

# Initial Poverty and Social Assessment

Project Number: 45021  
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**PRC: Anhui Intermodal Sustainable Transport  
Development Project**

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	People's Republic of China	Project Title:	Anhui Intermodal Sustainable Transport Development Project
Lending/Financing Modality:	Project loan	Department/ Division:	EARD/EATC

### I. POVERTY ISSUES

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

The project is consistent with the ADB's PRC Country Partnership Strategy (2008–2010) and the new CPS (2011-2015) that is under preparation. Anhui province remains relatively underdeveloped in comparison to nearby provinces and the national government has launched an initiative to create a special economic zone in the province. The project supports the development of this plan (known as the Wangjiang Demonstration Zone Plan) which was approved by the State Council in Jan 2010. This plan will facilitate rapid industrialization in the province and provide a range of employment opportunities for the poor.

#### B. Targeting Classification

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

The project will support the development of the Wangjiang Demonstration Zone and develop the transport infrastructure which will reduce the costs of transport and eliminate transport bottlenecks. The project will thus contribute in poverty reduction indirectly by facilitating rapid economic development in Anhui province and providing new employment opportunities for skilled and unskilled workers both men and women, particularly in the new industries that will set up within the demonstration zone.

#### C. Poverty Analysis

1. If the project is classified as TI-H, or if it is policy-based, what type of poverty impact analysis is needed? N.A
2. What resources are allocated in the PPTA/due diligence? N.A
3. If GI, is there any opportunity for pro-poor design (e.g., social inclusion subcomponents, cross subsidy, pro-poor governance, and pro-poor growth)? Please explain.

The project will indirectly contribute to poverty reduction by facilitating the development of the Wangjiang Demonstration Zone which will: (i) improve industrial employment opportunities, and (ii) set up new enterprises. The project will have direct benefits in terms of (i) greater mobility for both self employed and wage earners, (ii) employment generation during project construction, and (iii) new job opportunities in various services like inland waterway operations, tolling stations etc. Based on Handbook on Social Analysis, a detailed poverty analysis will be carried to understand the issues and challenges and how to address the same. Mitigation and enhancement measures will be specified in a Social Development and Monitoring Action Plan (SDMAP).

### II. SOCIAL DEVELOPMENT ISSUES

#### A. Initial Social Analysis

Based on existing information:

1. Who are the potential primary beneficiaries of the project? How do the poor and the socially excluded benefit from the project?

The households and businesses in Anhui province will directly benefit from the project. They will have better access to both inland waterway and road transport systems. The development of inland waterways will help in easy and safe mobility, which will support new employment opportunities and enterprise development.

2. What are the potential needs of beneficiaries in relation to the proposed project?

The potential project beneficiaries expect that improved water and road transport systems will provide faster and more cost effective transport systems which will lead to greater income generation and improvements in the overall quality of life.

3. What are the potential constraints in accessing the proposed benefits and services, and how will the project address them?

Increasing accidents and vulnerability for non-motorized transport users and pedestrians, especially children and elderly, is often an unfortunate side effect of improved and upgraded roads which could be a potential constraint. The project will seek to integrate road safety and social inclusiveness in the road design and ensure that the upgraded roads do not compromise safety of the users.

Similarly increased waterway traffic would also create safety issues. These will also be addressed in the project through the provision of navigation signals, monitoring equipment and capacity building.

## B. Consultation and Participation

1. Indicate the potential initial stakeholders.

The major stakeholders include government agencies at national, provincial and city level, the local communities, entrepreneurs, women, children and project affected households.

2. What type of consultation and participation (C&P) is required during the PPTA or project processing (e.g., workshops, community mobilization, involvement of nongovernment organizations and community-based organizations, etc.)?

The project will have a consultation and participation strategy to ensure meaningful consultation with all stakeholders. The consultation and participation strategy will ensure timely information to communities, project affected households and all relevant agencies. The project agencies will disseminate information about master development plan and how this project complements the same for ensuring better social and economic status of the communities and project beneficiaries. Modes of consultation and participation will include organizing workshops, seminar and public meetings and such other modes of direct consultation with affected communities.

