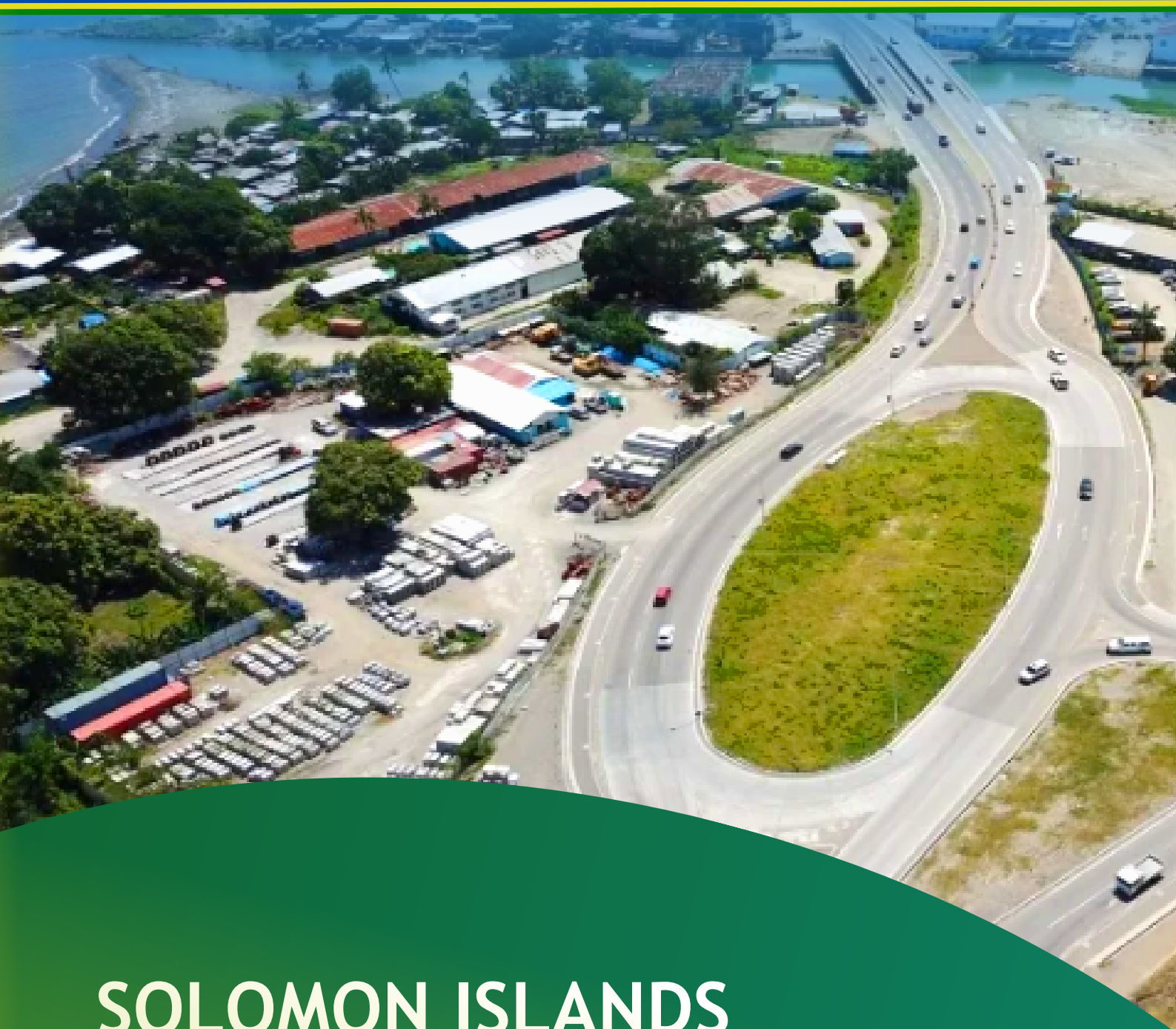




SOLOMON ISLANDS GOVERNMENT
Ministry of National Planning and Development Coordination



SOLOMON ISLANDS

National Infrastructure Priority Pipeline 2023

Joined up infrastructure and places

October 2023



Government of Solomon Islands

Ministry of National Planning and Development Coordination
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Foreword



The Solomon Islands Government recognises that infrastructure is a critical enabler of economic and social development. Transport connectivity supports the movement of people and goods, supporting an efficient and productive economy. Power and Water systems improve living standards for communities and are essential for businesses to operate effectively. Education, security and health facilities create effectively functioning places where people can live in security and prosperity.

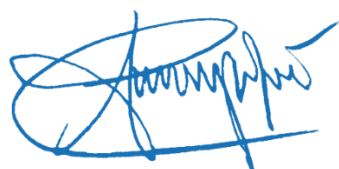
Planning and piecing together all these elements to create the right ecosystems of infrastructure to serve the rural and urban places across the country is one of the principal functions of the Ministry of National Planning and Development Coordination (MNPDC). To do this we consult Government agencies and communities to build a portfolio of projects which will fill gaps, replace old infrastructure, and create the headroom for our communities and commercial centres to achieve their true potential.

This National Infrastructure Priority Pipeline 2023 brings together our portfolio of larger national projects which we have selected and sequenced to provide the best pathway to achieving our national development goals. These larger projects have been through rigorous process of assessment and scoring to ensure that they are the best of those put forward by stakeholders. We have mapped them to real places across the country to see how they would fit together and ensure that the sequencing of projects makes the most sense.

Reliable, safe and affordable transport connectivity is most important of all, and so we have built much of this Pipeline around projects which support movement by road, sea and air. Without transport people can't get to the markets, schools and hospitals that are built and run by National and Provincial Governments. Producers and businesses can't get their goods out to where customers are, nor can they access the supplies and services they need to function. The transport projects in this National Pipeline will address weaknesses in the existing transport system and expand it to new areas to connect the population and provide new development opportunities.

Managing and maintaining this extensive national network of economic and social infrastructure is the responsibility of agencies across Government, including the Ministry of Infrastructure Development (MID) and the various State Owned Enterprises. The activities required to sustain the value of all these infrastructure assets and keep them working for communities and business are funded through tariff revenues, and where these are not levied, through Government Recurrent and Development budgets. These demands on Government budgets must be balanced to ensure that we can expand infrastructure to create the headroom for growth, as well as making sure that we sustain the value of what we already have.

I would like to call for national and provincial governments, development partners and the private sector to come together to deliver this Infrastructure Pipeline and create the places where people, producers and commerce can connect and thrive.

A handwritten signature in blue ink, appearing to read 'Rexon Ramofafia', with a stylized flourish at the end.

Honourable Rexon Ramofafia

Minister of National Planning and Development Coordination

Acknowledgements

This Solomon Islands National Infrastructure Priority Pipeline 2023 was prepared by the Ministry of National Planning and Development Coordination (MNPDC). We would like to thank the Government of Australia for providing technical assistance to work alongside our team in undertaking the analyses and preparing this document.

This Priority Pipeline is an evolution of previous work supported by the Pacific Regional Infrastructure Facility (PRIF). The Ministry of Infrastructure Development (MID) and other Solomon Island Government Ministries and Agencies have provided invaluable assistance, adding to and updating our project database. The MNPDC team would like to acknowledge the support of these parties.

Supporting information has also been provided by each of the Solomon Islands Provincial Governments through their Rolling Development Plans which have contributed important contextual information for this exercise.

ABBREVIATIONS

ADB	Solomon Islands Roads and Aviation Program
AIFFP	Australian Infrastructure Financing Facility for the Pacific
BHTPP	Bina Harbour Tuna Processing Plant
CFD	Constituency Development Funds
DB	Development Budget (SIG)
DFAT	Department of Foreign Affairs and Trade (Australia)
ECAT	Enhanced Capacity for Agriculture Trade
EIP	Economic Infrastructure Program
EU	European Union
GEF	Global Environment Facility
HCC	Honiara City Council
IFC	International Finance Corporation
JICA	Japan International Cooperation Agency
NDS	National Development Strategy
NHA	National Hosting Authority (Pacific Games 2023)
NTCI	National Transport Core Initiative
NTF	National Transport Fund
NZ	New Zealand
LCDF	Low Carbon Development Facility
LMCP	Land and Maritime Connectivity Project
MFAT	Ministry of Foreign Affairs and Trade
MID	Ministry of Infrastructure Development
MNPDC	Ministry of National Planning and Donor Coordination
MPGIS	Ministry of Provincial Government and Institutional Strengthening
PRC	People's Republic of China
RDP	Rural Development Program
SIART	Solomon Islands Agriculture and Rural Transformation
SIG	Solomon Islands Government
SIIP	Solomon Islands Infrastructure Program
SINIIP	Solomon Islands National Infrastructure Investment Plan
SIPA	Solomon Islands Ports Authority
SIRAP	Solomon Islands Roads and Aviation Project
SPC	[South] Pacific Community
SPREP	South Pacific Regional Environment Programme
UNDP	United Nations Development Programme
WB	World Bank
WTO	World Trade Organisation

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1 About the Priority Pipeline

The Priority Infrastructure Pipeline responds directly to the National Development Goals

This Solomon Islands National Infrastructure Priority Pipeline 2023 document brings together, into one place, the most important projects and programs of national significance. These have been previously selected on the basis of their potential contribution to the goals and objectives of the Solomon Islands National Development Strategy (NDS).

The National Infrastructure Priority Pipeline is not intended to include everything the Government does on infrastructure in the Solomon Islands (Figure 1). Its purpose is to consolidate into a single integrated plan a portfolio of the larger projects and programs which the Government considers will be potentially transformational in contributing to achieving the NDS goals. This Pipeline will enable the Government and its development partners to better organise and coordinate their infrastructure planning and investment activities.

It is important to recognise that there is also a very broad range of smaller infrastructure projects and programs outside this Priority Pipeline. These are no less important, however being smaller in investment terms their impacts are more incremental, diverse and geographically distributed. These include projects which are funded through various programs under the Government's Development Budget and implemented through Ministries, Provincial Governments and at Constituency level.

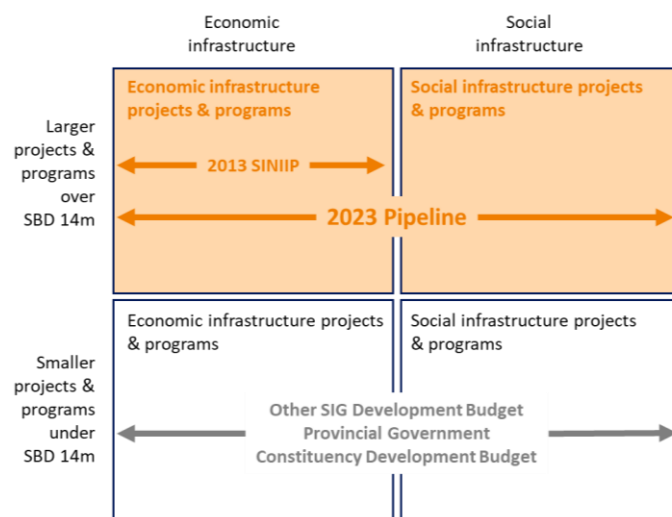


Figure 1 Solomon Islands Economic and Social Infrastructure Portfolio

The National Pipeline includes sequenced projects and programs which will work together to provide bigger impacts than if they were delivered separately or out of sequence

The Priority Pipeline is made up of an ecosystem of projects which will have transformative impacts against all five of the NDS Goals that address economic, social and environmental outcomes. The projects and programs have each previously been selected through a scoring process to ensure that they represent the best value for money. However they are also sequenced and packaged geographically to ensure that they work together to maximise the impact dividend.

Reliable and safe connectivity sits at the heart of this ecosystem of infrastructure. Without sustained and reliable transport availability, businesses will not invest, tourists are put off visiting, produce can't get to markets, people will not be able to get to schools and health centres. Transport is therefore central and this priority is reflected in the National Pipeline.

Packaging the Pipeline of infrastructure has meant focusing on the ecosystem of services to be provided rather than the assets themselves

Being focused on the service that the infrastructure provides is central to selecting, prioritising and sequencing the right projects.

Infrastructure is planned, designed and built with the intention of providing a service to

communities, businesses and Government over an intended life. It is this service that is the purpose of the investment and all decision-making must therefore be focused on delivering the service, not just creating the assets.

Getting the right ecosystem of infrastructure services needs a strong and stable 'enabling environment'

This National Pipeline has been developed and refined with the involvement of a broad range of stakeholders who understand the service needs and how those needs interact. The Pipeline projects and programs have been put forward by those stakeholders and they have also been engaged in the prioritisation.

This consensus building is part of a broader planning, governance and finance enabling environment which is essential given the high cost, high risk nature of infrastructure investment.

A 'place based' planning approach has been used to package and sequence the Pipeline consistent with the ecosystem of infrastructure approach

This Priority Pipeline document has been prepared to show how the sequenced packages of projects fit together across the Solomon Islands. A 'place-based' approach, rather than a sectoral-based approach enables us to ensure that the ecosystem of infrastructure works together to simultaneously achieve economic, social and environmental outcomes in different locations.

This is a national Pipeline with intended national outcomes. However the packaging of projects at Provincial levels makes sense for most of the portfolio as this is where the interactions between projects are most clearly seen. There remain parts of the Pipeline that must be considered at national levels, in particular the elements which serve national connectivity.

Responsibility for delivery of the infrastructure projects in this Pipeline will be with Government Ministries, supported by Development Partners, and overseen & monitored by MNPDC

As custodians of the NDS, MNPDC are responsible for bringing together the package of projects and programs that will be central to achieving the NDS objectives. As previously described this is the

culmination of submissions and stakeholder engagements.

Financing, building, operating and managing the infrastructure to deliver the intended outcomes will also involve action right across Government, Development Partners, Provincial Governments, Town and City Councils, communities, construction businesses and their supply chains.

