



Project Number: 48186-005
June 2018

Social Development and Gender Action Plan Mongolia: Regional Road Development and Maintenance Project

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I. EXECUTIVE SUMMARY

1. This section summarizes the key findings and recommendations of the socio-economic analysis conducted in the Project area, as well as a Social Development Action Plan (SDAP) and Gender Action Plan (GAP) which includes mandatory and recommendatory actions to enable the project to better facilitate poverty reduction and support gender equality, and is developed based on the social and poverty impact analysis.
2. The SDAP and GAP has been prepared to ensure that the local citizens of Tuv, Darkhan-Uul and Selenge aimags will benefit positively from the proposed road improvement and maintenance activities and negative socioeconomic or environmental impacts, either direct or indirect, if identified, will be mitigated and/or avoided. This report also includes stakeholder's views of project impacts and effectiveness, based on discussions with residents and government officials.
3. The Project activities are focused on maintaining currently used roads starting from Ulaanbaatar Tuv aimag, Darkhan-Uul aimag to Altanbulag, Selenge aimag (see Figure 1), in the northern region of Mongolia.

Figure 1: Project Road Alignment



4. Based on household surveys and consultation with the local officials working and residing in the Project area, it can be stated that local communities will directly benefit from the Project:
 - (i) Easier transportation of production materials from cities or local business centers to soum and aimag center will help reduce labor demand and transportation costs for each family in the Project area;
 - (ii) Due to poor condition of road and its safety issues, public transportation such as large buses with many seats are limited, therefore current travel cost of traveling by small and private cars are higher than the travel cost of public transportation. Decreased transportation and/or travel costs will help improve the economic situation of the residents;

- (iii) It is more convenient and safer for children to go to schools so that they can get better education, or do not have to rent rooms in urban areas. This in turn reduces the family's annual expenditure;
- (iv) Improved transport efficiency will attract more residents (particularly younger) to stay longer within the communities rather than shuttling between urban centers;
- (v) Easier and better access to basic social services (such as medical, educational and other services) which will help to improve quality of life in the area; and
- (vi) Increased job opportunities in road maintenance, trading, small businesses or other activities along the road and villages will help improve household income.

5. Based on the analyses in the social survey report, the Social Development Action Plan (Appendix 1) has been developed with 7 Intervention areas and Gender Action Plan (Appendix 2) with 7 intervention areas or activities with proposed actions, designated timeframe, responsible parties and necessary budget as briefly described below:

- (i) Employment and income generation during construction;
- (ii) Occupational health and safety;
- (iii) Consultation and participation;
- (iv) Prevention of HIV/AIDS, STI's, sexual harrassment;
- (v) Prevention of trafficking in persons (TIPs);
- (vi) Road safety awareness;
- (vii) Support to local development initiatives.

II. GOALS AND OBJECTIVES

6. The objective of the social survey was to explore the socio-economic features of the project area and the opinions of local people with an aim to identify potential social impacts of any and positive perceptions and benefits from the project. To achieve these objectives, household level socio-economic surveys and consultation with relevant stakeholders was conducted to identify the current state of the socio-economic situation of the project areas based on qualitative and quantitative information on household characteristics, employment status, educational level as well as income, expenditure and savings patterns of local households residing along the road alignment.

7. Field surveys were conducted to identify the infrastructural development of the project area such as sanitation and heating facilities, the most pressing issues of local development, access to information, and perception and expectations from the proposed road maintenance project, potential negative and positive impact of the road rehabilitation activities to the local lifestyle, pastureland and herder families. This qualitative assessment was conducted through face to face interviews with local residents and discussions with public officials of the project aimags.

III. METHODOLOGY AND APPROACH

8. This report is based on a combination of primary and secondary data collection and reviews. This included in-depth reviews of key documents, as outlined below, as well as discussions and interviews with stakeholders and project beneficiaries.

9. The socio-economic analysis reviewed and analyzed the following documents.

- (i) ADB Safeguard Policy Statement 2010

- (ii) ADB Social Protection Operational Plan: 2014-2020
- (iii) Millennium Development Goals and Poverty map – 2011, World Bank, National Statistical Office of Mongolia
- (iv) Parliament Resolution dated February 5, 2016 on “Mongolia’s Sustainable Development Vision: 2030”
- (v) Statistical Yearbook 2016, National Statistical office of Mongolia
- (vi) Socio-Economic statistics of Darkhan-Uul aimag, February, 2018
- (vii) Monthly statistics bulletin of Selenge aimag – March, 2017
- (viii) Selenge aimag Development Program: 2009– 2021
- (ix) Mongolia Poverty Profile – 2016, NSO of Mongolia and the World Bank

IV. GENERAL BACKGROUND

10. Selenge aimag has a land area of 41,152.63 km² and a population of 108,768 which is nearly 30,000 households¹. Darkhan-Altanbulag road alignment passes through four soums of Selenge aimag, among them Sukhbaatar and Altanbulag soums which are the closest to the road alignment and home to larger proportion of the population, of around 28,000 people.

11. Darkhan-Uul has a land area of 3,275 km² (1,264 square mi) and aimag center Darkhan soum has a population of 84256.

Table 1: Population Numbers

| Location | 2015 | 2016 | 2017 |
|--------------------------|---------|---------|---------------------|
| Selenge aimag | 106,292 | 106,667 | 108768 ² |
| Altanbulag soum | 4,927 | 5,552 | 5089 ³ |
| Sukhbaatar soum | 22,999 | 22,482 | 22911 ⁴ |
| Darkhan-Uul aimag | 97691 | 99796 | 101879 |
| Darkhan soum | 80685 | 82247 | 84256 |
| Khongor soum | 5970 | 6184 | 6217 |

Source: Selenge aimag’s Statistical Bulletins – 2016, Darkhan-Uul aimag Socio-Economic Statistical quarterly, February, 2018.

Table 2: Household Numbers

| Location | 2015 | 2016 | 2017 |
|--------------------------|--------|--------|--------------------|
| Selenge aimag | 29,316 | 29,521 | 29912 ⁵ |
| Altanbulag soum | 1,330 | 1,332 | 1369 |
| Sukhbaatar soum | 5,845 | 5,811 | 573 |
| Darkhan-Uul aimag | 29971 | 29678 | 30133 |
| Darkhan soum | 25216 | 24934 | 25411 |
| Khongor soum | 1584 | 1614 | 1608 |

Source: Selenge aimag’s Statistical Bulletins – 2018, Population and Social statistics of Darkhan-Uul aimag – 2018.

¹ <http://www.selenge.nso.mn/page/591>. Official website of Selenge aimag’s Statistical Division.

² Selenge *aimag* statistics bulletin 2017, page 8

³ Ibid, page 24, table 2.1.1

⁴ Ibid, page 24, table 2.1.1

⁵ Statistical bulletin of Selenge *aimag*, page 30, table 2.1.12

A. Socio-Economic Profile of Project Locations

12. **Darkhan-Uul aimag:** The history of Darkhan-uul aimag starts from October 17, 1961, when the first foundation stone was of Darkhan was laid in the valley. Ever since then, many industries, buldings, cultural and service facilities started to be established in Darkhan city as well as the population growth.

13. **Selenge aimag:** Selenge aimag is located at the beautiful forest-steppe regions of Orkhon, Selenge, Kharaa, and Eero, of northern Mongolia, bordered by Russia to the north. Darkhan-Uul Aimag is located at its center. The main economic activities in Selenge aimag are production of agricultural products such as harvesting, and flour production. In addition, the aimag is well known for its natural bee farming activities. Moreover, the Aimag Representative Khural has developed and approved a “Program on Supporting Development of Bee Farming” in 2007. Local officials and residents see public and private partnership in agricultural sector, processing industries and transit transport as the key economic sectors in the future development of the region.

14. Mongolia is however facing numerous development challenges. Although the poverty rate fell from 38.7% in 2010 to 27.4% in 2012 and to 21.6% in 2014, it is high for an upper-middle-income country⁶. Table 3 shows the population below poverty line and female headed households in the project area in comparison to national averages.

