



# Initial Poverty and Social Analysis

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October 2018

## India: Delhi–Meerut Regional Rapid Transit System Project

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Asian Development Bank

## CURRENCY EQUIVALENTS

(as of 4 October 2018)

Currency unit	–	Indian rupees (₹)
₹1.00	=	\$0.013522
\$1.00	=	₹73.95150

## ABBREVIATIONS

ADB	–	Asian Development Bank
CPS	–	country partnership strategy
km	–	kilometer
NCR	–	National Capital Region
NCT	–	National Capital Territory
RRTS	–	regional rapid transit system
TA	–	technical assistance
TI-H	–	targeted intervention for households
TI-G	–	targeted intervention for geographic areas
TI-M	–	targeted intervention for supporting achievement of MDGs

## NOTES

- (i) The fiscal year (FY) of the Government of India and its agencies ends on 31 March. "FY" before a calendar year denotes the year in which the fiscal year ends, e.g., FY2018 ends on 31 March 2018.
- (ii) In this report, "\$" refers to United States dollars.

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## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Delhi–Meerut Regional Rapid Transit System Project
Lending/Financing Modality:	Multitranche financing facility	Department/ Division:	South Asia Department/ Transport and Communications Division

<b>I. POVERTY IMPACT AND SOCIAL DIMENSIONS</b>
<p><b>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</b></p> <p>India’s incidence of poverty has registered a decline from 37.2% in 2004–2005 to 29.5% in 2011–2012.<sup>1</sup> The decline in poverty in the National Capital Region (NCR) is consistent with the national trend. Except for Uttar Pradesh, poverty incidence in the NCR states is lower than the all-India level. Poverty incidence in the National Capital Territory (NCT) of Delhi (13.1%) and Haryana (24.1%) are among the lowest in the country, while in Rajasthan the level is 34.4% and in Uttar Pradesh 40.9%. The Government of India’s continued commitment to poverty reduction is reflected in the Three-Year Action Agenda, 2017–2018 to 2019–2020. Poverty incidence is targeted to be reduced by 10%. The government affirms the need to reduce poverty by focusing growth enablers such as infrastructure development, including railways and regional connectivity corridors.<sup>2</sup> The National Urban Transport Policy (2006) of the government of India has an objective of safe, affordable, quick, comfortable, reliable, and sustainable access for city residents to jobs, education, recreation, and such other needs within cities.<sup>3</sup></p> <p>Asian Development Bank’s (ADB) country partnership with India is anchored on the government of India’s plans. The country partnership strategy (CPS) is designed to assist India achieve its goal of faster, more inclusive, and sustainable growth. The inadequacy of India’s infrastructure is constraining the country’s growth. Strengthening of urban mass transit systems and increasing environmental sustainability of cities through the development of urban transit systems, is also recognized in ADB’s CPS for India.<sup>4</sup> This project offers an excellent opportunity for ADB to participate in promoting rail-based transport in some of the country’s largest cities, with a very high level of transport congestion and population density.</p>
<p><b>B. Poverty Targeting</b></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>The NCR is a coordinated planning region centered around NCT-Delhi, a city with nearly 16 million residents. The region encompasses the entire city of Delhi and several districts surrounding it from the states of Haryana, Uttar Pradesh and Rajasthan. The NCR is home to 46 million people living in 108 towns (17 of which are class-1 cities), and more than 7,500 rural settlements. The population of NCT-Delhi and Uttar Pradesh are expected to reach 20 million each by 2021—bringing the NCR’s population to 64 million. The project will create a rapid regional transit system (RRTS) with a design speed of 180 kilometers per hour (km/h) and average operational speed of 100 km/h. The project will improve regional connectivity and mobility and provide safe, affordable, quick, comfortable, reliable, and sustainable access for the NCR residents to jobs, education, recreation, and such other needs within cities in an affordable manner. Lower and middle-income segments will be particularly benefitted.</p>
<p><b>C. Poverty and Social Analysis</b></p> <p>1. Key issues and potential beneficiaries. The project will benefit the residents of communities along the RRTS corridor. It will help reduce travel time between Delhi and other regional hubs and improve the lives of those whose mobility is restricted. These benefits are expected to be felt most by workers commuting from suburban areas, women, elderly people, and students—all of whom are under-served by current transport modes.</p> <p>2. Impact channels and expected systemic changes. The rail-based urban mass transit system will provide safe and accessible public transport to different groups of people, with easy access provided for women traveling with children, the elderly, and those with physical disabilities. Provisions to ensure passenger security and safety will be incorporated.</p>

<sup>1</sup> Government of India, Planning Commission. 2012. *Poverty Estimates for 2009–2010*. New Delhi; and Government of India, Planning Commission. 2014. *Report of the Expert Group to Review the Methodology for Measurement of Poverty*. New Delhi.

