

## SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Viet Nam	Project Title:	Sustainable Urban Transport for Ho Chi Minh City Mass Rapid Transit Line 2
Lending/Financing Modality:	Project	Department/Division:	Southeast Asia Department/ Transport and Communications Division

<b>I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY</b>
Targeting classification: General intervention
<b>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</b>
<p>The Government of Viet Nam is acutely aware of the constraints that inadequate infrastructure put on growth and poverty reduction. The government's Socio-Economic Development Plan for 2011–2015 calls for development of the transport sector to promote economic growth, reduce poverty, improve public safety, protect the environment, and develop human resources. The strategy of the government of Ho Chi Minh City (HCMC) is to develop public transport and infrastructure to alleviate congestion and open up new areas for urbanization. Public transport links to new urban areas will provide better access to services and employment opportunities. By supporting an integrated public transport system, the project will help address growing traffic congestion pressures on the environment in high-density areas, as well as enhance the quality of life, the working environment, access to services, and investor interest in the project area. This in turn will help to further reduce poverty in HCMC.</p>
<b>B. Results from the Poverty and Social Analysis during PPTA or Due Diligence</b>
<p>1. Key poverty and social issues. HCMC is the most populous city in Viet Nam. The 2009 census placed HCMC's population at 7.12 million, including migrant workers who make up an estimated 10%–15% of the total. The project is situated in the inner city and will help improve public transit through six districts with a population of 1.8 million. Although poverty rates in urban areas such as HCMC are much lower than in Viet Nam's rural regions, a significant portion of the city's people remain poor. Especially vulnerable are unregistered migrant workers and households from other provinces and those working in the informal sector.</p> <p>The project will develop public transport infrastructure and services and strengthen policies to improve access to affordable transport services in HCMC. This will generally improve the lives of those who live along MRT Line 2 and enable growth and social development by providing increased economic opportunities and better access to education, health facilities, and government services.</p> <p>2. Beneficiaries. The income poverty line in HCMC for 2004–2010 was D500,000 per person per month, but this was adjusted to D1,000,000 in 2009. Data from a 2008 socioeconomic survey indicated that 10.3% of households in the six districts in the project area lived below the old poverty line and 23% below the new line. Focus group discussions showed that the key concerns related to public transport concerned accessibility, affordability, convenience, comfort, health and safety issues, particularly for people with disabilities and other vulnerable groups. Specific recommendations relating to these issues were made by different groups in each project station area and will be considered during the detailed project design.</p> <p>3. Impact channels. Poor and vulnerable groups will directly benefit from improved accessibility to public transport and the integration of the public system. Local economies in the vicinities are expected to benefit indirectly from the project improvement to the areas around the Mass Rapid Transit (MRT) line 2 stations. Lower pricing of public transport will create business opportunities, reduce congestion, and improve quality of life. Project districts will benefit from temporary construction jobs and local employment in operations and maintenance.</p> <p>4. Other social and poverty issues. All key issues related to project are addressed.</p> <p>5. Design features. The detailed design consultant team will include a social development specialist to ensure focus group recommendations are duly considered in the civil works, systems and equipment contracts. The project is designed to remedy existing constraints on movement and access by the vulnerable in the areas where the stations will be built. The project will also include safety measures and infrastructure for pedestrians and passengers using non-motorized transport. Output indicators include specific reference to measures for vulnerable groups, including people with disabilities.</p>
<b>II. PARTICIPATION AND EMPOWERING THE POOR</b>
<p>1. Summarize the participatory approaches and the proposed project activities that strengthen inclusiveness and empowerment of the poor and vulnerable in project implementation. Women, students, children, and older people are more inclined to use public transport than other social groups and are expected to benefit the most from the improved transportation services and lower costs.</p> <p>2. If civil society has a specific role in the project, summarize the actions taken to ensure their participation. The Women's Union has been identified as the focal point to guide the development of gender-sensitive measures.</p>

3. Explain how the project ensures adequate participation of civil society organizations in project implementation. Through government community awareness program, extensive public communications about this project will be made available in a timely manner to ensure that all stakeholders and interested civil society organizations can effectively participate in the consultations and meetings to be conducted.
4. What forms of civil society organization participation is envisaged during project implementation  
M Information gathering and sharing M Consultation  Collaboration  Partnership
5. Will a project level participation plan be prepared to strengthen participation of civil society as interest holders for affected persons particularly the poor and vulnerable?  
 Yes.  No. The participation plan will be combined with other MRT programs.

### III. GENDER AND DEVELOPMENT

Gender mainstreaming category: Effective gender mainstreaming

**A. Key issues.** The gender analysis found that women prefer public transit over the use motorcycles for safety reasons. Included in the public transport infrastructure and service needs and priorities of women that were identified by the analysis were clean, safe facilities; sufficient suitable toilet facilities; provisions for children; and sufficient female staff for assistance. The Women's Union supports provision of dedicated motorbike taxi services for females.

**B. Key actions.** Gender specific features will be included in the project design and operations to support the use by women of public transport. Consultant terms of reference will include gender aspects in public transport policy and regulator studies on parking, transport pricing, station access management, and enforcement. The project will encourage and promote the employment of women in the urban transport services sector.

