

## SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	India	Project Title:	Delhi–Meerut Regional Rapid Transit System Investment Project
Lending/Financing Modality:	Multitranche Financing Facility	Department/ Division:	South Asia Department Transport and Communications Division

<b>I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY</b>
Poverty targeting: General intervention
<p><b>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</b></p> <p>India’s poverty incidence declined from 37.2% in 2004–2005 to 29.5% in 2011–2012.<sup>a</sup> The decline in poverty in the NCR is consistent with the national trend. Poverty incidence in the NCT of Delhi (13.1%) and Haryana (24.1%) is among the lowest in the country, while in Rajasthan the level is 34.4%. Among the states in the NCR, Uttar Pradesh recorded the highest poverty incidence at 40.9%. Poverty reduction is the key focus of the central government’s Three-Year Action Agenda, 2017–18 to 2019–20, which recognizes the importance of urban centers as drivers of economic growth, and focuses on improved urban mobility.<sup>b</sup> The National Urban Transport Policy (2006) aims to provide urban residents with safe, affordable, comfortable, reliable, and sustainable transportation access to jobs, education, recreation, and other activities. The policy encourages the development of high-capacity public transport. Additionally, the project is in line with schemes, policies, and/or acts initiated by the government to promote safe mobility for women, girls, and differently abled people. These include the Nirbhaya Fund administered by the Ministry of Women and Child Development; the National Policy for Persons with Disabilities, 2006; and the Rights of Persons with Disabilities Act, 2016. The project also supports the government’s aim to achieve the SDGs, especially SDG 11.2, by “providing access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, differently abled, and older persons.” The project is in line with ADB’s CPS, which is designed to assist India achieve its goal of faster, more inclusive, and sustainable growth. Strengthening urban mass transit systems and increasing environmental sustainability of cities through the development of urban transit systems are recognized in ADB’s CPS for India.<sup>c</sup></p>
<p><b>B. Results from the Poverty and Social Analysis during TRTA or Due Diligence</b></p> <p>1. <b>Key poverty and social issues.</b> The proposed RRTS will operate across two states (NCT of Delhi, and Uttar Pradesh) comprising four major districts (East Delhi, Ghaziabad, Meerut, and South Delhi). Out of the 24 proposed RRTS stations, 21 will be in Uttar Pradesh—among the few states in India with more urban poverty (37.2%) than rural poverty (29.0%). The incidence of unemployment among female graduates in the state (14.7%) is more than double the national average (7.3%). Ghaziabad, a major node along the RRTS, exhibits vulnerabilities. About 20% of the city’s population resides in informal settlements, and 0.15 million of them are women. The women’s workforce participation rate in the informal settlements of Ghaziabad (12%) is lower than that of the overall female work force participation in the city (16%). Furthermore, about 3.3% of the urban population in Ghaziabad and 1.9% of the urban population in Meerut are differently abled, compared to the national average of 2.2% (26.8 million). People with hearing, visual, and mobility impairments constitute 65% of all the differently abled people in the urban areas of Ghaziabad and 56% of those in Meerut.</p> <p>2. <b>Beneficiaries.</b> The project will benefit residents and visitors along the RRTS corridor. It will benefit passengers through improved access to markets and social services. Women, children, the elderly, and differently abled people will experience enhanced mobility and time savings. Targeted interventions are proposed for women and differently abled people along the RRTS corridor through a dedicated output in the DMF of the project.</p> <p>3. <b>Impact channels.</b> The rail-based urban mass transit system will provide a safe and accessible public transportation option to different groups of people, including the elderly, women, children, and differently abled people. The RRTS will also increase economic activities and employment opportunities from construction, operation, and maintenance of the RRTS.</p> <p>4. <b>Other social and poverty issues.</b> The lack of adequate facilities such as hygienic public toilets restricts the movement and productivity of women and girls and their ability to participate in public life. Transgender people remain marginalized and outside mainstream development and often face verbal abuse and physical and sexual assault because of the lack of gender-neutral toilets. <sup>d</sup> The investment project pilots the design of public toilets around five RRTS stations to serve as a blueprint for socially inclusive and universally accessible public toilets.</p> <p>5. <b>Design features.</b> The project incorporates provisions for safety and universal accessibility in the design of stations and carriages, provision of last-mile connectivity, and employment for differently abled people as per central government norms. Targeted interventions are proposed for women and differently abled people along the RRTS corridor (Ghaziabad, Meerut, and Modinagar) through a dedicated JFPR grant to be administered by ADB.</p>

