

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Solomon Islands	Project Title:	Transport Sector Flood Recovery Project
Lending/Financing Modality:	Emergency assistance loan	Department/Division:	Pacific Department Transport, Natural Resources, and Energy

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 Transport Sector Flood Recovery Project aims to reconstruct transport infrastructure that was damaged and washed away by flash floods caused by prolonged heavy rainfall during 3–5 April 2014. Major infrastructure such as roads, housing, sewerage, and water supply were damaged or destroyed. While the damage is widespread across Guadalcanal, Malaita, Makira-Uluwa, and Isabel provinces, the area worst affected is the capital, Honiara. The loss of connectivity hampered access to goods and services and affected the livelihoods of people in Guadalcanal and Honiara. On Guadalcanal, several bridges collapsed, bridge approaches were washed away, and 7,300 houses were badly damaged. The flooding caused 23 fatalities, displaced 10,000 people, and affected about 52,000 people overall. The flooding and subsequent damages made it difficult to evacuate people during and immediately after the event, and to provide relief (medical supplies, water, food, cooking fuel, and provisions for preventing outbreaks of disease) in the days and weeks that followed. The disaster has heavily undermined gains in poverty reduction.

The project is consistent with Solomon Islands' National Development Strategy, 2011–2020, which aims to build better lives for all Solomon Islanders and has poverty alleviation as a primary objective. It is also consistent with the core areas of transport, energy, and private sector strengthening covered by the country partnership strategy of the Asian Development Bank (ADB), which focuses on reducing economic isolation by improving domestic transport systems and services and thereby helping to diversify economic activity, generate productive employment, and facilitate access to social services.^a The project will directly and indirectly contribute to poverty reduction in the provinces and nationwide through (i) creation of unskilled and semi-skilled employment during reconstruction activities and maintenance; (ii) restoration of income-generating activities and livelihoods by reestablishing connectivity and links with markets; (iii) recovery of economic growth; and (iv) broader access to socioeconomic opportunities during disasters by ensuring connectivity through more climate- and disaster-resilient infrastructure. The project will help recover and improve the socioeconomic conditions of affected people, including vulnerable groups and women, by repairing damaged roads (including drainage systems) and bridges in east and west Guadalcanal, and reinstating and improving connectivity.

B. Results from the Poverty and Social Analysis during PPTA or Due Diligence

Key poverty and social issues. The due diligence is based on a review of secondary sources and information provided by stakeholders during consultations. A socioeconomic survey of affected households could not be conducted due to persistent disaster-like conditions. Information from assessments conducted under previous transport sector projects has been available.

The economy of Guadalcanal is largely dependent on cocoa and copra production, the oil-palm industry, and the public service and administration associated with the national capital. Outside the densely settled and urbanized capital, the population is rural and living in widely dispersed communities, so transport infrastructure development is essential for delivering basic social services and promoting rural economic growth. Poverty in the context of Solomon Islands is often defined as hardship relating to lack of access to quality essential services and lack of income-generating opportunities, rather than 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, which limits access to markets, yet cash income is increasingly required to meet basic needs.^b

Beneficiaries. According to the 2009 Census, the main island of Guadalcanal has a population of 93,613, of which 64,609 reside in Honiara; households number 17,163 in Guadalcanal and 8,981 in Honiara.^c The beneficiary catchments include 21,119 people (in the six eastern wards that access the Mberende–Aola road) and 21,424 (in the two western wards that access the Poha–Lambi road) plus an additional 5,710 who live on the Weather Coast and can access Honiara only via boat and then by truck from Lambi. An analysis conducted in 2008 estimates that 24% of households and 32% of the population of Honiara live below the basic-needs poverty line.^d The World Bank estimates that peri-urban households around the capital of Honiara suffer from disproportionate levels of poverty, with almost one in three people unable to afford a basic minimum standard of living.^e While households headed by women account for 6.5% of all households, they account for 7.3% of households below the basic-needs poverty line. The flash floods and their aftermath hurt most of the communities on Guadalcanal, exacerbating hardship and increasing vulnerability. The project will have a positive impact by reconnecting access to markets, education, and health facilities, providing more employment and livelihood opportunities, and by raising the quality of life through reinstatement of essential infrastructure (along with repairs of damages in other sectors being made by the government and other development partners).

Design features. A rapid assessment of macro and sectoral impacts undertaken after the floods highlighted that repairs to roads and bridges should be carried out as soon as possible to minimize secondary impacts on the economy and to restore connectivity to essential services such as hospitals, schools, markets, and main commercial centers in Honiara.^f The project will contribute to the reconstruction of damaged or destroyed transport infrastructure and rebuild transport networks to higher standards of disaster and climate resilience.