3. What level of participation is envisaged for project design?

Information sharing    Consultation    Collaborative decision making    Empowerment

4. Will a C&P plan be prepared during the project design for project implementation?  Yes    No   Please explain.

The consultation and participation plan will facilitate the consultation process during project preparation and project implementation. The consultations will help influence the design of the road infrastructure and will be extensively conducted in the towns and settlements through which the roads pass.

## C. Gender and Development

### Proposed Gender Mainstreaming Category: **Effective Gender Mainstreaming**

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

Safe and affordable transport plays a major role in enhancing spatial mobility, particularly for women leading to improved access to various economic opportunities. Road safety along the upgraded roads will be a key issue, especially for women, children and the elderly. Women can play a lead role by participating in (i) road design, and (ii) road safety awareness. The project will generate employment opportunities, for women during implementation. The project will not only ensure participation of women but will provide inputs so that women can benefit from new economic opportunities.

2. Does the proposed project/program have the potential to promote gender equality and/or women's empowerment by improving women's access to and use of opportunities, services, resources, assets, and participation in decision making?

Yes    No   Please explain.

A gender action plan will be prepared during PPTA to ensure appropriate measures and resource commitment for benefitting women.

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

Yes    No   Please explain

If road upgrading is not properly designed, it could increase risk of road accidents, particularly for women and children. This will be addressed during road designs and women's active participation during the community consultations would be ensured.

<b>III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS</b>			
<b>Issue</b>	<b>Nature of Social Issue</b>	<b>Significant/Limited/ No Impact/Not Known</b>	<b>Plan or Other Action Required</b>
<b>Involuntary Resettlement</b>	The project will involve both physical and economic displacement, land acquisition and demolition of businesses.	<b>Significant</b>	<input checked="" type="checkbox"/> Resettlement Plan
<b>Indigenous Peoples</b>	The project area is mainly Han majority (99%). This will be determined during the PPTA.	<b>No Impact</b>	<input checked="" type="checkbox"/> None
<b>Labor</b> <input checked="" type="checkbox"/> Employment Opportunities <input type="checkbox"/> Labor Retrenchment <input checked="" type="checkbox"/> Core Labor Standards	The project will create employment opportunities during project construction. There should be no adverse labour issues.	<b>Limited</b>	<input type="checkbox"/> Plan <input checked="" type="checkbox"/> Other Action - SDMAP <input type="checkbox"/> No Action <input type="checkbox"/> Uncertain
<b>Affordability</b>	Some of the upgraded roads (Class II to Class I) may be tolled. This is still unclear.	<b>Uncertain</b>	<input checked="" type="checkbox"/> Uncertain- SDMAP
<b>Other Risks and/or Vulnerabilities</b> <input checked="" type="checkbox"/> HIV/AIDS <input type="checkbox"/> Human Trafficking <input type="checkbox"/> Others (conflict, political instability, etc.), please specify	The risk will be assessed during PPTA particularly taking into consideration if there is any influx of construction labor.	<b>Limited</b>	<input type="checkbox"/> Plan <input checked="" type="checkbox"/> Other Action - SDMAP <input type="checkbox"/> No Action <input type="checkbox"/> Uncertain
<b>IV. PPTA/DUE DILIGENCE RESOURCE REQUIREMENT</b>			
1. Do the TOR for the PPTA (or other due diligence) include poverty, social and gender analysis and the relevant specialist/s? <input checked="" type="checkbox"/> Yes <input type="checkbox"/>			
2. Are resources (consultants, survey budget, and workshop) allocated for conducting poverty, social and/or gender analysis, and C&P during the PPTA/due diligence? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The PPTA will engage an international expert for 2 pm and national consultant for 2 pm to undertake poverty and social analysis.			