

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	India	Project Title:	Jaipur Metro Rail Line 1-Phase B Project
Lending/Financing Modality:	Project	Department/Division:	South 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

Urban population in India is expected to grow rapidly from about 377 million in 2011 to 600 million by 2031. Urban areas are contributing about 60% to India's gross domestic product (GDP), estimated at \$1,847.98 billion in 2011.

It has been recognized that cities must not only meet the mobility needs of the current population but also provide for the needs of those yet to join the urban population. In this context, the Government of India has launched the National Urban Renewal Mission, which seeks to bring about comprehensive improvements in urban infrastructure, among other things, committing substantial funds for this purpose and requiring a series of reforms that would make the investments sustainable. For urban areas to be able to support the required level of economic activity, they must provide for the easy and sustainable flow of goods and people. The project is relevant to achieving these national objectives. The country partnership strategy for India, 2013–2017 of the Asian Development Bank (ADB) specifies that support for infrastructure development is among the core focus areas of ADB's India assistance strategy.^a The proposed project is expected to have significant developmental impacts since economic growth and delivery of infrastructure and social services to the population are instrumental for poverty alleviation.

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

1. Key poverty and social issues. The percentage of the population in poverty in rural India and the state of Rajasthan is higher than the population in poverty in corresponding urban areas. Rural Rajasthan has about 36% in poverty, which is lower than the national average. The urban poverty level in the state is higher than the national average of about 41.8%. The incidence of rural poverty declined from 1994 to 2004, but urban poverty in the state remained at almost the same level. The urban poverty level has shown a significant decline at the national level. Planning Commission estimates in FY2009 set the poverty line in Rajasthan at Rs846 per month (Rs28.20 per day) in urban areas and Rs755 per month (Rs25.16 per day) in rural areas. This is a jump from Rs568.15 per month (Rs18.93 per day) in urban areas and Rs478 per month (Rs15.23 per day) in rural areas for FY2004. The extent of poverty among the scheduled population groups continues to be higher than among non-scheduled groups. Their comparative position, however, has improved over time.

2. Beneficiaries. Almost all households reported that the project will have a positive impact because of improved access to education and health facilities, reduced travel time, higher land prices, and increased employment opportunities. The major occupations of the inhabitants of the project areas are business and services for the tourism industry. Most people in the project area depend on private personal vehicles for their daily commute. Traveling by public transport is a highly uncomfortable experience, especially for women, the elderly, and people with disabilities. The project will provide a more reliable, comfortable, and safe mode of transport to these vulnerable groups of commuters, with a reduced journey time to their destinations.

3. Impact channels. The poor and vulnerable, especially women, will benefit from the project, which will increase new economic and employment opportunities by improving linkages to markets and production centers; employment from metro operation and maintenance as ticketing staff, station personnel, as well as in the technical part of Metro Rail operations, such as driving trains and other engineering-related jobs. In addition, access will be improved to public and social service facilities such as government agencies, health centers, and schools. Provisions are in the bidding documents for the civil works contracts to ensure that all applicable labor laws will be complied with, including the no child labor for construction; encouraging employment of the poor, particularly women; and not differentiating wages between men and women for work of equal value.

4. Other social and poverty issues. No involuntary resettlement impacts are identified for construction of the underground rail alignment.

5. Design features. The project's impact will be reduced poverty and increased economic activities in the project area. The project's immediate outcome will be improved accessibility to markets; and access to public and social service facilities such as government agencies, health centers, and schools.

II. PARTICIPATION AND EMPOWERING THE POOR

1. **Summarize the participatory approaches and the proposed project activities that strengthen inclusiveness and empowerment of the poor and vulnerable in project implementation.** A number of participatory and meaningful consultations were held with stakeholders and beneficiaries from various socioeconomic groups in the project area. Focus group discussions were organized at the proposed station areas with randomly selected groups of men, women, and tourists. Information sought from the participants on the perceived benefits from the project and the participants were positive about the project, as it will provide a comfortable and reliable alternate mode of transport for improved accessibility.
2. **If civil society has a specific role in the project, summarize the actions taken to ensure their participation.** Consultations were held with civil society organizations to seek their perceptions of the project, and they will continue to be held throughout the project cycle.
3. **Explain how the project ensures adequate participation of civil society organizations in project implementation.** Civil society organizations could participate in the grievance redress mechanism and provide suggestions on implementation of the project.
4. **What forms of civil society organization participation is envisaged during project implementation?**
 Information gathering and sharing Consultation Collaboration Partnership
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. Consultation and participation will take place. No separate C&P plan is prepared.

III. GENDER AND DEVELOPMENT

Gender mainstreaming category: Some gender elements

A. Key issues. Rajasthan's sex ratio (females per 1,000 male) is one of the lowest in the country. According to the 2011 census, it was 926, which is lower than the national average of 940. The sex ratio in Jaipur district was 910, though it tends to be lower in urban localities than rural areas. However, it increased from 897 in 2001. The female literacy rate in Jaipur district was 64.02%, below the male literacy rate of 87.27%. The disparity was wider in rural areas (52.07% for females and 83.63% for males) in comparison to urban areas (75.82% for females and 90.43% for males). Female life expectancy at birth in the state of Rajasthan is 59.01 years—much lower than the national average of 66.91 years.

