

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Vanuatu	Project Title:	Cyclone Pam Road Reconstruction Project Additional Financing
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Lending/Financing Modality:	Mixed loan and grant	Department/ Division:	Pacific Department Pacific Liaison and Coordination Office
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<p>I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY</p> <p>Targeting classification: Emergency</p> <p>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</p> <p>1. The additional financing will be an expansion of work identified for the original project, as it will reconstruct and climate- and disaster-proof transport infrastructure in priority locations. The damaged sites will adopt “build back better” (BBB) features on roads, bridges, bridge approaches, culverts, head walls; scour protection works (road, approach roads, riverbanks, abutments, and piers); river training works, selected rivers and streams, and drainage systems, including disaster and climate proofing; and reinstatement of a landslide at Klems hill. The overall project is consistent with the priorities identified in the Post-Disaster Needs Assessment (PDNA),^a led by the Government of Vanuatu with assistance from development partners, including the Asian Development Bank (ADB).^b The PDNA highlights that repairs to the Efate ring road should be made as soon as possible to minimize secondary impacts on the economy, and to restore connectivity to essential services such as hospitals, schools, markets, and main commercial centers in Port Vila.</p> <p>2. The overall project supports the development of key economic infrastructure, which is a priority of the government’s development plan, Priorities and Action Agenda, 2006–2015.^c It is consistent with the current country operations business plan, which supports improvements in infrastructure services, addressing major constraints to economic growth, and assisting in the reduction of rural poverty.^d ADB’s Pacific Approach aims to deliver sustained, resilient, and improved standards of living for the people of the Pacific.^e The proposed project will also support ADB’s approach to integrating climate resilience and disaster risk management in projects and programs in the Pacific, which recognizes the need to assess infrastructure in terms of (i) vulnerability, including to climate change and disasters; and (ii) actions to adapt to and reduce risks, and assess and analyze (a) identified key climate and disaster resilience issues, and (b) alternative solutions for climate adaptation and disaster risk reduction.</p> <p>B. Results from the Poverty and Social Analysis during PPTA or Due Diligence</p> <p>1. Key poverty and social issues. Before the cyclone, poverty in Vanuatu was characterized by poverty of opportunity, and the lack of access to basic services and the means to earn cash to meet expenses such as school fees, medical expenses, clothing and transport, and costs associated with important social obligations. For the rural population, particularly those living in more remote outer islands, the lack of affordable transport access to markets and social services was a major constraint to improving economic opportunities and using social services. The costs associated with transporting produce to markets to generate cash income are often beyond the means of the poorest households, reinforcing their isolation and poverty and denying them the means to improve their situation.</p> <p>The destruction of critical transport infrastructure has exacerbated this situation, particularly for vulnerable groups. Such disaster events also create new vulnerabilities, and affect people’s employment and livelihood-generating ability, personal safety, public health and sanitation, household efficiency, and food production. Although the physical destruction caused by the cyclone took place in March 2015, production losses and associated higher costs of production will linger for some time. The negative impact of the disaster on the overall socioeconomic situation in Vanuatu will be felt for many years. The project will contribute to the reconstruction and repair of critical transport infrastructure and the rebuilding of transport networks to higher standards of disaster and climate resilience.</p> <p>2. Beneficiaries. The additional financing will include the reconstruction of additional bridges, and rehabilitation and drainage improvement along the same road as under the original project.</p> <p>3. Impact channels. This expanded scope of work has been identified from the feasibility study conducted as part of the original project.. Repairing and climate- and disaster-proofing of the Efate ring road will provide road users in the entire island with regular and uninterrupted access to goods, and social services and seek economic opportunities even during disaster events. Men and women in communities including poor and vulnerable groups at construction sites will directly benefit from employment opportunities offered by the project.</p> <p>4. Other social and poverty issues. The government assures that they will provide sufficient funds through government’s annual budgets to maintain new assets and this will enable continuous access to goods and services for all road users including poor and vulnerable groups throughout the design life of the assets (50 years). Some of the features included in the project to address poverty and social issues are (i) gender sensitive design elements such as construction of walkways and provision of laundry facilities in streams alongside the road (ii) community groups along the roadsides receive education and training on gender equality and HIV/AIDS awareness.</p> <p>5. Design features. The specific design features will enable poor and vulnerable groups to improve their lifestyles. Some of these elements have been incorporated in the DMF as specific outputs of the project.</p> <p align="center">II. PARTICIPATION AND EMPOWERING THE POOR</p> <p>1. Participatory approaches and project activities. Community consultation began during the feasibility study of the original project. Consultations held with the communities and affected persons are documented in the due diligence report. Both male and female community leaders and members along the Efate ring road were invited by the Public</p>
