

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	SASEC Road Connectivity Investment Program
Lending/Financing Modality:	Multitranche Financing Facility	Department/Division:	South Asia Regional Department / Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The SASEC Road Connectivity Investment Program (SRCIP) aims to increase domestic and regional trade through the North Bengal and Northeastern Region in India. The improvement of road corridors between India and its neighbors, namely Bangladesh, Bhutan, Myanmar, and Nepal, will help promote trade and tourism, local investments, and socioeconomic development in the region.

SRCIP will support governments in strengthening regional cooperation. SRCIP is relevant to achieving the goals outlined in ADB's Country Partnership Strategies for India, Bangladesh, and Nepal as well as the Interim Country Partnership Strategies for Bhutan and Myanmar.¹ SRCIP is also aligned with ADB's regional cooperation strategy (2011–2015) aimed at improving subregional connectivity and promoting international trade in South Asia.² Development of regional connectivity will enhance access to opportunities at local and regional levels, leading to poverty reduction and balanced regional growth.

B. Targeting Classification

General Intervention Individual or Household (TI-H) Geographic (TI-G) Non-Income MDGs (TI-M1, M2, etc.)

SRCIP will rehabilitate about 500 km of regional connectivity roads including 2 priority road subprojects under tranche 1 connecting India and Nepal and India and Bhutan. Other subprojects that have been identified include upgrading road connectivity between India and Myanmar. SRCIP will improve infrastructure supporting the economic development of communities in the project area. At a regional level, economic activity stemming from agriculture, industries, and tourism will benefit due to cheaper and more reliable transport. At a local level, communities will have improved access to commercial, public and social services such as to better quality health and education facilities.

Design features will be incorporated to improve road safety. For project affected persons, the Resettlement Plans will include provisions to conduct needs assessment for livelihood regeneration measures and resources to implement the program. Measures will be included in the contracting documents to encourage hiring of local population during implementation.

SRCIP will be designed to support the Government's poverty reduction strategy by: (i) providing equal job opportunities for men and women during construction; and (ii) act as a conduit for local communities to take advantage of the enhanced accessibility of various markets, jobs, and numerous government schemes supporting rural and vulnerable population.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. The potential beneficiaries include road users, traders, communities in the vicinity of the project influence area, villagers, Public Works (Roads) Department of the states of Manipur and West Bengal, the Ministry of Road Transport and Highways, Indian customs, and the Siliguri Jalpaiguri Development Authority. Vulnerable households will have improved access to transport which will provide better access to markets and other social and commercial services.

¹ ADB. 2009. Country Partnership Strategy: India, 2009–2012. Manila.

ADB. 2011. Country Partnership Strategy: Bangladesh, 2011–2015. Manila.

ADB. 2010. Country Partnership Strategy: Nepal, 2010–2012. Manila.

ADB. 2012. Interim Country Partnership Strategy: Bhutan, 2012–2013. Manila.

ADB. 2012. Interim Country Partnership Strategy: Myanmar, 2012–2014. Manila.

² ADB. 2011. South Asia: Regional Cooperation Strategy, 2011-2015. Manila.

2. Impact channels and expected systemic changes. Design features will be incorporated to improve road safety. SRCIP focuses on the upgrading of national highways and state roads to reduce travel time for local traffic as well as cross-border and regional traffic. The Resettlement Plans will include initiatives to conduct a needs assessment for livelihood regeneration measures and then will implement the program. Measures will be included in the contracting documents to encourage hiring of local population during implementation.

3. Focus of (and resources allocated in) the PPTA or due diligence. The poverty analysis for the 2 subprojects under Tranche 1 is ongoing under the DFID funded cluster TA.³ Study for other subprojects that have been identified is ongoing under the TA for Capacity Development to Enhance Project Readiness and Results Monitoring for Transport Projects.⁴

II. GENDER AND DEVELOPMENT

1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program?

At the project preparatory stage, sex-disaggregated data on the range of socioeconomic indicators relevant to SRCIP are being collected, with focus on the needs, demands, constraints faced by the poor, women and vulnerable groups in the project area, in terms of their equitable access to the benefits and opportunities associated with road construction. The poverty and social assessment will assess the health and social risks associated with the infrastructure project, such as HIV/AIDS and human trafficking.

The IAs will be required to ensure that women and men are provided equal opportunities for project employment. A clause will be included in the bidding documents of contractors to ensure that equal payment for equal work will be provided. Potential practical and implementable gender-specific initiatives will be explored during due diligence. Monitoring mechanisms will be developed.

