

# ASIEN

Deutsche Zeitschrift für Politik, Wirtschaft und Kultur

## Artikel

Peter Kreuzer  
Regionale Kooperation im Südpazifik

Kai M. Schellhorn  
Die Staatskrise in Vanuatu

Udo Witulski  
Resource Production and Distribution in the Solomon Islands

Mehmet Sami Denker  
Japanese Economic Interest in Malaya and Japan-Malaya Relations  
in Historical Perspective

Chronik, Konferenzen, Informationen  
Rezensionen und Neuere Literatur

Appendix: Asienwissenschaftliche Lehrveranstaltungen, WS 1989/1990

# **Resource Production and Distribution in the Solomon Islands**

Udo Witulski

## **1. Introduction**

The Solomon Islands, located in the southwestern Pacific and independent since 1978, consist of six major islands, fifteen medium and about 400 minor ones, totalling a size of 28,370 sqkm (one-eighth of the FRG). The inner large and medium-sized volcanic islands are distributed in two parallel lines along a calm central waterway, called the "Slot", with the outer medium-sized and small islands of either volcanic or coral origin spread around this center.

While the main ethnic group - with about 95% of the total population - is of Melanesian origin, large numbers of Micronesians, Caucasians and Chinese concentrate in the capital Honiara and the provincial centres. Furthermore, people of Polynesian descent inhabitate the outer coral islands. However, in 1986, the country's population of 286,000 (one-two hundredth of the FRG) generated a total export value of only SIS 110.5 million.

This article sets out to describe underlying present problems of the island nation, and to investigate the future prospects of production and distribution of her resources.

## **2. Economic Activities**

Regional employment by industrial classification at the first glance shows the Solomon Islands' emphasis on primary production: 70% of all formal employees in Guadalcanal and Central Province and more than 50% in Western Province work in the primary sector (cf. Table 1).

However, the formal employment rate of Malaita Province was as low as 2%, in contrast to Honiara's 30% and Guadalcanal Province's 10%. Central Province's high percentage (15%) is mainly due to private business employment (i.e. on Levers Pacific copra plantations), while a formal private sector hardly exists in Malaita, Isabel, Makira or Temotu Province (cf. Table 2).

### *Social Implications*

Migrant communities are often economically more successful than their indigenous neighbours; one of the main reasons might be the inhibiting effect of the 'Wantok System', basically a redistribution loyalty within the clan or village community.

Often one wage earner in Honiara or in the provincial centres has to support ten heads and more by lodging and feeding them. Especially Honiara plays the important role of a cash supplier to rural communities.

Furthermore fluctuation of semi- and unskilled labour is high, since many employees go back to their village after reaching their target amount of savings, after simply getting bored and wanting to work their gardens or to hand their jobs over to one of their wantoks. Adverse effects on labor productivity are the natural consequence.

### *Fisheries*

Western Province constitutes a large proportion of Solomon Islands territorial waters (12 nautical miles from archipelagic baselines drawn along prominent landmarks to facilitate orientation for both rural fishermen and commercial fishing vessels). In contrast, provincial fishing boundaries were established at 3 nautical miles distance from the lowwater mark of the island, or of the adjacent lagoon islands or reefs if these are situated closer than 3 nautical miles.

These boundaries were included into the Provincial Government Act in order to enable local communities to protect their fishing grounds or to earn royalties from commercial fishing operations.

Provincial fisheries centres and subcentres are being equipped with ice-making machinery, which enables them to trade fish and to provide local fishermen with freezerboxes and ice. However, usually 50% and more of the ice-making facilities lie idle due to lack of spare parts or customers, and have to be constantly repaired or relocated.

Commercial tuna fishing is done either by the national fishing fleet or licensed out for the whole exclusive economic zone (EEZ) which, with 632,964 sqkm, constitutes almost 60 times the amount of land area.

Most baitfish areas for pole and line tuna fishing are situated at Roviana and Marovo Lagoon; a fish freezing plant exists at Tulagi on Ngela Island, and others are planned for Marmara (Guadalcanal) and Noro Port (Western).

Other baitfish areas at present exist only at South Ngela (Florida Island) and Isabel, the former having the advantage of ship repair facilities and a tuna cannery. However, baitfishing at South Ngela over the past decade started to deplete this feed source for provincial/rural reef fish. Regional interdependencies between commercial baitfishing and rural reef-fishing should be investigated and monitored, and proper legislation established where necessary to conserve fish resources primarily for the local population. In this case both Solomon Taiyo, a government joint-venture commercial fishing company, and NFD, wholly government-owned, would either have to look for alternative baitfish grounds, which might exist in remote reef areas although not as economically situated, or to switch over entirely to capital-intensive purse seining, which does not require baitfish.

Fish Aggregating Devices (FAD) (bamboo platforms anchored at 1,000 - 1,800 metres depth) were started to be established in 1980. These FADs constitute a major tuna fishing ground for purse seiners, most of them anchored within the territorial waters and legally accessible only to Solomon Islands-operated purse seiners. In Malaita FADs are additionally anchored in provincial waters to supply tuna to the rural population. Collection of shells, beche-de-mer, etc. constitutes another source of income to the rural population and could be extended by aquaculture to breed tilapia, giant clams, seaweed and crustacees. The ICLARM farm in north Guadalcanal here serves as an experimental station.

### *Forestry*

The natural rainforest over the years has suffered qualitative diminution from natural disasters such as cyclones, floods and forest fires, and quantitative diminution from household gardening (slash and burn shifting cultivation) and commercial logging. All these impacts diminished growing timber volume below its reproduction rate to such an extent, that estimates anticipated eradication of Solomon Islands' accessible rainforests within ten years at the logging rate of end 1986 (about 10,000 ha per annum). Western, Isabel and Makira Province are estimated to have the highest potential, but logging in Western Province has progressed very far already. Recent cyclone damage, such as in West Makira in 1981, in Isabel in 1972 or even on Rennell back in 1912 additionally reduced certain tree species and have left an ecologically delicate environment.

Although no forest inventory has been conducted since 1960, and timber volume figures on the forestry map are consequently inaccurate (i.e. for Isabel), overlogging and extinction of certain species before the year 2000 could be predicted for Western, Temotu (Kauri forests), Malaita and Guadalcanal Province, at the logging rate of 1986.

Reforestation efforts (about 3,000 ha per annum) have never reached a level sufficient to ensure ecological survival. Recent major reforestation projects exist in Western Province, such as on the Shortlands, Gizo, Kolombangara and New Georgia, and in Temotu Province mostly on government lands. Recently, the first customary-owned land reforestation project was launched in Malaita Province as a pilot project. However, the total logging areas exceed reforestation areas by as much as 7,000 to 8,000 hectares every year, which causes great concern in the long-term perspective. Logging particularly has adverse effects, since the provinces have neither means nor staff to control logging quota and timber export. Reforestation should therefore be started immediately after an area is logged in order to prevent erosion, and logging could be supplemented by private contractors or community (walkabout) sawmills, before gardens are slashed and burned and valuable logs are wasted.

