

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Cambodia	Project Title:	Rural Roads Improvement Project II
Lending/Financing Modality:	Project loan	Department Division:	Southeast Asia Department Transport and Communications Division

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY

Poverty targeting:

General Intervention

A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy

The Government of Cambodia, through its National Strategic Development for 2009–2013, promotes infrastructure development, such as road construction, as a means of fostering social and economic development. Poverty reduction and promoting gender equity are two of the government's main goals. Previous development plans, including the Five-Year Development Plan (2006–2010) and the Rectangular Strategy Phase II (2008–2013) have shown positive results in improving the country's economy and in reducing poverty. Achieving these goals will require rehabilitation and construction of physical infrastructure, enhancement of the agriculture sector, employment generation, and capacity building and human resource development, by improving the quality of education, enhancing health services, and implementing gender and population policies. The country partnership strategy, 2011–2013 of the Asian Development Bank (ADB) aims to help Cambodia diversify its economy to enable the rural poor to contribute to and benefit from economic growth, and help reduce poverty through projects and programs to promote inclusive economic growth, social development, and equity. Rural roads are one of ADB's five priorities for Cambodia.

B. Results from the Poverty and Social Analysis during PPTA or Due Diligence

1. **Key poverty and social issues.** Over 80% of the country's 14.71 million residents live in rural areas. Cambodia's rapid economic growth has contributed to significant poverty reduction from 47.8% in 2007 to 19.8% in 2011. However, rural areas experience higher poverty rates (in 2009, 22.9% of the rural population were living on less than \$1.25/day compared with the national average of 18.6%) and access to basic services was constrained. Cambodia's current malnutrition rate is 28%; 4 out of 10 children are stunted. The mortality rate for children under 5 years was 43 per 1,000 live births in 2011. The rural population in the nine provinces in which the project is located accounts for 38% of the national population. Farming is the primary livelihood of more than 85% of households and migration rates are high due to limited job opportunities. Access to health centers and/or hospitals and schools is also a major concern of local communities, especially during the rainy season.

2. **Beneficiaries.** The project will significantly benefit about 617,586 rural households in nine provinces (with 93 communes in 33 districts). The project will provide remote rural communities with all-year road access to district centers, greater access to basic facilities and services, as well as improved transportation of agricultural products from farm to market. Improved mobility and transport is expected to contribute to long-term economic development and livelihoods in the project areas. The project road construction and maintenance works will also provide job opportunities for poor local households, including women and marginalized individuals who have no jobs, especially after off-farming season. Access to basic facilities and services will be significantly improved in the project areas, especially during the rainy season.

3. **Impact channels.** Improved road connectivity will improve mobility, including access to public services and facilities, generate employment, and improve economic growth. Travel time will be reduced and people will have more opportunities to participate in economic and productive activities. Improved access to markets is expected to improve prices received for farm produce. Reduced travel time is expected to indirectly contribute to lower freight costs thus contributing to lower input costs and higher ex-farm prices for farm products in the project areas. Improved access to services will significantly contribute to health and education outcomes. Poor households will also benefit from improved incomes through project-related employment.

4. **Other social and poverty issues.** All key issues related to the project are addressed.

5. **Design features.** The project has five outputs: (i) road improvement; (ii) road asset management; (iii) road safety and community awareness program through implementing (a) an HIV and human trafficking prevention program, (b) a sustainable community-based road safety program, and (c) a sex-disaggregated baseline socioeconomic survey; (iv) an efficient project management; and (v) connectivity improvements for Mekong River islands. During road construction, unskilled men and women will be given job opportunities using labor-based equipment support. Women will comprise at least 20% of the unskilled laborers for construction, road maintenance, and community-based climate change activities; and at least 40% of the participants in capacity building and climate-change-related activities.