Consistent with the NDS and planning functions all this activity will be coordinated, overseen, monitored and reported on by MNPDC.

The Pipeline of projects and programs will evolve and be added to over time as new priorities emerge

Like any infrastructure plan the Pipeline lives in an ever changing and uncertain space. New priorities and opportunities will surface over the implementation life of this Pipeline and it would be wrong to not respond.

Monitoring of the Pipeline investments, and engagement with Government Ministries, Provincial Governments, Constituency agencies, communities and businesses will be ongoing and when new opportunities and unforeseen events arise the Pipeline will be reviewed to ensure that it remains the best way of achieving national development objectives.

2 How infrastructure development decisions are made

investment climate and inspire the confidence of national and international investors.

The Pipeline projects have been previously selected and prioritised through an assessment of how well they will contribute to NDS objectives

The first Solomon Islands national infrastructure plan (SINIIP) was produced in 2013. The Pipeline of projects was reviewed, refreshed and updated in 2021 to reflect more up to date infrastructure priorities. For the first time the 2021 Pipeline included social infrastructure projects, such as health and education facilities, as well as the roads, ports and airports which make up the bulk of the economic infrastructure portfolio.

In common with accepted international good practice the selection and prioritisation process from both 2013 and 2021 scored each project on the basis of its potential contribution to NDS objectives.

The internationally accepted technical and participatory process of selection and prioritisation is used across developed and developing countries to build consensus across often competing interests. As such it stands the test of examination by international funding agencies.

Inevitably some projects will not demonstrate best value for money, or turnout to be the best way of achieving the goals and objectives of national development

There will always be a greater demand for investments than there are resources available and good infrastructure planning must attempt to reconcile competing demands in an inclusive way.

It must also be recognised that the National Pipeline is not the only vehicle for investment programs and projects in Solomon Islands. Other areas of the Government's Development Budget allocates significant funding for smaller scale infrastructure. In addition there are a range of development partner programs which also look to support smaller scale investments.

The Pipeline therefore includes those larger projects for which impacts can be readily measured against the NDS objectives. These are the projects that will help to create a more stable

3 The core enabler of the infrastructure ecosystem - connectivity

Transport connectivity is fundamental to the goals and objectives of the NDS

It has already been highlighted that physical connectivity is critical to the success of joined-up infrastructure planning. Without reliable and safe connectivity people will not be able to get to the schools, hospitals, jobs and markets that will be upgraded and built under this infrastructure Priority Pipeline.

Transport therefore sits at the heart of the integrated ecosystem of infrastructure which reflects the intent of the National Transport Core Initiative (NTCI).

Under the NTCI it is intended to connect up the whole country to the transport network in two stages:

- ❑ **74 %** of the population under an initial 10-year first phase 2020-2030 - Figure 2
- ❑ **100%** of the population under a second phase by 2035 Figure 3

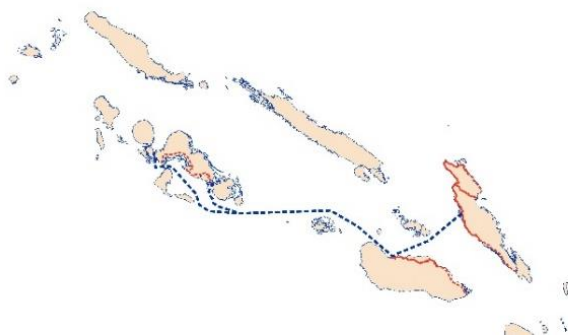


Figure 2 NTCI Phase 1

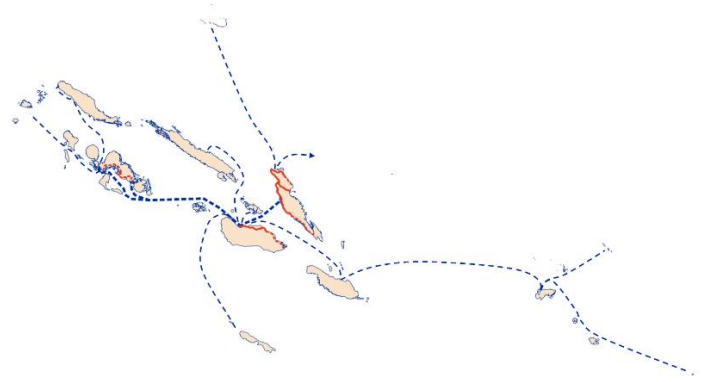


Figure 3 NTCI Phase 2

Under the NTCI plan these ambitious targets will be met by upgrading and constructing a network of roads and bridges which will connect up communities and productive centres to each other, and onward to ports and airports which in turn provide national and international connections.

The beginnings of an ambitious transport plan has been physically conceptualised and tested

A concept plan for Phase 1 was developed and assessed to test the feasibility. This concept focused initially on the key national connections within and between the three most populous parts of the country: Guadalcanal, Malaita and Western Province.

This central spine would then act as a catalyst for improved connectivity (Phase 2) through roads, wharves and airports across the country providing local, national and regional connections.

The National Priority Pipeline already includes the building blocks of better connectivity

Although there is a logical sequencing to this concept plan, it is intended, through the Pipeline of projects and programs, to roll out incremental transport improvements right across the country as we build towards the NTCI. Some of these transport projects will need to be brought forward to support projects and programs in the social and productive sectors.

4 The 2023 National Infrastructure Pipeline Projects and programs

4.1 Central

Central Province has a largely rural population highly reliant on fishing and agriculture, and its unique geographic characteristics offer good development opportunities

Central Province is located at the geographical heart of the Solomon Islands between Guadalcanal, Malaita and Western Province. Its close proximity to the vibrant economy of Honiara and international air and sea connections creates good opportunities for development.

Central Province 2019 population estimate is just over 30,000 making it one of the most densely populated Provinces. The population is relatively evenly distributed across the island group with only some 5% living in the Provincial Capital of Tulagi (Figure 4).

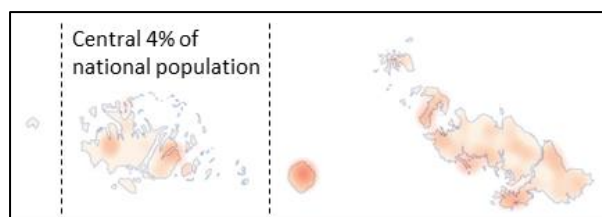


Figure 4 Central Population Distribution

Less than 15% of Central Province households rely on wages and salaries for their main source of income with the vast majority of these households located in Tulagi. Outside the capital most households rely predominantly on other sources for their main income.

Almost all households (98%) grow crops for subsistence, with three quarters of these households also selling produce indicating a strong commercial focus in the productive sectors.

Connectivity infrastructure and support for building productive sectors and tourism capacity will underpin development aspirations

Central Provincial Government has a strategic goal to shift emphasis from historically primarily supporting the social sector to “broadening and improving the rural economy”. This will be

achieved partly through upgrading urban and rural infrastructure which supports economic development.

The unique geography and proximity to Honiara of Nggela island group in Central provides significant tourism development opportunities. However there is an open sea boat journey which can be affected by weather and sea conditions. Currently there is no scheduled transfer suitable for tourists and the journey must be made by tour and resort operators.

Connectivity and transport will play a critical role in achieving this ambition and the recently completed Tulagi Wharf project is an important first step in reinforcing Tulagi as a key node in the local and national transport network. Looking to the future improved maritime access throughout the Central Province island group will play a major role in developing the productive sectors and supporting the high potential tourism sector.

The National Priority Pipeline includes a range of significant projects which both continue to support the rural and urban social sector, as well as lay important foundations for strengthening the Provincial economy (Figure 5 & Table 1). These will be complemented by the Government’s development budget funding support for a range of smaller Provincial Projects.

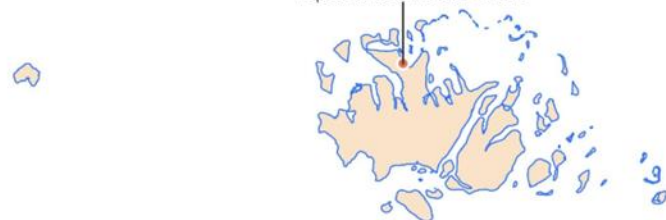
Priority Pipeline Projects

- Transport
- Public Utilities
- Education
- Health
- Agriculture/forestry
- Commerce & Industry
- Tourism & Culture

Priority Pipeline Projects Roads

- Roads
- Seabridge
- - - New Roads

Pepesala Rural Health Centre



Other projects and national programs in Central

Sub Sector	Project/Program
Energy	Solar hybrid systems
Water and Sanitation	Sanitation and Hygiene Facilities
Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access
Water and Sanitation	Rural Water Supply Projects
ICT	Rural Digital Service Infrastructure Hub
ICT	National Broadband Infrastructure Project
Solid Waste	Provincial Landfills Infrastructure Development Project
Education	Secondary School Infrastructure Expansion

Olevuga Rural Health Centre

Hakama Agriculture Development Centre

Kaogele Rural Health Centre

Tulagi Ring Road Upgrade

Tulagi Hospital

Tulagi Market



Figure 5 Central National Priority Pipeline Projects

Table 1 Central National Priority Pipeline Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Road Transport	Tulagi Ring Road Upgrade	MID	\$36	SIG-EIP	Construction	Funded
Economic	Maritime Transport	NTC Phase 2 Wharves	MID	\$375	Not identified	Planning	Partially funded
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access	CSO-Development Exchange services	\$14	RDP,Canada, Provincial Governments	Planning	Partially funded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Economic	Solid Waste	Provincial Landfills Infrastructure Development Project	MECDM	\$90	EU,SPREP-Pacwaste Plus Project	Planning	Partially funded
Productive	Agriculture	Hakama Agriculture Development Centre	MAL	\$29	SIG, Central Provincial Government	Planning	Partially funded
Productive	Commerce	Markets Development Program	MPGIS & Provincial Government	\$93	Australia	Construction	Funded
Social	Health	Olevuga Rural Health Centre Redevelopment	MHMS	\$6	SIG	Design/Procurement	Partially funded
Social	Health	Pepesala Rural Health Centre Redevelopment	MHMS	\$6	SIG	Design/Procurement	Partially funded
Social	Health	Kaogele Rural Health Centre Redevelopment	MHMS	\$6	SIG	Design/Procurement	Partially funded
Social	Health	Tulagi Hospital	MHMS	\$400	JICA, World Bank, Australia, SIG	Planning	Partially funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded

*Total cost for national program items

4.2 Choiseul

Choiseul is one of the more remote Provinces with a rural subsistence-reliant population

According to the provisional 2019 census estimates Choiseul has a largely rural population of just over 30,000. The majority of villages and settlements are located around the coast, the largest being Taro, the Provincial Capital (Figure 6).

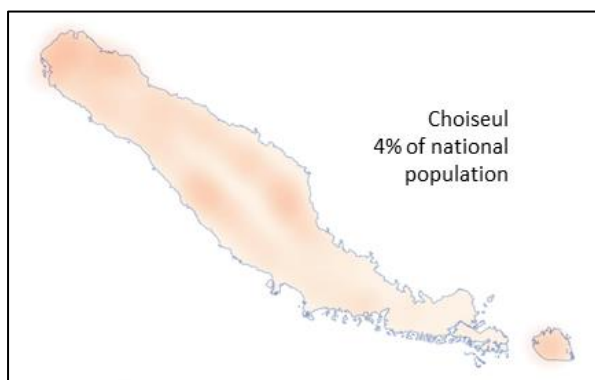


Figure 6 Choiseul Population Distribution

Just under 20% of Choiseul households rely on wages and salaries for the main source of income. The highest proportion of these salaried households is around Taro.

Around 94% of households grow crops for subsistence with almost two thirds of these also growing to sell.

Choiseul's strategic location supports the need for better connectivity and a more sustainable economic and service centre

Despite its remoteness Choiseul is strategically located close to PNG and Bougainville. Although there is no formal port of international entry, Taro is the closest Provincial Capital to the Border Area and Choiseul has representation on the Joint Border Committee under the inter-governmental agreement on border arrangements. Border security management is a priority for the Choiseul Provincial Government.

Currently Choiseul only has air connectivity to Gizo. Taro airport is currently being sealed and upgraded under the Provincial Airports Upgrading Project (PAUP), so this may change in the future. It is understood that currently Solomon Air operate 2 Twin Otter flights a week between Gizo and Choiseul Bay (Taro).

There is no regular scheduled shipping service to Choiseul, however stops are made in Choiseul when various voyages are made by freight vessels throughout the year.

There are very few roads on Choiseul other than those cut for logging activities. These logging roads are cut solely for the purposes of extracting logs. They have no significant pavement, structures or drainage and are likely to deteriorate very quickly. There is one road of around 20kms on the west coast between Kolombangara and Sepa recorded in the MID asset register.

Developing a more resilient and better serviced Provincial capital will require significant enabling infrastructure investment

Establishment of the Choiseul Bay Township is a flagship initiative for the Province. It will address the physical limitations of the current Provincial Capital town on Taro.

The Township development will require significant new economic and social infrastructure to support the Township. Rehabilitation and construction of access roads will be a critical enabler for the establishment of utilities and services.

Rural development will be more orientated around packages of smaller service and infrastructure projects

As a sparsely populated Province with very few natural nodes of economic activity there are significant challenges in providing access to social services and economic opportunity. While local road networks can be developed, the Province will largely continue to rely on maritime and air connectivity.

The Provincial Development Plan (2023) identifies a range of economic and social opportunities which largely revolve around rural development. Reliable connectivity and access to national and regional markets for these development opportunities will be critical for their success.