### *Agriculture*

In contrast to Western Province, Guadalcanal caters for more than 70% of total agricultural export values (see agriculture map). Western Province possesses almost 50% of total Agricultural Opportunity Areas (AOA) (according to a 1976 land resource report AOAs constitute large blocks (above 2.5 sqkm) of little used land with above average soils and convenient topography). However, their distance both to processing facilities and to major export harbors results in a lower total production of copra compared to Russell's specialized copra plantations (with only 1.5% of total AOA) or of cattle and cocoa compared to Guadalcanal.

By 1986 Central and Western Province produced already 70% of the national copra crop. While Levers runs large plantations on Russell Islands, copra production in the other provinces is mainly done on small-holdings.

Therefore Central Province with over 80% of production from the plantation sector has a higher output per area than the other provinces. However, Western Province in 1984 succeeded to produce one-third of the

national copra crop from only one-fourth of total coconut hectareage. Since less than 8% of its 1984 crop came from the plantation sector, smallholder productivity appears therefore to be much higher. Coconut plantings are very dense in North Malaita, East Isabel and West Choiseul relative to the remaining island areas, and generally follow the pattern of high population distribution.

About 50% of the Solomon Islands' total cocoa production comes from Guadalcanal, the other 50% are equally shared by Central and Malaita Province. Like in the case of copra production, the cocoa crop in Malaita is produced by smallholders, while in Guadalcanal and Central Province plantations contribute the largest part (cf. Table 3).

The same distribution pattern exists for livestock between the government-run Livestock Development Agency (LDA) and smallholdings: Listed in declining number of cattle holdings the provinces show a differing degree of government involvement: Guadalcanal 40%, Western 70%, Malaita 5%, Central 0%, Makira 30%, Temotu 0% and Isabel Province 0%.

Settlement patterns follow the location of AOAs only to a limited extent; especially local agricultural projects try to open up other smaller blocks of fertile land: Rural Services Project (RSP), Land Use Division (LUD) and Livestock Development Agency attempt to reach also remote AOAs. RSP intends to establish at least one Rural Development Centre in each province to provide services such as agricultural training and extension, provincial farms, portable sawmills, oil processing, livestock multiplication, appropriate technology training, engine maintenance, market points, wharves and roads, monitoring and evaluation. LUD helps farmer communities to organize farming on former plantations, which were handed back as registered customary land. Although most agricultural projects have so far concentrated on AOAs, extension services are also planned for other areas. In Western Province, they concentrate on Kolombangara, where the former logging station Ringi Cove was taken over by the Solomon Islands Government to put into use the fertile farming land.

### *Mining*

Mineral mining is slowly developing: Petrol exploration in 1979 was handed over from private companies to CCOP/SOPAK, which constitutes an intergovernmental organization since 1984. Although much of Solomon

Islands territory is issued as mining tenements and much more is applied for prospecting, most of the customary land on Malaita remains unprospected, while large bauxite reserves on Rennell are closed to prospecting. World market prices for bauxite presently do not warrant any destructive mining methods on Rennell, and Malaita is generally poor in mineral occurrences due to its geotectonic origin from the sub-seabed.

In contrast, Choiseul, Isabel and Guadalcanal are islands situated along a plate-overlap zone, where rich mineral occurrences have been explored, e.g. magnetite, copper, nickel, manganese, bauxite and gold. However, conditional reserves (subeconomic deposits with high degree of certainty) only comprise West Rennell and Wagina bauxite, Bellona phosphate, Kolaula copper and Guadalcanal gold. Presently only one tenement is leased, viz. downstream Gold Ridge on Guadalcanal, to two foreign mining companies, which export some alluvial gold and in return had to establish local compensation agreements with all local landowners.

### *Land*

Negotiating partners for such land compensation agreements are very difficult to identify, whether for mining, logging or infrastructural construction, since hardly any customary land is registered. In 1986 customary land constituted 86,7% of Solomon Islands total area, of which a bare 21 sqkm were registered (cf. Table 4).

Of the remaining area, 4,4% was perpetual estate owned by Solomon Islands nationals, predominantly in Isabel, and 8,9% owned by the Solomon Islands government, apart from the provincial centres and substations. The main problem is to record boundaries of clans in order to legalize customary land tenure systems without monetarizing them, and to give negotiating powers to local chiefs. However, customary land registration, although proposed in the Land Recording Act, is not compulsory, e.g. in AOAs. Compensation claims, together with the slow negotiation process, are the biggest constraint to cash economy development in Solomon Islands rural areas. Although this land tenure system prevents the sellout to private companies, it also deters private enterprises and delays the establishment of a public infrastructure.

### *Industry*

Industrial activity centres in Honiara: mainly food processing and consumer goods factories are located at Ranadi industrial estate, with an eastward extension planned near Henderson. Other estate extensions are planned at Gizo and Auki, where boat building presently constitutes the major industrial activity. Ship repair and tuna processing presently centres in and around Tulagi, with Solomon Taiyo anticipated to move its cannery to Noro Port at the end of 1989. Private employment is consequently comparatively high in Guadalcanal, Western and Central Province, zero in Temotu and Malaita Province. A MOF 1987 Business Survey revealed that out of 30 million SI\$ capital expenditure in 1986, the commercial sector concentrated 12 million in Honiara, another 9 million in Guadalcanal (Guadalcanal Plains and Gold Ridge), almost 5 million in Central (Tulagi and LPPL on Russell Islands) and 3 million in Western Province (mainly in Gizo and Noro Port). All other provinces had to share the remaining 0.5 million SI\$ investment. Proposals for establishment of particular industries include: in Malaita a cement factory for construction demand and a garnet factory to process shells from Ontong Java and Sikaiana, in Honiara or on the Guadalcanal plains fruit juice processing and a beer (and soft drink) brewery, in Tulagi a fish-meal factory to produce livestock-feed and fertilizer, and a metal smelter to use local and national scrap metal and produce metal sheets for ship repairs.

### *Commerce and Tourism*

Commerce and tourism are both marginal contributors to the Solomon Islands' GDP: Serving entirely national markets, distribution of commerce is also heavily biased towards Honiara. Here the Trade Testing Centre sets standards for weighing and scaling at wholesale and retail trade stores. To facilitate the flow of commodities between Honiara and the provinces, a number of trading centres and copra/cocoa collection points are planned to be built in the provinces.

