

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY (Updated)¹

Country:	Cambodia	Project Title:	Provincial Roads Improvement Project– Additional Financing
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 National Strategic Development Plan 2014–2018 has the overall objective of ensuring average annual economic growth of 7% and reducing poverty by more than 1% per year, to about 15% by 2018. The major strategic components are as follows: good governance, agriculture, physical infrastructure (particularly transport and urban infrastructure), private sector development and employment, capacity and human resources development. The plan aims to promote further development of all modes of transport infrastructure, and prioritizes (i) scaling up construction of national, provincial, and rural roads; (ii) strengthening mechanisms and systems for road repair and maintenance; and (iii) ensuring road safety.

Consistent with the government's economic reform priorities, the objective of ADB's country partnership strategy, 2014–2018 for Cambodia is reduction in poverty and vulnerability. To achieve this, the strategy for ADB's activities in Cambodia rests on two pillars—(i) rural–urban–regional links and (ii) human and social development—and a supporting principle: personal safety management. The rural–urban–regional link hinges on an integrated approach to development that targets the areas where most poor people live, and focuses on transport and economic corridor development to connect national value chains with the region and the world. This pillar will develop rural–urban–regional infrastructure (including irrigation and water management, rural electrification, rural roads, rural water supply, urban infrastructure, road maintenance, and trade facilitation) and support the commercialization of farms and competitiveness of agribusiness enterprises through improved connectivity.

To generate further growth, augment productivity, and link rural and urban markets, the CPS focuses on expanding the provincial and rural road network so as to promote connectivity, trade, and tourism and reduce high local transport costs.

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

- Key poverty and social issues.** The ongoing project will improve access to markets, jobs, social services, and cross-border transport and trade in Kampong Chhnang, Kampong Speu, Prey Vang, and Svay Rieng provinces. The upgrading of the roads under the project will provide safe, cost-effective, all-year access for provincial rural areas. The project will indirectly enhance poverty reduction through all-year access, as outlined above.
- Beneficiaries.** The overall socioeconomic profile primary beneficiaries of the project and the project area estimated to be consisting of about 700,000. There are about twice that many estimated to be secondary beneficiaries.
- Impact channels.** It is straightforward that the respective direct and indirect impact channels through which the poor and vulnerable groups will benefit from the project, access as described above, and access to other cities and provinces.
- Other social and poverty issues.** Since this project is not directly addressing any poverty issues as its prime objective it is likely that governments, civil society organizations, other development partners are or will be engaged in such areas.
- Design features.** The project has five outputs: (i) civil works and road rehabilitation, and construction of a cross-border facility at Prey Var, Svay Rieng; (ii) improved road asset management; (iii) increased road safety and safeguards through implementing (a) a community-based road safety awareness program in line with the national program, (b) an HIV and human trafficking-prevention program, and (c) a sex-disaggregated baseline socioeconomic survey of beneficiaries; (iv) climate resilience to ensure that project roads are climate

¹ Updated based on additional financing document requirements but the content has had minimal changes.

resilient, to assess vulnerability to climate, and development of emergency management planning; and (v) efficient project management support for the Ministry of Public Works and Transport. During road construction, unskilled men and women will be given job opportunities using labor-based equipment support. At least 30% of the unskilled labor force for construction, road maintenance, and community-based climate change activities are to be women. A labor and gender action plan (LGAP) was prepared to serve as a guide to ensure gender mainstreaming before and during project implementation.

II. PARTICIPATION AND EMPOWERING THE POOR

1. **Participatory approaches and project activities.** Key stakeholders and other government institutions were consulted during preparation and design of the project. Consultations and information dissemination were conducted with potentially affected households, other community members, and community-based organizations in connection with the social and poverty assessment, preparation of the resettlement and ethnic minority development plan, and the LGAP.

2. **Civil society organizations.** The project has been consulting and participation of all stakeholders, including civil society organizations, during its design. This will continue during project implementation as well as needs arise, like HIV and human trafficking prevention program.

3. The following forms of civil society organization participation are envisaged during project implementation, rated as high (H), medium (M), low (L), or not applicable (NA):

<input type="checkbox"/> Information gathering and sharing	<input type="checkbox"/> Consultation
<input checked="" type="checkbox"/> Collaboration	<input checked="" type="checkbox"/> Partnership

4. No special project-level participation plan was prepared to strengthen participation of civil society as interest holders for affected persons particularly the poor and vulnerable, but these areas have been covered in the resettlement plans, as well as in HIV and human trafficking prevention program.

☒ No. As explained above.

