

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Viet Nam	Project Title:	Ha Noi Metro Rail System Project (Line 3: Nhon – Ha Noi Station Section)
Lending/Financing Modality:	Project—Additional Financing	Department/ Division:	Southeast Asia Department/ Transport and Communications Division

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY
Poverty targeting: general intervention
<p>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</p> <p>The Government of Viet Nam is aware that inadequate infrastructure slows both economic growth and poverty reduction. The government's transport strategy for the capital city of Ha Noi is to develop public transport and infrastructure to alleviate congestion and provide residents better access to services and employment opportunities. An urban public transport system will (i) help address growing traffic congestion and pressure on the environment in high-density areas; (ii) improve the quality of life, the working environment, access to services, and the ability to attract investment in the project areas; and (iii) therefore help to reduce poverty in Ha Noi. This is in line with a government policy to speed up the development of urban rail passenger metro lines during 2015-2020.¹ ADB's country partnership strategy for Viet Nam for 2012–2015 aimed to support this government policy through urban transport projects to ease urban transport congestion and reduce greenhouse gas emissions².</p>
<p>B. Results from the Poverty and Social Analysis during PPTA or Due Diligence</p> <p>1. Key poverty and social issues. The project is located in four urban districts of Ha Noi (Ba Dinh, Cau Giay, Dong Da, and Hoàn Kiếm) and two suburban district (Bac Tu Liem and Nam Tu Liem). It is expected to contribute to poverty reduction and socioeconomic development by providing a clean, safe, comfortable, fast, and affordable urban transport system accessible to all people living, working, and traveling in the project districts. Line 3 of the metro system, which is to be developed under the project, will provide a cheaper alternative to travelling by motorbike or car. The metro system will reduce air pollution by shifting passengers from the use of motorcycles and cars to public transit and thereby help make the city's people and environment healthier. The safe public transit system that the project will help develop will also reduce the number of road traffic accidents. According to a survey of households³ 92% of men and 81% of women used motorbikes for travel to and from the center of Ha Noi, while 60% of students and children used public transport (buses) and 33% used bicycles. About 50% of the households' surveyed considered lost time due to traffic jams to be the worst problem they experienced when traveling, while 34% named air pollution and 16% the risk of accidents. Almost all households (95%) were willing to pay the same fare they are now charged for bus travel to use an expanded metro system.</p> <p>At 1.52% in 2012, the poverty rate in Ha Noi was much lower than the national rate of 9.6%.⁴ However, some groups are vulnerable in both economic and social terms. This is especially true of migrant workers, households that have moved from other provinces, and workers in the informal sector. The urban project districts have poverty rates of under 1.0%, but the rate in the project's one suburban district was 3.3% in 2007.</p> <p>2. Beneficiaries. The project will benefit all of the residents of communities along line 3 in the project districts, which have a total population of 1,481,700 people (about half of whom are women and girls). Those who live further from the metro line but who can connect to it by bus, motorbike, or bicycle can also benefit. By helping improve the modal connections on the public transport system to make access and transfers easier and more convenient, the project will benefit all people in the area, especially those whose mobility is restricted. The beneficial impact is expected to be felt most by workers commuting from rural and suburban areas, women, elderly people, and students—all of which are likely to shift from their current transport mode to using public transport once the metro system in Ha Noi is operational. The metro system will move passengers more quickly than motorbike, car, or bus travel and save them time. The improved public system will increase investment and access to services and labor opportunities. This will in turn help raise the incomes and living standards of the project areas' residents, entrepreneurs, and workers. The metro network will also reduce current pressure on housing capacity in the central part of the city by making commuting from outlying areas faster and easier.</p> <p>3. Impact channels. Metro stations and trains will provide safe and accessible public transport to different groups of</p>

¹ The Prime Minister's Decision No. 2014/QĐ-TTg, dated 10 Feb 2015 on the Approval of the revised strategy for Rail Road Transport Development strategy by 2020 and Vision by 2050.

