

## SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:

People's Republic of China

Project Title:

Hubei–Yichang Sustainable Urban Transport Project

Lending/Financing Modality:

Project Loan

Department/ Division:

East Asia Department/Transport Division

### I. POVERTY ANALYSIS AND STRATEGY

Targeting classification: General Intervention

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

The project is consistent with the Twelfth Five-Year Plan, 2011–2015 of the People's Republic of China (PRC) and will contribute to inclusive and balanced regional development, bridging the rural–urban divide by facilitating urbanization and narrowing income disparity. It also aligns with the PRC's Outlines for Development-oriented Poverty Reduction of China's Rural Areas (2011–2020). Additionally, the project will comply with various provincial and local policies for economic development. The project also supports the Sustainable Transport Initiative of the Asian Development Bank (ADB) by focusing on developing a safe, accessible, environmentally friendly, and socially inclusive urban public transport system.

The project will construct a 23.9-kilometer (km) bus rapid transit (BRT) system to meet the travel requirements of the rapidly urbanizing city of Yichang. The BRT will improve the transport services in urban areas that suffer from severe bottlenecks due to the topography. The local government has placed priority on a public transport system with expanded capacity and better quality to meet existing and future demands. The proposed BRT will be beneficial by meeting traffic demand, improving the capacity and standard of the urban traffic management system, and helping establish a modern, sustainable, efficient, safe, and integrated urban traffic system. The inclusive aspect of the project is further enhanced by the nonmotorized transport (NMT) output, which will provide pedestrians and cyclists with a dedicated and safe right-of-way within the city's main traffic corridor. The other project output concerns the 23.4 km long Dongshan 4th Road—it will become a bypass road for freight traffic, will provide transport facilities to the neighboring rural areas of Yichang city and connect them with the growth centers, and will strengthen industrial growth in the area by opening up more economic opportunities for the rural residents.

#### B. Results from the Poverty and Social Analysis during Project Preparatory Technical Assistance or Due Diligence

##### Key issues

1. **Key poverty and social issues, and beneficiaries.** Social, poverty, and gender analysis was undertaken in accordance with ADB guidelines to assess the transport and economic development needs of the project-affected people and to make the project more pro-poor, socially inclusive, and sustainable; and to formulate measures to deal with issues related to participation, gender, vulnerable groups, safety, accessibility, and other social risks.

The project will directly benefit 1.3 million people, both urban and rural, in four districts (Wujiagang, Xiaoting, Xiling, and Yiling) of Yichang municipality. Within the project area, the urban poor number 32,673 and account for 3.32% of total urban beneficiaries; the rural poor number 39,100 and represent 12.12% of total rural beneficiaries.

Worsening traffic congestion is hurting Yichang's economic development, which could further aggravate urban poverty—at 4.8% it is already higher than the national urban poverty incidence of 3.25%. Topographic features of Yichang city limit the scope of transport infrastructure development. A BRT system that mainly uses existing roads and is well integrated with other modes of transportation, including a high-speed railway service, will support the economic development of the city. It will also directly benefit people through shorter travel times and convenience of traveling. Rural poverty in Yichang is considerably higher at 23.8% than urban poverty. Lack of infrastructure and economic opportunities are some of the main reasons. The share of farm-based income is decreasing and to improve the living standards of the people, more diversified livelihood options are required. Lack of transport facilities also diminishes local farmers' ability to access better markets for their farm products (mainly oranges). Dongshan 4th Road will help reduce the transport bottlenecks and improve rural people's access to markets and jobs.

2. **Impact channels.** The direct contribution of the project to poverty alleviation will largely consist of (i) improving residents' traffic conditions, providing accessible public transit services to the poor, women, the elderly, and other vulnerable groups, and creating convenient traffic options for the rural poor to work in town; (ii) generating skilled and unskilled jobs during construction; (iii) providing startup and job opportunities in agri-tourism, catering, and other service industries in rural areas; and (iv) enabling convenient and safe public transport to social services.

Indirect benefits relate to better and diversified employment options through development of secondary and tertiary industries; greater investment inflow in the area; and value addition to local farm and animal products, which will narrow the disparity between urban and rural areas.

3. **Other social and poverty issues.** The social and poverty issues in Yichang city include lack of employment and income-generating opportunities, illness, and disability.

