

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Pakistan	Project Title:	Karachi Bus Rapid Transit Project
Lending/Financing Modality:	Project loan	Department/ Division:	Central and West Asia Department/Urban Development and Water Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The project will support the Government of Pakistan's Vision 2030 and Framework for Economic Growth (FEG-2011) which notably focus on well-connected city centers and communities through efficiently managed and integrated public transport systems. The project is aligned with ADB's country partnership strategy which highlights: (i) infrastructure bottlenecks that raise the cost of doing business; (ii) private sector participation in infrastructure development and delivery of urban services through better policy and a regulatory framework for PPPs; and (iii) longterm revitalization of cities and upgrading of urban transport systems to reduce travel time and congestion and cut air pollution. The project is also fully in line with ADB's Sustainable Transport Initiative, and complies with priorities set out in (i) Karachi Transportation Improvement Project; (ii) Tenth 5 Year People's Plan 2010-15 for Karachi which emphasizes the need to allocate more road space to public transport to provide better level of service and maintain public transport mode share; and (iii) Karachi Strategic Development Plan 2020 which serves currently as the approved framework for urban transport development in Karachi and includes goals such as providing safe efficient mobility for people, improving pedestrian safety and facilities, and improving safety, energy efficiency and air quality through public/rapid transit systems. The project will contribute to these national priorities by making Karachi more liveable and safe, greening urban infrastructures, boosting private sector investment, and fostering gender equity.

B. Targeting Classification

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

PPTA will investigate options e.g. selection of corridor; affordability study to assess possible cross-subsidies; accessibility; women's concerns; and ensure that these are addressed in project design.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries.

Although Karachi is the largest city of Pakistan and one of the most densely populated in the world, with a population projected to grow from 18.9 million in 2010 to 27.6 million in 2020, it has no modern mass transit system and is consistently ranked as one of the world's most "unlivable" cities. It is characterized by severe traffic congestion and seriously deficient public transport services; a bus fleet in poor condition; rudimentary bus stops with no information; and increasing road accidents mostly affecting pedestrians (the poorest and women). Public transport has to be improved based on people's mobility needs and accessibility. The project will therefore bring benefits to very large sectors of the population by improving transportation and reducing air and noise pollution.

2. Impact channels and expected systemic changes.

Benefits will arise both from the physical implementation (BRT route, stations and depot, sidewalks, high-capacity drainage system, street lights, improvement of access roads, etc) and from improved institutional and organizational capacity (including traffic management, establishment of coordination authority to plan and regulate all mass transit systems, stakeholder engagement process, awareness campaigns, etc).

3. Focus of (and resources allocated in) the PPTA or due diligence.

As detailed below, these will include gender issues and women's priority concerns; modes of participation and identification of representative stakeholder groups; resettlement; affordability; core labor standards; and inclusion of existing operators as far as possible.

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?
Improved women's mobility to access priority destinations (likely to include markets, health and educational facilities,

places of employment), women's personal security on buses and as pedestrians, and affordability. Security on buses will be ensured by the presence of a conductor, trained to ensure enforcement of reserved seats for women and other rules and regulations regarding gender issues. The complete corridor restructuring will improve sidewalks and safe access to BRT stations for pedestrians, and will physically segregate modes and functions of transport to limit traffic-related accidents, often involving pedestrians. It has to be noted that the trip rate for the female population (0.71 trips per day) is lower than for the male population (1.92 trips per day), which demonstrates low mobility for women. One of the proposed project's objectives is to improve this situation through provision of safe, comfortable and affordable public transport services.

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

Women will gain greatly improved access to services and resources which are their priorities; 30% of jobs in BRT operations (e.g. stations staff, on-board staff, control center staff, etc.) will be reserved for women; inclusive design approach will involve specific (separate) workshops and consultations with women to ensure their concerns are addressed. Women's CSOs will also be involved.

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 future users of the BRT are the main beneficiaries. Other stakeholders include current bus operators – as far as possible they will be included in the BRT, and those who are not will be compensated. The PPTA will investigate how best to achieve participation of public transport users, women, bus operators, rickshaw drivers, and shopkeepers (and associations representing these various groups).

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?

Through the project's inclusive design approach and stakeholder engagement process (see previous question).

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?

H Information generation and sharing **H** Consultation **M** Collaboration **M** Partnership

Relevant CSOs will be identified during the PPTA

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? Yes No

They include choice of corridor, location of stations, Operational Plan, design of bus interiors and stations to meet concerns of women and people with disabilities.

IV. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category A B C F1

1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? Yes No

To be investigated by the PPTA.

One criterion for selection of most suitable corridor (out of 3 priority BRT corridors) will be minimizing land acquisition and resettlement. The proposed infrastructures are expected to be retrofitted as much as possible within the existing right-of-way of the selected corridor. The expected impacts concern therefore mostly temporary structures, street hawkers and vendors whose livelihood will be at risk, and acquisition of narrow strip of land.

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

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 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?

Creating decent jobs and employment(M) Adhering to core labor standards(M) Labor retrenchment

Spread of communicable diseases, including HIV/AIDS Increase in human trafficking Affordability(M)

Increase in unplanned migration Increase in vulnerability to natural disasters Creating political instability

Creating internal social conflicts(M) Others, please specify _____

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

The PPTA will investigate whether there are likely to be infringements of core labor standards and how they will be monitored; affordability and cross-subsidies (cf. I.B above); and ways of including current bus operators into the new scheme or compensating them if they stay outside. There is a risk of resentment and opposition from current operators, and every effort will be made to avoid this.

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?

Consultants (international and national) and a survey budget are allocated in the PPTA, and workshops and consultations will be conducted to ensure that the BRT meets the needs of the population.