The larger National Priority Pipeline projects will create the foundations for packages of smaller Provincial Government projects

Establishment of the Choiseul Bay Township is clearly a priority program of infrastructure which

will start to create a centre of economic activity further strengthened by the upgraded Choiseul airport on Taro Island.

It will also be critical to enhance support for rural populations throughout the Province by improving connectivity and availability of government health and education services in the rural villages settlements elsewhere. Many of these smaller rural infrastructure needs will be met through various programs under the Government's development budget projects rather than through this National Priority Pipeline.

The National Priority Pipeline projects (see Figure 7 and Table 2) have been selected to lay the foundations for the Township development as well as fill a number of critical infrastructure gaps across the Province.

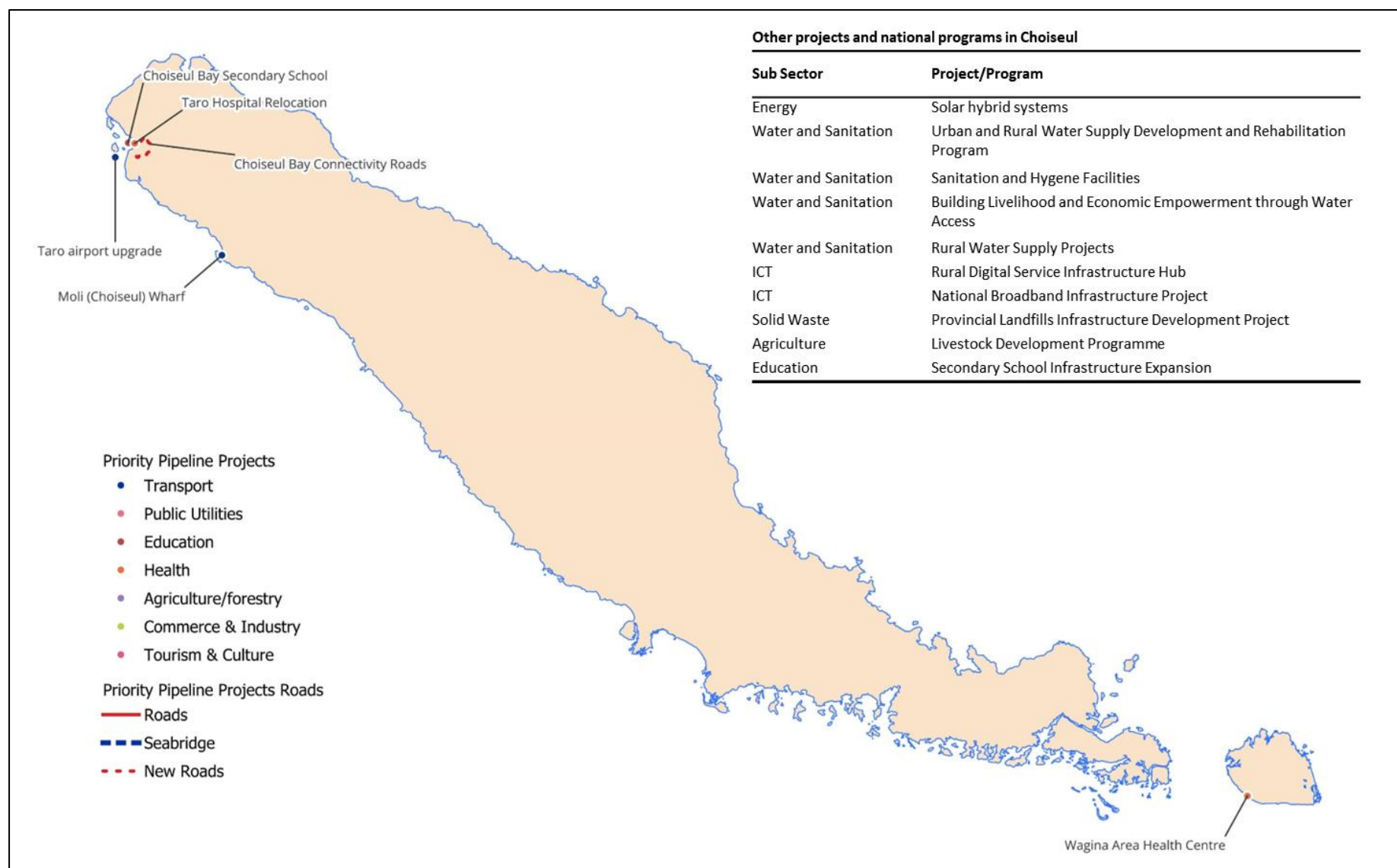


Figure 7 Choiseul National Priority Pipeline Projects

Table 2 Choiseul National Priority Pipeline Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Road Transport	Choiseul Bay Connectivity Roads	MID	\$450	SIG -EIP and CDF	Construction	Partially funded
Economic	Maritime Transport	NTC Phase 2 Wharves	MID	\$375	Not identified	Planning	Partially funded
Economic	Maritime Transport	Moli (Choiseul) Wharf	MID	\$18	ADB-LMCP	Design/Procurement	Partially funded
Economic	Air Transport	Taro airport upgrade	MCA	\$123	SIG, New Zealand & Australia	Construction	Funded
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Water and Sanitation	Urban and Rural Water Supply Development and Rehabilitation Program	MMERE	\$32	GEF/LCDF/UNDP	Completed	Funded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access	CSO-Development Exchange services	\$14	RDP, Canada, Provincial Governments	Planning	Partially funded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Economic	Solid Waste	Provincial Landfills Infrastructure Development Project	MECDM	\$90	EU, SPREP-Pacwaste Plus Project	Planning	Partially funded
Productive	Agriculture	Livestock Development Programme	MAL	\$14	World Bank (Solomon Islands Agriculture & Rural Transformational Project), SPC, Australia (Department of Agriculture, Fisheries & Forestry) & SIG.	Planning	Partially funded
Social	Health	Wagina Area Health Centre	MHMS	\$27	SIG	Construction	Funded
Social	Health	Taro Hospital Relocation	MHMS	\$140	JICA, World Bank, Australia, SIG	Planning	Partially funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded
Social	Education	Choiseul Bay Secondary School	MEHRD	\$33	SIG-Education Infrastructure Program (DB)	Design/Procurement	Funded

*Total cost for national program items

4.3 Guadalcanal

Guadalcanal sits at the centre of the Solomon Islands archipelago, outside Honiara population distribution is mostly in small rural settlements along the coast

Guadalcanal is the largest, and second most populous Province having the most densely populated urban area (Honiara) with its expanding urban sprawl and informal settlements.

The 2019 provisional population estimate for Guadalcanal is 284,000, with 46% of these people living in Honiara. Outside Honiara, villages and settlements are generally located on the coastal strips with the highest concentrations in the intensive agricultural region (Guadalcanal Plains) between Honiara and the Mberande River on the north coast (Figure 8).

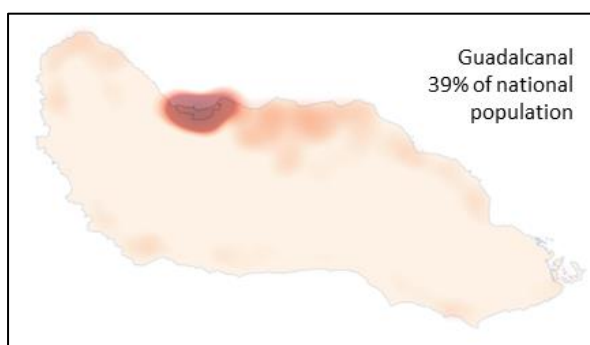


Figure 8 Guadalcanal Population Distribution

Across the whole Province 42% of households rely on wages and salaries for their main source of income. Outside Honiara this figure is lower at 23% of households.

Just over 90% of households grow crops in Guadalcanal with slightly more than half of these also selling crops they grow. Within Honiara the proportion of households growing crops is significantly lower (less than 5%).

Outside the thriving city of Honiara, Guadalcanal has very similar patterns of rural living and subsistence to other provinces

Despite the presence of the national capital, Honiara, much of the rest of Guadalcanal Province experiences the same isolation and development challenges as other Provinces in Solomon Islands.

As the capital city, Honiara is also the main service hub for Solomon Islands with its high capacity international and national connections. For most planning purposes the Greater Honiara Area (GHA) represents a better definition of the unit of economic and social activity associated with the city. The GHA includes areas outside the administrative boundaries of the Honiara City Council (HCC).

The economy of Honiara is the typical range of service sector and commercial activities seen in other cities of the region. Industrial activity is generally in construction and mechanical repairs and service.

Honiara will remain the primary hub for the service economy in Solomon Islands for the immediate future. Its economic and social resilience will require a reliable and affordable ecosystem of infrastructure services.

Outside Honiara, Guadalcanal's economic activity is dominated by the larger scale agricultural activities across the Guadalcanal Plains, as well as the more dispersed forestry activities. Reliable and uninterrupted connectivity between Honiara and the Guadalcanal Plains is critical for the area's economic and social resilience.

Although there remains significant potential for further logging activity, the environmental and community cohesion impacts of the industry are a significant issue.

A large number of isolated villages and communities are located beyond the established ecosystem of infrastructure. These subsistence-based communities largely rely on intermittent ship and boat services for access to markets and most national and provincial Government services.

Honiara has very good national and international connections, however much of the Province is isolated with few reliable connections

Across the northern parts of Guadalcanal (including Honiara) road transport provides the backbone of connectivity for services and economic activity. Many of these roads and the associated drainage, bridges and other structures are at the end of their useful lives and significant renewal investment is required.

Overall MID has some 600kms of roads in their database for Guadalcanal, all concentrated along the north coast and part of the west coast. Beyond this network there are logging roads which are temporary and generally do not connect villages or communities.

Other than Henderson, there is only one other useable runway in Guadalcanal at Marau, however Solomon Airlines have currently suspended all flights to this destination.

Outside Honiara there is one domestic wharf at Mauru (Manikaraku wharf reconstructed by ADB in 2013). However there is currently no regular shipping service which stops at Mauru, and the area is only served by smaller intermittent shipping service and OBM (Out Board Motor) boats.

In common with other Provinces, connectivity will underpin development, better access to services and improved livelihoods. However, planners and investors in roads wharves and airstrips will need to balance the provision of new infrastructure with the need to maintain and rehabilitate existing infrastructure before further deterioration occurs.

It will also be important to consider the viability and sustainability of the transport services such as shipping and aviation which will service the infrastructure facilities.

The National Priority Pipeline projects will stabilise and expand critical national and provincial infrastructure to meet fast growing demands

The National Priority Pipeline has significant focus on renewing and expanding infrastructure to support the fast growing population in the National Capital. However Honiara is an integral part of the wider Province and the Pipeline also includes a range of projects which will improve connections, services and livelihoods across the Province.

Strengthening and expanding linkages from the international gateways in Honiara to the rest of the country is also a critical part of the national infrastructure ecosystem. These high profile projects will ensure that Pipeline and Development Budget investments in other Provinces achieve their full potential.

The National Pipeline of larger projects (**Error! Reference source not found.** & Table 3) in Guadalcanal sits alongside the packages of over 100 smaller projects across the Province which are included in the Government's Development Budget.

