



Initial Poverty and Social Analysis

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Pakistan: Punjab Sustainable Highway Development Project

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 25 November 2020)

Currency unit	–	Pakistan rupee/s (PRe/PRs)
PRe1.00	=	\$ 0.006225
\$1.00	=	PRs160.6250

ABBREVIATIONS

ADB	–	Asian Development Bank
COVID-19	–	coronavirus disease 2019
CSO	–	civil society organizations
LFPR	–	labor force participation rate
TRTA	–	transaction technical assistance

NOTES

- (i) The fiscal year (FY) of the Government of Pakistan ends on 30 June. "FY" before a calendar year denotes the year in which the fiscal year ends, e.g., FY2020 ends on 30 June 2020.
- (ii) In this report, "\$" refers to United States dollars.

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INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Pakistan	Project Title:	Punjab Sustainable Highway Development Project
Lending/Financing Modality:	Project Loan	Department/ Division:	Central and West Asia Department/ Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

In March 2019, government launched Ehsaas, its anti-poverty program. The program aims to reduce inequality, invest in people, and lift lagging districts. It includes four priority pillars: (i) addressing elite capture and making the government system work to create equality; (ii) safety nets for disadvantaged segments of the population; (iii) jobs and livelihoods; and (iv) human capital development.^a The project will contribute to the achievement of two of the five objectives of the Ehsaas program: the creation of livelihoods and jobs for the poor, and lifting of lagging areas. It will facilitate economic activity and promote growth as it enhances connectivity among different localities through reduced travel time, safe travel among road users, including producers and traders of agricultural products.

B. Poverty Targeting

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

The project will contribute to poverty reduction by enabling producers, traders, buyers of agricultural and other goods and services to travel and conduct business in different areas of the province. The improved roads will help people from the communities to access to markets and services such as educational institutions, health care providers, banks, and business service providers. The project will support increased business activity as a result of faster movement of goods and greater accessibility to economic centers. The safety features that will be integrated in the development of the roads will help ensure safe mobility of the people traveling along the road network.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. The 6th Population Housing Census of Pakistan in 2017 noted that Punjab is the most populous province in the country estimated at 110 million of which 55,958,974 (51%) are men and 54,046,759 (49%) are women.^b About 53% of the total population of Punjab live in rural areas, where the incidence of poverty is high. Poor rural areas are characterized by poor income-earning opportunities; poor housing; inconsistent levels of agricultural products; inadequate road networks, water, sanitation and health facilities; and lower educational levels. Among the factors that have contributed to poverty are (i) highly unequal land ownership distribution; (ii) inability to provide adequate social services; (iii) rising agricultural input price, low productivity, and poor marketing and distribution facilities; and (iv) lack of adequate human capital development programs.

Punjab has 36 districts, including the city district of Lahore. Agriculture is the largest sector, accounting for over 25% of exports. Other exports are derived from cotton-based textile and agro-processed goods. About 80% of rural population lives on less than PRs3,000 per month. The rural areas are currently served by poorly maintained district roads and unpaved tracks, which link a number of villages. More than 50% of provincial road network are in fair to poor condition, and one-third is in very poor condition. Punjab has the biggest share of road assets in the country. The province's farm to market road length is 51% of the total roadway in Punjab while provincial highways compose 14%.^c This rural road network is important for connecting producers and traders aside from broader mobility needs of the population. World Bank Report 2005 indicates that paved roads are inaccessible to one-third of the rural population of Pakistan. Only 70% of the rural population have access to transport service and the distance of the nearest available transport service from a village is 8.2 kilometers on the average. In Punjab, the average distance is 3.8 kilometers.^d On the average, 25 accidents involving 700–800 people took place daily in Punjab from 2013 to 2017. Around 230,000 road traffic accidents have been reported in Lahore during this period, or an average of 126 accidents a day.^e Nationwide, deaths resulting from road traffic accidents were 2.4% of total reported deaths in 2018. One out of five of these death casualties is a pedestrian.^f

The potential beneficiaries of the project are the local communities, especially businesspeople and traders, local villagers in project areas, transport operators, and government agencies.

