



Approved Design and Monitoring Framework

Project Number: 41105
June 2007

Solomon Islands: Emergency Assistance Project

A design and monitoring framework is an active document, progressively updated and revised as necessary, particularly following any changes in project design and implementation. In accordance with ADB's public communications policy (2005), it is disclosed before appraisal of the project or program. This draft framework may change during processing of the project or program, and the revised version will be disclosed as an appendix to the report and recommendation of the President.

Asian Development Bank

DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets/Indicators	Data Sources/ Reporting Mechanisms	Assumptions and Risks
<p>Impact</p> <p>Normal economic and social activities and accessibility resumed in affected areas</p>	<p>Employment and income opportunities reinstated to pre-disaster levels in the project area by completion*</p> <p>Accessibility of public services reinstated to pre-disaster levels in the project area by completion*</p> <p>Damage to repaired infrastructure minimized in event of future natural disasters</p>	<p>Development partners' country reports</p> <p>Socioeconomic monitoring reports</p> <p>Household income and expenditure survey</p> <p>Environmental monitoring reports that include natural environmental changes and constraints</p>	<p>Assumptions</p> <p>Continued political stability</p> <p>Sound management of financial resources</p> <p>Sufficient incentives for rural agriculture to resume in response to restored transport</p> <p>Risk</p> <p>Increased frequency or severity of natural events</p>
<p>Outcome</p> <p>Access to markets for agricultural and fisheries products, social services, and tourism areas via land transport restored</p> <p>Access to markets for agricultural and fisheries products, social services, and tourism areas via sea transport restored</p> <p>Risks to public health caused by unreliable and unsafe town water system reduced</p> <p>Effective disaster recovery coordination</p> <p>Reduced vulnerability of infrastructure to hazards</p>	<p>Road transport services operate at pre-disaster levels on rehabilitated roads*</p> <p>Interisland ships resume services to ports with rehabilitated wharves and jetties*</p> <p>Safety and reliability of water supply improved to meet minimum government standards</p> <p>Adoption of revised coordination processes</p> <p>Reduced maintenance for rehabilitated facilities</p>	<p>Household income and expenditure survey</p> <p>National Transport Plan annual monitoring reports</p> <p>Ministry of Planning socioeconomic monitoring reports</p> <p>Ministry of Health monitoring reports</p>	<p>Assumptions</p> <p>Continued availability of transport services</p> <p>Continued successful performance on infrastructure maintenance</p> <p>Continued coordination between development partners and Government</p>
<p>Outputs</p> <p>1. Provincial and secondary roads rehabilitated to restore full accessibility</p>	<p>About 35 kilometers of roads repaired to good condition by project completion</p> <p>About 19 bridges repaired to good condition by project completion</p> <p>About 35 culverts and fords repaired to good condition by project completion</p>	<p>Road condition and field surveys</p> <p>Ministry of Infrastructure Development Marine Division inspection reports</p> <p>Ministry of Health inspection reports</p> <p>Outcomes of development partner meetings</p> <p>Project progress and completion reports</p>	<p>Assumptions</p> <p>No interruptions from force majeure</p> <p>Project management unit staffed with qualified people</p> <p>Appropriate design standards adopted and employed</p>

Design Summary	Performance Targets/Indicators	Data Sources/ Reporting Mechanisms	Assumptions and Risks
2. Water landings rehabilitated to restore access to interisland shipping	About 5 wharves and jetties repaired to safe usable condition by project completion		Risks High staff turnover in project management unit and government counterpart agencies
3. Gizo town water system restored to normal functionality 4. Maintenance on rehabilitated infrastructure conducted through community participation and labor based methods 5. Disaster recovery processes prepared	Water supply reliability repaired to pre-disaster levels by project completion Water quality meets health standards by project completion At least one community contract implemented for each segment of rehabilitated road by project completion Finalized standards, guidelines, monitoring plan		Possibly low labor availability, especially for women, on a seasonal basis Limited local contractor personnel and equipment capacity
Activities with Milestones General 1.1 Damage assessment completed by June 2007 1.2 Recruitment of consultants by August 2007 1.3 Government to prepare and approve priority list of subprojects by November 2007 1.4 Procurement actions to commence by November 2007 1.5 Inception of civil works by January 2008 and completion by July 2009 1.6 Project performance and monitoring system established by November 2007 Project Components 2.1 Rehabilitation of about 35 km of roads to fair conditions by July 2009 2.2 Repair or replacement of about 19 bridges by July 2009 2.3 Repair or replacement of about 35 culverts and fords by July 2009 2.4 Repair of about 5 wharves and jetties by July 2009 2.5 Repairs to Gizo water supply, distribution, storage, and sanitation systems by July 2009 2.6 Technical assistance provided for (i) disaster recovery coordination and (ii) infrastructure assessment and planning by July 2009			Inputs Project Asian Development Bank: \$4.95 million grant funded by Asian Development Fund Cofinancing: \$4.00 million grant funded by the European Commission Government of Solomon Islands: \$0.80 million Technical Assistance Asian Development Bank: \$800,000 grant Government of Solomon Islands: \$150,000

* Values for indicators to be determined during implementation and revised in the inception report