

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Bangladesh	Project Title:	Greater Dhaka Sustainable Urban Transport Project
Lending/Financing Modality:	Project	Department/Division:	South Asia Department Urban and Water Division

I. POVERTY ANALYSIS AND STRATEGY

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

To address poverty in Dhaka and its outskirts, the Bangladesh National Strategy for Accelerated Poverty Reduction II, FY2009–FY2011 prioritizes the need for transport planning in Dhaka. The strategy states that traffic congestion in Dhaka has reached nightmarish proportions and emphasizes the role of developing transport as a critical way to enhance the efficiency of private investment and enhancing economic growth in the country. The Draft Sixth Five Year Plan, 2011–2015 prioritizes building transport network corridors that provide regional connectivity and strategic partnership with the private sector. The government has laid out an urban strategy that emphasizes planned urbanization to ensure growth and equity by promoting sustainable urbanization for poverty reduction and development. The Asian Development Bank’s (ADB’s) country partnership strategy, 2011–2015 focuses on improving the investment climate for growth and employment, increasing provision of and better access to transport, and reducing congestion and fuel use to boost connectivity internally. The project is directly linked to the government’s and ADB’s strategies and aims to improve the investment climate and enhance the potential of inclusive growth in Greater Dhaka’s outskirts. The project will improve access to more efficient urban transport services within a heavily populated transport and economic corridor, and support proper organization of the urban growth with balanced development within the metropolitan area between the city center and satellite towns.

B. Poverty Analysis Targeting Classification: General Intervention

Key issues. Bangladesh, with nearly 160 million inhabitants on a landmass of 147,570 square kilometers, is among the most densely populated countries in the world. It remains a low-income country, with a per capita income of \$652 in FY2009 and 40% of its population living in poverty. Per capita gross domestic product (GDP) grew by 4.3% per annum from 2000 to 2010, contributing to a decline in headcount poverty from 57% at the beginning of the 1990s to 40% by 2005. Despite this progress, Bangladesh still had an estimated 56 million people living in poverty in 2005. The country’s growth is highly dependent on garment exports to developed country markets in the United States and the European Union and on remittances of overseas workers in the Middle East.^a

Dhaka, with about 15 million inhabitants, is the economic center of Bangladesh. Urbanization, which includes about 25% of the total population, has been an important catalyst for recent growth, as economic opportunities attract large numbers of migrants from rural areas. This has resulted in rising congestion in major urban areas and poor urban services, raising concerns about the quality and sustainability of growth in Bangladesh.

The country is overly dependent on a network of poorly managed and maintained roads, which satisfy 88% of total transport needs. Only 40% of main roads are in good condition, and easy access of the rural population to an all-season road is only 37% (footnote a). Urban commuters find it time-consuming and expensive to go about their business. Transportation becomes scarce during peak hours, causing much delay and tardiness. The poor find it especially difficult as their choices are limited to cheap public transport. Women find it more difficult to access public transport, not only because of the overly crowded buses, but also because of the refusal of bus drivers to pick up women. Studies show that walking is still the major mode of travel, with women making up the highest number of pedestrians.^b Despite all these, mobility has increased for the majority of the poor, resulting in more social networks, human capital development, and more livelihoods and prospects for poverty reduction. Planned urbanization and a planned transport system can have a significant impact on poverty reduction by creating improved access to jobs, markets, and stimulating economic growth and social development.

Design features. The project includes the restructuring of the main urban transport corridor with safety design features for the poor, women, children, elderly, and handicapped. It will also include women- and children-friendly design features in the bus rapid transit (BRT) system, resulting in improved women’s access to public transportation. The project will provide employment to women. It will also establish a fare subsidy program to ensure that poor workers will have subsidized bus fares paid in part by their employers. Garment workers, most of whom are poor women, will be given subsidized bus passes.