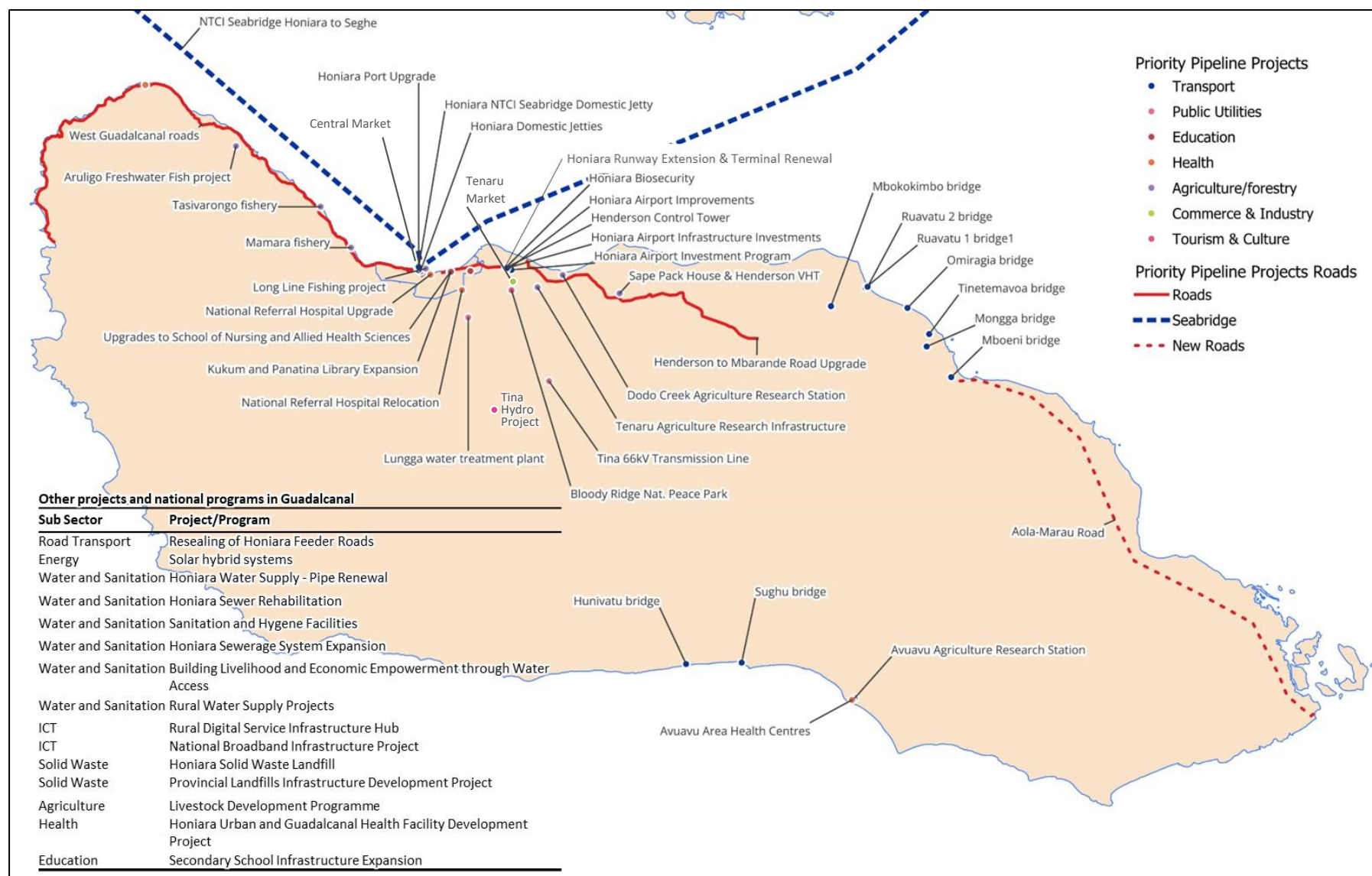


Figure 9 Guadalcanal Priority Pipeline Projects

Table 3 Guadalcanal Priority Pipeline Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Road Transport	West Guadalcanal roads	MID	\$192	Not identified	Planning	Unfunded
Economic	Road Transport	Resealing of Honiara Feeder Roads	MID	\$30	NTF	Construction	Partially funded
Economic	Road Transport	Aola-Marau Road	MID	\$179	Not identified	Concept	Unfunded
Economic	Road Transport	Honiara Highway Inner Bypass	MID	\$88	Not identified	Planning	Unfunded
Economic	Road Transport	Tanahua Road Upgrading, Vura-Kukum Bypass	MID	\$15	Not identified	Planning	Unfunded
Economic	Road Transport	Kukum Highway Upgrade Ph2	MID	\$181	JICA	Construction	Funded
Economic	Road Transport	Hunivatu bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Sughu bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Mongga bridge	MID	\$25	NTF	Completed	Funded
Economic	Road Transport	Mbokokimbo bridge	MID	\$25	NTF	Construction	Funded
Economic	Road Transport	Ruavatu 1 bridge1	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Ruavatu 2 bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Omiragia bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Tinetemavoa bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Mboeni bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Tadai Hwy Upgrade	MID	\$495	ADB	Construction	Funded
Economic	Road Transport	Mendana Avenue Upgrade	MID		ADB	Construction	Funded
Economic	Road Transport	Henderson to Mbarande Road Upgrade	MID		ADB	Construction	Funded
Economic	Maritime Transport	Honiara Domestic Jetties	SIPA	\$100	SIPA	Construction	Partially funded
Economic	Maritime Transport	Honiara NTCI Seabridge Domestic Jetty	SIPA	\$112		Concept	Unfunded
Economic	Maritime Transport	NTCI Seabridge Honiara to Seghe				Concept	Unfunded
Economic	Maritime Transport	NTCI Seabridge Honiara to Bina				Concept	Unfunded
Economic	Maritime Transport	NTCI Seabridge Honiara to Noro				Concept	Unfunded

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Maritime Transport	Honiara Port Upgrade	MID	\$0	ADB	Construction	Funded
Economic	Air Transport	Honiara Runway Extension and Terminal Renewal	MCA		To be confirmed	Planning	Partially funded
Economic	Air Transport	Henderson Control Tower	MCA	\$44	World Bank	Design/Procurement	Funded
Economic	Air Transport	Honiara Airport Improvements	MCA	\$294	JICA	Construction	Funded
Economic	Air Transport	Honiara Airport Investment Program	MCA	\$148	World Bank	Construction	Funded
Economic	Air Transport	Honiara Airport Infrastructure Investments	MCA	\$315	World Bank	Design/Procurement	Funded
Economic	Air Transport	Honiara Airport Maintenance	MCA	\$15	World Bank	Design/Procurement	Funded
Economic	Energy	Tina Hydro Project	MMERE		Australia, World Bank, Asian Development Bank, Green Climate Fund, Korea Economic Development Cooperation Fund, and the Abu Dhabi Fund for Development	Construction	Funde
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Energy	Tina Hydro 66kV Transmission Line	Solomon Power	\$222	Australia /Solomon Power	Design/Procurement	Funded
Economic	Water and Sanitation	Honiara Water Supply - Pipe Renewal	Solomon Water	\$75	Solomon Water, ADB, World Bank	Design/Procurement	Partially funded
Economic	Water and Sanitation	Lungga water treatment plant	Solomon Water	\$3,211	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Honiara Sewer Rehabilitation	Solomon Water	\$192	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Honiara Sewerage System Expansion	Solomon Water	\$87	Solomon Water & ADB	Planning	Unfunded
Economic	Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access	CSO-Development Exchange services	\$14	RDP, Canada, Provincial Governments	Planning	Partially funded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Economic	Solid Waste	Honiara Solid Waste Landfill	HCC	\$37	ADB,SIG,HCC	Planning	Funded
Economic	Solid Waste	Provincial Landfills Infrastructure Development Project	MECDM	\$90	EU,SPREP-Pacwaste Plus Project	Planning	Partially funded
Productive	Agriculture	Livestock Development Programme	MAL	\$14	World Bank (Solomon Islands Agriculture & Rural Transformational Project), SPC, Australia (Department of Agriculture, Fisheries & Forestry) & SIG.	Planning	Partially funded
Productive	Agriculture	Honiara Biosecurity	MAL	\$25	SIG,EU SAFE PACIFIC PROJECT, PACER PLUS, JICA (Henderson International Airport Upgrade Project).	Construction	Partially funded
Productive	Agriculture	Sape Pack House & Henderson VHT	MAL	\$20	SIG ,Pacer Plus and WTO ECAT Project .	Construction	Partially funded
Productive	Agriculture	Mamara fishery	MCILI	\$14	SIG-Ministry of Commerce's Development Budget	Concept	Unfunded
Productive	Agriculture	Tasivarongo fishery	MCILI	\$14	SIG-Ministry of Commerce's Development Budget	Concept	Unfunded
Productive	Agriculture	Dodo Creek Agriculture Research Station	MAL	\$5	SIG,NHA, SIART	Planning	Unfunded
Productive	Agriculture	Avuavu Agriculture Research Station	MAL	\$5	SIG,NHA, SIART	Planning	Unfunded
Productive	Agriculture	Tenaru Agriculture Research Infrastructure	MAL	\$5	SIG,NHA, SIART	Planning	Unfunded
Productive	Commerce	Markets Development Program	MPGIS & Provincial Government	\$93	Australia	Planning/ Construction	Funded
Productive	Tourism	Bloody Ridge Nat. Peace Park	MCT	\$30	SIG	Planning	Partially funded
Productive	Fisheries	Long Line Fishing project	MFMR	\$40	Not identified	Concept	Unfunded
Productive	Fisheries	Aruligo Freshwater Fish project	MFMR	\$30	NZ, SIG	Construction	Partially funded

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Social	Health	National Referral Hospital Upgrade	MHMS	\$512	SIG	Construction	Partially Funded
Social	Health	National Referral Hospital Relocation	MHMS	\$1,807	ADB, World Bank, SIG, Australia	Planning	Partially funded
Social	Health	Honiara Urban and Guadalcanal Health Facility Development Project	MHMS	\$200	SIG	Planning	Partially funded
Social	Health	Avuavu Area Health Centres	MHMS	\$27	SIG	Completed	Funded
Social	Health	Visale Rural Health Centre Redevelopment	MHMS	\$6	SIG	Design/Procurement	Partially funded
Social	Health	Naha Birthing and Urban Health Centre	MHMS	\$209	Australia	Construction	Funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded
Social	Education	Kukum and Panatina Library Expansion	SINU	\$91	SIG, SINU	Design/Procurement	Partially Funded
Social	Education	Upgrades to School of Nursing and Allied Health Sciences	SINU	\$80	SIG, SINU	Design/Procurement	Funded

*Total cost for national program items

4.4 Isabel

Isabel has a predominantly rural population reliant on subsistence growing

According to the provisional 2019 census estimates Isabel has a largely rural population of just over 30,000. Over 95% of Isabel's population lives in rural villages and settlements, most of which are located close to the coast.

The highest concentration of population is in the south (Figure 10) where the Provincial Capital of Buala is located.

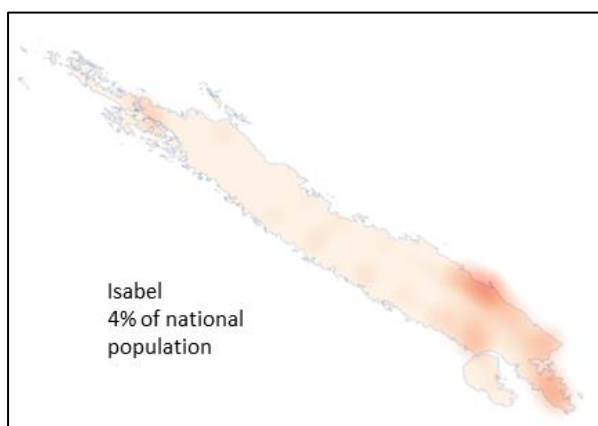


Figure 10 Isabel Population Distribution

Just under 20% of Isabel households rely on wages and salaries for the main source of income. Buala and northern parts of the Province have the highest proportions of salaried households.

Around 95% of households grow crops for subsistence with almost two thirds of these also growing to sell.

Isabel's logging royalties will decline over time and will need to be substituted by new sources of income

Isabel has been one of the main centres of logging activity on the Solomon Islands and the Provincial Government recognises that current levels of extraction are unsustainable. Creating alternative sources of income to these royalties will be a major priority for the Province in years to come.

The development of the farming sector is expected to play a key role in the shift away from logging and there are several important initiatives in the Gozoruru area.

More resilient and expanded connectivity reaching out of Buala will be critical for supporting the Province's development aspirations

Buala forms a natural focus for the more populated south of the Province. It is located in a natural protected harbour with maritime connections along the coast and to Honiara and other Provinces. Buala has a range of government services and importantly its market provides a centre for small traders to sell crops and fish.

Buala is at the centre of the Provincial road network which extends north and south along the coast, linking into the dense network of logging roads. Ensuring the future resilience of the local and national connectivity to this important commercial centre will be a high priority.

Isabel has a dense network of logging roads, however these are only maintained to a basic level while in use by the logging trucks. The degree to which these could become useful public roads is uncertain as they were never aligned and constructed to provide sustainable access for communities or longer term agricultural investments.

The National Priority Pipeline will strengthen connectivity and upgrade a range of essential services

The National Priority Pipeline projects (Figure 11 & Table 4) complement the packages of lower value Provincial projects funded under the Government's Development Budget.

Key projects are focused around more resilient national connectivity and strengthening the developing agricultural and fishery opportunities.

