

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	<input type="text" value="Samoa"/>	Project Title:	<input type="text" value="Port Development Project (formerly Port Infrastructure Development Project)"/>
Lending/Financing Modality:	<input type="text" value="Project loan and grant"/>	Department/ Division:	<input type="text" value="Pacific Department / Transport, Energy and Natural Resources"/>

### I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The project is consistent with the Samoa Strategy for the Development of Samoa (SDS) for the period 2012–2016 which sets a vision to promote the export commercial sector which plays an important role in promoting inclusive growth, poverty reduction and direct and indirect employment creation through the expansion of domestic and international markets. The SDS adds the need to promote Samoa as an attractive tourist destination supported by good infrastructure (port access for cruise ships) and service delivery. The SDS summarizes the need for ongoing reform efforts to focus on providing cost effective and efficient economic infrastructure services in terms of energy, water, transport and telecommunications.

Additionally in the Samoa Transport Sector 2014–2019 Plan it identifies the need for transport connectivity to enable better access to basic services which improves the quality of life. This is in line with recent assessment of Samoa's progress towards achieving the Millennium Development Goals.

The ADB's country partnership strategy as described in the country operations business plan, 2016–2018<sup>a</sup> and aligned with ADB's Pacific Approach 2016–2020<sup>b</sup> aims to support the SDS in delivering its key priorities such as reinvigorating key sectors, ensuring macroeconomic stability and revitalizing export through the fully functional and efficient international seaport.

On request of the Government of Samoa (the government), the ADB conducted a Ports Development Master Plan<sup>c</sup> to investigate feasible options for improvement of the port facilities in the medium to long term (25 years). The proposed project 'Port Development Project' (the project) will improve overall port operations in the country and reduce the incidence of delays to intentional shipping by constructing an extension to the breakwater and providing an optimized solution for the port precinct including container terminal storage. It will also provide institutional strengthening and capacity building for the Samoa Ports Authority to assist with the long term management and operation of the port.

#### B. Poverty Targeting

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

There will be no specific pro-poor design in the proposed project but it is expected to generate employment during construction. The improved ports facilities include enhance safety in port operations, reduced delays to cargo operations, increased turnaround of ships which results in reduction of opportunity costs and damage to international shipping. The benefits of optimized container terminal and port precinct will reduce the cost of cargo and thus directly influence reducing cost of goods within the country. Being a small island nation Samoa imports almost all the goods and over 97% of imports use sea transportation. The improved accessibility at the Apia port will encourage regional and international passenger and freight transportation, particularly to neighboring Island states of Tokelau, Cook Islands and American Samoa.

#### C. Poverty and Social Analysis

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

The effective and safe operation of the Apia port is essential to maintaining trade and commerce with the outside world. Samoa imports over 97% of its goods by sea transport and is a vital link for the country's current and potential exports (fish, agriculture, re-export of fuels, beverages and automotive parts). The existing port facility at Apia is suffering from deterioration due to lack of preventative maintenance and capacity limitations, and vulnerable to seasonal oceanic intrusive swell conditions.

The primary beneficiaries of the project will be the general public who will benefit from more efficient operation of the port's facilities which will reduce the costs of imported goods and facilitates the flow goods which most people rely on. The project will improve efficiency of the port operations and reduce port handling costs, lost ship berth days and ultimately reduce cost of cargo. The reduced import costs (cost of cargo) will enable reduction in the imported goods in the country thus reduce cost of living. Samoa is a small dual island country and sea freight transportation is a lifeline for the country.

##### 2. Impact channels and expected systemic changes.

The project will improve efficiency of the Samoa Ports Authority, improve operational health and safety and reduce cost of port handling. The project will benefit the poor by immediate impact on creating employment, and reducing costs of consumables in the domestic market and facilitating export and transshipment trade. Employment generation is during construction and after completion of the project. The employment opportunities during construction will be machine operators, helpers, mechanics, welders, etc. mainly for males. Females will have the opportunity of providing services for the construction staff such as supply of food and accommodation. The project will bring more income opportunities for all Samoan people and assist the poor to enhance living standards due to increased disposal income. Construction of the breakwater and improvements to the port operations through optimized configuration of the port precinct will attract

tourism through more reliable and safer port access for cruise ships. The prices of the imported commodities will reduce and exports will be expedited due to reduced cargo costs as the port handling costs will be reduced as a result of the project.

3. Focus of (and resources allocated in) the PPTA or due diligence. A Social Development and Gender Specialist will be engaged for one person-month to undertake social, poverty, and gender analysis. In particular, the PPTA consider whether there are specific improvements in the port facilities that can improve the safety of port workers, passengers and other community members, including women. It will also investigate potential negative social impacts of port operations, such as human trafficking and spreads of HIV/AIDS in the vicinity of port facilities.

4. Specific analysis for policy-based lending. Not applicable.

## 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?

The level of women's participation in the paid labor force was between 43% compared to 78% of men in 2011. Women are mostly employed in micro businesses. Their share of employment in non-agriculture sector is 38%. Women will have more opportunities to be engaged in paid labor and own their own microbusiness with potential employment and increased economic activities to be generated from an improved international seaport. Women will also benefit from lower cost of goods as homemakers in-charge of budgeting and will benefit from increased flow of essential goods from trade.

