



Completion Report

Project Number: 48148-001
Technical Assistance Number: 8737
May 2017

Solomon Islands: Supporting Good Governance through Safeguards

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TA Number, Country, and Name: TA 8737-SOL: Supporting Good Governance through Safeguards			Amount Approved: \$300,000	
			Revised Amount: NA	
Executing Agency: Ministry of Infrastructure Development		Source of Funding: TASF-V	Amount Undisbursed: \$17,475.95	Amount Utilized: \$282,524.05
TA Approval Date: 08-Oct-14	TA Signing Date: 26-Nov-14	Fielding of First Consultants: 07-Apr-15	TA Completion Date Original: 31-Dec-15	Actual: 30-Apr-16
			Account Closing Date Original: 30-Mar-16	Actual: 30-Jul-16

Description

ADB has been assisting the Solomon Islands Government (SIG), particularly Ministry of Infrastructure Development (MID), in the implementation of transport projects financed by ADB and other development partners. The assistance included providing safeguards capacity integrated within project management structures under various projects. ADB also provided assistance to SIG in enhancing the country safeguard system (CSS) to address several aspects that are considered essential under the safeguard policies of development partners such as ADB, Japan International Cooperation Agency (JICA), and the World Bank.¹

Expected Impact, Outcome, and Outputs

The impact of the TA will be smoother and timelier implementation of infrastructure projects. By 2018, compared with a 2014 baseline, a third fewer projects will be experiencing safeguard-related delays. The TA outcome will be increased government capacity to apply strengthened land acquisition and development consent procedures in the transport sector. This will be measured by (i) institutionalized procedures for land acquisition and development consent established and implemented in Ministry of Land, Housing and Survey (MLHS) and Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM) by 2016, and (ii) improved levels, compared with 2014 baseline levels, of service of MLHS and MECDM for land acquisition and development consent procedures by 2016.

The outputs included: (i) strengthened systems and a fully constitutional safeguards framework; and (ii) established institutional arrangements for land acquisition and the development consent process (including on-the-job training, capacity building, and mentoring on applying proposed modified procedures, and workshop and seminar sessions delivered at key points).

Delivery of Inputs and Conduct of Activities

The TA team consisted of five individual consultants: three international and two national consultants. The team leader/environment specialist (TLES) was mobilized to the field on 07 April 2015, followed shortly by the safeguards legal specialist (SLS) on 09 April, and social/resettlement safeguards specialist (SRS) on 11 April. The national environment and lands specialists joined the team in-country on 13 April.

The TA was delivered over 12 months. It comprised ten periods of in-country input by the three international consultants and full-time presence during international consultant inputs and otherwise intermittent inputs over the TA period by the national consultants. The inception report and work plan prepared during the first mission validated the tasks in the terms of reference and established the timeframe for delivery. The TA closing date was extended from 31 December 2015 to 30 April 2016 due to a request from Permanent Secretary MECDM to include additional assignment associated with drafting amendments to the Environment Act.

The consultants presented key deliverables at the quarterly Ministry of Development Planning and Aid Coordination Development Partners meetings, small informal and technical working meetings and planned workshops.

Four workshops plus 23 smaller focused sessions/presentations were delivered following the agreed work plan. The reports generated during the TA include a final report supported by 14 annexes. The quality of reporting was satisfactory; outline contents were agreed between the TA team, ADB, and counterparts and draft and revised reports were delivered on time. Counterpart review of reports was timely and helpful and enabled the nominated reporting dates to be met. Various institution building and training tools were delivered effectively during the TA. These include the updating of the environmental assessment guidelines and operations (procedures) manual for Environment and Conservation Department (ECD) to take account of the proposed amendments to the Environment Act and Environment Regulations, and preparation of background and policy papers for the proposed new provisions in the Land and Titles Act (LTA). The proposed amendments to the land acquisition and the development consent processes were tested through their application in two pilot projects.

ADB effectively and satisfactorily supervised the TA and the project officer kept in close contact with the TA team and government counterparts and focal points. Review missions were conducted in May and October 2015, and

February 2016; largely timed to coincide with the workshops or presentation of findings and conclusions of reports. The missions concluded that the TA was performing well.

Evaluation of Outputs and Achievement of Outcome

Output targets were partly met. Under output 1, the safeguards system was developed with procedures adopted in participating ministries. Amendments to LTA and Environment Act were proposed. The amendments to the laws and required regulations were drafted, agreed by the relevant ministries, and consulted with the Attorney General's Office. Under output 2, the guidelines, policy papers and procedures have been adopted. The 75% training target was achieved with 102 staff from the three ministries participating in training, 38% of the participants being women (less than the training target of 50%).

The TA has resulted in increased government capacity to apply the strengthened safeguard procedures in the transport sector. By 2016, procedural frameworks have been established and implemented in each ministry. A tracking system was established in MID and ECD, and up to six projects were properly vetted through the procedures. The ECD system is being used to track progress of projects through the modified procedures. By December 2016, MLHS and MECDM levels of service improved (compared with 2014 baseline as documented in case studies). The key informant interviews undertaken suggest satisfaction with regard to smooth and timely implementation of projects in respect of safeguards requirements. It was noted that one project was delayed due to procurement issues. Overall, the TA can be assessed as achieving the intended outcome.

Overall Assessment and Rating

The TA is considered relevant – the TA's outputs and activities in staged and sustained capacity development for implementation of safeguards are largely aligned with both country and ADB development priorities and strategy and the TA design was appropriate to help achieve the outcome. The TA is considered effective – outcomes and outputs have been substantially achieved; one of the outputs, the draft pilot land acquisition and resettlement report (LARR), could not be finalized since MLHS and MID had not agreed on an offer price for the land by the time the TA was completed. The Draft LARR nevertheless contains a detailed plan for finalization, approval and implementation of the procedure. The TA is considered highly efficient - the consultants performed well and completed tasks in a timely manner (two of the five consultants were rated as excellent and three as satisfactory in the performance evaluation reports). The costs of the TA are outweighed by the benefits measured with the TA being useful and appreciated by government stakeholders. The TA is considered likely sustainable – positive effects meet expectations and the TA is on target to realize the impact, and there is a high likelihood that the impact will be achieved sustainably in both the medium and longer term.

Overall the TA is assessed as successful.

Major Lessons

Early and timely discussion and agreement between MID and MLHS on the offer price for land is important, not only to complete the procedure but for MID to include the amount in the following year's budget so compensation can be fully paid.

Recommendations and Follow-Up Actions

As the LAR pilot could not be finalized during the TA, MID will continue to require support until the LAR procedures have been fully completed and safeguards staff are used to the process. This will be afforded through the capacity building to be provided under the ongoing program.² A further recommendation is to monitor the finalization of the LARR prepared for the pilot.

Further technical assistance to progress prioritized actions (identified in the action plan prepared under TA 8217-SOL) is recommended to continue strengthening implementation of procedures for development consent and land acquisition.

ECD = Environment and Conservation Department; LTA = Land Titles Act; MID = Ministry of Infrastructure and Development; MLHS = Ministry of Land, Housing and Survey; MECDM = Ministry of Environment, Climate Change, Disaster Management and Meteorology; TA = technical assistance

¹ ADB. 2012. *Technical Assistance to the Solomon Islands for Strengthening Country Safeguard Systems in the Transport Sector*. Manila (TA 8217-SOL, \$600,000, approved on 16 November, financed by the Japan Fund for Poverty Reduction)

² Loan 3992: Sustainable Transport Infrastructure Improvement Program approved in 2016.