

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	PHILIPPINES	Project Title:	Malolos–Clark Railway Project
Lending/Financing Modality:	Project	Department/Division:	SETC/SERD

I. POVERTY IMPACT AND SOCIAL DIMENSIONS
A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy
<p>The Philippines Development Plan 2017–2022 aims to lay a stronger foundation for inclusive growth including through increasing the country’s growth potential and accelerate strategic infrastructure development. Under ADB’s Country Partnership Strategy, infrastructure operations will be the main channel of contribution to the strategy’s three strategic agendas of inclusive economic growth, environmentally sustainable growth, and regional integration. The Government’s roadmap for infrastructure development in Greater Capital Region (GCR) illustrates the need for enhanced connection between Metro Manila and regional growth centers in GCR.¹</p> <p>The project will support inclusive growth by providing improved mobility through the provision of an affordable modern public transport system. The proposed program is listed in the ADB Country Operations Business Plan for the Philippines (2018–2020). This priority program for the government will be considered in 2019 and will increase coverage of public transportation services and mobility of people in the northern part of the GCR.</p>
B. Poverty Targeting
<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.) The Project will extend railway services and have an indirect poverty reduction impact of reducing transport costs and improve mobility for the local population in the project areas.
C. Poverty and Social Analysis
<p>1. Key issues and potential beneficiaries. The public transport users will be the direct beneficiaries. It will improve the capacity of the public transport, the transport mode of the poor.</p> <p>2. Impact channels and expected systemic changes. Improved mobility and access to social services, social activities and livelihood opportunities. Improvements in public transport will also have an indirect benefit of contributing to reduction in traffic congestion.</p> <p>3. Focus of (and resources allocated in) the transaction TA or due diligence. Assessment of impacts associated with involuntary resettlement as well as on indigenous peoples. Special attention will need to be paid to the needs of vulnerable affected persons, such as informal settlers. Social assessment will need to consider the scope of risks associated with the project such as safety considerations during construction and operation phases.</p>
II. GENDER AND DEVELOPMENT
<p>1. What are the key gender issues in the sector and/or subsector that are likely to be relevant to this project or program? Key gender issues are: (i) Women’s time poverty. Long hours spent waiting for buses, jeepneys and other public vehicles, and actual time spent in traffic on the road exacerbates women’s lack of time for rest and leisure after working outside the home as part of the labor market and doing domestic work. This takes a toll on their health and well-being. (ii) Violence against women. Women are subjected to physical and sexual violence, and other forms of harassment when using public transport services. Violence and fear of violence are real barriers to women’s mobility and public transport access. (iii) Lack of gender perspective in design, implementation and management of public transport system renders gender issues invisible, and therefore, unaddressed. This perpetuates inefficient, inaccessible and unsafe public transport services for women and vulnerable groups such as girls, persons with disabilities, and the elderly.</p> <p>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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Key gender actions to address the above issues and promote gender equality and women’s</p>

¹ ADB. 2017. *Country Operations and Business Plan*. Manila.