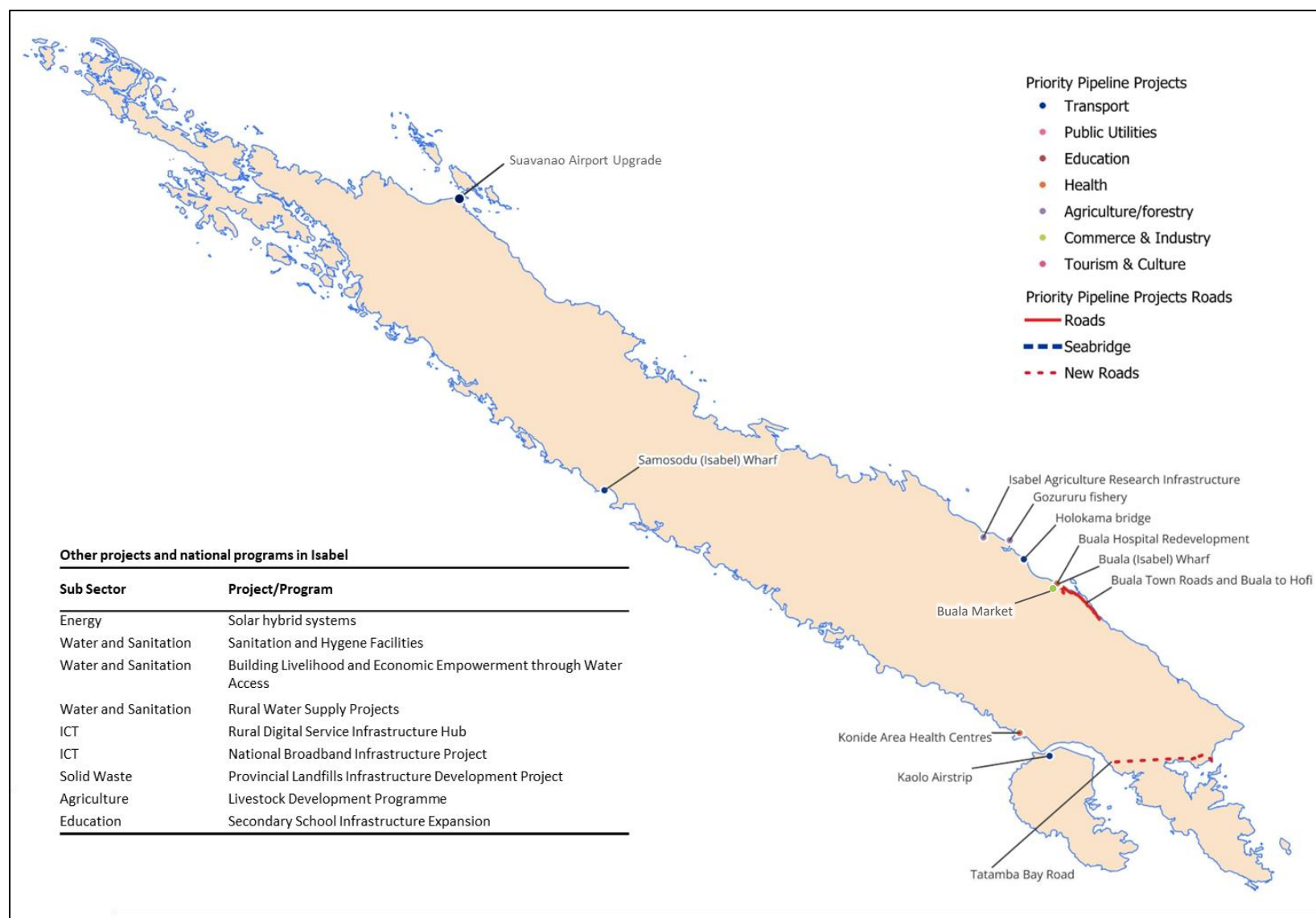


Figure 11 Isabel National Priority Pipeline Projects

Table 4 Isabel National Priority Pipeline Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Road Transport	Tatamba Bay Road	MID	\$40	SIG-CDF	Planning	Partially funded
Economic	Road Transport	Buala Town Roads and Buala to Hofi	MID		SIG EIP	Construction	Funded
Economic	Road Transport	Holokama bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Maritime Transport	NTC Phase 2 Wharves	MID	\$375	Not identified	Planning	Partially funded
Economic	Maritime Transport	Buala (Isabel) Wharf	MID	\$49	Australia	Design/ Procurement	Funded
Economic	Maritime Transport	Samosodu (Isabel) Wharf	MID	\$18	Not identified	Planning	Unfunded
Economic	Air Transport	Suavanao Provincial Airport Upgrade	MCA		Not identified	Planning	Unfunded
Economic	Air Transport	Kaolo Airstrip	MCA	\$50	Not identified	Concept	Unfunded
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access	CSO-Development Exchange services	\$14	RDP, Canada, Provincial Governments	Planning	Partially funded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Economic	Solid Waste	Provincial Landfills Infrastructure Development Project	MECDM	\$90	EU, SPREP-Pacwaste Plus Project	Planning	Partially funded
Productive	Agriculture	Livestock Development Programme	MAL	\$14	World Bank (Solomon Islands Agriculture & Rural Transformational Project), SPC, Australia & SIG.	Planning	Partially funded
Productive	Agriculture	Gozururu fishery	MCILI	\$14	SIG-Ministry of Commerce's Development Budget	Concept	Unfunded
Productive	Agriculture	Isabel Agriculture Research Infrastructure	MAL	\$5	SIG, NHA, SIART	Construction	Unfunded
Productive	Commerce	Markets Development Program	MPGIS & Provincial Government	\$93	Australia	Construction	Funded
Social	Health	Konide Area Health Centres	MHMS	\$27	SIG	Construction	Funded
Social	Health	Buala Hospital Redevelopment	MHMS	\$130	JICA, SIG	Planning	Partially funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded

*Total cost for national program items

4.5 Makira Ulawa

A largely rural population dependent on small scale crops and fishing for subsistence and some selling

Makira Ulawa Province including other off lying islands has a 2019 provisional population of 52,000, making it the 4th most populous after Malaita, Guadalcanal and Western Provinces.

Most of population live in the towns and villages around the coastal areas with several distinct areas of higher density (Figure 12). Around 6% of the Province's population live in or immediately around the Provincial Capital of Kirakira.

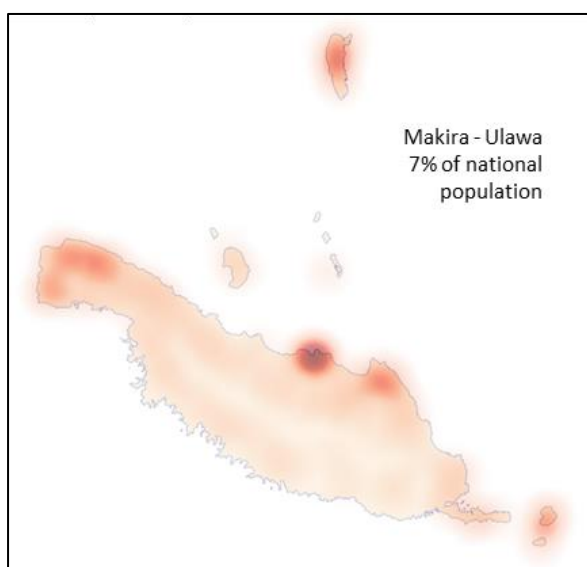


Figure 12 Makira Ulawa Population Distribution

Across the whole Province 14% of households rely on wages and salaries for their main source of income. In and around Kirakira this figure is around 70% of households.

Consistent with the picture across much of Solomon Islands, around 95% of households reported growing crops with around half of these growing to sell as well as for subsistence.

Logging is in decline and the Province needs to develop new opportunities to replace the revenues

The principal economic activity in Makira Ulawa Province is logging on the main islands. This provides revenue streams to National Government, Provincial Government and

communities, however with close to 80% already harvested the sustainability of this industry is a matter of concern.

The Province has significant tourism potential in various niche markets, however this is from a very low base. Developing the tourism potential would require increased investment in the resilience of essential transport, power, water and telecoms infrastructure.

Improved transport and ICT connectivity will be important catalysts for pursuing development opportunities

There are three unsealed airstrips in Makira Ulawa, the main one being at Kirakira. Three Dash 8 flights per week between Honiara to Kirakira are supplemented by 3 Twin Otter services which also serve the other airstrips.

The Province is also served by various shipping services, however there is no regular scheduled service. There is a recently completed landing ramp in Kirakira and a new wharf (under the ADB's Land and Maritime Connectivity Project) in Kirakira will start construction soon.

There are two significant unsealed road sections included in MID's asset database. The 80km Makira north coast road has undergone some donor funded maintenance and bridge replacement, however the road and bridges are subject to significant impacts from frequent heavy rain events. The 38 km Ulawa road serves the whole island.

Large parts of Makira Island are networked with logging roads which are constructed and maintained to very low standards consistent with their intermittent use by logging operations. Generally these roads are not aligned or constructed with sustained community connectivity in mind so their conversion into public roads can be difficult, however their existence does present opportunities.

The National project pipeline will support improved connectivity and the implementation of smaller Provincial development budget projects

The National Priority Pipeline of major projects (Figure 13 & Table 5) complements the packages of smaller Provincial projects which will be

progressed through the Government's development budget funding.

Construction of one of the highest priority projects, Kirakira wharf, is about to start and this will transform shipping access to Makira Island.

The wharf will ease the flow of goods and heavy equipment in and out of the Province, potentially catalysing a range of development opportunities.

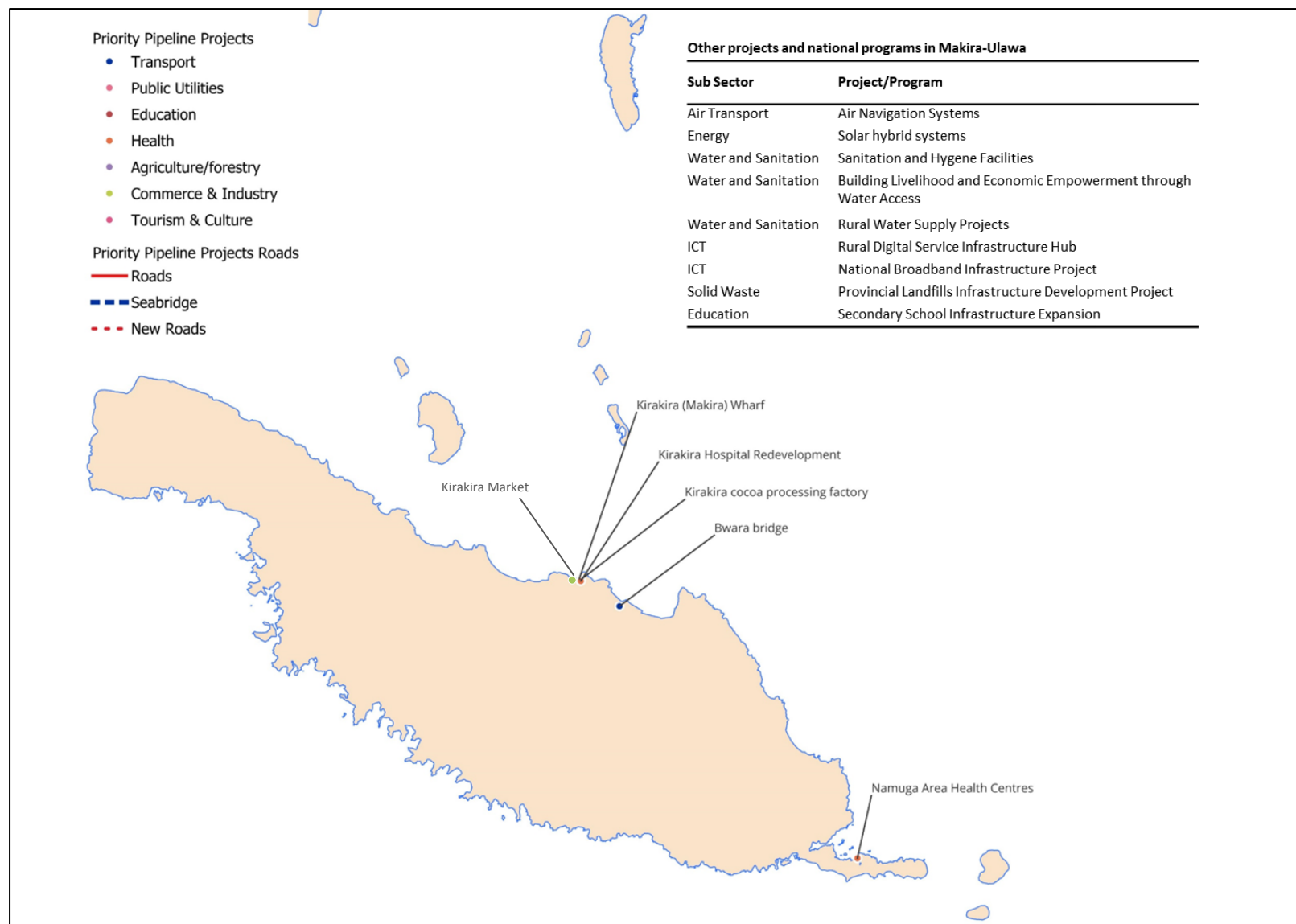


Figure 13 Makira Ulawa National Priority Pipeline Projects

Table 5 Makira Ulawa National Priority Pipeline Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Road Transport	Bwara bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Maritime Transport	NTC Phase 2 Wharves	MID	\$375	Not identified	Planning	Partially funded
Economic	Maritime Transport	Kirakira (Makira) Wharf	MID	\$142	ADB-LMCP	Construction	Funded
Economic	Air Transport	Air Navigation Systems	MCA	\$13	World Bank	Design/ Procurement	Funded
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access	CSO-Development Exchange services	\$14	RDP, Canada, Provincial Governments	Planning	Partially funded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Economic	Solid Waste	Provincial Landfills Infrastructure Development Project	MECDM	\$90	EU, SPREP-Pacwaste Plus Project	Planning	Partially funded
Productive	Agriculture	Kirakira cocoa processing factory	MCILI	\$14	SIG-Ministry of Commerce's Development Budget	Construction	Funded
Productive	Commerce	Markets Development Program	MPGIS & Provincial Government	\$93	Australia	Planning	Funded
Social	Health	Namuga Area Health Centres	MHMS	\$27	SIG	Planning	Funded
Social	Health	Kirakira Hospital Redevelopment	MHMS	\$130	World Bank	Planning	Partially funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded

*Total cost for national program items

4.6 Malaita

A predominantly rural population with most people living near the coast

Malaita is the most populous province in the Solomon Islands with around a quarter of the total 2019 estimated Solomon Islands population. Most residents of the province live in coastal and rural villages with greatest concentrations in the north (Figure 14). Only 3% of residents live in the main service centre urban area of Auki.

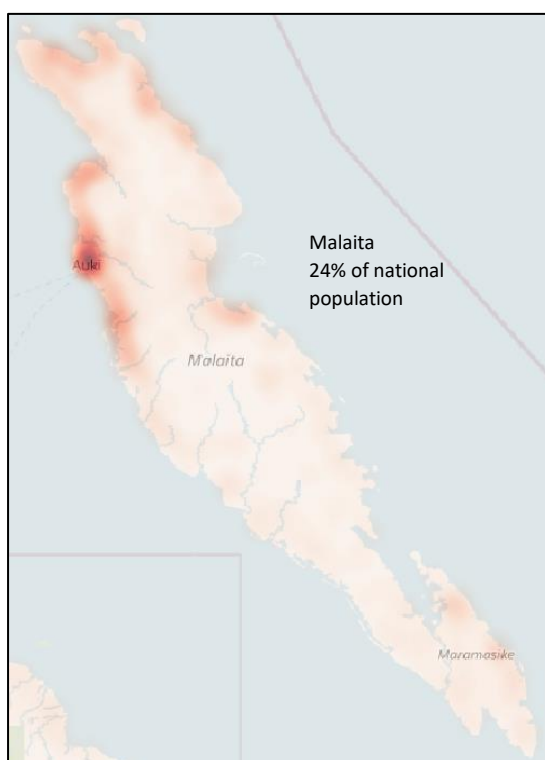


Figure 14 2009 population distribution in Malaita

Around 95% of Malaitian households grow crops for subsistence, with around half of these also growing to sell. Limited employment options within the province have meant that significant numbers of Malatians have moved to other parts of the country for jobs or to run businesses.