Table 3: Poverty indicators and number of Female-Headed Households

| Location | Population below poverty line (% of population) 2014 | Population below poverty line (% of population) 2016 | Female-Headed Households |
|-------------------|---|--|--------------------------|
| Selenge aimag | 22.2 | 36.4 | 2628 |
| Darkhan-Uul aimag | 22.2 | 33.4 | 3577 |
| National Average | 21.6 | 29.6 | 80838 |

Source: www.1212.mn (Statistical database of the National Statistical Office) - 2016 was the latest available year.

15. According to the joint study conducted by the National Statistical Office of Mongolian and the World Bank in 2016, the poverty rate in Mongolia has dramatically increased by 8 percent only in two years, compared to 2014 figure. This dramatic increase is well noticed in rural areas of Mongolia where our project aimags are represented. For instance, in Darkhan-Uul aimag, the poverty line was 22.2 percent in 2014; however, this rate has been increased by 11 percent and reached at 33.4 percent in 2016.

16. During the consultations, it was observed that there are number of vulnerable, poor and disabled local herder households residing close to the road alignment. In general, the income level of consulted households is lower than minimum standard of living which is MNT 175,600⁷ (approximately 73 USD) and sale of livestock and dairy products is one of the major sources of income.

⁶ “Poverty Headcount Ratio at National Poverty Lines (% of population)”, World Bank, Washington, DC, <http://data.worldbank.org/country/Mongolia>.

⁷ Minimum living standard updated and approved by the National Statistical Office of Mongolia, as of February 1, 2018. Reference # A/13.

Table 4: Employed Population Aged 15 and Above by Gender

| Administrative Unit | Sex | 2015 | 2016 | 2017 |
|---------------------|--------|----------|----------|----------|
| Nationwide | Male | 568,166. | 592,686. | 667,295. |
| | Female | 499,423. | 540,157. | 599,647. |
| Darkhan-Uul aimag | Male | 15,197. | 16,786. | 20,114. |
| | Female | 17,477. | 14,749. | 15,446. |
| Selenge aimag | Male | 18,871. | 19,999. | 22,753. |
| | Female | 17,094. | 19,933. | 18,062. |

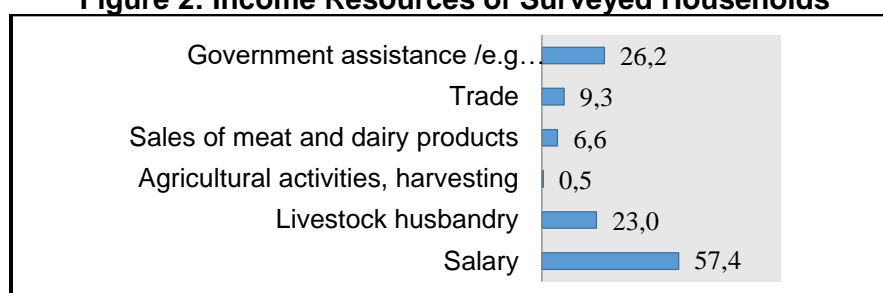
Source: 2016 Annual Statistical Publication by the Institute of Labor Studies, Ulaanbaatar, Mongolia, <http://www.1212.mn/statHtml/statHtml.do#> 2014-2016 Labor Force Survey by the NSO of Mongolia.

Table 5: Registered Unemployed Population Aged 15 and Above by Gender

| Administrative unit | Sex | 2015 | 2016 | 2017 |
|---------------------|--------|---------|---------|---------|
| Nationwide | Male | 56,399. | 66,989. | 56,255. |
| | Female | 40,072. | 40,014. | 44,083. |
| Darkhan-Uul aimag | Male | 3,451. | 3,705. | 1,342. |
| | Female | 2,826. | 1,063. | 2,424. |
| Selenge aimag | Male | 774. | 1,988. | 2,822. |
| | Female | 243. | 1,415. | 3,320. |

Source: 2016 Annual Statistical Publication by the Institute of Labor Studies, Ulaanbaatar, Mongolia, <http://www.1212.mn/tables>.

17. Consultation with the local officials responsible for poverty, social development and employment issues, identified that most of the population with permanent employment are those employed at the public organizations such as aimag, soum administration offices, post offices, schools, hospitals etc. Most of the remaining employed population are engaged with agricultural businesses and livestock husbandry.

Figure 2: Income Resources of Surveyed Households

Note: the numbers in the graph are in percentage.

18. Qualitative survey results analysis indicates that higher incidences of poverty is associated with households where the household members are unemployed or had lower levels of education. Figure above shows most respondents have replied that the main income resource is monthly salary (57.49%) followed by government assistance such as child endowment and disability allowances (26.2%).

V. CONSULTATION WITH STAKEHOLDERS

19. The local stakeholders in the Project can be described as:

- (i) Residents living in the project area; Khongor soum, Orkhon soum of Darkhan-Uul aimag, and Altanbulag and Sukhbaatar soums of Selenge aimag;
- (ii) Local officials responsible for social development policies, land relations and urban development divisions of Selenge and Darkhan-uul aimags;

A. Consultation with local authorities

20. Field visits and meaningful consultations were undertaken in full compliance with ADB's Social Safeguard Policy Statement and other relevant documents, to seek stakeholders or beneficiary feedback on potential project impacts, challenges and issues. During the social assessment field visits⁸, a total of 7 officials including land personnel, social welfare officers and officers responsible for social development policy implementation and about 110 local residents of Selenge aimag and 120 households of Darkhan – uul aimag, in total 230 local residents were consulted.

21. During these meetings, local officials expressed their appreciation on behalf of the residents, for providing them with an opportunity to have an improved road. Selenge and Darkhan – uul aimag and its soums located alongside of the road will not have any negative impact in social and environmental terms. On the other side, they are expecting to have increased livelihoods for residents due to increased trade volume because of better roads. Public officials of Selenge aimag also highlighted that these kinds of project interventions are supporting local social policies especially for creating new employment opportunities even though they are temporary. In addition, not only domestic passengers and transport vehicles, but also a significant number of transport vehicles, heavy trucks and international passengers travel along this road. Public officials of Darkhan-Uul aimag also emphasized that currently, there are no proper resting areas for truck drivers or standard travelers that are fully equipped with necessary facilities such as toilets, and coffee or tea shops. Without such facilities, passengers travel a long way without a break or rest, which increases the risk of potential accidents. Local authorities are therefore expecting that after this project, the safety condition of the current road will be significantly improved, accordingly residents, domestic and international tourists will have safer and faster transportation.

V. GENDER ASSESSMENT

22. Gender issues were assessed during the social survey. The strategic location of the project sites, relatively close to Mongolian and Russian border, and specifically Altanbulag and Sukhbaatar soums of Selenge aimag offers opportunities for local development in trade and agriculture and tourism sector. However, it also poses a potential risk to the increasing number of trafficking in persons (TIPs), spread of STD and HIV/AIDS. The main concerns in road maintenance project from a gender standpoint are sexual and labor exploitation, workplace sexual harassment, TIPs, and ensuring women's and vulnerable groups' participation in temporary employment derived from maintenance activities under this Project. Therefore, attention should be given to awareness raising on HIV/AIDS/STDs and TIPs. Detailed information on potential intervention and prevention methods for these risks is included in the draft Gender Action Plan (Appendix 2).

⁸ LAR Screening and Social and Economic Survey (28 February – 2 March 2018).

VI. SOCIAL SURVEY RESULTS AND ANALYSIS

A. Data collection

23. In order to identify the socio-economic features of the Project area and opinions of local people with the aim to identify potential social impacts of the proposed road rehabilitation and maintenance project, a household survey questionnaire was developed and questions were classified into 6 categories.

