

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country: Project Title:

Lending/Financing Modality: Department/Division:

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY

Targeting classification: General intervention

A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy
 Karnataka’s road network does not have sufficient capacity to cater to the population of about 64 million. In this context, the Government of Karnataka requested ADB financial assistance to improve and expand five state highways totaling 418 kilometers.^a The project will be the third road sector assistance of its type; an initial project was financed by the World Bank,^b and a subsequent project by the World Bank in conjunction with ADB.^c The project outputs are: (i) state highways upgraded; (ii) road safety measures on state highways installed; and (iii) institutional capacity and efficiency of KPWD improved. The project is in line with the current ADB country partnership strategy, 2018–2022, and India’s Three-Year Action Agenda (FY2017–FY2019), which supports the development of sustainable transport.^d The project design will facilitate building resilient infrastructure and improve access to basic services and economic activities.

B. Results from the Poverty and Social Analysis during PPTA or Due Diligence
 1. Key poverty and social issues. According to the 2011 census survey, 8% to 25% of the population lives below the poverty line in the 12 project districts.^e The poverty and social analysis shows that the main sources of livelihood in the project area are agriculture, business, and wage labor where each of these sources range between (6%–12%). While 15% to 40% of people consulted own a motorcycle, less than 4% own a car. Road residents’ key motorized journey patterns are from their residence to bigger market towns, work places, district hospitals, district administrative services and secondary schools and colleges, primarily via buses and private two-wheel vehicles. Children generally use bicycles and local buses to reach schools.
 2. Beneficiaries. Project beneficiaries include road residents, road users, shop owners and farmers. The project’s zone of influence includes 14,873 settlements located in 12 districts, with a population of about 28.4 million.
 3. Impact channels. The project will provide stronger links between remote regions and more developed markets and urban hubs. There will also be improved access to public and social service facilities.
 4. Other social and poverty issues. No other social and poverty issues are anticipated.
 5. Design features. The project includes features designed to minimize involuntary resettlement impacts (i.e. bypasses to avoid congested settlements) or to improve safety. It also includes pedestrian-friendly and infrastructure resilient features, such as drains in urban areas, footpaths, lighted road crossings, warning signs, and bus stops with shaded waiting areas.

II. PARTICIPATION AND EMPOWERING THE POOR

1. Participatory approaches and project activities. Consultations and one-on-one discussions were conducted along all project roads. These included 60 public stakeholder meetings and focus group discussions with women, farmers and business owners, involving 1,292 road residents. People were supportive of the project. Road residents indicated that the lack or poor condition of footpaths, blind curves and the lack of lighting systems were important safety hazards.
 2. Civil society’s specific role in the project. Twelve NGOs and civil-based organizations were consulted during project design. Three NGOs will be recruited to implement the resettlement plans and conduct the HIV/AIDS, human trafficking and road safety awareness campaigns.
 3. Civil society organizations. Three NGOs will be recruited for the project.
 4. The following forms of civil society organization participation are envisaged during project implementation, rated as high (H), medium (M), low (L), or not applicable (NA).
M Information gathering and sharing **M** Consultation **H** Collaboration **M** Partnership
 5. Participation Plan
 Yes No
 The project will follow the standard consultation and disclosure plan, including local posting of the resettlement plans, distribution of leaflets outlining key project impacts and entitlements, posting of contact information, and conducting information sessions throughout the life of the project. Moreover, the PIU has a fully-staffed Public Response Center that receives, addresses and and monitors complaints and grievances. Complainants can submit their grievances in English or Kannada via telephone or the website. The resolution status of grievances is monitored by PIU staff and can be viewed by the public (www.kship.in).

III. GENDER AND DEVELOPMENT

Gender mainstreaming category: some gender elements (SGE)

A. Key issues. Overall, Karnataka’s gender indicators surpass national averages,^f although 8 of the 12 project districts have sex ratios below the state average. During the poverty and social analysis, 12 women-specific focus group discussions were held, with 130 women participating, where women openly expressed their views and needs

regarding the project. These interactions confirmed that public transportation (taxis and busses) is the major means of transport for women (used by 95% of women consulted). They perceived public transport as safe, and overall free of harassment. The use of bicycles by school girls is restricted to a minority of project roads. Women highlighted the need for more frequent and reliable public transportation and safer roads. While improving public transportation does not fall under the scope of the project, these concerns will be addressed by constructing frequent pedestrian crossings, covered bus shelters and waiting areas

B. Key actions. Gender action plan Other actions or measures No action or measure

The project will include the following pedestrian and gender-sensitive features: (i) incorporating pedestrian-friendly design, such as proper signage, marked crossings, footpaths and bus shelters; (ii) ensuring (and monitoring) that at least 40% of participants in community awareness activities (human trafficking, HIV/AIDS prevention, and road safety) and consultations are women and girls; and (iii) monitoring the employment of women in construction and maintenance activities.