III. GENDER AND DEVELOPMENT

Gender mainstreaming category:

Effective gender mainstreaming

A. Key issues. The project will have significant positive impacts in terms of improved mobility and access to services for women. Households headed by women comprise an estimated 13% of the total households in the project areas. The four provinces have high maternal mortality, particularly Kampong Chhnang, which had a maternal mortality ratio of 652 per 1,000 births in 2008. The majority of households in project areas are located more than 3 kilometers (km) from urban centers, where hospitals, markets, and other services are located. Lack of access to basic health facilities affects women and children's health, as they often resort to self-medication instead of going to a health center or hospital. Schools also tend to be far away, with 53% of households located 2–3 km from schools, and 27% more than 3 km away. Around 56% of children use bicycles to get to school, while 37% go by foot. The rate of school dropouts is high, especially among girls in lower-secondary school, due to the distance and poverty of their households. Livelihood opportunities for women in rural areas are even more scarce than for men, and poor education among girls limits their capacity to seek waged employment. Lack of job opportunities in rural areas pushes women to migrate. The 2008 census revealed that 6% migrated to other provinces from the project areas. Working in areas away from their families increases the risk of HIV transmission, through unprotected sex and drug use.

B. Key actions. Measures included in the design to promote gender equality and women's empowerment—access to and use of relevant services, resources, assets, or opportunities and participation in decision-making process.

☒ Gender action plan ☒ Other actions or measures ☐ No action or measure

During updating and implementation of the resettlement plans, the executing agency and members of the resettlement committees will promote women's participation in consultation meetings, and hold separate meetings with women and other vulnerable households as needed (such as for livelihood restoration). Monitoring and reporting will be disaggregated by gender. When compensation and assistance are paid to couples, the executing agency and resettlement committees will require that both husband and wife are present.

The executing agency is required to ensure that (i) works utilize labor-based appropriate technology, (ii) at least 30% of unskilled laborers are women, (iii) men and women receive equal pay for equal work, (iv) contractors do not employ children, (v) all project roads have road safety signage and speed bumps to slow traffic in public areas such as near schools, hospitals, markets, and religious structures, (vi) road shoulders are paved to ease travel and transport for all road users, (vii) all socioeconomic data is sex-disaggregated, and (viii) all executing agency staff involved in project implementation are trained in gender mainstreaming and other social and risk mitigation issues. During project implementation, gender-sensitive indicators for the

project performance management system will be developed and sex-disaggregated data collected and monitored. Performance targets are set out in the LGAP.

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

A. Involuntary Resettlement

Safeguard Category: ☐ A ☐ B ☒ C ☐ FI

1. **Key impacts.** The project will require about 24.4 hectares (ha) of land within the existing right of way of various roads and 2.5 ha of privately owned land at the site of the Prey Var cross-border facility. Land acquisition will affect an estimated 936 households. The vast majority of the resettlement impacts will be marginal and no households are expected to require relocation.

2. **Strategy to address the impacts.** A resettlement plan, and a resettlement and ethnic minority development plan have been prepared. These have been implemented throughout the project period so far and nearing completion. Also, the grievance redress mechanism, and compliance with ADB information disclosure and consultation requirements, are ongoing, but have been complied with.

3. Plan or other Actions.

☒ Resettlement plan

B. Indigenous Peoples

Safeguard Category: ☐ A ☐ B ☒ C ☐ FI

1. **Key impacts.** There are over 3,000 ethnic Cham households in the project areas. An estimated 51 of these households will be marginally affected by land acquisition. Otherwise indigenous people in the project areas are exposed to the generalized potential risks of HIV transmission, human trafficking, and road traffic crashes.

Is broad community support triggered? ☐ Yes ☒ No

2. **Strategy to address the impacts.** A resettlement and ethnic minority development plan has been prepared. Specific actions are included in the LGAP to ensure effective mitigation as well as mainstreaming of indigenous peoples issues.

3. Plan or other actions.

☒ Combined resettlement plan and indigenous peoples plan

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).

☐ unemployment ☐ underemployment ☐ retrenchment ☒ core labor standards

2. **Labor market impact.** Project-related employment will be generated during construction and maintenance. Civil works contracts will require implementation of appropriate labor standards and basic occupational health and safety measures and will require priority employment for local labor.

B. Affordability

No impact.

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):

☒ Communicable diseases ☒ Human trafficking ☐ Others (please specify) _____

2. **Risks to people in project area.** The risk of HIV transmission and human trafficking is increased during construction. An HIV and human trafficking prevention plan has been prepared during detailed design and currently being implemented.

VI. MONITORING AND EVALUATION

1. **Targets and indicators.** There have been performance targets and monitorable indicators related to social development included in the DMF.

2. **Required human resources.** Detailed design and implementation supervision (DDIS) consultants, though their social development experts, assist the executing agency to implement monitoring and evaluation.

3. **Information in the project administration manual.** PAM is periodically updated during project reviews as necessary to include changes in this respect.

4. **Monitoring tools.** The monitoring tools for poverty and social dimensions are usually the progress reports by the DDIS consultants as well as ADB missions.

Source: Asian Development Bank.