B. Data processing

24. Data from the questionnaires were processed using IBM SPSS 20.0 statistical data analysis software.

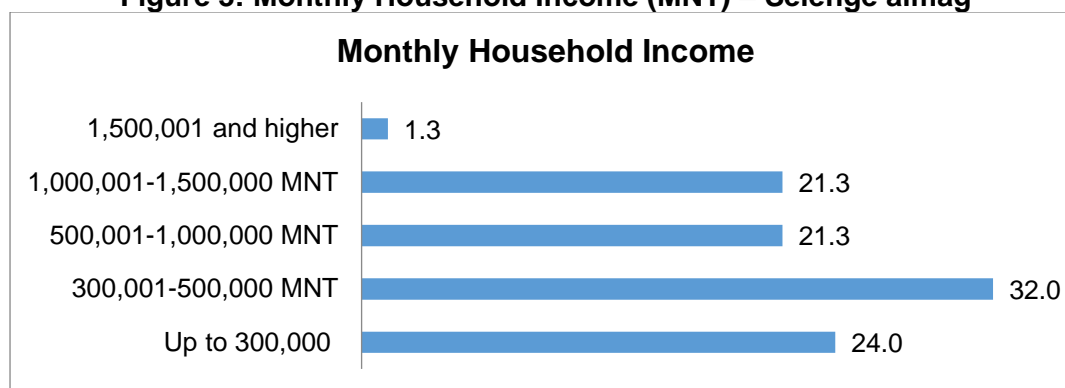
C. Survey frame and sampling

25. The survey has been conducted in Khongor and Darkhan soums of Darkhan-uul aimag, and Altanbulag and Sukhbaatar soums of Selenge aimag. A total of 230 households were included in the survey to represent the local communities. Of the respondents, 59.8% were female. Table 6 shows the total number of surveyed households in each aimag.

Table 6: Total Number of Surveyed Households

| Aimag and soum | Number of households surveyed | Percentage share (%) |
|---|-------------------------------|----------------------|
| Darkhan-Uul aimag (Khongor soum, Darkhan soum) | 120 | 52.17 |
| Selenge aimag, (Sukhbaatar, Altanbulag soums) | 110 | 47.83 |
| Total | 230 | 100.0 |

Figure 3: Monthly Household Income (MNT) – Selenge aimag



Note: the numbers in the graph are in percentage.

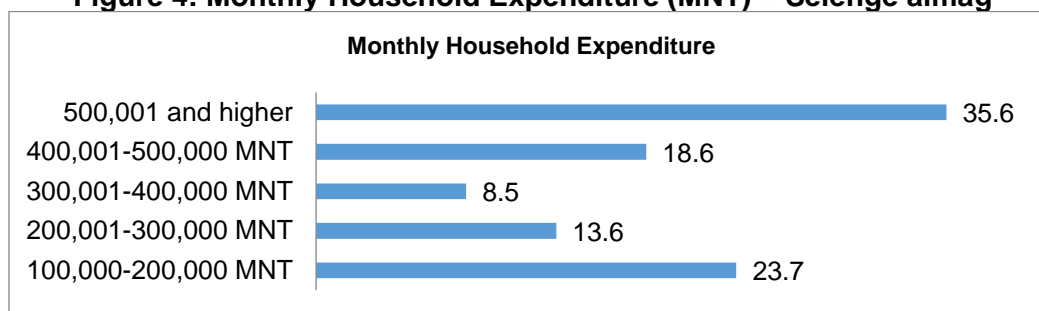
26. 24% of total surveyed households had a monthly income less than MNT 300,000, 32% had a monthly income between MNT 300,001-500,000, 21.3% had a monthly income between MNT 500,001-1,000,000, 21.3% had a monthly income between MNT 1,000,001-1,500,000 while only 1.3% had a monthly income higher than MNT 1,500,000. Based on this, it can be said 1 of every ten surveyed households had monthly income higher 1,500,000 MNT and 1 of every two surveyed households (56%) had a monthly income up to MNT 500.000. See (Figure 3).

27. Field survey results from Darkhan-Uul aimag show slightly different picture of monthly income of the households. In other words, compared to the local residents of Selenge aimag and its surveyed soums, the amount of monthly household income of Darkhan-Uul aimag was relatively higher. In particular, nearly 50 percent of total surveyed residents of Darkhan-Uul aimag had a monthly income between 500,001-1,000,000 MNT, approximately 20% of total surveyed resident had monthly income 1,000,000-1,500,000 MNT. Only 5.8 % of total surveyed residents from Darkhan-Uul aimag had a monthly income less than MNT 300,000 which clearly shows the level of monetary poverty is relatively low in this region. (See Table. 7. Monthly household income – Darkhan-Uul aimag)

Table. 7 Monthly Household Income (Darkhan-Uul aimag)

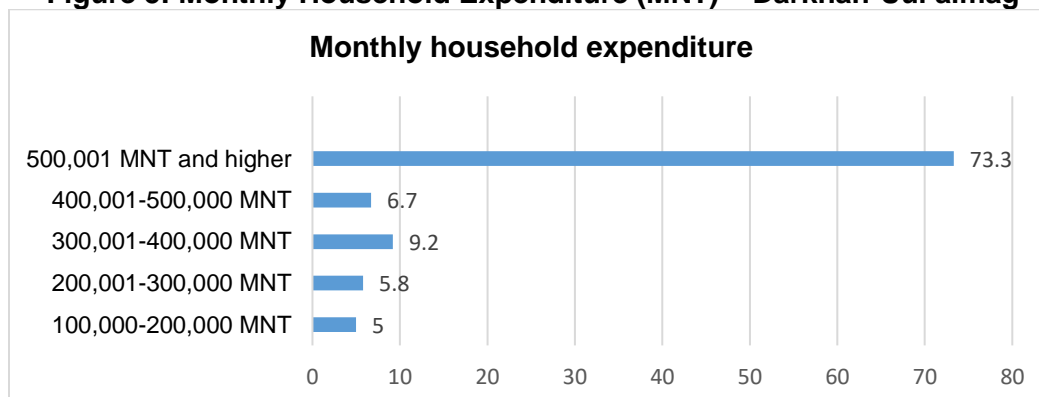
| | Number | Percentage |
|-------------------------|--------|------------|
| Less than 300,000 MNT | 7 | 5.8 |
| 300,001-500,000 MNT | 16 | 13.3 |
| 500,001-1,000,000 MNT | 55 | 45.8 |
| 1,000,001-1,500,000 MNT | 25 | 20.8 |
| 1,500,001 MNT and above | 17 | 14.2 |
| Total | 120 | 100.0 |

Figure 4: Monthly Household Expenditure (MNT) – Selenge aimag



Note: the numbers in the graph are in percentage.

Figure 5: Monthly Household Expenditure (MNT) – Darkhan-Uul aimag



Note: the numbers in the graph are in percentage.

Figure 6: Heating expenditure (MNT'000)

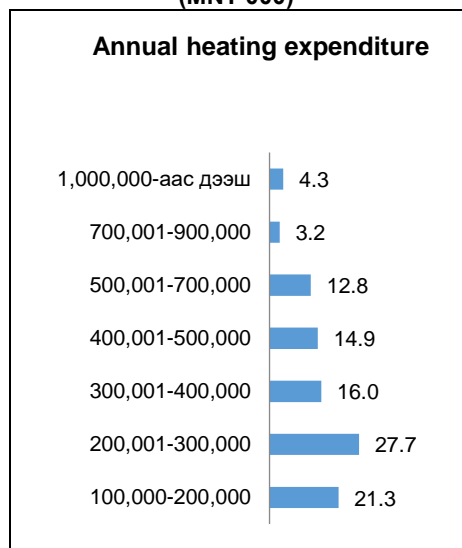


Figure 7: Health expenditure (MNT'000)

