



## Initial Poverty and Social Analysis

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Project Number: 49026  
PPTA  
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### Socialist Republic of Viet Nam: Preparing the Basic Infrastructure for Inclusive Growth in the Northeast Provinces Sector Project

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Viet Nam	Project Title:	Basic Infrastructure for Inclusive Growth in the Northeast Provinces Sector Project
Lending/Financing Modality:	Sector Project	Department/ Division:	Southeast Asia Department/Viet Nam Resident Mission

### I. POVERTY IMPACT AND SOCIAL DIMENSIONS

#### A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy

The Viet Nam poverty rate, measured by the international standard, has decreased from 58% in 1993 to 14% in 2008 (GSO, 2009). By 2012, the national poverty rate was estimated at 11.1% (GSO, 2012). However the development effect is uneven, especially in the rural and remote areas and among ethnic minorities (EM) groups. The North East subregion of Viet Nam in particular and the presents challenges in both income and non-income poverty for the population, especially among EM groups of whom 18.14% live below the government poverty line. The same subregion has potential for development including tourism, forestry and mining industries, agribusiness crops, and export/logistics industries due to lying in close proximity to the border area with People's Republic of China.

The project will improve the socio-economic conditions in the four north eastern provinces (FNEP) of Bac Kan, Cao Bang, Ha Giang, and Lang Son. It will enhance FNEP physical connectivity by developing critical transport infrastructure, leading to increased movement of people, agricultural products, and other goods. It will support sustainable market oriented safe agricultural and rural production. It will strengthen the FNEP institutional capacity for investment planning, and project design and management - from a regional integration perspective. The result will be expanded economic opportunities that will generate incomes of the local population including EM.

The project aims to contribute to implementation of poverty reduction and inclusive growth in the FNEP, in line with the Government's SEDP 2011 – 2015 linking poverty reduction with promoting growth and development, considering poverty reduction not as just a goal but an engine for development and the Master plan for Social-Economic Development in FNEP.

The project support will contribute to achieving ADB's CPS 2011-2015 targets on promoting inclusive growth with the support to disadvantaged provinces and communities in the FNEP as part of mountainous regions.

#### B. Poverty Targeting

General Intervention  Individual or Household (TI-H)  Geographic (TI-G)  Non-Income MDGs (TI-M1, M2, etc.)

The project will improve the living conditions of residents in the FNEP by the increased movement of goods, vehicles, and people within the FNEP, and to major markets in Viet Nam and PRC. This can be achieved through improved road connectivity within and among the FNEP and improved market oriented rural production.

#### C. Poverty and Social Analysis

##### 1. Key issues and potential beneficiaries.

The expected beneficiaries of the project are road users, and rural people dependent on agriculture and rural production (rice, fruit, livestock, vegetables, honey, spices, herbs, and non-timber forest products); businesses dependent on roads; and the local residents in the tourism industry.

- (i) The beneficiaries need improved roads to reduce travel effort, time and cost for people and goods; improved access to markets for agriculture and rural production; improved access to tourism sites for employment opportunities and incomes;
- (ii) Constraints to accessing the project's benefits include remote location, limited skills and assets, as well as limited access to social services and employment.
- (iii) Other constraints will be identified during PPTA. EM living in the subregion account for a large part of the poor and have limited access to market oriented rural production and employment.

2. Impact channels and expected systemic changes. Road connectivity improvements including to the border gates, and agro-business facilities from project investment is expected to result in improving the conditions of the poor and socially excluded among the beneficiaries through (i) the higher return/profitability for agro product value chains in the subregion due to lower time and cost of travel of people and goods and improved services, (ii) easier access to consumption markets for higher quality rural products, and (iii) improved incomes from tourism services (due to improved connectivity to tourist sites). The PPTA will design interventions to address known and potential constraints identified during the PPTA.

##### 3. Focus of (and resources allocated in) the PPTA.

Gender impact assessment of road conditions connecting to high potential agriculture and rural development areas, tourism sites, tourism development potential and employment/logistics and trading opportunities linked to improved connection.

Social and Poverty Assessment of the local population/farmers/traders (among them women and EM are key groups), which are potential beneficiaries of the project investment components (road connectivity, safe agricultural zone to facilitate development of value chains of good quality agroproducts). This assessment should also include identifying detailed constraints to participation and benefit and mitigation measures.

## II. GENDER AND DEVELOPMENT

1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program?  
Key gender issues in the sector/subsectors that are likely relevant to this project include (i) road conditions and accessibility to major farming sites, production facilities, and markets for rural products; local resident, among them are women, children and those of EM groups; (ii) women's participation, benefit and economic empowerment in agriculture and rural development value chain support; and (iii) women access to employment generated during and post-civil work of road O&M; (iv) community's lack of access to services (rural water supply) that likely cause women's and girl's burden of work related to fetching water and/or health issues/ skin-borne diseases for community people associated with using unsafe water; (v) potential risks from improved connectivity and investment (HIV/AIDs transmission, human trafficking, resettlement etc.) and mitigation measures; and (vi) gender sensitization and gender mainstreaming capacity in planning and implementation of related government agencies.
2. Does the proposed project or program have the potential to make a contribution to the promotion of gender equity and/or empowerment of women by providing women's access to and use of opportunities, services, resources, assets, and participation in decision making?  
 Yes A gender action plan will be prepared during PPTA based on gender assessment.
3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality?  
 Yes. The PPTA will identify potential adverse impact on women and/or girls if any and design mitigation measures in GAP if such impacts are identified.
4. Indicate the intended gender mainstreaming category:  EGM (effective gender mainstreaming)

