temotu Province

Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP32	Air	Lata Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	60,000,000		37
MID17	Air	Vanikolo Airfield (New)	New	New airfield Vanikolo (Vanikoro) Island	60,000,000		17
NIIPA8	Air	Lomlom Airfield	Rehab	Completion works only.	3,000,000		28
NIIPR38	Land	Nendo S & E Roads	New	New roads on E & S of Nendo Island.	44,000,000	40	18
CPIU35	Sea	Temotu New Wharves Package	New	Four new wharves in Temotu province	28,000,000	4	22
CPIU36	Sea	Temotu Wharves Rehab package	Rehab	Rehab Lata & Nialo Wharves	3,000,000	2	29
<b>Temotu Total</b>					<b>198,000,000</b>		



# Temotu Province

NIIP A8

Temotu Pele

Temotu Nende

MID17

Temotu Vatud

Ref.	Mode	Name	Work Type	Description	Budget (SBD)	Rd km	Priority Score
2011NTP AP32	Air	Lata Airfield (SIG)	Upgr	Extend runway for Dash 8 operations, rehab, fence and seal.	60,000,000		37
MID17	Air	Vanikolo Airfield (New)	New	New airfield Vanikolo (Vanikoro) Island	60,000,000		17
NIIPA8	Air	Lomlom Airfield	Rehab	Completion works only.	3,000,000		28
NIIPR38	Land	Nendo S & E Roads	New	New roads on E & S of Nendo Island.	44,000,000	40	18
CPIU35	Sea	Temotu New Wharves Package	New	Four new wharves in Temotu province	28,000,000	4	22
CPIU36	Sea	Temotu Wharves Rehab package	Rehab	Rehab Lata & Nialo Wharves	3,000,000	2	29
<b>Temotu Total</b>					<b>198,000,000</b>		

60 km





## Appendix 4 - NIIP Prioritisation Method

DRAFT





Airfields - New: Range Guidance - Description of Project to be Awarded Given Score						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
1	New airfields in Honiara and Western Province	New airfields in Choisel, Isabel, Makira, Central and Renbel Provinces	New airfields in Guadalcanal, Malaita and Temotu Provinces			
		New airfields in Western Province in areas without airfields	New airfields in Col 2 Provinces in areas currently without airfields	New airfields in Col 3 Provinces in areas currently without airfields		
2	Less than 2,000	>2,000 up to 8,000	>8,000 - 20,000		More than 30,000	
3	<b>Default:</b> The scheme is likely to support men more than women.					
4	<b>Default -</b> Air travel is not used as a normal mode to access education and health facilities	<i>New airfield provides access by air in an emergency to specialised health care facilities that is not currently available</i>	Not used	Not used	New airfield is to be purpose built to serve air ambulance or flying doctor services	This one needs to be tested against health maps and locations of existing airfields. We may need to adjust thresholds.
5						
	<b>Default Score</b> if no growth area (existing or proposed) has been identified within 10km of the project.	New airfield directly services a clearly identified proposed/potential growth area or area of agricultural growth potential.. <i>Specific growth area to be listed for the project</i>	New airfield directly services a clearly identified existing/under development growth area. <i>Specific growth area to be listed for the project</i>	Not used	New airfield is to be built as an element of a major economic development zone	
6	Airfield is unlikely to encourage domestic air services, and/or is close to an existing airfield		<b>Default is that airfield will allow air services to facilitate inter island trade or remove other identified barriers to</b>		New airfield will directly enable a clearly identified trade activity that would not exist without the airfield.	
7	<b>Default Score is No Effect -</b> Tourism is not a significant element of the local economy in the areas served. (No existing or proposed tourist facilities located within 10km of any part of the project.)		At least 1 tourist facility directly serviced by the airfield		Multiple existing or proposed tourist facilities (tourist area) directly serviced by the airfield.	