2. Does the proposed project or program have the potential to make a contribution to the promotion of gender equity and/or empowerment of women by providing women's access to and use of opportunities, services, resources, assets, and participation in decision making? Yes No

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality? Yes No

4. Indicate the intended gender mainstreaming category:

GEN (gender equity theme) EGM (effective gender mainstreaming)
 SGE (some gender elements) NGE (no gender elements)

III. PARTICIPATION AND EMPOWERMENT

1. Who are the main stakeholders of the project, including beneficiaries and negatively affected people? Identify how they will participate in the project design.

Government of India agencies (Public Works (Roads) Department of the states of Manipur and West Bengal, the Ministry of Road Transport and Highways in India, Indian customs, the Siliguri Jalpaiguri Development Authority, and local government), other development partners active in India's transport sector development, project beneficiaries (residents, road users, tourists), affected persons, NGOs, business and community groups.

2. How can the project contribute (in a systemic way) to engaging and empowering stakeholders and beneficiaries, particularly, the poor, vulnerable and excluded groups? What issues in the project design require participation of the poor and excluded?

Workshops, community mobilization, and consultation conducted for discussion on the potential needs of the community, social-related issues such as gender, HIV/AIDS, human trafficking, child labor, environment and social safeguard issues.

3. What are the key, active, and relevant civil society organizations in the project area? What is the level of civil society organization participation in the project design?

H Information generation and sharing **H** Consultation **N** Collaboration **L** Partnership

Active CSOs are present in the project area. CSOs will be identified and engaged for livelihood

³ ADB. 2012. *Technical Assistance for Advanced Project Preparedness for Poverty Reduction - Detailed Design for the SASEC Subregional Road Connectivity Project (Subproject 25)*. Manila.

⁴ ADB. 2009. *Technical Assistance for Capacity Development to Enhance Project Readiness and Results Monitoring for Transport Projects*. Manila.

restoration activities outlined in the Resettlement Plans.

4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how shall they be addressed? Yes No

Poor and excluded affected persons impacted by land acquisition are consulted and surveyed. Additional assistance and provisions such as livelihood rehabilitation have been outlined in Resettlement Plans.

IV. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category A B C FI

1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? Yes No Resettlement will be avoided to the extent possible by minimizing right of way and constructing bypasses. SRCIP may potentially cause significant IR impacts on a linear basis. All resettlement planning documents will be prepared in accordance to ADB's SPS and national regulation. All tranches will likely be Category A.

2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?

Resettlement plan Resettlement framework Social impact matrix
 Environmental and social management system arrangement None

B. Indigenous Peoples Category A B C FI

1. Does the proposed project have the potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples? Yes No

An IPPF will be prepared for the sector loan. During project preparation, adverse impacts on indigenous peoples will be screened carefully according to the IPPF. If impact is identified during design, relevant planning document will be prepared in accordance to ADB's SPS and national regulation. All tranches will likely be Category B.

2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? Yes No

3. Will the project require broad community support of affected indigenous communities? Yes No

4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process?

Indigenous peoples plan Indigenous peoples planning framework Social Impact matrix
 Environmental and social management system arrangement None

V. OTHER SOCIAL ISSUES AND RISKS

1. What other social issues and risks should be considered in the project design?

L Creating decent jobs and employment **L** Adhering to core labor standards **L** Labor retrenchment
M Spread of communicable diseases, including HIV/AIDS **M** Increase in human trafficking **L** Affordability
L Increase in unplanned migration **L** Increase in vulnerability to natural disasters
L Creating political instability **L** Creating internal social conflicts

2. How are these additional social issues and risks going to be addressed in the project design? *Spread of communicable diseases, including HIV/AIDS; and Increase in human trafficking.* SRCIP will develop mitigation measures and mechanisms to address the social issues identified during the social and poverty assessment. No significant negative impacts are anticipated.

VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for the PPTA (or other due diligence) contain key information needed to be gathered during PPTA or due diligence process to better analyze (i) poverty and social impact; (ii) gender impact, (iii) participation dimensions; (iv) social safeguards; and (vi) other social risks. Are the relevant specialists identified? Yes No

3. What resources (e.g., consultants, survey budget, and workshop) are allocated for conducting poverty, social and/or gender analysis, and participation plan during the PPTA or due diligence?

Study for 2 subprojects under tranche 1 is funded under a cluster TA. Study for other subprojects that have been identified is ongoing under TA for Capacity Development to Enhance Project Readiness and Results Monitoring for Transport Projects.