Auki is well connected to Honiara, however connectivity within the province is limited

There are shipping services to Honiara most days of the week, with the trip taking between 6 and 8 hours each way. Three flights a week run between Auki airport and Henderson. The unsealed Gwaunaru'u airstrip near Auki is located on

privately owned land, a 20 minute unsealed road journey from Auki.

The North Road, East Road and South Road comprise the main internal transport corridors. These are mainly unsealed roads with several bridges in need of replacement. The National Transport Fund (NTF), World bank SIRAP program and the Australian Government SIIP program are engaged in various road & bridge maintenance and renewal projects along these corridors, and in Auki Town. MID also receive budget appropriation for roads and bridges through the Economic Infrastructure Program. (EIP)

Ship and boat services provide the main connections beyond the current road networks. However, several of the wharves and jetties that are used by these services are in need of rehabilitation or replacement to remain serviceable.

Nationally significant development opportunities underpin Provincial aspirations

Looking to the future there are several important development proposals within the Province which have the potential to provide local business and employment opportunities.

One of the most important of these is the Bina Harbour Tuna Processing Plant (BHTPP). This is a national priority project which has potential to create over 5,000 jobs. BHTPP could potentially come on-line in 2026/27. Infrastructure required to support this development includes wharf facilities, power and water supply. Local and Provincial access roads will be required to provide access for construction and operation.

Other development nodes in Malaita include the Economic Growth Centres at Suava Bay in the north and Liwe on Small Malaita in the south. Improved connectivity would be a critical component of an infrastructure package to support the long term viability of these development nodes.

One of the central arms of the NTCI connect into and through Malaita

Malaita will be one of the three nodes (alongside Guadalcanal and Western Province) on the central spine of the NTCI. It is planned to establish Bina

harbour as one of the embarkation wharves for the roll-on roll-off Seabridge under Phase 1 of the NTC.

The three main road corridor extensions (North Road, East Road and South Road) will also form part of Phase 1. These roads will secure all weather routes through Auki and the main coastal villages to the Bina ferry interchange. The NTCI is also expected to extend connectivity beyond these main corridors to productive areas and rural villages.

While there is a natural sequencing for infrastructure, it will be important to move forward on several fronts

Building resilience and reliability into the existing Malaita transport corridors will be critical to securing the development outcomes and is therefore seen as an immediate priority.

Implementation of the Seabridge concept and the Phase 1 roads will effectively connect large parts of Malaita directly to the road network, port and international airport on Guadalcanal. This will transform access to national and international markets for producers in the Province as well as the emerging tourism industry.

New, reliable, connectivity will in turn raise opportunities for inward investment in the Province, realising opportunities such as the Economic Growth Centres at Suava Bay and Liwe.

The Priority Pipeline puts into effect this sequenced plan (Figure 15 & Table 6)

Rehabilitation and upgrading of the roads and bridges in the North and East more densely populated corridors is critical. Beyond this, upgrading the roads and bridges along the South corridor will support the viability of the BHTPP development and provide connectivity to villages and productive areas beyond.

NTCI Phase 1 projects (Roll-on Roll-off Seabridge and main road extensions) will extend national connectivity along high quality transport corridors to the most significantly populated parts of Malaita. NTC Phase 2 will extend this core into lower populated parts to ensure that the benefits are realised by everyone.

Improving connectivity will provide more reliable access to the planned education and health facilities, while power water and ICT service improvements will improve living standards and provide a more attractive environment for inward investments.

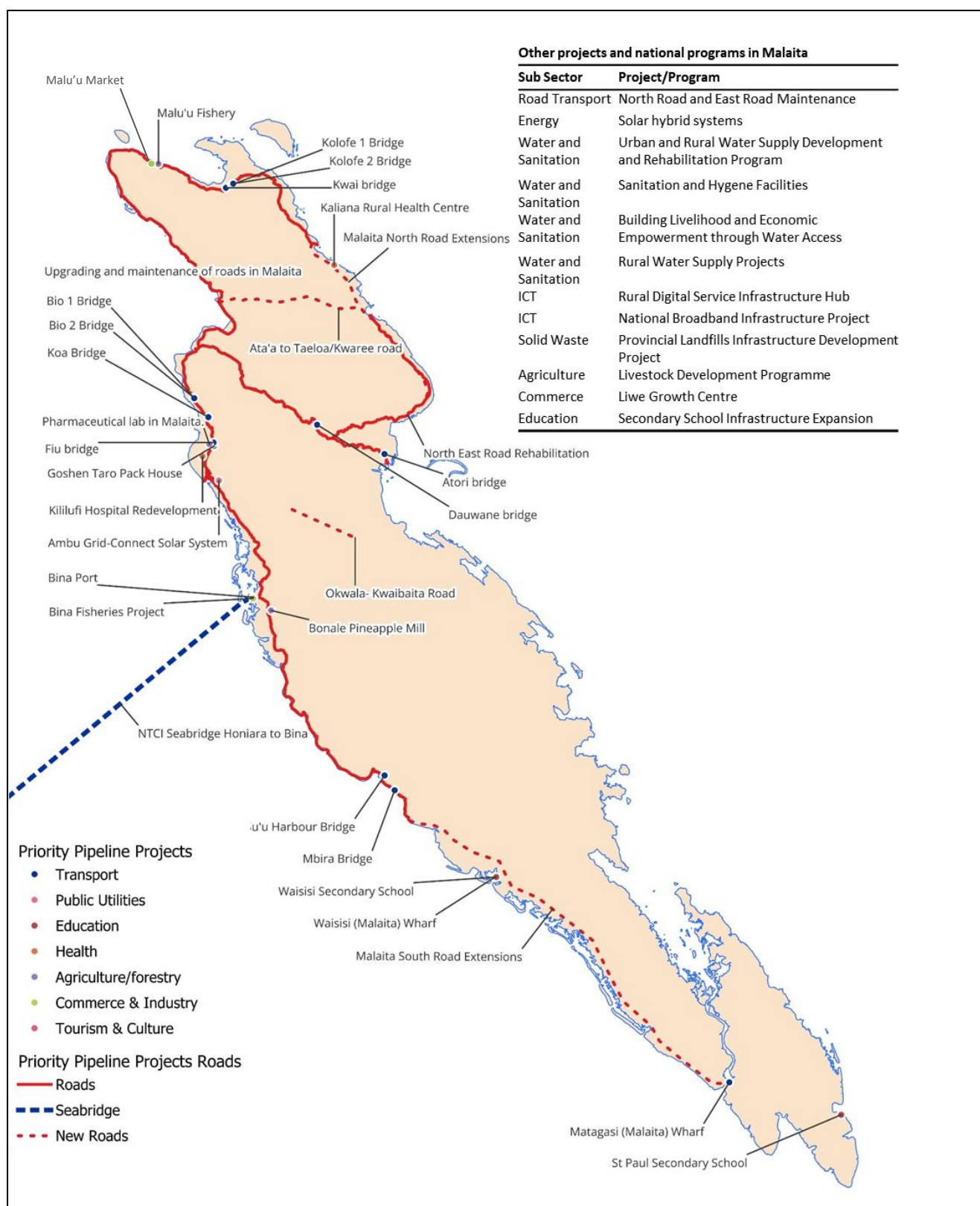


Figure 15 Malaita Priority Projects

Table 6 Malaita Priority Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Road Transport	Upgrading and maintenance of roads in Malaita	MID	\$120	World Bank - SIRAP, SIG-NTF and EIP	Construction	Partially funded
Economic	Road Transport	Okwala- Kwaibaita Road	MID	\$34	SIG-Economic Infrastructure Program	Design/ Procurement	Funded
Economic	Road Transport	Ata'a to Taeloa/Kwaree road	MID	\$30	Not identified	Planning	Unfunded
Economic	Road Transport	North East Road Rehabilitation	MID	\$40	SIG EIP	Construction	Funded
Economic	Road Transport	Malaita North Road Extensions	MID	\$543	Not identified	Concept	Unfunded
Economic	Road Transport	Malaita South Road Extensions	MID	\$2,030	Not identified	Concept	Unfunded
Economic	Road Transport	Fiu bridge	MID	\$165	World Bank - SIRAP	Design/ Procurement	Partially funded
Economic	Road Transport	Atori bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Kwai bridge	MID	\$25	SIG - ESP	Construction	Funded
Economic	Road Transport	Ngwafi bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Dauwane bridge	MID	\$25	Not identified	Planning	Unfunded
Economic	Road Transport	Bio 1 Bridge	MID	\$27	World Bank	Construction	Funded
Economic	Road Transport	Bio 2 Bridge	MID	\$27	World Bank	Construction	Funded
Economic	Road Transport	Koa Bridge	MID	\$27	World Bank	Construction	Funded
Economic	Road Transport	North Road and East Road Maintenance	MID	\$40	World Bank	Construction	Funded
Economic	Road Transport	Kolofe 1 Bridge	MID	\$17	World Bank	Design/ Procurement	Funded
Economic	Road Transport	Kolofe 2 Bridge	MID	\$17	World Bank	Design/ Procurement	Funded
Economic	Road Transport	Su'u Harbour Bridge	MID	\$17	World Bank	Design/ Procurement	Funded
Economic	Road Transport	Mbira Bridge	MID	\$17	World Bank	Design/ Procurement	Funded
Economic	Maritime Transport	Bina Port	MID	\$64	Not identified	Concept	Unfunded
Economic	Maritime Transport	NTCI Seabridge Honiara to Bina				Concept	Unfunded
Economic	Maritime Transport	Waisisi (Malaita) Wharf	MID	\$18	Not identified	Design/ Procurement	Unfunded
Economic	Maritime Transport	Matagasi (Malaita) Wharf	MID	\$18	Not identified	Design/ Procurement	Unfunded
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Energy	Ambu Grid-Connect Solar System	Solomon Power	\$50	Solomon Power	Planning	Unfunded

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Water and Sanitation	Urban and Rural Water Supply Development and Rehabilitation Program	MMERE	\$32	GEF/LCDF/UNDP	Completed	Funded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access	CSO-Development Exchange services	\$14	RDP, Canada, Provincial Governments	Planning	Partially funded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Economic	Solid Waste	Provincial Landfills Infrastructure Development Project	MECDM	\$90	EU, SPREP-Pacwaste Plus Project	Planning	Partially funded
Productive	Agriculture	Livestock Development Programme	MAL	\$14	World Bank (Solomon Islands Agriculture & Rural Transformational Project), SPC, Australia & SIG.	Planning	Partially funded
Productive	Agriculture	Goshen Taro Pack House	MAL	\$15	SIG ,Pacer Plus and WTO ECAT Project.	Completed	Funded
Productive	Agriculture	Malu'u Fishery	MCILI	\$14	SIG-Ministry of Commerce's Development Budget	Completed	Funded
Productive	Agriculture	Bonale Pineapple Mill	MCILI	\$14	SIG-Ministry of Commerce's Development Budget, US SCALE	Planning	Unfunded
Productive	Agriculture	Pharmaceutical lab in Malaita.	MCILI	\$14	SIG-Ministry of Commerce's Development Budget	Concept	Unfunded
Productive	Commerce	Bina Fisheries Project	MFMR	\$70	SIG/NZ/IFC/Australia	Planning	Partially funded
Productive	Commerce	Liwe Growth Centre	MCILI	\$80	SIG	Planning	Unfunded
Productive	Commerce	Markets Development Program	MPGIS & Provincial Government	\$93	Australia	Design/ Procurement	Funded
Social	Health	Pelau Rural Health Centre Redevelopment	MHMS	\$6	SIG	Design/ Procurement	Partially funded
Social	Health	Kaliana Rural Health Centre Redevelopment	MHMS	\$6	SIG	Design/ Procurement	Partially funded
Social	Health	Kililufi Hospital Redevelopment	MHMS	\$120	JICA, SIG	Planning	Partially funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded
Social	Education	Waisisi Secondary School	MEHRD	\$33	SIG-Education Infrastructure Program (DB)	Planning	Unfunded
Social	Education	St Paul Secondary School	MEHRD	\$33	SIG-Education Infrastructure Program (DB)	Planning	Unfunded

*Total cost for national program items

4.7 Rennell-Bellona

Rennell-Bellona is one of the more remote and least populated Provinces and is highly dependent on supply chain connectivity to Honiara

With a 2019 provisional population estimate of just over 4,000, Rennell-Bellona is the least populated and one of the two most remote Provinces in Solomon Islands.

The population is reasonably evenly distributed across the two islands with some 18% located in the ward of the Provincial Capital, Tingoa (Figure 16). Villages and settlements are generally located away from the coasts where there is more fertile land.

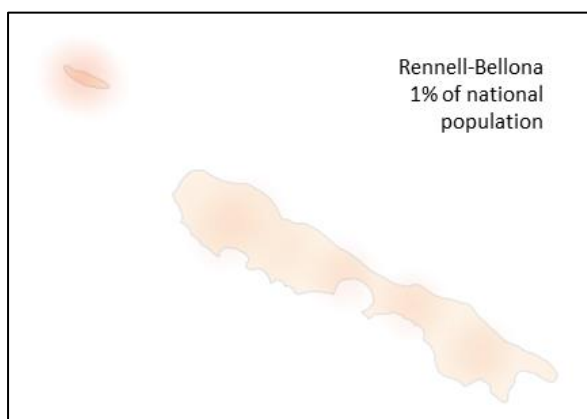


Figure 16 Rennell-Bellona Population Distribution

Just over 20% of households in Rennell-Bellona rely on wages and salaries for their main source of income, with most of these being located in the Tingoa ward. Notably around 15% of households reported having no income.

Almost all households (96%) grew crops, of which around a quarter grew crops for both subsistence and sale. Whether there is any potential to increase commercial cropping at the household level through better market infrastructure should be considered.

