

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Republic of Kiribati	Project Title:	Outer Islands Transport Infrastructure Investment Project
Lending/Financing Modality:	Project Grant	Department/ Division:	Pacific 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^a	
<p>The project is aligned with the aim of the Kiribati Development Plan 2016–2019 to improve access to economic and social infrastructure in the outer islands and ensure that everyone can access the associated opportunities, thus stemming outer island migration.^b The expected impact of the project is directly aligned with this national strategy. The project is closely linked to the Kiribati 20-Year Vision 2016–2036 (KV20) wealth pillar, which aims to improve economic growth and reduce poverty, and the infrastructure pillar, which seeks to improve connectivity and accessibility of land and sea transport infrastructure.^c The KV20 objective is to “bolster national efforts in transforming the lives of an I-Kiribati (people) and economy into a resilient, wealthy, healthy and secure nation.”</p>	
B. Results from the Poverty and Social Analysis during PPTA or Due Diligence	
<p>1. Key poverty and social issues. The project contributes to the achievement of Sustainable Development Goals (SDGs) 1.5, 5.1, 9.4, 10.2, 12.2, 13.a, and, especially, 9.1: “Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.” The Kiribati Household Income and Expenditure Survey Report of 2006 estimated that 21.8% of the population was living under the basic needs poverty line, in extreme poverty, on less than \$1.25 a day.^d Poverty rates are highest in the capital city, South Tarawa, at 22.4%, and in the Gilbert Islands at 22%, compared with significantly lower rates in the Line Islands and Phoenix Islands at 8.9%. The Kiribati population census of 2010 recorded high unemployment at 30.6%, with the youth, who make up 57% of the population, experiencing even higher unemployment at 54%. The public sector accounts for nearly 80% of all jobs in the formal sector, while the private sector remains underdeveloped. The survey report stated that 38% of the adult population (44% of men and 33% of women) were working. About 28% of men and 18% of women were working for wages and salaries in either full-time or part-time work. Nearly 4% of men and 4.6% of women were working in their own business or selling produce, and 11.8% of men and 10.8% of women were working mainly for subsistence.</p> <p>2. Beneficiaries. The main beneficiaries include the population in the target islands of Abaiang, Nonouti, Beru, and Tabiteuea South. Improved ship-to-shore transfers are expected to reduce maritime accidents, which would particularly benefit vulnerable groups such as women and children.</p> <p>3. Impact channels. The project's expected impact is increased access to quality infrastructure in rural areas, including improved shipping and ship-to-shore access roads. Key project outcomes include safe and resilient interisland navigation and connectivity and improved ship-to-shore transfers. For Abaiang, Nonouti, Beru, and Tabiteuea South, this will mean fewer maritime safety incidents and regular domestic vessel service to and from Tarawa. The ability to move people and cargo safely aboard ship and between the outer islands and the capital city may create investment opportunities in tourism and improve the supply chain for coconut products, fisheries, and craft products.</p> <p>4. Design features. Social, gender, and poverty assessments were conducted to identify the impact and features to be considered in project design, as well as potential impacts during construction. Design and implementation will seek to maximize project benefits flowing to target groups such as low-income households and women, including through local employment. There is great potential for employment of both women and men during the first year of preparation works to refurbish causeways. Targets for women's employment will be identified. Bid documents and contracts will include clauses to ensure the equal participation of women and equal pay across all activities.</p>	
II. PARTICIPATION AND EMPOWERING THE POOR	
<p>1. Participatory approaches and project activities. Key stakeholders include the Ministry of Finance and Economic Development (MFED); Ministry of Information, Communication, Transport and Tourism Development (MICTTD); Ministry of Infrastructure and Sustainable Energy (MISE); Ministry of Environment, Lands and Agricultural Development (MELAD); Ministry of Internal Affairs (MIA); Kiribati Fiduciary Services Unit (KFSU); and landowners, community members, and island councils in the target islands. With the design still in its nascent phase, specialists in engineering, environmental and social safeguards, and gender have consulted key informants and community members, including women and youth groups, in or near the project sites to determine how the proposed intervention may impact their lives and to identify the potential positive and negative outcomes from the proposed infrastructure improvements. A key design feature of the project is the intense community engagement that will be carried out during implementation and which will set targets for engagement with low-income households and other vulnerable groups.</p> <p>2. Civil society organizations (CSOs). Women's CSOs and the Ministry of Women, Youth and Social Affairs (MWYSA) will participate in community consultations during project design to promote women's equal access to jobs as contractors, and their participation in assessing gender-based violence (GBV) risks, increasing gender awareness and supporting stakeholder and services mapping. The MWYSA and the Assistant Social Workers (ASW) in project sites will be consulted to identify GBV-related risks and inform the design of the gender action plan (GAP). Police will be consulted and may participate in GBV prevention activities.</p> <p>3. The following forms of CSO participation are envisaged during project implementation:</p>	

