

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Bangladesh	Project Title:	Dhaka Metro Project
Lending/Financing Modality:	Multi-tranche Financing Facility	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

Since its emergence as the political and economic capital after independence, Dhaka City has experienced massive migration from the rural population across Bangladesh. Surrounded by flood prone areas, the city's expansion has also been constrained by physical barriers. Dhaka today is home to 14.4 million people and is one of the most densely populated and congested cities in the world at 19,500 people per km². Dhaka's infrastructure, in particular its transport network, has been unable to keep up with population pressure. The city relies on a poorly maintained road network built on limited space, where traffic rules are not enforced. Public transport, principally composed of rickshaws and buses, is overcrowded. The situation is likely to worsen with a population growing by half a million each year and expected to reach 25 million by 2020. This, combined with an increase in private car ownership, will further strain the transport infrastructure.

ADB aims to support Dhaka's public transport system by financing the construction and commission of about 50 km of high-capacity metro line. The Dhaka Metro Project will be integrated with the MRT and BRT lines under construction. The selection of the corridor will be based on the findings of the Revised Strategic Transport Plan (RSTP), which assesses the most efficient arterial and ring roads for improvement. The project is in line with the government's Seventh *Five-Year Plan* and ADB's *Country Partnership Strategy 2011-2015*, which recognizes the rapidly growing demand for transport services in Dhaka.¹ The project will be processed as a time-sliced multitranche financing facility. Its scope will be defined based on the findings of the PPTA and TA loan project preparation documents, which will include detailed design and safeguards studies.

B. Poverty Targeting

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

Dhaka's rapid growth has not been commensurate with individual economic development. Around 30.5% of Dhaka's population lives below the poverty line in terms of both calorie intake and cost of basic needs.² This is higher than other urban centers in the country. Many of the migrants are rural poor who have settled in slums and squatter settlements. In 1976, there were 10 slums with a total population of 10,000 people in Dhaka. The number grew to 4,966 slums with a total population of 3.4 million in 2005, representing 37% of the population living in Dhaka at the time.³ The project is expected to respond to the mobility needs of all urban commuters, including the poor and vulnerable, which represent a significant share of the city's population.

C. Poverty and Social Analysis

1. **Key issues and potential beneficiaries:** Traffic congestion in Dhaka already causes significant delays. This in turn has an impact on productivity, quality of life and the overall economy. Not to mention the environmental and health consequences caused by CO² emissions. The Dhaka Metro project will contribute to faster, more reliable and environment-friendly transportation to all urban commuters.

2. **Impact channels and expected systemic changes.** Efficient transport systems can have a significant impact on poverty reduction by facilitating access to jobs, markets, and increasing productivity by saving time. This in turn can stimulate economic growth. The reduction of time spent commuting will also contribute to improving the quality of life of the commuters.

3. **Focus of (and resources allocated in) the PPTA or due diligence.** The scope of the PPTA includes the preparation of the draft social safeguards documents and poverty and social analysis, which includes the gender assessment.

4. **Specific analysis for policy-based lending.** N/A

¹ ADB. 2011. *Country Partnership Strategy: Bangladesh, 2011–2015*. Manila.

² Bangladesh Bureau of Statistics. 2010. *Household Income and Expenditure Survey*. Dhaka.

³ Center for Urban Studies. 2006. *Slums of Urban Bangladesh: Mapping and Census*. Dhaka.

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?

Women's participation to the workforce in Bangladesh has increased in the past decades with 34.5% of urban women working outside the household according to the 2011 Census. Urban in-migration for women has also grown significantly to the point of surpassing men in 2010.⁴ This is mostly explained by the multiplication of economic opportunities for women in urban centers, especially in the garment industry. In the last census estimates, the number of workers in the garment industry is 3.6 million, and 80% of them (2.88 million) women.⁵ Female employment is expected to increase in the coming years, along with the growth of the garment industry and the multiplication of other trades and services that offer attractive economic opportunities for women. This trend will be followed by a growing demand for efficient, safe and reliable public transport. Today, women in Dhaka already find it difficult to access public transport. They face overly crowded buses, propitious to sexual harassment, and have to wait a long time to find available transportation during peak hours.