empowerment that should be explored during due diligence include: (a) integration of design features in the construction of the 7 stations to make them friendly and safe for women, children, elderly and persons with disabilities; (b) specific measures targeted at women and female-headed households in the skills development programs intended for the communities in the project areas as well as project affected persons; and (c) setting targets for women in capacity building in project and contract management.
3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Displacement associated with land clearance has the potential to disrupt social networks and livelihoods that are invaluable to women. Participation of women in consultation activities to finalize detailed engineering designs, and during resettlement plan preparation and implementation will be emphasized. Compensation will be paid to both spouses.
4. Indicate the intended gender mainstreaming category: <input type="checkbox"/> GEN (gender equity) <input checked="" type="checkbox"/> EGM (effective gender mainstreaming) <input type="checkbox"/> SGE (some gender elements) <input type="checkbox"/> 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. Main institutional stakeholders include Department of Transportation, Philippine National Railway (PNR) and National Housing Authority (NHA) and Social Housing Finance Corporation (SHFC). PNR will participate in project design, including mitigation measures and social actions plans. NHA and SHFC are involved in resettlement of informal settler for the rail projects and will be closely involved in resettlement planning. People affected by land acquisition (and land clearance), communities along the alignment and their community-based organizations will be involved in assessing impacts, needs and mitigation measures.
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 will meet with local governments, nongovernment organizations (NGOs) and/or community-based organizations, and local communities and affected people. It will supplement information gained from these meetings with surveys. Issues to be discussed include, but are not limited to, (i) resettlement of affected persons; (ii) protection of communities from construction and environmental disturbances; (iii) identification and management of safety hazards to workers and the public during construction; (iv) temporary employment opportunities; and (v) how communities along and off the railway can benefit from the project.
3. What are the key, active, and relevant civil society organizations (CSOs) in the project area? What is the level of civil society organization participation in the project design? <input checked="" type="checkbox"/> (M) Information generation and sharing <input checked="" type="checkbox"/> (M) Consultation <input type="checkbox"/> (N) Collaboration <input type="checkbox"/> (N) Partnership Key relevant civil society organizations (CSOs) will be identified early in project preparation through a stakeholder analysis. It is understood that there are key CSOs with an active interest in informal settler issues and rights that will need to be incorporated in the consultation process.
4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how should they be addressed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No People affected by involuntary resettlement, including informal settlers to be displaced, will need to be consulted on mitigation measures and implementation arrangements. People residing near the train line will need to be thoroughly informed about safety considerations during the construction phase as well as for subsequent operation of the train services. Project preparation will need to identify appropriate local institutions or community-based organizations that can be trained and strengthened to provide safety awareness information as a constant presence in the communities.
IV. SOCIAL SAFEGUARDS
A. Involuntary Resettlement Category <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 Involuntary resettlement impacts are mostly associated with clearance of informal settlers on existing alignment areas and land acquisition for new alignment sections. Land for the project will be a mix of

<p>land currently belong to PNR and some new land acquisition. The final alignment and land acquisition requirements will be assessed during project preparation. There are informal settlers, especially in the Calumpit to Apalit section, and around several of the existing station sites. During project preparation, resettlement surveys (inventory of losses and census) and consultations with affected people will be undertaken to assess the nature of the impacts and prepare appropriate mitigation measures as required in the ADBs Safeguards Policy Statement.</p>
<p>2. What action plan is required to address involuntary resettlement as part of the transaction TA or due diligence process?</p> <p> <input checked="" type="checkbox"/> Resettlement plan <input checked="" type="checkbox"/> Resettlement framework <input type="checkbox"/> Social impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> None </p>
<p>B. Indigenous Peoples Category <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI</p>
<p>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</p>
<p>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</p> <p>The project does not impact indigenous peoples. Only the depot site which is close to an ancestral domain land requires NCIP certification but does not directly affect IPs or ancestral domain land.</p>
<p>3. Will the project require broad community support of affected indigenous communities?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>The project investment in the vicinity to ancestral domain land will require clearance of National Commission for Indigenous Peoples (NCIP) as per the Philippines Indigenous Peoples Rights Act (IPRA). The project is not directly located in ancestral domain territory and does not require Free Prior Informed Consent.</p>
<p>4. What action plan is required to address risks to indigenous peoples as part of the transaction TA or due diligence process?</p> <p> <input checked="" type="checkbox"/> Indigenous peoples plan <input checked="" type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> None </p>
<p style="text-align: center;">V. OTHER SOCIAL ISSUES AND RISKS</p>
<p>1. What other social issues and risks should be considered in the project design?</p> <p> <input type="checkbox"/> Creating decent jobs and employment <input checked="" type="checkbox"/> (H) Adhering to core labor standards <input type="checkbox"/> Labor retrenchment <input checked="" type="checkbox"/> (M) Spread of communicable diseases, including HIV/AIDS <input 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 checked="" type="checkbox"/> (H) Others, please specify: community safety considerations for those residing along the rail alignment during construction and operation. </p>
<p>2. How are these additional social issues and risks going to be addressed in the project design?</p> <p>Preparation of bidding documents will include provisions for adherence to Core Labor Standards. Project preparation will need to ensure that HIV/STI awareness and prevention measures are adequately provided during construction phase.</p>
<p style="text-align: center;">VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT</p>
<p>1. Do the terms of reference for the transaction TA (or other due diligence) contain key information needed to be gathered during transaction TA 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>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 transaction TA or due diligence?</p> <p>Social safeguards specialists, social development specialist along with resources to conduct poverty and social assessment, resettlement surveys and consultations.</p>