

INITIAL POVERTY AND SOCIAL ANALYSIS

Lending/Financing Modality:	Project	Department/ Division:	PARD/PLCO
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I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The project development facility is in line with the sustainable and inclusive economic growth objective of the Government of Solomon Islands' National Development Strategy, to expand and upgrade weather-resilient infrastructure and utilities, in order to increase access to productive resources, markets, and essential services. The facility will enhance project readiness by developing priority projects currently outlined in the 20-year National Transport Plan (2017–2036) for funding. The project is also in line with the ADB Country Operations Business Plan 2017–2019, which fully supports the government's strategy.

B. Poverty Targeting:

General Intervention ☐ Individual or Household (TI-H) ☐ Geographic (TI-G) ☐ Non-Income MDGs (TI-M1, M2, etc.)
The proposed project will improve project readiness, and in turn, initial implementation efficiency; this will enhance the design quality (at approval) of roads, maritime, and aviation subprojects in the National Transport Plan.

The project aims to ensure: (i) design readiness by supporting the government to prepare feasibility studies (including environmental and social assessments, resettlement plans) and detailed designs; and (ii) follow-on project implementation readiness by providing continuous implementation support during the inception stage including community consultation and mobilization, compliance with social and environmental safeguards requirements and procurement activities including preparing bidding documents, and bid evaluation and contract negotiation.

The outputs of the project will contribute to reducing poverty and deprivation, and will support economic growth by: (i) providing rural populations in Solomon Islands with enhanced, all-weather access to markets, jobs, and social services, including healthcare and education; and (ii) enabling the country to realize its agricultural and tourism potentials, in turn, to improve income-generating opportunities for the population.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. The direct beneficiaries of the project are the Ministry of Infrastructure Development (MID), the Ministry of Communication and Aviation (MCC), and the Solomon Islands Ports Authority (SIPA). The project will support the development of projects in the National Transport Plan (NTP) for investments. Potential beneficiaries and benefits of corresponding investments in the transport sector include: (i) road users will benefit from lower travel costs and shorter travel times, more reliable transport, and safer travel conditions; (ii) roadside communities will receive benefits associated with increased access to basic services and markets; (iii) coastal communities and populations on outer islands will benefit from safer travel conditions, reliable transport services, and better maritime infrastructure, such as safer and more accessible wharves; and (iv) community groups (including farmers who produce cash crops, LBES contractors, traders, fishers, and school students). The project will cover all provinces of Solomon Islands. Poverty and social analysis will be undertaken for selected subprojects. The analysis will identify: (i) the socioeconomic profiles of populations that live in areas that will be influenced by the project, (ii) expected benefits, (iii) and constraints and ability of poor and vulnerable groups to benefit from the subprojects.

2. Impact channels and expected systemic changes. Safety, reliability, and climate-resilient design features will be incorporated in to all transport subprojects. The facility will develop and enhance the readiness of subprojects in the NTP for investment, which will help reduce travel time and provide improved access and safety. The impact on poor and vulnerable groups will be reduced hardship; the project will achieve this by providing better access to economic opportunities, markets, and essential services. Communities affected by the project will have increased incentives to participate in agricultural, tourism, and other economically productive sectors, which will improve their cash incomes and contribute to poverty reduction.

3. Focus of (and resources allocated) the PPTA or due diligence. The project will undertake due diligence to assess the potential impact on poverty reduction and social aspects, including HIV/AIDS, human trafficking, and labor.

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?

A range of sex-disaggregated data on the socioeconomic indicators that are relevant to the subprojects proposed for support under the project will be collected. The project will identify the needs and constraints of women and vulnerable groups in areas affected by the project to ensure equitable access to benefits and opportunities during construction. A Gender analysis will be carried out to identify and incorporate gender-responsive design features into all subprojects.

2. Does the proposed project or program have the potential to contribute 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 ☒ No Please explain. The project will fund only up to the design and preparation works.

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality?

☐ Yes ☒ No

4. Indicate the intended gender mainstreaming category:

☐ GEN (gender equity) ☐ EGM (effective gender mainstreaming)

☐ SGE (some gender elements) ☒ NGE (no gender elements)

II. 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 project's key stakeholders are MID; SIPA; MCA; the Ministry of Finance and Treasury; the Ministry of Environment, Climate Change, Disaster Management and Meteorology; Ministry of Lands, Housing and Survey; Ministry of Women, Families, Youth and Children; and all development partners. The ultimate project beneficiaries from the subprojects developed under project will be the users of transport assets (road, wharves and ports), and community groups that benefit from the increased activities in agriculture, tourism, or private sector investment. Negatively effective persons may include affected persons, NGOs, business and community groups.

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 can contribute to empowering stakeholders through initial consultations and community mobilization. The project will undertake consultations to identify the needs of communities. Existing community advisory committees will be used for mobilization activities.

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?

H Information generation and sharing H Consultation H Collaboration H Partnership

Given the customary land ownership, the engagement of the local communities will continue to be important to secure land for various subprojects and a community advisory committee (CAC) will be established following the CAC guidelines in ADB's safeguards procedure manual. The CAC will be the focal point for implementing subprojects to undertake the project activities and to determine affected communities identify as appropriate mitigation measures.

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 ☐ No

A Community Consultation Plan will be prepared, focusing on the engagement of beneficiary communities and people affected by the subprojects. Various phases in the stakeholder engagement process for the preparation and implementation of subprojects will allow in-depth consultations and evaluation of contractor performance by

communities. The safeguards assessment and planning processes also require consultations with affected communities or beneficiaries and stakeholders, and these are identified in both the CCP and Safeguards Procedure Manual.

III. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category ☐ A ☐ B ☒ C ☐ FI

1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? ☐ Yes ☒ No

The project will finance project preparatory activities such as feasibility studies and detailed design. It is very unlikely to involve any land acquisition or impact any asset as it will not involve any civil works. Resettlement planning documents will be prepared for ensuing subprojects in accordance to ADB's SPS and national regulation.

2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?

- ☐ Resettlement plan ☐ Resettlement framework ☐ Social impact matrix
☐ Environmental and social management system arrangement ☒ None

B. Indigenous Peoples Category ☐ A ☐ B ☒ C ☐ FI

1. Does the proposed project have the potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples? ☐ Yes ☒ No

2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? ☐ Yes ☒ No

The project will support initial project preparation works including detailed designs and procurement activities, and will not finance any infrastructure investment. It will not impact any distinct and indigenous vulnerable groups.

3. Will the project require broad community support of affected indigenous communities? ☐ Yes ☒ No

4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process?

- ☐ Indigenous peoples plan ☐ Indigenous peoples planning framework ☐ Social Impact matrix
☐ Environmental and social management system arrangement ☒ None

IV. OTHER SOCIAL ISSUES AND RISKS

1. What other social issues and risks should be considered in the project design?

- L Creating decent jobs and employment L Adhering to core labor standards L Labor retrenchment
L Spread of communicable diseases, including HIV/AIDS L Increase in human trafficking L Affordability
L Increase in unplanned migration L Increase in vulnerability to natural disasters L Creating political instability
L Creating internal social conflicts

2. How are these additional social issues and risks going to be addressed in the project design? The project will support the preparation and designs of the subprojects.

VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT

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?

- ☒ Yes ☐ No

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?

Poverty, social, and gender analysis will be conducted. Resettlement/Social Development Specialist will be part of design teams.