Airfields - New: Range Guidance - Description of Project to be Awarded Given Score						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
8	Airfield does not connect well with existing infrastructure (principally roads)			Airfield connects with an existing or programmed road	The airfield connects well with an established network of existing rural and/or urban roads as well as wharves.	
9	Airfield uses technology inappropriate for Solomon Islands, or will be challenging to bring into operation/certification using solely local resources.	<b>Default Score for gravel runways.</b> These runways are within the capacity of existing domestic contractors, but do not allow use of the larger Dash 8 aircraft.		<b>Default Score for sealed runways.</b> These runways are appropriate as they allow use of larger aircraft, and are within the capacity of existing domestic contractors	Not used	
10	<b>Default is that the new airfield will cause an increase in the maintenance requirements with no offsetting generated revenues</b>			New airfield will cause an increase in the maintenance burden, but maintenance requirements likely to be met from scheme generated revenues		<b>SEE Change</b> Not sure why the default has changed from 0 (in NIIP) to 3? It is inconsistent with default = 3 for AF rehab. Suggest leaving default = 0 and maintaining alignment with NIIP?
11	A new airfield that does not improve resilience is not permissible		<b>Default for new airfields with gravel runways</b> in areas currently relying upon shipping services for access.	<b>Default for new airfields with sealed runways</b> which should reduce cancellations and delays due to weather events	Airfield with clearly identified resilience benefits specific to the site.	
12	<b>Default Score</b> New airfields incorporating standard environmental measures and regulatory compliance but which take land and so produce			Airfields designed specifically to improve the environment by replacing an existing airfield which has major environmental impacts.	Airfield designed with measures that will provide exceptional improvement to the environment or reduction in pollution.	
13	Airfields in locations susceptible to extreme weather events, which are likely to worsen due to climate change and/or airfields in areas where weather conditions are likely to lead to significant delays	Airfields in coastal or island locations which may lead to some risks, but otherwise designed following MID guidelines		<b>Default is airfields planned and designed following MCA/MID/MECDM guidelines and in compliance with consent requirements which take account of climate change and natural hazards.</b>	Airfield in a sheltered location, more robust against the effects of climate change and natural hazards than required by normal compliance standards.	



<b>Airfields - New: Range Guidance - Description of Project to be Awarded Given Score</b>						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
14	Scheme promoter is other than MID or capable private operator and does not have the capacity to adequately manage the scheme.	<b>Default if delivery by MCA</b> (or MID for MCA), pending further capacity building in MCA		<b>Default if delivery and operation is by a private sector airport operator</b> , using international consultants	Not used	

Airfields Rehab: Range Guidance - Description of Project to be Awarded Given Score					Notes	
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	
1	Default for airfields in Western Province and airfields serving Honiara.	<b>Default</b> Airfields in Choisel, Isabel, Makira, <b>Central</b> and Renbel Provinces	<b>Default</b> Airfields in Guadalcanal, Malaita and Temotu Provinces		Not used	
		Airfields in Western Province in areas without other airfields	Airfields in Choisel, Isabel, Makira, <b>Central</b> and Renbel Provinces in areas currently without other airfields	Airfields in Guadalcanal, Malaita and Temotu Provinces in areas currently without other airfields		
2	Less than 2,000		8,000 - 15,000		More than 30,000	
3	<b>Default:</b> The scheme is likely to support men more than women.	Project benefits men and women equally.			Project preferentially benefits women ahead of men in a way that is clearly identified.	
4	<b>Default -</b> Air travel is not used as a normal mode to access education and health facilities	<i>Airfield provides access by air in an emergency to specialised health care facilities that is not currently available</i>	Not used	Not used	Not used	This one needs to be tested against health maps and locations of existing airfields. We may need to adjust thresholds.
5	<b>Default Score</b> if no growth area (existing or proposed) has been identified within 10km of the project.	Airfield directly services a clearly identified proposed/potential growth area or area of agricultural growth potential. <i>Specific growth area to be listed for the project</i>	Airfield directly services a clearly identified existing/under development growth area. <i>Specific growth area to be listed for the project</i>	Not used	Not used	
6	Airfield rehabilitation is unlikely to encourage domestic air services, and/or is close to an existing airfield		<b>Default is that rehabilitated airfield will allow air services to facilitate inter island trade or remove other identified barriers to trade.</b>		Rehabilitated airfield will directly enable a clearly identified trade activity that would not exist without the airfield being rehabilitated.	

