

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Timor-Leste	Project Title:	Baucau to Viqueque Highway Project
Lending/Financing Modality:	Project Loans and Grant	Department/Division:	Pacific Regional Department/ Transport, Energy, and Natural Resources Division

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY

Targeting classification: general intervention

A. Links to the National Poverty Reduction, Inclusive Growth Strategy, and Country Partnership Strategy

The project is in line with the Timor-Leste Strategic Development Plan, 2011–2030, which focuses on three key development areas: (i) social capital, (ii) infrastructure development, and (iii) economic development.^a The plan also addresses the government’s commitment to promoting gender equality, women’s rights, and women’s empowerment. ADB has been an active development partner of Timor-Leste on poverty reduction through road transport infrastructure development. The country partnership strategy for Timor-Leste, 2016–2020 identifies road development as one of ADB’s priority operations.^b The project will contribute to poverty reduction and economic development of Timor-Leste by improving road access and road safety, and fostering socioeconomic opportunities of roadside communities. It will also facilitate the creation of livelihoods for the population, including for women, through the improvement of road links with planned urban and oil industry developments on the southern road corridor and in tourism throughout the project area.

B. Results from the Poverty and Social Analysis during Project Preparatory Technical Assistance or Due Diligence

1. Key poverty and social issues. The population of Timor-Leste has more than doubled in the last 35 years. The 2015 Timor-Leste Survey of Living Standards reported a fall in the national poverty rate from 50.4% in 2007 to 41.8% in 2014.^c However, Timor-Leste’s 2015 poverty rate remained higher than most countries in the Pacific, with the Federated States of Micronesia being close at 41.2%, but Vanuatu and the Solomon Islands both recording rates of 12.7%.^d During 2007–2014, the number of electricity connections in Timor-Leste increased from 36% to 72%, coverage of improved sanitation increased from 42% of households to 60%, and the number of children attending school increased from 58% to 83%. However, health remains a major issue, with the World Bank identifying malnutrition—particularly maternal and child undernutrition—as the single greatest contributor to premature death and disability in the country.^e

2. Beneficiaries. Project beneficiaries include mainly local farmers, vehicle owners and passengers, operators of passenger and freight transport vehicles, users of freight transport services, owners of kiosks and market stalls, and schoolchildren.

3. Impact channels. The project will address poverty, social inclusion, and gender through creating safer and more time-efficient access to services and transport networks. This will be enabled through the provision of bus shelters with lighting; relocation of kiosks and homes; and improved access to health clinics, schools, and other services. Increased access and safety to markets for women is critical, as many travel from 1 a.m. to 4 a.m. to markets, and others sleep at marketplaces on the days of operation.

4. Other social and poverty issues. The Strategic Development Plan, 2011–2030 includes a section on social inclusion, identifying the need to support children, women at risk of abuse, poor families, veterans and their families, and the elderly. Referencing the elderly as a vulnerable group, the plan states “the majority of our aging population live in rural areas and have difficulty accessing primary health care due to limited transport options, geographical distance, poor roads, poverty or physical disability” (footnote 1, p. 40). A national policy for people with disabilities was adopted in 2012, and in 2014 the Timor-Leste Disability Association produced a national action plan for people with disabilities for 2014–2018.

5. Design features. Key design features for the Baucau to Viqueque highway address issues for those below the poverty line, the marginalized (such as female-headed households and those being relocated), and women and children. These issues are addressed through (i) improving access to employment, (ii) improving public safety for women and children using public transport (particularly at night), (iii) promoting HIV/AIDS prevention, (iv) ensuring that all affected persons (both men and women) receive compensation, and (v) increasing the role of women in decision-making such as through their participation in grievance redress mechanisms. Improved access to schools, health clinics, markets, churches, and other social services (e.g., police and ambulance services) is also critical to improving community and household well-being for all family members.

II. PARTICIPATION AND EMPOWERING THE POOR

1. Participatory approaches and project activities. Preliminary community consultations have been undertaken for the design of the highway. A second stage of consultation prior to construction will be done with men and women separately to identify preferred locations of bus stops with lighting, public toilets, and improved access to drinking water. Community consultations will also provide more detailed information on usage of the highway and transport for those below the poverty line, and the needs and concerns of women, children, and the disabled in accessing transport. Based on these consultations, a road safety awareness program will be developed. A stakeholder consultation and participation plan has been prepared, which outlines how all the key stakeholders will be consulted during project implementation.