Pursuit of economic and social development opportunities in the Province will require addressing both infrastructure gaps and resilience

There are significant social and economic infrastructure gaps which impact the lives and livelihoods of residents. The Provincial Government, through its latest 3 year

development plan, is focused on health education and connectivity (both transport and telecoms).

Mining and logging are important resource sectors in Rennell & Bellona, however there are ongoing issues in relation to land rights and access to these resources.

The World Heritage listed Lake Tegano is potentially a tourism attraction. However access is difficult from the airstrip at Tingoa, involving unsealed roads and logging vehicle tracks. In addition the unreliability of supply chains for fuel and other products creates difficulties for tourism businesses in providing a reasonable level of service.

Despite its remoteness and low population Rennell-Bellona is reasonably well connected to Honiara. There are two unsealed airstrips served by four flights per week from Honiara. There is also a ship service for both goods and passengers, however there are currently no useable wharves.

The road network is unsealed throughout both islands and is made up of routes connecting villages and the network of logging roads.

The National Priority Pipeline will complement smaller Provincial projects funded through the development budget

The Provincial Government has prioritised a number of key transport resilience and connectivity projects. Ahanga wharf in Bellona is current being constructed under the ADB Land & Maritime Connectivity Project.

The National Priority Pipeline responds to the social and economic infrastructure needs of the Province (Figure 17 & Table 7), and will be complemented by the package of smaller scale projects which are progressed through other Government development budget programs.

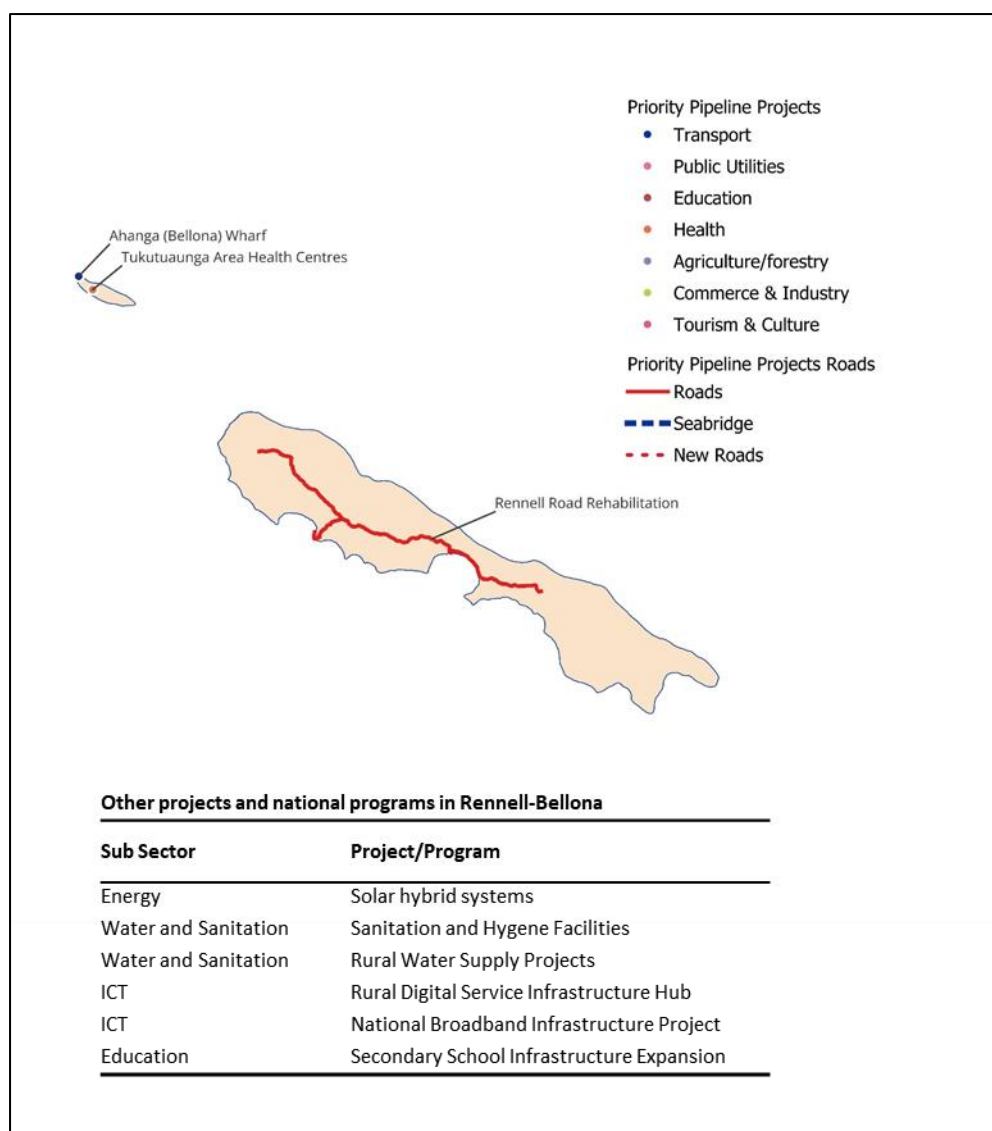


Figure 17 Rennell-Bellona Priority Projects

Table 7 Rennell Bellona Priority Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Road Transport	Rennell Road Rehabilitation	MID	\$212	Not identified	Planning	Unfunded
Economic	Maritime Transport	NTC Phase 2 Wharves	MID	\$375	Not identified	Planning	Partially funded
Economic	Maritime Transport	Ahanga (Bellona) Wharf	MID	\$142	ADB-LMCP	Construction	Funded
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Social	Health	Tukutuaunga Area Health Centres	MHMS	\$27	SIG	Construction	Funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded

*Total cost for national program items

4.8 Temotu

Temotu is the most remote Province with a highly dispersed population

Temotu's population is provisionally estimated to have been 22,000 in 2019. It is the most remote and geographically dispersed of the Provinces, being located nearer the Torres Islands of Vanuatu than the main archipelago of the Solomon Islands.

The population is also geographically dispersed across the Province. Around 10% live in the Provincial Capital of Lata. However it is notable that as much as a 25% of the total population of Temotu live dispersed across the various islands other than Santa Cruz and the Reef Islands, making these some of the most isolated communities in Solomon Islands (Figure 18).

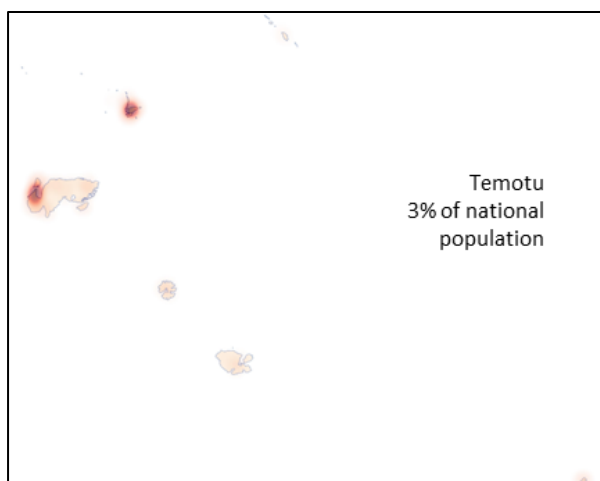


Figure 18 Temotu Population Distribution

Comparable with other similar sized Provinces, around 14% of households across Temotu rely on wages and salary for their main source of income. However within Lata on Santa Cruz this figure is around 70%. On the outer islands it is generally below 10% of households which have reported being salaried.

Almost all households (97%) in Temotu grow crops, with around 60% of households also selling some of the crops they grow.

Despite its remoteness there are development opportunities in Temotu which would rely on significantly improved connectivity

The geography of Temotu Province provides it with a significant potential opportunity. The large

maritime expanse holds an abundance of fish and other marine products. This, combined with its proximity to the high value tourist markets of Vanuatu is an opportunity that the Provincial Government identifies in its development planning.

Honiara is also a potential market for fish from Temotu. However both of these opportunities depend on appropriate transport infrastructure and services being in place. In the case of the Vanuatu, market opportunity product would currently need to clear through Honiara port for international trade.

Tourism potential also exists in Temotu, however there are significant infrastructure and connectivity gaps that would need to be addressed before any investment in the sector would occur.

Santa Cruz, Vanikoro and, to a lesser extent Utupua islands have been logged. The Provincial Government sees an opportunity to continue logging extraction under more sustainable conditions. The possibility of expanding the downstream processing with sawmills is also considered in development plans.

National and Provincial transport connectivity is challenged by both infrastructure gaps and service levels

There are two unsealed airstrips in Lata and Lomlom with one flight a week from Honiara stopping at both islands. However, these trips are frequently affected by weather impacts on the unsealed runways. The airstrip at Lata is due to be upgraded and sealed under the World Bank SIRAP2 program.

There are four wharves in Temotu, of which Lata is the most important being the Provincial Capital and the main transit point to/from Honiara. Lata wharf is in very poor condition and its replacement is critical to enhancing the connectivity of Temotu so that development opportunities can be realised. Shipping services are intermittent and rely mainly on private shipping operators. The previous subsidised franchise shipping arrangement was not renewed.

There are 70kms of roads in Santa Cruz in the MID asset database with other non-formalised roads on other islands. The network of logging roads on Lata

and Vanikoro are very deteriorated and do not serve any significant community function.

The National Priority Pipeline focuses on key national connectivity infrastructure improvements

The National Priority Pipeline projects will provide the essential infrastructure for improving connectivity between Honiara and Temotu. These National Pipeline projects (Figure 19 & Table 8) will be supported by the package of smaller Provincial projects funded through the Government development budget.

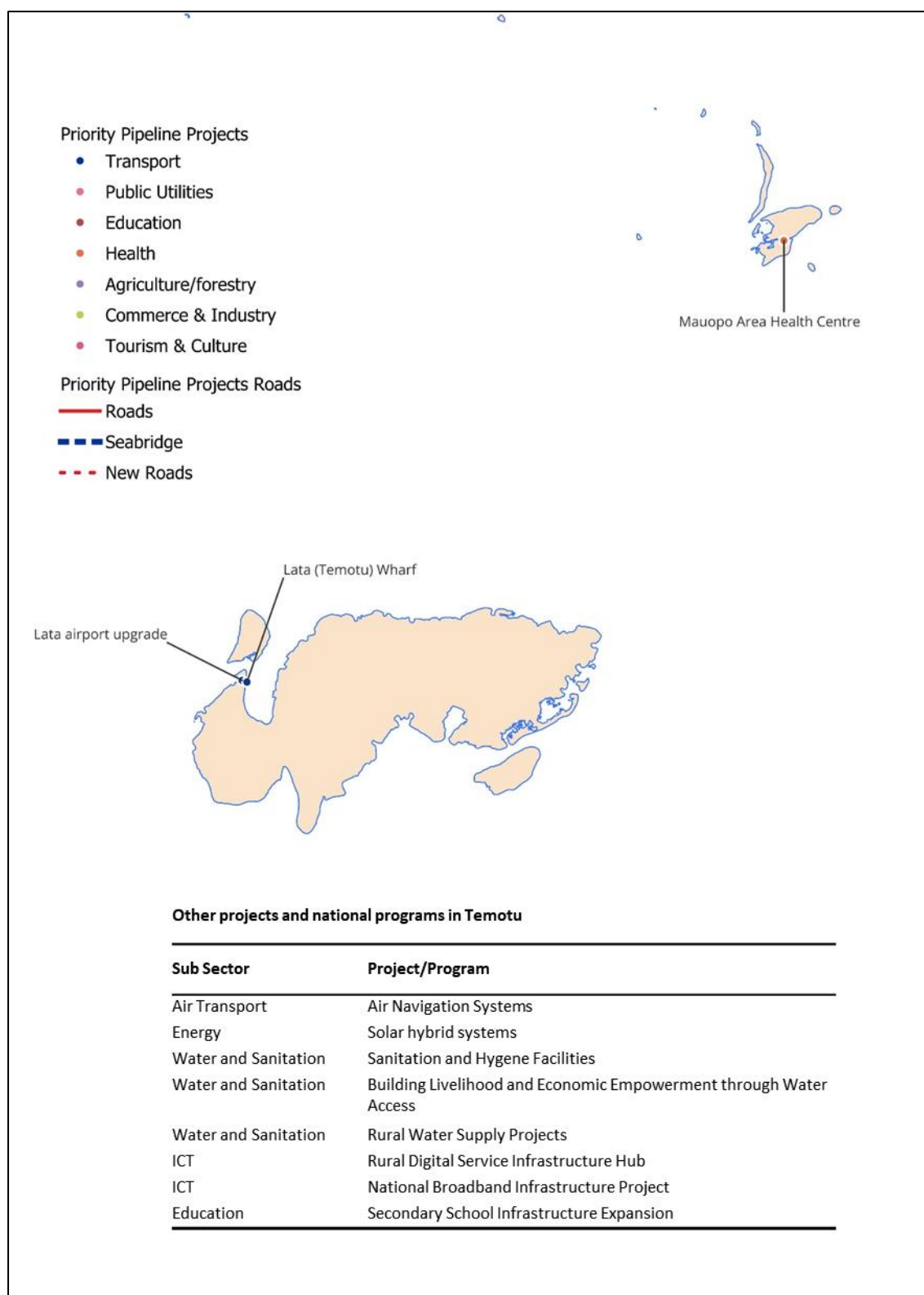


Figure 19 Temotu National Priority Pipeline Projects

Table 8 Temotu National Priority Pipeline Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Maritime Transport	NTC Phase 2 Wharves	MID	\$375	Not identified	Planning	Partially funded
Economic	Maritime Transport	Lata (Temotu) Wharf	MID	\$18	Not identified	Planning	Unfunded
Economic	Air Transport	Lata airport upgrade	MCA	\$119	World Bank	Design/Procurement	Funded
Economic	Air Transport	Air Navigation Systems	MCA	\$13	World Bank	Design/Procurement	Funded
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access	CSO-Development Exchange services	\$14	RDP, Canada, Provincial Governments	Planning	Partially funded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Social	Health	Mauopo Area Health Centre	MHMS	\$27	SIG	Completed	Funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded

*Total cost for national program items

4.9 Western

An island group of diverse geographies with several distinct population concentrations

Western Province is one of the most geographically fragmented Provinces covering 11 larger islands and many other smaller ones. The most distant group, the Shortland Islands, lie along the border with Bougainville and current border arrangements allow for the exercise of traditional and cultural ties through simplified border crossing formalities for communities with ties. However this also presents border security challenges which make this isolated island group strategically important.