II. PARTICIPATION AND EMPOWERING THE POOR									
<p>Safeguard frameworks and the project's consultation and participation plan require that consultation be undertaken with potential beneficiaries and key stakeholders. For the preparation of environmental assessments and resettlement plans, meaningful consultation with stakeholders, including the poor and vulnerable groups, will be achieved through focus group meetings and wider community meetings that involve both women and men; and key informant interviews will be conducted with transport operators and service providers as well as truck and minivan drivers, and with copra and cocoa buyers. All project documents will be disclosed as per ADB's Public Communications Policy (2011).</p> <p>What forms of civil society organization participation is envisaged during project implementation? <input checked="" type="checkbox"/> Information gathering and sharing H <input checked="" type="checkbox"/> Consultation M <input type="checkbox"/> Collaboration N <input type="checkbox"/> Partnership N</p> <p>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>									
III. GENDER AND DEVELOPMENT									
<p>Gender mainstreaming category: Effective gender mainstreaming</p> <p>Key issues. Gender analysis undertaken for previous transport sector projects (footnote b) found that (i) gender plays a role in determining the incidence of poverty—households headed by women are slightly overrepresented in the lowest three expenditure deciles while rural households headed by women are overrepresented in the lowest quintile of households; (ii) human development resource indicators are very low for women, with a high fertility rate, high mortality rate, and a gender gap in school enrollment combined with very low secondary school enrollment rates; and (iii) gender differences are evident in travel patterns—women tend to take shorter, more frequent, and dispersed trips during the day to fetch water, tend gardens, collect firewood, raise livestock, and process cocoa and copra. General conditions for both women and men are likely to have deteriorated as a result of the disaster—as many as 4,500 people in Honiara living in 10 evacuation centres and areas east and west of the capital were still cut off more than a month after the floods struck.</p> <p>The project will reinstate connectivity and reestablish women's access to markets and income-generating opportunities, especially for women in remote rural areas. It will also stabilize and reduce immediate health concerns of women and girls by improving access to essential social services.</p>									
<p>B. 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 project's gender action plan (GAP) entails measures that will promote women's training and income-generating opportunities, as well as measures that mitigate potential risks from increased construction activities. The design and supervision consultants will ensure that infrastructure designs include gender-conscious, labor-intensive activities, and provide women with safe access to rivers and streams, and to laundry facilities. Women will be encouraged to take up employment during project implementation (reconstruction) and subsequent activities after project completion, in line with the approach adopted for labor-based equipment supported (LBES) maintenance. Equal wages for equal work will be paid to men and women engaged in the project. Various training and awareness activities will be undertaken, including training on LBES contracting and safeguards; training on road cleaning, roadside vegetation management, and waste management; awareness raising on HIV/AIDS awareness and prevention (coordinated with HIV coordinator of the Provincial Department of Health); and awareness on gender-sensitive transport and road safety issues. A resettlement plan or report will be prepared for any land acquisition or other non-land impacts; the plan will ensure that equal compensation and assistance will be provided to male and female affected people. Gender specific outputs, targets, and indicators will be integrated into the project's design and monitoring framework (DMF).</p> <p>The Ministry of Infrastructure Development (MID) and its central project implementation unit (CPIU) will implement the GAP. The gender and community development specialist already engaged in CPIU through ADB's Transport Sector Development Project will be supported by another specialist under the flood-recovery project.</p>									
IV. ADDRESSING SOCIAL SAFEGUARD ISSUES									
<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>Key impacts. Subprojects will be selected so as to minimize land acquisition and resettlement impacts. A resettlement framework has been prepared and will guide the selection of subprojects and the procedure for acquiring land, if necessary. Selection criteria are formulated to avoid land acquisition and resettlement impacts on indigenous people, and social risks. Civil works for repairing and reconstructing infrastructure will largely be undertaken within the existing rights-of-way. However, some repairs to roads and bridge approaches, or replacement by higher-level bridges, may require minor land acquisition, and in these cases resettlement plans will be prepared.</p> <p>Strategy to manage the impacts. The resettlement framework will guide the preparation and implementation of resettlement plans or due diligence reports as required. The framework sets out the grievance redress mechanism, which the resettlement plans and environmental assessments will further elaborate. The plans will comply with the requirements of the framework and of the Lands and Titles Act.</p> <p>Plan or other Actions.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><input type="checkbox"/> Resettlement plan</td> <td style="width: 50%;"><input type="checkbox"/> Combined resettlement and indigenous peoples plan</td> </tr> <tr> <td><input checked="" type="checkbox"/> Resettlement framework</td> <td><input type="checkbox"/> Combined RF and indigenous peoples planning framework</td> </tr> <tr> <td><input type="checkbox"/> Environmental and social management system</td> <td><input type="checkbox"/> Social impact matrix</td> </tr> <tr> <td><input type="checkbox"/> No action</td> <td></td> </tr> </table>		<input type="checkbox"/> Resettlement plan	<input type="checkbox"/> Combined resettlement and indigenous peoples plan	<input checked="" type="checkbox"/> Resettlement framework	<input type="checkbox"/> Combined RF and indigenous peoples planning framework	<input type="checkbox"/> Environmental and social management system	<input type="checkbox"/> Social impact matrix	<input type="checkbox"/> No action	
