

## SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Cambodia	Project Title:	Road Network Improvement Project
Lending/Financing Modality:	Project Loan	Department/Division:	Southeast Asia Department Transport and Communications Division

### I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY

Targeting classification: **General Intervention.**  
The project will improve access to basic social services in four provinces in Cambodia covered by the project.

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

The Asian Development Bank (ADB) supports the promotion of inclusive growth through improved roads, agricultural production, and economic and social development in Cambodia. Expanding rural–urban–regional connectivity is an integrated approach to developing the areas where most poor people live, which supports higher agricultural productivity and commercialization. The proposed project is included in ADB’s country operations business plan, 2017–2019 and country partnership strategy, 2014–2018,<sup>a</sup> which includes a strategic pillar of rural–urban–regional links. The strategy and the project are aligned with the government’s Rectangular Strategy for Growth, Employment, Equity, and Efficiency, Phase III, and with the National Strategic Development Plan (2014–2018).

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

**1. Key poverty and social issues.** Cambodia had a total population of about 15.2 million in 2016, with a population growth rate of 1.79%.<sup>b</sup> The country’s rural population accounts for about 80.5% of the total population (over 2.5 million households),<sup>c</sup> and about 22.0% of the total households in Cambodia are headed by women. The average household size in Cambodia is 4.7 people.<sup>d</sup> Between 2007 and 2014, the poverty rate in the country fell dramatically, from about 50.0% to 13.5%.<sup>e</sup> Although the country achieved the Millennium Development Goal of reducing poverty by 50% in 2009, the vast majority of families who escaped poverty were able to do so by a small margin and remain highly vulnerable to economic shocks. The areas of health and sanitation and education are still considered as development priorities in the country. Access to basic facilities and services such as government offices, markets, health centers and/or hospitals, and schools is a challenge, especially when roads are in poor condition. Farming is the primary source of livelihood of more than 60% of the households in the project area. There is a high level of school drop-outs in secondary school, for employment and economic reasons. The migration rate is high, both within the country from rural to urban centers and across borders, to look for jobs and higher incomes.

**2. Beneficiaries.** The project will benefit 290,000 persons (51% female) and 54,800 households in 31 communes in 9 districts of 3 provinces within the project area. The majority of the population is Khmer by ethnicity and less than 1% are Cham or Vietnamese. Based on the Ministry of Planning’s Identification of Poor Households program, the household poverty rate in the three project provinces is as follows: Prey Veng 23.6%, Siem Reap 17.7%, and Svay Rieng 17.3%. The poverty rates are mid-range along the provincial poverty spectrum, which peaks at 33.0% in Battambang and is lowest in Phnom Penh at 9.0%. The provincial poverty rates are not comparable to the national household survey poverty rate (which is 13.5% as of 2014) because different poverty measurement methods are used. Households headed by women account for 18.3% of the households in the project area, and 20.0% of project beneficiaries have either only seasonal income or no regular income.

**3. Impact channels.** Improved mobility and transport due to improved roads is expected to contribute to long-term economic development and livelihoods in the project areas by providing better access to public services, facilities, and markets, and by generating employment. The project road construction will provide job opportunities for the poor local households, including women and marginalized groups, especially during the farming off-season. Reduced travel time and cost will increase efficiency, productivity, and opportunities and will indirectly contribute to lower freight costs, lower input costs, and higher ex-farm prices for farm products in the project areas. The project will facilitate economic investments in the area through the establishment of new businesses and the increase in land value.

**4. Other social and poverty issues.** Enhanced connectivity has potential unintended social risks (e.g., increased risk of HIV/AIDS transmission, human trafficking, road accidents, and environmental impacts). In the project area there are 646 reported cases of HIV/AIDS, of which 59% are women. Only 39%–44% of the project area population has close access to health services, only 57% have close access to primary schools, and 25% have close access to secondary schools. Appropriate social mitigation measures will be implemented to address these social risks and/or negative impacts, such as a gender action plan (GAP), HIV/AIDS and human trafficking awareness and prevention program (HTAP), resettlement framework, environmental management plan, and community-based road safety program.

