

UPDATED SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Sri Lanka	Project Title:	Integrated Road Investment Program - Tranche 3
Lending/Financing Modality:	Multitranche Financing Facility	Department/ Division:	South Asia Department Transportation and Communications Division

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY

Targeting classification: General intervention

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

The investment program is in line with the Government of Sri Lanka's overall development strategy and sector objective: establishing a modern and inclusive transport system that will accelerate economic growth, with reduced travel time and cost, and improved safety. The government's two-tier approach to provide nationwide connectivity is by constructing an expressway network with a well-connected national road network as the backbone of the system, and a complete rural road network to connect the rural population to trunk roads linking the socioeconomic activity centers.^a As agreed between the government and ADB in ADB's country partnership strategy, 2012–2016, ADB will contribute to the sector outcome of improved nationwide connectivity for the movement of people and goods.^b Tranche 1 will improve about 560 km of rural roads and 130 km of national roads in Southern Province. Tranche 2 will rehabilitate about 2,666 km of roads in 5 provinces, comprising 2,548 km of rural roads and 118 km of national roads. Tranche 3 will release additional financing resources to the rural roads appraised under previous tranches.

B. Results from the Poverty and Social Analysis during PPTA or Due Diligence

1. Key poverty and social issues. The investment program will take place in Central, North Central, North Western, Sabaragamuwa, Southern and Western provinces. The provinces are located in the western, central, and southern regions of the country. Average population density for the provinces is about 444 persons per km², with Western Province being the most densely populated at 1,620 persons per km². Among surveyed households, 35% of those along project roads derive their livelihoods from agriculture related activities and 25% work in the public or private sectors. The most prevalent category of vulnerable households is those headed by women. Over 96% of households are electrified and nearly all have reliable access to drinking water. Roads that will be improved under the investment program are currently in poor condition. Road conditions were considered bad or very bad by 66% of surveyed households. Communities indicated that the poor road conditions were preventing safe and reliable travel, especially at night and during poor weather, and that positive benefits will include: (i) improved access to education and health facilities, (ii) better public and private transport options, and (iii) increased job opportunities. An efficient road network linking villages, towns, and cities will provide stronger links between rural regions and urban hubs. Road development encourages other development initiatives, which together considerably stimulate economic growth. The project is expected to significantly improve the socioeconomic situation and enhance poverty reduction in the ten beneficiary districts.

2. Beneficiaries. Potential beneficiaries include residents, road users, tourists, businesses, and commercial services. The project roads cover 119 divisions within 13 districts. Approximately 11.7 million residents live in the six provinces with an estimated 392,000 households residing within the vicinity of project roads.

3. Impact channels. The poor and vulnerable will benefit from the investment program, which will increase economic and employment opportunities by improving linkages to commercial facilities. Improved connectivity will help rural populations transport their produce faster and provide higher profit margins. There will also be improved access to public and social service facilities such as government agencies, health centers, and schools. There are provisions in the bidding documents for civil works contracts to comply with core labor standards. There are special provisions for vulnerable displaced households in safeguard planning documents.

4. Other social and poverty issues. No other social and poverty issues are anticipated.

5. Design features. For the national highways, hard shoulders will be constructed for the entire alignment that will benefit pedestrians and cyclists, who are more likely to be poor, vulnerable, and female. For rural roads, the improvements will provide local populations, including the poor and vulnerable, with improved access to economic opportunities and higher-quality services. An efficient road network linking villages, towns, and cities will provide stronger links between remote, poor regions and more developed markets.

