

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

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| Country: | Mongolia | Project Title: | Regional Road Development and Maintenance Project |
| Lending/Financing Modality: | Project Loan | Department / Division: | East Asia Department Transport and Communications Division |

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| I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY |
| Poverty targeting: General intervention |
| <p>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy The project is in line with the interim country partnership strategy (CPS)¹ and the Transport Sector Framework to support domestic and regional market integration, trade and transit, and job development in the private sector. It supports the government’s Comprehensive National Development Strategy Policy, underlining infrastructure development as a major strategy to achieve development objectives. The CPS identifies unemployment as one of the major causes of poverty in Mongolia. The project will help develop and diversify the economic opportunities for Bayanchandmani <i>soum</i> of Tuv <i>aimag</i>, Khongor <i>soum</i>, Orkhon <i>soum</i> of Darkhan-uul <i>aimag</i>, and Sukhbaatar and Altanbulag <i>soums</i> of Selenge <i>aimag</i>, by supporting the development of agribusiness, mineral development, and regional trade through enhanced road transport.</p> |
| <p>B. Results from the Poverty and Social Analysis during PPTA or Due Diligence</p> <p>1. Key poverty and social issues. A social, poverty, and gender analysis was undertaken in accordance with Asian Development Bank (ADB) guidelines to recommend measures to deal with issues related to participation, gender, vulnerable groups, safety, accessibility, and any other social risks. Although the poverty rate fell from 38.7% in 2010 to 27.4% in 2012 and 29.6% in 2016, it is high for a lower middle-income country.^a The poverty rate of project <i>aimags</i> is 33.5%, which is higher than the national average of 29.6%. Much of the poverty stems from unemployment, the absence of local markets, and lack of education. The poor condition of existing roads aggravates the persistent poverty conditions, particularly in rural areas. The rural population’s access to social services and major markets in the region and <i>aimags</i> is limited. Local transport is limited and travelling is costly and uncomfortable. Local farmers and herders, in the absence of access to markets, are forced to sell their products at lower prices.</p> <p>2. Beneficiaries. The main beneficiaries are <i>aimag</i> residents along the corridor—about 300,000 residents or 60,000 households, which will receive improved, low-cost, and safe transportation as a result of the project. The road improvements will reduce transportation and logistics costs; and benefit local residents, transport operators, and businesspeople in the region.</p> <p>3. Impact channels. The project will directly help reduce poverty by (i) creating short-term construction jobs; and (ii) improving access to markets for agricultural and food processing products, mining, and regional trade. The investment will substantially improve transport infrastructure to facilitate diversified employment opportunities resulting from economic development in the region, which will indirectly create jobs and income for local people.</p> <p>4. Other social and poverty issues. Not applicable.</p> <p>5. Design features. Low-cost, well-timed maintenance intervention will reduce expensive reconstruction and provide sustainable, safe, and good quality roads. Additional road safety features (beyond Mongolian common practices and standards) will facilitate improved road safety and reduce fatalities and injuries. The improved road sections will help provide an integrated, efficient, and safe road system that will contribute to the acceleration of trade and transport and contribute to regional development. To ensure that the project benefits are inclusive, shared by poor and marginalized households, benefit enhancement and risk mitigation measures are developed under the gender action plan (GAP) and the social development and gender action plan (SDGAP),^b which are part of the project design.</p> |
| II. PARTICIPATION AND EMPOWERING THE POOR |
| <p>1. Participatory approaches and project activities. Extensive consultation was part of the project design that has been documented in the social and poverty assessment report. A total of 230 households were surveyed, and 11 land personnel, social welfare officers, and officers responsible for social development policy implementation from local <i>soums</i> were consulted. Several stakeholders, including women, the poor, the elderly, and public officials, were part of the consultation process. Participation processes have been built into the GAP and the SDGAP to ensure appropriate levels of participation by local communities during implementation. As part of the project implementation, the implementing agency and contractors will communicate regularly with local people on the project progress and civil works schedule. <i>Soum</i> governments will inform local people about project-related employment opportunities and will coordinate with contractors to ensure that local people provided employment. Two community outreach officers will be employed to undertake and strengthen public participation.</p> |

¹ ADB. 2014. *Interim Country Partnership Strategy: Mongolia, 2014-2016*. Manila.