- Gender action plan  Other actions or measures  No action or measure

The gender action plan (GAP) includes many specific actions and measures. Gender specific design features are to be incorporated in station accessibility improvements. The GAP calls for 20% of jobs generated by project civil works and 30% of jobs in project services operation and maintenance to be filled by women. Contracts for civil works are to include gender-specific core labor codes. The public transport information system and the scheduling to be developed under the project are to be based on analysis of the needs of both women and men. Policy, regulations and ticket pricing framework proposed will consider gender dimensions of inter-modal public transport. Substantial gender-related content will be integrated into capacity development activities and communication strategies. The overall responsibility for GAP implementation rests with the project director of the urban transport management department 1 (UTMD1), the implementing agency. A full-time gender specialist will be appointed in the UTMD1 and will responsible for supervising and reporting on the GAP throughout the project. This specialist will be supported by a social development specialist consultant with gender expertise who will provide guidance on implementing the GAP. The gender specialists will ensure that responsibility for considering gender issues and gender analysis is included in the terms of reference for all relevant consultants. The two specialists will develop a GAP implementation plan to align gender actions with key project activities, time frames, and milestones. The project will include the status of GAP implementation in regular reporting to Asian Development Bank (ADB).

### IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

#### A. Involuntary Resettlement

Safeguard Category:  A  B  C  FI

1. Key impacts. The project is expected to impact 1.6 hectares of government land to provide parking and bus terminal facilities at three stations. This will affect 65 small businesses that will need to be relocated and their 77 employees. It will also have a limited effect on government facilities. None of the affected land is owned by individuals or households and no resettlement is required.

2. Strategy to address the impacts. An entitlement matrix has been prepared that covers the compensation and types of assistance to the affected persons. Those affected are the owners of the affected stalls and the employees of the stalls and the gasoline stations. Special assistance will be provided for the vulnerable affected stall owners. Compensation will be made for the affected assets and public facilities upon the affected government land. The grievance redress mechanism will aim to achieve negotiated consensus of disputes through three steps at the ward, district, and people's committee levels. If no resolution is reached, the disputed issue will be referred to a court of law. Consultations were conducted with stakeholders and affected households in 2012 during the preparation of the social impact assessment, as well as in March and July 2013. Six public consultation meetings were conducted. UTMD1 will develop and implement a training program regarding the resettlement plan implementation and complaint handling for affected districts and wards, compensation boards, and related groups.

3. Plan or other Actions.

- |                                                                                 |                                                                                                    |
|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Resettlement plan                           | <input type="checkbox"/> Combined resettlement and indigenous peoples plan                         |
| <input type="checkbox"/> Resettlement framework                                 | <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework |
| <input type="checkbox"/> Environmental and social management system arrangement | <input type="checkbox"/> Social impact matrix                                                      |
| <input type="checkbox"/> No action                                              |                                                                                                    |

#### B. Indigenous Peoples

Safeguard Category:  A  B  C  FI

1. Key impacts. No impacts	Is broad community support triggered?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Due diligence has confirmed that there are no ethnic minority communities in the project area			
2. Strategy to address the impacts. Not applicable.			
3. Plan or other actions.			
<input type="checkbox"/> Indigenous peoples plan	<input type="checkbox"/> Combined resettlement plan and indigenous peoples plan		
<input type="checkbox"/> Indigenous peoples planning framework	<input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework		
<input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> Indigenous peoples plan elements integrated in project with a summary		
<input type="checkbox"/> Social impact matrix			
<input checked="" type="checkbox"/> No action			
<b>V. ADDRESSING OTHER SOCIAL RISKS</b>			
<b>A. Risks in the Labor Market</b>			
1. Relevance of the project for the country's or region's or sector's labor market. The project will provide more cost-effective public transport in HCMC, thereby benefitting workers and retention of businesses within HCMC.			
<input type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input type="checkbox"/> core labor standards			
2. Labor market impact. The proposed project will bring employment opportunities to male and female community members. Provision of fair wages and basic facilities in the labor camp and measures to prevent child labor will be built into the contractor's bidding document.			
<b>B. Affordability</b>			
The project will introduce measures to discourage private transport to increase public transport usage. Affordability will increase through improved economic opportunities and by targeting lower public transport costs for passengers. During development of public transport fares, suitable price mechanisms will be reviewed to ensure fares remain within reach of the poor and other vulnerable groups.			
<b>C. Communicable Diseases and Other Social Risks</b>			
1. Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA):			
<input type="checkbox"/> Communicable diseases      NA <input type="checkbox"/> Human trafficking			
<input type="checkbox"/> Others (please specify) _____			
2. Describe the related risks of the project on people in project area. The project will be a new mode. Mobile groups (such as migrant workers) are particularly vulnerable to sexually transmitted diseases and HIV/AIDS. Specific requirements for contracts and development of urban transport policies are detailed in the project administration manual and loan and project agreements.			
<b>VI. MONITORING AND EVALUATION</b>			
1. Targets and indicators: The project outcome indicator will measure public transport user travel time, with results segregated by different groups, including vulnerable users. Each project output requires inclusion of gender features, which will be used as criteria for design approvals and acceptance of submissions by ADB. Project designs or study outputs will need to be amended to meet these criteria, if needed.			
2. Required human resources: For construction supervision, environmental and social specialists will be included in the project team, as will external auditing experts for environment and resettlement. A gender focal point will be appointed in UTMD1. A relevant ADB specialist will participate in all key loan review missions.			
3. Information in PAM: Project review will consist of ADB missions and monitoring of project performance, compliance, resettlement and environment safeguards, and gender and social dimensions.			
4. Monitoring tools: For design and technical assistance components, ADB will review the specific output. For public transport service components, government statistics, operator statistics, or the results of an independent public opinion survey will be used.			

ADB = Asian Development Bank, GAP = gender action plan, HCMC = Ho Chi Minh City, MRT = mass rapid transit, UTMD1 = urban transport management department 1  
Source: Asian Development Bank.