

COMMUNITY PARTICIPATION IN PLANNING AND IMPLEMENTATION OF RURAL ROADS



Case-Study ADB Timor-Leste Road Sector Improvement Project

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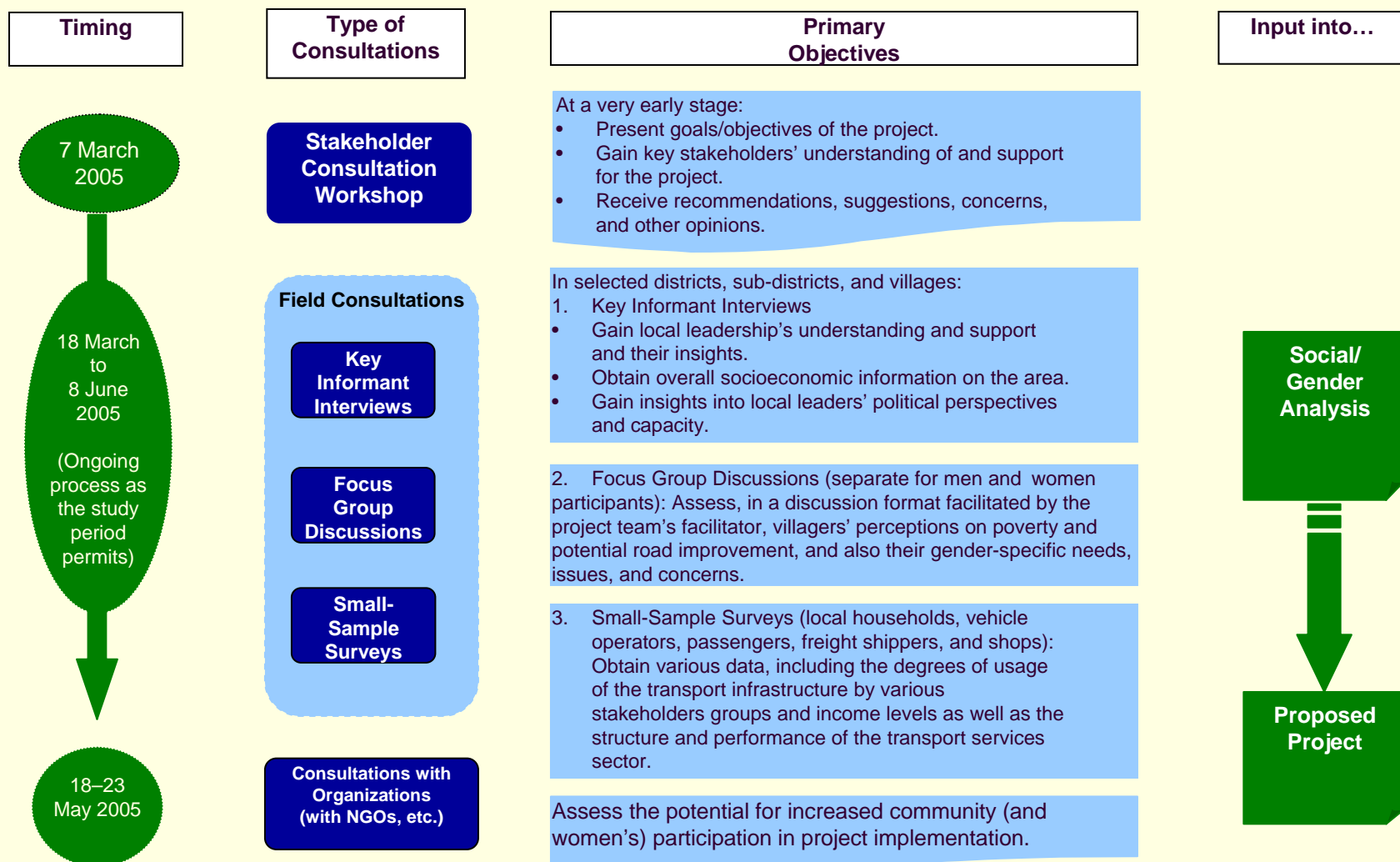
BACKGROUND

- ADB's engagement in road transportation sector policy dialogue and investments;
- Road network and its management as a spearhead for development in Timor-Leste ► expand the dialogue to social and gender dimensions and impacts of road infrastructure;
- Team Leader's determination to include innovative approaches to boost the social and gender impact of the investment;
- Need to leverage innovative practices developed by NGOs, faith-based organizations and community-based organizations to define culturally-sensitive modalities to mitigate the health/social risks associated with infrastructure development.

(A) COMMUNITY PARTICIPATION IN PROJECT DESIGN

- Adequate reference to social/gender analysis in the TOR of the project design consultants (PPTA Consultants);
- Inclusion of one Social Development Specialist in the PPTA Team and one Social Development Specialist (GAD) in ADB Team;
- Clear identification of social/gender and transportation related issues in the Feasibility Study (PPTA Final Report).

