



## Initial Poverty and Social Analysis

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April 2018

### Samoa: Central Cross Island Road Upgrading Project

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**CURRENCY EQUIVALENTS**

(as of 17 April 2018)

Currency unit	–	tala (ST)
ST1.00	=	\$2.519
\$1.00	=	ST0.397

**ABBREVIATIONS**

ADB	–	Asian Development Bank
ERAP	–	Enhanced Road Access Project
km	–	kilometer
TA	–	technical assistance
TASF	–	technical assistance special fund

**NOTE**

In this report, "\$" refers to United States dollars.

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## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Independent State of Samoa	Project Title:	Central Cross Island Road Upgrading Project
Lending/Financing Modality:	Project Grant	Department/ Division:	Pacific Department / Energy, Transport and Natural Resources Division

### I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The Central Cross Island Road Upgrading Project (the Project) is consistent with the Strategy for the Development of Samoa (SDS) 2016/17–2019/20 and the Samoa Transport Sector Plan (2014–2019) which identifies the need for transport connectivity to enable better access to basic services and improve the people's quality of life. Increased efficiency of major transport is expected to provide better access to markets, broaden employment opportunities and improve public transport access. The Project is also consistent with ADB Pacific Approach (2016–2020)<sup>a</sup> and Eleven (11) Small Pacific Island Countries: Country Operations Business Plan (2018–2020)<sup>b</sup> which includes Samoa. Both highlights the need to reduce the cost of doing business and provide social services by improving connectivity through land, sea, and air links among others.

#### B. Poverty Targeting

General intervention  Individual or household (TI-H)  Geographic (TI-G)  Non-income MDGs (TI-M1, M2, etc.)

The Project will upgrade and climate proof the Central Cross Island Road (CCIR) which is a vital and main arterial road connecting the Main West Coast Road (WCR) in Apia to the north with the South Coast Road (SCR) in Siumu to the south. The improved transportation is expected to contribute to improving connectivity and access to essential social services and employment opportunities.

#### C. Poverty and Social Analysis

1. Key issues and potential beneficiaries.<sup>c</sup> There has been a reduction in the number of Samoans falling below the food poverty line and basic-needs poverty line in 2013/14 by 12% and 30%, respectively in comparison with 2002 levels.<sup>d</sup> However, the decline was partially driven by the significant increase in government spending, which came at a very high fiscal cost as fiscal deficit and public debt increased. Furthermore, the progress towards the eradication of food poverty was uneven. It significantly declined in Savai'i and the rest of Upolu but increased in Apia Urban Area and nearly doubled in the North-West Upolu with the highest concentration of poverty. The proportion of highly vulnerable also rose from 2002 to 2013/14. The provision of formal employment and income-generating opportunities are critical issues facing the country. Those with least access to cash income from paid work, remittances or farm production are the disadvantaged groups while the unemployed, especially unskilled youth are the poorest in urban areas. Young people with incomplete secondary education and people living with disabilities are also particularly vulnerable because there are few opportunities for training of school drop-outs or for people with special needs. Non-communicable diseases are prevalent in Samoa. World Health Organization estimates that 94% of the adult population is overweight and 75% are obese. Secondary health care services are provided by the two national hospitals and private hospitals in Apia. Patients are generally referred to these facilities by the district hospital around Upolu and Savaii. Analysis of secondary-level education performance in the country found that despite system expansion from the 1980's to mid-2000's, objectives of equity had not been achieved, with urban students being significantly advantaged in tertiary education access relative to rural students. Within the CCIR corridor, literacy is highest in Vaimuga West at 98.7% and relatively lower in Siumu at 97.2% to 98%. The beneficiaries are the population in general and particularly the communities through the districts of Vaimuga West and Simu. Improved productivity and lower transportation cost from upgraded road network will contribute to improving access to social and public services in the major urban hub of Apia and facilitate income generating activities. The CCIR is also the main link connecting Apia to many of the main tourist attractions on the South-East coast of Upolu. This would help boost tourism and increase economic activities to the South East of the island.

2. Impact channels and expected systemic changes. The project is expected to provide employment from increased economic activities in the medium and long term. The civil works is also expected to create temporary employment from outsourcing unskilled local labor or related services at the construction sites. Faster and easier travel will improve access to schools and hospitals given arterial connection to/from the capital city of Apia. Reduction in roadside injuries and accidents are expected from road safety measures to be included in the project design.

3. Focus of (and resources allocated in) the transaction TA or due diligence. A Social Development/Safeguards Specialist will be engaged to undertake social, poverty, and gender analysis. Particularly, the TRTA will assess potential road designs that would enhance the project benefits to the communities including in the areas of road safety.

