

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Jharkhand State Road Improvement Project
Lending/Financing Modality:	Project Loan	Department/ Division:	South Asia Department/ Transport and Communications Division

<b>I. POVERTY IMPACT AND SOCIAL DIMENSIONS</b>
<p><b>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</b></p> <p>Asian Development Bank's (ADB) country partnership strategy (CPS) for India, 2013–2017, is anchored to the Government of India's 12<sup>th</sup> Five Year Plan and ADB's Strategy 2020. The CPS is designed to assist India achieve the 12<sup>th</sup> FYP goal of 'faster, more inclusive, and sustainable growth'. The inadequacy of India's infrastructure is constraining the country's growth. ADB's support to Jharkhand is aligned with the state's twelfth Five Year Plan (2012–2017). Jharkhand Road Construction Department (RCD) has set targets to increase the road density with construction of state roads including bypasses and to improve the conditions of existing road network. ADB provided a loan to support the state road development in Jharkhand in 2009.<sup>7</sup> In accordance with the government request, the India country operations business plan (COBP) 2013–2015 include the second state road project for Jharkhand.</p>
<p><b>B. Targeting Classification</b></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>The Project will improve and rehabilitate state highways, which serve the entire state and provide key linkages between rural and major district roads; and national highways. The Project will improve connectivity, facilitate access to services, and accelerate economic growth in the state by: (i) improved road transport operations along with more efficient road maintenance, and (ii) eliminate selected road bottlenecks. Improved roads will help the poor to integrate into the structure of the local economy, and benefit from non-farm employment, diversified agriculture production, and trading activities. The improved roads will enable better access to basic services such as health care and education, and will improve the quality of life of the poor in the project influenced areas.</p>
<p><b>C. Poverty and Social Analysis</b></p> <p><b>1. Key Issues &amp; Potential Beneficiaries.</b></p> <p>Jharkhand was established on 1 November 2000 as the 28<sup>th</sup> state in India through bifurcation from Bihar state. It is surrounded by Bihar in the north, West Bengal in the east, Odisha in the south and Chhattisgarh and Uttar Pradesh in the west. Since about 38% of its population is scheduled tribes and scheduled caste and forests cover about 28% of its area of 79,714km<sup>2</sup>, it is known as a tribal and forest state. Jharkhand is endowed with natural resources with about 40% of India's mineral resources such as graphite, magnetite, gold, silver, bauxite, uranium, mica, fireclay, and copper. It has the richest deposits of coals and iron ores in India. Despite this, the per capita income of Jharkhand is estimated as INR 46,524 (about \$775) in 2013. In fact, it is one of India's poorest states with about 37% of its 33 million population living below the state poverty line. There are rooms for developing the state through promoting the industries related to natural resources. Potential beneficiaries include road users, vehicle owners and operators, passengers, residents, NGOs, business and community groups.</p> <p><b>2. Impact Channels and Expected Systemic Changes.</b></p> <p>The proposed Project will improve state highways and beneficiaries (including the poor) will benefit from improved access to basic services and living environment. The proposed Project will also result in improved livelihood and trade opportunities for non-urban population. Furthermore, by focusing on better road asset management, the Project will enable better service standards to be maintained.</p> <p><b>3. Focus of (and resources allocated in) the PPTA or due diligence.</b></p> <p>Project preparatory technical assistance (PPTA: TA 8019) is being provided under Cluster technical assistance (TA) for the Advanced Project Preparedness for Poverty Reduction (CTA0003) funded by the Government of United Kingdom through the Department for International Development (DFID). Terms of reference covering this project are: review of DPRs developed by EA, economic analysis, institutional assessment, and project implementation capacity assessment. Safeguard issues are being examined by individual consultants separately to ensure the highest standard of project readiness in compliance with ADB's Safeguard Policy Statement (2009).</p>

<sup>7</sup> ADB. 2009. *Report and Recommendation of the President to the Board of Directors: Proposed Loan to India for Jharkhand State Road Project*. Manila.

## II. GENDER AND DEVELOPMENT

### 1. What are the key gender issues in the sector/subsector that are likely to be relevant to this Project?

The 12<sup>th</sup> FYP of the government of India takes cognizance of the deprivation and vulnerability of women and children, and states that the government will endeavor to provide nurturing, protective and safe environment for women to facilitate their entry into public spaces. Jharkhand has poor indicators with respect to Gender. Women account for 48.5% of the total population. Women's proportion in the work force is negligible in the project area of impact, apart from some substantial assistance provided towards family agricultural productivity. Nevertheless, about 45% women reportedly have freedom to manage to operate bank account and nearly 40% have account in post offices. About 39% women are members of microcredit societies or self-help groups (SHG). More than 50% women own personal funds or savings where they can deposit income/savings informally.

