

# Social Monitoring Report

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## PRC: Jiangxi Ji'an Sustainable Urban Transport Project

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## Asian Development Bank

L3216-PRC

**Jiangxi Ji'an Sustainable Urban Transport Project**

# **Progress Report**

on

**Gender Action Plan Implementation**

**(July-December 2018)**

**ZHANG Xuemei**

**January 2019**

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## **Abbreviations and Acronyms**

ADB	Asian Development Bank
AP	Affected people
EA	Executing Agency
JUIDC	Ji'an Municipal Urban Investment and Development Co., Ltd.
BRT	Bus rapid transit
JMG	Ji'an Municipal Government
EMP	Environment management plan
FCIDC	Fuzhou City Investment and Development Company
GAP	Gender action plan
IA	Implementing agency
PMO	Project management office
The PRC	The People's Republic of China



Figure 1: Project location





Figure 2: Women working for Junhua Road in August 2018

## **I. Background**

1. Jiangxi Province is situated in southeastern People's Republic of China (the PRC) and south of the middle and lower reaches of the Yangtze River. To the southeast is Fujian Province, to the east is Zhejiang Province, to the south is Guangdong Province, to the west is Hunan Province, and to the north are Hubei and Anhui Provinces. The total land area of Jiangxi Province is 166,900 km<sup>2</sup>. The total permanent resident population is 46 million in 2017. Ji'an is one of the eleven municipalities of Jiangxi province. There were 4.9 million permanent residents in Ji'an in 2017.
2. ADB funded Ji'an Sustainable Urban Transportation Project (the project) is located in the west of Ji'an Municipality. The impact of the project will be an efficient, inclusive, and sustainable urban transport system in Ji'an Municipality. The project outcome of the project will be efficient multimodal access to major activity centers in Ji'an. The original project includes four outputs/components: (i) public transport improvement including development of 6.9 kilometer (km) bus rapid transit (BRT) corridor, (ii) Yudai River and greenway rehabilitation, (iii) traffic management and urban roads development, and (iv) institutional capacity development. The first output was planned to be adjusted. Detailed information is shown in Table 4. Figure 1 shows the project location.
3. The project implementation duration is 5 years from December 2014 to December 2019. The ADB loan closing date is 30 June 2020. Ji'an Municipal Government (JMG) is the executing agency (EA). The Ji'an Municipal Urban Investment and Development Co. Ltd (JUIDC), which is wholly owned by the JMG, is the implementing agency (IA). A project management office (PMO) has been established in the JUIDC.
4. The project is classified as effective gender mainstreaming (EGM). A project gender action plan (GAP) was prepared to promote women's participation throughout the project implementation and operation, and to ensure gender inclusion in the project activities, monitoring system, and equally benefit from the project.

## **II. This report**

5. This report presents situation of the GAP implementation between July-December 2018, identifies issues if any, and recommends potential measures to further mainstream gender and promote gender equity.

## **III. Summary of the GAP**

6. The GAP focuses on ensuring women's equitable participation in the project-related public consultation; incorporating gender-responsive physical design features in the design of urban transport infrastructure; promoting employment opportunities for women; and building EA/IA institutional capacity for gender mainstreaming. Measures to mitigate negative gender impacts such as lost livelihoods for female farmers from Land Acquisition and Resettlement (LAR) were also formulated.

#### IV. The Project Progress

7. As of 31 December 2018, BRT for output 1 and Yudai River rehabilitation for output 2 have not yet started their construction. BRT is infeasible. It will be changed to Curbside Bus and Non-motorized transport System, that is, High-standard Bus Traffic System (HSBTS). The HSBTS is still in design phase. Bids for Yudai River rehabilitation were opened in November 2018. The contract is expected to be signed in early 2019.

8. All the roads were contracted out. Progresses of the road construction differ from one to another. As of 31 December 2018, building of Yuming Road was relatively quick than the others, with around 80% of its civil work completed. Construction of the other roads was either just started with earth excavation or just did some roadbed. Table 1 presents the progress.