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

### II. GENDER AND DEVELOPMENT

1. What are the key gender issues in the sector and/or subsector that are likely to be relevant to this project or program? Nationally, 2.9% of all female-headed households compared to 2.8% of all male-headed households are below the food poverty line while 12.8% compared to 10.1% are below the basic needs poverty line. Female headed households in Savai'i and Northwest Upolu are more vulnerable but there has been little disparity between male and female-headed households across poverty and vulnerability groups in Apia Urban Areas and the rest of Upolu.<sup>e</sup> In 2012, the labor force participation rate is 24%

for women compared to 40% for male.<sup>f</sup> Persons in paid work comprised 20% women of the total working age population compared to 29.8% male. Women's share of wage employment in a non-agriculture sector is only 37.5%. Micro businesses are a large employer of women. Over 80% of the private sector is comprised of micro businesses, and women are estimated to head over 40% of them. Data from the 2014 World Development Indicators shows that adolescent fertility rate is declining with current estimates at 26 births per 1,000 women aged 15-19. The percentage of births attended by skilled health staff is 82.5%. The contraceptive prevalence remains low at 24% with 46% unmet need for contraception. Maternal mortality ratio is 46/100,000 live births. The 2013 Pacific Regional MDGs tracking mostly raised concerns on the availability of services in rural areas. At the national level, Samoa has achieved gender parity for girls in Primary, Secondary and Tertiary education. Women will have more opportunities to be engaged in paid labor and own their microbusiness with potential employment and increased economic activities expected to be generated from an improved road network. Access to health facilities in Apia (e.g. for attended births) can also be improved with upgraded roads. The employment opportunities during construction stage are likely to be mostly males. However, whenever possible, female workers will be recruited for technical work positions, as well as other labor-based work or providing food/logistics services during construction.

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 The proposed Project is expected to have gender designs such as provision of pathways, improvement of lightings and other safety measures to ensure the well-being of pedestrians and road users including women. The Social Development/Gender Specialist will further confirm potential gender features during project preparation.

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 roads construction and will be the subject of an HIV/AIDS awareness and prevention program

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 main stakeholders include the government such as the Ministry of Finance, Ministry of Works, Transport and Infrastructure, owners of public utilities such as Electric Power Corporation, Samoa Water Authority and Blue Sky among others, landowners, communities along the CCIR, transport owners and operators and civil society organizations. These stakeholders will participate during meetings and consultations from project design to implementation. Their inputs to social and poverty analysis, impact assessments and preparation of mitigation plans during project implementation will be sought.

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? A consultation and participation plan will be prepared for the Project. The plan will ensure stakeholder consultation and information disclosure during project implementation. Public meetings and focus group discussions will be utilized to communicate and consult with stakeholders including collaboration with community-based organizations to ensure effective outreach, mobilization and participation of concerned communities and vulnerable groups.

3. What are the key, active, and relevant civil society organizations (CSOs) in the project area? What is the level of civil society organization participation in the project design?

- 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 should they be addressed?  Yes  No

Communities along the road, including affected persons, will be consulted during social and poverty analysis to identify any social impacts which need to be mitigated. These consultations will include women and other vulnerable groups.

### 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 upgrade of the CCIR is not expected to have physical and economic displacement. However, parcels of land along the road may need to be cut from people's allotments and some assets would be affected to cater for the road upgrade requirements and expansion.

2. What action plan is required to address involuntary resettlement as part of the transaction TA 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

The majority of Samoa's population, including the people living along the roads and frequent road users, are regarded as indigenous but not distinct and vulnerable to meet the definition of Indigenous Peoples as per ADB SPS.

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
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 transaction TA 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  Adhering to core labor standards  Labor retrenchment
  - Spread of communicable diseases, including HIV/AIDS  Increase in human trafficking  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? Civil works during implementation will ensure strict compliance to the requirements of core labor standards (workers' health and safety, not employing child labor). The specific requirements will be stipulated in bidding documents and civil works contracts. Awareness and prevention programs on HIV/AIDS and other communicable diseases will be implemented.

#### VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for the transaction TA (or other due diligence) contain key information needed to be gathered during transaction TA 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 transaction TA or due diligence? A Social Development/Gender Specialist will be engaged to undertake the social, poverty and gender assessment and prepare consultation and participation plan.

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

<sup>b</sup> ADB. 2017. *Country Operations Business Plan: 11 Small Pacific Island Countries, 2018–2020*. Manila.

<sup>c</sup> Samoa National Statistics Office and United Nations Development Programme (UNDP) Pacific Centre. 2016. Samoa Hardship and Poverty Report. Analysis of the 2013/14 household Income and Expenditure Survey. Apia.

<sup>d</sup> The Food Poverty Line (FPL) has an absolute base 2,100 kilocalories/day per capita – it includes food that is purchased from markets or shops, as well as food grown for own consumption (subsistence) and any gifts of food received. The Basic Needs Poverty Line (BNPL) is made up of two components: the cost of a minimum food basket (FPL); and an amount of expenditure for “essential” non-food basic needs. Households with per capita expenditure below the FPL are deemed to be in “extreme” poverty since their expenditure is below that required to meet basic food needs. Those with expenditure below the BNPL are in “basic needs” poverty.

<sup>e</sup> Samoa National Statistics Office and UNDP Pacific Centre. 2016. Samoa Hardship and Poverty Report. Analysis of the 2013/14 Household Income and Expenditure Survey. Apia.

<sup>f</sup> ADB. 2016. *Gender Statistics: the Pacific and Timor-Leste*. Manila.

Source: Asian Development Bank.