Tourism also centres in Honiara, the only port for cruise ships, and in hotels or resorts in Gizo, Munda, Auki, Uipi, Anuha, Vulelua, Pidgeon Islands and Tambea (cf. Table 5).

In order to use the existing sportsdiving and -fishing potential, to foster resort tourism and to render the recent airport extension economical, a hotel could be built located at a convenient place between Henderson



Airport and Honiara, e.g. on Mount Austin. To develop more island resorts, the system of land negotiations has furthermore to be solved. Finally the use of peripheral airfields could be diversified (why not use them as golf driving ranges or race courses?!).

### 3. Trade and Communication

#### *Telecommunication*

The most integrating link between the different islands is the radio, which serves to disseminate news and to exchange service messages. During sixteen hours per working day a short-frequency transmitter in Honiara serves the whole of Solomon Islands (except Ontong Java and temporarily the Guadalcanal Weathercoast) via relais stations in Gizo and Lata. Additionally, medium frequency transmissions from these three stations offer the same programme as emitted from Honiara to all areas except the Guadalcanal Weathercoast, North Choiseul, North Isabel, East Malaita, East Makira and the outer islands.

Another important way of communication, beside mailing, is by direct telephone UHF radio links from Honiara to Auki, Tulagi and Gizo and, at certain hours, via HF radio transceiver extension to Kirakira, Buala and Lata. This communication extension is complemented by a rather tight network of private, mission, police and government services HF transceivers.

#### *Shipping*

Cargo shipments from the provinces almost entirely centres on Honiara (see Table 6). Internal provincial transport is negligible except for the numerous islands of Western Province. In mid-1986 all B-class ships (230 GRT) formerly devolved to the provincial government were recentralized to facilitate shipping maintenance and scheduling (with the exception of Makira), however, each province retained one w-class boat (40 GRT) for internal connections.

The only important shipping connection, i.e. Honiara-Auki and Honiara-Gizo, are both entirely served by private carriers. On the other hand, unattractive shipping routes to the outer islands are subsidized to the priv-

ate shipping companies in order to use the small government fleet most effectively and to avoid overlapping with the commercial sector. The only exception of this policy is Ontong Java, where copra freight prices are deregulated, which makes this transport link also attractive for government shipping. On all other islands copra buying centres offer standardized purchasing prices, thereby substituting for the old system of pricing zones according to distance to copra shipping port. Constuction of another 22 collection points are planned under the CEMA Smallholder Project.

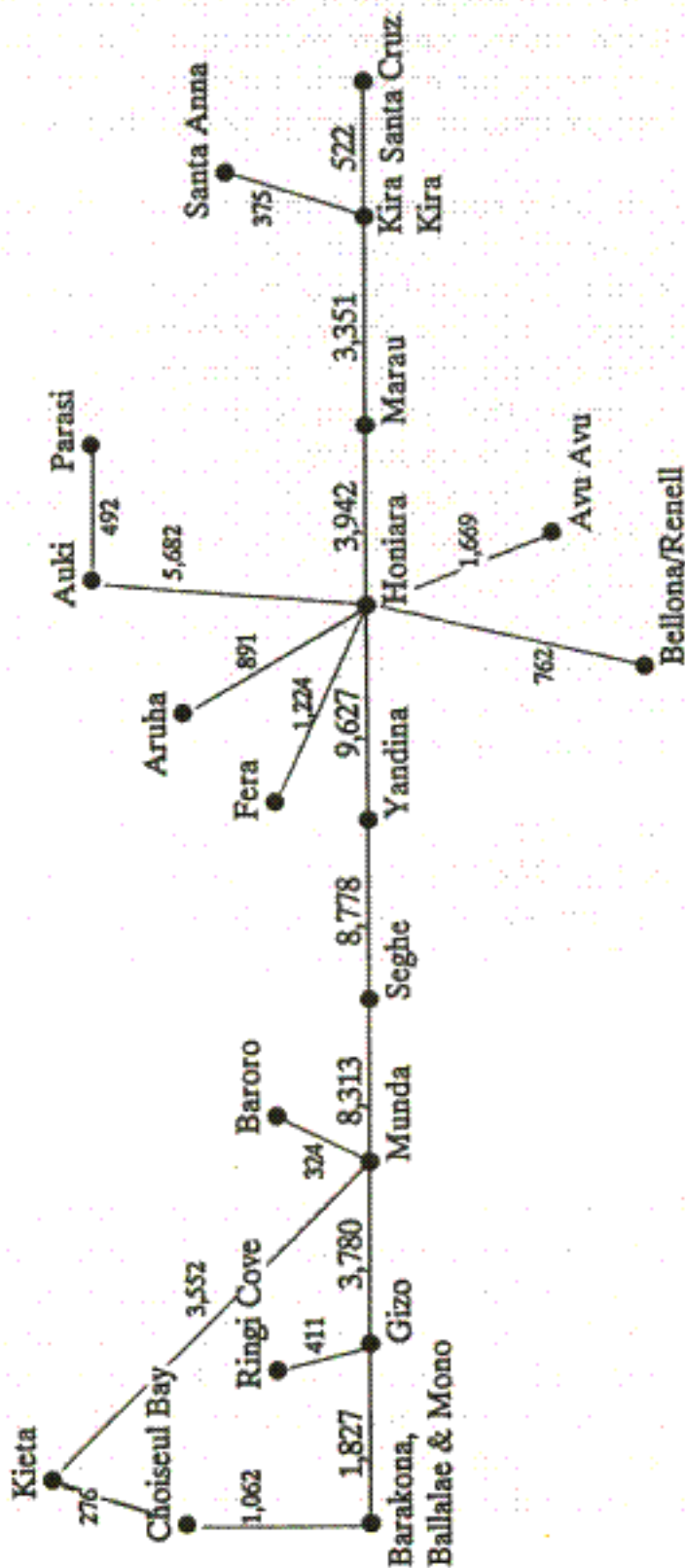
### *Air Transport*

The main shipping axis is further complemented by the integrating link of air transport: Figure 1 indicates that almos 80% of all Solomon Islands internal passengers travel between Auki, Honiara and Gizo.

A hierarchy of airports ensures that at least all major and most medium islands can be reached by plane. Additionally, flight connections to Western and Malaita Province by two small SDA aircrafts (Western Pacific) serve the important role of a private-sector competitor to the government-owned Solomon Islands Airlines. The private enterprise Pacific Helicopters opens expensive flight access to Tulagi, Mbabanakira/Guadalcanal Weathercoast and Savo.

Passenger occupancy rates of the national carrier during the first third of 1987 averaged 45%. High occupancy rates above 60% were achieved on Honiara routes to Avuavu, Buala, Rennell, and on the leg Honiara-Yandina-Seghe-Munda-Ringi-Cove-Gizo-Ballalae-Mono. In contrast, low occupancy rates (below 30%) prevailed on the direct route Honiara-Gizo, and on the leg Honiara-Marau-Kirakira-St. Anna.