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 social and gender analysis will look at women's transport needs, women's employment possibilities in construction, safety concerns, and capacity of the EA in integrating gender-friendly features in metro infrastructure and services to see the feasibility in integrating gender-friendly features in the project design. The Dhaka Metro 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 have adverse impacts on women whose property may be affected by the project. Moreover, civil works activities have the potential to contribute to the spread of HIV/AIDS and STI, and once in operation, there is the potential for the sexual harassment of women on the metro line. Measures to mitigate these impacts will be integrated into the project design based on the findings of the Resettlement Plan and Social and Gender Analysis.

4. Indicate the intended gender mainstreaming category:

GEN (gender equity) EGM (effective gender mainstreaming)

SGE (some gender elements) NGE (no gender elements)

At this stage, the SGE category is envisaged. The classification may change following the findings of the gender assessment and discussion with the counterpart.

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 urban commuters, the Dhaka Mass Transit Company and the Ministry for Roads, Transport and Bridges, 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 and resettlement plan, key stakeholders will be consulted to ensure their concerns are taken into account in the design. In-depth discussions with particular groups, such as women, the poor and affected persons will be an integral part of the consultation process. Issues such as the corridor of impact, metro station location and design features, transport services and safety perception (including harassment) will be discussed during this process.

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?

H Information generation and sharing **H** Consultation **M** Collaboration **L** Partnership

At this stage the key civil society organizations in the project area have not been identified. However, the project will require a high level of civil society participation during preparation and implementation.

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

Poor and excluded affected persons impacted by land acquisition will be consulted and surveyed. Additional assistance and provisions such as livelihood rehabilitation will be outlined in the resettlement plan.

⁴ Ministry of Planning, Bangladesh Bureau of Statistics. 2011. *Population and Housing Census, Socio-economic and Demographic Report*.

⁵ Ministry of Planning, Bangladesh Bureau of Statistics. 2012. *Gender Statistics of Bangladesh 2012*. Dhaka.

IV. SOCIAL SAFEGUARDS	
A. Involuntary Resettlement Category <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI	
<p>1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>The project is expected to be categorized as "A" for involuntary resettlement. Although most of the civil works will be constructed on public land, the access infrastructure to the 30-40 stations expected to be built under the project may require private land acquisition. In addition, the project is likely to lead to resettlement impacts on non-titled holders using public land along the corridor.</p>	
<p>2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?</p> <p><input type="checkbox"/> Resettlement plan <input checked="" type="checkbox"/> Resettlement framework <input type="checkbox"/> Social impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> None</p>	
B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI	
<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</p> <p>Most indigenous communities in Bangladesh live in the Chittagong Hill Tracts and other regions of the country (southeastern, northwestern, northeastern regions). The project is thus likely to be categorized as "C" for Indigenous Peoples, as per the ADB's Safeguard Policy Statement (2009).</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>There is no tribal land or territories in the Dhaka metro area.</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?</p> <p><input type="checkbox"/> Indigenous peoples plan <input checked="" type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social Impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input 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?</p> <p><input type="checkbox"/> Creating decent jobs and employment <input type="checkbox"/> Adhering to core labor standards <input type="checkbox"/> Labor retrenchment <input type="checkbox"/> Spread of communicable diseases, including HIV/AIDS <input type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Affordability <input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating political instability <input type="checkbox"/> Creating internal social conflicts <input type="checkbox"/> Others, please specify _____</p> <p>Indicate high (H), medium (M), low (L) for selected boxes</p>	
<p>2. How are these additional social issues and risks going to be addressed in the project design?</p> <p>The poverty and social analysis will assess the project risks associated with the spread of HIV/AIDS and STI, 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. Monitoring will be undertaken through the construction supervision consultants.</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 (v) other social risks. Are the relevant specialists identified?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>The poverty and social analysis, which includes the gender assessment and the draft RP, will be included in the TOR of the PPTA.</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?</p> <p>The PPTA budget includes 2 international social experts (2 man-months each) and 4 national social experts (4 man-months each). The TA loan will update these documents and fill the gaps as required.</p>	