(A.1) STAKEHOLDER CONSULTATION AND DATA COLLECTION



(%) STAKEHOLDER CONSULTATION AND DATA COLLECTION

STAKEHOLDER CONSULTATION WORKSHOP

Over 50 people from the GOTL, development agencies and international/domestic NGOs participated in the first kick-off stakeholder consultation workshop:

- Helped stakeholders understand the proposed project and the methods the team proposed to use to design the project and ensure stakeholders' participation in the project design;
- Promoted stakeholders' buy-in and support at the beginning of project design;
- Important source of information and insights used later for the Social/Gender Analysis and Final Project design.

(%) **STAKEHOLDER CONSULTATION AND DATA COLLECTION**

FIELD CONSULTATIONS

- Key informant interviews (10) of district and village leaders, and other prominent people;
- Focus group discussions (11), five of which were for women only (7 participants/average); and
- Small-sample surveys of local households, local population, passengers, vehicle operators, freight shippers, and shops (500 sample responses, 30% of female respondents).

(A.2) INTEGRATING WOMEN IN STAKEHOLDER CONSULTATIONS

- Integrate women's needs and constraints;
- Involve women in the prioritization and design of the project;
- Establish adequate modalities for women to participate in infrastructure-related decision-making processes and structures contributing to the O&M of community infrastructure;
- Assess the feasibility and cultural sensitivity to adopt women's employment targets and/or quotas;
- Identify need for vocational training and skills transfer to women in the O&M of road-related infrastructure.

% OVERVIEW OF WOMEN'S CONSULTATION

Approach	Primary Obstacle/s	Application
Schedule interviews taking into account men's and women's different work schedules.	The team did not face any particular difficulty finding both women and men for interviews.	Successfully applied
Use both male and female interviewers.	Difficult traveling conditions to remote areas from the capital Dili	Relatively successfully applied (fewer female than male interviewers)
When culturally appropriate, interview men and women separately, as men and women may not always speak freely in front of each other.	<ul style="list-style-type: none"> □ Lack of venues or space constraints □ Time constraints for preparation □ Cultural sensitivity □ No power to enforce separating women from men 	Relatively successfully applied
Conduct mixed-sex focus groups in addition to focus groups with male or female participants only.	<ul style="list-style-type: none"> □ Lack of venues or space constraints. □ Time constraints for preparation. 	