<b>II. PARTICIPATION AND EMPOWERING THE POOR</b>	
<p><b>1. Participatory approaches and project activities.</b> The key stakeholders of the project are regional commuters, the government agencies, and affected people. The project design is based on consultations with women and differently abled groups, transport service providers, skills development organizations, experts, and transport experts in the NCT of Delhi to discuss issues such as station design features, transport services, and safety perception, including harassment. The project design and GESI action plan were formulated in consultation with and the participation of key stakeholders through a review of secondary literature and assessment of the Delhi Metro rail system.</p> <p><b>2. Civil society organizations.</b> Nineteen CSOs were contacted and, based on responses, 11 were interviewed—Azad Foundation, Equal Opportunity Cell in the University of Delhi, Jagori, National Skills Development Corporation, Samarthyam, Shell Foundation, SMV Group, UN Women, Vaani School, and World Resources Institute.</p> <p><b>3. 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):</b> The project has proposed a GESI committee to enable the participation of CSOs in the implementation of the GESI action plan. Information was gathered and shared from a range of national NGOs, which were consulted on the proposed design of the JFPR grant and are likely to be recruited by the NCRTC for the implementation of specific JFPR grant-financed activities.</p> <p><input checked="" type="checkbox"/> Information gathering and sharing <b>M</b>    <input checked="" type="checkbox"/> Consultation <b>M</b>    <input checked="" type="checkbox"/> Collaboration <b>M</b>    <input type="checkbox"/> Partnership</p> <p><b>4. Participation plan.</b>    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>The project team has reflected consultative and participatory approaches in the formulation of the GESI action plan and relevant sections of the social and environmental safeguards documents.</p>	
<b>III. GENDER AND DEVELOPMENT</b>	
Gender mainstreaming category: Effective gender mainstreaming	
<b>A. Key Issues</b>	
<p>The average sex ratio across the urban areas of East Delhi, Ghaziabad, Meerut, and South Delhi districts is 880 females to 1,000 males compared to the national urban average of 929. Higher urban female literacy rates are recorded in the districts of East Delhi (85.0%) and South Delhi (80.6%) compared to the districts of Ghaziabad (74.0%) and Meerut (68.0%). However, the average rate of women's workforce participation in urban areas in the four districts is 11.5% compared to the national average of 15.0%. Focus group discussions with women revealed that safety in public transport and streets was a major travel concern. While intermediate public transport provides mobility, this tends to be overcrowded and women face harassment from male passengers and drivers. Women participants narrated incidents of inappropriate touching, verbal harassment, stalking and stealing, and apathy from drivers and bystanders. As a result, they were hesitant to send their female children to study or work in Delhi. Women also highlighted the importance of reserved sections in public transport, well-lit footpaths and streets, and first- and last-mile connectivity to the regional rapid transit stations as key concerns for using the system. Additionally, interviews with intermediate public transport providers in Meerut revealed a lack of awareness and acknowledgement of the harassment faced by women. Interviews with NGOs working with differently abled people revealed that inaccessible streets and transport vehicles and the behavior of transport service providers are among the biggest obstacles in accessing public transport.</p>	
<b>B. Key Actions</b> <input checked="" type="checkbox"/> Gender action plan <input type="checkbox"/> Other actions or measures <input type="checkbox"/> No action or measure	
<p>The GESI action plan provides activities integrated within the project design, including (i) gender-responsive and socially inclusive design features across all infrastructure; (ii) affirmative measures to enhance women's safe mobility such as installing closed-circuit television cameras to monitor coaches, public areas, and pick-up and drop-off areas; (iii) capacity development for gender mainstreaming in the NCRTC by, among others, formulating a gender-friendly workplace policy and developing skills in GESI mainstreaming; and (iv) pilot-tested modalities for improved urban mobility of women and differently abled people, including improved employability skills of 1,400 women and distribution of mobility, visual, and hearing assistive aids to 1,000 differently abled people in the urban areas of Ghaziabad, Meerut, and Modinagar districts.</p>	
<b>IV. ADDRESSING SOCIAL SAFEGUARD ISSUES</b>	
<b>A. Involuntary Resettlement</b> <b>Safeguard Category:</b> <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI	
<p><b>1. Key impacts.</b> The elevated railway tracks require no land acquisition because the alignment lies in the median strip or along the carriageway of existing roads. However, the construction of 17 elevated stations and two maintenance depots (in Duhai and Modipuram) will require approximately 170 hectares of private and government land. Around 5,453 people will be affected, 3,997 of them by significant impacts.</p> <p><b>2. Strategy to address the impacts.</b> A resettlement plan, with mitigation measures in line with the national policy framework and the ADB Safeguard Policy Statement (2009), has been prepared for the time-slice multitranche financing facility and disclosed to affected people. The plan ensures compensation of affected assets at replacement cost, relocation assistance, additional support for vulnerable households, and a livelihood restoration and improvement program.</p> <p><b>3. Plan or other actions.</b></p> <p><input checked="" type="checkbox"/> Resettlement plan    <input type="checkbox"/> Combined resettlement and indigenous peoples plan</p> <p><input checked="" type="checkbox"/> Resettlement framework    <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework</p> <p><input type="checkbox"/> No action</p>	
<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	
<p><b>1. Key impacts.</b> Is broad community support triggered?    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p>	

Social impact assessment indicates that the project will not affect scheduled tribes' customary rights, access to land and natural resources, socioeconomic status, livelihood systems, and indigenous knowledge. One scheduled tribe family will be affected by acquisition of private property.

