



Initial Poverty and Social Analysis

PUBLIC

Project Number: 56015-001
October 2022

India: Delhi–SNB Regional Rapid Transit System Investment Project

This document is being disclosed to the public in accordance with ADB's Access to Information Policy.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Delhi–SNB Regional Rapid Transit System Investment Project
Lending/Financing Modality:	Multitranche Financing Facility	Department/Division	South Asia Department Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS
<p>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</p> <p>The proposed Delhi–SNB Regional Rapid Transit System Investment Project is aligned with five operational priorities of ADB Strategy 2030: (i) reducing poverty and reducing inequalities; (ii) making cities more livable; (iii) tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability; (iv) accelerating progress in gender equality; and (v) strengthening governance and institutional capacity. The project is consistent with the country partnership strategy for India, 2018–2022, which calls for providing inclusive access to infrastructure networks and social services by improving the infrastructure bottlenecks in lagging regions. The project is also in line with India’s National Urban Transport Policy 2006, which endorses nonmotorized and public transport as an effective means of integrating land use and transport planning.</p>
<p>B. Poverty Targeting</p> <p><input checked="" type="checkbox"/> General Intervention</p> <p>The Project will provide rapid regional railway services that connect urban centers in Delhi, Haryana, and Rajasthan. It will address poverty reduction as a general intervention by reducing transport costs, improving mobility to access jobs, the international airport, and health and education services, and improving land use and urban planning.</p>
<p>C. Poverty and Social Analysis</p> <p>1. Key issues and potential beneficiaries. In the rapidly developing National Capital Region and its neighboring districts in the states of Haryana and Rajasthan, the capacity of the road network is inadequate in quality and quantity to meet the demand of goods and passenger traffic. The project will benefit commuters, workers, job seekers, entrepreneurs, and students by expanding public transport services.</p> <p>2. Impact channels and expected systemic changes The key impact channel is improved mobility and access to social services, social activities, jobs, and livelihood. Improvements in public transport will also have the benefit of contributing to the reduction of traffic congestion, pollution, disease, and traffic accidents.</p> <p>3. Focus of (and resources allocated in) the transaction TA or due diligence. The project will have both positive and adverse environmental and social impacts. These will be assessed through social impact assessment and gender analysis. Due diligence will focus on the adequacy of the assessments and action plans and ensuring that they are in line with ADB policies and requirements.</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?</p> <p>The urban areas in India face critical transportation challenges related to accessibility and affordability that particularly impact women. These include: (i) poor last mile connectivity (a survey [TRIPP, 2012] done in Delhi of low-income households shows that 86% of employed women walked to work);^a (ii) high risk of facing physical and sexual violence, and other forms of harassment when using public transport services (a report showed that 50% of sexual harassment cases against women in cities took place while using public transport and 16% while waiting for public transport);^b and (iii) lack of gender perspective in design, implementation and management of public transport system. The Delhi Metro rail services has significantly eased the transport situation in the Delhi–NCR. In an ICSSR funded project in NCR-Delhi region, it was found that 48% working women used metro regularly whereas 24% never used it. In terms of mode of transport, 21% women used their personal vehicles and 11% used autorickshaws. Significantly, 69% women metro commuters reported overcrowding in the metro, 47% report safety problems in last mile connectivity, 17.5% cited safety issues while commuting and 46% reported affordability issues^c. Thus, while the metro is a preferred means of transport for working women, the users cite issues related to (i) safety during commute as well as in the last mile; and (ii) affordability.</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 access to and use of opportunities, services, resources, assets, and participation in decision-making? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>A GESI plan will be prepared with the following areas of intervention: (i) integration of EWCD-friendly and universally accessible features in RRTS infrastructure; (ii) reserved carriage for women and other carriages provided with EWCD reserved seating; (iii) CCTV cameras installed in all stations to monitor coaches, (iv) pickup and dropoff, and signages with helpline numbers for women to report sexual harassment placed in all public areas; (v) development of an app for safe mobility of women; (vi) NCRTC staff trained for GESI mainstreaming in rail transit projects; (vii) five-year institutional action plan for NCRTC to guide the implementation of the gender-friendly workplace policy; (viii) RRTS stations connected with bus and feeder services with all-women bus services and reserved seats for EWCD in other bus and feeder services with sheltered and universally accessible waiting area; and (ix) special development area around RRTS corridor identified for planned transit-oriented development with GESI-responsive planning principles.</p> <p>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</p> <p>The project's potential adverse impacts on women include involuntary resettlement and other social concerns during project construction and operation (e.g., sexual violence and harassment and inaccessibility). Gender-sensitive project design would help in increasing the benefits of the project to the women and the vulnerable groups.</p> <p>4. Indicate the intended gender mainstreaming category:</p> <p><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)</p>
<p>III. PARTICIPATION AND EMPOWERING THE POOR</p>