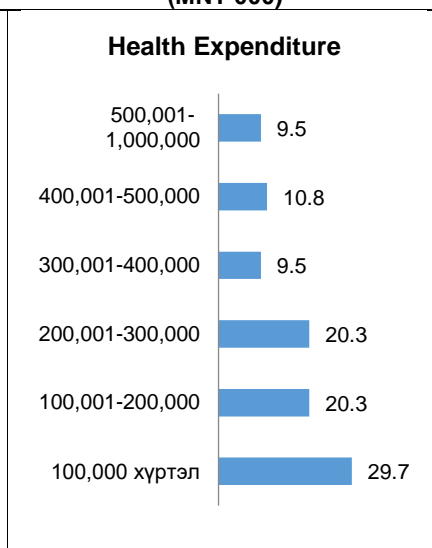
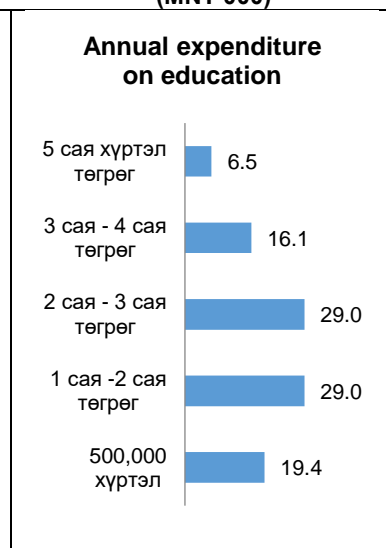


Figure 8: Education expenditure (MNT'000)

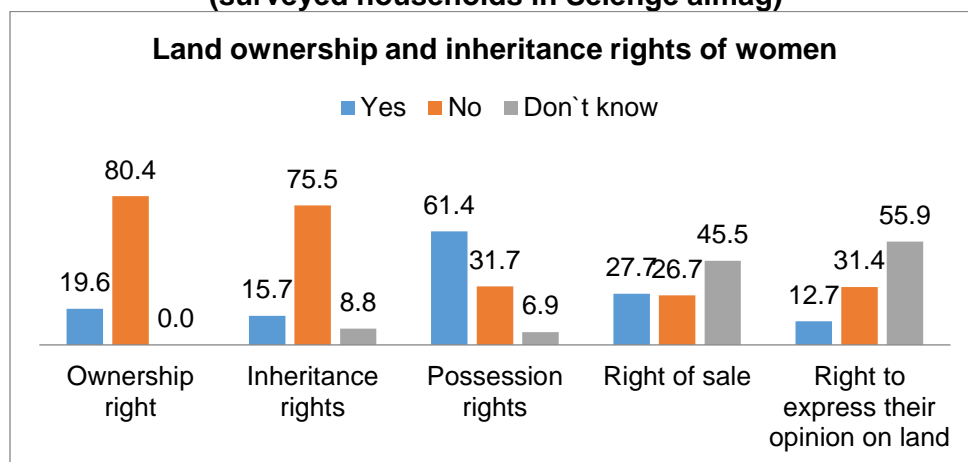


Note: the numbers in the graph are in percentage.

28. In Darkhan-Uul aimag, nearly 50% of respondents replied that they spend up to MNT 400,001-500,000 on heating materials. For health expenses, 45.4 % of respondents replied that they spend up to MNT 300.000, while 73% of replied that they spend MNT 1-3 million for educational expenses of their children.

29. To prepare a gender assessment, the questions asked include women`s right to land ownership and inheritance. The following figures illustrate the ownership and inheritance rights of women in immovable properties, specifically land parcels. Survey results show that nearly 80 of total surveyed households replied that female members have no officially owned land, as an immovable property. Similarly, 75.5% of total respondents replied that women will not have right to inherit a land. This numbers clearly show that male-dominance and patriarchal household tradition still persists and rural women are still financially vulnerable to a certain degree in local provinces.

Figure 9: Land ownership right, Inheritance right of women (surveyed households in Selenge aimag)



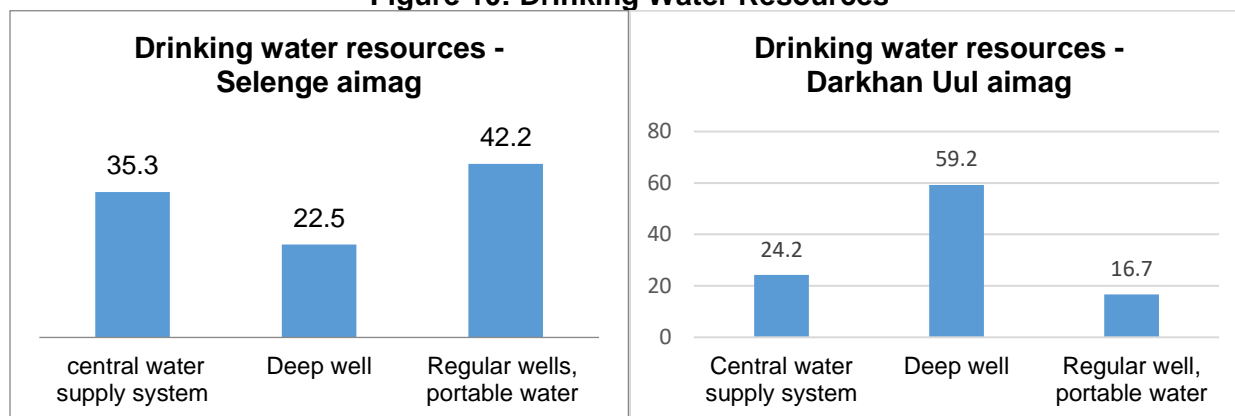
Note: the numbers in the graph are in percentage.

30. Similar situation has been observed during the field study conducted in Darkhan-Uul aimag as well. In Darkhan-Uul aimag, 88.6 percent of total land owners were male members, the head of the household, while only 9.1 percent of the land owners were female members of the household. However, compared to Selenge aimag, in Darkhan-Uul aimag, the total number of households with officially owned land was relatively low, only 44 households out of 120, had officially owned land parcels.

Table 8. The owner of the land (surveyed households in Darkhan-Uul aimag)

| | Number | Percentage |
|------------------------------|--------|------------|
| Male (Head of the household) | 39 | 88.6 |
| Wife | 4 | 9.1 |
| Father | 1 | 2.3 |
| Total | 44 | 100.0 |

31. The infrastructure condition of surveyed households was examined through several questions about their access to and sources of drinking water, the quality of drinking water, sanitation facilities etc. The following figures show that majority of the respondents obtain their drinking water from wells, and the low quality of the water, specifically the hardness of the water, is the most urgent issue faced. Of the survey households, 80% experienced problems with the drinking water quality.

Figure 10: Drinking Water Resources

Note: the numbers in the graphs are in percentage.

32. Respondents identified the most challenging issues (Table) at local level. The large majority of the those surveyed households both in Selenge and Darkhan-Uul aimags have identified that the high rate of unemployment is the most challenging issue. The second and the third most pressing issues are identified as the poor condition of road infrastructure, lack of infrastructural development i.e. schools, kindergarten, sport complex and playground.

Table 9: The most challenging issues at local level

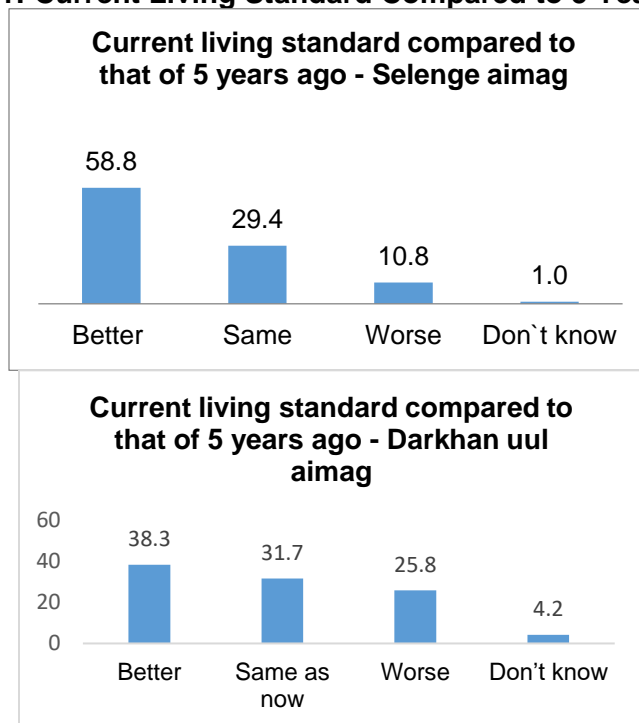
| | Most challenging issues | Selenge | Darkhan-Uul |
|---|--|----------------|--------------------|
| 1 | High rate of unemployment | 80.4 % | 94.2% |
| 2 | Poor condition of road and infrastructure | 10.8% | 1.7% |
| 3 | Lack of infrastructural development (school, kindergarten, sport-hall, playground) | 3.9% | 2.5% |
| 4 | Poor quality health care services | 1% | 0.8% |
| 5 | Expensive products, lack of larger markets | 2% | 0.8% |

33. Regarding the current state of their livelihood standards (

34.

