



Initial Poverty and Social Analysis

Project Number: 46422
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The Republic of the Union of Myanmar: Greater
Mekong Subregion East-West Economic Corridor
Eindu to Kawkareik Road Improvement

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Myanmar	Project Title:	Greater Mekong Subregion East-West Economic Corridor Eindu to Kawkariek Road Improvement
Lending/Financing Modality:	Project Loan	Department/Division:	Southeast Asia Department Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS
A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy
<p>The Interim Country Partnership Strategy (ICPS) for Myanmar was presented to the Board on 26 October 2012. The ICPS highlights regional connectivity and the East-West Economic Corridor (EWEC) as a priority for ADB assistance.</p> <p>The government has stressed as a high priority the need to provide access to remote states such as Kayin, as well as improved regional connectivity to neighboring countries. The project will support the government in both objectives by improving transport connections within the state to support inclusive economic development, and at the regional level, to reduce transport costs and open up the flow of goods and people across the border. As such, the project has a strong, indirect poverty reduction aspect.</p>
B. Targeting Classification
<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>As the project will support improved access to a poor and remote State of Myanmar, Kayin State, by opening up economic and social opportunities, the project is classified as general intervention as the improvements will be achieved through indirect actions to address poverty and social issues.</p>
C. Poverty and Social Analysis
<ol style="list-style-type: none"> 1. Key issues and potential beneficiaries. The potential primary beneficiaries of the project will be the previously excluded Kayin State and the Kayin ethnic group, as well as passengers and freight shippers between Myanmar and Thailand. 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. 3. Focus of (and resources allocated in) the PPTA or due diligence. Engagement with the Kayin people will ensure their inclusion in the project design process and improve project outcome as they invest in the project and forge a lasting peace with the government. 4. Specific analysis for policy-based lending. Not applicable.
II. GENDER AND DEVELOPMENT
<ol style="list-style-type: none"> 1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program? Female workers on road construction sites during implementation and access to employment, health and education opportunities upon completion of the road upgrade. 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No While improvements to the road will provide better access, being an upgrade of an existing road, the project will have limited opportunities to provide new access, more improved access to social and economic activities.

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality? Yes No
As an upgrade to the existing road there will be no adverse impacts on gender inequality.

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 main stakeholders of the project are the people of Kayin State, an ethnic group who have been in opposition to the government until May 2012 and, therefore, severely marginalized. Other stakeholders are those using the road to travel to or through Kayin State. From the government, the Ministry of Construction and Public Works are the main stakeholders.

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?

The project will engage communities along the road corridor in a series of extensive 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, bridges along the road could be designed with access roads to the waterways beneath to improve river-to-road access, if community members feel that would increase the road's benefit.

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?

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.

- Information generation and sharing Consultation
 Collaboration Partnership

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

The Kayin State has been excluded for decades. Therefore, having a voice in a major development initiative such as the EWEC project is extremely important. To ensure this, a consultation and participation plan will be developed during the project preparatory TA to ensure comprehensive stakeholder involvement in project design and implementation to ensure expected benefits are achievable. The consultation and participation plan for the project preparatory TA may include information sharing workshops, community consultations, and involvement of NGOs and CBOs.

IV. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category A B C FI

Category B reflects the fact that the road improvements will primarily be within the existing right of way and thus limited resettlement is expected.

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

No physical displacement is expected as there are no houses within the planned corridor of impact. There may be some impacts on standing crops and trees, and secondary structures but these impacts will be assessed during TA implementation.

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

The road improvement will pass through Kayin State, which is predominantly populated by Kayin ethnic group. The Kayin ethnic group (7% of the total population) is one of the “main ethnic groups” officially recognized by the Government. There are about 130 ethnic groups in Myanmar.

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

The road is already existing and the Project will only involve upgrading.

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?

- | | | | |
|---------------------------------------|-------------------------------------|---------------------------------------|---|
| <input checked="" type="checkbox"/> M | Creating decent jobs and employment | <input checked="" type="checkbox"/> M | Adhering to core labor standards |
| <input type="checkbox"/> | Labor retrenchment | <input checked="" type="checkbox"/> L | Spread of communicable diseases, including HIV/AIDS |
| <input checked="" type="checkbox"/> L | Increase in human trafficking | <input type="checkbox"/> L | Affordability |
| <input checked="" type="checkbox"/> L | Increase in unplanned migration | <input checked="" type="checkbox"/> L | Increase in vulnerability to natural disasters |
| <input checked="" type="checkbox"/> L | Creating political instability | <input checked="" type="checkbox"/> M | Creating internal social conflicts |
| <input type="checkbox"/> | Others, please specify _____ | | |

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

A parallel small-scale TA (Maximizing Transport Benefits Through Community Engagement) will ensure community involvement to address social issues associated with the project.

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?

28 person months of consultants