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<p>Works Department to attend the village-level project briefing and were consulted on issues regarding roads, culverts, and bridges. The project communities were also consulted during the construction stage on the scale of flooding events and their potential social and environmental impacts. Rehabilitation and maintenance of damaged structures are very important for the communities which facilitated their support. Key government offices and other stakeholders such as the Department of Lands; Department of Environmental Protection and Conservation; Department of Fisheries; Department of Forestry; Department of Geology, Mines and Water Resources; Department of Women's Affairs, Ministry of Health; and Shefa Provincial Government were also consulted. Further consultations from the additional sites will be undertaken in finalizing the design.</p>
<p>2. Civil society organizations. Meetings with civil society as part of the original project's preparation included representatives from the chamber of commerce, Vanuatu National Council of Women, Executive Council (Efate chiefs), and international nongovernment organizations. These organizations support the overall project and requested the continued involvement of women and other local stakeholders during implementation. The project's communication and consultation plan (CCP) will establish the principles and mechanisms for the participation of stakeholders, including civil society. The CCP will reflect that civil society stakeholders will have different levels of interest in the project and that each stakeholder will contribute differently to the delivery of the project. The CCP will identify major stakeholders and potential communications risks, together with potential communications strategies to address these.</p> <p>3. 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): M <input checked="" type="checkbox"/> Information gathering and sharing M <input checked="" type="checkbox"/> Consultation L <input checked="" type="checkbox"/> Collaboration L <input type="checkbox"/> Partnership</p> <p>4. Participation plan <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Key features: The CCP will be prepared for the project, based on participation methods that have worked well in other projects, to provide guidelines for the project management unit and other relevant government agency staff, contractors, beneficiaries, and other stakeholders to enable them to communicate and consult with each other effectively, inclusively, and transparently; and to ensure that effective participation occurs during the detailed design and implementation.</p>
<p>III. GENDER AND DEVELOPMENT</p>
<p>Gender mainstreaming category: Some gender elements</p>
<p>A. Key issues</p> <p>1. On the Human Development Index for 2014, Vanuatu ranks 131 out of 187 (down three places from 2013), giving it an equivalent ranking to its human development index (above Kiribati, Solomon Islands, and Papua New Guinea but below the rest of the Pacific nations).^f Women's social status in Vanuatu means that they often among the poorest of the population and struggle the hardest to recover from disaster. While the destruction of critical infrastructure—e.g., health facilities, water supply systems, and housing—affects everyone, because Tropical Cyclone Pam damaged and contaminated sources of drinking water, women and children must dedicate increased time and effort to obtaining water from more distant locations. This increased workload reduces the time they can allocate to income generation, and exposes them to hazards such as violence or disease.</p> <p>2. Access to transport services is increasingly important for women in Vanuatu. Women play an important role in economic life, particularly in the rural sector where more women than men are engaged in subsistence agriculture. In addition to growing food and cash crops, women contribute to the rural economy through the processing and sale of home produce such as clothing, baskets, mats, and handicrafts. Women are increasingly active in the retail sector in rural and urban areas, including in the management of markets, stores, and stalls. However, unreliable and unaffordable transport structures and services restrict women's participation in economic and public life. Damage to existing transport infrastructure resulting from the cyclone will have further adverse effects on women. At the same time, equitable post-disaster recovery could help to reduce women's disadvantaged condition and increase their overall resilience. Both women and men must have access to reconstruction and rehabilitation jobs, and to public works, investment funds, and income-generating projects to support their long-term economic recovery.</p> <p>3. The additional financing is classified as having some gender elements. Women will be encouraged to take up employment during project implementation (reconstruction works). Men and women engaged in the project will be paid equal wages for equal work. Various training and awareness activities will be undertaken, including training on traffic control at construction sites, and safeguards; education awareness on HIV/AIDS and prevention (coordinated with the HIV coordinator of the Ministry of Health); and awareness on gender-sensitive transport and road safety issues. Opportunities to include gender-sensitive design features such as laundry facilities at streams will be explored. A resettlement plan or due diligence report will be prepared where required, and will ensure that equal compensation and assistance will be provided to all affected people. The project implementation progress report will include information on the implementation of gender-related activities and women's participation in consultation, employment, and other project activities.</p>
<p>B. Key actions <input type="checkbox"/> Gender action plan <input checked="" type="checkbox"/> Other actions or measures <input type="checkbox"/> No action or measure</p> <p>The design will include features that will accommodate women's needs as outlined above.</p>
<p>IV. ADDRESSING SOCIAL SAFEGUARD ISSUES</p>
<p>A. Involuntary Resettlement Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI</p> <p>1. Key impacts. The additional financing project is classified <i>category C</i> for land acquisition and involuntary settlement. The project is within the existing ring road corridor. Some small areas of additional land may be required, and temporary</p>