Table 1: The Project Progress (as of 31/12/2018)

Project output		Name of the Contractor	Progress Status	Expected completion
Output 1: Public transport improved (BRT)		N.A.	<ul style="list-style-type: none"> <li>BRT is infeasible.</li> <li>The BRT will be changed to Curbside Bus and Non-motorized transport System, that is, High-standard Bus Traffic System (HSBTS).</li> <li>The HSBTS is in its preliminary design phase</li> </ul>	
Output 2: Yudai River and greenway rehabilitated		N.A.	The bids were just opened in Nov. 2018. The contract is expected to be signed in early 2019.	
Output 3: Traffic Management and Urban Roads Developed				
C1.1	Yangming West Road, 2.05 km	Yuming Construction Co. Ltd.	Around 80% civil work completed <ul style="list-style-type: none"> <li>Started construction since July 2017</li> <li>Crushed rock layers done</li> <li>Test operation expected in Jun 2019</li> </ul>	30 Dec 2019
C1.2	Shaoshan West Road, 2.99 km	Taiyuan Municipal construction Group Co., Ltd.	<ul style="list-style-type: none"> <li>Signed contract on 30 May 2018</li> <li>Started earth excavation in Oct 2018</li> <li>Earth excavation is going on with 3 km of the road</li> <li>Contracted road building: 4 km</li> </ul>	12 Jan 2020
C1.3	Zhongshan West Road, 3.34 km	Jiangxi Luqiao Engineering Group Co., Ltd.	<ul style="list-style-type: none"> <li>signed contract on 30 May 2018</li> <li>started site work in Jul 2018</li> <li>earth excavation is going on with 200 meter of road</li> </ul>	12 Jan 2020
C1.4-01	Junhua Road (Ji'an South Road –Yangming West Road) 3.86 km	Hangzhou Municipal Construction Group Co., Ltd.	<ul style="list-style-type: none"> <li>Started construction since July 2017</li> <li>roadbed done for half of the road</li> <li>the other half is for pilot common utility tunnel which has been doing by contract signed with local government, not the project contract</li> </ul>	Oct 2019
C1.4-02	Junhua Road (Yangming West Road-Ji'an North Road) 3.93 km	Nanning Municipal Engineering Group Co., Ltd.	<ul style="list-style-type: none"> <li>started construction since July 2017</li> <li>roadbed done for half of the road</li> <li>the other half is for pilot common utility tunnel which has been doing by contract</li> </ul>	Oct 2019



Project output		Name of the Contractor	Progress Status	Expected completion
			signed with local government, not the project contract	
C1.5	Bo'an Road, 3.15 km		<ul style="list-style-type: none"> <li>contract signed in later 2018</li> <li>started site work since Oct 2018</li> <li>Completed one third of the road clearance</li> </ul>	

Sources: field visit and interviews in Dec 2018, PMO in Dec 2018 and Jan 2019.

## V. Implementation Status of the Gender Action Plan

### A. New Gender Focal Points Appointed

9. Mr. Maoping Huang, from the PMO, was appointed as the gender focal point since early 2017. He is responsible for gender mainstreaming and the GAP implementation and reporting. He spent much time and made great efforts on the GAP implementation through communication with the managers of the project contractors, the gender focal points, and other relevant people.

10. Besides the gender focal point in the PMO, each contractor appointed one staff as its own gender focal point when starting its civil work. Table 12 gives detailed information on the gender focal points. Ms. LIN Junling, Mr. WANG Xilong and Mr ZENG Gong are gender focal points of the three new contractors who have started their site work after June 2018.

11. It has been emphasized for many times by the gender specialist that the contractors should try their best to keep the gender focal point unchanged, however, in practices, gender focal points of the contractors changed often. For example, original gender focal point for Yangming West Road construction was Mr. Mingqiang CHEN. The focal point changed to Ms. HUANG Sa in early 2018 and changed again to Mr. BU Qing in later 2018. Similar situation is for Junhua Road.

12. Based on the actual situation, the gender specialist conducted trainings to those gender focal points and managers of the contractors at least every half year and coached the focal points to record and report implementation of the GAP and to effectively direct the contractors to prioritize employment opportunities to local women.