II. PARTICIPATION AND EMPOWERING THE POOR	
<p>1. Participatory approaches and project activities. Stakeholder consultations (provincial and/or district officials, commune and/or village leaders, contractors, women, as well as men, local households) will be conducted prior to the start of civil works. A public information brochure will be distributed to local communities. A gender action plan (GAP), HIV/AIDS and human trafficking awareness and prevention program (HHTPP), and other plans were prepared for implementation to ensure gender equity and gender mainstreaming.</p> <p>Consultations with commune councils, village leaders, women's organizations, farmer associations, and religious groups were conducted through focus group discussions, meetings, baseline survey, and public consultations. These consultations will continue during implementation.</p> <p>2. Civil society organizations. Collaboration with relevant nongovernment organizations (NGO), women's organizations, schools, local communities, and other sectors will be undertaken during the implementation of the HHTPP, orientation and/or capacity building related to labor-based appropriate technology, gender awareness and/or mainstreaming, and road safety programs. Public consultations involving commune and/or village councils and other sectors will be conducted before the start of project implementation.</p> <p>3. Forms of civil society organization participation are envisaged during project implementation, rated as high (H), medium (M), low (L), or not applicable (NA):</p> <p><input checked="" type="checkbox"/> H Information gathering and sharing <input checked="" type="checkbox"/> H Consultation <input checked="" type="checkbox"/> M Collaboration <input checked="" type="checkbox"/> M Partnership</p> <p>4. Participation plan. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>A service provider and/or NGO will be hired to implement the HHTPP; detailed design and implementation supervision (DDIS) consultants together with the Ministry of Rural Development's Social and Environment Office (SEO) will ensure local women's organizations participate in implementation of the GAP and local road safety awareness programs.</p>	
III. GENDER AND DEVELOPMENT	
Gender mainstreaming category:	Effective gender mainstreaming
<p>A. Key issues</p> <p>Women represent 51.3% of the total population. The Global Gender Gap 2012 Report published by the World Economic Forum ranks Cambodia 103 of 135 worldwide and in the lower half of rankings within the Asia-Pacific region with respect to gender equity. Likewise, the nation is ranked 78 for economic participation of women. The project areas have high incidence of school dropouts (mostly girls) in secondary education. Lack of job opportunities in rural areas pushes women and girls to migrate. Migration after planting and harvest seasons is higher due to lack or absence of job opportunities. The project areas have high rates of migration, child and maternal mortality, and malnutrition. The three provinces with the highest mortality rates for children under 5 include the project provinces of Banteay Meanchey, Kampong Chhnang, and Takeo. The project province of Kampong Thom has the highest number of mothers who were assisted by traditional birth attendants during child delivery (52.3%). The top five project provinces that identified the problem of distance to health center from the respondents' houses as the reason that prevents them from accessing health services include the following by rank: (i) Pursat (97.4%), (ii) Kampong Speu (88.9%), (iii) Kampong Chhnang (80.8%), (iv) Takeo (79.3%) and (v) Banteay Meanchey (77.9%) as reported in the Cambodian Socioeconomic Survey, 2010. Interviews with commune councils during the project preparatory technical assistance confirmed that HIV/AIDS and new HIV infection rates are still significant social and health problems.</p>	
<p>B. Key actions</p> <p><input checked="" type="checkbox"/> Gender action plan <input checked="" type="checkbox"/> Other actions or measures – HIV/AIDS and Human Trafficking Awareness and Prevention Program (HHTPP)</p> <p><input type="checkbox"/> No action or measure</p> <p>The key activities and indicators in the GAP include the following: (i) local women participate in capacity building on labor-based appropriate technology and gender awareness, HHTPP, and at least 20% hired for civil works; (ii) core labor standard (equal pay for equal work); (iii) women to comprise 20% of unskilled labor in road maintenance; (iv) women to comprise 20% of community facilitators trained for road safety awareness HHTPP; and (v) women to comprise 30% of those hired for climate change activities and participate in other related activities related to project outputs. Budget for HHTPP implementation will be allocated and a service provider hired to implement the GAP. Monitoring tools for the GAP and HHTPP will be prepared and submitted to ADB.</p>	
IV. ADDRESSING SOCIAL SAFEGUARD ISSUES	
A. Involuntary Resettlement	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
<p>1. Key impacts. Due diligence during project preparation indicates that no involuntary resettlement impacts are expected. The project design will utilize existing road pavement widths, as such no widening of the existing road widths is envisioned. Roadside vendor activities may be temporarily disrupted during construction though</p>	