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

A. Involuntary Resettlement

Safeguard Category: A B C FI

1. Key impacts: The project will require the acquisition of 544.63 ha of land, including 463.58 ha of private land. It is expected to affect 5,497 households (24,224 persons); 703 households (13%) will be physically displaced; 929 households will lose 10% or more of their agricultural land; and 479 households will lose their businesses. Most (77%) of affected households are title holders, and 75% are vulnerable, with the majority (60%) below the poverty level. Given the significant resettlement impacts described above, the project is classified as category A in accordance with the ADB SPS, 2009.

2. Strategy to address the impacts. Resettlement impacts were minimized to the extent possible by the integration of bypasses and realignments in the design to avoid impacts on congested settlements. The preferred approach of the project will be direct purchase for the acquisition of private land and assets.⁹ Should negotiations fail, land will be acquired following the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 and the involuntary resettlement standard requirement of the ADB SPS. Resettlement plans were prepared for all five roads and disclosed on the ADB website.^h The entitlement matrix addresses the identified impacts and reflects lessons from prior projects (footnotes b and c). It includes measures to ensure compensation at replacement cost; shifting and reconstruction assistance; special measures for vulnerable households, including those living below the poverty level and the landless; and assistance in identifying alternative plots of land to buy or rent. In addition, it includes a livelihood improvement program. The total budget required for direct purchase and implementation of the resettlement plans is about \$171 million. The cost of direct purchase and resettlement activities will be entirely borne by the Government of Karnataka.

The PIU SDRC is composed of 17 staff and will implement the direct purchase and resettlement activities. The SDRC will be supported by field-based staff. Moreover, three resettlement NGOs (recruited in March 2017) will conduct day-to-day resettlement plan implementation.ⁱ The PIU is familiar and experienced with international multilateral development bank standards for involuntary resettlement, having implemented the prior ADB and World Bank projects. Capacity-development measures will be included as part of project inception. The resettlement plans have been disclosed on the ADB website.^j

3. Plan or other Actions.

- Resettlement plans Combined resettlement and indigenous peoples plan
 Resettlement framework Combined resettlement /indigenous peoples planning framework
 Environmental/social management system Social impact matrix

B. Indigenous Peoples.

Safeguard Category: A B C FI

Key impacts. The project is classified as category C in accordance with the ADB SPS. Karnataka's tribal population makes up 6.95% of the total. The roads do not cross customary or tribal land. The social impact assessment and census survey confirmed that 3.7% of affected households are scheduled tribes (203 out of 5,497), but confirmed that these households were mainstreamed in the wider society, sharing similar occupations and religious beliefs.

Is broad community support triggered? Yes No

2. Strategy to address the impacts. No strategy is required as there are no impacts on indigenous people.

3. Plan or other actions.

- Indigenous peoples plan Combined resettlement plan and indigenous peoples plan
 Indigenous peoples planning framework Combined resettlement framework and indigenous peoples planning framework
 Environmental and social management system arrangement Indigenous peoples plan elements integrated in project with a summary
 Social impact matrix
 No action

V. ADDRESSING OTHER SOCIAL RISKS

A. Risks in the Labor Market. The project will create income-generation opportunities for caterers, restaurants, shops and suppliers.

1. Relevance of the project for the country's labor market.
 unemployment underemployment retrenchment core labor standards

2. Labor market impact. The project is not expected to generate massive employment opportunities locally, as most of the work will be conducted by skilled workers using heavy machinery who usually come from outside the local communities. The bidding documents will include core labor standard clauses (e.g. no child labor; no bonded labor; no work discrimination; freedom of association and collective bargaining) and compliance will be monitored by the independent engineering consultant's social specialist. The project will create income-generation opportunities for caterers, restaurants, shops and suppliers.