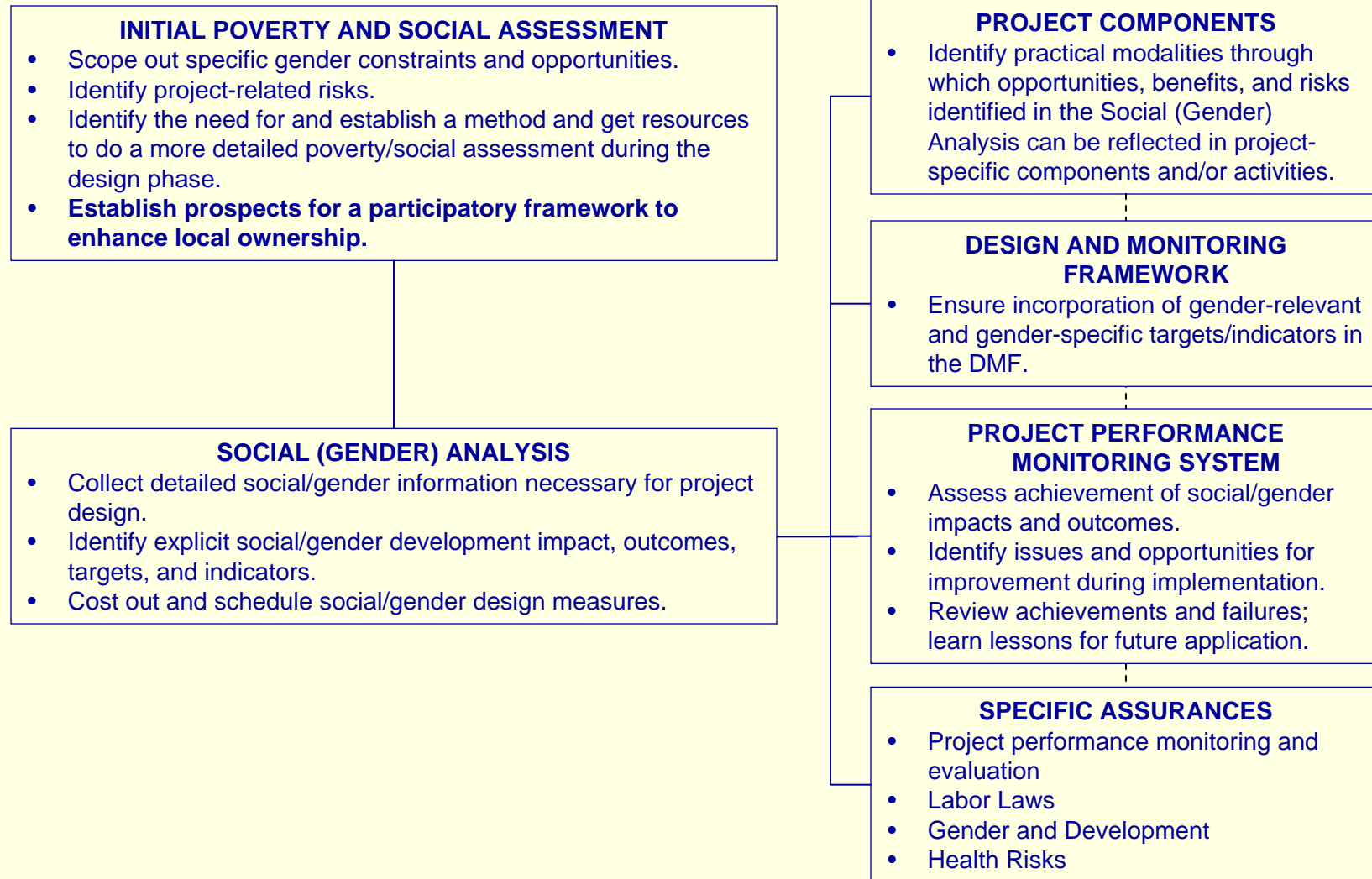
(B) PROJECT DESIGN

TIM:	Road Sector Improvement Project
Sector:	Transport and Communications
Themes:	Sustainable Economic Growth Inclusive Social Development, Gender and Development
Amount:	\$10 mn ADF + \$2.5 mn Government contribution

Special features:

- Labor-intensive road rehabilitation and maintenance;
- Community Empowerment; and
- Community-based road rehabilitation and maintenance

(B.1) OVERVIEW OF GENDER DESIGN FEATURES



(B.2) GENDER-DESIGN FEATURES

(a) Labor-intensive road maintenance

Areas identified by local constructors and surveyed communities for potential involvement of women include support services to construction camps and bio-engineering:

- The Ministry of Infrastructure -through the PMU- will encourage civil works contractors to *increase* the percentage of women workers to 30% of wage-laborers (at least 75% of bio-engineering activities).

(%) GENDER-DESIGN FEATURES

(b) Community-Empowerment Component

- Participatory and gender-inclusive identification and selection of rural feeder roads to be rehabilitated under the project;
- Skills transfer to women in bio-engineering, agro-forestry and agricultural extension combined with literacy, food nutrition, reproductive health and HIV prevention;
- Design of sustainable modalities for gender-inclusive maintenance of rehabilitated feeder roads.

(%) GENDER-DESIGN FEATURES

(c) Health/Social Risks and Road Safety

- The Project will fund culturally-sensitive and gender-responsive HIV awareness and education initiatives along the project road;
- Target high- risk groups, incl. local construction workers, long-distance drivers and local communities in the campsites and in the corridors of influence along project roads.

(%) GENDER-DESIGN FEATURES

(d) Project Performance M&E

Establishment of a sex-disaggregated baseline data to monitor to socio-economic impact of the project:

- Indicators may include: (i) economic development and poverty indicators for the project area, (ii) industrial and agricultural outputs, (iii) transport costs and time, (iv) transport services and transport charges, (v) accident rates, (vi) level of social services, including school enrollment and infant mortality, and (viii) employment impact indicators (with information on unskilled laborers, poor laborers, and women laborers).

(C) PROJECT IMPLEMENTATION

■ Project implementation status of the Community Empowerment Com

Sub-component A (Sustainable rehabilitation and maintenance of selected rural feeder roads):

- 75% of rural roads completed.
- Crew members and reserve labor increased from 61 to 124, to increase the road rehabilitation from 1.5 to 4.0 km.

Sub-component B (HIV prevention and road safety program)

- CARE will deliver integrated community health care training (beyond the initial focus on STI/HIV and road safety).

Sub-component C (Enhancing women employment opportunities and targets)

- Female participation in the project has increased (60%) despite the original target of 30%.
- CARE will support the establishment of a community-based savings group (among road constructors) and establish a common fund.

Sub-component D (Monitoring data)

- CARE will collaborate with the project social economic specialist to conduct household social survey.
- CARE has conducted household survey for 44 crew members (income, daily activities, savings).

(%) PROJECT IMPLEMENTATION

- ADB recognizes CARE established a good model of community enhancement through road maintenance and rehabilitation.
- Approach accepted by the GOT (Ministry of Infrastructure) and local communities;
- The Government and ADB consider to include a similar rural road component in the next *Road Rehabilitation Project* (2009);
- Other donor agencies are keen to support rural community involvement in road rehabilitation and maintenance;
- ADB seeks co-financing partners for both road rehabilitation and community empowerment project.

CONCLUSION: INFRASTRUCTURE, GENDER EQUITY AND COMMUNITY PARTICIPATION

STRATEGY 2020

- **Infrastructure** as core area of ADB Operations:
 - ▶ Rural Infrastructure, incl. irrigation and water management, rural roads and rural electrification, services that particularly benefit women.
- **Gender Equity** as a driver of change:
 - ▶ Gender equity will be promoted through operations that deliver specific gender outcomes, including basic infrastructure.
- **Community Participation.** Community-Driven Development (CDD) is recognized as a critical demand-driven and bottom-up approach to increase the capacity of communities for self-development and strengthen local institutions