² <http://www.adb.org/sites/default/files/institutional-document/33620/files/cps-vie-2012-2015-r.pdf>; para. 30

³ <http://www.adb.org/sites/default/files/linked-documents/40080-01-vie-sprss.pdf>

⁴ MOLISA. 2013. Decision No. 749/QĐ-BLDTBXH dated 13 May 2013. Hanoi.

people, with easy access provided for women traveling with children, elderly persons, and the handicapped which has never been available before. Secure parking areas for motorbikes, bicycles, and cars and areas for local taxis will be planned around the metro stations. Provisions to ensure passenger security and safety, especially during darkness, will be carefully planned and included safe pedestrian crossings and overpasses with traffic signals are included to reduce accidents. Separate public toilets will be available for men and women. Fares on the metro system will be universally affordable, and the metro system will be integrated with bus lines.

4. **Other social and poverty issues.** None.

5. **Design features.** The Ha Noi Metropolitan Railway Management Board (MRB), the Project Implementing Agency (IA) will include support for the design and installation of the metro ticketing system, including the calculation of the fare. The MRB will consider the affordability and the ability to pay of vulnerable groups of users, such as the poor and senior citizens and set the fares. During the project construction period, noise and air pollution, traffic constraints, and safety risks will temporarily increase and affect people living in the vicinity and traveling in the construction areas. MRB will inform the public of the construction and the safety procedures around the construction sites throughout the construction period. Risks exist of increased transmission of HIV/AIDS and sexually transmitted infections, increased human trafficking, and an influx of commercial sex workers into the construction areas. These risks will be mitigated during project implementation through a program to prevent HIV/AIDS and human trafficking that will be financed by both ADB and AFD resource via contractors' contracts within the project.

II. PARTICIPATION AND EMPOWERING THE POOR

1. Participatory approaches and project activities.

During the implementation of the current project, 322 affected households have been consulted on and participated in implementation of the resettlement plan. Project implementation information will be communicated to concerned stakeholders in due time.

2. Civil society. Representatives of mass organizations such as the Vietnam Women's Union and the Vietnam Fatherland Front⁵ (an alliance of mass organizations in Viet Nam) have participated in consultation meetings related to resettlement plan implementation and other project activities.

3. Civil society organizations. The Vietnam Women's Union has a representative in the district resettlements and land acquisition committee which is a key stakeholder in the resettlement plan implementation

4. The following forms of civil society organization participation are envisaged during project implementation

M Information gathering and sharing M Consultation Collaboration Partnership

5. Participation plan Yes. No.

The project will mobilize CSO participation for information sharing and consultation during the implementation of Resettlement plan (phase 1), gender action plan (GAP) implementation and other actions related to project information sharing. Additionally, the project will engage a communication specialist to support stakeholders' consultation and to implement communication strategy within this project.

III. GENDER AND DEVELOPMENT

Gender mainstreaming category: Effective Gender Mainstreaming

A. Key issues. The gender issues and the GAP under the proposed additional financing will remain basically the same as those of the current project. The project design and monitoring framework (DMF) and the project sites will be unchanged. The gender issues relate to the different transport needs and behaviors of women and men. Women use public transport more than men do and play a major role in transporting children to school. Women travel to buy and bring family food and consumer items home. A growing number of urban and suburban women commute to work. This and travel to and from their children's schools and markets and shops through the increasingly congested road system is taking up an ever-greater share of their time. Traffic is also a major source of stress due to the safety risks. Rapid metro trains will provide a faster and safer transport alternative for women. The project has included gender consideration in project design, planning and implementation to ensure that the metro system will be accessible, safe, secure, comfortable, and affordable for women.

B. Key actions.

Gender action plan

The GAP under additional financing will remain basically the same as that of the current project It includes (i) employment targets for women and application of gender-specific core labor standards in all civil works and other transport services employment the project generates, (ii) inclusion of gender-inclusive physical design features, and (iii) mitigation of gender-related impacts of resettlement and potential negative social impacts. The GAP has been and will continue to be implemented by MRB with the technical support of the Project Management Support consultant under Additional Financing loan.

