



Initial Poverty and Social Assessment

Project Number: 42928
August 2008

IND: NH1 Panipat to Jalandhar Toll Road Project

An initial poverty and social assessment (IPSA) is prepared in the early stage of the project cycle to assess the significance of social issues for a project. In accordance with ADB's public communications policy (PCP, 2005), the IPSA is disclosed upon completion. The final summary social assessment is included as an appendix to the project's report and recommendation of the President.

Asian Development Bank

INITIAL POVERTY AND SOCIAL ANALYSIS

Country/Project
Title:

IND: NH1 Panipat to Jalandhar Toll Road Project

Lending/Financing Modality:

Direct Loan

Department/
Division:

PSOD/PSIF1

I. POVERTY ISSUES

A. Linkages to the National Poverty Reduction Strategy and Country Partnership Strategy

1. Based on the country poverty assessment, the country partnership strategy and the sector analysis, describe how the project would directly or indirectly contribute to poverty reduction and how it is linked to the poverty reduction strategy of the partner country.

The Project will help address the chronic capacity shortage in the road sector in India. An efficient and reliable highway network is essential for socio-economic development and economic growth. The Project is consistent with Government's National Highway Development Plan. The Project will also create direct employment and wider employment opportunities at and around toll ways and plazas.

B. Targeting Classification

1. Select the targeting classification of the project:

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

2. Explain the basis for the targeting classification:

The proposed highway runs through the so called 'bread basket' of India. Having an efficient and reliable transportation network will benefit the agrarian economy.

C. Poverty Analysis

1. If the project is classified as TI-H, or if it is policy-based, what type of poverty impact analysis is needed? N/A

2. What resources are allocated in the PPTA/due diligence? N/A

3. If GI, is there any opportunity for pro-poor design (e.g., social inclusion subcomponents, cross subsidy, pro-poor governance, and pro-poor growth)? No.

II. SOCIAL DEVELOPMENT ISSUES

A. Initial Social Analysis

Based on existing information:

1. Who are the potential primary beneficiaries of the project? How do the poor and the socially excluded benefit from the project? Road network development provides direct benefits to road users and encourages economic development by allowing easier mobility and access to markets and suppliers. During the construction and operations phase, villages settled nearby are expected to benefit from increased jobs.

2. What are the potential needs of beneficiaries in relation to the proposed project?

The labor rights of contracted local workers will be ensured by compliance of contractors with national labor laws and regulations.

3. What are the potential constraints in accessing the proposed benefits and services, and how will the project address them? Qualified local villagers will be provided skills enhancement and on the job training.

B. Consultation and Participation

1. Indicate the potential initial stakeholders.

Potential initial stakeholders include national and local government and roadside communities.

2. What type of consultation and participation (C&P) is required during the PPTA or project processing (e.g., workshops, community mobilization, involvement of nongovernment organizations and community-based organizations, etc.)?

The National Highways Authority of India (NHAI) has conducted extensive consultations, interviews, and surveys as part of the feasibility study,

3. What level of participation is envisaged for project design?

Information sharing Consultation Collaborative decision making Empowerment⁷

4. Will a C&P plan be prepared? Yes No Please explain.

C. Gender and Development			
<p>1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project/program? The Project is not expected to cause any specific cultural or social impact on or exclude any socioeconomic group, including women, from benefiting from the Project.</p>			
<p>2. Does the proposed project/program have the potential to promote gender equality and/or women's empowerment by improving 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 Please explain. Villagers will have equal access to any assistance that will be extended by the project to the community.</p>			
<p>3. Could the proposed project have an adverse impact on women and/or girls or to widen gender inequality? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Please explain While women landowners may be affected by land acquisition, their rights as legal titleholders are recognized under the law, hence not expected to widen gender inequality.</p>			
III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS			
Issue	Nature of Social Issue	Significant/Limited/No Impact/Not Known	Plan or Other Action Required
Involuntary Resettlement	Unencroached right-of-way along virtually the 291km concession road is available. During construction, additional land for temporary use by contractors may be required.	Limited. All lands are being provided to the concessionaire free of encumbrances. Additional land, if any, for temporary use by contractors will be leased in accordance with arrangements negotiated with the landowners	<input type="checkbox"/> Full Plan <input type="checkbox"/> Short Plan <input type="checkbox"/> Resettlement Framework <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
Indigenous Peoples	There are no scheduled tribes in the project area.	No impact.	<input type="checkbox"/> Plan <input type="checkbox"/> Other Action <input type="checkbox"/> Indigenous Peoples Framework <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
Labor <input checked="" type="checkbox"/> Employment Opportunities <input type="checkbox"/> Labor Retrenchment <input type="checkbox"/> Core Labor Standards	Employment arrangements will comply with employment and labor standards as provided in the applicable laws and regulations.	No impact.	<input type="checkbox"/> Plan <input type="checkbox"/> Other Action <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
Affordability	Toll collection on the project highway will be in accordance with the practice of NHAI nationwide and with the fee notification issued by the Government of India.	N/A	<input type="checkbox"/> Action <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
Other Risks and/or Vulnerabilities <input type="checkbox"/> HIV/AIDS <input type="checkbox"/> Human Trafficking <input type="checkbox"/> Others	None.	No impact.	<input type="checkbox"/> Plan <input type="checkbox"/> Other Action <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
IV. PPTA/DUE DILIGENCE RESOURCE REQUIREMENT			
<p>1. Do the TOR for the PPTA (or other due diligence) include poverty, social and gender analysis and the relevant specialist/s? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If no, please explain why.</p>			
<p>2. Are resources (consultants, survey budget, and workshop) allocated for conducting poverty, social and/or gender analysis, and C&P during the PPTA/due diligence? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If no, please explain why. The National Highways Authority of India (NHAI) has conducted extensive consultations, interviews, and surveys as part of the environment and social impact assessment.</p>			