In the project area, the involvement of women in income generation activity is not common. The main form of activity undertaken by women is looking after household activities, although about 5% were involved in helping male household members in business activities. Prevailing social customs do not encourage women to participate in any form of labor outside the household or in any kind of activity that may yield an income. In the project area from Chandpole to Badi Choupad, being a commercial area, women were observed to work as coworkers with the male members of their households, contributing to the overall family income. Women's decision-making authority on many matters at the household level is secondary to that of men. The most common decision making undertaken by women is related to household management. Issues regarding the education or marriage of children in a household are usually dealt with by the family elders.^b

Focus group discussions undertaken with women in the project influence area indicated that current travel by public transport is an uncomfortable experience, especially for women, the elderly, and persons with disabilities, as buses and minibuses are congested. The metro system will be a safe, comfortable, and reliable mode of public transportation. It will considerably reduce journey time; and will provide better access to markets, workplaces, higher education, health facilities, and employment opportunities.

B. Key actions.

Gender action plan Other actions or measures No action or measure

For the convenience and safety of all passengers, especially women and the vulnerable, various facilities at the metro stations will include public announcement systems in English and Hindi, electronic changeable message signs on platforms to announce the arrival of the next train, closed circuit television to monitor security, and an automatic fare control system with enclosed tickets. Other facilities include escalators, lifts, emergency lights, ventilation, and exits. The proposed project will also provide job opportunities for women in the operation and maintenance of the metro rail systems such as ticketing staff, station personnel, as well as in the technical aspects of driving the trains and other engineering-related jobs. The bidding documents provide clauses to ensure that all civil works contractors comply with labor laws by not employing child labor; encouraging the employment of the poor, particularly women; and not offering different wages to men and women for work of equal value.

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES	
A. Involuntary Resettlement	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
<p>1. Key impacts. The total length of Line 1-Phase B is 2.3 kilometers. The proposed underground stations will be constructed by cut and cover with the top-down method. No private land acquisition is envisaged, as the entry and exit structures are planned in public squares that have sufficient unencumbered government land available.</p> <p>2. Strategy to address the impacts. If any changes or additional land requirements or involuntary resettlement impacts are identified, a resettlement plan will be prepared in accordance with the Safeguard Policy Statement (2009) and it will be approved by ADB before award of the related civil works contract and implemented before commencement of the relevant section of the civil works contract as applicable.</p> <p>3. Plan or other Actions.</p>	
<input type="checkbox"/> Resettlement plan <input type="checkbox"/> Combined resettlement and indigenous peoples plan <input type="checkbox"/> Resettlement framework <input type="checkbox"/> Combined resettlement framework and 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 – A resettlement due diligence report has been prepared.	
B. Indigenous Peoples	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
<p>Key impacts. Rajasthan state has about 8% of the Scheduled Tribe population of India. Scheduled Tribes constitute about 12% of the total population of the state. About 8% of the project district populations are Scheduled Tribes.</p> <p>Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>2. Strategy to address the impacts. If any adverse impacts on indigenous people are identified during implementation, Jaipur Metro Rail Corporation (JMRC) will ensure that an indigenous peoples plan is prepared in accordance with the Safeguard Policy Statement, and it will be approved by ADB before award of the related civil works contract and implemented before commencement of the relevant section of the civil works contract as applicable.</p> <p>3. Plan or other actions.</p>	
<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	
<p>1. Relevance of the project for the country's or region's or sector's labor market. M unemployment L underemployment L retrenchment M core labor standards</p> <p>2. Labor market impact. The project will generate employment opportunities for the local communities. Men and women will be paid equally for equal work. JMRC will ensure full compliance with the labor laws, with no child labor employed.</p>	
B. Affordability	
<p>The project will provide a faster and more comfortable mode of transport, and increase mobility for the local population in the project areas.</p>	
C. Communicable Diseases and Other Social Risks	
<p>1. Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA): L Communicable diseases NA Human trafficking</p> <p>2. Describe the related risks of the project on people in project area. The project involves more skilled labor because of the nature of the work and the construction technology. Based on the poverty and social assessment and public consultations, the project has incorporated measures to mitigate HIV/AIDS risks. The contractors will carry out sexually transmitted infection and human trafficking awareness for their laborers at work sites, monitored by the executing agency. All contracts will include specific clauses on these initiatives, and the executing agency will strictly monitor compliance.</p>	
VI. MONITORING AND EVALUATION	
<p>1. Targets and indicators: Public transport modal share increases to 30% by 2025.</p> <p>2. Required human resources: Sufficient resources have been allocated.</p> <p>3. Information in PAM: JMRC will provide semiannual monitoring reports to ADB.</p> <p>4. Monitoring tools: Regular monitoring will be undertaken by the executing agency.</p>	

^a ADB. 2013. *Country Partnership Strategy: India, 2013–2017*. Manila.

^b Elders may refer to men or women belonging to the older generation, who may or may not be as receptive to progressive thoughts of higher education and a relatively late marriage for girls.

Source: Government of India. 2011. *2011 Census*. New Delhi.