2. Nongovernment organizations will coordinate the second round of community consultation to locate bus shelters and public toilets, using PRA processes and priority ranking exercises. Approved service providers may include nongovernment organizations to develop HIV/AIDS and road safety awareness.

3. Civil society organizations. Enginero Feto Timor-Leste is a recently formed group of women engineers that encourages girls to study engineering, mentors women engineers, and provides representation at decision-making meetings. It is recommended this group be used in an advisory capacity. Rede Feto is an umbrella organization representing women’s groups active in Timor-Leste and

can also provide assistance with contact for local women's groups in the relevant *sucos* (villages) for community consultations. The HIV/AIDS awareness and road safety training programs will also be conducted by an approved service provider that has the potential to engage national NGOs.

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):

Information gathering and sharing (M) Consultation (H) Collaboration Partnership

5. **Participation plan.** Yes. No.

III. GENDER AND DEVELOPMENT

Gender mainstreaming category: effective gender mainstreaming

A. Key issues.

Timor-Leste has one of the highest rates of female parliamentarians in the region with 38% representation in Parliament due in large part to a quota system. However at the *suco* level, the level of female participation in politics is much lower at 4.75%, with no female *suco* chiefs in the project area.

Timor-Leste has a high rate of births per woman at 5.7 as of 2014. The Organisation for Economic Co-operation and Development member country rate is 1.7 and least-developed countries are at 4.1. The next highest rate in the Pacific is Samoa at 4.0.^f Due to the high fertility rate, combined with a high rate of women in rural areas not accessing antenatal care or giving birth with skilled attendants (70% of births are without a skilled attendant), maternal mortality rates for Timor-Leste are among the highest in the world, at 557 per 100,000 live births. Infant mortality rates have declined in recent years but it remains high at 64 per 1,000 live births.^g Access to water sanitation and fuel are critical household issues for women. Local interviews in a project area *suco* revealed that travel time to collect firewood and cooking takes up to 1 hour per activity, and that these tasks are conducted predominantly by women and girls. In 2010, only 27% of women were in the labor force, compared to 56% of men. Women are concentrated in informal employment; unpaid domestic work; and low-paying, less secure occupations. Traditionally, most women do not have land ownership rights and many are economically dependent on men.

The Law against Domestic Violence was passed in 2010 and makes domestic violence a public crime. A National Action Plan on Gender-Based Violence (2017–2021) has been developed in draft form. The rate of violence, however, remains extremely high, with a 2016 Asia Foundation study reporting that 59% of women aged 15–49 in an intimate relationship with a man reported some form of physical and/or sexual violence by a male partner in their lifetime.^h Male drivers are also vulnerable group identified by gender due to the current instability of their employment (often not operating each day if there are not adequate bookings) and relying on a commission rather than a base salary. Their conditions of work put them and passengers at risk, since they often drive continuously for many hours with little sleep. Road improvements will improve access to social services such as schools and health facilities, particularly for women, improve access to markets, and facilitate women's employment through improvements to fruit and vegetable sales points. Lower secondary enrollments for girls can be influenced by (i) their own, or their parents', perceived risk of travel to and from school; and (ii) their need to work at home either in the care of siblings, performing other household tasks, or farming. Safe and improved travel times will have a positive impact on girls' and boys' access to schools as well as health clinics. The project will also address road safety and workers' rights in the transport sector as part of national land transport legislation and regulations, which will benefit transport users and drivers.

B. Key actions

Gender action plan Other actions or measures No action or measure

The project management unit gender specialist and the supervision consultant's social development specialist will be responsible for ensuring that gender is integrated into all aspects of design, implementation, and monitoring, with key gender indicators tracked and reported in the monitoring and evaluation framework. Further activities, such as women's participation in consultations, meetings, and trainings, are described in the gender action plan. The numeric targets set under the Road Network Upgrading Project and Road Network Upgrading Sector Project have been mostly considered as baselines. Women's involvement in all community consultations will be achieved through holding women-only consultations during women's free time to promote their participation.