**Figure 1:**  
**Estimated Annual Solair Passenger Flows 1987**



Source: *Technecon Report*, Honiara, June 1988

### *Land Transport*

In contrast to sea and air transportation, land transport plays a bare complementary role: Road connections are required in denser populated areas to open up potential areas for economic activity, or where exposed and rough coasts without wharves or anchorage points do not allow canoes to operate.

Except for the recently constructed major road link between Munda and Noro Port, Solomon Islands roads were built for specific purposes: Virtually all roads on Guadalcanal and some on New Georgia were built during WWII, logging roads end abruptly somewhere in the interior of Isabel, Kolombangara or St. Cruz, a single mining road runs through the inner regions of Rennell. The Australians are to fund the East Rennell extension to Lake Tengano, while RSP will connect the West Makira road with the Kirakira road. The long considered Weathercoast connection between Aola and Marau Sound will depend on long-term economic development and potential in East Guadalcanal.

These extension plans pose questions of maintenance (normal maintenance plus high bridging costs of WWII roads, which are either too close to the coast or on steep coasts) and of cost-benefit considerations (low number of cars in relation to road length in Malaita and Makira) (cf. Table 7).

Construction and maintenance duties of roads other than the ones in Guadalcanal respectively Malaita are devolved to the provinces. Financing of planned roads as indicated on the transportation map therefore would have to be done through donor projects rather than on provincial capital accounts.

### *Trade*

No official statistics are available on internal trade patterns, which can be assumed to follow public and private transport linkages: Major shipping traffic with Honiara as central port connects to Auki, Tulagi, Russell and further on to Gizo, with minor connections to Kirakira, Lata, Buala, Choiseul Bay and the outer islands. The transportation map excludes private cargo shipping, again mainly between Gizo, Russell, Honiara, Tulagi and Auki, but without any shipping schedules. The only available internal trade statistics indicate copra sales per port, which would include Noro and

Yandina. Distribution throughout the islands of goods, chiefly general cargo, imported into Honiara can only be estimated by a set of very broad assumptions as to their quantity and destination. Table 8 assumes that movements to the provinces are proportional to the distribution of population and its relative per capita consumption levels, and that all the Honiara and 50% of the Guadalcanal consumer goods are distributed by road (cf. Table 8).

While in 1986 the subsistence sector was estimated to contribute only 22% to GDP (201 million SI\$), export trade in 1986 amounted to more than 110 million SI\$ (see Table 9).

Fishing, logging and agriculture with a total of 107 million SI\$ contribute more than 95% to export earnings, with mineral mining stagnant until 1986, but expected to increase pace through gold mining after 1988.

Western Province in 1986 provided almost 50% of total export commodities with heavy bias on unprocessed primary products, viz. 55% of all timber and 52% of all frozen fish.

#### 4. Problems and Prospects

Socio-economic disparities prevail both within the main islands as well as between them: While a certain hierarchy of central places is established to ensure the dispersion of the cash economy into the provinces, there are only a few areas which offer wage employment to and consequently attract a large amount of the Solomon Islands workforce. Honiara and the Guadalcanal Plains, Russell Islands, Gizo-Munda-Noro area in Western and Auki in Malaita Province are the present or possibly future growth points of the Solomon Islands.

Comparing the islands with each other, Western and Guadalcanal Provinces distinctively offer most natural resources, Honiara Town Council is the centre of the business sector, and Malaita Province provides almost unlimited though untrained manpower to the two provinces.

The other provinces, namely Temotu, Makira and Isabel, are situated on the economic fringe of a national development plan, which struggles to disperse at least some of its capital and recurrent development efforts. Since capital and human resources are scarce, a sound regional and sectoral allocation and proper resource management are needed to promote reasonably balanced regional development.

The national shipping fleet has to be overhauled in order to strengthen the integrative links between the various provinces, especially transportation links to improve marketing by establishing a shipping connection

Honiara-Tulagi-Auki, irregular shuttles on the routes Malu'u-Buala, Honiara-Afio-Kirakira, Kia-Wagina, regular services to the outer islands. Ship repair facilities at Tulagi ought to be improved as also the cost-effectiveness of certain air traffic routes.

If these infrastructural improvements are not effected in time the present economic dissatisfaction of the provincial authorities might strengthen secessionistic tendencies, particularly in Temotu Province which is geographically located closer to Vanuatu than to the core of the Solomon Islands.

The political dispute of centralistic versus federalistic decision-making has to be solved: with the terms-of-trade turning increasingly against most national export products, the Central Government cannot afford further responsibility over all assets established in the provinces. It must introduce legislation, training and equipment to improve rural participation to make villagers responsible for maintenance of social and infrastructural services.

If the present immigration into Honiara continues at the same pace, a heavy 'brain-drain' will severely disadvantage the rural areas. To counter this influx, the government must make a more thoughtful and deliberate allocation of large-scale national projects towards economically backward provinces, e.g. proper allocation and utilization of social and infrastructural services by improving services to outer islands to slow down outmigration, offering incentives for civil servants to return to provinces after training in Honiara or overseas, and by establishing minimum prices for social services.

The heavy involvement of the statal sector in resource production and distribution is due to factors such as small markets, missing economies-of-scale, labour absenteeism, high transport costs and import duties: factors which in such a combination deter the private entrepreneur. However, the economic prospects of the islands are good: increased mineral exploration, a growing market and an improving work attitude will foster Solomon Islands' economic integration into the world market. The government will have to facilitate this process in that it gives support to high value-adding industries to improve economies-of-scale by establishing ancillary industries in Noro, Auki and Honiara, concentrating processing industries in provincial centres, and developing tourism in Honiara and on island resorts. Furthermore, the various ministries must agree on an active use of the seven rural development centres, to be created by Rural Services Project as regional economic growth centres, to offer job opportunities and business activities for a growing rural workforce. And lastly, a provincial specialisation in economic activities based on comparative advantages,

e.g. by promoting diversification programmes in economic fringe provinces based on their natural resource endowment, is required in order to optimally utilize both natural and human resources.

The most important constraint against the Solomon Islands' economic development, however, is the land question. Compensation claims by the local land owners for the utilisation of customary lands deter a lease by many potential investors and inhibit the establishment of infrastructure. An improvement of land tenure by registering customary land, negotiating land for migrants and acquiring additional land from Guadalcanal for Honiara industries and housing, constitutes the most important cornerstone of Solomon Islands' path towards self-reliant economic development.

