

## Simplified Ex-Post Evaluation for Grant Aid Project

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Project Name	The Project for Restoration of International Airport in the Solomon Islands	February 2010 – November 2010

### I Project Outline

Country Name	Solomon Islands
Project Period	July 2004-December 2005
Executing Agency	Ministry of Infrastructure Development Department of Communications, Aviation & Meteorology
Project Cost	Grant Limit: 702 million yen      Actual Grant Amount: 702 million yen
Main Contractors	(Construction) KITANO Construction Corp.
Main Consultants	PACIFIC CONSULTANTS INTERNATIONAL
Basic Design	July 1999-June 2000 (Implementation Review Study: November 2002-July 2003)
Related Projects (if any)	<Japan's Grant Aid> 1995-1997 Project for Henderson International Airport Development <Other International Organizations and Donors> Provision of Equipment for Communication and Meteorological Observation (EU) Renewal of VHF Transmitter (New Zealand)
Project Background	Honiara International Airport (HIA), which is the only international airport in the Solomon Islands, is also the hub airport for the domestic air route network. It is the entry point for passengers/cargoes and is essential for the economic reconstruction of the country damaged by ethnic conflicts. However, its runway had not been fully repaired for about twenty years. The pavement surface had become severely damaged, and it has continued to deteriorate. The International Civil Aviation Organization (ICAO) had made a recommendation not to use the runway. Furthermore, 28% of the runway lights and 48% of the approach lights were damaged or did not meet the current standards. As these are necessary facilities for aircraft takeoffs/landings during the night, airline companies have been demanding immediate improvements. The airport is a vital base for traffic/transportation, tourism and other sectors in the Solomon Islands, which forms an archipelago. The Government of the Solomon Islands formulated an International Airport Restoration Plan, which is aimed at runway surface improvements and the replacement of airfield lights. To this end, the government requested the Government of Japan for grant aid.
Project Objective	To ensure safe takeoffs/landings of the aircrafts at the Honiara International Airport (HIA) by placing an overlay pavement on the runway and replacing airfield lighting, including runway lights, runway threshold lights and runway approach lights.
Output[s] (Japanese Side)	Facilities: Overlay pavement for the runway using asphalt concrete (Length: 2,200 m, Width: 45 m, Overlay thickness: 10 cm) Repair of the damaged runway pavement Repair of cracks Equipment: 72 Runway lights, 12 Runway threshold lights, 6 Turning pad lights, etc.

### II Result of the Evaluation

Summary of the evaluation
<p>This project is relevant with the development policy to modernize aviation facilities in order to ensure safe and stable air transportation at the time of project planning and with the current development policy that emphasizes the need for improving the aviation services of mainly the Honiara International Airport (HIA). Countermeasures against the obsolescence of HIA facilities were an urgent task, especially since the number of takeoffs/landings had been increasing. The project was also relevant with Japan's ODA policy to support the improvement of the transportation infrastructure; therefore its relevance is high.</p> <p>Regarding the project implementation, both the project period and project cost were as planned. The outputs were also produced as planned. Accordingly, the project's efficiency was significantly high. Regarding the effectiveness, confidence in the airport itself seems to have improved. The rate of defects in the runway lights has greatly decreased. The problem of a series of unlit lights was mostly solved. Aviation safety for the aircrafts has been improving.</p> <p>Regarding sustainability, although there is no problem with the organizational structure and technologies, the budget is generally limited. At the moment, no large scale repairs are required for the facilities improved under this project and inspections are still frequently conducted.</p> <p>In light of the above, this project is evaluated to be highly satisfactory.</p> <p>&lt;Constraints of this evaluation study&gt; As the information obtained from the executing agency concerning the impacts and sustainability was not sufficient, the evaluation is based on a limited amount of information.</p>

