

## SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	India	Project Title:	Bengaluru Metro Rail Project
Lending/Financing Modality:	Project Loan	Department/ Division:	South Asia Regional Department Transport and Communication Division

### I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY

Poverty targeting: General Intervention

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

The National Urban Transportation Policy 2006 of India, which promotes nonmotorized and public transport over private vehicles, is an effective platform for integrating land use and transport planning. It also promotes transit-oriented development (TOD), a new urban development model that seeks to realign urban growth and populations along mass transit corridors toward creating higher density, mixed use, mixed income, resource efficient, safe, and inclusive neighborhoods. TOD aligns with the Government of Karnataka's urban development plans for Bengaluru city. Public transport in the city comprises railway, metro rail, and bus. Railway has six radial routes, serving as mass and longer-distance transport plying the city center and suburban areas as well as intercity services. The new lines (phases 2A and 2B) of the Bengaluru Metro to be constructed under the project will improve network coverage and convenience and heighten density. Multimodal facilities to be developed at project metro stations include car, taxi, and motor pools, bus bays, and pedestrian walkways and bridges, which will enable smooth intermodal connectivity, minimize traffic blockage by buses, and provide improved last-mile connectivity. The project will also play a role in furthering public education by using metro infrastructure as a multimedia platform to disseminate information on preventing communicable diseases, including the coronavirus disease (COVID-19).

ADB's country partnership strategy (CPS) for India, 2018–2022 prioritizes inclusive urbanization and boosting economic competitiveness, among others. The project will contribute to these priority areas of the CPS. Also, metros in India have introduced relatively advanced gender-related measures, including recruitment of female officers and train drivers, and installation of women-dedicated coaches. Thus, the project will be in line with the CPS objective of promoting gender equality.

#### B. Results from the Poverty and Social Analysis during PPTA or Due Diligence

**1. Key poverty and social issues.** Bengaluru is located in southeast Karnataka on the Deccan Plateau. It is the fourth most populous city and the fifth most populous urban area in India, with an estimated population of 12.34 million in its urban area as of 2017, up from 8.5 million in 2011.<sup>a</sup> It is the 24th most populous city in the world and the fastest growing Indian metropolis behind Delhi.<sup>b</sup> The proposed project will improve interconnectivity and increase the reach of the metro while supporting the economic development of Bengaluru city and Karnataka state. At a broader level, economic activity and competitiveness will increase, while at the local level, access to urban public and social services such as schools, health facilities, and workplaces will improve. Economic growth and enhanced delivery of social services will in turn contribute to poverty alleviation. Under the city's TOD and multimodal integration (MMI) initiatives, more efficient land use and transport integration will magnify the economic and social benefits of sustainable metro infrastructure. The project will contribute to Sustainable Development Goal (SDG) 11 (make cities and human settlements inclusive, safe, resilient, and sustainable) by providing access to safe, affordable, accessible, and sustainable transport systems for all, and improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations—women, children, persons with disabilities (PWDs), and the elderly. The project also supports SDG 8 (decent work and economic growth) and SDG 5 (gender equality).

**2. Beneficiaries.** The project will improve mobility by providing safe, affordable, accessible, and sustainable public transit for residents and commuters. It will likewise improve the network reach of the existing metro, thereby improving synergy. The project will also benefit commuters by improving access to urban infrastructure and social services. Mobility and time savings will be realized by all, particularly women, children, the elderly, and the differently abled. Project beneficiaries will include the poor and socially disadvantaged groups.

**3. Impact channels.** The project will directly result in improved urban mobility and affordable public transport. Commuters will gain improved access to safe, comfortable, seamless, and reliable modes of public transport that will enhance overall mobility and improve peoples' access to social services and urban infrastructure. Thus, the project will positively affect how the population reaches workplaces, education, technology and health facilities, and tourism destinations. The metro will entail employment opportunities during construction and operation and will create business opportunities in and around metro stations. Indirectly, the project will benefit women and girls, the elderly, and the differently abled while the general population will benefit from the public education and social inclusiveness components of the project.

**4. Other social and poverty issues.** The project will bring about safer and more efficient transport infrastructure that will have direct social, economic, environmental, and health impacts. Project components will educate the public on public health and social inclusion matters, particularly as they relate to preventing the spread of COVID-19. Efficient and seamless public transport based on TOD and MMI principles will accelerate inclusive urban and social development.

**5. Design features.** Project design features include socially inclusive, participatory, and gender-responsive elements. The project will include measures to (i) strengthen the safety and security of women commuters, (ii) provide opportunities for female employment, and (iii) support the construction of socially inclusive facilities. Capacity development on gender equality and social inclusion (GESI) will be integral to the project.

