

**INITIAL POVERTY AND SOCIAL ANALYSIS**

Country:	Tuvalu	Project Title:	Outer Island Maritime Infrastructure Project
Lending/Financing Modality:	Project	Department/ Division:	PARD/PATE

<p><b>I. POVERTY IMPACT AND SOCIAL DIMENSIONS</b></p> <p><b>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</b></p> <p>Tuvalu comprises nine islands, stretching over 680 kilometers in the Pacific with a total land area of 26 square kilometers. The total population of Tuvalu was estimated to be 10,800 in 2013, with small populations (i.e. less than 1,600 people) on each of the outer islands. The Government’s National Strategy for Sustainable Development (Te Kakeega II) aims to improve the quality of life for all people by laying foundation for sustainable, broad-based and inclusive growth. Te Kakeega II prioritizes improving shipping and port services for livelihoods and economic development in the outer islands. This is also prioritized in the Tuvalu Infrastructure Strategic Investment Plan 2011-2015 and the Tuvalu Government’s Roadmap for 2013-2015. ADB’s Country Operations Business Plan (COBP) 2015–2017 is aligned with ADB’s Pacific Approach and Te Kakeega II. COBP focuses on strengthening public sector management and the maritime transport sector and it supports Te Kakeega II objectives. In preparing the COBP in 2014, GOT requested for an outer island port development project, and a project preparatory technical assistance (PPTA) and an investment project were included in the COBP. The project will (i) develop port facilities in the selected outer islands, and (ii) improve safety, efficiency and sustainability of maritime transportation among Funafuti (the capital) and outer islands. The project will help the government achieve its national development strategy outcomes including (i) economic development including fishery; (ii) improved people’s livelihood and health conditions in the outer islands; and (iii) reduced people’s migration from the outer islands to Funafuti.</p> <p><b>B. Poverty Targeting:</b></p> <p><input checked="" type="checkbox"/>General Intervention <input type="checkbox"/>Individual or Household (TI-H) <input type="checkbox"/>Geographic (TI-G) <input type="checkbox"/>Non-Income MDGs (TI-M1, M2, etc.)</p> <p>The project will improve connectivity in outer island communities through better port facilities and safe and efficient transport services. The improved connectivity will contribute to economic and social development locally that will benefit all people and communities living in those remote locations. The country’s poor are mostly from the outer islands and they will benefit from the improved connectivity and subsequent social and economic development.</p> <p><b>C. Poverty and Social Analysis</b></p> <p>1. Key issues and potential beneficiaries.</p> <p>According to the 2010 household income and expenditure survey, the basic needs poverty line increased from 23.2% in 1994 to 26.3% in 2010. Jobs are scarce, particularly for women and youths. Tuvalu remains on track to meet most of its non-income Millennium Development Goals, but outer island residents, particularly those in larger households that do not receive remittances, risk impoverishment. Access to economic opportunities is limited for residents of the outer islands, which are remote, have poor infrastructure, and lack adequate ports. High costs of basic services strain households’ budgets. Majority of the population relies on subsistence agriculture and fishing. Opportunities to earn cash income in rural areas are constrained by lack of transport access and services limiting market accessibility. The only means of transportation of cargo and passengers from Funafuti to the outer islands are by two government owned vessels, at the frequency of one trip per month. These vessels are also used for emergency evacuations. With the exception of Funafuti and a few islands, manmade natural passages are the only doorway for communities in the outer islands. The transfer of passengers and cargo between the ship and shore by workboats is dangerous, particularly when the sea conditions are rough. Serious accidents occurred and lives and economic value were lost. Project’s beneficiaries will be primarily residents and communities in the outer islands, including (i) passengers and cargo users benefiting from lower travel costs, shorter travel times, more reliable transport, and better and safe travel conditions; (ii) men, women and children benefiting from better access to basic services and markets; and (iii) local residents and workers engaged in project construction. During the PPTA fact-finding mission, community members stated that improved accessibility and reliability of transport services would benefit them not only in terms of their access to markets and services, but also long-term economic development opportunities including tourism. The PPTA will undertake further poverty and social analysis as part of the feasibility study and prepare a summary poverty reduction and social strategy (SPRSS) summarizing the results.</p> <p>2. Impact channels and expected systemic changes.</p> <p>The project will have an overall impact on poverty reduction and social development through increasing both the availability and reliability of transport access. The main channel for impacts on the poor and vulnerable is through reduced hardship through better access to economic opportunities, markets, and essential social services. Villages and households in more remote communities will have improved access to markets and services, to secondary schools and health services. Communities in the outer islands will benefit from economic and social development as a result of the improved connectivity.</p> <p>3. Focus of (and resources allocated in) the PPTA or due diligence.</p> <p>A poverty and social analysis will be undertaken during the PPTA to identify and confirm the project beneficiaries,</p>
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their needs and priorities. It will assess poverty and social issues and identify measures to maximize project's beneficial impacts among the targeted beneficiaries, including the poor and vulnerable groups.

