



Initial Poverty and Social Analysis

December 2019

India: Bengaluru Metro Rail Project

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 13 November 2019)

Currency unit	–	Indian rupee (₹)
₹1.00	=	\$0.013929
\$1.00	=	₹71.79240

ABBREVIATIONS

ADB	–	Asian Development Bank
BMRCCL	–	Bangalore Metro Rail Corporation Limited
TOD	–	Transit-oriented development

NOTES

- (i) The fiscal year (FY) of the Government of India and its agencies ends on 31 March. "FY" before a calendar year denotes the year in which the fiscal year ends, e.g., FY2019 ends on 31 March 2019.
- (ii) In this report, "\$" refers to United States dollars.

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INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Bengaluru Metro Rail 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

The National Urban Transportation Policy 2014 of India promotes nonmotorized and public transport, rather than catering to the needs of private automobile and is an effective platform for integrating land use and transport planning. It also promotes transit-oriented development where urban development with highly dense and multipurpose land use around stations of public transport modes and facilitation of public transport usage are pursued. Such development is also in line with development plan by city government in Bangalore. Public transport in the city comprises railway, metro and bus. Railway has six radial routes, serving mainly the longer distances from and to the city center and suburban areas as well as intercity services. With the proposed lines (2A and 2B), network coverage and density of Bangalore Metro will be heightened, and the metro will offer more convenient services to users. Also, multimodal facilities will be developed at metro stations, including car, taxi and motor pools, bus bay, as well as pedestrian bridges, and will enable smooth transit with other transport modes, minimize traffic blockage by buses, and provide better last mile connectivity.

ADB's Country Partnership Strategy for India 2018–2022 put priorities on inclusive urbanization and economic competitiveness, among others. The project will contribute to these priority areas. Also, metros in India have introduced relatively advanced gender-related measures, including recruitment of female officers and train drivers, and installation of women-dedicated coaches. Thus, the project will be in line with gender equality as stated in the country partnership strategy. More broadly, the proposed project shall contribute to the poverty reduction effort of the country by way of improving public services for the population, particularly for the poor, women and other disadvantaged groups; creating more and better jobs by promoting economic activity; and improving social development outcomes.

B. Poverty Targeting

General intervention Individual or household (TI-H) Geographic (TI-G) Non-income MDGs (TI-M1, M2, etc.)

Bengaluru is located in the southeastern region of the state on the Deccan Plateau; it is the fourth populous city in India in 2018. Bengaluru has an estimated population of 11.4 million as of 2018. It is now the 24th most populous city in the world and the fastest-growing Indian metropolis behind New Delhi, growing at a whopping 47.18% from 2001 to 2011. As per the census records of 2001 and 2011, the population density values for the Bangalore Metropolitan Area and the Bruhat Bangalore Mahangara Palike have gone up from 47 to 70 pph and 82 to 119 pph, respectively, whereas the population density in average village has doubled from 5 to 10 pph. The proposed project will improve the interconnectivity and increased reach of the metro while supporting the economic development of Bengaluru and the state of Karnataka. At a broader level, economic activities and competitiveness will increase, while at the local level, access to urban public and social services such as schools, health facilities, workplaces will improve. The economic growth and enhanced delivery of social services will in turn contribute to poverty alleviation.

C. Poverty and Social Analysis

1. **Key issues and potential beneficiaries.** The primary project beneficiaries are residents living along the alignment of the metro and the general commuting public. Other beneficiaries include businesses along the alignment, traders, students and working population, users of intermediate transport such as rickshaw, taxis and buses, and recipients of improved accessibility of relevant urban social services.

2. **Impact channels and expected systemic changes.** The improved and interconnected metro will enhance access to markets, economic opportunities, as well as administrative, health and educational facilities. There would be commuting time saved because of interconnected and organized metro that will lead to increase in the general productivity of the population.

3. **Focus of (and resources allocated in) the transaction TA or due diligence.** The social impact assessment, which includes the review of involuntary resettlement impacts and gender dimension, is currently being carried out by the project team and its consultants. ADB will provide guidance to ensure consistency with ADB SPS and other relevant guidelines.

II. GENDER AND DEVELOPMENT

1. What are the key gender issues in the sector and/or subsector that are likely to be relevant to this project or program?