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B. Indigenous Peoples	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
<p>Key impacts. Melanesians are the native people of Solomon Islands and comprise the vast majority of the population. The project is not expected to impact any distinct and vulnerable groups of indigenous peoples as defined under ADB's Safeguard Policy Statement (2009).</p> <p>Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Strategy to address the impacts. All project components will be implemented in a culturally appropriate and participatory manner.</p> <p>Plan or other actions.</p> <p><input type="checkbox"/> Indigenous peoples (IP) plan <input type="checkbox"/> IP planning framework <input type="checkbox"/> Environmental and social management system <input type="checkbox"/> Social impact matrix <input checked="" type="checkbox"/> No action</p> <p><input type="checkbox"/> Combined resettlement plan and IP plan <input type="checkbox"/> Combined RF and IP planning framework <input type="checkbox"/> IP plan elements integrated in project with summary</p>	
V. ADDRESSING OTHER SOCIAL RISKS	
A. Risks in the Labor Market	
<p>Relevance of the project for the country's or region's or sector's labor market.</p> <p><input checked="" type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input checked="" type="checkbox"/> core labor standards</p>	
<p>Labor market impact. The project will generate employment opportunities for local communities during reconstruction activities and maintenance. The executing agency will ensure compliance with labor laws and that core labor standards are included in the bid and tender documents.</p>	
B. Affordability Not applicable	
C. Communicable Diseases and Other Social Risks	
<p>Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA):</p> <p><input checked="" type="checkbox"/> Communicable diseases (L) <input checked="" type="checkbox"/> Human trafficking (L) <input type="checkbox"/> Others (please specify) _____</p> <p>The project will incorporate measures to mitigate the risk of sexually transmitted infections (STI) and other communicable diseases, and trafficking of people in the project area. A component of the environmental management plan will be the requirement for the construction contractor(s) to engage an appointed service provider to deliver STI and trafficking awareness and prevention sessions to the contractor's workforce and the communities within a subproject impact area. These provisions will be monitored and reported.</p>	
VI. MONITORING AND EVALUATION	
<p>For impact and outcome, the DMF targets and indicators include economic and social recovery from the 2014 floods with socioeconomic activities restored to at least pre-flood levels, and restored and more climate and disaster resilient connectivity. The main output as identified in the DMF will be transport infrastructure in priority locations reconstructed, and climate- and disaster-proofed. The subprojects will include repairs to both paved and unpaved roads, bridges, culverts, and drainage systems, including climate and disaster proofing.</p> <p>Required human resources: The project will engage a project performance monitoring specialist who will provide guidance to the CPIU in developing and establishing an effective monitoring and reporting systems and processes. Gender and social dimensions of the project will be monitored by the CPIU with the gender and community development specialist as the focal person. The safeguard specialists of the CPIU will assist MID in monitoring of safeguard activities.</p> <p>Information: Disaggregated baseline data for output and outcome indicators gathered during feasibility studies will be updated and reported quarterly through the MID's quarterly progress reports and after each ADB review mission.</p> <p>Monitoring tools: Within 6 months of the loan and grant effectiveness, MID, through the CPIU, will establish a project performance and monitoring system. ADB and the MID will agree on a set of indicators for each subproject area based on the performance monitoring system indicators and the GAP matrix. MID through the CPIU shall monitor and evaluate the indicators according to the agreed framework on a quarterly basis. Beneficiaries will be involved in project monitoring and evaluation. For safeguards monitoring, the checklists for safeguard supervision and the outline of safeguard monitoring reports are provided in the project administration manual. MID will prepare and submit semi-annual safeguards monitoring reports to ADB.</p>	

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

^b Asian Development Bank. 2010. *Technical Assistance for Preparing the Transport Sector Development Project. Poverty and Social Assessment*: St Martins Road. Manila.

^c Government of Solomon Islands. 2011. *Report on 2009 Population and Housing Census*. Honiara.

^d United Nations Development Programme (UNDP) and National Statistics Office of Solomon Islands. 2008. *Analysis of 2005/06 Household Income and Expenditure Survey; A Report on Estimation of Basic Needs Poverty Lines and Incidence of Poverty in Solomon Islands*. Suva.

^e World Bank Group. *Country Partnership Strategy for Solomon Islands 2013–2017*. Report No. 76349-SB. Washington, D.C.

^f Government of Solomon Islands. 2014. *Rapid Assessment of the Macro and Sectoral Impacts of the Flash Floods*. Honiara.