Table 2: Current Gender Focal Points (as of 31/12/2018)

Name	Gender	Contractor	Phone number	Email
HUANG Maoping	M	PMO	15279685715	<a href="mailto:yhdk2013@163.com">yhdk2013@163.com</a>
BU Qing <sup>1</sup>	M	Yuming Company	15807531022	
MO Dan <sup>2</sup>	F	Nanning Company	18376732106	

<sup>1</sup> Original gender focal point was Mr. Mingqiang CHEN. The focal point changed to Ms. HUANG Sa in early 2018, and changed again to Mr. BU Qing in later 2018.

<sup>2</sup> Original gender focal point was Mr. HUANG Mingzhong. The focal point changed to Mr. LIN Jun in early 2018, and changed again to MO Dan in later 2018.

Zeng Xiaomei <sup>3</sup>	F	Kangzhou Company	15079611764	<a href="mailto:284256944@qq.com">284256944@qq.com</a>
LIN Kailing	F	Taiyuan Company	18585680894	
WANG Xilong	M	Jiangxi Luqiao Company	15879270982	
ZENG Gong	M	Jiangxi Zhongmei	13576895071	

## B. The New Gender Focal Points Trained

13. The gender specialist communicated especially with the new gender focal points on ADB gender policies and requirement, and offered advices on implementation of the GAP.

14. Like in trainings done before, the training covered gender equality, gender mainstreaming, ADB policies on promoting gender equality and gender mainstreaming, requirements of implementation of the GAP, and effective measures to facilitate the contractors to effectively implement the GAP. Based on the project activities, the gender focal points will remind their companies to make the employment opportunities first available to local women especially the project Land Acquisition and Resettlement (LAR) affected women. This requires that the gender focal point be familiar with the project progress and remind the relevant responsible managers in time.

*For example, the gender specialist communicated with Ms. LIU, the gender focal point of Taiyuan Municipal Engineering Company, about progress of the Zhongshan Road construction first. The road was just in earth excavation which was done by 9 machines including 4 shovels, 2 bulldozers, 2 road rollers, and 1 loader. The loader belongs to the company and the other 8 vehicles were hired locally. Each machine was driven by one to two operators, with 10 operators in total. All the operators are men, because it was difficult to find a woman operator. The company also hired an odd-job man locally who was staying in the site day and night. Based on the analysis, the gender specialist and the focal point wrote down major activities which would be carried out in future and figure out possibilities to offer the job opportunities to women first.*

15. The gender specialist also trained the new gender focal points on the meanings of the templates for recording data/information on the employment of long- and short-term workers ( A-Table 1 and A-Table 2.), and asked the gender focal points to keep record of employment information on his/her company every season during the project implementation and submit the data/information to Mr. Huang Maoping, the gender focal point of the project PMO.

16. Communication between the gender specialist and the gender focal points and relevant managers is continuously whenever needed through phone and/or email.

## C. Jobs Offered to Women

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<sup>3</sup> Original gender focal point was Ms. Chao ZHOU

17. Construction of the roads created 160 jobs including 95 long-term jobs and 65 short-term jobs for the local people between July-December 2018. In total, 17.5% of the jobs were taken by women, which did not meet the target of “20%” stated in the GAP. However, if separating the short-term jobs from the long-term ones and calculated individually, situation changes a little bit. Women were engaged in 13.7% of the long-term jobs and while in 23.1% of the short-term jobs which was higher than the target of “20%” set up in the GAP. Detailed employment information is shown in Table 3.

18. Main reason that less local women were involved in the long-term jobs was because several contractors just started their civil work. Majority of the job opportunities created between July and December 2018 were related to roadbed construction and were mostly heavy labor. The work was mostly done using engineering machinery. The activities were physically heavy labor which local women did not prefer or skilled jobs such as driving compactors and earthmovers which required operators have certificates which local women seldom have.

