

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Solomon Islands	Project Title:	Transport Sector Project Development Facility
Lending/Financing Modality:	Technical Assistance Grant	Department/Division:	Pacific Department/Pacific Liaison and Coordination Office

<p>I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY</p> <p>Poverty targeting: general intervention</p>
<p>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</p> <p>The project development facility (PDF) is in line with the sustainable and inclusive economic growth objectives of the Government of Solomon Islands’ National Development Strategy (NDS) to expand and upgrade weather-resilient infrastructure and utilities, and increase access to productive resources, markets, and essential services. The PDF will enhance project readiness by developing priority projects outlined in the 20-year National Transport Plan (2017–2036) for funding.^a The facility is aligned with the Asian Development Bank (ADB) country operations business plan, 2018–2020, which fully supports the government’s strategy, and ADB’s Pacific Approach, prioritizing the transport sector.^b The PDF will contribute to poverty reduction and inclusive growth by increasing safe, reliable, and affordable access to income-generating opportunities, essential goods, and resources.</p>
<p>B. Results from the Poverty and Social Analysis during PPTA or Due Diligence</p> <p>1. Key poverty and social issues. The country had an estimated population of 653,248 in 2017,^c of which 85% live in widely dispersed rural villages of a few hundred persons. The economy is based on primary commodities from agriculture and fisheries and provides very limited alternate opportunities to generate income. Approximately 12.7% of the population lives below the poverty line. Provincial data suggest that Choiseul, Malaita, Makira, and Temotu provinces have the highest proportion of poor households. About 78.8% of all heads of households in Honiara are engaged in either full- or part-time employment, in contrast to only 16.6% of those in rural areas.^d The 2014 United Nations Development Programme (UNDP) gender development index places Solomon Islands in the low human development category (156 out of 188 countries), with a human development index of 0.506. Malaria remains a major health problem in the country. The malaria mortality rate is 30 per 100,000 people, which is well above the western Pacific average of less than 1 per 1,000.^e For every 1,000 babies born in 2015, 24 died before their first birthday.^f The World Health Organization estimated that only 65% of the rural population had access to an improved water source in 2005, compared to 94% of the urban population in the same year. In 2010, the UNDP Millennium Development Goals Progress Report assessed the enrolment ratio of females to males to be 97% for primary school, 84% for secondary school, and 80% for tertiary education.^g Approximately half of the total poor population lives in households where the head did not complete 6 years of primary schooling. Weak infrastructure and services, including transportation, limits markets and opportunities to diversify livelihoods and income-generating activities, and constrains access to social services. Investments under the PDF are expected to contribute to addressing key poverty and social issues in the country by supporting improved transport infrastructure and services.</p> <p>2. Beneficiaries. The direct beneficiaries of the project are the Ministry of Infrastructure Development (MID), the Ministry of Communication and Aviation, and the Solomon Islands Ports Authority. The PDF will support the development of projects in the Medium Term Transport Action Plan for investments. The main beneficiaries from ensuing investments include (i) road users, who will benefit from lower travel costs and shorter travel times, more reliable transport, and safer travel conditions; (ii) roadside communities, which will receive benefits associated with increased access to basic services and markets; (iii) coastal communities and populations on outer islands, which will benefit from safer travel conditions, more reliable transport services, and better maritime infrastructure, including safer and more accessible wharves; and (iv) community groups, including farmers, contractors, traders, fishers, and students. The PDF will cover all provinces of Solomon Islands.</p> <p>3. Impact channels. Safety, reliability, and climate-resilient design features will be incorporated into ensuing transport investment. The PDF will enhance the readiness of projects in the NTP pipeline for investment. These projects will reduce travel times and improve access and safety for transport users. The impact on poor and vulnerable groups will be reduced hardship from better access to economic opportunities, markets, and essential services. In particular, communities along the roads will also benefit from increased opportunities to participate in agricultural, tourism, and other economically productive activities, which will improve their cash incomes and contribute to poverty reduction.</p> <p>4. Other social and poverty issues. Other issues in the country include (i) lack of skills and expertise to secure employment, which are the result of poor quality education and inadequate training opportunities; (ii) rural–urban migration and the growth of squatter settlements, especially around Honiara; (iii) high rates of violence against women; and (iv) high dependency on foreign aid, which accounts for about 60% of gross domestic product. The government’s National Development Strategy addresses many of these issues, and development partners are</p>

