

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Viet Nam	Project Title:	Strengthening Sustainable Urban Transport for Ha Noi Metro Line 3
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

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

Since 1993 Viet Nam has significantly reduced poverty. The poverty rate has fallen consistently, from 58.0% in 1993 to 37.0% in 1998, 29% in 2002, 15.5% in 2006, 14.5% in 2008, and 10.7% in 2010 (General Statistical Office). Some 30 million people are estimated to have been lifted out of poverty. In the Viet Nam Socio-Economic Development Plan, 2011–2015 the government's transport sector plan is expected to promote economic growth, poverty reduction, safety enhancement, environmental protection, and human resource development. The government's strategy for Ha Noi is to develop public transport and infrastructure to alleviate congestion and provide better access to services and employment opportunities. An urban public transport system will (i) help address growing pressure on traffic and environment in high-density areas; (ii) improve the quality of life, the working environment, and the ability to attract investment in the project area; and (iii) therefore help to reduce poverty in Ha Noi. The country strategy and program of the Asian Development Bank (ADB) addresses these issues through support to the government's investment program to improve urban transport infrastructure.

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

1. Key poverty and social issues

Ha Noi city is located in the Red River Area and has a low rate of poverty (7.1% in 2011). Among the provinces of the Red River Area, Ha Noi city province has the lowest rate of poverty (4.3% in 2011). The project goes through four urban districts (Ba Dinh, Cau Giay, Dong Da and Hoan Kiem) and one suburban district (Tu Liem). The urban districts have a low rate of poverty (less than 1.5 %) and the suburban district has a higher rate of poverty (1.9%). The poverty line for Ha Noi is set by the Ministry of Labour and Social Affairs at less than D750,000 per person per month.

2. Beneficiaries

All communities along the metro line districts are beneficiaries of the project. Connecting public transportation will provide improved access, which will benefit all people in the area but especially those whose mobility is restricted. The impact is expected to especially benefit women, elderly people, and students, who are more inclined to use public transportation. The rapid public transportation system will generally save passengers' travel time compared to travel by motorbike, car, or bus. An improved public transportation system is accordingly expected to contribute to investments, services, and labor opportunities, contributing to economic development and rising living standards among residents, entrepreneurs, and the workforce in the project districts.

3. Impact channels:

The Government of Viet Nam has planned and is making major public transport infrastructure investments to induce a substantial switch by urban citizens from private to public modes of transport. A failure to invest in public transport infrastructure and to encourage this shift away from the use of private vehicles in Viet Nam's large cities will hurt economic growth and accelerate the degradation of the urban environment. Ha Noi is at an early stage of urban transport development, having moved from heavy usage of bicycles to motorcycles, especially over the previous 10 year period (2003 – 2014), and now increasingly to cars. Private vehicles dominate urban transportation, with motorcycles being the most prevalent (about 90% of vehicles). Continued increasing car ownership, together with a significant increase in the number of motorcycles, has resulted in severe congestion during peak hours, resulting in degradation of the urban environment and a rise in traffic accidents. The situation is expected to worsen if the current annual traffic growth trend of 9% continues and more motorbike users convert to cars. The existing public transport system consists of an inadequate bus network that is becoming less competitive with private modes of transport. Hence, an improved public transport system that is accessible and transport-user-friendly will have a direct contribution to improved urban environments, traffic safety, as well as quicker and affordable means of travel.

Metro stations and trains will be safe and accessible to diverse groups of people. They will provide easier access for women traveling with children, for elderly persons, and especially for the disabled. The social survey held focus group discussions with the disabled, community, women, and university students. Secure parking areas for motorbikes, bicycles, and cars as well as areas for local taxis have been planned around the metro stations. Security aspects, especially safety during the evening, are being planned, as are pedestrian crossings and safe overpasses with traffic signals and good lighting to reduce accidents.

4. Other social and poverty issues: Tu Liem has the highest percentage of poor households (1.9%) of the five districts. It also has the highest number of poor households headed by women and the highest percentage of disabled people. While the Hanoi Metro Rail System Project (Line 3: Nhon-Ha Noi Station Section) is limited in poverty intervention, there are awareness campaigns for each station and Tu Liem will be targeted.