<p>1. Who are the main stakeholders of the project, including beneficiaries and affected people? Explain how they will each participate in the project's design.</p> <p>The main stakeholders of the project are NCRTC employees, contractors, local government officials, those affected by the land acquisition and resettlement as well as the potential passengers and business owners who will use the RRTS, establish operations at the stations and/or benefit from the special development areas.</p> <p>2. Who are the key, active, and relevant CSOs in the project area?</p> <p>Key, active and relevant CSOs will be identified during project preparation through a stakeholder analysis.</p> <p>3. Are there issues during project design for which participation of the poor and vulnerable is important? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, what are these issues?</p> <p>The social impact assessment and stakeholder analysis will identify vulnerable groups such as the poor, women, elderly, children, and the differently abled among those who live near or will use the RRTS. Their issues related to the project may include accessibility, affordability, availability of services, and physical and economic displacement due to land acquisition.</p> <p>4. How will the project ensure the participation of beneficiaries and affected people, particularly the poor and vulnerable and/or CSOs, during project design to address these issues?</p> <p>NCRTC will implement a stakeholder engagement strategy to consult potential beneficiaries, affected persons, vulnerable groups, CSOs, and other relevant stakeholders as part of the social impact assessment. Stakeholder views and perceptions will be obtained on the benefits of the project, inclusive design features, and mitigation measures for any adverse environmental and social impacts.</p> <p>5. What level of CSO participation is planned during the project design?</p> <p>M Information generation and sharing M Consultation L Collaboration NA Partnership</p>
<p>IV. SOCIAL SAFEGUARDS</p>
<p>A. Involuntary Resettlement Category <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI</p> <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>The detailed project report estimates that construction of the Delhi–SNB rapid railway will require 196.67 ha of land in Delhi, Haryana, and Rajasthan. This comprises government land (119.64 ha); private land (33.04 ha); and borrow land for casting yards (44 ha). A preliminary survey indicates that 229 households (or about 1,197 persons) will potentially be affected by involuntary resettlement. The number of significantly affected persons will be determined during further due diligence, but this is expected to exceed 200 persons. A resettlement plan will be prepared following the Government of India Land Acquisition Act (2013) and ADB Safeguard Policy Statement to address the involuntary resettlement impacts and risks of the railway construction.</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</p> <p><input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> None</p>
<p>B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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 alignment is in urbanized areas where no known indigenous communities are present. No impact on indigenous peoples is anticipated.</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 transaction TA or due diligence process?</p> <p><input type="checkbox"/> Indigenous peoples plan <input checked="" type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social impact matrix</p> <p><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 checked="" type="checkbox"/> Creating decent jobs and employment <input checked="" type="checkbox"/> Adhering to core labor standards <input type="checkbox"/> Labor retrenchment</p> <p><input checked="" type="checkbox"/> Spread of communicable diseases, including HIV/AIDS <input checked="" type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Affordability</p> <p><input checked="" type="checkbox"/> Increase in unplanned migration <input checked="" type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating political instability</p> <p><input type="checkbox"/> Creating internal social conflicts <input checked="" type="checkbox"/> Others, please specify: Vulnerability to disasters</p> <p>_____</p> <p>2. How are these additional social issues and risks going to be addressed in the project design?</p> <p>The project will improve mobility and access to jobs and public services These benefits typically generate an influx of workers, and risks of communicable diseases transmission and human trafficking. These risks will be addressed through the GESI action plan and environmental management plan. Adherence to core labor standards will be included in civil works contracts, consistent with applicable national and state labor laws and regulations. Increase in vulnerability to (natural) disasters as part of social issues and risks shall be considered in the project design. The issues will be assessed during project preparation to identify and plan mitigation measures.</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 the participation plan during the transaction TA or due diligence?</p> <p>Independent consultants will be hired to conduct poverty and social assessment, and environmental and social impact analysis of the project in line with ADB's requirements. Depending on the findings, the consultants will also propose corrective measures and prepare plans, as required.</p>

ADB = Asian Development Bank, CSO = civil society organization, GESI = gender equality and social inclusion, ha = hectare, ICSSR = Indian Council of Social Science Research, NCRTC = National Capital Region Transport Corporation, RRTS = regional rapid transit system, SNB = Shahjahanpur–Neemrana–Behror, TA = technical assistance.

^a G. Tiwari. 2014. *Planning and Designing Transport Systems to Ensure Safe Travel for Women*. Discussion Paper No. 2014-04 for the OECD International Transport Forum. March.

^b S. Jain. 2021. *Right to the city: Urban mobility for women empowerment in the decade of action*. *Observer Research Foundation*. 8 March.

^c D. Tayal and A.K. Mehta. 2021. *Working Women, Delhi Metro and COVID-19: A Case Study in Delhi–NCR*. *Indian J Labour Econ*. 2021 May 28. pp. 1–25.

Source: Asian Development Bank.