

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country and Project Title: Kiribati/Road Rehabilitation Project

Lending/Financing
Modality:

Project

Department/ Division:

Pacific Department
South Pacific Subregional Office

I. POVERTY ANALYSIS AND STRATEGY

A. Link to the National Poverty Reduction Strategy and Country Partnership Strategy

The Kiribati Road Rehabilitation Project is consistent with the Kiribati Development Plan 2008–2011, which commits to increasing economic growth, reducing poverty, improving health outcomes, promoting a sustainable environment, providing better governance in the provision of public services, and delivering good social and economic infrastructure. It is also consistent with the country partnership strategy 2010–2014 of the Asian Development Bank, which aims to reduce poverty and promote economic opportunity by improving public financial management and delivery of sustainable infrastructure services.^a The project will promote economic growth by improving the road infrastructure of South Tarawa and reducing road transportation constraints on economic activity. It will rehabilitate 27.5 kilometers (km) of main road and 6 km of feeder and access roads. It will establish a system for ongoing road maintenance and set up and train community-based road maintenance microenterprises. The project will

- (i) promote the private sector by reducing transport costs and constraints on employment creation;
- (ii) create jobs and promote skill development during the construction phase and by establishing six community-based microenterprise maintenance units responsible for ongoing road maintenance;
- (iii) improve living standards by reducing transport costs and travel times and making road travel safer and more pleasant, and add to the safety and comfort of pedestrians by providing footpaths, street lighting and bus shelters;
- (iv) improve the environment through better air quality achieved by reducing dust, the control through upgraded road drainage of rainfall run-off into houses and pools on nearby properties, and conservation of roadside shade trees;
- (v) improve health outcomes through reduction of respiratory tract infections from current high road dust levels and of mosquito-borne diseases resulting from poor current road drainage, through an HIV/AIDS prevention program during the project for the construction workforce and local communities, through a road safety action plan to cut down on motor vehicle accidents, through better access to two hospitals, and by improved conditions for pedestrians that will encourage walking and lower risks of diabetes, hypertension and obesity; and
- (vi) protect the project's infrastructure investment, prolong the life of the road, and extend its benefits by establishing a road fund that will ensure a sustainable commitment to road maintenance.

B. Poverty Analysis **Targeting Classification:** General intervention

Key issues. Kiribati is categorized as a least developed country, with an estimated 22% of the population living under the basic needs poverty line. South Tarawa, home to 45% of the country's population, has a basic needs poverty rate of 24%. The depth of poverty as measured by the poverty gap index is 8.5, compared with the national average of 7.2. South Tarawa has the highest population density in Kiribati, with 2,558 people per square kilometer. Employment opportunities in South Tarawa are few and unemployment is estimated to be 10.9%. The project will benefit the poor indirectly by lowering transport costs, reducing air pollution, promoting the expansion of the private sector and the labor market, and providing a safer road environment.

Design features. Project design includes measures to promote a healthy and safe road environment for all road users, including vehicles, pedestrians, and bicycles. The design aims to maximize the benefits of employment creation by extending job opportunities to a greater number of people, including women and youth. The project's road safety promotion program will benefit all the people of South Tarawa. The design minimizes land acquisition and resettlement. Reform of the road maintenance framework will protect the investment in road construction.

II. SOCIAL ANALYSIS AND STRATEGY

A. Findings of Social Analysis

Key issues. The project will directly benefit all of South Tarawa's residents because the road is key communal asset that provides countless services to all of the area's people. It is the only vehicular transport route to government, education, and health services, as well as to the airport, the port, local wharves, markets, churches, nongovernment organizations, (NGOs), and businesses. It is the main thoroughfare for pedestrians and a local residential road for most of the population. The road is in very bad condition and impassable during heavy rains. The surface and edges are worn, severely pot-holed, and extremely dusty. All road users are negatively impacted by the unsafe driving conditions and cyclists are deterred from using the road. There are no footpaths, no pedestrian crossings, no road signage, little street lighting, few bus-stops, and no shelters other than trees for protection from the sun and rain. Journey times to and between the main hospitals at Betio and Bikenibeu will be reduced from over 1 hour to less than half an hour and passenger comfort will be increased. The likelihood of people seeking routine and preventive medical

care (such as antenatal care) will be increased as travel becomes quicker and more convenient,

Beneficiaries. The direct project beneficiaries in South Tarawa will be private car users, bus and truck operators, freight handlers, retailers and wholesalers, utility providers, public transport users, motorcyclists, cyclists, pedestrians, residents, schoolchildren, businesses, and the government. Other direct beneficiaries are people from North Tarawa who come to South Tarawa by boat to sell produce, visitors from the rest of Kiribati, international visitors and, tourists.

The major issues and opportunities addressed in the social and poverty analysis are as follows:

Impacts on quality of life. The condition of the road contributes significantly to increased costs of goods and services in South Tarawa. Decreased vehicle operating costs will have a flow-on effect from the transport sector through to the consumer. The project will reduce roadside dust, resulting in better air quality. Houses, shops, and vehicles will be cleaner. The project will improve the convenience and amenity of public transport by improving bus travel. Increased safety and amenity for pedestrians will reduce reliance on vehicles, leading to reduced expenditure on transport.