<b>Airfields Rehab: Range Guidance - Description of Project to be Awarded Given Score</b>						
#	<b>0 = No Effect</b>	<b>1 = Minor Positive</b>	<b>2 = Moderate Positive</b>	<b>3 = Positive</b>	<b>4 = Major Positive</b>	<b>Notes</b>
7	<b>Default Score is No Effect</b> - Tourism is not a significant element of the local economy in the areas served. (No existing or proposed tourist facilities located within 10km of any part of the project.)		At least 1 tourist facility directly serviced by the airfield		Multiple existing or proposed tourist facilities (tourist area) directly serviced by the airfield.	
8	Not used		<b>Default for reconstruction of non operational airfields.</b>	<b>Default for upgrading of an existing airfield</b>	Upgrading Henderson	
9	Airfield rehabilitation is expected to use technology inappropriate for Solomon Islands, or will be challenging to resume operation/certification using solely local resources.	<b>Default Score for rehab of gravel runways.</b> These runways are within the capacity of existing domestic contractors, but do not allow use of the larger Dash 8 aircraft.		<b>Default Score for upgrading to sealed runways.</b> These runways are appropriate as they allow use of larger aircraft, and are within the capacity of existing domestic contractors	Not used	
10	Not used	Not used	Not used	<b>Default Score</b> - Rehab/upgrading reduces long term maintenance costs.	Not used	
11	Airfield rehabilitation works with no identified resilience benefits		<b>Default score if area served by airfield currently relies on shipping services for access</b> as it provides an alternative access mode	<b>Default score if runways are to be sealed,</b> as this should reduce cancellations due to weather events	Airfield rehabilitation works with clearly identified resilience benefits specific to the site.	
12	Airfield expansion projects (runway extensions) incorporating standard environmental measures and regulatory compliance but which take land and so produce some environmental impact.	<b>Default score</b> - It is assumed there would be some minimal improvement to the environment from a rehab/upgrade			Airfield rehabilitation works planned to provide exceptional improvement to the environment or reduction in pollution.	

<b>Airfields Rehab: Range Guidance - Description of Project to be Awarded Given Score</b>						
#	<b>0 = No Effect</b>	<b>1 = Minor Positive</b>	<b>2 = Moderate Positive</b>	<b>3 = Positive</b>	<b>4 = Major Positive</b>	<b>Notes</b>
13	<b>Airfields in locations susceptible to extreme weather events</b> , which are likely to worsen due to climate change and/or airfields in areas where weather conditions are likely to lead to significant delays	<b>Airfields in coastal or island locations which may lead to some risks</b> , but where rehab/upgrading includes improved drainage		<b>Airfields in location not susceptible to extreme weather events</b>	Airfield rehabilitation works to be designed and constructed to be more robust against climate change and natural hazards than required by normal compliance standards.	
14	Scheme promoter is other than MID or capable private operator and does not have the capacity to adequately manage the scheme.			<b>Yes</b> - It assumed that MCA will have the capacity for rehab/upgrading assisted by MID, and to operate the airfield.	Rehab/upgrading and operation is by a private sector airport operator, using international consultants/contractors.	