⁵ <http://mattran.org.vn/home/gioithieumt/luatmt/lmttqvn1.htm>

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES	
A. Involuntary Resettlement 1. Key impacts. For Metro Line 3 (Nhon-Hanoi Station section), 156 households were affected by construction of the train depot and access rail line under the project. Construction of the underground stations will require the relocation of another 166 households and 20 organizations. The tunnel works may impact an additional 12 households. 2. Strategy to address the impacts. The Updated Resettlement Plans have been prepared for the depot and access line and underground sections following completion of detailed design. Disbursement of compensation payments is ongoing. The Updated Resettlement Plan for the tunnel will be prepared upon finalization of the assessment of impacts by the contractor. Compensation must be paid before these works can begin. 3. Plan or other Actions. <input checked="" type="checkbox"/> No action. Additional financing is provided to bridge cost overruns of the civil works contracts within the existing project scale and scope.	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
B. Indigenous Peoples 1. Key impacts. Only a few members of ethnic minorities live in the project area. They are fully integrated with the majority population groups and have full and equal access to social institutions and economic opportunities. No sociocultural groups present in the project areas can be considered indigenous peoples. Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 2. Strategy to address the impacts. not applicable (NA) 3. Plan or other actions. <input checked="" type="checkbox"/> No action	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
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: L <input checked="" type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment M <input checked="" type="checkbox"/> core labor standards 2. Labor market impact. The MRB has included a specific provision in the bidding documents and civil works contracts to ensure that civil works contractors (i) comply with applicable core labor laws, (ii) do not pay men and women different amounts for work of equal value; (iii) do not employ child labor in the construction and maintenance activities; and (iv) maximize the employment of local poor and disadvantaged/affected persons.	
B. Affordability. Metro fares set by the government will need to be affordable for the poor and the near poor, as well as for students, seniors, and other economically disadvantaged groups. The project will include support for a ticketing system and calculation of fares set by the government which is expected to consider affordability for all users, including members of these disadvantaged groups, when deciding these fares.	
C. Communicable Diseases and Other Social Risks 1. The impact of the following risks are <input type="checkbox"/> Communicable diseases M <input checked="" type="checkbox"/> Human trafficking M <input checked="" type="checkbox"/> Others (HIV/AIDS and STI transmission) 2. Risks to people in project area. There are potential risks of the transmission of HIV/AIDS and sexually transmitted infections and or human trafficking during and after the construction. People near the construction areas will face greater safety hazards. A HIV/AIDS and human trafficking awareness and prevention and program and a road safety awareness program will be designed and implemented. Safe and convenient features for accessing to the metro by women, children, elderly people, and handicapped are part of the project design. This is covered by interventions under the GAP.	
VI. MONITORING AND EVALUATION	
1. Targets and indicators. Targets and indicators in the GAP and the DMF requiring compliance with include core labor standards, the provision of an HIV/AIDS and human trafficking communication program, and gender-sensitive design features in the civil works and the metro system's facilities. The GAP implementation arrangement in PAM calls for a MRB gender specialist together and a project gender consultant to monitor and report on these performance target and indicators. 2. Required human resources. Human resource requirements for carrying out the activities related to social and gender targets and monitoring performance include a gender specialist recruited by MRB, a gender consultant included under the Project Management Support Consultant's team and a communications specialist who together with the above mentioned specialists will be tasked to support, implement, and report on targets and indicators. 3. Information in the project administration manual. The PAM specifies that social and gender targets in the GAP and DMF are part of the project performance information system, and implementation review reports will be submitted to ADB as part of the project progress reports and at project completion. 4. Monitoring tools. Participation recording, reports, focus group discussions, key interviews, and structured questionnaires will be used.	

Source: Asian Development Bank.