4. **Design features.** The project design focuses on improving public transport services through a BRT system along the main corridor of the city that will cater to all residents, including the poor, by providing a convenient and affordable travel option. Inclusion of an NMT component further strengthens the pro-poor project design features by providing a safe and dedicated

right-of-way to cyclists and pedestrians in the main traffic corridor of the city. Other inclusive design features are sidewalks, safe crossings, user-friendly buses, and bus stops. For Dongshan 4th Road, the design contains road safety provisions like signage and traffic-calming measures such as rumble strips, safe pedestrian crossings and underpasses for animal crossings, and all-weather sheltered bus stops. Construction of the road will also support introduction of public transport to the rural neighborhoods of Yichang city.

**C. Poverty Impact Analysis for Policy-Based Lending – not applicable.**

**II. PARTICIPATION AND EMPOWERING THE POOR**

1. Extensive consultation was part of the project design and has been documented in the resettlement plan and poverty and social assessment reports. Stakeholders (including women, poor, and elderly) participated in the consultation process. During implementation, various plans such as resettlement plan, social development action plan (SDAP), and gender action plan (GAP) will ensure participation in various activities concerning road safety and GAP measures. Participation processes are further reflected in loan assurances and the design and monitoring framework (DMF). The project will also follow a community-based monitoring mechanism that will strengthen the participatory approach.

2. The All-China Women's Federation (ACWF) has participated in project preparatory technical assistance to outline issues related to women.

3. The ACWF will participate in monitoring GAP measures during project implementation. External monitoring, social safeguard, and gender capacity specialists will be sourced from research institutes or universities. Neighborhood committees will be formed for community-based monitoring of various plans and their implementation.

4. What forms of civil society organization participation is envisaged during project implementation? Indicate in each box the level of participation by marking high (H), medium (M), low (L), or not applicable (NA) based on definitions in ADB's Guide to Participation.

Information gathering and sharing (M)  Consultation (M)  Collaboration (NA)  Partnership (NA)

5. Will a project level participation plan be prepared to strengthen participation of civil society as interest holders for affected persons, particularly the poor and vulnerable?

Yes.  No

Various measures on participation are included in the SDAP, GAP, and resettlement plan to ensure adequate information dissemination, consultation, and public participation throughout all stages of the project. In addition, local residents (including women and the poor) will participate extensively in design, implementation, management, supervision, and maintenance of traffic safety actions.

**III. GENDER AND DEVELOPMENT**

Gender mainstreaming category: effective gender mainstreaming (EGM)

**A. Key issues.** The project is categorized as effective gender mainstreaming and will directly benefit about 640,000 women. The social survey results show that 50.5% of women choose buses as their main mode of transport, and 31% rely on walking. Women use public transport for going to work, shopping for daily necessities, taking children to school, making hospital visits, and pursuing other social activities. Women also combine walking with other travel modes. Lack of adequate and reliable public transport and pedestrian facilities impairs their mobility. Other issues faced by women in urban areas are "traffic congestion", "crowded, non-punctual, time-consuming public transport", "unfriendly design of buses and bus stops", "some degree of sexual harassment and theft". For women in neighboring rural areas, lack of adequate transport infrastructure and public transport means, and lack of nonfarm jobs are the key issues.

**B. Key actions.** Measures to solve gender issues both in project design and implementation have been incorporated in the GAP. The project design is highly gender sensitive given that its BRT and NMT outputs cater to the urban women's transport needs. Similarly, the Dongshan 4th Road output will meet some of the transport and livelihood requirements of rural women. Other measures will ensure (i) 20% project-generated unskilled jobs, 20% BRT driver jobs, and 50% ticketing and fare-collection jobs for women; (ii) 50% women's participation in public consultation, and road safety and skills-enhancement training; (iii) participation in safety awareness measures; and (iv) gender-sensitive institutional capacity building.

Gender plan  Other actions or measures  No action or measure

The GAP targets are supported by loan assurances and specialist support for implementation and monitoring. The DMF, project performance management system, and GAP include sex-disaggregated indicators.

**IV. ADDRESSING SOCIAL SAFEGUARD ISSUES**

**A. Involuntary Resettlement**

**Safeguard Category:**  A  B  C  FI

1. Key impacts. The project will affect nine villages and one urban neighborhood in four districts of Yichang municipality. A total of 1,797.5 *mu* of land will be acquired for construction under the BRT and Dongshan 4th Road components (a *mu* is a Chinese unit of measurement equivalent to 666.67 square meters [ $m^2$ ]). The Dongshan 4th Road component will result in relocation of rural residential houses on a total area of 49,250  $m^2$ . Of the 279 households (1,134 persons) concerned, 22 will be affected by land acquisition only and 257 by relocation and land acquisition. The project will also result in relocation of urban residential houses on a total area of 6,856.6  $m^2$  under the BRT component, affecting 91 households with 319 persons. In addition, nine shops along the BRT will be demolished, affecting 26 people. In all, the project will affect 1,479 persons.

