

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Myanmar	Project Title:	GMS Highway Modernization Project
Lending/Financing Modality:	Project	Department/ Division:	SERD/SETC

I. POVERTY IMPACT AND SOCIAL DIMENSIONS
<p>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</p> <p>The draft Country Partnership Strategy highlights regional connectivity and the Greater Mekong Subregion (GMS) East-West Economic Corridor (EWEC) as a priority for ADB assistance. The government has stressed as a high priority the need to improve national transport infrastructure and reduce the burden of road crashes. The project will support the government in both objectives by rehabilitating key highways, and improving the safety of the Yangon-Mandalay expressway. As such, the project has a strong, indirect poverty reduction aspect.</p>
<p>B. Poverty Targeting</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 project will support improved access and connectivity through poor regions of Myanmar, Ayeyarwaddy and Bago, by opening up economic and social opportunities. The project will also improve the safety of the Yangon-Mandalay expressway, which will reduce vulnerability of all road users and communities. The project is classified as general intervention as the improvements will be achieved through indirect actions to address poverty and social issues.</p>
<p>C. Poverty and Social Analysis</p> <p>1. Key issues and potential beneficiaries.</p> <p>The main beneficiaries of the project will be the people of Ayeyarwaddy regions, rural areas of Bago and Yangon regions, users of the Yangon-Mandalay expressway, as well as passengers and shippers along the Greater Mekong East-West corridors.</p> <p>Ayeyarwaddy and the rural regions of Bago and Yangon targeted are among the poorest regions of Myanmar and access there is particularly vulnerable to climate impacts (floods and typhoons). In 2014, the World Bank estimated that 48% of people in Ayeyarwaddy region lived below the poverty level of \$1.25 per day. Poverty rates in Yangon and Bago were 35% and 25% respectively; poverty in rural areas, where township-specific data does not exist, is assumed to be well higher. In both 2015 and 2016, the Yangon-Pathein road, which is the main artery of Ayeyarwaddy, was flooded during several days which prevented access to the Western part of the region.</p> <p>The Yangon-Mandalay expressway has been known for its poor safety since its opening in 2011. Vehicle crashes on the expressway kill about 150 people each year, a number quickly increasing. Poor safety of the expressway has led the government to ban trucks to use it. As a result, trucks use the old highway, which is congested and also very unsafe as it crosses many communities (605 road-related fatalities on the old highway in 2015).</p> <p>2. Impact channels and expected systemic changes.</p> <p>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. Better climate resilience of the main roads will enable all-year round access. Better road safety will reduce people's vulnerability to crashes and risk that households may fall into poverty as a result of the loss or injury of cash-earning members of the household.</p> <p>3. Focus of (and resources allocated in) the PPTA or due diligence.</p> <p>The TA preparing the project includes 20 person-months of consultants in road safety and hydrology (to reduce climate vulnerability). The project makes road safety one of its main components, and will include accompanying measures to build government capacity in road safety design and treatments.</p> <p>4. Specific analysis for policy-based lending.</p> <p>n/a</p>
II. GENDER AND DEVELOPMENT
<p>1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program?</p> <p>Female workers on road construction sites during implementation and access to employment, health and education opportunities upon completion of the road upgrade.</p>

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

While improvements to the roads will provide better access, being a rehabilitation of existing roads, 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 civil works will consist in rehabilitation of existing roads and road safety improvements, there will be no negative impacts on gender inequality.

4. Indicate the intended gender mainstreaming category:

GEN (gender equity) 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 Ayeyarwaddy region, and the rural people of Yangon and Bago regions, all of which are very poor areas. Other stakeholders are those using the roads and expressway to travel to or from Yangon along the main corridors. From the government, the Ministry of Construction and the Department of Highways 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?

Project preparation is engaging communities along the road corridors in a series of consultations about the project. The consultations seek out particularly vulnerable people to listen to their concerns. The consultations will seek to increase local ownership of the road project and to maximize its impact by incorporating local needs.

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?

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

Myanmar has a history of limited consultations for road projects. Therefore, having stakeholders' voice heard in a major development initiative such as the highway modernization project is important. To ensure this, a consultation and participation plan will be developed during the TA preparing the project to ensure comprehensive stakeholder involvement in further project design and implementation to ensure expected benefits are achievable. The consultation and participation plan for project implementation may include information sharing workshops, and community consultations. Road side communities will be engaged in road safety from the beginning of project implementation, and safety awareness campaigns will be carried out during and after completion of the works targeting users and communities served by the roads.

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 does not require land acquisition as works are expected to remain within the existing right of way of the roads. There will be impacts on temporary and/or light secondary structures that have encroached on the right of way, and on trees planted alongside the road.

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 project does not cross ethnic minority areas. Its main effects will be in Ayeyarwaddy, Yangon and Bago regions, which are all predominantly populated by the majority Burmese ethnic group. The Ayeyarwaddy region is also populated by a small proportion of ethnic group people, particularly the Kayin ethnic group people, which is one of the "main ethnic group" 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 project roads are already existing and will only be rehabilitated and/or have their safety improved.

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 To be further assessed during the PPTA

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 Labor retrenchment

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

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

Creating internal social conflicts Others, please specify _____

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

Civil works contract documents will include standard provisions covering core labor standards and HIV/AIDS mitigation. These will be monitored during project implementation by the supervision consultants.

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 (v) 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?

4 person months of international and national consultants have been provided in the TA to prepare poverty and social analysis and preparing resettlement plans.