35. **Figure 11)**, more than 70 % of total surveyed residents of Darkhan - uul and Selenge aimags replied that over the past five years, their living standard had remained the same and worsened.

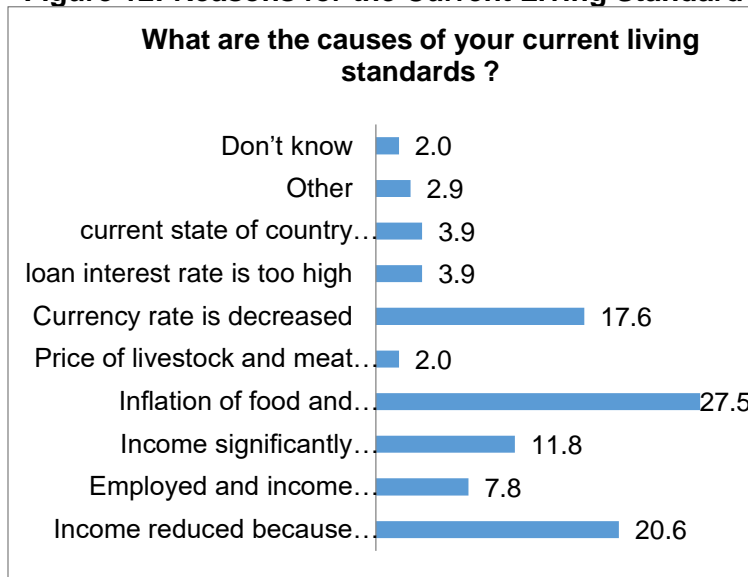
Figure 11: Current Living Standard Compared to 5 Years Earlier



Note: the numbers in the graphs are in percentage.

36. Due to the high rate of unemployment at local level, increased price of food and beverages and inflation rate, the living standard of the households in the project area had decreased.

Figure 12: Reasons for the Current Living Standard

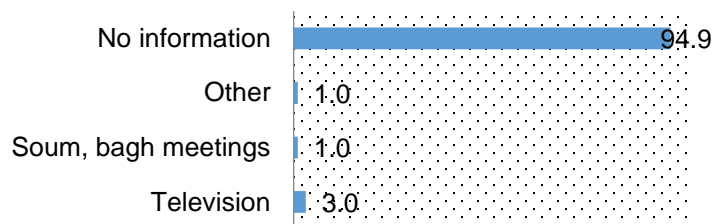


Note: the numbers in the graphs are in percentage.

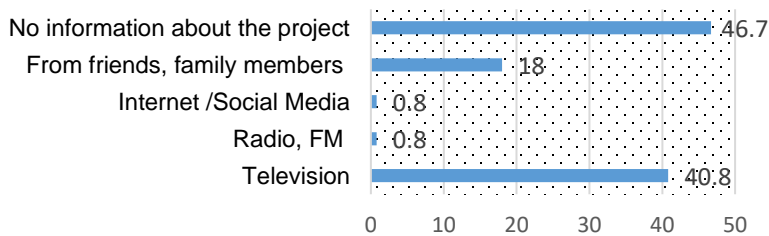
37. The main information sources for the local communities are national and local televisions and newspaper. Almost all of survey respondents (95%) had not heard of the proposed road maintenance project. The remaining 5% of total respondent had heard of the proposed project from television and soum and bagh level meetings.

Figure 13: How Did You Know About the Project

How did you know about the project? - Selenge



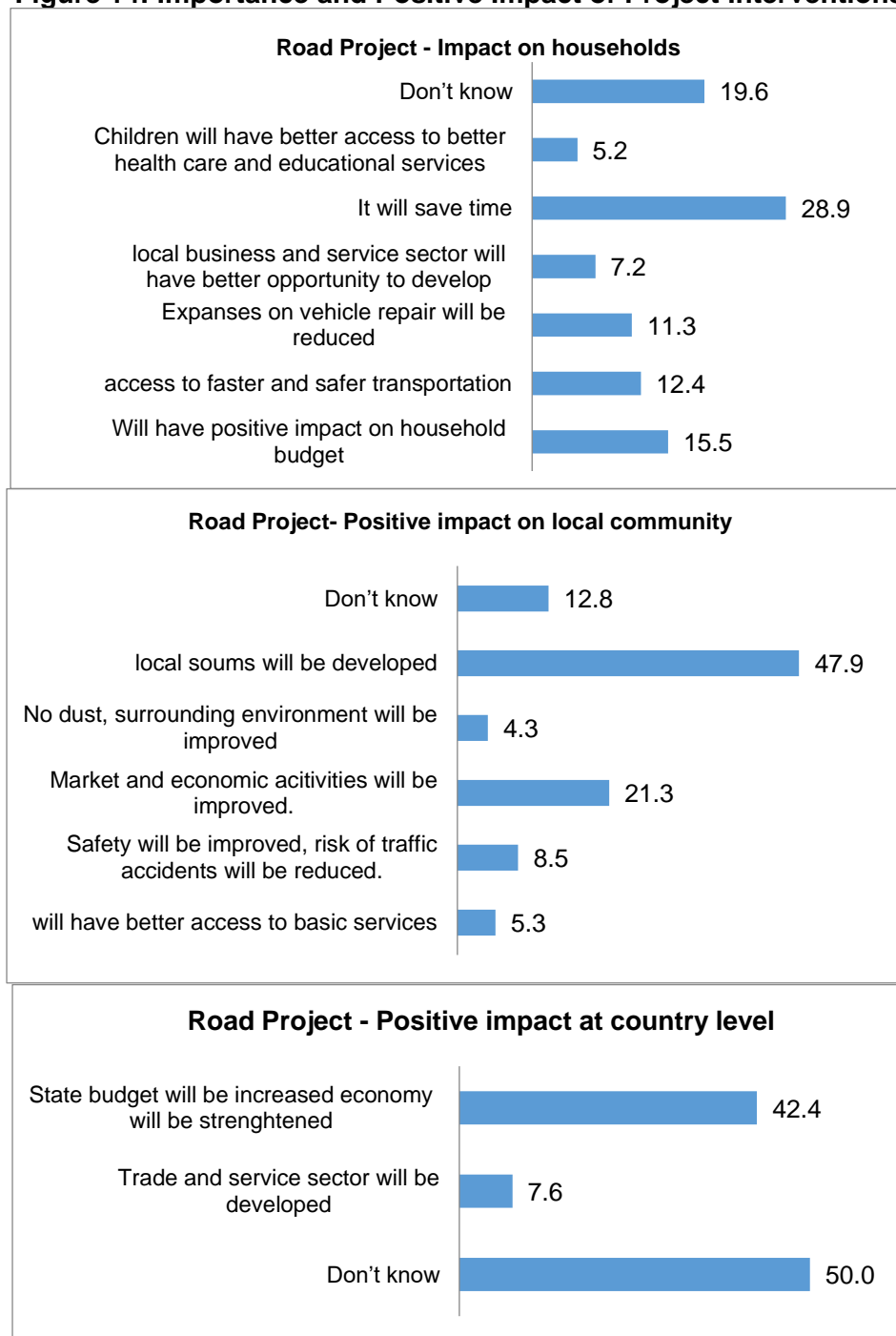
How did you know about the project? Darkhan-Uul



Note: the numbers in the graphs are in percentage.