### **Bibliography**

1. Fisheries Department Annual Report 1986, MNR, Honiara, September 1987.
2. Forestry Division Annual Report 1986, MNR, Honiara, 1987.
3. Mineral Occurrences in the Solomon Islandss, MNR, Honiara, 1979.
4. National Coconut Survey 1985, MOF, Honiara, 1986.
5. Provincial Statistics, Statistical Bulletin No. 15/87, MOF, Honiara, July 1987.
6. Report on Navigational Aids in Solomon Islandss, MTWU, Honiara, May 1987.
7. The Provincial Government Act 1981, OPM, Honiara, 1981.

**Table 1:**  
**Employment by Major Industrial Classification 1986**

Province	Agri- cult., Forestry & Fishing	Mining	Manu- fac- tur- ing	Elec- tric- ity & Water	Con- struc- tion	Whole- sale & Ret. Trade	Trans- port & Comm.	Busi- ness & Fin. Serv.	Commu- nity Soc. & Pers. Serv.	Total
Western	2284	-	298	23	85	261	256	15	1158	4380
Isabel	282	-	13	5	16	59	11	5	326	717
Central	1829	-	258	6	27	89	140	3	331	2683
Guadal- canal	3300	101	388	71	112	55	31	2	763	4823
Hontara	152	-	660	178	971	1737	1382	553	2656	8289
Malaita	243	-	149	27	102	124	41	18	1088	1792
Makiga	202	-	5	7	52	114	6	8	397	791
Temotu	99	-	-	11	20	52	21	-	328	531
<b>TOTAL</b>	<b>8391</b>	<b>101</b>	<b>1771</b>	<b>328</b>	<b>1385</b>	<b>2491</b>	<b>1888</b>	<b>604</b>	<b>7047</b>	<b>24006</b>

Source: *Provincial Statistics, 1987, p.97.*

**Table 2:**  
**Employment by Type of Employer 1986**

Province	GOVERNMENT <sup>1</sup>			Non- Profit Bodies <sup>2</sup>	Co- oper- atives	Statutory Authorities	Private Business	Grand Total
	Central Govt.	Local Govt.	Total					
Western	1318	281	1599	323	47	159	2252	4380
Isabel	259	99	358	24	200	12	123	717
Central	354	106	460	35	4	1	2183	2683
Guadalcanal	706	167	873	172	147	116	3515	4823
Honiara	3149	243	3392	212	82	757	3846	8289
Malaita	794	303	1097	196	151	46	302	1792
Makira	340	136	476	15	22	13	265	791
Temotu	334	133	467	4	38	15	7	531
<b>TOTAL</b>	<b>7254</b>	<b>1468</b>	<b>8722</b>	<b>981</b>	<b>691</b>	<b>1119</b>	<b>12493</b>	<b>24006</b>

1 Members of parliament are included under central government.

2 This is mainly made up of church employees

Source: *Provincial Statistics, 1987, p.102.*



**Table 3:**  
**Total Hectarage and Copra Production per Province**

Province	Hectarage	% HA.	Prod. (1984)	% Prod.	Yield
Western	14,454	25	13,816	32	0.96
Isabel	5,230	9	2,969	7	0.57
Central	7,909	13	9,073	21	1.15
Guadalcanal	12,758	22	7,324	17	0.57
Malaita	11,980	20	5,575	13	0.47
Makira	3,555	6	2,662	6	0.57
Temotu	3,032	5	1,167	3	0.38
Solomons	58,938	100	42,586	99	0.72

Source: *National Coconut Survey 1985*, p.24.

**Table 4:**  
**Land Tenure 1987 (sqkm)**

	Western	Isabel	Central	Guadalcanal	Honiara	Malaita	Makira	Temotu	Total
Total Land Area	9,313	4,136	1,286	5,336	22	1,225	3,188	865	28,370
% of Total Land Area	32.8	14.6	4.5	18.8	0.1	14.9	11.2	3.0	100.0
Regist. Customary Land Area	10.4	4.3	2.0	1.1	-	2.9	.4	.02	21.12
Regist. Alienated Land	1,091.5	1,275.1	228.8	546.7	10.5	101.1	60.1	141.1	3,456.9
Total Regist. Land	1,101.9	1,279.4	230.8	549.8	10.5	104	60.5	141.12	3,478.02
% of Total Land Registers	11.8	30.9	17.9	10.3	48.0	2.5	1.9	16.3	12.3

Source: *Provincial Statistics*, 1987, p.124.



FROM Province	TO								Total
	Western Prov.	Isabel Prov.	Central Prov.	Honiara	Guadalcanal Weather Coast	Malaita Prov.	Makira Prov.	Temotu Prov.	
Central Province									
Cargo: tonnes			2,531	675					3,206
Empty drums: no				890					890
Passengers: no				3,718					3,718
Honiara									
Cargo: tonnes	10,780	1,380	3,342		5,080	14,453	3,364	1,700	40,099
Empty drums: no									
Passengers: no	9,125		3,718			18,500			31,343
Guadalcanal Weather Coast									
Cargo: tonnes				2,633					2,633
Empty drums: no				1,000					1,000
Passengers: no									
Malaita									
Cargo: tonnes			191	5,684		1,496			7,371
Empty drums: no									
Passengers: no				18,500					18,500
Makira									
Cargo: tonnes			1,411	1,293			938		3,642
Empty drums: no				1,000					1,000
Passengers: no									
Temotu									
Cargo: tonnes				1,187				455	1,642
Empty drums: no				2,500					2,500
Passengers: no									
Total									
Cargo: tonnes	27,017	2,214	7,534	15,268	5,080	15,949	4,302	2,155	79,519
Empty drums: no	1,671			37,205					38,876
Passengers: no	9,125		3,718	31,343		18,500			62,686

Source: *Technecon Report*, Honiara, June 1988.

**Table 7:**  
**Comparative Road Data by Province 1987**

Road Maintenance Authority	Length of road system (km)	Total No. of reg. Vehicles	Annual Maintenance Vote (\$/km)
MTWU	145		2,144
Honiara TC	110	3,466	1,455
Guadalcanal	265		303
Central Prov.	40	n.a.	260
Isabel	15	n.a.	755
Makira	70	n.a.	113
Malaita	350	117	84
Western Prov.	260	45	185
Temotu	45	n.a.	87

Source: *Technecon Report*, Honiara, June 1988.

**Table 8:**  
**Regional Distribution of Imports 1987 (%)**

Province	Imports (%)
Western Province	10.0
Isabel	2.5
Central Province	6.5
Guadalcanal	20.0
Honiara	23.5
Malaita	25.5
Makira	6.5
Temotu	2.5
TOTAL	100.0

Source: *Technecon Report*, Honiara, June 1988.