2. Impact channels and expected systemic changes. The improvement of the provincial highway network will provide opportunities for the poorer segment of the population to access social services including health and education. Increased movement of people, goods, and services will support creation of jobs and livelihoods which the poor and unemployed can benefit from.

3. Focus of (and resources allocated in) the PPTA or due diligence. A TRTA facility with amount of \$1.5 million was approved to prepare three ensuring projects including the subject project. A team of international and national consultants comprising road maintenance management specialist, road safety specialist, environment specialist, social safeguard specialist, institutional strengthening specialist, procurement specialist, highway engineer, gender

specialist is being recruited to conduct necessary due diligence. ADB will field missions to guide and monitor the project preparation.

4. Specific analysis for policy-based lending. Not applicable.

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?
The 2018 Punjab Gender Parity Report cited important statistics that shed light on the conditions and issues of women in the most populous province of the country. Statistics on Female LFPR of women in 2014–2015 was 27.8% compared to 69.4% LFPR among men. Approximately, 21% of women and 24% of men are employed in agriculture. In the non-agriculture sector, women constitute only 7.6% compared to 47.7% men. Of the 1,649,044 vehicles owned in 2017, 99% were owned by men. Only 5% (11,173) of the 220,333 driving licenses issued in 2017 were given to women. In contrast, 209,160 (95%) of licenses were issued to men. Poor roads and lack of access and safety features for women pedestrians and other vulnerable groups hamper their access to health and education services, and economic opportunities that are key to promoting well-being, development, and improvement in standards of living. The lack of lighting, safe waiting areas, separate rest stops with access and safety features for elderly, women, children, and persons with disabilities expose them to dangers of harassment and other critical incidents. Pakistan is said to be the 6th most dangerous country in the world for women. In Punjab 3,881 cases of rape and 1,359 child sexual abuse cases were reported in 2019 alone.⁹ Women bear the burden associated with lack of good road networks and public transportation. Domestic chores that require walking for a long distance such as water collection, grain milling, and the acquisition of fuel are expected of women. In a World Bank study of rural villages, while women and men rely heavily on walking for mobility in performing farm work, women's tasks include carrying loads during their trips most of the time compared to a minority of men.^h Women in agriculture are already generally disadvantaged as 60% of women working in the sector are unpaid workers.ⁱ

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? Yes No

The proposed project will improve the access of women to employment and business opportunities, as well as social services. Women will comprise 50% of the participants from the communities for the awareness raising programs on road safety measures. Rest areas with separate facilities for women and men will be built and will post information on helplines and services that will help women and other vulnerable groups who are victims of violence and other critical incidents. The project will conduct community awareness raising programs on measures, programs, and groups that provide support and care for women victims of violence, sexual exploitation, abuse, and harassment. At least 10% of the staff that will be employed in the road agency to be established will be women. All the technical staff of the said office will undergo training on integrating gender and social inclusion in road development and management. The project will support the development and adoption of a policy and program for training, internship, and employment of women science, technology, engineering, and mathematics students in road construction and management in the road sector to help them gain access to better-paying technical jobs.

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 theme) 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 include local community, farmers, traders, local business community, transport companies, local government, and local residents. All these stakeholders will participate in the community consultation meetings during project design and implementation.

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?

It is envisioned that during the project preparation stage, the consultation and participation process will involve a stakeholder analysis followed by subsequent consultations with various groups. It is planned to conduct community meetings and consultations with the local government, nongovernment organizations, and transport-related societies. A series of focus group discussions and consultation will be undertaken with all stakeholders as part of poverty assessment, the socio-economic analysis and preparation of resettlement planning documents.

3. What are the key, active, and relevant CSOs in the project area? What is the level of CSO participation in the project design?