*For example, Zhongshan West Road was in very beginning of its civil work which was related to roadbed. The company employed two excavators with two male drivers, because the drivers are required of operational certificates. The company also hired a car driver. As a long-term job, it might be necessary to travel at night which was not appropriate for women. Another long-term job was guard at entrance. The gatekeeper needs to stay in the project site at night. The only one long-term job taken by a woman was the cook.*

19. More employment opportunities will be generated during the road payment. The gender focal points will make efforts to direct the contractors to prioritize the jobs to women.

Table 3: Project Employment for local people (Jul-Dec 2018)

	Long-term Employment		Short-term Employment		Total	
	Person	%	person	%	person	%
Male	82	86.3	50	76.9	132	82.5
Female	13	13.7	15	23.1	28	17.5
Total	95	100	65	100	160	100

Sources: the PMO and the project contractors in Dec 2018 and Jan 2019.

## VI. Plan for the Next Phase

20. The PMO and Mr. Maoping Huang will keep communication with the design institutes and relevant institutions (i) to equally consult women and men on the preliminary design of the proposed Curbside Bus and non-motorized transport (NMT) improvement, (ii) to ensure well-lit paths around and within the Yudai River greenway after dark and separate male/female toilets in the greenway, (iii) to ensure pedestrian walkways along access roads and crossings are accessible and safe for people with special needs and have sufficient

roadside lighting, and (iv) to ensure at least 50% participants of road safety training and awareness building programs are local women.

21. The gender consultant will further provide gender training to the project contractors who are constructing the project roads, and will provide gender orientation/training to the new contractors of the Yudai River Greenery.

22. The gender consultant and the gender focal point from the PMO will further communicate with the other consultants including internal and external RP monitoring consultant for them to adequately consider gender in their areas.

Table 4: Implementation Status of the GAP (Jul-Dec 2018)

Project Output	Activities and Performance Indicators/Targets	Responsibility	Project Progress	GAP Implementation Status	Gap in meeting the targets	Work plan for next phase
Output 1: Public Transport development	1a. BRT system BRT system physical design will include: <ul style="list-style-type: none"> <li>• <i>Priority seating for people with special needs( i.e. pregnant women, parents with young children or prams, elderly, and people with disability) in all buses and stations</i></li> <li>• <i>Safe pedestrian access, including for people with special needs</i></li> <li>• <i>Installation of 'help buttons' and security cameras on all BRT buses and at all stations</i></li> <li>• <i>Well-lit buses and bus stations</i></li> </ul>	EA/IA, Design institute Contractors, municipal Bus Company, and ACWF	The BRT is under adjustment. Curbside bus and non-motorized transport (NMT) improvement was proposed in July 2018	The PMO communicated with the design institute to include the gender physical feature	Construction work has not yet commenced	The PMO will keep communicate with the design institute for including the gender physical feature in the newly proposed curbside bus and non-motorized transport (NMT) improvement
	1b. Station square <ul style="list-style-type: none"> <li>• <i>Employ at least 20% local women in unskilled construction jobs</i></li> <li>• <i>Employ at least 20% as drivers, and 50% for ticketing, fare collection and administration work</i></li> <li>• <i>Ensure re-employment of female bus drivers from pre-existing bus routes which are replaced by the BRT system</i></li> <li>• <i>Ensure equal pay for work of equal value for all BRT jobs</i></li> </ul>		This component is cancelled	N.A.	N.A.	N.A.
<b>Output 2:</b>	<ul style="list-style-type: none"> <li>• <i>Employ at least 20% women in</i></li> </ul>	EA/IA, Design	The bid was opened	The PMO	Construction	The PMO and the