supporting initiatives to improve health, education, transport, tuna fisheries, plantation forestry, tourism, mineral extraction, and the palm oil industry. Civil society organizations (CSOs) are addressing social problems such as violence against women, as well as issues relating to the environment, climate change, and conservation.

5. **Design features.** Some of the potential design features of investments supported by the PDF include (i) increased access to employment opportunities through construction and maintenance contracts; (ii) enhanced road safety for transport users; (iii) HIV/AIDS prevention; (iv) increased role of women in decision-making processes, including through representation in grievance redress mechanisms and road maintenance committees; and (v) improved access to schools, health clinics, markets, and other social and public services. These will be considered in undertaking poverty and social assessments as part of due diligence under the PDF.

II. PARTICIPATION AND EMPOWERING THE POOR

1. **Participatory approaches and project activities.** Key government officials (such as in the MID, Ministry of Communication and Aviation, Solomon Islands Ports Authority, and the Ministry of Finance and Treasury) have already been consulted in the preparation of the PDF and will be further engaged in the preparation of ensuing investments. All key stakeholders including communities and CSOs will be consulted in the preparation of investments during implementation of the PDF. These stakeholders will participate in social and poverty analysis, impact assessments, and preparation of mitigation plans. Meetings will facilitate community ownership of the potential social and gender features, and inputs will be integrated into project designs.

2. **Civil society organizations.** Project information will be disclosed to the public through various channels. Project information will be readily available to CSOs. CSOs, including formal and informal groups, and community-based organizations will be consulted and engaged in the preparation of ensuing investments.

3. The following forms of CSO participation are envisaged during project implementation, rated as high (H), medium (M), low (L), or not applicable (NA):

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

4. Participation plan. Yes. No. Active stakeholder participation and engagement will be implemented during the preparation of the ensuing investments.

III. GENDER AND DEVELOPMENT

Gender mainstreaming category: some gender elements

A. Key issues. Gender relations in the country are influenced by matrilineal and patrilineal cultural patterns, and in most cases men control resources. Females have less access to social and economic opportunities than males. Overall, households headed by women are estimated to make up 6.5% of all households but account for around 7.3% of all those households falling below the basic needs poverty line (note ii). Both men and women are active in the labor force but women represent only 15.8% of all cash-earning workers and only 9.0% of waged or salaried employees.^h During 2012–2014, the average number of maternal deaths was 15 women per year. Rural women are likely to receive limited health care because of poor quality and limited accessibility of services. Lack of transportation is one of the barriers to accessing care, coupled with heavy workloads at home and cultural requirements to obtain family permission. Educational attainment of the adult population (aged 15 and above) is relatively low across gender groups but is higher among men, with only 20% of women and 29% of men having any secondary schooling. Women are nearly twice as likely as men to have no schooling at all (21% versus 12%), and men are twice as likely to have tertiary education (6% versus 3%) (note iii). Of all women who have been in an intimate relationship, 64% report having experienced physical and/or sexual abuse by an intimate partner.ⁱ The PDF itself will not directly address these issues; however it will ensure that women and vulnerable groups are consulted in due diligence, poverty, social, and gender assessments. At least 40% women and vulnerable groups will be involved in participation, consultations, and meetings during due diligence. Separate meetings will be held with women to ensure their open and meaningful participation, particularly in assessing their different demands and need for transport. The ensuing investments will also be designed to consider the constraints and challenges of women, particularly in accessing economic activities and social services and time poverty because of lack of infrastructure such as transportation. A gender action plan will be prepared for at least two of the feasibility studies to be prepared. Sex-disaggregated data on a range of socio-economic indicators relevant to the ensuing project will be collected.