38. The respondents mentioned that having an improved road corridor will be an advantage for the development of the soums, and in terms of business and social service development, such as faster and safer transportation, a reduction of transportation costs which will positively impact household budget.

Figure 14: Importance and Positive Impact of Project Interventions



Note: the numbers in the graphs are in percentage.

39. The respondents also mentioned that there will be some negative impacts, especially in terms of environmental pollutions such as dust, soil pollution, construction waste, increased risk of traffic accidents and Trafficking In Persons and existing unsafe wildlife animal crossing only during construction period and all these issues will be addressed by the project.

40. Notwithstanding these negative impacts, most surveyed local citizens and authorities consulted perceive the road maintenance project as an opportunity to increase their access to larger markets, to create small local businesses such as small shops, food services etc., which will have significant contribution to the household and local economy development. More importantly, local residents will have safer and faster transportation during cold weather.

VII. SOCIAL DEVELOPMENT ACTION PLAN AND GENDER ACTION PLAN

A. General

41. A Social Development Action Plan (SDAP) and Gender Action Plan (GAP) is prepared to ensure inclusive project benefits for affected communities, direct positive impacts on gender equality, and to avoid or mitigate adverse impacts of the Project. The these plans aims to protect or enhance the quality of benefits to vulnerable groups. The specific measures outlined in the SDAP and GAP are developed based on a detailed poverty and gender analysis undertaken within the project impact zone. The overall objective of the SDAP and GAP is that the project investment optimizes potential benefits with appropriate consideration to gender, project affected people, poor and vulnerable groups, labor issues and mitigates potential risks of HIV/AIDS and human trafficking and road safety concerns. The SDAP includes proposed actions, targets, timing and monitoring indicators is attached herewith as Appendix 1.

42. The SDAP and GAP will be treated as an integral parts of the Project and will be implemented by the Project Implementation Unit (PIU). The social and environment unit at PIU level will be responsible for proper planning, implementation and monitoring of the SDAP and GAP. The field level implementation will be handled by a qualified staff at soum level (there will be 2 local staff members at respective aimags, Darkhan-Uul and Selenge) that will be responsible for implementation of the SDAP and GAP. They will work closely with local soum and aimag level authorities, NGO's ⁹and other stakeholders. The staff at PIU and field levels will ensure that collaboration is done with specialized institutions such as local health centers, police, schools and NGO's to handle issues like skill training, HIV/AIDS and human trafficking. The PIU and national social development consultant will be responsible for internal monitoring of SDAP and GAP implementation. The field staff will report to PIU staff monthly. The PIU and national social consultant, through the IA, will update ADB on semi-annually on the progress and results of the implementation of the SDAP and GAP.

B. Community Consultation and Information Dissemination Strategy

43. The project has a clear strategy to ensure active participation of local communities and households in the overall project cycle. Proactive efforts will be made to reach out to households to provide timely and complete project information, in a language and means that is easily understandable to local communities. During the construction period, priority will be given to the poor and vulnerable households and ensuring their participation in the Project.

⁹ During consultation with local officials, it has been identified that some international and local NGOs such as World Vision, Rural Women's Development Association, had collaborated with local authorities.

C. Community/Households Meetings

44. The project, with the help of local staff at soum level, will reach out to local households to provide them with timely information about the construction activities, schedules and such other project related information that will help them to assess if the construction will have any negative impacts for these households. Such community meetings will also serve to plan various social development activities that are summarized in the SDAP.

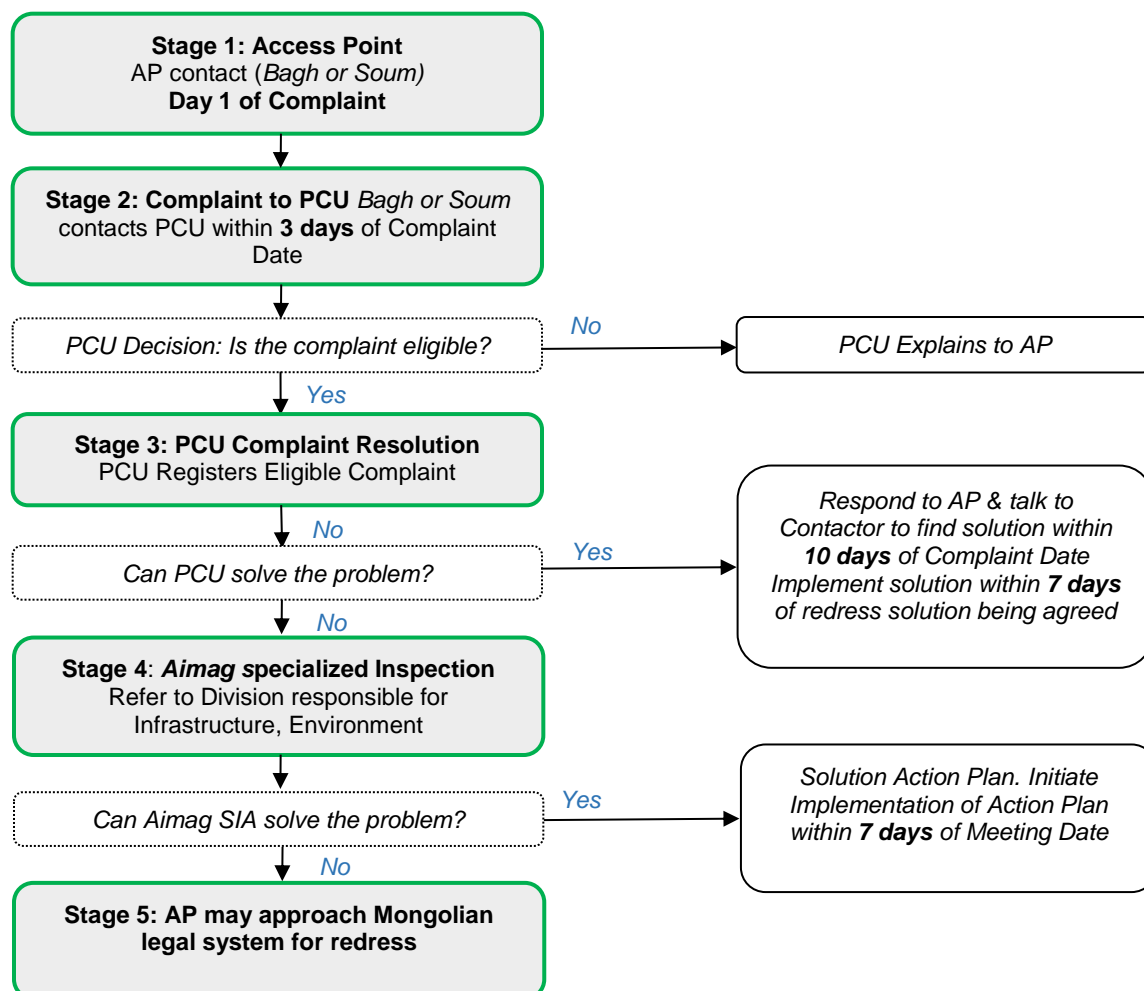
D. Information boards at aimag and soum administration buildings

45. A project information dissemination board will be established in collaboration with the two (2) local administrations of Darkhan-Uul and Selenge aimags.

E. Grievance Redress Mechanism

46. The local communities will be informed about project information by COMO and is encouraged to communicate with local COMO officer for project information and for submitting their suggestions for grievances, if any. The mechanism has been discussed during public consultations and is shown in Figure 15.