1 Relevance
<p>(1) Relevance with the Development Policy of the Solomon Islands  At the time of project planning, the “Solomon Islands Government Action Program 2002–2005” stipulated the modernization of aviation facilities as well as the improvement of air transportation services in order to refurbish obsolete facilities/equipment and to ensure safe and stable air transportation. The current “National Transport Plan 2007–2026” also states that it is necessary to improve aviation services considering the country’s dependence on international trade and the potential for tourism development. In particular, it insists on the necessity of the improvement/maintenance of Honiara International Airport. This project is relevant with these policies.</p> <p>(2) Relevance with the Development Needs of Country the Solomon Islands  Honiara International Airport, the only international airport in the Solomon Islands, is also the only airport where large aircraft can take off and land. However, its runway and aviation security facilities had degraded at the time of project planning, and aviation safety would be further undermined unless they were fully repaired right away. The number of takeoffs and landings at the airport at the time of the commencement of this project in 2004 amounted to 8,337 times, and this increased to 11,040 times by 2007, to 10,046 times in 2008, and to 10,890 times in 2009. As the airport plays a central role in the economic and social development of the country, the continuous improvement/maintenance of the airport is still an important development task.</p> <p>(3) Relevance with Japan’s ODA Policy  Japan was indicating grant aid for the fisheries sector and the improvement of the transportation infrastructure as its ODA policy toward the Solomon Islands at the time of project planning. This project was relevant with Japan’s ODA policy.</p> <p>This project has been highly relevant with the country’s development plan, development needs, as well as Japan’s ODA policy; therefore its relevance is high.</p>
2 Efficiency
<p>(1) Project Outputs  The outputs on the Japanese side were generally produced as planned.</p> <p>(2) Project Period  As a result of the efficient construction work, the project period was shorter than planned (84% of the plan). It took 13 months, while the planned project period was 15.5 months.</p> <p>(3) Project Cost  The planned project cost was 702 million yen, while the actual cost was 702 million yen as planned (100% of the plan)</p> <p>Both project period and project cost were mostly as planned, therefore efficiency of the project is high.</p>
3 Effectiveness / Impact
<p>(1) Quantitative Effects  The improvement of the runway and the repair of the airfield lights under this project have reduced the rate of defects in the runway lights from 28% before the commencement of the project implementation in 2003 to 5% at the time of the ex-post evaluation. The occurrence of a series of unlit runway lights has become rare. Quantitative values for indicators of the runway pavement conditions were neither recorded nor stored. However, the runway is maintained well, and no need for repairs has been detected. Data on the number of passengers/cargo volume was not obtained. According to the executing agency, the number of passengers is increasing partly because a new low cost carrier called Pacific Blue entered into service in 2008, which has made it easier for more people to travel.</p> <p>(2) Impacts (Impacts on the natural environment, Land Acquisition and Resettlement, Unintended Positive/Negative Impact)  As a result of the implementation of this project, it has become easy for larger aircrafts to take off and land, and the night operations have become safer due to the improvements in the airfield lighting. No aircraft accidents have occurred since the project completion. The executing agency recognizes the following impacts as a result of the improvement of aviation security at the airport. Effects that cannot be indicated by numerical figures are as follows:</p> <ul style="list-style-type: none"> <li>• Confidence of airline companies in Honiara International Airport has risen.</li> <li>• Improvement of the airfield lighting has increased the ability of the pilots to visually check the runway.</li> <li>• Maintaining the runway in good condition has enabled continuous flight services.</li> </ul> <p>There are no adverse impacts of this project on the natural environment. It can be said that being capable of safe takeoff and landing has considerably reduced the risk of aircraft accidents and therefore there are substantial positive effects.</p> <p>This project has largely achieved its objectives, therefore its effectiveness is high.</p>
4 Sustainability

#### (1) Structural Aspects of Operation and Maintenance

The operation and maintenance of the airport is under the supervision of the airport manager. As the Ministry of Infrastructure Development is responsible for the maintenance work of the runway and the apron, this work is implemented in cooperation with the ministry. However, the number of engineers in the Ministry of Infrastructure Development is insufficient. When urgent responses are required, there are cases in which the work is commissioned to private sector entities.

#### (2) Technical Aspects of Operation and Maintenance

There have been no technical problems for the operation and maintenance of the runway pavement as expected at the time of the basic design study. The technical level of the engineers is sufficient. Regarding the airfield lighting, the items proposed at the time of the project commencement were all executed, including the preparation of an inspection manual and other manuals, preparation of an inventory of the equipment, etc. Although the training courses concerning operation and maintenance of the runway and airfield lighting are regularly provided overseas by foreign organizations, there is not sufficient budget for participation in these training sessions, and only a limited number of staff can participate. Also, while only the 2009 data are available, it is stated that no operation and maintenance training is provided for airport staff within the Solomon Islands.

#### (3) Financial Aspects of Operation and Maintenance

As the budget data on operation and maintenance were not obtained from the executing agency, financial conditions could not be captured. It was stated that the amount of budget allocated is usually limited against the amount of budget required. An Aviation Special Fund was established by the Solomon Island Government in 2005 and this supports the minimum operation and maintenance work from the financial aspect. Also, the establishment of National Transport Fund, financed by New Zealand, EU and ADB, has made it possible to have some funds allocated to the necessary operation and maintenance activities.

#### (4) Current Status of Operation and Maintenance

The runway and airfield lightings improved under this project are maintained well, and there is no need for large scale repairs, although simple repairs and parts replacement were conducted. However, runway lights have been stolen by the neighboring residents many times, and the executing agencies had to replace them with new lights. As a countermeasure for this, airport staff check the runway twice a day to ensure safety. At the same time, they are carrying out public awareness activities to ensure that the residents understand the importance of the airport facilities. The Ministry of Aviation stipulates in the revised Civil Aviation Act of 2008 that such conduct is subject to fines or imprisonment.

The executing agency recognizes that they cannot systematically procure necessary parts mainly due to the shortage of budget, and they are concerned about the resulting delays in the repair work. However, it has an operation and maintenance structure that can attend to urgent matters as seen in the case where there came a groove in the apron area due to the pressure from parked aircrafts / increased flight movements and a repairing work by the external company was completed in 2010 with the funding from the Aviation Special Fund.

Some problems have been observed in terms of financial aspects; therefore sustainability of the project effects is fair.