### 2. Does the proposed Project 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

The proposed Project will improve access to basic services for women and increase employment opportunities.

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

Yes  No

Since the objective of the Project is to improve road connectivity in the state, the proposed Project will not widen gender inequality or have an adverse impact on women and girls. On the other hand, there will be gender benefits due to improved access to basic services and increased employment opportunities. To ensure the road users' safety, service roads and cycle paths will be constructed along the project roads at necessary locations, in addition to pedestrian walkways in the form of soft and hard shoulders. Awareness raising activities for HIV/AIDS and human trafficking prevention will be conducted in the villages along the project roads. The capacity development activities will include the on-the-job training on gender-inclusive design and mainstreaming gender in the project preparations, consultation, road construction and maintenance.

### 4. Indicate the intended gender mainstreaming category:

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

## II. 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 potential primary beneficiaries of the project are the road users, communities in the vicinity of the project influence area, villagers, *Panchayats* (rural local government), EA, other development partners active in India's transport sector development, and business and community groups. The poor and the excluded also get an easy access to roads, which further help them in reaching markets and other services. Adversely impacted stakeholders would primarily be those who lose land or livelihood. However, the Project's focus is on improving and rehabilitating existing roads, thus land acquisition will be limited to areas where roads need some geometric improvement, or bridge approaches. Adverse impacts will be mitigated through proper stakeholder consultations and incorporated into the resettlement plan.

### 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 proposed Project's objective is improved road connectivity, leading to improved access to basic services, trade, and employment. Primary concerns for poor and vulnerable stakeholders would be loss of land and/or livelihood as a result of land acquisition activities. The project preparation will include investigations and consultations covering all beneficiaries, including the poor and vulnerable stakeholders.

### 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?

Information generation and sharing  Consultation  Collaboration  Partnership

The proposed Project will build on the consultation and community participation exercises undertaken during the PPTA, with the support from PPTA consultants NGOs, and CBOs. These include community participation for planning, design and implementation in highly dense and poor settlements. Community consultations will also be carried over to the project implementation stages and user awareness will be included as an important activity.

### 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

Community meetings and focus group discussions will be organized as part of the poverty and social analysis. The local consultative meetings will involve all relevant stakeholders including representatives of the poor and other

socially excluded groups (e.g., women, scheduled tribes, etc.) to disseminate the information as well as to get the feedback about the project design and its potential impacts. Other key stakeholders such as the relevant line departments, local government representatives and NGOs will also be consulted. Consultations will also be undertaken with the affected households and communities during the course of the census survey and socioeconomic survey along the project roads for the preparation of the safeguard plans.

**III. 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

The Project involves improvement and rehabilitation of existing state highways, so the extent of land acquisition will be limited to areas needing geometric improvement, or bridge approaches. Impact will likely be experienced by titleholders who will lose thin strips of land typical in linear projects, and non-title holders who occupy commercial structures in congested areas. These will be assessed during the PPTA stage and addressed through the RPs.

**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

Jharkhand has a significant tribal population. The Schedule Tribe (ST) population of the State is 7,087,068 as per 2001 census constituting 26.3% of the total state population, in comparison to India average of 8%. About 92% Schedule Tribe population in the state is primarily living in rural areas. The project roads are all existing alignments with no greenfield development. Indigenous peoples will be impacted by land acquisition, and level of impact will not differ for indigenous peoples versus non-indigenous peoples. During PPTA, attention will be focused on assessing whether the project will trigger ADB SPS' SR-3.

**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  Combined RP/IPP

**IV. 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  
L Spread of communicable diseases, including HIV/AIDS    L 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?**

Road improvement and rehabilitation work is expected to create employment and adhering to core labor standards will be secured through provisions in the construction contracts. Monitoring will be undertaken through the project management consultants.

**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?**

PPTA is being financed under Cluster TA for the Advanced Project Preparedness for Poverty Reduction funded by the Government of United Kingdom through the Department for International Development (DFID). Terms of reference covering this project include poverty, social and gender analysis. 1 Social and Gender Specialist and 1 Resettlement Specialist have been engaged.