

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Bangladesh	Project Title:	South Asia Subregional Economic Cooperation Chittagong Port Enhancement Project
Lending/Financing Modality:	Loan and TA Grant	Department/ Division:	South Asia Department / Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The loan and TA grant will support the development of Chittagong Port in line with the priority of the Government of Bangladesh. The government issued its Seventh Five-Year Plan for Fiscal Years 2016–2020 in December 2015. Key elements of transport sector strategy include: (i) addressing the anticipated Chittagong Port capacity constraint; and (ii) coordinating the roads, railway and inland water cargo linkages to strengthen the performance of Chittagong Port and the competitiveness of the manufacturing sector.

B. Targeting Classification

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

The outputs of the loan and TA grant will be the construction of a new container terminal with cargo handling equipment and IT system for port operation. Also, preparation of detailed design of other terminals will be financed to heighten project readiness for further expansion of the port.

A more efficient port will contribute to reducing poverty and deprivation, and will support economic growth by: (i) generating additional employment opportunities, and (ii) providing cheaper and more reliable transport options for the serviced areas.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. Chittagong Port handles about 90% of all international cargo of Bangladesh and is also a gateway port to landlocked countries of Nepal and Bhutan, as well as the Northeastern states of India and Northwestern provinces of Myanmar. The direct beneficiary of the loan and TA grant is the Chittagong Port Authority. For the infrastructure investments that will be taken up, potential beneficiaries include residents, port users, businesses and commercial services. Poverty and social analyses will be carried out for the port area to identify the socioeconomic profile of the population in the project-influenced areas, expected benefits and constraints and ability of the poor and vulnerable groups to benefit from the subprojects.

2. Impact channels and expected systemic changes. Measures will be included in the contracting documents to encourage hiring of local population during implementation.

3. Focus of (and resources allocated in) the PPTA or due diligence. Due diligence will be undertaken to assess the project's potential impact on poverty reduction and social aspects, including HIV/AIDS, human trafficking, and labor. Gender assessment will be guided by the ADB Gender Tool-kit: Transport (2013).

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? Sex-disaggregated data on the range of socioeconomic indicators relevant to the subprojects will be collected, with focus on the needs, demands, and constraints faced by the poor, women and vulnerable groups in the project area, in terms of their equitable access to the benefits and opportunities associated with port construction. Gender analysis will be carried out to inform the design of the project, where appropriate. The poverty and social assessment will assess the health and social risks associated with the infrastructure project, like HIV/AIDS and human trafficking.

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
 The Project will explore ways to involve women in construction activities as well as port operational activities.

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
<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. The Chittagong Port Authority and other development partners active in Bangladesh's transport and port sector development, project beneficiaries (residents, port users), affected persons, NGOs, business and community groups.</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? Workshops, community mobilization, and consultation conducted for discussion on the potential needs of the community, social-related issues such as gender, HIV/AIDs, human trafficking, child labor, environment and social safeguard issues.</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? M Information generation and sharing M Consultation N Collaboration M Partnership</p> <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>The physical construction will take place within the existing port area. Providing employment opportunities to the poor and excluded will be explored during project preparation.</p>
IV. SOCIAL SAFEGUARDS
<p>A. Involuntary Resettlement Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No Improvements to the port will be made within the existing port area. There will be no additional private land required and no non-titleholders live within the secured port area.</p> <p>2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process? <input 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 checked="" 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 Improvements to the port will be made within the existing port area. No indigenous people will be affected.</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>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 PPTA or due diligence process? <input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social Impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None</p>
V. OTHER SOCIAL ISSUES AND RISKS
<p>1. What other social issues and risks should be considered in the project design? L Creating decent jobs and employment L Adhering to core labor standards L Labor retrenchment M Spread of communicable diseases, including HIV/AIDs L Increase in human trafficking L Affordability L Increase in unplanned migration L Increase in vulnerability to natural disasters L Creating political instability L Creating internal social conflicts</p> <p>2. How are these additional social issues and risks going to be addressed in the project design? HIV/AIDs awareness program will be provided to laborers by civil works contractors.</p>
VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT
<p>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? <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 participation plan during the PPTA or due diligence? Poverty, social and gender analysis will be conducted. Social Development Specialist will be part of design team.</p>