II. SOCIAL ANALYSIS AND STRATEGY	
A. Findings of Social Analysis	<p>Key issues. Income loss takes place as people incur more cost and lose time because of traffic jams. About 95% of the surveyed population work more than 250 days in a year, indicating high mobility and demand for low-cost transport. Rickshaws and buses are the main modes used by both males (55%) and females (38%), followed by “only bus” by males (12%) and “only walking” by females (13%). Women walk more than men, or men use buses more than women. A high number of garment factories are situated in the catchment area and a large number of young women walk every day to their workplace in unsafe conditions because of the absence of street and traffic lights. The use of footpaths is limited by vendor occupancy, large puddles or unauthorized parking. Narrow roads, poor quality buses, crowded buses, non-enforcement of traffic rules, indiscriminate picking up of passengers by buses, commercial use of footpaths among others, make in-city travel difficult, particularly for women. About 12% of the respondents surveyed have had to change jobs because of the transport problem and about 11% of women gave up their jobs causing household income loss of up to 56%. Some 12% of households reported having experienced accidents while commuting.</p> <p>Who are the potential primary beneficiaries of the project? How do the poor and the socially excluded benefit from the project? The primary beneficiaries are urban dwellers who commute or travel, as well as small and medium-sized enterprises, located in the project corridor. The poor will benefit from better access to public transport and improved mobility, and expansion of general economic activities in the project area.</p> <p>What are the potential needs of beneficiaries in relation to the proposed project? While all urban dwellers and businesses in the project area need access to good quality, efficient, safe, and low-cost public transport, women want to ensure their travel is safe, through increased reserved seats and perhaps a separate bus service for women only. Women also need the higher incomes and expanded economic opportunities that increased mobility could bring.</p> <p>What are the potential constraints in accessing the proposed benefits and services, and how will the project address them? Affordability will be a major constraint for the poor in accessing the BRT system. The quality of the contract between the public authority and the private operators will ensure affordability. Feeder roads and organization of inter-modality at mass transit stations will also improve access to the benefits and services. An improved traffic management system will reduce congestion, save time, and contribute toward reducing accidents. The poor will also benefit from the economic activities in the commercial space around the stations and from the subsidized bus passes.</p>
B. Consultation and Participation	<p>1. Provide a summary of the consultation and participation (C&P) process during project preparation.</p> <p>Widespread consultations were conducted with all government, community, and business stakeholders during the feasibility study. These covered all government agencies, private bus operators, bus users, and BRT potential users from various economic strata.</p> <p>2. What level of C&P is envisaged during the project implementation and monitoring? <input checked="" type="checkbox"/> Information sharing <input checked="" type="checkbox"/> Consultation <input type="checkbox"/> Collaborative decision making <input type="checkbox"/> Empowerment</p> <p>3. Was a C&P plan prepared for project implementation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>A community awareness and participation plan was prepared. Key activities include (i) awareness building of the project with (a) community leaders, (b) community organizations and mosque committees along the corridor, (c) women’s groups, (d) market committees and local businesses including all affected by the project, as well as garment factories, (e) schools and universities, (f) citizen forums, and (g) the public; (ii) awareness programs covering (a) project objectives and activities; (b) the importance of improved transportation, access to transport (especially for women), and urban environment (including walkability); (c) levels of disturbance and impacts to be expected during construction; (d) provisions in the project to address impacts, including resettlement impacts, and safety during construction; (e) important messages for vendors and local businesses; and (f) employment opportunities under the project; (iii) a grievance redress mechanism for the project; and (iv) a project website disclosing key project-related information, including the scope, cost, and financial and institutional arrangements of the project, project safeguard reports such as the initial environmental examination and resettlement plan, and project progress such as procurement, contract awards, and disbursements. A participation strategy was also prepared based on a stakeholder analysis at the community and organizational level, and provides a framework to ensure wide community awareness and stakeholder participation.</p>
C. Gender and Development	[Gender Mainstreaming Category: Effective Gender Mainstreaming]
	<p>1. Key issues. The key gender issues that the project will address include the following: (i) Women’s limited access to safe and reliable transport. Women comprise a significant proportion of the underserved commuting population in the project area, as they have less access to and control over the means of transport. A large share of women’s journeys are for household and family needs, e.g., taking children to school, visits to health centers, water and fuel collection, and for livelihood reasons such as going to work, markets, and selling products. A large number of women work in the garment industry and need safe and low-cost transport. It is important that transport services connect to women’s destinations and accommodate frequent stops, or that the fare structure adequately facilitates or penalizes short trips and multiple stops. Women are also potential victims</p>

of sexual harassment as pedestrians or in passenger waiting areas, and inside buses and trains, especially when these are overcrowded. There have also been instances when bus drivers refuse to stop for women passengers on the road during peak hours.