Figure 15: Grievance Redress Mechanism



F. Target Area

47. The target (affected) area includes territory of 4 soums and two aimag centers along the project road. The social safeguard activities defined in the SDAP and GAP will be carried out in this area.

G. SDAP and GAP budget and cost

48. There will be 2 (two) Community Outreach and Monitoring Officers, 1 for each aimag responsible for ensuring consultation, participation of local residents and organizational arrangements of trainings described in the SDAP in collaboration with PIU Social Development Specialist (Consultant). Total budget and cost for the implementation of SDAP and GAP activities is \$117,000. These costs will be included within the PIU cost. Out of the total cost of \$117,000, \$10,800 is allocated for the remuneration cost.

**Table 10: Breakdown of remuneration cost for locally hired
Community Outreach and Monitoring officers**

| Project aimags | Timeline | Per person/month | Total |
|-----------------------|---------------------------------|-------------------------|--------------|
| Darkhan-Uul | 9 person-months (2019-2021) | 600 | 5,400 |
| Selenge | 18 person-months (2019-2021) | 600 | 5,400 |

SOCIAL DEVELOPMENT ACTION PLAN

| No. | Proposed action | Targets & Activities | Agencies Responsible | Timing | Funding | Monitoring indicators |
|-----|----------------------------------|---|---|-----------|---|--|
| 1. | Employment and income generation | <p>Target– local population in the project affected area (especially local herders, poor & vulnerable peoples; women)</p> <p>Activities:</p> <p>i) At least 30% of construction unskilled labor hired locally - local herders, poor and vulnerable given equitable allocation.</p> <p>ii) During construction, local people¹⁰ may earn income from establishment of small eateries, lodging, small provision stores based on the needs, at least 10 f small-scale service providers (30% owned by women)</p> | <p>PIU to ensure local employment targets are in contract clauses, Contractors to ensure that the employment opportunities are publicized and made available to local peoples.</p> <p>PIU social development specialist (consultant) will monitor all activities and clearly include the result of these activities in Social Development Action Reports of the Project</p> | 2019-2024 | <p>Project Contractor's fund</p> <p>Local authority</p> | <p>Number of local herders, poor and vulnerable people and women provided employment</p> <p>Total number of employment (days) provided</p> <p>Sex disaggregated data</p> <p>Number of local enterprises supported as service providers</p> |
| 2. | Occupational health and safety | <p>Target– construction workers.</p> <p>Activities:</p> <ul style="list-style-type: none"> – Enforcement of contract clause with employees (6.7. Health and Safety law) – occupation health & safety awareness trainings for construction worker, drivers – Personal Protective Equipment (PPE) - (helmets & fluorescent clothing) provided to construction workers | <p>PIU ensures that health and safety clause is included in contracts</p> <p>PIU social development specialist (consultant) together with environment consultant and other PIU staff will provide training and safety gears to the workers and will monitor all activities as indicated in the Contract Agreement.</p> | 2019-2024 | Fund from contractor's budget | <ul style="list-style-type: none"> – Number of trained workers in occupational safety – No of PPEs distributed – Training reports |
| 3. | Consultation and | <p>Target - people under the project impact zone especially, women,</p> | PIU through Social development consultant to organize | 2019-2024 | Project fund USD 3,000 each year for 2 | – Number of consultations undertaken |

¹⁰ Usually it is family run establishment

| No. | Proposed action | Targets & Activities | Agencies Responsible | Timing | Funding | Monitoring indicators |
|-----|--|--|--|-----------|---|---|
| | participation activities | <p>herders, poor and vulnerable groups.</p> <p>Activities:</p> <ul style="list-style-type: none"> - At least 40% of total participants in community and household meetings on project construction activities on project information including project benefits and mitigation measures are women. | <p>consultations and material distribution.</p> <p>Implementation oversight by PMC social development, gender and resettlement specialist (consultant).</p> <p>The result of all activities will be clearly included in semi-annual Social Development Action Reports of the Project.</p> | | aimags. (A total of \$15,000) | <p>(community & households)</p> <ul style="list-style-type: none"> - Number of people participated data disaggregated by gender - Number of pamphlets (printed material) developed - Number of pamphlets (printed material) distributed |
| 4. | Prevention of HIV/AIDS, STI's, sexual harassment | <p>Target - Project construction workers, local population along the road, especially close to the Russian border zone with a focus on women and poor households; mobile population such as truck drivers, tourists;</p> <p>Activities:</p> <ul style="list-style-type: none"> - Developing training and awareness building material on HIV/AIDS & STI prevention, and prevention and management of sexual harassment during civil works - Awareness building activities- at least 50 % of total participants are from poor and vulnerable households and at least 50 percent of them are women - Organizing condom promotion days - Conducting health checks for HIV/AIDS and other STI in local soums and aimag centers along the project road | <p>PIU to ensure that contractors include HIV/AIDS and sexual harassment prevention, as part of the workplace safety training;</p> <ul style="list-style-type: none"> - Contractors provide prevention training and distribute condoms and organize voluntary testing; - PIU social development specialist (consultant) to coordinate with Social Policy Division and Health Departments of Selenge and Darkhan-Uul Aimags and with the National Center Against Violence to organize training for the local communities; - Monitored by PIU and SDS. - The result of activities will be clearly included in Social Development and Gender Action Reports of the Project. | 2019-2024 | Project fund. USD 10,000 each year, for 2 aimags. (A total of \$100,000) | <ul style="list-style-type: none"> - Number of training curriculum, information materials developed - Number of workshops conducted and number of participants, by gender - Number of condoms distributed - Number of people involved in health checks, by gender |

| No. | Proposed action | Targets & Activities | Agencies Responsible | Timing | Funding | Monitoring indicators |
|-----|---|--|---|--|--|--|
| 5. | Prevention of Trafficking in Persons (TIPs) | <p>Target - Contractor and construction workers, local authorities, local population, especially close to the Russian border zone; mobile population such as truck drivers, tourists</p> <ul style="list-style-type: none"> - Awareness building campaign developed on human trafficking targeting local populations, contractors and workers, local authorities - Coordinate with public officials (immigration, border protection officers, employment, health and education service providers, police officers) - Trainings, publication of brochures on sexual harassment and TIPs for residents and workers - A brochure and training on TIPs for soum schools, vocational schools and other relevant local groups | <ul style="list-style-type: none"> - PIU Social development specialist (consultant) of the Project to coordinate with Ministry of social welfare, NGO, General border agency to implement the activities; National Center Against Violence. - Monitored by PIU and Executing Agency. - A brochure and training material preparation by Social Development Specialist (PIU) | <p>2019-2024</p> <p>During construction season</p> | <p>Project fund</p> <p>USD 6,000 each year for 2 project aimags. (A total of \$30,000)</p> | <ul style="list-style-type: none"> - Number of developed training and awareness building material - Number of workshops conducted and number of local participants and construction workers - Number of participants of trainings dedicated for school students, by sex - Number and types of information materials disseminated |
| 6. | Road safety Awareness | <ul style="list-style-type: none"> - Building of road signs and speed breaker at the area identified as black spots - Coordination with and training of traffic police - Development and dissemination of awareness building material on road safety in consultation with local women - Road safety awareness brochures 300 pcs each year, each aimag | <ul style="list-style-type: none"> - PIU through road safety specialists identifies black spots and installs safety measures; - PIU social development specialist (consultant) of the project coordinate with local traffic police and local communities to provide road safety awareness development and dissemination of material - Monitored by PIU and Executing Agency, | <p>2019-2024</p> | <p>Project fund</p> <p>USD 5,000 each year, (A total of \$ 30,000)</p> | <ul style="list-style-type: none"> • Number of sidewalk provision, centerline widening, shoulder mumble strips • Number of road safety awareness materials developed and distributed • Reports of campaign to prevent road accident • Number of trained police officers, local drivers and contractors |

| No. | Proposed action | Targets & Activities | Agencies Responsible | Timing | Funding | Monitoring indicators |
|-----|---|--|---|-----------|--|---|
| 7. | Support for local development initiatives | <ul style="list-style-type: none"> - Training on setting up small businesses, income generation methods alongside the road corridor, to be organized by local NGOs – at least 50% of participants are women - The content and frequency of these trainings will be designed on the basis of the Training Needs Assessment. TNA survey to be conducted in sex disaggregated way, but at least 8 trainings and 400 participants throughout the project life. | <ul style="list-style-type: none"> - PIU social development specialist (consultant) - Local governor office, - Department of Labor and Welfare Services at aimag level - Local NGOs. - Vocational Training Centers operating at local level. | 2019-2024 | Project fund USD 5,000 per year. (A total of \$ 30,000) | <ul style="list-style-type: none"> • Number of households provided training by location, - Number of trained participants in micro enterprise activities, by age and sex - Monitored by PIU and Executing Agency |