<b>Roads - New: Range Guidance - Description of Project to be Awarded Given Score</b>						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
1		New roads in Honiara and Western Province	Choisel, Isabel, Makira, <b>Central</b> and Renbel Provinces	New roads in Guadalcanal, Malaita and Temotu Provinces		
			New roads in Western Province in areas without roads	New roads in Choisel, Isabel, Makira, <b>Central</b> and Renbel Provinces in areas currently without roads	New roads in Guadalcanal, Malaita and Temotu Provinces in areas currently without roads	
2	Less than 2,500		8,000 - 15,000		More than 27,000	
3	Project either clearly benefits men ahead of women, or No preferential benefit to women ahead of men has been identified.	<b>Default for main roads is that the new road benefits men and women equally.</b>		<b>Default for Feeder roads is that they improve access to markets which is positive for women</b>	Project preferentially benefits women ahead of men in a way that is clearly identified.	
4	No healthcare or education facilities exist within 10km of any part of the project.	At least 1 healthcare or education facility exists within 10km of any part of the project.	<b>Roads benefit some health facilities and schools.</b> (At least 2 healthcare or education facilities exist within 10km of	At least 3 healthcare or education facilities exist within 10km of any part of the project.	More than 3 healthcare or education facilities exist within 10km of any part of the project.	This one needs to be tested against health/educ maps. We may need to adjust thresholds.
5	Not applicable	<b>Default Score: The road has some benefit for economic growth</b>		Project directly services a clearly identified proposed/potential growth area or area of agricultural growth potential.. <i>Specific growth area to be listed for the project</i>	Project directly services a clearly identified existing/under development growth area. <i>Specific growth area to be listed for the project</i>	
6	Not applicable	<b>Default Score: The project supports trade, but no trade constraint has been identified which would be relieved by the project.</b>			Project directly removes a clearly identified transport constraint to trade.	
7	<b>Default Score:</b> Not a tourist route or area. No existing or proposed tourist facilities located within 10km of any part of the project.	At least 1 existing or proposed tourist facility located within 10km of any part of the project.	At least 1 tourist facility directly serviced by the project.		Multiple existing or proposed tourist facilities (tourist area) directly serviced by the project.	Resorts marked on the Hema tourist map could be used as evidence for this.

<b>Roads - New: Range Guidance - Description of Project to be Awarded Given Score</b>						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
8	The road is a short isolated section, less than 10km in length and does not connect to any existing roads.	The road connects to an existing road at one end.	The road connects with other existing roads and enables through trips.	The road connects with other existing roads as well as wharves or airfields and enables through trips.	The road connects well with an established network of existing rural and/or urban roads as well as wharves or airfields and enables trips over 30km in length.	
9	The road and/or its bridges require advanced construction and/or maintenance techniques and implementation by an international contractor.			The road and/or bridge works are generally within the capacity of existing domestic contractors and MID supervisors but some additional advisory support may be required for implementation.	The road and/or bridge works are well within the capacity of existing domestic contractors and MID supervisors without additional support.	
10	Unsealed feeder roads.			Default is that new sealed and unsealed roads and structures require standard methods of routine and periodic maintenance that can be met from SIG funding.	Roads and structures specifically designed for low maintenance (e.g.. concrete pavements, high bridges with robust scour protection)	
11	A road that does not improve resilience is not permissible			Roads built to normal engineering standards following MID Guidelines which take account of climate change and natural hazards.	Roads and structures specifically designed for higher than normal engineering standards with respect to climate change resilience and natural hazards.	
12	Default Score is new roads incorporating MID standard environmental measures and regulatory compliance but which take land and so produce some environmental impact.		Road and structures designed with high standard environmental mitigation measures and which result in an overall net environmental improvement from the works.		Roads designed specifically to improve the environment by replacing an existing road which has major environmental impacts.	Compliance has improved since 2013.

<b>Roads - New: Range Guidance - Description of Project to be Awarded Given Score</b>						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
13	Roads designed without regard to climate change and natural hazards.			Roads planned and designed following MID Guidelines which take account of climate change and natural hazards.	Roads and structures specifically planned and designed for higher than normal engineering standards with respect to climate change resilience and natural hazards.	
14	Scheme promoter has no experience in the type of project and no technical capacity to implement it.			Yes	Not used	