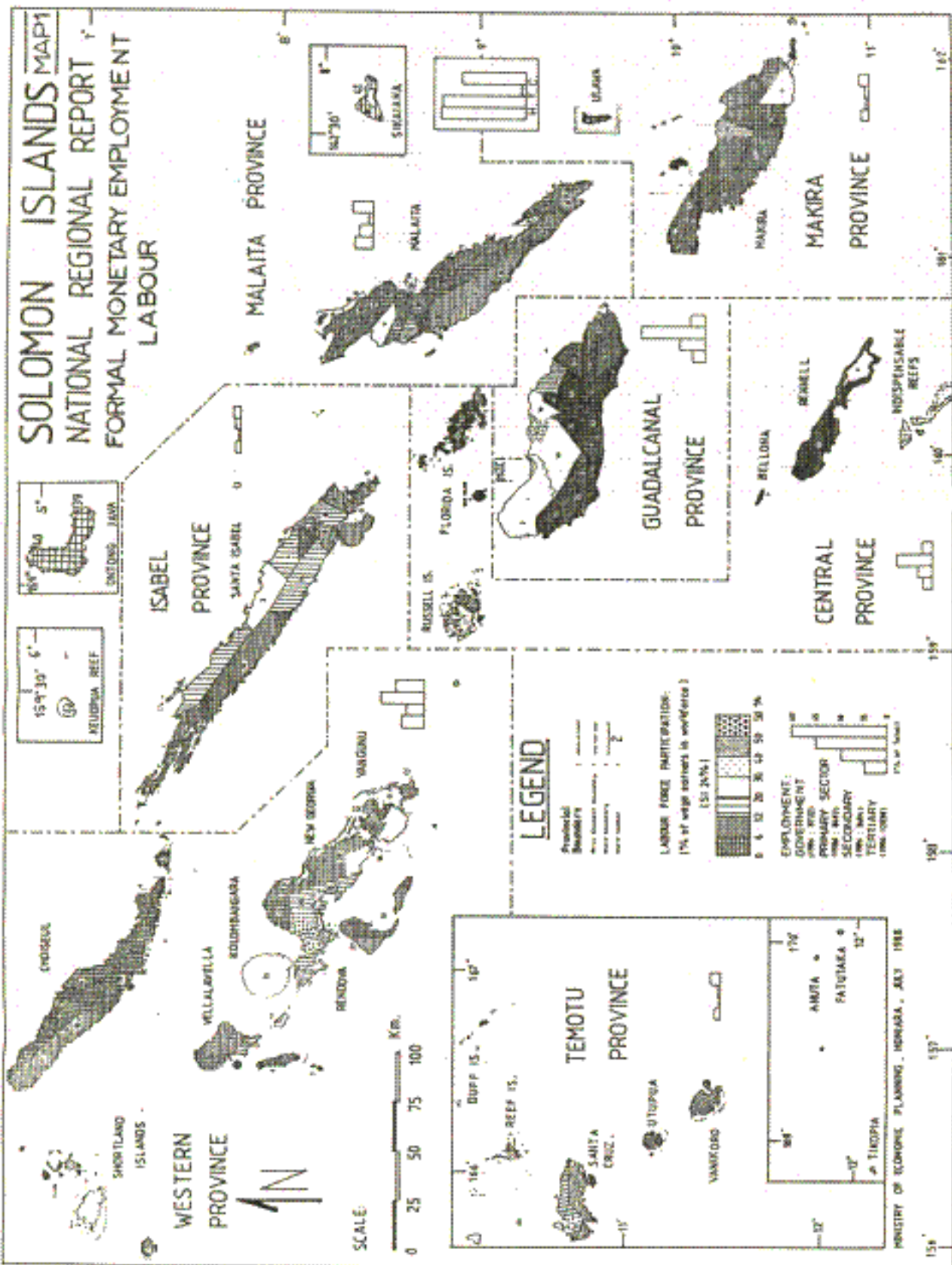
**Table 9:**  
**Main Exports 1986 by Area of Ports (SIS 1000)**

	Honiara	Central Prov.	Eastern Prov.	Western Prov.	Malaita	Total
Fish	4,849	20,948	-	27,130	-	52,927
Rice	9	-	-	-	-	9
Cocoa	4,772	1,700	-	-	-	6,472
Copra	2,223	2,084	-	1,644	-	5,951
Palm Oil	6,023	-	-	-	-	6,023
Timber	11,244	-	975	22,685	823	35,727
Shells	1,122	-	-	93	-	1,215
Gold	2,219	-	-	-	-	2,219
<b>TOTAL</b>	<b>32,461</b>	<b>24,732</b>	<b>975</b>	<b>51,552</b>	<b>823</b>	<b>110,543</b>

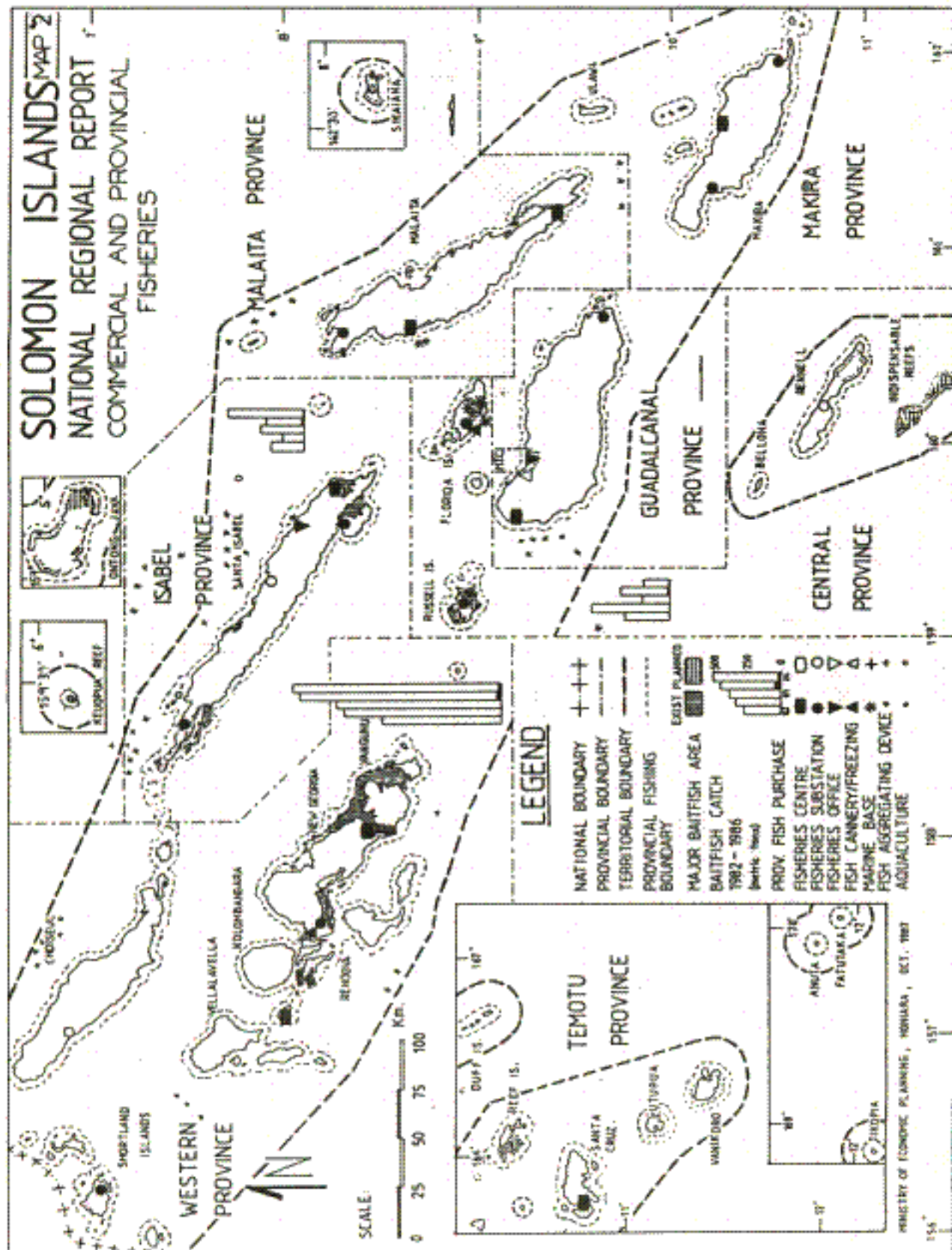
Note: Honiara incl. Guadalcanal, Eastern incl. Makira, Temotu.

