

SUMMARY POVERTY REDUCTION AND SOCIAL ANALYSIS

Country:	Solomon Islands	Program Title:	Sustainable Transport Infrastructure Improvement Program
Lending/Financing Modality:	Results-based lending	Department/Division:	Pacific Department/Transport, Energy and Natural Resources Division

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY

Targeting classification: general intervention

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

The country partnership strategy, 2011–2016 of the Asian Development Bank (ADB) for Solomon Islands supports the government’s poverty reduction initiatives under the National Development Strategy, 2011–2020 by assisting the three priority sectors: transport, energy, and public sector management. For the transport sector, an affordable, accessible, reliable, and safe transport system is considered an essential ingredient to economic and social development. The program will support the government in improving both the reach and safety of the multimodal nationwide transport system. The expected outputs of the program support the priorities of the National Transport Plan (NTP) and include: (i) transport infrastructure, maintained and rehabilitated, is safe, gender-responsive, and climate- and disaster-resilient for all users; (ii) country systems are strengthened, and competency and capacity of government agencies to finance and implement the NTP is improved; and (iii) the supervision and management of the NTP work program by the Ministry of Infrastructure Development (MID) is strengthened.

B. Results from the Poverty and Social Analysis during Assessments of the Program and Its Systems

1. Key poverty and social issues. Poverty is a critical issue in Solomon Islands, often defined as hardship where households occasionally lack food or other basic essentials and/or have limited access to essential social services and income-generating opportunities, rather than experiencing hunger or destitution. More than 80% of the country’s population relies on subsistence or semi-subsistence agriculture and fishing. Small-scale income-generating activities include the sale of copra, cocoa, fruits, vegetables, and marine products. Opportunities to earn cash income in rural areas are constrained by lack of transport infrastructure and services, which limits market accessibility, while cash income is increasingly required to meet basic needs. During program preparation, community members reported that improving accessibility and reliability of transport infrastructure through routine maintenance and road rehabilitation was essential for facilitating their access to markets and thereby increasing household cash income and reducing hardship. Poor road conditions were also found to affect access to schools and health centers. Respondents perceived poor road surface conditions that hamper frequent travel as worse than being cut off for short periods at river crossings; that is, a well-maintained road surface, improving the comfort and frequency of trips, was considered more important than connectivity.

2. Beneficiaries. A large portion of the program will be labor-based, equipment-supported (LBES) maintenance subprojects in rural areas. Hence, primary beneficiaries are people living in rural areas, including (i) road users benefiting from lower travel costs and shorter travel times, more reliable transport, and better travel conditions; (ii) roadside communities receiving benefits from better access to basic services and markets; and (iii) coastal communities and those on smaller islands benefiting from safer conditions and better maritime infrastructure, such as safer and more user-friendly, accessible wharves; and (iv) community groups engaged to implement the LBES contracts. Specifically, beneficiaries will include farmers who produce cash crops, LBES contractors, traders, fishers, and school students.

3. Impact channels. The program will have an overall impact on poverty reduction by increasing both the availability and reliability of transport access. The main channel for impacts on the poor and vulnerable is through reduced hardship thanks to better access to economic opportunities, markets, and essential services. Villages and households in more remote communities will have better access to markets and services, to secondary schools, and health services (e.g., women’s access to obstetric services at larger hospitals). This group will also have increased incentives to produce cocoa, copra, and other crops since reliable transport to the larger markets (e.g., central market and Kukum market in Guadalcanal, Auki market in Malaita) will improve their cash incomes.

4. Design features. The program will provide rehabilitated and maintained transport infrastructure that is safe, gender-responsive, and climate- and disaster-proofed for all users. Based on a results-based lending modality, the government will implement its subprojects according to priorities of the NTP, which will have nationwide impacts. The program will maintain a significant part of the existing unsealed system of roads and other infrastructure using a community-based model that will stimulate local employment and foster participation of local communities. Gender-sensitive design features such as safe access to waterways from roads or bridges, separate toilet facilities at wharves and jetties, and contract requirements and provisions for ensuring safe transport or travel for women on shipping services will be included in its subprojects.