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| <p>2. If civil society has a specific role in the project, summarize the actions taken to ensure their participation. During project implementation, the community outreach officers will identify and coordinate with civil society organizations to enhance their participation.</p> <p>3. Civil society organizations. Community outreach officers will identify and coordinate with civil society organizations to seek their participation in enhancing the implementation of measures outlined in the GAP and the SDGAP. Civil society organizations have a specific role in the project activities for consultation and collaboration on the prevention of HIV/AIDS and sexually transmitted infections, sexual harassment, awareness raising on trafficking in persons (TIP), and support for local development initiatives, as described in the GAP and the SDGAP. Detailed information on the targets and activities are in the GAP and the SDGAP.</p> <p>4. 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 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. Participation plan. <input type="checkbox"/> Yes. <input checked="" type="checkbox"/> No.</p> <p>The community outreach officers under the GAP and the SDGAP will ensure adequate consultation and participation of civil society organizations, including residents and the poor.</p> |
| <p>III. GENDER AND DEVELOPMENT</p> |
| <p>Gender mainstreaming category: Effective gender mainstreaming</p> |
| <p>A. Key issues. The social and poverty assessment findings indicate that the status of women in the project area is generally like the status of women in other parts of the country. Lack of higher education, unemployment, and poverty are the main socioeconomic challenges. The registered unemployed population in Selenge <i>aimag</i> increased to more than 6,000 unemployed citizens or 5% of the total population (registered), with 3,320 women in December 2017.^c The total number of female-headed households increased to 3,324 in 2016, which is 10% higher than in 2015. In Darkhan-uul <i>aimag</i>,^d the number of registered unemployed population is 3,800 including 2,424 women. A total of 3,577 female-headed households were poor in Darkhan-uul <i>aimag</i> in 2017.^e</p> <p>A significant number of Mongolian victims from rural and poor economic areas are subjected to sexual exploitation in Ulaanbaatar and border areas. During construction, likely issues related to HIV/AIDS, sexually transmitted infections, and TIP need attention. In cooperation with the Mongolian Gender Equality Center, the Adolescents' Development Center, and other stakeholders, the Asia Foundation trained more than 300 border guards, 600 railway officials, and established anti-trafficking networks of community-based organizations.^f Local and international nongovernment organizations have conducted anti-trafficking awareness raising activities in border provinces, which include project areas such as Khongor and Orkhon <i>soums</i> of Darkhan-uul <i>aimag</i> and Altanbulag <i>soum</i> of Selenge <i>aimag</i>. Lack of good transport facilities hampers women's access to social services and markets. Traveling through bad condition roads also makes the journey inconvenient and uncomfortable.</p> |
| <p>B. Key actions. While men and women will benefit from the road improvement, the project has the potential to contribute to the general well-being of women in rural areas through improved access to social infrastructure and services resulting from improved road and transport conditions.</p> <p><input checked="" type="checkbox"/> Gender action plan <input type="checkbox"/> Other actions or measures <input type="checkbox"/> No action or measure</p> <p>The GAP has been prepared to ensure gender mainstreaming under the project. The project will directly benefit women through: (i) employment of at least 10% women in construction related jobs, (ii) 40% of women participation in all community consultations and benefit sharing, (iii) livelihood and income generation training for at least 40% of the female-headed households, (iv) development of materials for a public awareness campaign on TIP, and (v) at least 50% women participation in TIP awareness campaign events. The project activities related to TIP will build on existing experience and be conducted in collaboration with local NGOs. Contractors, construction workers, and local authorities will also be sensitized to TIP. In terms of road safety, evidence exists that male drivers are prone to risky road behavior, so road safety awareness activities to be carried out for residents and drivers are included in the GAP and the SDGAP. A road safety awareness building campaign will target communities, schoolchildren, construction workers, and women.</p> |
| <p>IV. ADDRESSING SOCIAL SAFEGUARD ISSUES</p> |
| <p>A. Involuntary Resettlement Safeguard Category: <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI</p> |
| <p>1. Key impacts. The project outputs do not have any land acquisition and resettlement impact as the works are limited to rehabilitation and maintenance within the existing right-of-way. A resettlement framework has been prepared to guide the preparation of a resettlement plan during project implementation to deal with any unforeseen land acquisition and resettlement impacts.</p> |

