

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Myanmar	Project Title:	Maubin Phyarpon Road Rehabilitation Project
Lending/Financing Modality:	Project Loan	Department/Division:	Southeast 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 Interim Country Partnership Strategy (ICPS) for Myanmar was presented to the Board on 26 October 2012. The ICPS highlights road improvements in the Ayeyarwady Delta region as a priority for ADB assistance.</p> <p>The project will support the government to improve transport connections to the rich agricultural and seafood areas of the Ayeyarwady Delta and, thus, support inclusive economic development by reducing transport costs and open up the flow of goods and people from the region to the major market of Yangon. As such, the project has a strong, indirect poverty reduction aspect.</p>
<p>B. Targeting Classification</p> <p> <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.) </p> <p>As the project will support improved access to the Ayeyarwady Delta, the project is classified as general intervention as the improvements will be achieved through indirect actions to address poverty and social issues.</p>
<p>C. Poverty and Social Analysis</p> <p>1. Key issues and potential beneficiaries. The potential primary beneficiaries of the project will be the people and agriculture and seafood industries of the Ayeyarwady Delta region.</p> <p>2. Impact channels and expected systemic changes. The communities along the road will have improved access to social and economic services, allowing them to be used more often and become more affordable.</p> <p>3. Focus of (and resources allocated in) the TA or due diligence. The TA will assess the local needs and incorporate these in the project design.</p> <p>4. Specific analysis for policy-based lending. Not applicable.</p>
II. GENDER AND DEVELOPMENT
<p>1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program? Improved access to employment, health, and education opportunities upon completion of the road rehabilitation; female workers on road construction sites during construction.</p> <p>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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No While improvements to the road will provide better access, being a rehabilitation of an existing road the project will have limited opportunities to provide new access, thus, focus more on improvements to access and economic activities.</p> <p>3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No As a rehabilitation of the existing road, there will be no adverse impacts on gender inequality.</p>

<p>4. Indicate the intended gender mainstreaming category:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><input type="checkbox"/> GEN (gender equity theme)</td> <td style="width: 50%;"><input checked="" type="checkbox"/> EGM (effective gender mainstreaming)</td> </tr> <tr> <td><input type="checkbox"/> SGE (some gender elements)</td> <td><input type="checkbox"/> NGE (no gender elements)</td> </tr> </table>	<input type="checkbox"/> GEN (gender equity theme)	<input checked="" type="checkbox"/> EGM (effective gender mainstreaming)	<input type="checkbox"/> SGE (some gender elements)	<input type="checkbox"/> NGE (no gender elements)		
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III. PARTICIPATION AND EMPOWERMENT						
<p>1. Who are the main stakeholders of the project, including beneficiaries and negatively affected people? Identify how they will participate in the project design.</p> <p>The main stakeholders of the project are the people of Ayeyarwady Delta region. From the government, the Ministry of Construction and Public Works are the main stakeholders.</p> <p>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?</p> <p>The project will engage communities along the corridor in a series of consultations about the project. The consultations will seek out particularly the excluded to hear their concerns. The consultations will seek to increase local ownership of the road project and to maximize its impact by incorporating local needs, for example, access to the waterways that connect with the road to improve river-to-road access.</p> <p>3. What are the key, active, and relevant civil society organizations in the project area? What is the level of civil society organization participation in the project design?</p> <p>There are several international non-government organizations (NGO) operating in the area, as well as many local NGOs. Smaller community-based organizations (CBO) are also operational. ADB may seek their advice when organizing consultations with community members.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><input type="checkbox"/> Information generation and sharing</td> <td style="width: 50%;"><input type="checkbox"/> Consultation</td> </tr> <tr> <td><input type="checkbox"/> Collaboration</td> <td><input type="checkbox"/> Partnership</td> </tr> </table> <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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Ensuring intermodal connectivity to the interconnecting waterways will allow the rural people of the Delta region improved access; the TA may include information sharing workshops, community consultations, and involvement of NGOs and CBOs.</p>	<input type="checkbox"/> Information generation and sharing	<input type="checkbox"/> Consultation	<input type="checkbox"/> Collaboration	<input type="checkbox"/> Partnership		
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IV. SOCIAL SAFEGUARDS						
<p>A. Involuntary Resettlement Category <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI</p> <p>Category B reflects the fact that the road improvements will primarily be within the existing right of way and, thus, limited resettlement is expected.</p> <p>1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>No physical displacement is expected as there are no houses within the planned corridor of impact. There are crops, trees, and fences, but impacts will be determined during TA.</p> <p>2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><input checked="" type="checkbox"/> Resettlement plan</td> <td style="width: 33%;"><input type="checkbox"/> Resettlement framework</td> <td style="width: 33%;"><input type="checkbox"/> Social impact matrix</td> </tr> <tr> <td><input type="checkbox"/> Environmental and social management system arrangement</td> <td><input type="checkbox"/> None</td> <td></td> </tr> </table>	<input checked="" type="checkbox"/> Resettlement plan	<input type="checkbox"/> Resettlement framework	<input type="checkbox"/> Social impact matrix	<input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> None	
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<p>B. Indigenous Peoples Category <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI</p> <p>The project area is inhabited by Bamar, the dominant ethnic group in Myanmar. The project area has no known ethnic minority groups but will be confirmed during TA.</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>The road already exists, and the Project will only involve rehabilitation of the existing road.</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>						

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 PPTA 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?
- | | |
|--|---|
| <input checked="" type="checkbox"/> M Creating decent jobs and employment
<input type="checkbox"/> Labor retrenchment
<input type="checkbox"/> L Increase in human trafficking
<input type="checkbox"/> L Increase in unplanned migration
<input type="checkbox"/> L Creating political instability
<input type="checkbox"/> Others, please specify _____ | <input checked="" type="checkbox"/> M Adhering to core labor standards
<input type="checkbox"/> L Spread of communicable diseases, including HIV/AIDS
<input type="checkbox"/> L Affordability
<input type="checkbox"/> L Increase in vulnerability to natural disasters
<input checked="" type="checkbox"/> M Creating internal social conflicts |
|--|---|
2. How are these additional social issues and risks going to be addressed in the project design?
The TA will address social issues, as and if they are identified.

VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT

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? Yes No
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?
12.5 person months of consultants and additional studies and surveys, as required.