**5. Design features.** The project has four outputs: (i) safe and climate-resilient national roads improved, (ii) axle load control enhanced, (iii) quality assurance system in the Ministry of Public Works and Transport (MPWT) introduced, and (iv) road safety enforcement in project communes improved. A GAP is expected to provide gender benefits in relevant

key outputs. The resettlement plan includes provisions for livelihood support programs for vulnerable affected households.	
<b>II. PARTICIPATION AND EMPOWERING THE POOR</b>	
<p>1. <b>Participatory approaches.</b> Stakeholder consultations in the project area (provincial and district officials, commune/village leaders, women as well as men, local households, etc.) were conducted for the secondary national roads and provincial road during August–November 2016. Follow-up consultations will be conducted during the detailed design stage and prior to the start of civil works. These consultations will continue in the implementation phase, especially during the implementation of the resettlement plan and resettlement framework, public awareness campaign on road safety, HTAP, and in civil works monitoring of relevant key outputs/activities. Collaboration with concerned agencies, local government units including the commune councils, the committees of women and children, and other community-based organizations and/or nongovernment organizations (NGOs) will be undertaken during the project implementation phase. The stakeholder consultation plan outlines further consultation and engagement strategies.</p>	
<p>2. <b>Role of civil society.</b> Civil society and NGOs may be contracted to carry out road safety programs and/or the HTAP under this project.</p>	
<p>3. <b>Participation of civil society organizations in project implementation.</b> Collaboration with NGOs, women's organizations, schools, and local communities will be undertaken during the implementation of the HTAP, GAP, and road safety program. Service providers/NGOs may be hired to implement the community-based road safety program and/or HTAP and monitor the resettlement plan activities.</p>	
<p>4. <b>What forms of civil society organization participation is envisaged during project implementation?</b>  <input checked="" type="checkbox"/> Information gathering and sharing    <input checked="" type="checkbox"/> Consultation    <input type="checkbox"/> Collaboration    <input type="checkbox"/> Partnership</p>	
<p>5. <b>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?</b> A stakeholder consultation plan has been prepared.</p>	
<b>III. GENDER AND DEVELOPMENT</b>	
<b>Gender mainstreaming category:</b>	<b>Effective Gender Mainstreaming</b>
<p><b>A. Key issues.</b> In the project area, the majority of rural women work as unpaid family labor in agriculture (i.e., raising livestock, poultry, and in selling). Women are willing to be employed in civil works and road maintenance, after planting and harvest seasons. In other related ADB–MPWT road projects, women have accounted for 20% of skilled and 28% of unskilled labor in road maintenance at both national and provincial level (combined). There appears to be cases where contractors pay women less than men for the same type of jobs, although the payment of salary is often not formally recorded. Women represent 19.4% of MPWT staff, and 24.0% of project management unit (PMU) staff. While improved road connectivity and mobility are expected to contribute to long-term economic development and livelihoods in the project areas by providing better access to public services, facilities, and markets, and generating employment, they also result in increased social risks (including HIV, Socially Transmitted Infections, human trafficking, unsafe migration, and road crashes) with women being particularly vulnerable to those risks. In similar projects, women represented about 50% of the participants in HIV/trafficking and road safety awareness programs, and 30% of the facilitators in road safety programs. During the Technical Assistant consultations, over 40% of the participants were women.</p>	
<p><b>B. Key actions.</b>  <input checked="" type="checkbox"/> Gender action plan  Key activities and targets in the GAP include (i) contractors cumulative unskilled labor days will be for at least 20% women; (ii) women are at least 50% of participants and 30% of facilitators in the HTAP, as well as in road safety awareness activities; (iii) at least 40% of participants in consultations on project design and implementation are women; and (iv) 25% of PMU staff are women. The PMU will work in close coordination with the MPWT gender mainstreaming action group on implementing the GAP and ensure alignment with the gender mainstreaming action plan, collect sex-disaggregated socio-economic baseline and impact assessment data, and report on the progress of GAP implementation on a quarterly basis using the GAP progress report template.</p>	
<b>IV. ADDRESSING SOCIAL SAFEGUARDS ISSUES</b>	
<b>A. Involuntary Resettlement Safeguard Category:</b>	<input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> F1
<p>1. <b>Key impacts.</b> The proposed project involves civil works for one-digit national roads (NR1 and NR6). For NR 1 and NR6, road repair works will be undertaken on the existing road pavements, with some ancillary works (drainage and slope protection) expected to take place on unoccupied land within the road right of way. Resettlement impacts are not expected. However, a resettlement framework has been prepared for the project to address any unanticipated impacts. The framework requires the preparation of a resettlement plan in the event that any involuntary resettlement impacts are later identified. In such a case the involuntary resettlement categorization for the project would be revised as needed. A due diligence report will be prepared by the General Department of Resettlement (GDR) and Project Management Unit (PMU) following detailed engineering design to assess if there are any resettlement impacts or confirm that there are no resettlement impacts.</p>	
<p>2. <b>Strategy to address the impacts.</b>  <input checked="" type="checkbox"/> Resettlement Framework</p>	
<b>B. Indigenous Peoples Safeguard Category:</b>	<input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> F1