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 representation in formal decision-making bodies is low. Of 15 total members of Parliament, only one is a woman. Women's representation in traditional governance systems is also very low, with no women reported to be chiefs or members of elected Kaupule (local island government). This is improved at the Fale Kaupule (traditional island council of elders) level, in which all women over 50 years of age are included.

The 2010 household survey collected sex-disaggregated data, which showed fairly equal distribution of numbers of men and women population in each island. However, this revealed substantial differences in terms of occupation of men and women, where men's occupation involves higher cash incomes and more mobility while women's occupations are often care giving roles and located closer to home. Men predominate in seafarer, technical worker and management, all of which imply relatively high incomes, especially for seafarers. Women predominate most visibly in the profession of household and social services, which clearly has a lower pay scale in comparison to the jobs occupied by men. Unemployment (lack of formal jobs) is substantially higher among both men and women on outer islands. Men and women are extensively involved in subsistence activities.

There are notable differences in the way that men and women use their day time. Only men are engaged in agriculture and fishing on boats. Women spend substantial time cooking, washing and cleaning. Men spend more time than women attending to home gardens and feeding pigs and poultry. Women spend more time caring for children, elderly and sick relatives. Women engage in weaving and handicrafts, while men build canoes and repair fishing nets. Both men and women have substantial leisure time, therefore would be available to engage in project activities. Safe and reliable transport access to outer islands would improve women's access to economic opportunities and social services. PPTA will further assess and confirm the gender issues relevant for the project.

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 project will have some gender mainstreaming elements. In addition to improving women's general access to economic opportunities and social services and reducing the travel time, the project will adopt the following specific measures: (i) 50% quotas will be applied for equitable participation of men and women in project activities, training, etc. to promote women's empowerment, in which women's active participation becomes habitual and women acquire and exercise relevant skills (communication, leadership, etc.). (ii) project reports will include sex-disaggregated data. (iii) project infrastructures will incorporate women and children friendly designs, such as accessible port facilities, etc. (iv) equal pay for equal amount of work for men and women will be applied under civil works contracts; (v) certain project activities will primarily target women groups, such as women's market stalls at port locations. PPTA will develop a Gender Action Plan based on the assessment of gender issues and needs.

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

Yes  No Please explain

Project is not expected to have adverse impact on women and girls or widen gender inequality. This will be further confirmed 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 project's main stakeholders include: (i) government agencies involved in or mandated to inter-island transport connectivity and services; (ii) island communities and their leaders; (iii) civil society organizations such as NGOs; (iv) beneficiaries and affected people; and (v) other stakeholders such as development partners.

While the consultation with government agencies and communities at some outer islands started during the preparation of the concept paper, all relevant stakeholders will be consulted during the PPTA and subsequent phases of the project. The stakeholders will participate in selection of project sites, project design, social and poverty analysis, impact assessments and preparation of mitigation plans, as needed, and project implementation.

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 PPTA will undertake a stakeholder analysis and prepare a consultation and participation plan comprising detailed activities for consultation, communication/information disclosure and participation during the design and implementation phases of the project. The participation and disclosure mechanisms will include stakeholder

consultations, household surveys for studies, distribution of project information to communities and potential training to community and local residents.

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?

Civil society organizations consulted during the concept paper stage included community groups in three islands of Nanumaga, Nanumea and Niutao, Tuvalu Association of NGOs (TANGO) and Tuvalu National Private Sector Organization. The PPTA will identify further civil society organizations in the project areas as stakeholders to be consulted and mechanisms to consult with them.

H Information generation and sharing  H Consultation  Collaboration  Partnership

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

No specific issues known at this stage, but the participation of the poor and excluded groups will be important in the project design and implementation. As state above, the PPTA will undertake stakeholder analysis, identify relevant issues at the beginning of the PPTA, and prepare a consultation and participation plan that will ensure participation of the poor and excluded groups as well. For this, the PPTA will include a social specialist in the consultant's team.

#### IV. 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 is not expected to involve any land acquisition and resettlement impacts. The project infrastructures are expected to be constructed on community land for which communities have expressed their willingness to donate voluntarily. This will be further assessed and confirmed during the PPTA study.

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: A due diligence report will be prepared confirming the communities agreement to voluntarily donate land and confirming that there will be no other land acquisition and resettlement impacts requiring the preparation of a resettlement plan.

**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 is unlikely to impact any distinct and vulnerable indigenous peoples, as the communities are part of the mainstream Tuvalu people. This will be further assessed and confirmed during the PPTA.

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

#### V. OTHER SOCIAL ISSUES AND RISKS

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

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

2. How are these additional social issues and risks going to be addressed in the project design? The civil works contracts will include measures for labor standards (workers' health and safety, not employing child labor) and awareness on HIV/AIDS and other communicable diseases. The PPTA will further assess and confirm this.

#### 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? The PPTA consultancy team includes a social safeguards specialist and costs for undertaking surveys, etc.