Roads Rehab: Range Guidance - Description of Project to be Awarded Given Score						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
1	Not applicable	Roads in Honiara and Western Province	Roads in Choisel, Isabel, Makira, Central and Renbel Provinces	Roads in Guadalcanal, Malaita and Temotu Provinces	Not used	
					20	
2	Less than 2,000		8,000 - 15,000		More than 27,000	
3	Project either clearly benefits men ahead of women, or No preferential benefit to women ahead of men has been identified.	<b>Default is that the road benefits men and women equally.</b>		<b>Default for Feeder roads which improve access to markets which is positive for women</b>	Project preferentially benefits women ahead of men in a way that is clearly identified.	
4	No healthcare or education facilities exist within 10km of any part of the project.	At least 1 healthcare or education facility exists within 10km of any part of the project.	<b>Default is that roads benefit some health facilities and schools.</b> At least 2 healthcare or education facilities exist within 10km of any part of the project.	At least 3 healthcare or education facilities exist within 10km of any part of the project.	More than 3 healthcare or education facilities exist within 10km of any part of the project.	This one needs to be tested against health/educ maps. We may need to adjust thresholds.
5	Not applicable	<b>The road has some benefit for economic growth</b>		Road directly services a clearly identified proposed/potential growth area or area of agricultural growth potential.. <i>Specific growth area to be listed for the project</i>	Road directly services a clearly identified existing/under development growth area. <i>Specific growth area to be listed for the project</i>	



<b>Roads Rehab: Range Guidance - Description of Project to be Awarded Given Score</b>						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
6	Not applicable	Roads supports trade, but no trade constraint has been identified which would be relieved by the project.			Road directly removes a clearly identified transport constraint to trade.	
7	<b>Default is that the road is not a tourist route or in a tourist area. No existing or proposed tourist facilities located within 10km of any part of the project.</b>	At least 1 existing or proposed tourist facility located within 10km of any part of the project.	At least 1 tourist facility directly serviced by the project.		Multiple existing or proposed tourist facilities (tourist area) directly serviced by the project.	Resorts marked on the Hema tourist map could be used as evidence for this.
8	The road is a short isolated section, less than 10km in length and does not connect to any existing roads.	<b>The road connects an existing road at one end.</b>	<b>The road connects with other existing roads and enables through trips.</b>	<b>The road connects with other existing roads as well as wharves or airfields and enables through trips.</b>	The road connects well with an established network of existing rural and/or urban roads as well as wharves or airfields and enables trips over 30km in length.	
9	The road and/or its bridges require advanced construction and/or maintenance techniques and implementation by an international contractor.			<b>Default is that the road and/or bridge works are generally within the capacity of existing domestic contractors and MID supervisors but some additional advisory support may be required for implementation.</b>	The road and/or bridge works are well within the capacity of existing domestic contractors and MID supervisors without additional support.	
10	Unsealed feeder roads.			<b>Default score for sealed and unsealed roads and structures requiring standard methods of routine and periodic maintenance.</b>	Roads and structures specifically designed for low maintenance (e.g.. concrete pavements, high bridges with robust scour protection)	
11	Road or track to be rehabilitated does not improve resilience.	<b>Rehabilitation or upgrade of roads originally designed without regard to climate change and natural hazards.</b>		<b>Rehabilitation or upgrade of roads built to normal engineering standards which take account of climate change and natural hazards.</b>	Roads and structures specifically designed for higher than normal engineering standards with respect to climate change resilience and natural hazards.	
12	Road or track to be rehabilitated has an adverse impact on the environment.	<b>Roads rehabilitation incorporating standard environmental measures and regulatory compliance that results in no net environmental harm from the works.</b>	<b>Road upgrades incorporating standard environmental measures and regulatory compliance that results in no net environmental harm from the works.</b>		Rehabilitation and upgrades designed with high standard environmental mitigation measures and result in an overall net environmental improvement from the works.	Compliance has improved since 2013.