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

A. Involuntary Resettlement

Safeguard Category: A B C FI

1. **Key impacts.** The civil works component of the project will be within the existing road corridor but will require widening of the road from 4.5 meters to 6.0 meters with 1.0-meter shoulders. The project will acquire additional strips of land beyond the government-reserved area. There are an estimated 82 affected households or 402 affected persons (mostly affected by loss of trees and crops), but only 34 households or 146 persons will experience significant impacts from physical and/or economic displacement.

2. **Strategy to address the impacts.** Resettlement plans have been prepared for the Baucau-Venilale and Venilale-Viqueque road sections. Compensation will be determined and paid before civil works begin. Vulnerable groups will receive additional transition allowances.

3. Plan or other Actions.

Resettlement plan Combined resettlement and indigenous peoples plan
 Resettlement framework Combined resettlement framework and indigenous peoples planning
 Environmental and social management system arrangement Social impact matrix

A. Indigenous Peoples	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C No distinct and vulnerable indigenous groups will be affected by the project.
1. Key impacts. None. Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Strategy to address the impacts. Not applicable.	
3. Plan or other actions. Not applicable. <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	
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). (L) unemployment underemployment retrenchment core labor standards	
2. Labor market impact. The project will have a positive impact on labor in the <i>sucos</i> along the highway as well as on skilled labor from Dili. All civil works will comply with applicable national and international labor, health, and safety laws.	
B. Affordability Not applicable.	
C. Communicable Diseases and Other Social Risks	
1. Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA): (L) Communicable diseases (NA) Human trafficking (M) HIV/AIDS <input type="checkbox"/> Others (please specify) _____	
2. Risks to people in project area. The risks of HIV/AIDS are highest in the construction camps where an HIV/AIDS awareness training program will be conducted by an approved provider. Measures will be introduced to (i) reduce the risk of transfer of HIV between and among the contractor personnel and the local community, and (ii) promote early diagnosis and assist affected individuals. There is also a risk of HIV/AIDS transmission among truck drivers, drivers of <i>anggunas</i> (small pickup truck) and microlets, and people in the project area. This will be addressed through conducting focus group discussions bringing together drivers in Baucau, Venilale, and Viqueque to develop appropriately targeted driver safety discussions and distribution of pamphlets and condoms.	
VI. MONITORING AND EVALUATION	
1. Targets and indicators. All data is to be sex disaggregated. Separate community consultation sessions should be held with women. The gender action plan addresses wider targets for HIV awareness, implementation of bus stops with lighting, equal resettlement compensation for women, and a road safety campaign.	
2. Required human resources. The supervision consultant's social development specialist and the project management unit's gender specialist will be responsible for ensuring that the appropriate target groups are active in the project, and that gender issues and sex-disaggregated data are tracked.	
3. Information in the project administration manual. The reports will include sex data collection for indicators of gender participation in community consultations, training activities, and employment statistics. Gender issues will be mainstreamed throughout the reports, with a separate section also addressing ongoing issues for women in the project sites as part of the gender action plan progress report.	
4. Monitoring tools. Monitoring tools will include minutes from meetings, consultation reports and records from trainings and workshops, and employment data. All data collected will be sex disaggregated.	

ADB = Asian Development Bank.

^a Government of Timor-Leste. 2011. *Timor-Leste Strategic Development Plan, 2011–2030*. Dili.

^b ADB. 2015. *Country Partnership Strategy: Timor-Leste, 2016–2020*. Manila.

^c Government of Timor-Leste, General Directorate of Statistics. 2016. Poverty declining in Timor-Leste. News release. 28 September.

^d ADB. Poverty in Timor-Leste. <https://www.adb.org/countries/timor-leste/poverty>.

^e A. Provo et al. 2016. *Malnutrition in Timor-Leste: A Review of the Burden, Drivers, and Potential Response*. Washington, DC: World Bank Group. p. 1.

^f World Bank. Fertility rate, total (births per woman). <http://data.worldbank.org/indicator/SP.DYN.TFRT.IN> (accessed 10 May 2017).

^g ADB. 2014. *Timor-Leste: Country Gender Assessment*. Manila. p. 31.

^h Asia Foundation. 2016. *Understanding Violence against Women and Children in Timor-Leste: Findings from the Nabilan Baseline Study—Main Report*. Dili.