<p><b>1. Key impacts.</b> In the project area, less than 1% of the total project beneficiaries are from ethnic minority groups (Cham or Vietnamese); they are socially and economically integrated with Khmer communities. No ethnic minorities or indigenous peoples will be adversely affected by the proposed project. The ethnic minorities near the project areas live in villages far from the roads but they will indirectly benefit from the improved roads.</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>
<p><b>2. Strategy to address the impact.</b> No indigenous peoples plan is required.</p>
<p><b>3. Plan or other actions.</b> No action</p>
<p><b>V. ADDRESSING OTHER SOCIAL RISKS</b></p>
<p><b>A. Risks in the Labor Market</b></p>
<p><b>1. Relevance of the project for the country's or region's or sector's labor market.</b></p> <p><input type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input checked="" type="checkbox"/> Core labor standards</p>
<p><b>2. Labor market impact.</b> Core labor standard (CLS) requirements will be included in the civil works bidding documents and contracts. Orientation on ADB's Safeguard Policy Statement (2009) and strict adherence of the contractors to CLSs (no child labor, equal pay for equal work, safe working conditions, etc.) will be provided to the contractors for civil works. Implementation and supervision consultants will assist the PMU to ensure that all laborers have full information about CLSs and contractors keep accurate records of compliance with the CLSs and report these through quarterly progress reports to ADB.</p>
<p><b>B. Communicable Diseases and Other Social Risks</b></p>
<p>1. Indicate the respective risks, if any, and rate the impacts as high (H), medium (M), Low (L), or not applicable (NA):</p> <p><input checked="" type="checkbox"/> Communicable diseases <input type="checkbox"/> Human trafficking</p>
<p><b>2. Describe the related risks of the project on people in project area.</b></p> <p>The risks are associated with the construction phase of the project. There are 646 cases of HIV/AIDS in project areas; 59% are women. Given the high rate of female HIV cases, a gender-responsive HTAP has been prepared. The HTAP will target 100% of the road maintenance labor and the majority of the affected communities, including 50% women beneficiaries.</p>
<p><b>VI. MONITORING AND EVALUATION</b></p>
<p><b>1. Targets and indicators:</b> Key gender targets include the following: (i) women comprise at least 20% of unskilled laborers; (ii) women comprise 50% of the participants and 30% of the facilitators in community-based road safety awareness and HTAP; (iii) at least 40% of participants in consultations on project design and implementation are to be women, and (iv) 25% of PMU staff are women.</p>
<p><b>2. Required human resources:</b> One national social and gender specialist (30 person-months) will assist the PMU in implementing, monitoring, and reporting on the GAP and HTAP. Consultants will be engaged to implement the road safety awareness program. The social and environmental office and the Gender Mainstreaming Action Group will be provided with additional capacity building activities by the consultants. The ADB social safeguards and gender specialists will provide regular monitoring oversight.</p>
<p><b>3. Information in project administration manual:</b> The PMU will submit quarterly project progress reports, including internal monitoring of the Resettlement Framework, GAP, HTAP, and road safety program.</p>
<p><b>4. Monitoring tools:</b> GAP quarterly progress monitoring reports will be prepared to monitor implementation of the GAP using the GAP reporting template provided in the PAM. Baseline sex-disaggregated data will be collected to serve as the basis for monitoring the project. The PMU will report on the implementation of the road safety program and HTAP. The PMU/GDR will carry out internal monitoring to assess if there are any resettlement impacts in addition to ADB project monitoring.</p>

Source: Asian Development Bank.

<sup>a</sup> ADB. 2016. *Country Operations Business Plan: Cambodia, 2017—2019*. Manila and ADB. 2014. *Country Partnership Strategy: Cambodia, 2014—2018*. Manila.

<sup>b</sup> Ministry of Planning. 2014. *National Institute of Statistics*.

<sup>c</sup> Ministry of Planning. 2014. *National Institute of Statistics*.

<sup>d</sup> Cambodia. 2014. *Cambodia Demographic and Health Survey*.

<sup>e</sup> Ministry of Planning. 2014. *National Institute of Statistics*.