

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Philippines	Project Title:	Davao Public Transport Modernization Project
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
The project will support inclusive growth by providing improved access through the provision of a modern and affordable public transport system in the City of Davao. The government aims to address the imbalance between public and private modes of transport, the key pillar in the government approach in the National Environmentally Sustainable Transport Strategy, ¹ and at the city level through the City's Comprehensive Transport Traffic Code.
B. Poverty Targeting:
<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.)
The project is pro-poor in that it will improve 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.
C. Poverty and Social Analysis
<p>1. Key issues and potential beneficiaries. The public transport users are the expected beneficiaries. The project will provide highly-prioritized bus public transport systems that cover the full urban area, operate throughout the day and nights where required, are affordable, and provide seamless connectivity in a timely way for commuters and travelers.</p> <p>2. Impact channels and expected systemic changes. The project will provide improved access to better and more affordable public transport services.</p> <p>3. Focus of (and resources allocated in) the PPTA or due diligence. The social assessment of the current public transport owners, operators, drivers, and associated personnel will be addressed in the project preparatory technical assistance (TA) 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? None</p> <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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>

¹ Malacañang. 2009. *Presidential Administration Order No. 254, Urban Transport Program for Highly Urbanized Cities: Metro Manila, Cebu, and Davao* (<http://www.gov.ph/2009/01/30/administrative-order-no-254-s-2009/>).

4. Indicate the intended gender mainstreaming category: <input type="checkbox"/> GEN (gender equity) <input type="checkbox"/> EGM (effective gender mainstreaming) <input type="checkbox"/> SGE (some gender elements) <input checked="" type="checkbox"/> 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 city officials in Davao, public transport owners and/or operators, and passengers. The city officials and passengers will directly benefit from improved management and public transport services. 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 project preparatory TA will assess needs and prepare livelihood components for inclusion in the loan, if 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? <input checked="" type="checkbox"/> (M) Information generation and sharing <input checked="" type="checkbox"/> (M) Consultation <input checked="" type="checkbox"/> (M) Collaboration <input checked="" type="checkbox"/> (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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
IV. SOCIAL SAFEGUARDS
A. Involuntary Resettlement Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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 PPTA or due diligence process? <input type="checkbox"/> Resettlement plan <input type="checkbox"/> Resettlement framework <input type="checkbox"/> Social impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None
B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> 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 PPTA 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			
<p>1. What other social issues and risks should be considered in the project design?</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <input checked="" type="checkbox"/> (M) Creating decent jobs and employment <input checked="" type="checkbox"/> (L) Labor retrenchment <input type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Affordability <input type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating internal social conflicts </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Adhering to core labor standards <input type="checkbox"/> Spread of communicable diseases, including HIV/AIDS <input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Creating political instability <input type="checkbox"/> Others, please specify _____ </td> </tr> </table>		<input checked="" type="checkbox"/> (M) Creating decent jobs and employment <input checked="" type="checkbox"/> (L) Labor retrenchment <input type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Affordability <input type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating internal social conflicts	<input type="checkbox"/> Adhering to core labor standards <input type="checkbox"/> Spread of communicable diseases, including HIV/AIDS <input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Creating political instability <input type="checkbox"/> Others, please specify _____
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<p>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.</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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</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? 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.</p>			