<input checked="" type="checkbox"/> Information gathering and sharing- H <input checked="" type="checkbox"/> Consultation- M <input type="checkbox"/> Collaboration <input type="checkbox"/> Partnership	
4. Participation plan: A stakeholder engagement and participation plan has been prepared, which details the approach to project-level participation to strengthen the involvement of civil society, particularly affected and vulnerable persons. The plan details roles and responsibilities throughout the project lifecycle and the approach to disclosure, information sharing, and grievance redress. CSOs will be consulted to identify targeted GAP activities, particularly GBV-related activities such as the design of a GBV grievance redress mechanism and code of conduct for project staff and contractors and training for staff and communities.	
III. GENDER AND DEVELOPMENT	
Gender mainstreaming category effective gender mainstreaming.	
A. Key issues. Key gender issues include women's limited role in leadership and decision-making outside the home, fewer employment and economic development opportunities for women, and extremely high rates of GBV, particularly intimate partner violence and sexual harassment. GBV rates in Kiribati are more than twice the global average, with 68% of ever-married women aged 15–49 having been subject to GBV. The project was screened for GBV impacts using the World Bank's GBV Risk Assessment Tool and was classified as <i>moderate risk</i> . Consultations with a wide range of stakeholders, including government ministries, women's nongovernment organizations, and United Nations and development partners highlighted the elevated prevalence of violence against women and children and the potential increases in risk induced by the project. Consultations highlighted challenges for women staff members in implementing agencies working in male-dominated fields. Positively, GBV services are in place in the target islands and significant work is underway to standardize and professionalize GBV-related services. Kiribati has one of the lowest number of women represented in national parliament in the world (6.5%) and only about 33% of women participate in the labor force compared with 53% of men. ^e Women are more likely to be paid less than their male counterparts and a clear gender division of labor means women enjoy fewer paid jobs than men. The vast majority of formal businesses are owned and controlled by men. ^f In the outer islands, women's mobility is compromised by poor infrastructure and geographic remoteness, making it difficult to trade and to access education and health services. The gender analysis carried out as part of project preparation confirmed these issues and pointed out that (i) women in the outer islands have limited or no access to services and economic growth opportunities; (ii) boat travel between islands is unreliable and considered unsafe for women, children, the disabled, and the elderly; and (iii) women in the outer islands face barriers to working in nontraditional sectors such as construction.	
B. Key actions. <input checked="" type="checkbox"/> Gender action plan <input type="checkbox"/> Other actions or measures <input type="checkbox"/> No action or measure Women may experience increased mobility as a result of improved, gender-sensitive transportation infrastructure. Improved access to transportation infrastructure has the potential to increase women's economic activities such as trading in port areas and between islands. Safer and more reliable ship-to-shore access will increase access to health and education services in Tarawa and help increase women's mobility in the outer islands. Women will benefit from consultations during project design and potentially through jobs created during project implementation. The GAP includes proactive gender features in line with national policies and strategies, including the national strategy to tackle and respond to GBV. Actions include the development of a GBV framework, a support fund for GBV survivors, implementation of GBV referral mechanisms, and training on GBV risks and services. The project will support women's economic empowerment, particularly in nontraditional jobs, by piloting an all-female maintenance team in Abaiang, ensuring equal pay for equal work, raising community awareness on women working in nontraditional sectors, and establishing a "Women in Infrastructure" network.	
IV. ADDRESSING SOCIAL SAFEGUARDS 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. No major involuntary resettlement impacts are expected, although permanent and temporary land acquisition could be required. The project is not expected to involve compulsory land acquisition. Native land already leased to the Government of Kiribati will be prioritized. Where it is not available, the government will negotiate long-term leases with potential landowners. No one will be displaced from their homes. 2. Strategy to address the impacts. Where government land is not available, the government will enter into voluntary lease agreements with landowners. The main consideration will be given to sites without any assets, structures, and sources of livelihood. Landowners will be compensated for any impacts resulting from temporary land use as borrow sites and batching plants or for contractor facilities. Impacts will be dealt with in the environment and social management plan. ADB safeguard requirements as outlined in the Safeguard Policy Statement (2009) and the World Bank policy on involuntary settlement will be followed to ensure that long-term lease agreements and temporary use of land will avoid involuntary resettlement impacts. 3. Plan or other actions. <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <input checked="" type="checkbox"/> Resettlement plan <input checked="" type="checkbox"/> Resettlement framework <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> No action </div> <div style="width: 48%;"> <input type="checkbox"/> Combined resettlement and indigenous peoples plan <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework <input type="checkbox"/> Social impact matrix </div> </div>	
B. Indigenous Peoples Safeguards Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI	
1. Key impacts. The project does not trigger indigenous peoples safeguards as the affected inhabitants identify as mainstream I-Kiribati. 2. Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

3. Plan or other actions:

- ☐ Indigenous peoples plan ☐ Indigenous peoples planning framework ☐ Social Impact matrix
☐ Environmental and social management system arrangement ☒ No action

V. ADDRESSING OTHER SOCIAL RISKS**A. Risks in the Labor Market**

1. Relevance of the project for the Kiribati labor market: indicated as high (H), medium (M), and low or not significant (L).