5. Design features: Outcome: Proposed metro line 3 stations integration with other modes of public transport improved. Output 1: Metro line 3 station access improved. Output 2: Public transport system improved. Output 3: Public transport policy and

systems developed. Physical design features will be guided by principles of universal access.		
II. PARTICIPATION AND EMPOWERING THE POOR		
<p>1. Summarize the participatory approaches and the proposed project activities that strengthen inclusiveness and empowerment of the poor and vulnerable in project implementation. During the project preparatory technical assistance (TA) extensive consultations were conducted in each district with stakeholders, including key informant interviews and focus group discussions with disability groups and students. There were several key stakeholder consultations with members of the disabled community who strongly endorsed the project for its members. A round table was held with the disabled community and the engineers from the project preparatory TA team noted all the engineering concerns raised. A communication and participation plan will be prepared for the project to ensure that stakeholders' views will be taken in to consideration in the project design to promote universal access features and usability. Training for transport providers will be carried out in the future to improve their awareness of disability and other issues related to safety and security. Information, education and communication materials such as posters and pocket guidelines will be developed for the training courses as well as for transport users in the project area. Consultation and modification of awareness training materials will be done during the next phase of the project.</p> <p>2. If civil society has a specific role in the project, summarize the actions taken to ensure their participation. Consultations were held with the Ha Noi Association of People with Disabilities, women's union, and student groups as well as with the Hanoi Department of Labour, Invalids and Social Affairs. While the department is a state agency rather than civil society, it is mandated to address the needs and promote the interests of people with disabilities.</p> <p>3. Explain how the project ensures adequate participation of civil society organizations in project implementation. The above-mentioned organizations will play key roles in the implementation of the consultation and participation plan as well as outreach awareness campaigns.</p> <p>4. What forms of civil society organization participation is envisaged during project implementation? <input checked="" type="checkbox"/> Information gathering and sharing <input checked="" type="checkbox"/> Consultation <input checked="" type="checkbox"/> Collaboration <input type="checkbox"/> 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.</p>		
III. GENDER AND DEVELOPMENT		
Gender mainstreaming category: Effective gender mainstreaming		
<p>A. Key issues. Women and men have different transportation needs and behavior. Women use public transportation to a greater extent than men, and have a major role in transporting children to school and other activities. Women also purchase and carry home family food and consumer items. An increasing number of urban women are living and working in different areas; traveling to work, to children's schools, and to markets and shops on overcrowded roads and streets consumes an increasing portion of their time. Traffic is also a major cause of stress because of safety risks. Rapid metro trains will therefore provide a good transport alternative for women.</p> <p>Gender aspects have been integrated into project design and planning to ensure that the metro system will be accessible, safe, secure, and comfortable for both women and men. This project is categorized as effective gender mainstreaming. The gender key features are mirrored in the project design and project administration manual. The gender action plan (GAP) is aligned with national gender equality policy and commitments in Viet Nam.</p>		
<p>B. Key actions. There are various key gender actions. First, inclusion of gender-sensitive features in project design such as incorporation of universal access features; development of public transport information system and scheduling based on gender analysis of transport user needs; and development of policy and regulations based on gender dimensions of intermodal public transport needs. Second, space allocation for women's shops to operate at station sites. Third, promotion of women's employment in civil works including establishment of a target of 40% of the unskilled workers in civil works jobs allocated to women, ensuring application of gender-specific core labor standards, and provision of gender-appropriate workers' amenities.</p> <p><input checked="" type="checkbox"/> Gender action plan <input type="checkbox"/> Other actions or measures <input type="checkbox"/> No action or measure</p>		
IV. ADDRESSING SOCIAL SAFEGUARD ISSUES		