II. PARTICIPATION AND EMPOWERING THE POOR
<p>1. Summarize the participatory approaches and the proposed tranche activities that strengthen inclusiveness and empowerment of the poor and vulnerable in project implementation. Meaningful consultation and social surveys were conducted along all project roads appraised under Tranches 1 and 2, which included approximately 20% of households along project roads, and focus group discussions in public areas. Community participation was undertaken to increase awareness of the project, determine people's needs and concerns, and obtain suggestions for enhancing benefits and mitigating negative impacts. For the rural road component, in-depth consultation took place through community participatory approaches to finalize road designs, especially with respect to (i) improving road safety, (ii) minimizing environmental impact, and (iii) minimizing construction impact. A grievance redressal mechanism will be set up in all project areas.</p> <p>2. If civil society has a specific role in the project, summarize the actions taken to ensure their participation. Community groups were identified and consulted during project preparation.</p> <p>3. Explain how the project ensures adequate participation of civil society organizations in project implementation. Project information will be disclosed to the public through various venues and be readily available to civil society.</p> <p>4. What forms of civil society organization participation is envisaged during project implementation? Civil society organizations along the project roads will be engaged as part of community participation in finalizing road design, and will be part of the grievance redressal mechanism. M-Information gathering and sharing; L-Consultation; L-Collaboration L-Partnership</p> <p>5. Will a project level participation plan be prepared to strengthen participation of civil society as interest holders for affected persons particularly the poor and vulnerable? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Detailed community consultation guidelines for finalizing the detailed design of rural roads have been prepared and piloted during project preparation; these emphasize the participation of the poor and vulnerable.</p>
III. GENDER AND DEVELOPMENT
<p>Gender mainstreaming category: Effective Gender Mainstreaming</p> <p>A. Key issues. Tranche 3 will finance subprojects that were appraised under Tranches 1 and 2. During the social study, a gender analysis was undertaken to determine the project's possible impacts on women. For Tranche 1, 3,552 and for Tranche 2, 8702 women participated in focus group discussions. Women were found to be actively engaged in family and community decision-making processes, with 79% always participating in family decision making, 59% contributing to household income and 54% involved in community activities; 60% of women stated that they are willing to participate in the project in some capacity as (i) maintenance laborers, (ii) operators of small businesses to provide meals and support services to civil works contractors, and (iii) civil works wage laborers. Their willingness to participate varied greatly by geographical location, educational attainment, seasonal agricultural activities, and existing employment opportunities. In the ongoing ADB-funded National Highways Sector Projects, 10%–15% of the labor force is comprised of local women in project areas.^{c,d} Women indicated that the existing poor road conditions were preventing safe and reliable travel, especially at night and during poor weather, and stated that improved road conditions and connectivity will provide (i) better access to health services, and higher levels of education and social interaction; (ii) better public and private transport options; and (iii) increased job opportunities.</p> <p>A gender action plan has been prepared to (i) maximize women's access to project benefits; (ii) provide opportunities to increase women's skills, income, and participation in decision making; and (iii) minimize social vulnerability. Based on findings from consultations with women and experience from other ongoing ADB-funded projects in the area, practical and implementable gender mainstreaming activities have been incorporated. Provisions in the bidding documents for civil works contractors will ensure that core labor standards will be complied with. To ensure that all gender issues are addressed, a social development and gender expert will be engaged by each of the two project implementation consultants, with a total input of 57 person-months of services, to implement and monitor the gender action plan. A gender focal officer will be placed in each of the project implementation units.</p>
<p>B. Key actions. <input checked="" type="checkbox"/> Gender action plan <input type="checkbox"/> Other actions or measures <input type="checkbox"/> No action or measure Measures include (i) ensure that 40% women are consulted during project preparation; (ii) integrate features to increase safety and meet the needs of the elderly, women, children and the disabled into the final design; (iii) ensure that at least 30% of local employees hired for road maintenance are women, and that they receive equal wages for equal work done for both skilled and unskilled labor in project works; (iv) provide road maintenance training to all women who are employed; (v) ensure women's participation in road safety, HIV/AIDS and human trafficking awareness campaigns targeting local communities; (vi) appoint a social and gender focal point at each of the four project implementation units, trained by a specialist in project implementation consultant; and (vii) build the capacity of RDA and the five provincial road agencies on gender-inclusive design and gender mainstreaming in project preparation, consultation, road construction, and maintenance. An impact assessment will continue to be conducted on sample roads from Tranche 1 and will undertake a time-use study of women in project-affected areas.</p>