As the construction will mainly be carried out by use of heavy machinery, the employment opportunities during construction stage are likely to be mostly males; however, the project will be open to recruiting female workers when there are eligible females with technical skills. Whenever possible, female workers will be recruited for technical work positions, as well as other labor-based work or providing services during construction.

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  No Please explain. The proposed project is expected to have some gender elements but not directly and significantly contributing to the promotion of gender equity and empowerment. The gender assessment by the Social Development and Gender Specialist will confirm potential gender features in the design of the project and revise the categorization if needed.

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

Yes  No HIV/AIDS infection and related trafficking of women is a high risk factor during port construction and will be the subject of an HIV/AIDS awareness and prevention program. Other measures will be identified during the PPTA.

4. Indicate the intended gender mainstreaming category:

GEN (gender equity)  EGM (effective gender mainstreaming)  
 SGE (some gender elements)  NGE (no gender elements)

## 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 government (Ministry of Finance) (Ministry of Works, Transport and Infrastructure), Samoa Ports Authority, workers of the Samoa Ports Authority, contractors and suppliers to the Samoa Ports Authority, all importers and exporters, potential passengers, tourism sector, domestic market retailers, general public and development partners. The key stakeholders from the government and Samoa Ports Authority will form the Project Management Unit (PMU) and will oversee the preparation and delivery of the project. The business community and general public will take part in consultative process. Environment and other safeguards issues will be undertaken as part of the project due diligence.

During construction and operations phase, all Samoa people will benefit from increased employment. The construction workers will create demand for food, accommodation and services, thus benefiting the local economy. The Improved occupational health and safety of the workers upon completion of the project will assist reduce social costs.

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 objective of the project is to improve efficiency of the port operations by improving port facilities. This will be achieved by constructing an extension to the breakwater to create safe berthing for ships and optimized port precinct and container terminal improving the handling of freight. The capacity of the Samoa Ports Authority will be improved by improving operating processes, enhancing management capacity and providing training to skilled and semi-skilled staff. Upon completion of the project it is expected the services provided by the Samoa Ports Authority will significantly improve complying international standards and cost of port handling will be reduced. The government and Samoa Ports Authority staff will be engaged in all aspects of the project through investigation, design and implementation stages. The community consultations will be undertaken during project preparatory stage and during construction. The community will have the opportunity in serving at the project during construction stage and providing services such as food, accommodation, transportation for the construction staff.

3. What are the key, active, and relevant civil society organizations in the project area? What is the level of civil society

<p>organization participation in the project design?  <input checked="" type="checkbox"/> Information generation and sharing (H) <input checked="" type="checkbox"/> Consultation (M) <input type="checkbox"/> Collaboration <input type="checkbox"/> Partnership  Nongovernment organizations and civil society organizations will be consulted during the project design and have an active role in project preparation and implementation through the provision of specific services and/or involvement during monitoring and evaluation processes.</p> <p>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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No  Local communities will be consulted during social and poverty analysis to identify any social impacts which need to be mitigated. These consultations will be inclusive participated by women and other marginalized groups.</p>
<b>IV. SOCIAL SAFEGUARDS</b>
<b>A. Involuntary Resettlement Category</b> <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No The port improvement will be on existing facilities located on government-owned land. No additional land is expected to be required.
2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process? <input type="checkbox"/> Resettlement plan <input type="checkbox"/> Resettlement framework <input type="checkbox"/> Social impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None
<b>B. Indigenous Peoples Category</b> <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No The project will benefit all people living within the road catchments and using the roads, no distinct and vulnerable indigenous peoples have been identified. 3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process? <input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social Impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None
<b>V. OTHER SOCIAL ISSUES AND RISKS</b>
1. What other social issues and risks should be considered in the project design? <input type="checkbox"/> Creating decent jobs and employment <input checked="" type="checkbox"/> M Adhering to core labor standards <input type="checkbox"/> Labor retrenchment <input checked="" type="checkbox"/> L Spread of communicable diseases, including HIV/AIDS <input 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 _____
2. How are these additional social issues and risks going to be addressed in the project design? During construction stage, the project will create employment. Upon completion, the port operations will comply with international maritime standards and will create decent long term employment with adequate training. During construction, there will be expatriate workers under the international contractors and spread of communicable diseases, including HIV/AIDS is a potential risk for the domestic communities. This risk will be managed through conducting awareness training programs by authorized agents. The PPTA will investigate the nature and extent of social issues and risks, such as communicable diseases, and develop mitigation plans to be used during project implementation plans. Consultations will also be undertaken during PPTA to better understand the scope of issues in the project areas.
<b>VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT</b>
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
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? A Social Development and Gender Specialist will be engaged by one person-month. S/he will be responsible for preparation of a project consultation and participation plan and will undertake social and poverty assessment including gender analysis.

<sup>a</sup> ADB. 2015. *Country Operations Business Plan: Samoa, 2016–2018*. Manila.

<sup>b</sup> ADB. 2016. *Pacific Approach 2016–2020*. Manila.

<sup>c</sup> ADB. 2015. *Technical Assistance to Samoa for the Ports Development Master Plan*. Manila.