B. Key actions.

Gender action plan Other actions or measures No action or measure

Specific measures and key gender design features will be assessed in the preparation of the ensuing investment. The PDF will implement the due diligence to prepare the gender plans necessary for the ensuing investment.

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

A. Involuntary Resettlement

Safeguard Category: A B C FI

1. **Key impacts.** The PDF will support project preparation works, including detailed design, procurement activities, and safeguard due diligence. It will not finance any infrastructure investments and will not involve any land acquisition or impact any assets. Resettlement planning documents will be prepared for ensuing investment in accordance with the ADB Safeguard Policy Statement (2009) and pertinent government laws.

2. **Strategy to address the impacts.** Not Applicable.

3. Plan or other Actions.

Resettlement plan

Combined resettlement and indigenous peoples plan

<input type="checkbox"/> Resettlement framework <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> No action	<input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework <input type="checkbox"/> Social impact matrix
B. Indigenous Peoples	
Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI	
1. Key impacts. The project preparation to be implemented during the PDF will not impact any distinct and indigenous vulnerable groups.	
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.	
<input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> Social impact matrix <input checked="" type="checkbox"/> No action	<input type="checkbox"/> Combined resettlement plan and indigenous peoples plan <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework <input type="checkbox"/> Indigenous peoples plan elements integrated in project with a summary

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). Not applicable for the PDF. Will be assessed for the ensuing investment. <input type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input type="checkbox"/> core labor standards	
2. Labor market impact. The PDF will engage consultants to undertake preparatory work and due diligence. It will not have any impact on labor markets. Whether or not the ensuing investment will have such impact will be determined during due diligence activities under the PDF.	
B. Affordability : Not Applicable	
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 (NA): <input type="checkbox"/> Communicable diseases NA <input type="checkbox"/> Human trafficking NA <input type="checkbox"/> Others (please specify) No communicable diseases or other social risks are expected under implementation of the PDF.	
2. Risks to people in project area. No adverse impacts are expected.	
VI. MONITORING AND EVALUATION	
1. Targets and indicators. No specific targets are related to addressing poverty and inclusive social development under the PDF. However, each ensuing investment will ensure that indicators related to gender, poverty, and other social dimensions are incorporated into the respective project design.	
2. Required human resources. A consulting firm—comprising social and gender specialists and a safeguards consultant—will be engaged to undertake safeguards due diligence and poverty, social, and gender assessments.	
3. Information in the project administration manual. A range of sex-disaggregated data pertaining to socio-economic indicators relevant to ensuing investment will be collected. Both quantitative and qualitative data on the needs and challenges of the poor, women, and other vulnerable groups will be collected.	
4. Monitoring tools. Project monitoring and reporting will be done by the MID through quarterly progress reports and annual reports. Progress by output will be measured against the indicator's performance targets. The MID will provide a project completion report within 6 months of physical completion of the project. The reports will be submitted to ADB and will include data and information pertaining to social and gender due diligence performance for investments.	

^a Government of Solomon Islands. 2016. *Solomon Islands National Transport Plan, 2017–2036*. Honiara.

^b ADB. 2017. *11 Small Pacific Island Countries, 2018–2020*. Manila.

^c Solomon Islands National Statistics Office. <http://www.statistics.gov.sb/statistics/social-statistics/population>.

^d Solomon Islands National Statistics Office and UNDP Pacific Centre. 2008. *Analysis of the 2005/06 Household Income and Expenditure Survey*. Suva.

^e Adopted from: ADB. 2016. *Solomon Islands Country Performance Assessment*. (unpublished).

^f ADB. 2017. *Basic 2017 Statistics*. Manila.

^g United Nations Development Programme. 2010. *Millennium Development Goals Progress Report for Solomon Islands 2010*. Suva.

^h ADB; Ministry of Women, Youth, Children and Family Affairs; and Secretariat of the Pacific Community. 2014. *Solomon Islands Country Gender Assessment*. Honiara.

ⁱ ADB. 2015. *Solomon Islands Country Gender Assessment*. Manila.