Roads Rehab: Range Guidance - Description of Project to be Awarded Given Score						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
13	The rehabilitated road is in a location particularly susceptible to risks from climate change and natural hazards (e.g.. land slides).	<b>Rehabilitation or upgrade of roads originally designed without regard to climate change and natural hazards.</b>		Rehabilitation or upgrade of roads built to normal engineering standards which take account of climate change and natural hazards.	Rehabilitated roads and structures specifically planned and designed for higher than normal engineering standards with respect to climate change resilience and natural hazards.	
14	Scheme promoter has no experience in the type of project and no technical capacity to implement it.			Yes	Not used	

<b>WHARVES - NEW: Range Guidance - Description of Project to be Assessed Score Shown</b>						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
1	<i>Wharf is close to an existing wharf (within 10 kms) and does not provide any other improvements to affordable transport</i>	New wharves in Honiara and Western Province >= 10 kms from an existing wharf	Choiseul, Isabel, Makira, <b>Central</b> and Renbel Provinces >= 10 kms from an existing wharf	New wharves in Guadalcanal, Malaita and Temotu Provinces >= 10 kms from an existing wharf		
			New wharves in Western Province in areas without wharves	New wharves in Choiseul, Isabel, Makira, <b>Central</b> and Renbel Provinces in areas currently without wharves	New wharves in Guadalcanal, Malaita and Temotu Provinces in areas currently without wharves	
2	Less than 2,000		8,000 - 15,000		More than 30,000	
3	Project either clearly benefits men ahead of women, or No preferential benefit to women ahead of men has been identified.		<b>Default Score: Wharves generally support women more than men.</b>		Project preferentially benefits women ahead of men in a way that is clearly identified <i>for the project</i> .	
4	No healthcare or education facilities exist within 10km of any part of the project.	<b>Default Score: Wharves will only have a small impact on access to healthcare and education</b> (At least 1 healthcare or education facility exists within 10km of any part of the project.)	At least 2 healthcare or education facilities exist within 10km of any part of the project.	At least 3 healthcare or education facilities exist within 10km of any part of the project.	More than 3 healthcare or education facilities exist within 10km of any part of the project.	This one needs to be tested against health/educ maps. We may need to adjust thresholds.
5	Not applicable	<b>Default Score: Wharf supports economic growth, but no growth area (existing or proposed) has been identified within 10km of the project.</b>		Project directly services a clearly identified proposed/potential growth area or area of agricultural growth potential.. <i>Specific growth area to be listed for the project</i>	Project directly services a clearly identified existing/under development growth area. <i>Specific growth area to be listed for the project</i>	
6	Wharf will not facilitate any identified shipping services.	<b>Default Score Improved shipping services, which are often facilitated by new wharves are a key means by which to remove barriers to inter-island trade</b>			Wharf project will facilitate clearly identified shipping services or <i>remove other identified barriers to trade.</i>	
7	<b>Tourism is not a significant element of the local economy in the areas served.</b> (No existing or proposed tourist facilities located within 10km of any part of the project.)	At least 1 existing or proposed tourist facility located within 10km of the wharf.	At least 1 tourist facility directly serviced by the wharf.		Multiple existing or proposed tourist facilities (tourist area) directly serviced by the wharf.	Resorts marked on the Hema tourist map could be used as evidence for this.

WHARVES - NEW: Range Guidance - Description of Project to be Assessed Score Shown						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
8	Wharf in an isolated location with no connection to other infrastructure OR wharf that duplicates the function of an existing wharf	<b>New wharves in areas which have not previously had wharves, but linked to walking tracks</b>		Wharf connects with an existing or programmed road	The wharf connects well with an established network of existing rural and/or urban roads as well as wharves or airfields and enables trips over 30km in length.	
9	Wharf will incorporate high-tech features that either require international expertise to build or require intensive maintenance.			<b>Default score is that wharves use existing best practice designs, which can be constructed by domestic contractors.</b>	Score highest if project is simpler to construct by domestic contractors.	
10	High maintenance design, most costly for MID to maintain.			<b>Default score is that new wharves generally do not lead to significant increases in maintenance requirements</b>	Low maintenance design, least costly for MID to maintain.	
11	The wharf is unlikely to be used by scheduled shipping services and offers no resilience benefits.	<b>The wharf will have some effect in improving overall resilience by making the operation of shipping services more reliable</b>			The wharf will make the operation of shipping services more reliable and also allow for alternate sources of transport during extreme events and increase mobility for remote islands during hazard events.	
12	The wharf will harm an identified area of vulnerable natural environment in a way that can not be mitigated by commonly available techniques.	<b>Default Score for wharf locations that are generally distant from protected or vulnerable environments.</b>			The wharf will either improve the natural environment in an identified way, or is located more than 10km from any identified vulnerable environment.	