2. **Strategy to address the impacts.** The losses to be experienced by the single scheduled tribe family will be mitigated under the resettlement plan.

3. **Plan or other actions.**  No action

#### V. ADDRESSING OTHER SOCIAL RISKS

##### A. Risks in the Labor Market

1. **Relevance of the project for the country's or region's or sector's labor market, indicated as high (H), medium (M), and low or not significant (L).**

Unemployment  Underemployment  Retrenchment  Core labor standards **H**

2. **Labor market impact.** The proposed RRTS will create employment opportunities in the project areas. The associated risk is primarily in ensuring core labor standards. Bidding documents will specify that contractors (i) comply with applicable labor laws and incorporate applicable workplace health and safety standards; (ii) provide equal pay to all for work of equal value; (iii) do not employ child labor; (iv) allow freedom of association; (v) eliminate forced or compulsory labor; (vi) eliminate discrimination in regard to employment, and, if foreign labor is contracted, it will be done in compliance with national labor laws and internationally recognized core labor standards; and (vii) to the extent possible, maximize the employment of poor and disadvantaged persons affected by the project.

##### B. Affordability

The project is designed to support gender mainstreaming and universal access, which includes improving affordability (along with enhancing safety, accessibility, and encouraging employment) in the RRTS. The fares will be kept low (₹2 or \$0.028 per kilometer) to ensure that these are affordable for even the low-income groups. Fare revenues will be augmented by revenue from commercial areas, advertisement, transit-oriented development cess, additional stamp duty, and additional development fees.

##### C. Communicable Diseases and Other Social Risks

1. **The impact of the following risks are rated as high (H), medium (M), low (L), or not applicable (NA):**

Communicable diseases **H**  Human trafficking **H**

Others (please specify) Child exploitation **H**

2. **Risks to people in project area.** The project will mitigate these risks by providing awareness and prevention programs on sexually transmitted infections to construction workers, in line with good practices adopted by the National AIDS Control Organization, as set out in the environmental management plan that will form part of the contractor's obligations.

#### VI. MONITORING AND EVALUATION

1. **Targets and indicators.** The DMF includes GESI-related indicators and targets at outcome and output levels, which are reflected and expanded in the GESI action plan.

2. **Required human resources.** The project implementation unit within the NCRTC will include a GFP to coordinate the implementation of the GESI action plan. The GFP will be supported by a full-time GESI expert and a part-time finance expert. The activities focused on improving mobility for women and differently abled people will be implemented over 4.5 years by a dedicated team comprising a project manager, senior associate, senior communications associate (part-time), and an administrative associate. ADB, in consultation with the NCRTC, will review project progress on a quarterly basis.

3. **Information in the facility administration manual.** The facility administration manual includes the GESI action plan and a reporting format for monitoring quarterly progress, along with the terms of reference for the GESI expert. It describes the process of project performance monitoring and evaluation, and the requirement to collect sex-disaggregated data.

4. **Monitoring tools.** Implementation progress on the indicators of the GESI action plan will be monitored and reported to ADB through quarterly progress monitoring reports using a reporting template provided in the facility administration manual.

ADB = Asian Development Bank, CPS = country partnership strategy, CSO = civil society organization, DMF = design and monitoring framework, GESI = gender equality and social inclusion, GFP = gender focal point, JFPR = Japan Fund for Poverty Reduction, NCR = National Capital Region, NCRTC = National Capital Region Transport Corporation, NCT = National Capital Territory, NGO = nongovernmental organization, RRTS = regional rapid transit system, SDG = Sustainable Development Goal.

<sup>a</sup> Government of India, Planning Commission. 2012. *Poverty Estimates for 2009–2010*. New Delhi; and Government of India, Planning Commission. 2014. *Report of the Expert Group to Review the Methodology for Measurement of Poverty*. New Delhi.

<sup>b</sup> Government of India, National Institution for Transforming India Aayog. 2017. [Three Year Action Agenda 2017–2018 to 2019–2020](#). New Delhi.

<sup>c</sup> ADB. 2017. [Country Partnership Strategy: India, 2018–2022—Accelerating Inclusive Economic Transformation](#). Manila.

<sup>d</sup> ADB. 2018. *Country Assistance Program Evaluation: ADB Support for Gender Equality in India*. Manila.

Source: Asian Development Bank.