

## SUBPROJECT ELIGIBILITY AND SELECTION CRITERIA

1. The Transport Sector Flood Recovery Project (the Project) will be provided through a sector approach to reconstruction and ‘building back better’ transport infrastructure damaged by the flash floods. The project will include repairs to bridges, bridge approaches, culverts and drainage systems, including disaster and climate proofing, in the disaster affected areas. The sector approach allows the government to take lead in identifying, prioritizing, appraising, designing, and implementing prioritized segments of road network as ‘subprojects’. The Ministry of Infrastructure Development (MID) through the Central Project Implementation Unit (CPIU) and assisted by consultants will prioritize the subprojects on behalf of the government. The approval of the subprojects will be based on satisfactory technical, economic, safeguards screening following compliance with eligibility criteria. Potential subprojects are identified and prioritized in the Rapid Assessment of the Macro and Sectoral Impacts of the flash floods.<sup>1</sup>
2. Subprojects will meet the following general eligibility criteria:
  - (i) The subprojects will reconstruct, with appropriate climate and disaster proofing, transport infrastructure damaged by the flash floods, and assessed as high development priorities based on their contribution to the objectives of the National Transport Plan, particularly:
    - (a) improved accessibility to social services among poor and rural households, including schools, health facilities, and government extension services;
    - (b) increased opportunities for employment and income generation among poor and rural households;
    - (c) potential for increased private sector participation in provincial and national economic activities;
    - (d) potential to catalyze development in remote areas with poor access; and
    - (e) contribution to poverty reduction among poor and rural households.
3. Subprojects will be economically viable. An economic analysis will be conducted in accordance with Asian Development Bank’s (ADB) guidelines for the economic analysis of projects.<sup>2</sup> Road segments with damaged infrastructure will be selected for the economic analysis.
4. Environmental screening will be conducted for all subprojects. No subproject classified as Category A in accordance with ADB’s Safeguard Policy Statement 2009 (SPS)<sup>3</sup>, will be eligible for funding under the Project. If any of the following are found applicable to the site or proposed works, the subproject will not be accepted as part of the Project:
  - (i) roads in or adjacent to areas determined as critical or natural habitat, protected areas, or ecologically sensitive;
  - (ii) requirement for major re-alignment of the existing road;

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<sup>1</sup> Government of Solomon Islands, 2014. *Rapid Assessment of the Macro and Sectoral Impacts*. Honiara.

<sup>2</sup> ADB. 1997. *Guidelines for the Economic Analysis of Projects*. Manila.

<sup>3</sup> ADB. 2009. *Safeguard Policy Statement*. Manila

- (iii) significant loss or damage to near-shore marine environments, such as reefs, mangroves, or other sensitive coastal areas;
- (iv) permanent negative effect on a known rare, threatened or endangered species;
- (v) permanent damage to cultural relics and tambu sites or other physical cultural resources.

5. Screening for land acquisition and resettlement impacts will be conducted for all subprojects. No subproject that would entail significant land acquisition/involuntary resettlement impacts according to ADB's SPS will be eligible for funding under the Project.<sup>4</sup>

6. The MID, assisted by the CPIU, will conduct and document an assessment of each subproject based on the criteria. Each assessment will involve collecting and analyzing baseline data to determine the detailed feasibility and impacts expected, using generally accepted transport planning methods. Community consultations will be conducted to (i) validate baseline data; (ii) identify positive and negative impacts; and (iii) evaluate technical, social, and environmental risks. Throughout the process, particular attention shall be paid to data collection to enable benefit monitoring.

7. Each subproject assessment will include (i) a technical feasibility assessment; (ii) an economic impact analysis; and (iii) safeguards assessments, plans or reports following the environmental assessment and review framework and resettlement framework.<sup>5</sup> Each component of the assessment will confirm acceptable ratings against the criteria, or recommend further work to complete the assessment. Before the detailed design of any subproject, and its inclusion for financing under the Project, proposed subprojects are subject to approval by ADB.

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<sup>4</sup>The involuntary resettlement impacts are considered significant if 200 or more persons will experience major impacts, which are defined as (i) being physically displaced from housing, or (ii) losing 10% or more of their productive assets (income generating). "Involuntary resettlement" includes both physical displacement (relocation, loss of residential land, or loss of shelter) and economic displacement (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of involuntary acquisition of land, or involuntary restrictions on land use or on access to legally designated parks and protected areas.

<sup>5</sup> There are information and draft materials (produced under previous projects) available with CPIU. This includes draft safeguards reports, technical assessments of some segments of road in west Guadalcanal (including As Built Drawings) and some preliminary data gathered for crossings at some locations in east Guadalcanal (Mbereande – Aola road).