Impacts on health and safety. The incidence of respiratory tract infections caused by road-related dust will decrease. Improved road drainage will mean less water pooling, which will reduce the incidence of mosquito-born diseases. The project will implement an HIV/AIDS prevention program during the construction phase and the two hospitals will become more accessible, benefiting the whole community and particularly women and children who might not otherwise seek medical treatment. Better safety and more convenience for pedestrians will encourage walking, bringing better health and reducing diseases that often partly result from lack of exercise.

Impacts on employment. The project will promote employment by creating jobs during the construction phase and establishing community-based microenterprises to maintain the road over the longer term.

Impacts on affordability. The project will impact affordability by reducing vehicle maintenance costs for vehicle owners. This will produce flow-on effects to the consumer of transport and other services and on the cost of goods.

B. Consultation and Participation

1. Stakeholders consulted include representatives of civil society including Kiribati Association of Non-Governmental Organization, NGOs representing women in South Tarawa, health and family services NGOs, transport business operators, hotel owners, car hire operators, local retailers, the Chamber of Commerce, faith-based organizations, the teachers' union, and local residents. Consultations were held with local councils, development partners (Australian Agency for International Development, United Nations Children's Fund, United Nations Development Fund for Women), and government officials from public health, labor, internal, and social affairs, and the police service. Community workshops were held with local women and with young people.

2. What level of consultation and participation is envisaged during the project implementation and monitoring?

Information sharing Consultation Collaborative decision making Empowerment

3. Was a consultation and participation plan prepared? Yes No

C. Gender and Development

Key issues. The project will provide employment opportunities for women and men during the construction phase of the project and in the ongoing microenterprise maintenance units. The project will provide opportunities for women in stakeholder consultation during the design and construction phases. Recommended measures include

- (i) equal access to project-related employment for women and men;
- (ii) employment targets of 50% for youth (young women and men) in construction and road maintenance phases;
- (iii) capacity-building activities in technical skills in road maintenance, awareness campaigns for HIV/AIDS, occupational health and safety, and road safety; and
- (iv) physical design features that will improve safety for women road users.

Key actions. Measures included in the design to promote gender equality and women's empowerment were access to and use of relevant services, resources, assets, or opportunities; and participation in the decision-making process.

Gender plan Other actions or measures No action or measure

III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS

Issue	Significant/ Limited/ No Impact	Strategy to Address Issue	Plan or Other Measures Included in Design
Involuntary resettlement	Limited impact	The roads are to be built on the site of existing roads. There will be no widening or realignment. There will be a requirement for drainage easements and sites for bus shelters. These may be flexibly located during design to	<input type="checkbox"/> Resettlement plan <input checked="" type="checkbox"/> Resettlement framework <input type="checkbox"/> Combined resettlement plan and indigenous peoples plan <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning

III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS			
Issue	Significant/ Limited/ No Impact	Strategy to Address Issue	Plan or Other Measures Included in Design
		minimize impacts. Drainage may be achieved by buried pipes, resulting in only temporary impact during construction.	framework <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> Environmental and social impact matrix <input type="checkbox"/> None
Indigenous peoples	No impact	The people of South Tarawa are from a single ethnic group. They have no customary, cultural, economic, social, or political institutions separate from the rest of Kiribati society.	<input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Combined indigenous peoples plan and resettlement plan <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework <input type="checkbox"/> Indigenous peoples plan elements integrated in project design with a summary <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> Environmental and social impact matrix <input checked="" type="checkbox"/> None
Labor <input checked="" type="checkbox"/> Employment opportunities <input type="checkbox"/> Labor retrenchment <input type="checkbox"/> Core labor standards	Significant	The project will create employment opportunities with an international contractor and with the creation of community-based microenterprises. Loan assurances will include provisions against different payment for men and women for work of equal value and against child labor and will ensure adequate health and safety measures during construction.	<input type="checkbox"/> Plan <input type="checkbox"/> Other action <input checked="" type="checkbox"/> No action
Affordability	Limited impact	The project will result in reduced vehicle operating costs.	<input type="checkbox"/> Action <input checked="" type="checkbox"/> No action
Other Risks and/or Vulnerabilities <input checked="" type="checkbox"/> HIV/AIDS <input type="checkbox"/> Human trafficking <input type="checkbox"/> Others (conflict, political instability, etc.)	Limited impact	The construction contract will require the contractor to provide HIV/AIDS prevention training for construction workers and local communities.	<input type="checkbox"/> Plan <input type="checkbox"/> Other action <input checked="" type="checkbox"/> No action
IV. MONITORING AND EVALUATION			
Are social indicators included in the design and monitoring framework to facilitate monitoring of social development activities and/or social impacts during project implementation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			

^a Asian Development Bank. 2010. *Country Partnership Strategy; Kiribati, 2010–2014*. Manila.

Source: Asian Development Bank.