## III. PARTICIPATION AND EMPOWERMENT

1. Who are the main stakeholders of the project, including beneficiaries and negatively affected people? Identify how they will participate in the project design.  
The four participating provincial people's committees, key sector bodies including Department of Agriculture and Rural Development, Department of Transports, Department of Industry and Trade, and local communities/farmers/road users, agro-business community. People's committees and their relevant sectors and authorities will participate in scoping of the project, during the design while local communities/farmers/roaders users with their representative and agro-business community will participate in consultation to identify their needs, opportunities, constraints and project interventions to ensure their full participation, benefit and mitigation of negative impact (such as of resettlement, etc.).
2. How can the project contribute (in a systemic way) to engaging and empowering stakeholders and beneficiaries, particularly, the poor, vulnerable and excluded groups? What issues in the project design require participation of the poor and excluded?  
The project will contribute to engaging and empowering stakeholders and beneficiaries, particularly the poor, vulnerable and excluded groups through consulting, information sharing on project design and implementation. The participatory workshops will be conducted during initial project design to understand stakeholders (including those of the poor, vulnerable and excluded groups) expectations, needs, and constraints. Participation of the poor and excluded people's representatives in design would be on resettlement, road sections that facilitate access to national roads, markets for agricultural products, and tourist sites. Constraints to their participation and benefit from the project's components, including the one related to the agriculture and rural development.
3. What are the key, active, and relevant civil society organizations in the project area? What is the level of civil society organization participation in the project design?  
 Information generation and sharing  Consultation  Collaboration  Partnership  
Women Union is key and active civil society organization in the project areas. There might be other NGOs active in the regions. They will be invited to collaborate with the PPTA team to support their members/beneficiaries to participate in project design during information sharing, consultation.
4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how shall they be addressed?  Yes. The issues for which participation of the poor and excluded are important include: Resettlement, assessment of accessibility and road connection to the greater markets for agriculture and rural products and tourist sites; assessment on needs, expectation and constraints related to agro-business support (involved women and EM in the value chains). Stakeholder workshop to discuss and consult the issues above will be organized during PPTA.

<b>IV. SOCIAL SAFEGUARDS</b>
<p><b>A. Involuntary Resettlement Category</b> <input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B</p> <p>1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? <input checked="" type="checkbox"/> Yes. Please explain, and provide information on the extent of land and assets acquisition and the estimated number of affected persons. Also describe actions/measures to be conducted during due diligence to address involuntary resettlement.</p> <p>Rehabilitation/upgrading of existing road sections may result in minor land acquisition and impact on some structures along the road. The potential road sections to be covered under the project will be assessed during the PPTA. An RF will be prepared to guide IR screening and RP preparation.</p> <p>2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?  <input checked="" type="checkbox"/> Resettlement plan (in case of confirmed IR impacts) <input checked="" type="checkbox"/> Resettlement framework</p>
<p><b>B. Indigenous Peoples Category</b> <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI</p> <p>1. Does the proposed project have the potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples? <input checked="" type="checkbox"/> Yes</p> <p>2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? <input checked="" type="checkbox"/> No. The improved connectivity of the project areas to markets and services is expected to benefit the local population, including EM. In addition, the project will potentially benefit the EM people with employment opportunities during and after civil road works, O&amp;M facility operation, and capacity building. Potential adverse impacts, if any, will be related to minor loss of land and structures that are owned or used by households belonging to ethnic minorities as a direct result of the road upgrading/rehabilitation. A due diligence review will be done during the PPTA to verify potential positive and negative impacts on EMs.</p> <p>3. Will the project require broad community support of affected indigenous communities? <input checked="" type="checkbox"/> No Please explain. The project interventions do not involve any commercial development of natural resources in EM communities and will not result in EM's displacement from their ancestral domain/traditional areas.</p> <p>4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process?  <input checked="" type="checkbox"/> Indigenous peoples plan (in case of confirmed impacts on specific EM communities) <input checked="" type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social Impact matrix  <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> None</p>
<b>V. OTHER SOCIAL ISSUES AND RISKS</b>
<p>1. What other social issues and risks should be considered in the project design?  <input type="checkbox"/> L Creating decent jobs and employment <input checked="" type="checkbox"/> Adhering to core labor standards <input type="checkbox"/> Labor retrenchment  <input checked="" type="checkbox"/> M Spread of communicable diseases, including HIV/AIDS <input checked="" type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Affordability  <input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating political instability  <input type="checkbox"/> Creating internal social conflicts <input type="checkbox"/> Others, please specify</p> <p>2. How are these additional social issues and risks going to be addressed in the project design?  Further investigation on the risks will be conducted under the TA and if the risks are real, measures to address would be included in the project designs outcomes where relevant.</p>
<b>VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT</b>
<p>1. Do the terms of reference for the PPTA (or other due diligence) contain key information needed to be gathered during PPTA or due diligence process to better analyze (i) poverty and social impact; (ii) gender impact, (iii) participation dimensions; (iv) social safeguards; and (v) other social risks. Are the relevant specialists identified?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>2. What resources (e.g., consultants, survey budget, and workshop) are allocated for conducting poverty, social and/or gender analysis and participation plan during the PPTA or due diligence? Social and gender specialists (national 4 person-months) to conduct poverty and social analysis (PSA), gender analysis and gender action plan (GAP), develop stakeholder consultation and participation plan and communication strategy, SPRSS during PPTA or due diligence.</p>