



MFAT Management Response to Munda (Airfield) Emergency Alternate Status



Recommendation	Response and Action
<p>1. Access to land needs to be formalised before tendering. The evaluation recommends that future infrastructure projects requiring access to local aggregate are not tendered for construction until land ownership is identified, and source of aggregate secured by the in-country partner.</p>	<p>Agree. Land access and agreed aggregate availability and cost are critical prerequisites for construction requiring early engagement of local landowners. Stakeholder analysis completed earlier in future projects will assist to highlight landowner issues and opportunities.</p>
<p>2. Activity implementation should be guided by priorities of the partner country and affected communities.</p>	<p>Agree. The need to supplement SIG resourcing in Phase 2 was a result of capacity constraints acknowledged during Phase 1. Future Activities should adopt resourcing approaches that optimise community engagement and local implementing partners, while being mindful of capacity constraints.</p>
<p>3. High Commission staff are provided with technical (engineering) advice and project management support for large infrastructure projects. If there is a lack of capacity at Post, MFAT should explore obtaining supplemental project management expertise.</p>	<p>Agree. MFAT broadly, including the Solomon Islands programme has engaged specialist in-house construction management expertise to support its complex, high value infrastructure Activities.</p>
<p>Additional Commentary</p> <ul style="list-style-type: none"> • MFAT's bilateral team and Post effectively managed change throughout both phases of a challenging Activity. • Overly ambitious deadlines need to be replaced by realistic expectations supported by a risk based approach to quantifying scheduled activities. 	

