

## SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Pakistan	Project Title:	Peshawar Sustainable Bus Rapid Transit Corridor Project
Lending/Financing Modality:	Project Loan	Department/ Division:	Central and West Asia Department Urban Development Division

<b>I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY</b>
Poverty targeting: General intervention
<b>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</b>
<p>The Government of Pakistan's Vision 2025<sup>1</sup> aims to transform urban areas into creative, eco-friendly, and sustainable cities through improved city governance, effective urban planning, efficient local mobility infrastructure (mass transit systems), and better security to make urbanization an important driver of growth. The Framework for Economic Growth (2011) notably focuses on city centers and communities that are well connected by efficiently managed and integrated public transport systems. By improving urban transport services, the project will contribute to the goals of the Vision 2025 and Framework for Economic Growth.</p> <p>The project is consistent with the country partnership strategy, 2015–2019 of the Asian Development Bank (ADB) for Pakistan, which includes investments in urban transport through developing bus rapid transit (BRT) systems in Karachi and Peshawar, with an emphasis on (i) system integration and inter-modality to favor universal access; (ii) traffic engineering and management systems; and (iii) management of traffic demand, including parking policy.<sup>2</sup> The project is aligned with ADB's Sustainable Transport Initiative, which supports safer, environmentally friendly, social- and gender-inclusive, and affordable transport systems. The project also complies with the Government of Khyber Pakhtunkhwa's Comprehensive Development Strategy, 2010–2017, which aims to promote urban development to transform urban centers into engines of growth and improve the quality of life of urban residents by providing them with urban transportation facilities. The Government of Khyber Pakhtunkhwa's Integrated Development Strategy, 2014–2018 also supports the use of integrated transport systems as an economic outreach tool, focusing particularly on the urban poor and women. The project will significantly contribute to economic growth and poverty reduction by improving Peshawar's urban transport system, which will be largely used by low-income and poor segments of the population. The project will have significant benefits, such as increased access to economic opportunities and social services (health and education), time savings, improved air quality, safer travel (particularly for women), and improved quality of life.</p>
<b>B. Results from the Poverty and Social Analysis during Project Preparatory Technical Assistance and Due Diligence</b>
<p>1. <u>Key poverty and social issues.</u> Peshawar's estimated urban population is 1.8 million (48% female and 52% male) with an annual growth rate of 3.6%.<sup>3</sup> The incidence of poverty in Peshawar is 44%.<sup>4</sup> Due to its diversity, geo-strategic location, and socioeconomic status, tens of thousands of commuters travel across the city every day. Existing public transportation vehicles consist of old model buses, Mazda or minibuses, Suzuki and Datsun pickup trucks, and Ford station wagons of various sizes, which are highly deficient. These vehicles cannot respond to the enormous scale of the increasing demand for urban mobility. Public transport is largely used by the low-income and poor segments of the population who are directly affected by the unsafe, crowded, and uncomfortable conditions of commuting. PPTA survey findings reveal that the majority of respondents feel unsafe and are dissatisfied with the existing bus services in the city. The dire conditions of public transport force many workers to use the more expensive private carpools provided by the factories, for which significant deductions are withheld from their monthly wages.</p> <p>2. <u>Beneficiaries.</u> Direct beneficiaries are the regular commuters, including factory workers (about 25% women); 35,000 students (30% women) whose universities can be accessed through the BRT system; and the health workers, patients, and their families (55% women) accessing the health institutions near the BRT corridor.<sup>5</sup> Approximately 40% of commuters are poor.</p> <p>3. <u>Impact channels.</u> More reliable, comfortable, and safe BRT services will improve the quality of life of Peshawar inhabitants and travelers from other cities due to significantly reduced travel times (by 1–3 hours/day), lower costs, and lower carbon emissions (footnote 5). The establishment of commercial markets in BRT pedestrian underpasses, access bridges, and bus stations will provide income-earning opportunities for approximately 500 small and medium-sized entrepreneurs (15% women). The project will provide employment opportunities to unskilled and skilled laborers during the construction and operation of the BRT services.</p> <p>4. <u>Other social and poverty issues.</u> In Pakistan, the main causes of poverty are unemployment, lack of access to basic services, a low literacy rate, gender disparities, security risks and variable law and order, inadequate social protection policies, a high inflation rate, and power crises. The largest social safety net program in the country is the Benazir Income Support Program supported by ADB, the World Bank, and the Department for International Development of the United Kingdom.</p>

5. **Design features.** The project's pro-poor design features include (i) increased employment opportunities for unskilled and skilled laborers during the construction and operation of the BRT services; (ii) increased economic activities resulting from quicker, cheaper, and safer travel; (iii) reduced women's travel time and poverty due to a faster and more efficient transport system; (iv) increased savings due to subsidized ticketing; (v) more travel options for the poor due to the introduction of bicycle lanes; and (vi) increased income opportunities for small entrepreneurs.

