

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Bangladesh	Project Title:	Railway Rolling Stock Project
Lending/Financing Modality:	Project Loan	Department/Division:	South Asia Department/Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS
<p>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</p> <p>The project responds to the Government's sixth Five-Year Plan (2011–2015),¹ which includes the improvement of railways as energy efficient multimodal transport systems to reduce carbon emissions. Moreover, the Railway Sector Master Plan towards 2030,² approved in 2013, pointed out that the railway sector must significantly improve its efficiency and service quality, and establish better connectivity in order to survive as a viable mode of transport. The Project is also in line with ADB's Country Partnership Strategy³ for Bangladesh (2011–2015), which aims at reducing high transport and logistical cost to support sustainable and inclusive economic growth by connecting all parts of the country with national and regional markets.</p>
<p>B. Poverty Targeting</p> <p><input checked="" type="checkbox"/> General Intervention <input type="checkbox"/> Individual or Household (TI-H) <input type="checkbox"/> Geographic (TI-G) <input type="checkbox"/> Non-Income MDGs (TI-M1, M2, etc.)</p> <p>In spite of considerable progress in poverty reduction from 48.8% to 31.5 % between 2000 and 2010, the incidence of poverty in Bangladesh is high, with a third of the population considered as poor and 17.6% as extremely poor (footnote 1). As railway remains one of the most affordable and reliable transport mechanisms in the country, improved passenger carriage capacity will help the poor access to educational and health services as well as to integrate into the structure of the national economy.</p>
<p>C. Poverty and Social Analysis</p> <p>1. Key issues and potential beneficiaries: The most important beneficiaries are train passengers of all ticketed classes. The impacts of the project include greater capacity for passenger services, as well as more reliable and comfortable transport conditions. Travelling by railway in Bangladesh is more safe, energy efficient, environment-friendly and reliable compared with other modes of transport. Railway transport is also considered more comfortable compared with long distance buses. Especially Intercity (IC) trains operated by Bangladesh Railway are very popular.</p> <p>2. Impact channels and expected systemic changes. The project will in turn contribute to economic development and poverty reduction by improving basic access to markets and employment as well as administrative, health and educational facilities.</p> <p>3. Focus of (and resources allocated in) the PPTA or due diligence. A poverty and social assessment based on the existing data and experience of ongoing ADB-financed railway projects in Bangladesh will be undertaken, and its key findings included in the summary of the poverty reduction and social strategy (SPRSS) document.</p> <p>4. Specific analysis for policy-based lending. N/A</p>
II. GENDER AND DEVELOPMENT
<p>1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program?</p> <p>There are no specific gender issues relevant to the project.</p>
<p>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?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>The project does not envisage to make a specific contribution to gender equity and women's empowerment. However, women will equally benefit from the project as they are prominent railway users.</p>

¹ Government of Bangladesh, Planning Commission, Ministry of Planning. 2011. *Sixth Five-Year Plan: 2011–2015*. Dhaka.

² Ministry of Railway, Bangladesh. 2013, *Railway Sector Master Plan (to June 2030)*. Dhaka

³ ADB. 2010. *Country Partnership Strategy: Bangladesh, 2011–2015*. Manila.

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality?

Yes No

As the project involves the procurement of rolling stock, the project does not have specific gender impacts.

4. Indicate the intended gender mainstreaming category: No gender-specific actions are envisaged

GEN (gender equity) 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.

The primary beneficiaries of the project are the railway users as well as Bangladesh Railways. The poor and the excluded also use the railway, which further helps them in reaching markets and other services.

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?

The project does not lead to adverse social impacts and no specific issues regarding the participation of the poor and excluded are foreseen.

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?

L Information generation and sharing L Consultation L Collaboration L Partnership

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

There are no specific issues in the project design that require the participation of the poor and excluded.

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

As per the ADB's Safeguard Policy Statement (2009), the project is categorized as "C" for involuntary resettlement. The project involves the procurement of rolling stock and as such does not lead to resettlement impacts.

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

The project involves the procurement of rolling stock and as such does not lead to adverse social impacts on Indigenous People.

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

As per the ADB's Safeguard Policy Statement (2009), the project is categorized as "C" for Indigenous Peoples. The project involves the procurement of rolling stock and as such does not lead to adverse social impacts on Indigenous People.

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

The project involves the procurement of rolling stock and as such does not lead to adverse social impacts on Indigenous People.

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?

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

Indicate high (H), medium (M), low (L) for selected boxes

The project involves the procurement of rolling stock, none of the social issues specified above have been identified as potential risks.

2. How are these additional social issues and risks going to be addressed in the project design? N/A

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 (v) other social risks. Are the relevant specialists identified?

- Yes No

No PPTA has been recruited for this project as no civil works in envisaged. Social impacts and benefits of the project will be analyzed during the due diligence of the project.

2. 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? N/A