no such impacts have yet been identified.	
2. Strategy to address the impacts. As a contingency measure, a resettlement framework was prepared to address any potential unintended involuntary resettlement impacts. Training on involuntary resettlement safeguards requirements is included in capacity training to be provided to the project management unit.	
3. Plan or other actions. <input checked="" type="checkbox"/> Resettlement framework	
B. Indigenous Peoples	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
1. Key impacts. Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Strategy to address the impacts. No indigenous peoples development framework is required.	
3. Plan or other actions. <input checked="" type="checkbox"/> No action	
V. ADDRESSING OTHER SOCIAL RISKS	
A. Risks in the Labor Market	
1. Relevance. Of the project for the country's or region's or sector's labor market, indicated as high (H), medium (M), and low or not significant (L). <input type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input checked="" type="checkbox"/> H core labor standards	
2. Labor market impact. Core Labor Standards (CLS) requirements will be included in the civil works bidding documents and contracts. Orientation on ADB's Safeguard Policy Statement (2009) and strict adherence of the contractors to the CLS (e.g., no child labor, equal pay for equal work regardless of sex, safe working conditions) will be provided to the contractors for civil works, and the construction workers including women during labor-based appropriate technology training. Monitoring will be conducted on a quarterly basis. The DDIS consultant with SEO and the Provincial Department of Rural Development will participate in the monitoring.	
B. Affordability Not applicable; no tolls involved.	
C. Communicable Diseases and Other Social Risks	
1. The impact of the following risks are rated as high (H), medium (M), low (L), or not applicable (NA): <input checked="" type="checkbox"/> H Communicable diseases <input checked="" type="checkbox"/> M Human trafficking <input type="checkbox"/> Others (please specify) _____	
2. Risks to people in project area. Increased risk of road accidents is associated with improved roads, leading to increased traffic speed and traffic. Community-based road safety awareness activities are included in the project. The project improves existing roads rather than building new roads. Furthermore, the roads are rural roads rather than highways and do not connect to international borders. As such the risk of increased human trafficking is considered medium, while HIV transmission is considered highest during construction due to the presence of construction workers. An HHTPP was prepared.	
VI. MONITORING AND EVALUATION	
1. Targets and indicators. The target activities and indicators include the following: (i) women to comprise at least 20% of civil work and road maintenance labor participants; (ii) women to comprise 20% of community facilitators in road safety awareness and the HHTPP; and (iii) women to comprise 30% of participants in climate resilience and/or Mekong islands connectivity output activities.	
2. Required human resources. One international socials safeguard and development specialist, and two national labor and gender specialists will assist SEO in implementing and monitoring the GAP and the resettlement framework, as well as overseeing the HHTPP. An NGO and/or service provider will be engaged to implement the road safety awareness and the HHTPP. The DDIS consultants will provide additional capacity building activities for SEO staff.	
3. Information in the project administration manual. Project review will consist of ADB missions, and monitoring of project performance, compliance, resettlement and environment safeguards, and gender and social dimensions. Monthly and quarterly project progress reports, including internal monitoring of the social dimensions covered in the summary poverty reduction and social strategy, will be submitted to ADB during project implementation. A project completion report covering the same facets will be prepared 1 year following project completion.	
4. Monitoring tools. The GAP quarterly progress monitoring report will be prepared to monitor implementation of the GAP; baseline sex-disaggregated data will be collected to serve as the basis for monitoring of the project.	

Source: Asian Development Bank.