At the project preparatory stage, sex-disaggregated data on women's transport modes, travel patterns, safety, and

transport affordability as well as on relevant socioeconomic indicators will be collected, with focus on the needs, demands, and constraints faced by the poor, women, and vulnerable groups along the project alignment and the broader community. The poverty and social assessment will evaluate the social risks associated with the metro infrastructure project like poverty impact, commuter safety, HIV/AIDS, and human trafficking. The gender analysis will provide opportunities to better understand the gender sensitivities of the metro infrastructure and may identify risks that particularly affect women and other vulnerable groups. Specific gender issues in metro operations include accessibility, safety in commute, and functionality of metro spaces when women travel with small children. In line with current efforts to address gender-related concerns in metro at the national and state levels, the following shall be considered: installing CCTV cameras on all stations; women-only lounges; gender-sensitization training of staff; increased patrolling; and a public awareness campaign, in addition to ensuring gender considerations in the metro infrastructure design. The findings of this assessment will be translated into mitigation and social enhancement measures to be included in the project design.

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

The project is expected to improve women's connectivity and access to services and economic opportunities. A gender equality and social inclusion plan, guidelines and checklists will be developed incorporating EWCD-responsive rolling stock, stations, multimodal integration, last mile connectivity, TOD and inclusive strengthening of the executing agency and/or implementing agency.

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

Yes No

The project's adverse impacts on women will relate to involuntary resettlement and other social impacts during project construction. If the project is not properly designed, women and other vulnerable groups may not optimally benefit from it. The project will not likely widen gender inequality.

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. The main stakeholders of the project are the residents and commuting public; businesses and social services providers along the alignment; involuntary resettlement impacts-affected people; intermediate transport modes users; transport regulators; and local and national governments. All the stakeholders, including women's groups and persons with disabilities (with orthopedic, visual, and hearing impairments) will be consulted during project preparation and where possible, relevant considerations will be included in the project design, and reflected in the GESI action 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? Consultations and focus group discussions shall be conducted to obtain the views of various stakeholders, in particular women and the vulnerable, about the project and its potential impacts. Project impacts such as involuntary resettlement, public safety, HIV/AIDS, and human trafficking will be thoroughly assessed during project preparation.

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?

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 should they be addressed? Yes No

Vulnerable persons impacted by involuntary resettlement will benefit from additional resettlement assistance measures that will be outlined in the resettlement plan. Safety and social inclusion awareness campaigns will be undertaken particularly during project operation phase.

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

It is expected that the project will have significant impacts. The proposed project will be carried out in the existing rights of way although other project components such as access and exit points and depot may entail physical and economic impacts. The proposed project will require 36.8 ha of land for line 2A and 31.30 ha of land for line 2B. The

two lines are in the stage of notification per The Karnataka Industrial Areas Development Act (1966). For Line 2A, final notification covering 59 title holders has been issued, while preliminary notification covering 190 title holders has been issued for line 2B. It is expected that economic displacement will be one of the major social impacts during project construction. Adequate due diligence, including the preparation of resettlement plans, will be undertaken in due course.

2. What action plan is required to address involuntary resettlement as part of the transaction TA 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

Available initial assessment indicates that there are no communities along the proposed project alignment that may be considered as indigenous people under the SPS. This assessment will be confirmed during project preparation phase.

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 transaction TA 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 **M** Adhering to core labor standards **L** Labor retrenchment
M 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
M Others, please specify: Public safety and social inclusion.

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

The project will enhance the accessibility and reach of the existing metro lines and connect major urban centers and public services. There is likely an increase in hazards of communicable diseases and human trafficking due to influx of laborers from outside the project area and this will be addressed through a public awareness campaign and implementation of environmental and social measures. Core labor standards will be strictly implemented consistent with applicable national and state labor laws and regulations. These risks will be assessed during project preparation to identify mitigation measures. All measures will be fully considered in the project design.

VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT

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? Yes No The relevant specialist is being recruited by the project team. ADB will provide support and guidance through staff consultant.

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?

In addition to the resources being organized, project preparation can tap, as needed, into the resources of the TRTA 9761-ND: Strengthening Capacity to Design and Implement Transport Infrastructure Projects. The proposed project has been identified in the TA facility.

ADB = Asian Development Bank, CCTV = closed-circuit television, CSO = civil society organizations, GESI = gender equality and social inclusion, HIV/AIDS = human immunodeficiency virus/acquired immunodeficiency syndrome, MDG = millennium development goals, pph = passengers per hour.
Source: Asian Development Bank.