Source: *Provincial Statistics*, 1987, p.111.

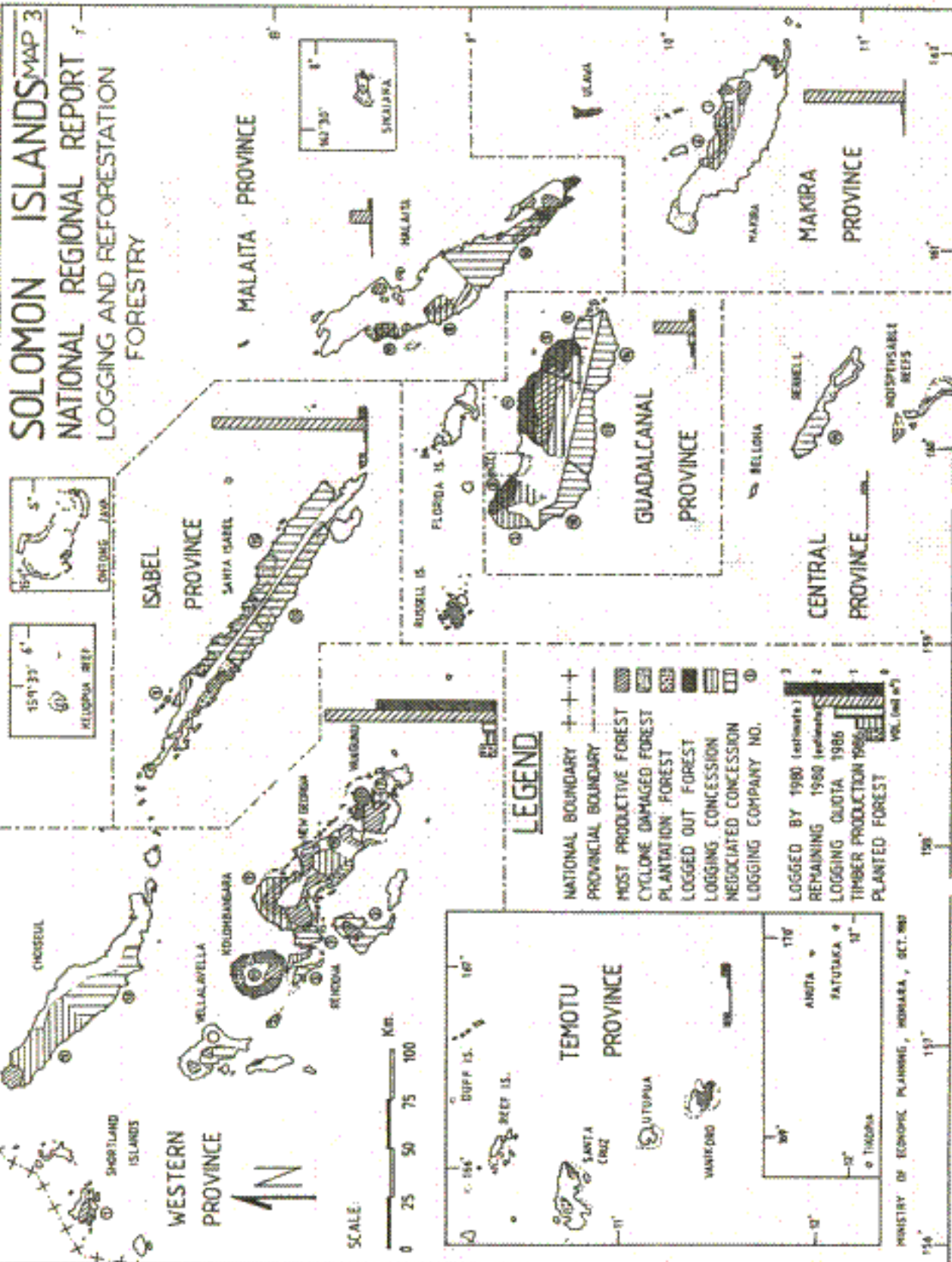
Map 1



Map 2