<b>WHARVES - NEW: Range Guidance - Description of Project to be Assessed Score Shown</b>						
#	0 = No Effect	1 = Minor Positive	2 = Moderate Positive	3 = Positive	4 = Major Positive	Notes
13	The wharf is in a location susceptible to major natural hazards or climate change events.		<b>Default score is that the wharf is in a location which of average risk to natural hazards and the effects of climate change, and is designed to withstand identified hazards.</b>		The wharf is in a sheltered location and/or is designed and constructed to withstand exceptional weather conditions and identified hazards (tsunamis, landslides etc) to higher than normally accepted engineering standards.	
14	Wharves requiring advanced design features or which can only be implemented by international contractors.		Wharves without known technical challenges and which are generally similar to other wharves implemented by MID in recent years.	<b>Wharves identical in design and construction techniques to other wharves that have been successfully implemented by MID since 2007.</b>	Not used.	

<b>WHARVES - REHAB: Range Guidance - Description of Project to be Assessed Score Shown</b>						
#	0	1	2	3	4	Notes
1	<i>Wharf is close to an existing wharf (within 10 kms) and does not provide any other improvements to affordable transport</i>			<b>Default:</b> Existing wharves in rural areas generally provide significant support to rural income generation	Significant known existing or proposed income generation opportunities exist within 10km of any part of the project.	
					20	
2	Less than 2,000		8,000 - 15,000		More than 30,000	
3	Project either clearly benefits men ahead of women, or No preferential benefit to women ahead of men has been identified.		<b>Wharves generally support women more than men</b>		Project preferentially benefits women ahead of men in a way that is clearly identified.	
4	No healthcare or education facilities exist within 10km of any part of the project.	<b>Wharf will have only a small impact on access to healthcare and education.</b> (At least 1 healthcare or education facility exists within 10km of any part of the project.)	At least 2 healthcare or education facilities exist within 10km of any part of the project.	At least 3 healthcare or education facilities exist within 10km of any part of the project.	More than 3 healthcare or education facilities exist within 10km of any part of the project.	This one needs to be tested against health/educ maps. We may need to adjust thresholds.
5	Not applicable	<b>Default is that the wharf supports economic growth but no growth area (existing or proposed) has been identified within 10km of the project.</b>		Project directly services a clearly identified proposed/potential growth area or area of agricultural growth potential. <i>Specific growth area to be listed for the project</i>	Project directly services a clearly identified existing/under development growth area. <i>Specific growth area to be listed for the project</i>	
6	Wharf will not facilitate any identified shipping services.	<b>Default is that the wharf can reduce barriers to trade by encouraging more reliable, less costly inter-island shipping services</b>			Wharf project will facilitate clearly identified shipping services or remove other remove barriers to trade.	
7	<b>Tourism is not a significant element of the local economy in the area served.</b> (No existing or proposed tourist facilities located within 10km of any part of the project.)	At least 1 existing or proposed tourist facility located within 10km of any part of the project.	At least 1 tourist facility directly serviced by the project.		Multiple existing or proposed tourist facilities directly serviced by the project.	Resorts marked on the Hema tourist map could be used as evidence for this.