(ii) **Women's low participation in the sector's labor force.** Transport, storage, and communications is one of the major sources of nonagricultural employment for men, accounting for almost 11% of employed men, but for less than 1% of employed women. There are opportunities for women in labor-based construction and maintenance, as well as in transport services as bus conductors, entrepreneurs, and even in operation and maintenance, given proper training.

(iii) **Human trafficking, prostitution, and the hazards of sexually transmitted infections, including HIV.** Long-term road construction, and afterward, improved transport conditions can be a magnet for human trafficking and prostitution of women and children used by migrant male workers and truck drivers, or for sexual and labor exploitation across borders. This poses an increased risk of sexually transmitted infections, including HIV.

2. **Key actions.** Measures included in the design to promote gender equality and women's empowerment—access to and use of relevant services, resources, assets, or opportunities and participation in decision-making process:

Gender action plan Other actions or measures No action or measure

The project will increase women's access to a safe transport system and increase the mobility of women through better traffic planning, special provisions of seats in the buses, provision of safe waiting areas, and increased security brought about by trained traffic enforcement officers. Women will also benefit from employment in construction and in the reservation of commercial space in the bus stations. Women will be encouraged to participate in awareness raising programs on safe traffic behavior. They will also benefit from subsidized bus passes for garment workers and students. A social development (gender) expert has been included in the consultants' team and resources allocated in the project budget for implementation of the gender action plan.

III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS

Issue	Significant/Limited/ No Impact	Strategy to Address Issue	Plan or Other Measures Included in Design
Involuntary Resettlement	Significant. Impacts will be mostly to vendors within the right of way as well as relocation to 46 non-titled residential squatters.	A resettlement plan was prepared in accordance with ADB's Safeguard Policy Statement (2009).	<input checked="" type="checkbox"/> Resettlement plan
Indigenous Peoples	No impact		<input checked="" type="checkbox"/> No action
Labor <input checked="" type="checkbox"/> Employment opportunities <input type="checkbox"/> Labor retrenchment <input checked="" type="checkbox"/> Core labor standards	Limited	During and after construction, employment opportunities will be generated in the transport sector. Contract provisions will comply with national labor laws and standards.	<input checked="" type="checkbox"/> Other Action
Affordability	Limited	The project will ensure affordable bus fares comparable to current rates, as well as promote an employer-based cross subsidy bus fare program for low-income workers.	<input checked="" type="checkbox"/> No action
Other Risks and/or Vulnerabilities <input checked="" type="checkbox"/> HIV/AIDS <input checked="" type="checkbox"/> Human trafficking <input type="checkbox"/> Others (conflict, political instability)	Limited	An STI and HIV and human trafficking awareness campaign and training program among contractors, bus operators, and the public.	<input checked="" type="checkbox"/> Other action

IV. MONITORING AND EVALUATION

Are social indicators included in the design and monitoring framework to facilitate monitoring of gender and social development activities and/or social impacts during project implementation? Yes No

- **Outcome indicator:** "BRT achieves 100,000 persons / day ridership (**at least 30% women**) in 1st year of operation";

- **Output 1 indicator:** "20 km. BRT route, ... completed by 2016 as per design and international quality standards, **including safety design features for women, children and disabled**;

- **Output 2 indicators:** (i) "75% of trainees [**30% women**] get 80% high score in final test"; (ii) "70% of garment workers [**mostly women**] using BRT receive subsidized monthly travel passes by 2017"; (iii) "BRT is accessible / friendly to **women, children, disabled**"; (iv) "Project implementation units are appropriately staffed [**with 20% women**] and trained by 2013"; and (v) "PPMS with **gender indicators** is developed by 2012".

- **Output 3 indicator:** "Municipal infrastructures ... improved by 2016 [**target: 30% women participation**]".

^a World Bank. 2010. *Country Assistance Strategy for the People's Republic of Bangladesh for the Period FY 11-14*.

^b Asian Development Bank. 2010. *Bangladesh Country Gender Assessment*. Manila.