

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Fiji	Project Title:	Transport Infrastructure Investment Sector Project
Lending/Financing Modality:	Sector Project	Department/ Division:	Pacific Department / Transport, Energy and Natural Resources Division

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY
Targeting classification: General intervention
<p>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy Fiji's Roadmap for Democracy and Sustainable Socio-Economic Development, 2010–2014^a provide an overarching framework for achieving poverty reduction and inclusive economic growth. The road map recognizes the critical role of transport in the economy, and that the development of quality infrastructure and improvements in road connectivity are vital for effective delivery of essential social services and for achieving economic and social goals. The government's objectives for transport are further articulated in the Green Growth Framework^b and the 20-year National Transport Sector Plan,^c which guide the development of an integrated transport system that is safe, efficient and affordable, accessible, and economically and environmentally sustainable.</p> <p>The country partnership strategy, 2014–2018 of the Asian Development Bank (ADB)^d aims to (i) raise Fiji's longer-term growth potential by providing reliable infrastructure to compete globally and reduce costs associated with a small, remote island economy; (ii) invest in economic infrastructure that is resilient to climate change and natural disasters; and (iii) make growth more inclusive and improve service delivery by investing in economic infrastructure and promoting wider access to markets and opportunities through better transport links for rural communities.</p> <p>The proposed project is classified as a general intervention because it meets poverty reduction and social equity goals indirectly by improving the environment for pro-poor growth and social development through upgrades of road and maritime transport infrastructure. A poor, disconnected transport network constrains the movement of people and goods, curbs tourism growth and other economic activities, and limits access to health and education services. The project will improve access to economic opportunities and essential services.</p>
<p>B. Results from the Poverty and Social Analysis during Project Preparation or Due Diligence</p> <p>1. Key poverty and social issues. Rural poverty has risen across the main ethnic groups of indigenous iTaukei and Indo-Fijians, now standing at 44% (2013). With 49% of the population living in rural areas, the rural–urban gap is widening, associated mainly with lack of income-earning opportunities, poor access to services, and isolation. Overall, 22% of people still rely on subsistence agriculture for their livelihoods and many more combine growing food for home consumption with cash sales of surplus produce. In the Sigatoka Valley, where subproject sites were studied, rural incomes are low, ranging from F\$1,000 to F\$15,000 per year. Many households experience seasonal shortfalls in income and struggle to cover basic expenses. The dominant mode of transport is still on foot, on horseback, or on bullock carts and sledges.</p> <p>2. Beneficiaries. Primary project beneficiaries are people living in the rural hinterland and peri-urban areas—(i) road users will benefit from lower travel costs and shorter travel times, more reliable transport, and better travel conditions; (ii) roadside communities will benefit from better access to basic services and markets, and better road safety; and (iii) coastal communities and those on smaller islands will benefit from safer conditions and better maritime infrastructure such as navigational aids, and safer jetties. Specifically, beneficiaries will include farmers who produce cash crops, traders, fishermen, commercial industries such as tourism and sugar, and school students.</p> <p>3. Impact channels. The main channel for impacts on the poor and vulnerable is through better access to economic opportunities, markets, and essential services. Jobs for local communities will be available during project implementation.</p> <p>4. Other social and poverty issues. These include (i) unemployment and underemployment related to the lack of rural development and the decline of the sugar and garment industries; (ii) lack of skills and expertise as a result of inadequate training and high rates of emigration; (iii) scarcity of land for agriculture and development; (iv) rural–urban drift and growth of squatter settlements; (v) gender inequality; and (vi) lack of governance, rule of law, and human rights.</p> <p>5. Design features. The project will prioritize rehabilitation, replacement, and construction of infrastructure based on agreed criteria of need and rural population served. It will help reduce poverty by building safer, efficient, and resilient land and maritime transport infrastructure, and by strengthening project management capacity in transport agencies. In Fiji, road safety (particularly pedestrian safety) is an issue, as the majority of rural people walk to reach their farms or local services, often carrying heavy loads and children. Local “carriers” (covered trucks) are commonly used but are also prone to accidents. Improvements to the design of bridge approaches (to reduce speed and improve vision), guardrails, and dedicated walkways for pedestrians will assist community road safety. Where construction of bridges and jetties disrupts fishing activities or washing pools, designs will include construction of stairs to enable easy access to waterways, and other mitigating measures.</p>

II. PARTICIPATION AND EMPOWERING THE POOR¹

1. Meaningful consultation throughout the project cycle will strengthen participation of the poor and vulnerable in project implementation. Affected people will be consulted through village meetings, social surveys, and informant interviews at: (i) planning phase of subprojects; (ii) during detailed feasibility studies and design; (iii) before and during construction; and (iv) during operation, maintenance, and monitoring. Preparation of sample subprojects included visits to households and villages nearby selected bridge sites at Narata and Matawale in the Sigatoka Valley. Community consultation meetings were held in four villages, and key informant interviews were conducted with village leaders; staff from health, education, and agricultural extension services; provincial council leaders; district officials; farmers; and public transport drivers. Extensive consultations were also held with officials from national ministries, and provincial and local governments.

2. At each subproject site, a focal point for more detailed information sharing, and community development activities will be established, usually through an existing village committee.

3. Poverty and socioeconomic assessments at subproject sites will identify local civil society organizations and ensure that they are included in consultation activities.

4. Nongovernment organizations, churches, leaders, and youth groups will provide channels for communication with the affected community to ensure that they understand the subproject, delivery process, schedule, potential impacts, and opportunities.