Project Output	Activities and Performance Indicators/Targets	Responsibility	Project Progress	GAP Implementation Status	Gap in meeting the targets	Work plan for next phase
Yudai River and greenway rehabilitation	<ul style="list-style-type: none"> <li>unskilled <i>local</i> construction jobs at equal pay for work of equal value</li> <li>Employ <i>at least</i> 50% women in greenery maintenance and landscaping jobs</li> <li>Ensure <i>well-lit</i> paths around and within the greenway after dark</li> <li>Provide <i>separate</i> male/female toilets in the greenway</li> </ul>	institute Contractors, municipal Bus Company, and ACWF	in Nov 2018. The contract will be signed in early 2019	communicated with the design institute to include the gender physical feature	work has not yet commenced	gender specialist will communicate with the contractor to meet the gender requirements, to build well-lit paths along and within the greenway in the design.
Output 3: Traffic management and urban roads development	<ul style="list-style-type: none"> <li>Employ at least 20% of women in unskilled local road construction jobs at equal pay for work of equal value</li> <li>Ensure pedestrian walkways along access roads and crossings are accessible and safe - including for people with special needs - and have sufficient roadside lighting</li> <li>Road safety training and awareness building programs –ensure at least 50% participants are local women</li> </ul>	EA/IA, Design institute Contractors, and ACWF	Is going on	13.7 % long-term unskilled jobs and 23.1% of short-term unskilled jobs were taken by women.	Less women took long-term jobs than the target of “20%”, because most long-term work was heavy labor or required of operational certificates which women did not have	PMO and the gender focal points will keep communicate with project contractors for further equally provide employment opportunities for women, and communicate with new contractors for gender inclusive
Output 4: institutional strengthening and capacity building	<ul style="list-style-type: none"> <li>Recruit gender consultant (s) to support GAP <i>implementation</i></li> <li>Appoint a project staff responsible for gender mainstreaming and GAP implementation and reporting</li> <li>Provide GAP orientation/training</li> </ul>	EA/IA, municipal Bus Company,	Is going on	<ul style="list-style-type: none"> <li>A gender consultant has been recruited in 2016</li> <li>A gender focal point from the PMO has</li> </ul>		<ul style="list-style-type: none"> <li>Gender training for IA and contactors will be further conducted</li> <li>Training contractors on women’s safety will be further done</li> </ul>

Project Output	Activities and Performance Indicators/Targets	Responsibility	Project Progress	GAP Implementation Status	Gap in meeting the targets	Work plan for next phase
	to key EA/IA staff <ul style="list-style-type: none"> <li>Provide <i>training</i> for bus drivers and conductors on women's safety needs</li> </ul>			appointed, and one gender focal points from each of the contractor <ul style="list-style-type: none"> <li>The gender specialist provided GAP orientation/ training to the new gender focal points in Dec 2018</li> <li>Training for contractors be done in Dec 2018</li> </ul>		

## VII. Annexes

A-Table 1: Monthly Long-term Employee Information

Item		Unit	Data/information
Name of the contractor			
Name of the contract			
Time period of the contract			
Month of the Employment information	Year/month		
Long-term workers	Male	Person	
	Female	Person	
	Total	Person	
Long-term local workers	Male	Person	
	Female	Person	
	Total	Person	
Long-term workers who are affected by the project LAR	Male	Person	
	Female	Person	
	Total	Person	
Monthly salary	Male	CNY/pm	
	Female	CNY/pm	
Description of the project implementation status			
Description activities that women workers carried out			
Photos of women's participation in work, training, meeting etc.			
Contacts of the reporter			
Name:			
Email:			
Mobile:			

Notes: a long-term worker means a worker who is employed continuously by the project contractor for over six month. The payment is calculated and paid once a month.

"pm" stands for "person month"

A-Table 2: Monthly Short-term Employee Information

Item		Unit	Data/information
Name of the contractor			
Name of the contract			
Time period of the contract			
Month of the Employment information	Year/month		
Short-term local workers	Male	person	
	Female	Person	
	Total	Person	
Short-term workers who are affected by the project LAR	Male	Person	
	Female	Person	
	Total	Person	
Monthly salary	Male	CNY/WD	
	Female	CNY/WD	
Description of the project implementation status			
Description activities that women workers carried out			
Photos of women's participation in work, training, meeting etc.			
Contacts of the reporter			
Name:			
Email:			
Mobile:			

Notes: a short-term worker means a worker who is temporarily employed by the project contractor, and the payment is calculated by working day, and even paid daily.