

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Philippines	Project Title:	Metro Manila Transport Project, Phase 1
Lending/Financing Modality:	Sector loan (or other suitable modality)	Department/Division:	Southeast Asia Department/ Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS
<p>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</p> <p>The project is aligned with the Country Partnership Strategy 2011–2016¹ and will support inclusive growth by providing improved access through the provision of an affordable modern public transport system along the Epifanio de los Santos Avenue (EDSA) in Metro Manila. The government aims to improve travel conditions along EDSA and cater for all road users through an integrated bus, metro, private vehicles and pedestrian improvement program.</p>
<p>B. Poverty Targeting</p> <p> <input type="checkbox"/> General Intervention <input type="checkbox"/> Individual or Household (TI-H) <input checked="" type="checkbox"/> Geographic (TI-G) <input type="checkbox"/> Non-Income MDGs (TI-M1, M2, etc.) </p> <p>The project is pro-poor in that it will improve and enhance the capacity of the public transport, the transport mode of the urban poor. The poor often have no access to private modes of transport such as motorcycles or cars, and are thus captive public transport users. If these services do not provide the necessary access, be it through cost, coverage area, or time of operations, they become excluded from active participation in economic, social, and educational activities.</p>
<p>C. Poverty and Social Analysis</p> <p>1. Key issues and potential beneficiaries. The public transport users and pedestrians are expected to be the majority beneficiaries. The project will provide highly-prioritized bus public transport (bus & metro rail transit [MRT]) systems that cover the full urban area, operate throughout the day and nights where required, are safe, convenient and affordable, and would provide seamless connectivity through pedestrian greenways in a timely way for commuters and travelers. Access for all will be targeted, with special consideration for maritized groups with suitable access, security and safety features for the elderly, youth and women.</p> <p>2. Impact channels and expected systemic changes. The project will provide improved access to better public transport services along EDSA and connectivity improvements to the surrounding areas.</p> <p>3. Focus of (and resources allocated in) the TRTA or due diligence. The social assessment of the current public transport owners, operators, drivers, and associated personnel will be addressed in the project transaction technical assistance (TRTA) and, where required, mitigation measures will be included in the ensuing loan.</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>Women feel unsafe to travel on public transport, especially during off peak periods when the public transport systems are less busy. Women are also harassed during peak periods when close proximity means that women suffer abuse from other passengers.</p> <p>Sex-disaggregated data for surveys will be collected during project preparation activities.</p> <p>Female users of public transport feel safe, particularly with seamless connectivity of public transport through pedestrian greenways. The proposed loan will ensure secure, well-lit, and well managed walkways</p>

¹ ADB. 2011. *Country Partnership Strategy: Philippines, 2011–2016*. Manila.

with continues monitoring and security to ensure safety for all users, including women, the elderly and the youth and also to deter informal economic activities.

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 passenger charter will make provisions for women passengers.

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) 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’ groups are the Department of Transportation, public transport owners and/or operators, public transport passengers, pedestrians, and private vehicle users. The users of EDSA will directly benefit from improved management and public transport services safe pedestrian environment and traffic management. Significant economic benefits would accrue through capital expenditure-enhanced MRT. The owners and/or operators could benefit through enhanced services and revenue streams, but could also be negatively impacted by the transition to a modern public transport system. To address the potential negative impact on owners and/or operators, the TRTA will assess needs and prepare livelihood components for inclusion in the loan, if so required.

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 introduce new forms of performance-based contracts for public transport service operations. Such contracts will include a passenger feedback and measurement system ensuring that the passengers are fully involved in the process and have an active and direct involvement in the project outcomes.

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
 (M) Collaboration (L) 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

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 intention is to undertake all works within the existing right of way.

2. What action plan is required to address involuntary resettlement as part of the TRTA 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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
3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. What action plan is required to address risks to indigenous peoples as part of the TRTA 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
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 type="checkbox"/> Adhering to core labor standards <input checked="" type="checkbox"/> (L) 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 _____
2. How are these additional social issues and risks going to be addressed in the project design? Through a social assessment and livelihood support, if required.
VI. TRTA OR DUE DILIGENCE RESOURCE REQUIREMENT
1. Do the terms of reference for the TRTA (or other due diligence) contain key information needed to be gathered during TRTA 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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 TRTA or due diligence? Aside from general work required for these types of projects which have an inherent social dimension, specific tasks are allocated under the social specialists in the TA team.

* IP category to be confirmed during project preparation.