Information gathering and sharing (H) Consultation (M) Collaboration (M) Partnership (M)

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?

Yes. No. A consultation and participation plan will be prepared at project inception.

III. GENDER AND DEVELOPMENT

Gender mainstreaming category: Effective gender mainstreaming

A. Key issues. In the labor force, the incidence of poverty is higher among women (40%) than men (32%). This figure rises to 75% if unpaid household workers are included. Rural women with little education have the highest incidence of poverty. Fiji is ranked 120 out of 136 countries for women's economic participation by the Global Gender Gap Index, reflecting women's low rates in formal employment, although they play significant roles on smallholder farms and in marketing of fresh produce. Women are concentrated in informal employment, unpaid domestic work, and in low-paying and less secure occupations that have been hit hard by declines in tourism and the garment industry but where they constitute the majority of workers. Women have full legal ownership rights in access to land and property, but limited knowledge of these rights, and in practice they are often not recorded as co-owners of family assets or allowed to decide on the use of communal land. In village organizations, men dominate. Women are also poorly represented in provincial and local governments and institutions. According to the 2010 Committee on the Elimination of Discrimination against Women report, gender-based violence against women is widespread in Fiji, and cultural attitudes make it difficult for women to gain justice in cases of rape or sexual assault. As the majority market vendors, and users of health services, women are disproportionately disadvantaged by the poor transport networks.

B. Key actions. Gender action plan Other actions or measures No action or measures

A gender action plan (GAP) has been prepared to ensure that women are consulted, and bridge designs will factor in women's needs for safe road travel by including pedestrian access with guardrails and footpaths. Whenever possible, on rural river sites where women wash, the designs will include stairs to the water and concrete laundry tubs. The GAP will also encourage women's participation in labor and maintenance, provide equal pay for equal work to men and women, and ensure income restoration measures to assist those who have lost assets or access to land. There will be representation of women and men in any community consultations, on decision-making committees, and in awareness training to mitigate the potential spread of sexually transmitted infections and HIV during construction.

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

A. Involuntary Resettlement

Safeguard Category: A B C FI

1. **Key impacts.** No physical displacement of people will occur. Overall, less than 2,000 people are likely to be economically displaced where limited land acquisition is needed for construction of infrastructure. It is not anticipated that anyone will lose more than 10% of productive assets.

2. **Strategy to address the impacts.** Mitigation measures include compensation to displaced persons for lost land, structures, crops, and trees at replacement value; income restoration; employment opportunities; and additional allowances for vulnerable households. A grievance redress mechanism will be established to (i) record and prioritize complaints; (ii) settle grievances in consultation with complainants; (iii) inform aggrieved parties about solutions; and (iv) refer unresolved cases to higher authorities.

3. Plan or other Actions. <input checked="" type="checkbox"/> Resettlement plan <input checked="" type="checkbox"/> Resettlement framework <input type="checkbox"/> Environmental and social management system arrangement <input 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
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: Indigenous Fijians (iTaukei) make up 57% of the national population, and form a majority of the rural population. They are not subject to discrimination or exclusion on the basis of ethnicity and therefore do not meet ADB's criteria for vulnerable groups needing special protections. Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 2. Strategy to address the impacts: Not applicable. (The grievance redress mechanism will be available for all.)		
3. Plan or other actions. <input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> Social impact matrix <input checked="" type="checkbox"/> No action		
<input type="checkbox"/> Combined resettlement plan and indigenous peoples plan <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework <input type="checkbox"/> Indigenous peoples plan elements integrated in project with a summary		

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 checked="" type="checkbox"/> unemployment (M) <input type="checkbox"/> underemployment (L) <input type="checkbox"/> retrenchment (L) <input type="checkbox"/> core labor standards (L)	
2. Labor market impact: The unemployment rate is 6% for men and 13% for women. The project will finance construction activities which may provide local employment opportunities.. All employment will comply with national labor laws and regulations.	
B. Affordability	
The project is likely to lower the cost of transport. No affordability impacts anticipated.	
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 type="checkbox"/> Human trafficking (N/A) <input type="checkbox"/> Others (please specify) _____	
2. Describe the related risks of the project on people in project area. The risks associated with HIV/AIDS and other sexually transmitted infections will be mitigated by employing as many local people on construction sites as possible, and by providing awareness and prevention programs.	

VI. MONITORING AND EVALUATION
1. Targets and indicators: (i) Increase in household income in selected subproject areas (baseline to be determined during subproject selection) and (ii) increase in utilization of health-care services in selected subproject areas (target and baseline to be established during subproject selection). 2. Required human resources: The project will employ a national social impact manager in the Fiji Road Authority; and a gender and social development specialist and a social safeguards specialist in the supervision consulting team. 3. Information in project administration manual: Sex-disaggregated data will be collected in baseline surveys, and for all project and GAP activities, to manage social impacts, poverty reduction goals, and gender actions. 4. Monitoring tools: Monitoring and evaluation surveys at inception and for baselines; midterm, completion, and project evaluation reports.

^a Ministry of National Planning. 2009. *Roadmap for Democracy and Sustainable Socio-Economic Development*. Suva.

^b Ministry of Strategic Planning, National Development, and Statistics. 2014. *Green Growth Framework*. Suva.

^c The 20-Year National Transport Infrastructure Plan will be an output of the ongoing policy and advisory technical assistance ADB. 2013. *Technical Assistance Grant to Fiji for Transport Sector Planning and Management*. Manila.

^d ADB. 2014. *Country Partnership for the Republic of Fiji*. Manila.