## II. PARTICIPATION AND EMPOWERING THE POOR

**1. Participatory approaches and project activities.** The stakeholders of the project are commuters, government agencies, commercial establishments, education and health institutions, and affected people. The project was designed duly considering the needs of the broad community and stakeholders, including women, elderly, differently abled, transport groups, and other interest groups. The safeguard documents and the GESI action plan were formulated in consultation with stakeholders, and will be reflected in the project infrastructure design.

**2. Civil society organizations.** The Bangalore Metro Rail Corporation (BMRCL) consulted numerous organizations and groups during the drafting of safeguard documents and over the course of the environmental and social assessment. The GESI action plan has engaged groups such as (i) Aneka Trust and Payana (transgender group); (ii) female students at Jain University, Dayanand Sagar Academy of Technology and Management, and BMS College of Architecture; (iii) the Suriya Foundation (persons with physical, mobility, and visual impairments); and (iv) individuals and different organizations under the Bengaluru Political Action Committee.

**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):

☒ Information gathering and sharing H   ☒ Consultation H   ☐ Collaboration NA   ☐ Partnership NA

**4. Participation plan.** ☐ Yes ☒ No

The GESI action plan provides the mechanism for consultative and participatory approaches, while the safeguard documents provide adequate avenues for engagement and grievance redress.

## III. GENDER AND DEVELOPMENT

Gender mainstreaming category: Effective Gender Mainstreaming

### A. Key issues.

The population of elderly, women, children (3 years old and below), and adolescents in Bengaluru constitutes 56% (4.7 million) of the total population of the city. Women in urban areas of Bengaluru predominantly walk (33%) and use buses (24%) to commute to work, whereas men predominantly walk (24%) or use buses (27%) or motorized two-wheelers (27%). Buses have a daily ridership of about 4.43 million passengers, whereas metro-rail ridership constitutes about 7% of the bus ridership because of the limited connectivity of the Bengaluru Metro. A survey conducted by BMRCL, the project executing agency, in February 2020 found that 41.1% of metro users are female.

During focus group discussions, female students and women shared that they perceive metro rail to be safer and more reliable than buses, but less affordable. However, metro rail is crowded, which exacerbates incidents of sexual harassment. The general public's lack of awareness on the helpline number and the complaint redressal system intensifies this issue. First- and last-mile connectivity to the metro-rail stations is a major concern because of poor pedestrian infrastructure, ad hoc fares charged by auto-rickshaw drivers, low frequency of feeder buses, and a lack of adequate street lighting along the metro corridors. User assessments with women, transgender, and PWDs at the Baiyappanahalli metro station revealed that the station is not universally accessible in terms of design and signage. The pedestrian infrastructure along the metro-rail corridor is inconsistent, broken, and discontinuous, with drain covers often functioning as walkways, disproportionately affecting women, caregivers, elderly, and PWDs. Stretches along the phase 2A corridor are also deserted because of high compound walls adjoining vacant lands or large public open spaces with limited street visibility. These issues require serious consideration when planning TOD and MMI schemes. A focus group discussion with trans-persons revealed a lack of unisex toilets at metro stations and insensitive behavior of fellow commuters and frontline staff during frisking.

All of these issues were considered in the formulation of the GESI action plan, which addresses gender equality and social inclusion issues in the design of Bengaluru Metro phases 2A and 2B and in the project's TOD- and MMI-based urban development initiatives.

### B. Key actions.

The GESI action plan addresses gender-specific safety and public health concerns, with a focus on the needs of elderly, women, children, differently abled, and trans-persons (EWCDT). The overall goal of the plan is to improve the experience of commuting by metro for all. All metro stations and trains are designed with EWCDT-responsive features to make the commute safe and comfortable. In response to the global COVID-19 crisis, metro infrastructure will be used as a multimedia platform to disseminate information on communicable diseases and relay messages on preventing sexual harassment. The project's TOD and MMI initiatives will support the formulation of a comprehensive

policy and plan to ensure universal access, social inclusiveness, and EWCDT-responsive amenities. Lastly, improving the institutional capacity of BMRCL will turn it into a gender-inclusive agency with personnel assigned to key gender-related posts, a committee on gender, upgraded gender policies, and increased recruitment of women employees.

☒ Gender action plan ☐ Other actions or measures ☐ No action or measure

#### IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

##### A. Involuntary Resettlement

**Safeguard Category:** ☒ A ☐ B ☐ C ☐ FI

**1. Key impacts.** Land acquisition and resettlement for phases 2A and 2B of the metro will affect private assets, mainly land and structures that are being acquired for the project. Phase 2A will entail impacts on 111 households comprising 46 titled owners and 65 tenants. Total land acquisition for the section is 48,215.5 square meters (m<sup>2</sup>), of which 26,379.3 m<sup>2</sup> is private land and the rest is government land. Phase 2B will impact at least 380 households comprising 187 titled owners, 189 tenants, and four non-title holders. The total land acquisition for the section is 319,244.5 m<sup>2</sup>, of which 101,217.38 m<sup>2</sup> is private land and the rest is government land. In total, the two project sections will affect 491 households, covering an estimated 816 affected persons.