II. PARTICIPATION AND EMPOWERING THE POOR
<p>1. Participatory approaches and the proposed program activities that strengthen inclusiveness and empowerment of the poor and vulnerable in project implementation</p> <p>Participatory milestones throughout the planning design and implementation process will be set out in the program's consultation and communications plan (CCP), which will be endorsed by the National Transport Fund Board. These include initial stakeholder consultations, household surveys for baseline studies, distribution of expressions of interest to communities during the procurement phase, and establishment and training of a community advisory committee (CAC) for each subproject during implementation. Consultations were undertaken with the Ministry of Environment, Climate Change, Disaster Management and Meteorology; MID, Ministry of Lands, Housing and Survey; Ministry of Women, Families, Youth and Children; and all development partners, including the gender officer of the Government of Australia's Department of Foreign Affairs and Trade in Honiara.</p> <p>2. If civil society has a specific role in the project, summarize the actions taken to ensure their participation.</p> <p>As the vast majority of the program involves maintenance projects with local communities, the CAC will be the focal point for implementing subprojects for the contractors and the affected communities. The CAC guidelines prepared under the ongoing Transport Sector Development Project are incorporated into the safeguards procedure manual (SPM) prepared for the program. The CAC guidelines identify the responsibilities of the CAC, including its important role in monitoring contractor compliance and facilitating the grievance-redress mechanism. The bill of quantities in the contracts provides for establishment of the CAC, provision of training-of-trainer training to the CAC, functioning of the CAC, and facilitating coordination between the CAC and contractors through regular meetings.</p> <p>3. Explain how the project ensures adequate participation of civil society organizations in project implementation.</p> <p>The program's CCP defines civil society organizations as stakeholders to be consulted and the types of consultation mechanisms throughout implementation. The program will establish CACs, which through their training of trainers will provide governance training for both contractors and community members.</p> <p>4. Forms of civil society organization participation envisaged during project implementation <input checked="" type="checkbox"/> Information gathering and sharing <input checked="" type="checkbox"/> Consultation <input checked="" type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Partnership</p> <p>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? <input checked="" type="checkbox"/> Yes. <input type="checkbox"/> No.</p> <p>A CCP will be prepared, focusing on the engagement of beneficiary communities and people affected by the subprojects. Various phases in the stakeholder-engagement process for the preparation and implementation of a subproject allow in-depth consultations and evaluation of contractor performance by communities. The safeguards assessment and planning processes also require consultations with affected communities or beneficiaries and stakeholders, and these are identified in both the CCP and SPM.</p>
III. GENDER AND DEVELOPMENT
<p>Gender mainstreaming category: Effective gender mainstreaming</p> <p>1. Key issues.</p> <p>Women in Solomon Islands contribute to the rural economy with their engagement in the sale of home produce, construction, or tourism. Women work longer hours than men in routine tasks to generate income as well as to maintain their households. Access to a safe and reliable transport system will improve their access to economic opportunities and reduce travel time spent associated with household duties and chores. The program will institutionalize gender policies to meet practical gender needs in the infrastructure subprojects and improve the lives of rural women. The program includes the provision of gender-responsive design features in all rehabilitation and maintenance activities, women's economic empowerment through employment opportunities, and awareness raising on sexual harassment and road safety, all of which will support equity in the implementation of the NTP. Based on lessons from the Transport Sector Development Project, which includes women maintenance contractors, the CAC will be established to ensure the transparency of women's employment contracts and equal payments between men and women workers. The CAC will include women.</p> <p>2. Key actions. <input checked="" type="checkbox"/> Gender action plan <input type="checkbox"/> Other actions or measures <input type="checkbox"/> No action or measure</p> <p>The program's gender action plan will contain specific measures, including gender-responsive design features, in all construction and rehabilitation subprojects, information and training on sexual harassment awareness, provision of market areas with reserved stalls for women-run businesses, employment of women in labor-based and machine-based contracts, signage and speed bumps to slow down traffic and reduce road accidents in village areas, consultation with men and women, and collection of sex-disaggregated data.</p>

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES	
A. Involuntary Resettlement	
Safeguard Category: <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI	
1. Key impacts. The program will comprise mostly maintenance works that will be undertaken within the existing rights of way. While the program is not expected to involve physical displacement of people, some activities may require use of land outside the existing corridor for temporary access or for widening of infrastructure, resulting in minor socioeconomic impacts.	
2. Strategy to manage the impacts. The program's safeguards systems assessment has found that the current practice of voluntary agreements with landowners for temporary land access is reasonable. MID has developed a SPM to strengthen the screening, assessment, and management provisions of social safeguards for the program.	
3. Plan or other actions: Safeguards Procedures Manual	
<input 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: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI	
1. Key impacts. The program will not affect any distinct and vulnerable indigenous people.	
Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Strategy to address the impacts. No action.	
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	
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. H <input type="checkbox"/> unemployment H <input type="checkbox"/> underemployment L <input type="checkbox"/> retrenchment H <input type="checkbox"/> core labor standards	
2. Labor market impact. The employment opportunities provided during LBES maintenance activities will generate positive impacts. For employment under any of the contracts (labor-based or machine-based maintenance or rehabilitation), core labor standards will be targeted in the gender action plan (GAP), including equal pay for equal work between men and women, and prohibition of employment of children.	
B. Affordability. Affordability will not be an issue for the use of rehabilitated and reconstructed roads. Employment opportunities for labor-based road maintenance works will be available for the participation of local communities, without exclusion of any particular group.	
C. Communicable Diseases and Other Social Risks	
1. Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA): L <input type="checkbox"/> Communicable diseases L <input type="checkbox"/> Human trafficking <input type="checkbox"/> Others (please specify) _____	
2. Describe the related risks of the program on people in the program area. – The proportion of projects requiring large and nonlocal construction workforces is low; less than 10% of the program. Therefore, the risk of spreading communicable diseases such as sexually transmitted infections or HIV is low. Depending on the nature of the works, some machine-based maintenance contracts and all rehabilitation contracts require the contractor to engage an approved service provider to facilitate awareness and prevention training. This item is identified in the environmental management plans and included in the bill of quantities of relevant contracts, and is captured in the monitoring.	
VI. MONITORING AND EVALUATION	
1. Targets and indicators. Performance indicators are included to better maintain and, in some cases, upgrade roads and wharves through rehabilitation for improved safety and access by men and women, and to incorporate gender-responsive design. Additional indicators target improvement in signage and traffic-calming measures for road safety. NTP's annual action plan will also be updated to promote inclusiveness and universal accessibility to basic services.	
2. Required human resources. Safeguard specialists and a gender specialist will be recruited to oversee the implementation of the program's GAP, CCP, and SPM.	
3. Information in program implementation document: Sex-disaggregated data will be collected in baseline surveys, and, for all project and GAP activities, to manage social impacts, poverty reduction goals, and gender actions.	
4. Monitoring tools. Monitoring and evaluation surveys at inception and for baselines; midterm, completion, and project evaluation reports.	

^a ADB. (2012). *Country Partnership Strategy: Solomon Islands, 2012–2016*. Manila.
Source: Asian Development Bank.