access to land outside the corridor could be required during construction and may involve some impacts such as loss of trees and crops on the land needed for access or storage areas during construction. Specific impacts will be known only after the feasibility and detailed design completion, according to site-specific requirements of the repair works.

2. Strategy to address the impacts. The likely approach to address impacts will be based on preliminary consultations with affected persons through negotiated settlement and/or voluntary donation in accordance with the project's resettlement framework. Procedures developed include the following provisions: (i) participation of landowners in site selection and detailed design; (ii) confirmation that no adverse or major impacts will affect landowners from land acquisition or donation; (iii) consultation with and informed consent of landowners is adequate; and (iv) documentation of negotiation and agreements, and verification by a third party that agreements were transparent, devoid of any information asymmetry, and truly voluntary.

3. Plan or other Actions

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|---|--|
| <input type="checkbox"/> Resettlement plan | <input type="checkbox"/> Combined resettlement and indigenous peoples plan |
| <input checked="" type="checkbox"/> Resettlement framework | <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework |
| <input type="checkbox"/> Environmental and social management system arrangement | <input type="checkbox"/> Social impact matrix |
| <input type="checkbox"/> No action | |

B. Indigenous Peoples

Safeguard Category: A B C FI

1. Key impacts. Inhabitants of the subproject sites are the main beneficiaries. They are all indigenous and part of the mainstream society. No impacts on distinct and vulnerable groups of indigenous peoples are expected.

Is broad community support triggered? Yes No

2. Strategy to address the impacts. Project activities will be implemented in a participatory and culturally appropriate manner to ensure no adverse impacts to local communities.

3. Plan or other actions

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|---|--|
| <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 | |
| <input checked="" type="checkbox"/> No action | |

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 L underemployment retrenchment H core labor standards (included in bid documents)

2. Labor market impact. Jobs will be created through the construction and repair of infrastructure facilities.

B. Affordability The overall project enhances affordability for goods and services. The project will provide continuous accessibility to markets and service locations even during disaster events and there will no additional transport costs for the road users at such events. The benefits of the project will flow to poor and vulnerable groups in terms of increased access to goods and services at competitive prices.

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):

L Communicable diseases NA Others (please specify) _____

2. Risks to people in project area.

Sexually transmitted infection and HIV/AIDS awareness will be provided to construction workers and community members in the project area. This complies with the provisions in the DMF, PAM and the financing agreements of the overall project.

VI. MONITORING AND EVALUATION

1. Targets and indicators. Design and monitoring framework targets will include the construction or repair of road infrastructure

2. Required human resources. Required consulting services will be described in the project administration manual.

3. Information in the project administration manual. Requirements for monitoring and evaluation—including project reviews, progress reports, and completion reports—will be included.

4. Monitoring tools. Progress in meeting the design and monitoring framework targets will be reported regularly through quarterly progress reports.

^a Government of Vanuatu. 2015. *Vanuatu Post-Disaster Needs Assessment: Tropical Cyclone Pam, March 2015*. Port Vila.

^b The PDNA services were facilitated by the World Bank Group, European Union, and United Nations agencies, with technical inputs from development partners.

^c Government of Vanuatu. 2006. *Priorities and Action Agenda, 2006–2015: An Educated, Healthy and Wealthy Vanuatu*. Port Vila.

^d ADB. 2016. *Country Operations Business Plan: Vanuatu, 2017–2019*. Manila.

^e ADB. 2009. *ADB's Pacific Approach, 2010–2014*. Manila; and ADB. 2015. *Interim Pacific Approach, 2015*. Manila.

^f Care. 2015. *Rapid Gender Analysis: Cyclone Pam, Vanuatu*. Port Vila.