**2. Strategy to address the impacts.** BMRCL prepared resettlement plans for the two project sections. The resettlement plan for phase 2A is a resettlement plan with due diligence of prior land acquisition, as land acquisition for the section has already commenced following the Karnataka Industrial Area Development Act while phase 2B's is a standard resettlement plan. These plans provide for adequate compensation following replacement cost principles. Public consultations and information disclosure were carried out adequately, and a working grievance redress mechanism is in place. The ADB project team determined that the relevant institutions that will implement the plan have adequate capacity and commitment.

##### 3. Plan or other actions.

☒ Resettlement plan

##### B. Indigenous Peoples

**Safeguard Category:** ☐ A ☐ B ☒ C ☐ FI

**1. Key impacts.** There are no indigenous peoples, as defined under ADB's Safeguard Policy Statement (2009), found in the project area that will be impacted directly and indirectly.

Is broad community support triggered? ☐ Yes ☒ No

**2. Strategy to address the impacts.** No specific indigenous peoples' safeguard measure required.

##### 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).

L unemployment L underemployment L retrenchment H core labor standards

**2. Labor market impact.** Agreements with contractors will include clauses on national core labor standards with special emphasis on child and female labor and will seek to engage with communities (including affected persons, the poor, and other vulnerable persons) in construction work. The contractors will maintain sex-disaggregated data on the workforce for each construction site across all skill categories, including site supervisors and engineers. There will be skilled labor because of the nature of the works and the construction phase. The contractors will also ensure consistency with national requirements on COVID-19 prevention among its workers and labor camps. Regular monitoring visits will be undertaken to oversee compliance.

##### B. Affordability

The project will directly benefit low-income sections of society and vulnerable people by reducing travel times and pollution. Jobs directly generated by the project will benefit low-income workers and manual laborers. It was assumed that 25% of all capital expenditures on civil and infrastructure works would be spent on wages for manual labor. There will also be indirect economic benefits generated by the project as it will provide better access to jobs and education and promote structural transformation within the local economy. Bengaluru Metro is an affordable form of public transport. About 56.6% of users have monthly incomes less than ₹50,000 (about \$660). Affordability-related issues (including reduction of fares to increase ridership) will be closely monitored during construction and discussed, as relevant, by a multi-stakeholder GESI Committee to guarantee that the project's operation is socially inclusive.

##### 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):

H Communicable diseases NA Human trafficking

NA Others (please specify) \_\_\_\_\_

##### 2. Risks to people in project area.

The social assessment and public consultations determined that the project requires measures to mitigate the risks of sexually transmitted infections, including HIV. Contractors will implement awareness programs on sexually transmitted infections, COVID-19 prevention, and human trafficking for laborers at work sites, monitored by the executing agency. Specific provisions on these issues will be reflected in the project environment management plan, and the executing

agency will strictly monitor compliance. BMRCL operations shall likewise have the same measures in their capacity development initiatives.

## VI. MONITORING AND EVALUATION

1. **Targets and indicators.** The design and monitoring framework for the project includes social and/or gender and development-related indicators and targets. These are translated into specific measures in the GESI action plan.

2. **Required human resources.** A dedicated gender focal at BMRCL, a GESI expert (consultant), and the multi-stakeholder GESI committee will ensure that construction and operation of the project facilities comply with the GESI action plan. Additional resources from the Technical Assistance for Strengthening Capacity to Design and Implement Transport Infrastructure Projects may be mobilized to help implement measures on public education and capacity development.<sup>c</sup>

3. **Information in the project administration manual.** The social and gender dimensions of the project are articulated in the project administration manual, including terms of reference for consultants and deliverables required. Cost considerations are estimated and will be reviewed as needed.

4. **Monitoring tools.** Safeguard documents provide for internal and external monitoring of activities and shall be reported by BMRCL to ADB, accordingly. BMRCL will monitor the implementation of the GESI action plan with monitoring data disaggregated by sex, age, etc.

<sup>a</sup> United Nations, Department of Economic and Social Affairs, Population Division. 2018. The World's Cities in 2018—Data Booklet (ST/ESA/SER.A/417). New York.

<sup>b</sup> World Population Review. [Bangalore Population](#) (accessed 25 October 2020).

<sup>c</sup> ADB. 2019. [Technical Assistance to India for Strengthening Capacity to Design and Implement Transport Infrastructure Projects](#). Manila.

Source: Asian Development Bank.