GENDER ACTION PLAN

| Activity | Performance Targets and Indicators | Responsibility | Timeframe | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|-----------|------|-------|--|--|----------|------|------|------|------|-------|---------------|-----|-----|-----|-----|-----|-------------------|-----|-----|-----|-----|-----|--|-----------|
| Output 1. Road asset management capacity improved | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1 Conduct road asset management training with participation of women. | <ul style="list-style-type: none"> Training on road asset management and related activities provided to 30 staff, including at least 50% female staff (2017 baseline: 0 and not applicable)^a | MRTD, DCSC, TRTA consultants | 2019–2024 | | | | | | | | | | | | | | | | | | | | | | | | |
| Output 2. Road condition improved: Ulaanbaatar–Darkhan (193km) and Darkhan–Altanbulag (118km) sections | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.1 Ensure thorough public consultation on construction activities. | <ul style="list-style-type: none"> Women comprised at least 40% of participants to community and household consultation meetings on project construction activities (2017 baseline: not applicable) | MRTD, DCSC, civil works contractors, Local COMO | 2018–2022 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.2 Conduct civil works with participation of women. | <ul style="list-style-type: none"> At least 15% women employed in unskilled construction works under the project and guaranteed equal pay for equal work, supplied with safety equipment, toilet, and changing rooms (2017 baseline: not applicable) | MRTD, DCSC, civil works contractors, Local COMO | 2019–2022 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3 Prevent negative impacts such as HIV/AIDS, STIs, sexual harassment, and TIPs especially to women. | <ul style="list-style-type: none"> 250 people, of which at least 50% women, participated in training and awareness campaign activities (2017 baseline: 0 and not applicable) | MRTD, DCSC, civil works contractors, PIU Social and Gender Specialist, Local COMO | 2019–2022 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.4 Support local development initiatives. | <ul style="list-style-type: none"> 400 people, of which at least 50% women, participated in training on small businesses and income generation methods alongside the corridor to be organized local NGOs (2017 baseline: 0 and not applicable). | MRTD, DCSC, PIU Social and Gender Specialist, Local COMO | 2019–2024 | | | | | | | | | | | | | | | | | | | | | | | | |
| Output 3. Road safety improved | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.1 Conduct road safety training to residents with participation of women. | <ul style="list-style-type: none"> 800 residents along the project road (at least 50% women) trained and reported on the improved awareness on road safety and related activities as a result of the training (2017 baseline: 0). The following schedule is planned for the training. <table border="1" style="margin-left: 20px;"> <thead> <tr> <th colspan="6" style="text-align: center;">Number of Residents to be Trained (2019–2024)</th> </tr> <tr> <th style="text-align: center;">Location</th> <th style="text-align: center;">2019</th> <th style="text-align: center;">2021</th> <th style="text-align: center;">2023</th> <th style="text-align: center;">2024</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Selenge aimag</td> <td style="text-align: center;">100</td> <td style="text-align: center;">100</td> <td style="text-align: center;">100</td> <td style="text-align: center;">100</td> <td style="text-align: center;">400</td> </tr> <tr> <td>Darkhan-Uul aimag</td> <td style="text-align: center;">100</td> <td style="text-align: center;">100</td> <td style="text-align: center;">100</td> <td style="text-align: center;">100</td> <td style="text-align: center;">400</td> </tr> </tbody> </table> | Number of Residents to be Trained (2019–2024) | | | | | | Location | 2019 | 2021 | 2023 | 2024 | Total | Selenge aimag | 100 | 100 | 100 | 100 | 400 | Darkhan-Uul aimag | 100 | 100 | 100 | 100 | 400 | MRTD, DCSC, PIU Social and Gender Specialist, Local COMO | 2019–2024 |
| Number of Residents to be Trained (2019–2024) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Location | 2019 | 2021 | 2023 | 2024 | Total | | | | | | | | | | | | | | | | | | | | | | |
| Selenge aimag | 100 | 100 | 100 | 100 | 400 | | | | | | | | | | | | | | | | | | | | | | |
| Darkhan-Uul aimag | 100 | 100 | 100 | 100 | 400 | | | | | | | | | | | | | | | | | | | | | | |

| Activity | Performance Targets and Indicators | | | | | | Responsibility | Timeframe | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------------|------------|------------|------------|-----|---|-----------|------|------|------|-------|---------------|----|----|----|----|-----|-------------------|----|----|----|----|-----|--------------|------------|------------|------------|------------|------------|---|-----------|
| | Total | 200 | 200 | 200 | 200 | 800 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.2 Conduct training of trainers to school teachers with participation of women. | <ul style="list-style-type: none"> 160 teachers (at least 60 female) in 16 schools (10 schools from Selenge aimag and 6 schools from Darkhan-Uul aimag) trained as trainers on road safety and ready to deliver trainings to school students (2017 baseline: 0 and 0). The numerical targets above represent one-third of total schools in project aimags (there are 33 secondary schools in Selenge aimag and 18 secondary schools in Darkhan-Uul aimag). | | | | | | MRTD, DCSC, PIU Social and Gender Specialist Local COMO | 2019–2024 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.3 Conduct safety driving training to drivers sensitizing risky male drivers. | <ul style="list-style-type: none"> 400 drivers (especially men) trained on safety driving (2017 baseline: 0). There are about 17,000 traffic accident fatalities each year in Mongolia, of which about 60% of the victims are men.^b Main causes of accidents are related to alcohol consumption, excess speed, vehicle defects, and drivers' negligence. The following schedule is planned for the training. <p style="text-align: center;">Number of Drivers to be Trained (2019–2024)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Location</th> <th>2019</th> <th>2021</th> <th>2023</th> <th>2024</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Selenge aimag</td> <td>50</td> <td>50</td> <td>50</td> <td>50</td> <td>200</td> </tr> <tr> <td>Darkhan-Uul aimag</td> <td>50</td> <td>50</td> <td>50</td> <td>50</td> <td>200</td> </tr> <tr> <td>Total</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>400</td> </tr> </tbody> </table> | | | | | | Location | 2019 | 2021 | 2023 | 2024 | Total | Selenge aimag | 50 | 50 | 50 | 50 | 200 | Darkhan-Uul aimag | 50 | 50 | 50 | 50 | 200 | Total | 100 | 100 | 100 | 100 | 400 | MRTD, DCSC, PIU Social and Gender Specialist Local COMO | 2019–2024 |
| Location | 2019 | 2021 | 2023 | 2024 | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Selenge aimag | 50 | 50 | 50 | 50 | 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Darkhan-Uul aimag | 50 | 50 | 50 | 50 | 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 100 | 100 | 100 | 100 | 400 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DCSC = design and construction supervision consultant, MRTD = Ministry of Road and Transport Development, STI = sexually transmittable infection, TIP = trafficking in person, TRTA = transaction technical assistance, COMO = Community Outreach and Monitoring Officer

^a The training will be conducted mainly to the staff of Road Transport Development Center, in which women staff members comprise 30% as of May 2018.

^b Based on the Ministry of Health of Mongolia statistics in 2014.

Source: Asian Development Bank.