☒ unemployment-L ☒ underemployment-L ☒ retrenchment-L ☒ core labor standards-M

2. Labor market impact. The unemployment rate for Kiribati in 2010 was 30.6%.⁹ Most jobs in the outer islands are centrally managed by the government as public service posts (council clerks, teachers, nurses, police, assistant social workers, water and agriculture officers) and are filled by government employees from the capital. Data indicates that 5,168 public service posts were established in 2018, an increase from 4,952 in 2017 (Government of Kiribati 2017). The main economic opportunity for women in the outer islands is informal trading of handicrafts, copra, and fresh food such as fish. As all interisland trade requires boat travel, increased safety and access to boats may improve the supply chain and women and men's access to incomes and jobs. The GAP will ensure that women's employment is targeted and paid equally to men's.

B. Affordability: There are no anticipated exclusions of poor people because of price mechanisms. On the contrary, increased ship-to-shore access may make imported goods and services more affordable.

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:

☒ Communicable diseases-M ☒ Human trafficking-L ☐ Others

2. Risks to people in the project area: None. Tariff implementation planning will be pro-poor and bid documents will require contractors to adhere to core labor standards and carry out HIV/AIDS and GBV awareness training for workers and surrounding communities. Employment of local laborers will be encouraged. Compliance with core labor standards will be reported in the project progress report and safeguard document.

VI. MONITORING AND EVALUATION

1. Targets and indicators. By 2027, the project will aim for (i) 24-hour safe maritime navigation ensured in four outer islands (2020 baseline: 0); (ii) villages in project islands served by causeways rehabilitated with climate-resilience measures (2020 baseline: 0, target: 24); (iii) nautical charts of access routes to the project islands prepared (2020 baseline: 0); (iv) tide gauges installed (2020 baseline: 0); (v) new aids to navigation installed and existing ones replaced (2020 baseline: 0); (vi) a jetty, boat ramps, and multipurpose maritime and maintenance facilities and workshops all designed with features benefiting the elderly, women, children, and the disabled (2020 baseline: 0); (vii) MISE staff trained by mentoring firm(s) (at least 20% women); (viii) training delivered to staff from implementing agencies, including all eligible women staff members; (ix) one all-women routine maintenance team piloted for causeways and maritime facilities; and (x) training on handling cases of GBV delivered to all project staff members from implementing agencies and a GBV framework prepared.

2. Required human resources. The outer island implementation unit will be responsible for monitoring the project construction activities. It will consist of a team leader and two national safeguard specialists (environment, social and gender) assisted by an international environmental specialist and a social and gender specialist on an intermittent basis.

3. Information in the project administration manual. Sex-disaggregated data will be collected during baseline surveys, and for all project and GAP activities, on social impacts, poverty reduction goals, and gender actions. The progress of GAP implementation will be included in regular project review, monitoring, and completion reports as indicated in the project administration manual.

4. Monitoring tools. Monitoring and evaluation surveys will be undertaken at baseline or inception, midterm, completion, and project evaluation.

^a The proposed project is aligned with ADB's Strategy 2030 priority of supporting gender equality and women's empowerment through improved rural infrastructure and construction and maintenance jobs, and with strengthening institutional capacity in small island nations. The ADB Pacific Approach aims to improve domestic and national connectivity through improved transport infrastructure and capacity building of implementing agencies.

^b Government of Kiribati. 2015. *Kiribati Development Plan 2016–19*. Tarawa.

^c Government of Kiribati. 2015. *Kiribati 20-Year Vision*. Tarawa.

^d Government of Kiribati, Kiribati National Statistics Office and the United Nations Development Programme Pacific Centre. 2010. *Kiribati Analysis of the 2006 Household Income and Expenditure Survey—A Report on the Estimation of Basic Needs Poverty Lines, and the Incidence and Characteristics of Poverty in Kiribati*. Suva.

^e International Labour Organization (ILO). 2018. ILOSTAT (accessed 1 November 2019).

^f Increasing Economic Opportunities for Women in the Pacific, Pacific Women Shaping Pacific Development. <http://www.pacificwomen.org/focus-areas/economic-empowerment> (accessed 5 November 2019)

^g ILO. 2019. ILOSTAT (accessed 9 January 2020).