



## Initial Poverty and Social Analysis

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June 2018

THA: Thailand Bangkok Mass Rapid Transit Project  
(Pink and Yellow Lines)

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Asian Development Bank

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Thailand	Project Title:	Thailand Bangkok Mass Rapid Transit Project (Pink and Yellow Lines)
Lending/Financing Modality:	Project Loan	Department/ Division:	Private Sector Operations Department/ Infrastructure Division 2

<b>I. POVERTY IMPACT AND SOCIAL DIMENSIONS</b>
<b>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</b>
<p>ADB's support for the project is in line with the Country Partnership Strategy for Thailand, 2013–2016,<sup>a</sup> and its Country Operations Business Plan, 2018–2020,<sup>b</sup> which both promote the support for private sector development and support two key core strategic areas: (i) infrastructure development, and (ii) environmentally sustainable development. The project also supports the Government of Thailand Twelfth Economic and Social Development Plan (12<sup>th</sup> ESDP),<sup>c</sup> 2017-2021 thus, the construction of the Pink and Yellow lines and other mass rail transport (MRT) projects is an essential activity supporting the 12<sup>th</sup> ESDP. This component is seen as essential for urban areas to effectively spread prosperity to the countryside. By constructing more MRT lines, the Thai government aims to increase the proportion of passengers in the region using MRT system from 5% to 15% by 2021.</p>
<b>B. Targeting Classification:</b>
<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.)
<b>C. Poverty and Social Analysis</b>
<p>1. Key issues and potential beneficiaries. Thailand moved from a low-income to an upper income country in 40 years. Poverty incidence dropped from 67% in 1986 to 7.2% in 2015 and has also raised its overall standard of living as seen in its 16 Millennium Development Goal indicators. Thailand aims to eliminate remaining poverty and its strategy is contained in its Twelfth Economic and Social Development Plan (12th ESDP). One strategy is to advance infrastructure and logistics with urban public transport as one component. This component is seen as essential for urban areas to effectively spread prosperity to the countryside. For Bangkok Metropolitan Region, the construction of MRT projects is the main activity of which the achievement indicator is the increase of the proportion of passengers in the region using MRT system from 5% to 15% by 2021.</p>
<p>2. Impact channels and expected systemic changes. The project will contribute to: (i) the increase of alternative modes of public transport and diversification of transport modality of the city through the addition of two MRT lines in Bangkok providing safe and time-efficient access to services and transport networks.</p>
<p>3. Focus of (and resources allocated in) the PPTA or due diligence. As the government of Thailand is responsible in land acquisition and right of way and land acquisition is in progress for pink and yellow lines, a social compliance audit will be undertaken to assess whether the proposed project meets the social policies and requirements of ADB and to identify and plan appropriate measures to address outstanding compliance issues, if any.</p>
<p>4. Specific analysis for policy-based lending. n/a</p>
<b>II. GENDER AND DEVELOPMENT</b>
<p>1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program? In various studies, women expressed several concerns in the use of the MRT. These concerns include: need for frequent off-work trips associated with household and caretaking responsibilities; comfort and safety on trips with children and elderly; availability of women staff. There are also potential health impacts from the construction of the project affecting women living or travelling along the project route which will either cease or downgrade to low risk during project operation.</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   Please explain.</p> <p>During due diligence, the ADB Team will look into existing gender measures implemented in the operation of the existing MRT lines and assess how these measures can be improved or how additional measures can be implemented to ensure that women's needs are addressed including improved access and security.</p>

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. Indicate the intended gender mainstreaming category: <input type="checkbox"/> GEN (gender equity theme) <input type="checkbox"/> EGM (effective gender mainstreaming) <input checked="" type="checkbox"/> SGE (some gender elements) <input type="checkbox"/> NGE (no gender elements)

<b>III. PARTICIPATION AND EMPOWERMENT</b>
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 proposed project will benefit passengers in the region using the MRT system. During project construction, low-income households will likely benefit the most from the low-skilled jobs that will be created.
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? During environmental impact assessment (EIA) preparation, information disclosure and numerous consultation activities were conducted. Several adjustments in the project design have been made to accommodate requests or address some issues from communities especially the affected persons. Based on the revised EIA, Consultations and exchange of information with the affected households will be a continuous process.
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? <input type="checkbox"/> Information generation and sharing Low <input checked="" type="checkbox"/> Consultation <input type="checkbox"/> Collaboration <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No During due diligence, the Team will assess if the need for information dissemination and consultation as raised during EIA preparation has been addressed including existing communication plan to ensure continuous information disclosure and engagement with affected households during project operation.

<b>IV. SOCIAL SAFEGUARDS</b>
<b>A. Involuntary Resettlement Category</b> <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI
1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The Pink and Yellow Line Projects will affect private assets, mainly land and structures which are being acquired following Thai laws on land ownership and expropriation. The 30.4km Yellow Line involves acquisition of 21.85 hectares involving 338 property owners. Around 96.8% of the land owners are private entities. For the 34.5km Pink Line, it is projected that the proposed project will affect around 779 owners of land and structures. These numbers are being validated with MRTA.
2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process? <input checked="" type="checkbox"/> Social Compliance Audit Report and Corrective Action Plan Since land acquisition has already been undertaken by the MRTA, a social compliance audit will be undertaken to assess if the Thai legal framework and MRTA's practices on land acquisition and resettlement are in line with ADB's SPS SR2, assess the quality of stakeholder engagement especially the affected people and grievance mechanism employed. A CAP will be prepared in case gaps or incompliances are identified.
<b>B. Indigenous Peoples Category</b> <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No The project is located in the heart of the Bangkok Metropolitan Region of which majority are of Thai ethnicity. The project will not affect Indigenous Peoples communities as defined in ADB's SPS SR3 on Indigenous peoples.
2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process? <input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social Impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None
<b>V. OTHER SOCIAL ISSUES AND RISKS</b>
1. What other social issues and risks should be considered in the project design? Low <input checked="" type="checkbox"/> Creating decent jobs and employment Low <input checked="" type="checkbox"/> Adhering to core labor standards <input type="checkbox"/> Labor retrenchment <input type="checkbox"/> Spread of communicable diseases, including HIV/AIDS Low <input checked="" type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Affordability

<input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating political instability <input type="checkbox"/> Creating internal social conflicts <input type="checkbox"/> Others, please specify _____
<p>2. How are these additional social issues and risks going to be addressed in the project design?</p> <p>The project will impact the labor market through: (i) increased deficit of construction workers in Thailand which is in full employment;(ii) employment of the surplus labor in Greater Mekong Area (GMS) particularly Cambodia, Laos and Myanmar; and poverty reduction in remittance-recipient households. The risks involved in project's use of migrant construction workers will be mitigated by the existing government measures and specific project measures. Government measures are also in place against human trafficking and labor exploitation,</p>
<b>VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT</b>
<p>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?</p> <p><input checked="" type="checkbox"/> Yes            <input type="checkbox"/> No    The Terms of Reference for Social Due Diligence indicated key information and activities needed to be able to review and assess the completed and ongoing land acquisition activities for Pink and Yellow lines and assess its compliance with the ADB social safeguard policy and Thai laws, public consultation activities conducted, existing grievance redress mechanism, and be able to identify other social risks in relation to the implementation of the proposed project.</p>
<p>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? Social consultants will be engaged in the conduct of social due diligence for the proposed project.</p>

Sources:

<sup>a</sup> ADB. 2013. Country Partnership Strategy (CPS). Thailand (2013-2016). October 2013.

<sup>b</sup> ADB. 2017. Country Operation Business Plan (COBP). Thailand (2018-2020). Manila. October.