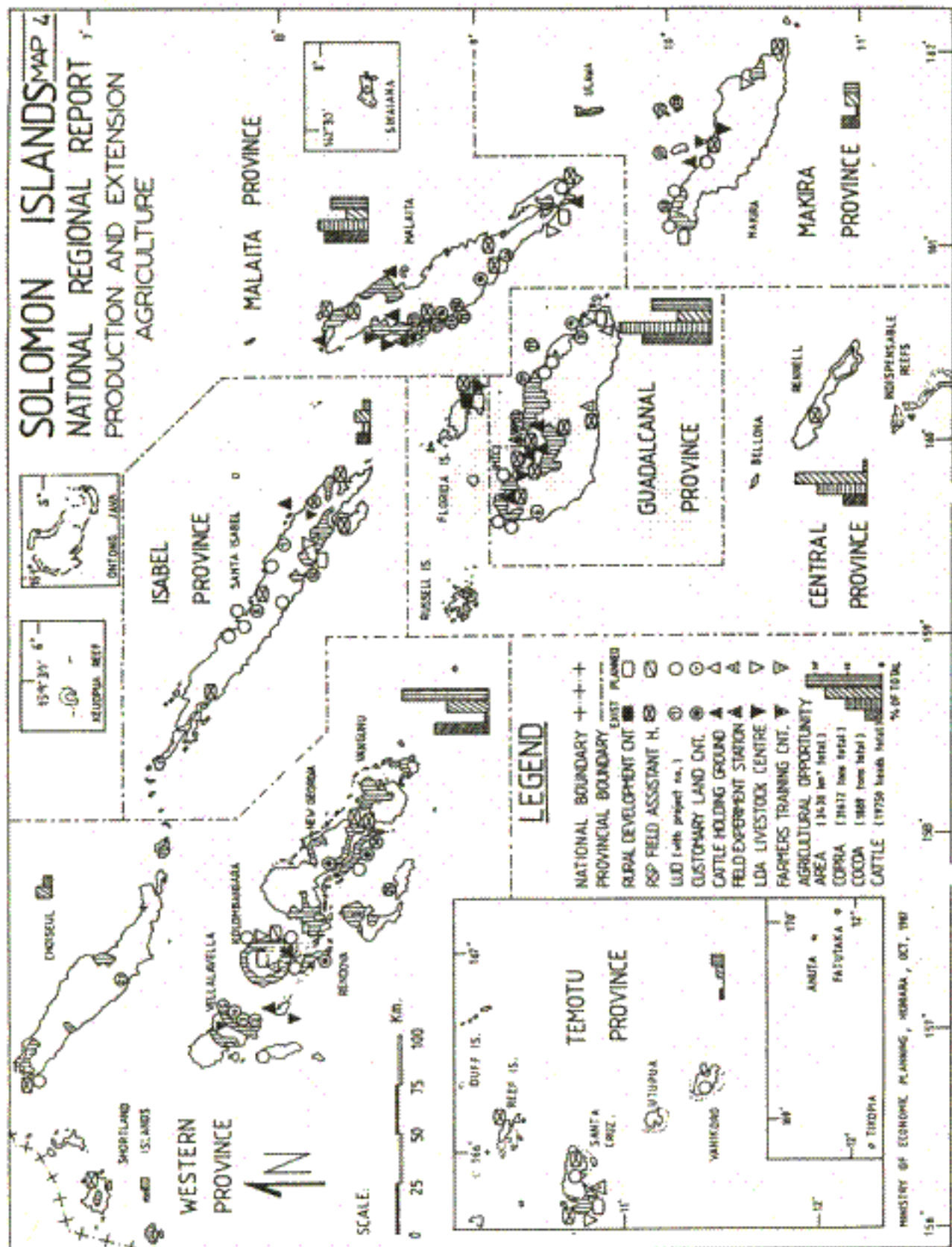


Map 3





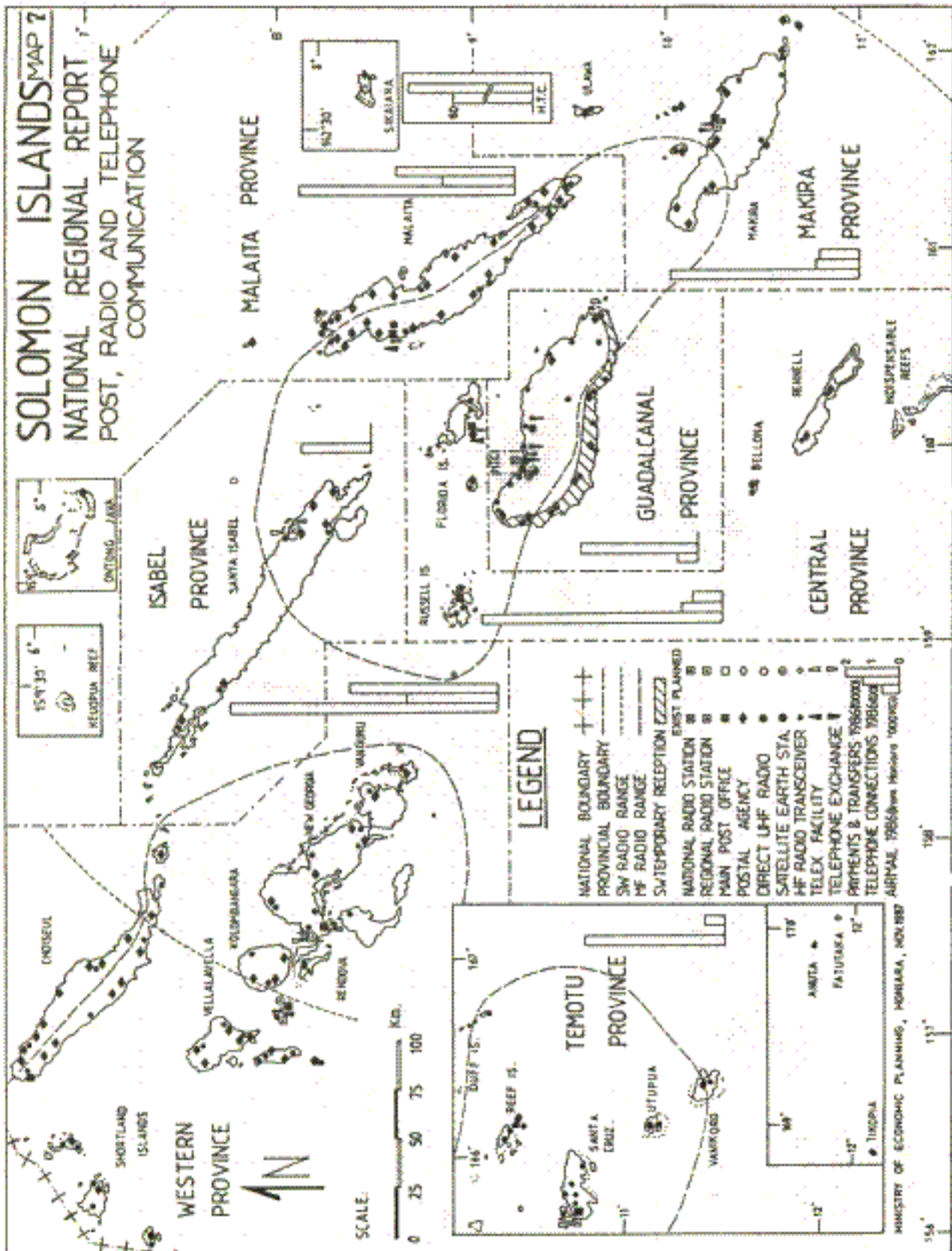
Map 4







Map 7



Map 8