## II. PARTICIPATION AND EMPOWERING THE POOR

1. **Participatory approaches and project activities.** Consultations with stakeholders were carried out during the PPTA, and will continue throughout project's life. The inclusion of vulnerable, poor, and low-income groups in consultations is combined with well-established grievance redressal mechanisms. Complaint mechanisms under TransPeshawar, with reporting centers at each bus station, will address grievances related to the BRT services, and the safety concerns of women, and children. A communication strategy will be developed to raise awareness of the BRT services. Perception surveys will also ensure the inclusion of the views of all people impacted by the BRT.

2. **Civil society organizations.** Civil society organizations (CSOs) were consulted during the PPTA exercise and will remain part of the ongoing consultative process during the project's planning and implementation. CSOs will also be engaged to implement the livelihood restoration program for the affected population.

3. The following forms of CSO participation are envisaged during project implementation, rated as medium.

Information gathering and sharing  Consultation  Collaboration  Partnership

4. Participation plan  Yes  No:

The project will prepare a partnership plan with a CSO to develop and implement a detailed livelihood restoration program for the affected households. Resources have been allocated and will be revised as needed.

## III. GENDER AND DEVELOPMENT

Gender mainstreaming category: Effective gender mainstreaming

**A. Key issues.** Gender analysis of men's and women's travel patterns shows that only 15% of women use existing public transport due to the high risk of harassment from fellow passengers and discrimination from conductors and drivers. Women prefer to walk or are sometimes forced to choose more expensive private forms of transport, exacerbating their time poverty. The PPTA survey revealed that 90% of women felt unsafe using existing bus services, and 25% of skilled and educated women are unable to work due to unsafe transport services. Unreliable, unsafe, and expensive means of transport hinder not only women's education, but also their employment opportunities, access to basic amenities, and social activities and leisure.

**B. Key actions.**  Gender action plan  Other actions or measures  No action or measure

Key gender actions include the construction of BRT corridors and stations in keeping with international quality standards ensuring accessibility by women, children, the elderly, and persons with disabilities (PWDs); the installation of safety features such as separate compartments for women, children, the elderly, and PWDs in buses; special ticketing windows; closed-circuit television facilities; campaigns to raise awareness of the safety issues faced by women, children, the elderly, and PWDs using the BRT system; the establishment of a system for addressing and recording all instances of passenger harassment; the allocation of commercial spaces for women micro-entrepreneurs; the recruitment of women staff at TransPeshawar, the Khyber Pakhtunkhwa Urban Mobility Authority (KPUMA), the project implementation unit, and for BRT operations and maintenance; and the institutionalization of social and gender-responsive policies and mechanisms that provide inclusive and safe BRT services, among others.

## IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

### A. Involuntary Resettlement

**Safeguard Category:**  A  B  C  FI

1. **Key impacts.** The project will have resettlement impacts on 535 households due to the acquisition of private arable land, and the demolition of permanent commercial structures and two mosques in the project right-of-way. It will impact the livelihood of 8 agricultural land tenants; 86 formal businesses or shopkeepers; 235 informal roadside microenterprise vendors within the right-of-way, including 2 with disabilities; and 153 employees of formal businesses. The leaseholders of 79 shops and owners of 14 shops will lose income from the monthly rental of commercial structures. Of the affected households, 349 are vulnerable and 246 severely affected.

2. **Strategy to address the impacts.** The resettlement plan defined several livelihood restoration and rehabilitation measures for displaced persons, specifically to restore their social and economic status to the pre-project level (i.e., by providing a subsistence or transitional allowance, temporary alternative vendor locations, the relocation of formal businesses to alternative markets to be established in BRT-related infrastructure, vulnerability and severe impact allowances, employment for vulnerable people during project implementation, secure commercial spaces to displaced vendors by issuing commercial licenses in commercial areas of BRT-related infrastructure, and opportunities for skill upgradation. ADB's Safeguard Policy Statement consultation and participation requirements have been met. A capacity building plan has been developed to build the institutional capacity of the implementing and other relevant agencies, a grievance redressal mechanism has been developed to address the concerns and complaints of the displaced persons and other stakeholders, and the resettlement plan has been disclosed in keeping with the requirements of ADB's Safeguard Policy Statement.