2. Strategy to mitigate the impacts. A draft resettlement plan is prepared in line with ADB's Safeguard Policy Statement (2009) and related laws and regulations of Yichang City, Hubei Province, and the PRC. The strategy includes minimizing land acquisition and house demolition in project design and implementation; providing full compensation based on replacement costs to the affected persons; providing relocation apartments in consultation with the affected persons; income and livelihood restoration measures; special assistance to vulnerable groups; and relocating affected shops. The plan has been disclosed to the affected people and on the ADB website.

3. Plan or other actions.	
<input checked="" type="checkbox"/> Resettlement plan	<input type="checkbox"/> Combined resettlement and indigenous peoples plan
<input type="checkbox"/> Resettlement framework	<input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework
<input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> Social impact matrix
<input type="checkbox"/> No action	
<b>B. Indigenous Peoples</b>	<b>Safeguard Category:</b> <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
1. Key impacts. – The project has no impact on ethnic minority communities. Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Strategy to address the impacts – not applicable	
3. Plan or other actions.	
<input type="checkbox"/> Indigenous peoples plan	<input type="checkbox"/> Combined resettlement plan and indigenous peoples plan
<input type="checkbox"/> Indigenous peoples planning framework	<input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework
<input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> Indigenous peoples plan elements integrated in project with a summary
<input type="checkbox"/> Social impact matrix	
<input checked="" type="checkbox"/> No action	
<b>V. ADDRESSING OTHER SOCIAL RISKS</b>	
<b>A. Risks in the Labor Market</b>	
1. Relevance of the project for the country's or region's or sector's labor market. <input type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input checked="" type="checkbox"/> core labor standards	
2. Labor market impact. During construction and operation of the two project components, temporary or permanent jobs will be created. It is expected that about 120 skilled and 600 unskilled jobs will be generated from civil works; and about 300 jobs will be generated during operation, including traffic wardens, road cleaning, and landscaping. In addition, the project will lead to the development of secondary and tertiary industries, which could create some 20,000 jobs. The project management office (PMO) will collaborate with the Labor and Social Security Bureau to ensure that the contractors employ local labor, especially the poor and women. The contractors will be required to ensure workers' entitlements as outlined in national, provincial, and municipal laws and regulations specified in project assurances.	
<b>B. Affordability:</b> After completion of the BRT system, the bus fares will be within an acceptable range and the prevailing preferential policy for special groups will remain effective. If the fares are to be adjusted, the authorities and the municipal bus company will hold a public hearing and take note of comments from residents, especially vulnerable groups. Dongshan 4th Road is a toll-free road.	
<b>C. Communicable Diseases and Other Social Risks</b>	
1. Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA): <input checked="" type="checkbox"/> Communicable diseases (L) <input type="checkbox"/> Human trafficking <input type="checkbox"/> Others (please specify) _____	
2. Describe the related risks of the project on people in project area. – Project assurances will require the municipal government to ensure that the contractors undertake training on HIV/AIDS transmission and other communicable diseases and take up preventive measures on construction sites for all new employees at the time of their mobilization. Local centers for disease control (CDCs) will disseminate similar information to the communities within the project area.	
<b>VI. MONITORING AND EVALUATION</b>	
1. <b>Targets and indicators:</b> To ensure that the PMO implements the SDAP and GAP, the monitoring indicators were fully discussed with the executing, implementing, and related agencies at the time of formulating and finalizing the plans. The project performance monitoring framework includes social and gender monitoring indicators to systematically generate data in those areas.	
2. <b>Required human resources:</b> During project implementation, the PMO will assign staff, or contract consultants, to collect baseline and progress data at the requisite time intervals, including annual reporting. The project provides for a gender specialist for 8 person-months and a social safeguards specialist for 12 person-months to help the PMO implement the GAP, SDAP, and resettlement plan. The PMO and an external monitor will be responsible for analyzing and consolidating reported data through the PMO's management information system, and reporting outcomes to ADB in quarterly progress reports.	
3. <b>Information in PAM and monitoring tools:</b> The project administration manual outlines the main poverty, social, and gender issues and includes the resettlement plan, GAP, and SDAP.	

Source: Asian Development Bank.