<b>WHARVES - REHAB: Range Guidance - Description of Project to be Assessed Score Shown</b>						
#	0	1	2	3	4	Notes
8	Rehabilitation of wharves that do not connect with existing infrastructure and will be little used and may be more cost effective to be abandoned or demolished.		<b>Default Score for repairs/rehab, or wharves that are replacements for broken wharves and wharves replacing anchorages</b>	Wharf connects with an existing or programmed road	The wharf connects well with an established network of existing rural and/or urban roads as well as wharves or airfields and enables trips over 30km in length.	
9	High maintenance design, most costly for MID to maintain.				<b>Default is that the wharf will utilise existing best practice designs, which can be constructed by domestic contractors</b>	
10	Rehabilitation of wharves that will be little used, not maintained and may be more cost effective to be abandoned or demolished.			<b>Default is that repair, rehab or replacement of wharves should lead to a reduction in maintenance requirements</b>	Identified reduction in maintenance requirements after rehabilitation is above national average.	
11	The wharf is unlikely to be used by scheduled shipping services and offers no resilience benefits.	<b>Default Score is that the wharf will have some effect in improving overall resilience by making the operation of shipping services more reliable</b>	The wharf will make the operation of shipping services more reliable and also allow for alternate sources of transport during extreme events and increase mobility for remote islands during hazard events.		Rehabilitation of badly deteriorated wharves with little or no existing resilience and where no alternative transport infrastructure (road or airfield) exists.	
12	The wharf is in an identified area of vulnerable natural environment and causes harm in a way that can not be mitigated by commonly available techniques.	<b>Default Score for a wharf location &lt;/= 10kms from protected or vulnerable environments.</b>			The wharf will either improve the natural environment in an identified way, or is located more than 10km from any identified vulnerable environment.	

<b>WHARVES - REHAB: Range Guidance - Description of Project to be Assessed Score Shown</b>						
#	0	1	2	3	4	Notes
13	The wharf is in a location susceptible to major natural hazards or climate change events.		<b>The wharf is in a location which of average risk to natural hazards and the effects of climate change, and is designed to withstand identified hazards.</b>		The wharf is in a sheltered location and/or is designed and constructed to withstand exceptional weather conditions and identified hazards (tsunamis, landslides etc) to higher than normally accepted engineering standards.	
14	Wharves requiring advanced design features or which can only be implemented by international contractors.		Wharves without known technical challenges and which are generally similar to other wharves implemented by MID in recent years.	<b>Default score is wharves identical in design and construction techniques to other wharves that have been successfully implemented by MID since 2007.</b>	Not used	



## Appendix 5 – Persons Consulted

DRAFT





National Transport Plan Consultations  
List of Persons Consulted

Name	Title	Organisation
Lisa Sugumanu		MDPAC
Moses Virivolomo	Permanent Secretary	Ministry of Civil Aviation (MCA)
Steve Hamilton		
Nancy Jolo	General Secretary	Development Service Exchange (DSE)
Paul Martin	CEO	Solomon Islands Chamber of Commerce & Industry
Aloysius Poiohia	Transport representative	Office of the Prime Minister and Cabinet
Matilda Watesao,	Director(A/g)	Ministry of Rural Development
Max Tova	Director Projects	Ministry of Provincial Government and Institutional Strengthening (MPGIS)/Provincial
Dr. Aaron Oritaimae		Ministry of Health and Medical Services
Narendra Prasad		SINU
Harry Rini	Director Civil Engineering	CPIU, MID
	LUMS Committee	Land Use Management Sector Committee

Name	Title	Organisation
<b>Provincial Government Stakeholders</b>		
Hon. Peter Channel Ramohia	Premier	Malaita Provincial Government
Jackson Gege		Malaita Provincial Government
Hon. Anthony Veke	Premier	Guadalcanal Provincial Government
Charles Sisimia		Guadalcanal Provincial Government
Hon. Selwyn Mapuli	Premier	Central Provincial Government
Metcalfe Eteaki Puia		Central Provincial Government
Hon. James Habu	Premier	Isabel Provincial Government
John Mark Lokumana		Isabel Provincial Government
Hon. Jackson Kiloe	Premier	Choiseul Provincial Government
Geoffrey Pakipota		Choiseul Provincial Government
Hon. Collin Singamoana Tesuatai	Premier	Renbel Provincial Government
Rubin Duncan Ngiumoana		Renbel Provincial Government
Hon. Robert Pye Kuve		Western Provincial Government
Adrian Toni		Western Provincial Government
Hon. Nelson Omar Menale	Premier	Temotu Provincial Government
Samuel Kafukese		Temotu Provincial Government
Hon. Stanley Siapu	Premier	Makira Provincial Government
Silas Sitai		Makira Provincial Government