3. Plan or other actions.	
<input checked="" type="checkbox"/> Resettlement plan	<input type="checkbox"/> Combined resettlement and indigenous peoples plan
<input type="checkbox"/> Resettlement framework	<input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework
<input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> Social impact matrix <input type="checkbox"/> No action
<b>B. Indigenous Peoples</b>	<b>Safeguard Category:</b> <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
1. Key impacts. No indigenous peoples reside along or in the BRT catchment area.	
2. Strategy to address the impacts. N/A	
3. Plan or other actions. <input checked="" type="checkbox"/> No action	
<b>V. ADDRESSING OTHER SOCIAL RISKS</b>	
<b>A. Risks in the Labor Market</b>	
1. Relevance of the project for the country's, region's or sector's labor market, indicated as high (H), medium (M), and low or not significant (L). <input type="checkbox"/> H <input type="checkbox"/> M <input type="checkbox"/> L	
<input type="checkbox"/> M unemployment <input type="checkbox"/> M underemployment <input type="checkbox"/> M retrenchment <input type="checkbox"/> M core labor standards	
2. Labor market impact. In the long term, the project will positively impact the labor market through increased economic activity and accessibility of affordable transport services. The project will also provide employment opportunities for unskilled and skilled laborers during the BRT system's construction and operation. Short-term risks include the unemployment of drivers and workers in the existing bus industry. These risks will be mitigated by prioritizing affected drivers and local laborers during the construction and operation of the BRT services. As the incidence of child labor is high in Peshawar, the bidding documents for civil works and contract agreements between the selected contractors and the executing and implementing agencies will include assurances regarding compliance with core labor standards during the construction of the BRT corridors. Monitoring mechanisms will be established to avoid any adverse impacts of the project in relation to the core labor standards.	
<b>B. Affordability</b>	
An affordability survey was conducted to ensure the affordability of bus fares comparable to current rates (footnote 5).	
<b>VI. MONITORING AND EVALUATION</b>	
1. <u>Targets and indicators.</u> The project design and monitoring framework includes the following pro-poor and gender-inclusive targets: (i) a 26 km BRT corridor, including 31 stations, mixed traffic lanes, bicycle lanes, sidewalks, and depots, is completed in keeping with the approved design and international quality standards, including safety and universal accessibility design features for women, children, the elderly, and PWDs; (ii) campaigns regarding appropriate behavior and safety in public transport are disseminated to 480,000 BRT passengers; (iii) TransPeshawar and the KPUMA are established, fully staffed (with 10% female staff), and made operational; (iv) women comprise 10% of BRT operation and maintenance staff; and (v) greenhouse gas emissions (carbon dioxide, methane, nitrous oxide, and certain halocarbons) are reduced by 31,000 metric tons in the first year of operation.	
2. <u>Required human resources.</u> The project will hire a social and gender specialist under TransPeshawar to ensure the implementation of the gender action plan and reporting on the poverty and social targets. Social safeguards staff will be hired to ensure the implementation of the land acquisition and resettlement plan and livelihoods restoration plan.	
3. <u>Information in the project administration manual.</u> The PAM includes implementation arrangements and reporting requirements on social, environment, gender, and poverty-related impacts.	
4. <u>Monitoring tools.</u> Periodic project progress reports, mid-term reports, and project completion reports.	
<sup>1</sup> Government of Pakistan, Planning Commission. 2014. <i>Pakistan Vision 2025</i> . Islamabad.	
<sup>2</sup> ADB. 2015. <i>Country Partnership Strategy for Pakistan, 2015–2019</i> . Manila.	
<sup>3</sup> Government of Khyber Pakhtunkhwa, Bureau of Statistics, Planning and Development Department. 2016. <i>Important Socio-Economic District Wise Indicators of Khyber Pakhtunkhwa</i> . Khyber Pakhtunkhwa.	
<sup>4</sup> Government of Khyber Pakhtunkhwa, Planning and Development Department. 2010. <i>Comprehensive Development Strategy 2010–2017</i> . Khyber Pakhtunkhwa.	
<sup>5</sup> desMobi. 2017. <i>Peshawar Sustainable Bus Rapid Transit Corridor Project. Final Project Preparatory Technical Assistance</i> . Jakarta. JJakarta Report (Appendix Survey Report). Jakarta.	