<p>A. Involuntary Resettlement Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI</p> <p>1. Key impacts. There are no involuntary resettlement impacts associated with the project. All the proposed public transport interchange and accessibility measures will be implemented either within the road right of way or within state land. No businesses or privately owned structures will be affected.</p> <p>2. Strategy to address the impacts</p> <p>3. Plan or other Actions.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Resettlement plan <input type="checkbox"/> Resettlement framework <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> No action </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Combined resettlement and indigenous peoples plan <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework <input type="checkbox"/> Social impact matrix </td> </tr> </table>	<input type="checkbox"/> Resettlement plan <input type="checkbox"/> Resettlement framework <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> No action	<input type="checkbox"/> Combined resettlement and indigenous peoples plan <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework <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
1. Key impacts. There are no indigenous peoples in the project areas.	
Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Strategy to address the impacts. N/A	
3. Plan or other actions.	
<input type="checkbox"/> Indigenous peoples plan	<input type="checkbox"/> Combined resettlement plan and indigenous peoples plan
<input type="checkbox"/> Indigenous peoples planning framework	<input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework
<input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> Indigenous peoples plan elements integrated in project with a summary
<input type="checkbox"/> Social impact matrix	
<input checked="" type="checkbox"/> No action	
V. ADDRESSING OTHER SOCIAL RISKS	
A. Risks in the Labor Market	
1. Relevance of the project for the country's or region's or sector's labor market.	
<input type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input checked="" type="checkbox"/> core labor standards (H)	
2. Labor market impact. The project will provide future employment to men and women working in various jobs during the construction period and in the operation period. The proposed project also provides income opportunities for small businesses surrounding station locations.	
B. Affordability	
The public transport policy and systems developed under the project have an associated target to ensure that multimodal public transport ticket pricing is integrated in timetable and ticketing systems and that these are affordable for poor men and women.	
C. Communicable Diseases and Other Social Risks	
1. Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA):	
<input checked="" type="checkbox"/> Communicable diseases (L) <input checked="" type="checkbox"/> Human trafficking (L)	
<input checked="" type="checkbox"/> Others (please specify) _____ HIV/AIDS plan ___(L)___	
2. Describe the related risks of the project on people in project area. The increased risks of HIV and/or sexually transmitted infections (STI) transmission and human trafficking are expected during the construction phase of the project but are expected to be low. An HIV and/or STI and human trafficking strategy will be included in the project.	
VI. MONITORING AND EVALUATION	
1. Targets and indicators: Social-development-related indicators, targets, and sources from the design and monitoring framework include (i) satisfaction with quality of metro line 3 access and public transport services improvements to more than 60% by 2020, for males, females, and persons with disabilities (source: Public opinion survey by public transport authority, Benefit monitoring and post evaluation reports); (ii) all metro line 3 accessibility measures for stations and local communities, including gender-sensitive features, completed by 2019; (iii) an urban transport pricing framework developed by 2017, guided by gender assessment, and required policies or regulations approved by 2019; (iv) GAP effectively implemented (source: progress reports, project review mission reports, project completion reports).	
2. Required human resources: Urban Transport Project Management Unit; project supervision consultant (including social and gender consultants during design phase and during construction) and ADB project team (team leader/transport specialist, environment and social safeguards specialists)	
3. Information in Project Administration Manual includes: project performance monitoring; compliance monitoring of all loan agreement undertakings; gender and social dimensions monitoring (GAP, core labour standards, and STI/HIV prevention); evaluation of project performance in relation to project impacts, outcomes and outputs; reporting (quarterly, annual, completion).	
4. Monitoring tools includes: project performance monitoring system against baseline data for performance monitoring (established 6 months after loan effectiveness), midterm review (2 years after loan effectiveness), project completion report (6 months after completion of physical works), review of regular progress and status reports, quarterly compliance review meetings, and periodic ADB project review missions.	

Sources: General Statistics Office. 2010. *Result of the Vietnam Living Standards Survey 2010*; Ha Noi. Statistical Publishing House; Vietnamese Academy of Social Sciences, Vietnam Poverty Update Report 2006; ADB. 2012. *Country Partnership Strategy for Viet Nam 2012-2015*. Manila.