The 2019 provisional population estimate for the Province is just under 95,000. There are two distinct population concentrations in Gizo, the Provincial capital, and around Munda/Noro (Figure 20).

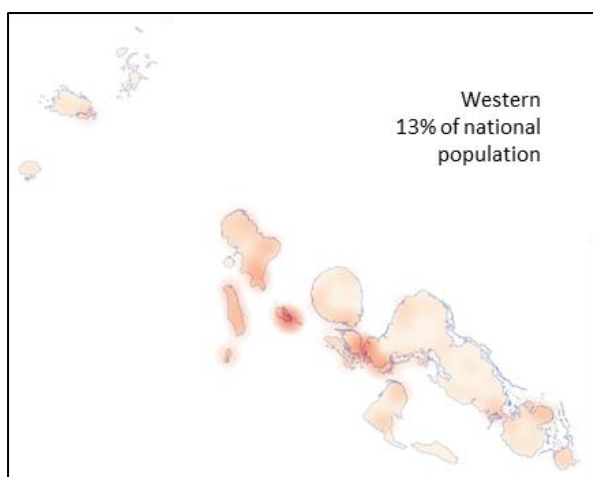


Figure 20 Western Population Distribution

Across the Province 27% of households rely on wages and salaries for their main source of income. In the main centres of Gizo, Munda and Noro this figure is significantly higher at between 50% and 87%, whereas in the smaller and more remote islands it is as low as 5%.

Similar to other Provinces over 90% of households grow crops, with nearly 65% of households also growing to sell.

The Province has established commercial centres and significant tourism potential

Western Province is one of the key tourism destinations in the Solomon Islands. Recognised for its verdant islands, extensive reef systems and World War 2 relics, there is significant potential to grow tourism from its current low base. Realising this opportunity will require significant improvements in the availability and reliability of transport connections and tourism associated infrastructure. National and international air connectivity will be most critical to supporting this high-potential sector.

The key infrastructure nodes for tourism growth are the international airport at Munda and the Provincial Capital of Gizo (with its nearby Nusatupe domestic airstrip). These are the only interchange nodes for access by national and international visitors (other than those that arrive by yacht or cruise ship). Both of these centres and the Noro port are also part of important supply routes for goods to service the industry.

One of the most important economic hubs in the Province is the port and fish processing plant at Noro. It is critical that the resilience and capacity of supporting infrastructure and facilities is improved to secure the ongoing economic benefits of this major activity centre.

Western Province Islands have been extensively logged without significant replanting. It is estimated that 80% of the islands have been completely logged. The Provincial Government is looking into possible reforestation schemes to create a more sustainable industry.

Outside the formal sectors most communities and villages rely on subsistence crop growing and fishing. Infrastructure needs revolve around ensuring access to government services and to markets for selling produce and tourism related products.

The fragmented geography means that internal connectivity is a major challenge across the Province

Communication and connectivity is difficult and unaffordable for many due to geographic nature of the Province. Most connectivity needs are served by OBMs and shipping services with local access roads in some locations.

Noro provides the most important domestic and international maritime hub in Province. Both wharves at Noro require replacement and rehabilitation. There are number of other domestic wharves on islands throughout the Province. Six of these other domestic wharves were rehabilitated by ADB in 2013-2016, however there are others in need of rehabilitation or construction.

Other than services to Noro and Gizo there is little in the way of regular or scheduled shipping services to other destinations and communities must be opportunistic in securing maritime transport options for goods and people.

Munda international airport has recently been upgraded under the SIRAP program and has potential to become the main tourism gateway to Western Province. There is also a sealed domestic airstrip at Gizo (Nusatupe) with an almost daily schedule to Honiara.

Onward local connections for tourists from these two Western Province aviation gateways largely relies on boat services provided by the destination resorts. Building and sustaining these local onward connections into areas such as Marovo Lagoon will be critical to building the tourism sector in the Province.

There are local road networks in Gizo, Munda, Noro and a few of the other islands. Other than the town roads and the Munda to Noro section these are all unsealed and in most cases very deteriorated.

National Pipeline projects primarily focus on building the capacity and resilience of transport connectivity

The National Priority Pipeline projects (Figure 21 and Table 9) in Western Province will secure the vital national and international gateways. These gateways and corridors are critical to the sustainability of the Noro commercial fish processing facility, as well as providing the basic infrastructure necessary for a growing tourism sector.

In particular, the NTCI Phase 1 projects (Roll-on Roll-off Seabridge and New Georgia road extensions) will extend national connectivity along high quality transport corridors to the key commercial and tourism destinations. NTCI Phase

2 will extend this core further into the Province including lower populated parts to provide broader access to services and opportunities to improve livelihoods.

The packages of smaller projects funded through the Government's Development Budget programs will complement National Pipeline projects to ensure that all communities in the Province will experience the benefits of economic and social development.

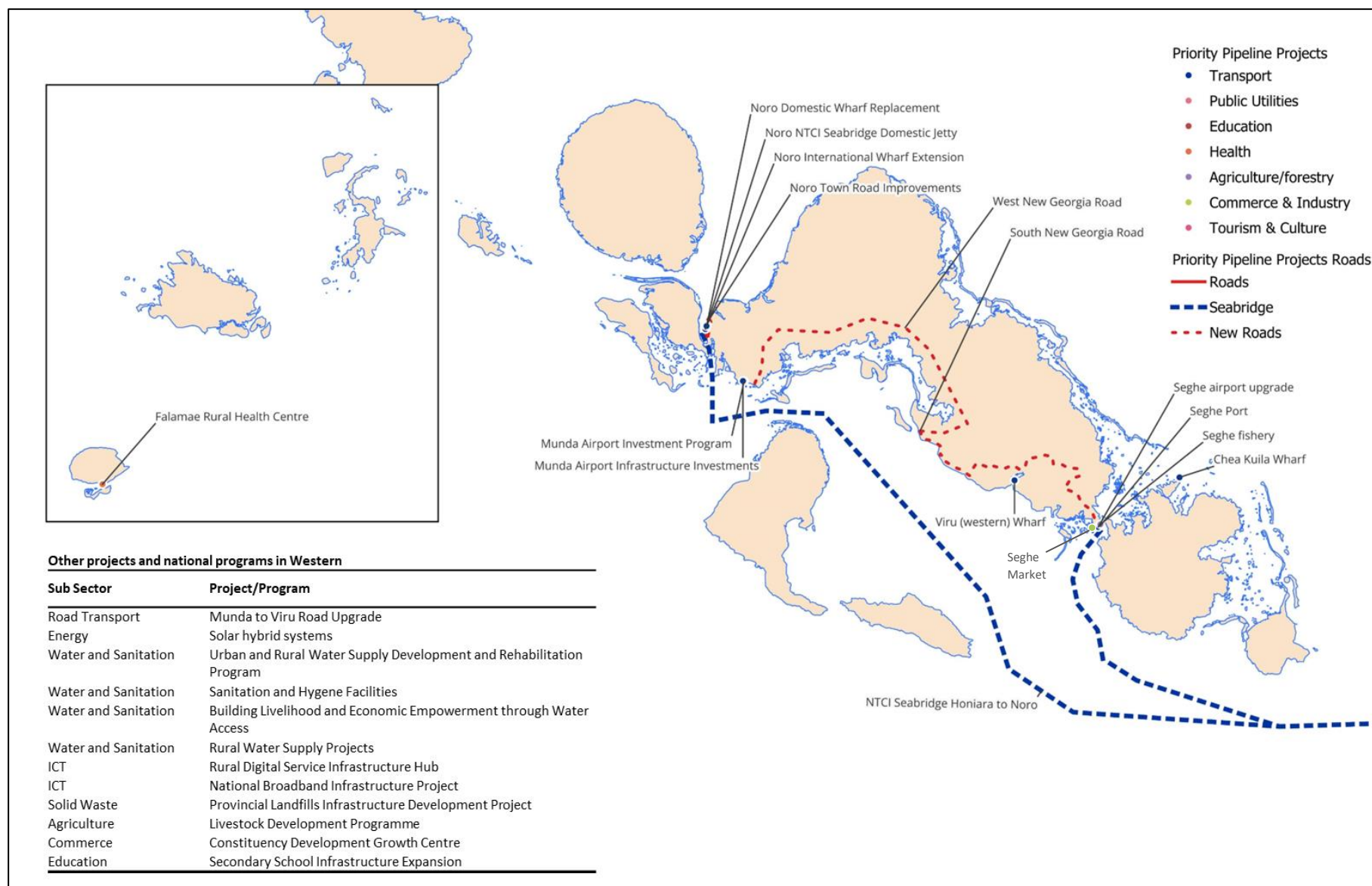


Figure 21 Western National Priority Pipeline Projects

Table 9 Western Priority Pipeline Project Details

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Economic	Road Transport	West New Georgia Road	MID	\$135	Not identified	Concept	Unfunded
Economic	Road Transport	South New Georgia Road	MID	\$232	Not identified	Concept	Unfunded
Economic	Road Transport	Munda to Viru Road Upgrade	MID	\$100	Not identified	Planning	Unfunded
Economic	Road Transport	Noro Town Road Improvements	MID	\$54	World Bank	Design/Procurement	Funded
Economic	Maritime Transport	Noro Domestic Wharf Replacement	SIPA	\$20	Not identified	Planning	Unfunded
Economic	Maritime Transport	Seghe Port	MID	\$47	Not identified	Concept	Unfunded
Economic	Maritime Transport	NTC Phase 2 Wharves	MID	\$375	Not identified	Planning	Partially funded
Economic	Maritime Transport	Noro International Wharf Extension	SIPA	\$150	SIPA, Australia	Design/Procurement	Partially funded
Economic	Maritime Transport	Noro NTCI Seabridge Domestic Jetty	SIPA	\$182		Concept	Unfunded
Economic	Maritime Transport	NTCI Seabridge Honiara to Seghe				Concept	Unfunded
Economic	Maritime Transport	NTCI Seabridge Honiara to Noro				Concept	Unfunded
Economic	Maritime Transport	Chea Kuila Wharf	MID		SIG	Construction	Funded
Economic	Maritime Transport	Viru (western) Wharf	MID	\$18	Not identified	Design/Procurement	Unfunded
Economic	Air Transport	Seghe airport upgrade	MCA	\$165	SIG, New Zealand & Australia	Construction	Funded
Economic	Air Transport	Munda Airport Investment Program	MCA	\$134	World Bank	Construction	Funded
Economic	Air Transport	Munda Airport Infrastructure Investments	MCA	\$62	World Bank	Design/Procurement	Funded
Economic	Air Transport	Munda Airport Maintenance	MCA	\$15	World Bank	Design/Procurement	Funded
Economic	Energy	Solar hybrid systems	MECDM	\$74	Not identified	Concept	Unfunded
Economic	Water and Sanitation	Urban and Rural Water Supply Development and Rehabilitation Program	MMERE	\$32	GEF/LCDF/UNDP	Completed	Funded
Economic	Water and Sanitation	Sanitation and Hygiene Facilities	MHMS	\$20	Not identified	Planning	Unfunded
Economic	Water and Sanitation	Building Livelihood and Economic Empowerment through Water Access	CSO-Development Exchange services	\$14	RDP, Canada, Provincial Governments	Planning	Partially funded
Economic	Water and Sanitation	Rural Water Supply Projects	MHMS	\$450	EU, Australia	Construction	Partially funded
Economic	ICT	Rural Digital Service Infrastructure Hub	ICTSU	\$62	Australia and SIG	Planning	Partially funded
Economic	ICT	National Broadband Infrastructure Project	MCA	\$400	PRC	Construction	Funded
Economic	Solid Waste	Provincial Landfills Infrastructure Development Project	MECDM	\$90	EU, SPREP-Pacwaste Plus Project	Planning	Partially funded

Sector	Sub sector	Project or program	Agency	Est. Cost (m SBD)*	Development Partners	Current Status	Funding status
Productive	Agriculture	Livestock Development Programme	MAL	\$14	World Bank (Solomon Islands Agriculture & Rural Transformational Project), SPC, Australia (Department of Agriculture, Fisheries & Forestry) & SIG.	Planning	Partially funded
Productive	Agriculture	Seghe fishery	MCILI	\$14	SIG-Ministry of Commerce's Development Budget	Concept	Unfunded
Productive	Commerce	Markets Development Program	MPGIS & Provincial Government	\$93	Australia	Design/Procurement	Funded
Productive	Commerce	Constituency Development Growth Centre	MRD		SIG, PRC	Construction	Funded
Social	Health	Falamae Rural Health Centre Redevelopment	MHMS	\$6	SIG	Design/Procurement	Partially funded
Social	Education	Secondary School Infrastructure Expansion Program	MEHRD	\$100	SIG-Education Infrastructure Program (DB), ADB, PRC, New Zealand, Australia	Planning	Partially funded

*Total cost for national program items



Economic and Productive Sector Division
Ministry of National Planning and Development Coordination

SOLOMON ISLANDS GOVERNMENT

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