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| 2. Strategy to address the impacts. Resettlement framework. | |
| 3. Plan or other Actions. | |
| <input type="checkbox"/> Resettlement plan | <input type="checkbox"/> Combined resettlement and indigenous peoples plan |
| <input checked="" 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. No ethnic minority groups will be affected by the project. The project <i>aimags</i> do not include any separate ethnic minority within the definition of ADB's Safeguard Policy Statement (2009). Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| 2. Strategy to address the impacts. No special supports needed. | |
| 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, 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"/> Core labor standards | |
| 2. Labor market impact. The project will have a positive impact, by recruiting local construction companies and providing unskilled labor to local men and women who are willing to work in road maintenance activities. Contractors are required to follow appropriate labor standards and occupational health and safety standards. | |
| B. Affordability. Not applicable | |
| 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"/> Communicable diseases <input checked="" type="checkbox"/> Human trafficking <input type="checkbox"/> Others (please specify) _____ | |
| 2. Risks to people in project area. Preventive measures to mitigate potential risks are incorporated as part of the SDGAP. Implementation of these measures will be one of the main tasks for the community outreach officers. | |
| VI. MONITORING AND EVALUATION | |
| 1. Targets and indicators. To ensure the project management office will implement the SDGAP, the monitoring indicators were fully discussed with the executing and implementing agencies and related agencies at the time of formulating and finalizing the SDGAP. Project performance monitoring systems will include the social development monitoring indicators to generate data systematically. | |
| 2. Required human resources. During project implementation, the project management office will contract a dedicated social development specialist (consultant) for 15 person-months to collect baseline and progress data at the requisite time intervals, including semiannual reporting. The project also includes provision for a social development, gender, and resettlement specialist (6 person-months, consultant) for capacity building and oversight, including community outreach officers at the <i>soum</i> level for implementation and monitoring. | |
| 3. Information in the project administration manual. The project administration manual outlines the main poverty, social, and gender issues. | |
| 4. Monitoring tools. Internal monitoring results shall be included in the quarterly project progress reports, while detailed SDGAP implementation reports will be submitted semiannually. | |
| <p>^a World Bank. Poverty Headcount Ratio at National Poverty Lines. http://data.worldbank.org/country/Mongolia.</p> <p>^b Gender Action Plan and Social Development and Gender Action Plan (accessible from the list of linked documents in Appendix 2).</p> <p>^c Selenge <i>aimag</i> Statistical Division. 2018. Statistical Bulletin of Selenge <i>aimag</i> (February 2018). Selenge.</p> <p>^d Darkhan-Uul <i>aimag</i> Statistical Division. 2018. Statistical Bulletin of Darkhan-uul <i>aimag</i> (February 2018). Darkhan.</p> <p>^e Darkhan-Uul <i>aimag</i> Statistical Division. 2017. <i>Statistical Yearbook of Darkhan-uul aimag</i>. Darkhan.</p> <p>^f Government of the United States, State Department. 2017. <i>2016 Trafficking in Persons Report</i>. Ulaanbaatar.</p> | |
| Source: Asian Development Bank. | |