

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Bihar State Highways III Project
Lending/Financing Modality:	Project loan	Department/ Division:	South Asia Department/ Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

India's incidence of poverty has registered a decline from 37.2% in 2004-2005 to 29.5% in 2011-2012 with rural poverty declining by 4.7 percentage points from 39.6% to 30.9% during the above period.¹ As per government of India estimates based on 2011–2012 data, 34% of Bihar's population lives below the poverty line, compared with 22% nationally.² The per capita income in Bihar was about 35% of the national average in 2015-2016. The Bihar state government recognizes that economic growth and delivery of infrastructure and social services to the population are instrumental for poverty alleviation. The Three-Year Action Agenda (2017-2019) of the Government of India recognizes that transport and connectivity are central to India's economy and society.³ Asian Development Bank's (ADB) country partnership strategy (CPS) for India, 2013-2017, is designed to assist India to achieve the goal of faster, more inclusive, and sustainable growth. The inadequacy of India's infrastructure is constraining the country's growth. ADB's support to India in infrastructure development focuses on improving the "core network" to foster more rapid growth, attract private investment, improve connectivity, and increase productivity, competitiveness, and access to services. Since 2003, ADB has focused on the relatively poorer and weak capacity states (lagging states) to support the government's efforts to promote inclusive development in the country.

The project will rehabilitate and upgrade about 300 kilometers (km) of state roads in Bihar and improve road transport connectivity in line with the state's road development plan for 2015–2035.⁴ It will involve upgrading state roads to standard two-lane width with paved shoulders, reconstruction, widening, and strengthening culverts and bridges; and maintaining the improved road assets for 5 years after construction. The project will include building institutional capacity in the state for road design and maintenance and incorporating appropriate new technologies in the state's road sector. As Bihar is one of the poorer states in India, the proposed project is expected to have significant developmental impacts. The project roads are part of a master plan for improving road connectivity in Bihar and integral to the overall road sector improvements that ADB is already financing. The targeted impact is consistent with the country's priorities in the transport sector to increase movement of people and goods in a safer and more efficient and sustainable manner.

B. Poverty Targeting

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

The project will improve and rehabilitate state roads, which will improve connectivity, facilitate access to services, and accelerate economic growth in the state by way of (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. The project will directly benefit the poor and non-poor living in the influence area. Construction will also likely generate employment opportunities for skilled and unskilled labor during its implementation.

¹ Planning Commission, Government of India. 2012. Government of India, Press Information Bureau: Poverty Estimates for 2009-10. New Delhi; and Planning Commission, Government of India 2014, Report of the Expert Group to Review the Methodology for Measurement of Poverty, 2014.

² Government of India, Planning Commission. 2013. *Press Note on Poverty Estimates, 2011–2012*. Delhi.

³ Government of India, *Niti Aayog*. 2017. *Three-Year Action Agenda (2017-2019)*. Delhi.

⁴ Government of Bihar, Road Construction Department. 2015. *Road Master Plan for Bihar's State Highway Development (2015-2035)*. Patna.

C. Poverty and Social Analysis

1. **Key issues and potential beneficiaries.** Bihar is the 12th largest state in India by area, the third most populous with about 104 million inhabitants, and the sixth most densely populated. Almost 58% of Bihar's population is under the age of 25, which is the highest percentage in India. The state has a significant agricultural base with a small industrial sector. As per Government of India estimates based on 2011–2012 data, 34% of Bihar's population lives below the poverty line, compared with 22% nationally. Per the 2011 census, the literacy rate is 63.4% for Bihar. Potential beneficiaries include residents, road users, tourists, businesses and commercial services.⁵

2. **Impact channels and expected systemic changes.** Design features will be incorporated to improve road safety. The project will help to reduce travel time across the river for long distance traffic as well as provide improved access for local trips, especially for residents living on the northern bank of the river traveling to Patna to access commercial and public services. The resettlement plan will include initiatives to conduct a needs assessment for livelihood regeneration measures and then will implement the project. Measures will be included in the contracting documents to encourage hiring of local population during implementation.

3. **Focus of (and resources allocated in) due diligence.** The implementing agency has already prepared detailed project reports that include safeguards aspects, based on experience of prior ADB loans. A social development specialist will be engaged under available resources to review these documents and to undertake social safeguard planning, gender analysis, and poverty and social assessment.

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?

Majority of women in the project area are involved in household work, since rural women rarely engage in outside work with exception of very poor households. Based on experience from ongoing projects across Bihar state, the project will improve connectivity which will provide better access to health services, higher levels of education, economic opportunities, and social interactions for women, especially those living in the influence area of the project roads.

2. Does the proposed project or program have the potential to contribute 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 Please explain.

Proactive features will be explored during project design. Since the BSRDCL is currently implementing ADB-financed projects, gender components will be built upon existing activities and targets will be established based on achievements of ongoing projects. Provisions will be in the bidding documents for the civil works contractors to ensure that all applicable labor laws will be complied including not employing child labor for construction; encouraging employment of the poor, particularly women; and not differentiating wages between men and women for work of equal value.

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) 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 agencies, 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.

⁵ Government of India, 2011. *2011 Census*. New Delhi.

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 **M** 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

Poor and excluded affected persons impacted by land acquisition will be consulted and surveyed. Additional assistance and provisions such as livelihood rehabilitation will be outlined in the resettlement plan.

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

Per the feasibility study, about 10 hectares of land located will be acquired for the six project roads, mostly for junction and geometry improvements. However, since the state is densely populated, it is expected that involuntary resettlement will be higher because of encroachments and non-titleholders. This will be verified and reconfirmed during due diligence. Resettlement planning documents will be prepared per government and ADB policies and regulations.

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

Preliminary due diligence did not identify any indigenous peoples in the project affected area. However, this will be reconfirmed during due diligence.

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
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?

The proposed project is only for widening and upgrading existing roads and is not anticipated to generate substantive social issues and risks. Construction supervision consultants will monitor core labor standards. Awareness building sessions for communicable diseases will be carried out for civil works laborers on a regular basis.

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

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?

The implementing agency has already prepared detailed project reports that include safeguards aspects, based on experience of prior ADB loans. A social development specialist will be engaged under available resources to review these documents and to undertake social safeguard planning, gender analysis, and poverty and social assessment.