<sup>2</sup> Government of India, National Institution for Transforming India (NITI) Aayog. 2017. [Three Year Action Agenda 2017–2018 to 2019–2020](#). New Delhi.

<sup>3</sup> Government of India, Ministry of Housing and Urban Affairs. 2006. *National Urban Transport Policy*. New Delhi.

<sup>4</sup> ADB. 2017. [Country Partnership Strategy: India, 2018–2022—Accelerating Inclusive Economic Transformation](#). Manila.

3. Focus of (and resources allocated in) the transaction TA or due diligence. Adequate TA resources have been allocated to engage a social development specialist to undertake social safeguard planning, gender analysis, and poverty and social assessment.
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?  
At the project preparatory stage, sex-disaggregated data on the range of socioeconomic indicators relevant to the project will be collected, with focus on the needs, demands, and constraints faced by the poor, women and vulnerable groups, in terms of their equitable access to the benefits and opportunities associated with the RRTS. Potential practical and implementable gender-specific initiatives will be explored during due diligence. Monitoring mechanisms will be developed.
2. Does the proposed project or program have the potential to contribute 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 Gender Action Plan will be prepared during project preparation.  
The social and gender analysis will look at women's transport needs, women's employment possibilities in construction, safety concerns, and capacity of the executing agency in integrating gender-friendly features in RRTS infrastructure and services to see the feasibility in integrating gender-friendly features in the project design. The project will include women, elderly, disabled and child-friendly design features, making it a transportation means of choice for women and in the process enabling their economic empowerment.
3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality?  
 Yes  No  
The project may increase potential for the sexual harassment of women on the RRTS. Measures to mitigate these impacts will be integrated into the project design based on the findings of the social and gender analysis.
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 key stakeholders of the project are regional commuters, the various government agencies involved, and affected persons.
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?  
During project preparation and more specifically the preparation of the poverty and social analysis, key stakeholders will be consulted to ensure their concerns are considered in the design. In-depth discussions with specific groups, such as women, the poor and affected persons will be an integral part of the consultation process. Issues such as station design features, affordability, transport services and safety perception (including harassment) will be discussed during this process.
3. What are the key, active, and relevant civil society organizations (CSOs) 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 **L** Partnership  
There is a large number of CSOs in the NCR that seek to empower disadvantaged groups such as scheduled castes, the disabled, farmers, and the poor, and those that promote better livelihood. The project will tap the relevant CSOs during consultations to formulate the project design, gender action plan, social safeguards, and health and safety programs.
4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how should they be addressed?  Yes  No  
Consultation with the poor and excluded will focus on affordability and accessibility, including to address the needs of the elderly, women, children and the disabled through appropriate engineering design. Moreover, since the project has the potential to affect vulnerable groups and nontitled households through loss of shelter, assets and livelihood, consultation with them will focus on resettlement assistance to be outlined in the resettlement plan.

## IV. SOCIAL SAFEGUARDS

### A. Involuntary Resettlement Category A B C FI

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

The project will acquire private land and transfer government land for the rail alignment and stations, depots, and power substations in areas with high population density and widespread encroachment. The potential for significant involuntary resettlement affecting more than 200 persons is high. Risks and impacts will be addressed in line with government and state laws and the ADB Safeguard Policy Statement (2009).

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

The project area of influence is a highly urbanized environment where it is unlikely that indigenous peoples own, use or claim customary territory and natural or cultural resources.

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 transaction TA 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?

- L** Creating decent jobs and employment    **M** Adhering to core labor standards    **L** Labor retrenchment  
**M** Spread of communicable diseases, including HIV/AIDS    **M** 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     Others, please specify \_\_\_\_\_

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

The poverty and social analysis will assess the project risks associated with the spread of sexually transmitted infections (including HIV), human trafficking and personal safety, identify local programs focused on these sectors and propose mitigation measures. During implementation, the project will adhere to core labor standards through provisions in the construction contracts.

#### **VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT**

1. Do the terms of reference for the transaction TA (or other due diligence) contain key information needed to be gathered during transaction TA 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 transaction TA or due diligence?

Adequate TA resources have been allocated to engage a social development specialist to undertake social safeguard planning, gender analysis, and poverty and social assessment.