B. Affordability. The project is not expected to affect the affordability of travel by road.

C. Communicable Diseases and Other Social Risks

1. Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA):
L Communicable diseases **L** Human trafficking **M** Others (please specify) : road safety

2. Describe the related risks of the project on people in project area. The project is not expected to significantly increase the incidence of HIV/AIDS, sexually transmitted infections and human trafficking as it is expanding existing corridors. However, given that it is taking place in a state with high HIV/AIDS and human trafficking prevalence compared to the rest of India, community awareness campaigns regarding HIV/AIDS and human trafficking prevention will be carried out by the resettlement NGOs, and prevention and assistance services will be put in place by the contractors for its workforce in coordination with existing local programs. Karnataka's HIV/AIDS prevalence rate (52% among the adult population aged 15-49) is one of the five highest among India's states, and compares with the national average of 27%.^k Karnataka is an important platform for human trafficking, accounting for a tenth of the reported cases in India (472 cases out of 5466 in 2014).

Road safety awareness: Safety features and warning signs are included in the technical design. In addition, the project will include a community road safety awareness campaign to sensitize communities (and in particular high-risk groups) along the corridor about dangers for pedestrians and drivers. This will be conducted by the resettlement NGOs.

VI. MONITORING AND EVALUATION

1. Targets and indicators: Performance targets and indicators to monitor the implementation of the resettlement plans, community awareness campaigns and compliance with core labor standards will be established by PIU officials and NGO staff. These will be monitored by the social specialist from the independent engineering consultant.

2. Required human resources: The SDRC will be responsible for the implementation of the resettlement plans with the support of land acquisition, resettlement, awareness campaign and gender experts from the three field-based NGOs and consulting firms. A resettlement expert will also be part of the independent engineering consultant's team. A social development specialist from ADB's South Asia department will oversee the implementation.

3. Information in PAM: The PAM specifies the frequency of project reviews, monitoring, and timing of completion reports.

4. Monitoring tools: The independent engineering consultant will support the preparation of social monitoring reports to be submitted to ADB. An external monitor will be recruited by the PIU to assess the implementation of resettlement activities. ADB will hire an independent team to assess the fairness and transparency of the direct purchase of private assets.

ADB = Asian Development Bank, FY = fiscal year, ha = hectare, km = kilometer, NGO = nongovernment organization, PAM = project administration manual, PIU = project implementation unit, SDRC = Social Development and Resettlement Cell, SPS = Safeguard Policy Statement.

^a(i) Chintamani to Andhra Pradesh Border (39.8 km); (ii) Bengaluru to Kunigal (50.7 km); (iii) Kollegal to Hannur (23.7 km); (iv) Magadi-Somwarpet (165.4 km); (v) Gadag-Honnali (138.2 km)

^b World Bank. 2001. *Karnataka State Highways Improvement Project*. Washington, DC (P070421).

^cADB. 2010. *Report and Recommendation of the President to the Board of Directors: Proposed Loan and Technical Assistance Grant to India for the Karnataka State Highway Improvement Project*. Manila (Loan 2705-IND); and World Bank 2011 P070421. *Second Karnataka State Highways Improvement Project*. Washington, DC.

^dADB. 2017. *Country Partnership Strategy: India, 2018-2022*. Manila. <https://www.adb.org/sites/default/files/institutional-document/363331/cps-ind-2018-2022.pdf>

^eBangalore, Chamarajanagar, Chikballapur, Davanagere, Gadag, Hassan, Haveri, Kolar, Mandya, Mysore, Ramanagar and Tumkur.

^fData from the Government of Karnataka, Department of Health and Family Welfare, indicate the state's sex ratio was 968 females per 1,000 males in 2011, versus the national average of 940; the maternal mortality rates was 144 per 100,000 births in 2010-2012, vs. a national average of 178;¹ and the female literacy rate was 68% in 2011, vs. a national average of 65%.

^gBased on Section 46 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act and the ADB SPS, 2009 (para. 25, Involuntary Resettlement Requirement 2, Appendix 2, p. 48).

^h <https://www.adb.org/projects/42513-014/main#project-documents>

ⁱ Sahyadri Community Development and Women Empowerment Society; Bijapur Integrated Rural Development Society; Swamy Vivekanand Samaj Seva Samsthe, Sutagatti.

^j <https://www.adb.org/projects/42513-014/main#project-documents>

^k Government of India, Ministry of Health and Family Welfare Press Information Bureau. *HIV Estimations 2012 Report Released*. 30 November 2012. <http://pib.nic.in/newsite/PrintRelease.aspx?relid=89785>