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES									
A. Involuntary Resettlement	Safeguard Category: <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI								
<p>1. Key impacts. All improvement of national and rural roads will be undertaken within the existing right of way. No involuntary resettlement impacts were identified during due diligence undertaken for Tranches 1 and 2. Tranche 3 will only include subprojects that were appraised under previous tranches. Categorization of Tranche 3 follows that of previous tranches.</p> <p>2. Strategy to address the impacts. A resettlement framework has been prepared to guide the screening and preparation of safeguard planning for future tranches.</p> <p>3. Plan or other Actions.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input type="checkbox"/> Resettlement plan</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Combined resettlement and indigenous peoples plan</td> </tr> <tr> <td style="border: none;"><input checked="" type="checkbox"/> Resettlement framework</td> <td style="border: none;"><input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Environmental and social management system arrangement</td> <td style="border: none;"><input type="checkbox"/> Social impact matrix</td> </tr> </table>		<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		
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B. Indigenous Peoples	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI								
<p>1. Key impacts. Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>2. Strategy to address the impacts. No indigenous people were identified during tranche 1 and 2 due diligence. Tranche 3 will only include subprojects that were appraised under previous tranches. An indigenous peoples planning framework has been prepared to guide the screening and preparation of future tranches. Categorization of Tranche 3 follows that of previous tranches.</p> <p>3. Plan or other actions.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input type="checkbox"/> Indigenous peoples plan</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Combined resettlement plan and indigenous peoples plan</td> </tr> <tr> <td style="border: none;"><input checked="" type="checkbox"/> Indigenous peoples planning framework</td> <td style="border: none;"><input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Environmental and social management system arrangement</td> <td style="border: none;"><input type="checkbox"/> Indigenous peoples plan elements integrated in project with a summary</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Social impact matrix</td> <td></td> </tr> </table>		<input type="checkbox"/> Indigenous peoples plan	<input type="checkbox"/> Combined resettlement plan and indigenous peoples plan	<input checked="" 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	
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V. ADDRESSING OTHER SOCIAL RISKS									
A. Risks in the Labor Market									
<p>1. Relevance of the project for the country's or region's or sector's labor market. <input type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input type="checkbox"/> core labor standards</p> <p>2. Labor market impact. Construction and maintenance are expected to generate employment opportunities for local communities. Men and women will be paid equally for equal work. The bidding documents contain provisions to ensure contractors and all civil works comply with core labor standards (e.g. no child labor; no bonded labor; no work discrimination regardless of gender, race, and ethnicity; and freedom of association and collective bargaining).</p>									
B. Affordability									
<p>The project will reduce transport costs and increase the mobility of the local population in the project areas.</p>									
C. Communicable Diseases and Other Social Risks									
<p>1. Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA): <input type="checkbox"/> Communicable diseases <input type="checkbox"/> Human trafficking</p> <p>2. Describe the related risks of the project on people in project area. The social assessments undertaken identified no significant social risks such as HIV/AIDS or human trafficking. The RDA will ensure that civil work contractors disseminate information at worksites on the risks of sexually transmitted diseases. All contracts will include clauses on these undertakings, and the government will strictly monitor compliance during implementation. In addition, an awareness training regarding sexually transmitted diseases and human trafficking will be provided.</p>									

VI. MONITORING AND EVALUATION

1. Targets and indicators: Relevant performance targets, indicators, and data sources will be established by the social development specialist of the project implementation consultant.
2. Required human resources: The PIUs will have a social safeguard and gender focal point. The resettlement, social development and gender team will be part of the project implementation consultant teams. A social development specialist from the ADB regional department will oversee implementation.
3. Information in Facility Administration Manual: The frequency of project reviews, monitoring, and timing of completion reports is included.
4. Monitoring tools: The project implementation consultant will undertake day-to-day monitoring. The executive agency's environmental and social division will undertake monthly monitoring. If land donation is required, it will be monitored independently by a qualified expert. Semiannual monitoring reports will be submitted to ADB.

ADB = Asian Development Bank, km = kilometer, km² = square kilometer, PIU = project implementation unit, RDA = Road Development Authority.

^a Government of Sri Lanka, Ministry of Finance and Planning, Department of National Planning. 2010. *Sri Lanka: The Emerging Wonder of Asia: MahindaChintana – Vision for the Future*. Colombo.

^b ADB. 2011. *Country Partnership Strategy – Sri Lanka (2012–2016)*. Manila.

^c ADB. 2005. Report and Recommendation of the President to the Board of Directors: Proposed Loan and Technical Assistance Grant Democratic Socialist Republic of Sri Lanka: National Highways Sector Project. Manila.

^d ADB. 2011. Report and Recommendation of the President to the Board of Directors: Proposed Loan for Additional Financing Democratic Socialist Republic of Sri Lanka: National Highways Sector Project. Manila.