<p>Key CSOs include the Transport and Road Safety Foundation, plus local women's organizations such as the All Pakistan Women's Association-Punjab, the Women's Rights Association. Some others will be identified further. The level of participation will be consultations, information generation and sharing, with medium level.</p> <p>Information generation and sharing: <input type="checkbox"/> high (H), <input checked="" type="checkbox"/> medium (M), <input type="checkbox"/> low (L), <input type="checkbox"/> not applicable (N)</p> <p>Consultation: <input type="checkbox"/> high (H), <input checked="" type="checkbox"/> medium (M), <input type="checkbox"/> low (L), <input type="checkbox"/> not applicable (N)</p> <p>Collaboration: <input type="checkbox"/> high (H), <input type="checkbox"/> medium (M), <input type="checkbox"/> low (L), <input checked="" type="checkbox"/> not applicable (N)</p> <p>Partnership: <input type="checkbox"/> high (H), <input type="checkbox"/> medium (M), <input type="checkbox"/> low (L), <input checked="" type="checkbox"/> not applicable (N)</p> <p>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</p>
IV. SOCIAL SAFEGUARDS
A. Involuntary Resettlement Category <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI
<p>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</p> <p>Each subproject road will be dualized largely within the existing right of way and there is no large-scale land acquisition to be envisaged. However, it is apprehended that minor land acquisition and resettlement impacts may be encountered in order to improve alignment or bypass the built-up area. The project team will make detailed assessments on land acquisition and resettlement impacts and identify adverse impacts on people. The project team will also assess and value the affected assets based on the detailed design of selected subprojects, and prepare resettlement plan in consultation with the stakeholders and displaced persons.</p> <p>2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?</p> <p><input checked="" type="checkbox"/> Resettlement plan <input type="checkbox"/> Resettlement framework <input type="checkbox"/> Social impact matrix</p> <p><input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> None</p>
B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
<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>The project will improve the access for local population to market, social service, and business, thus, no potential negative affect.</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>3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process?</p> <p><input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social Impact matrix</p> <p><input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None</p>
V. OTHER SOCIAL ISSUES AND RISKS
<p>1. What other social issues and risks should be considered in the project design?</p> <p><input checked="" type="checkbox"/> Creating decent jobs and employment (L) <input checked="" type="checkbox"/> Adhering to core labor standards (L) <input type="checkbox"/> Labor retrenchment</p> <p><input checked="" type="checkbox"/> Spread of communicable diseases, including HIV/AIDS (L) <input type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Affordability</p> <p><input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating political instability</p> <p><input checked="" type="checkbox"/> Creating internal social conflicts (L) <input type="checkbox"/> Others, please specify _____</p> <p>2. How are these additional social issues and risks going to be addressed in the project design?</p> <p>The requirement to comply with core labor standards will be included in the loan covenants/work contracts. Contingent on the findings of social assessment, the requirement for preference for local labor will be included in work contract. Provisions on awareness building on COVID-19, HIV/AIDS, and STIs will be included in the contracts.</p>
VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT
<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</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 PPTA or due diligence?</p> <p>Social development specialists for social safeguards and separately for Gender are included in the TRTA team with support of ADB Gender and social safeguard teams.</p>

ADB = Asian Development Bank, COVID-19 = coronavirus disease 2019; CSO = civil society organization, LFPR = labor force participation rate, PPTA = preparatory technical assistance, TRTA = transaction technical assistance.

^a Government of Pakistan. [EHSAAAS Program: Prime Minister's Policy Statement](#).

^b Punjab Commission on the Status of Women. 2018. [Punjab Gender Parity Report 2018](#). Lahore.

- ^c The Urban Unit. 2019. *Development of a Rural Roads Planning and Prioritization Model for the Punjab Province of Pakistan Draft Final Report, PAK2171A*. London: ReCAP for DFID.
- ^d M.D. Essakali. 2005. [Rural Access and Mobility in Pakistan: A Policy Note](#). *Transport Notes Series*. No. TRN 28. Washington, D.C.: World Bank.
- ^e A. Farrukh. 2018. [Alarming Rise in Road Traffic Accidents in Punjab](#). *Media for Transparency*. 5 December.
- ^f A. A. Klair. 2017. [Roads in Pakistan Remain Dangerous for Pedestrians](#). *Tribune*. 7 April.
- ^g A. Hashim. 2020. ['Main Suspect' in Pakistan Motorway Rape Case Arrested](#). *Aljazeera*. 13 October.
- ^h Footnote c.
- ⁱ Y. Zaidi, S. Farooq, et al. 2018. [Rural Women in Pakistan: Status Report 2018](#). Islamabad: UN Women. Source: Asian Development Bank.