

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Viet Nam, Socialist Republic of	Project Title:	Ho Chi Minh City Integrated Public Transport Investment Program (MFF)
Lending/Financing Modality:	MFF-Facility (Loan)	Department/Division:	Southeast Asia Department/Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The Government of Viet Nam is aware of the impact of inadequate infrastructure on growth and poverty reduction. As part of the Government's Socio-Economic Development Plan (SEDP), the transport sector is expected to promote economic growth, poverty reduction, safety enhancement, environmental protection, and human resource development. The Government's strategy for Ho Chi Minh City (HCMC) is to develop public transport to alleviate congestion and provide better access to services and employment opportunities to all groups. A sustainable public transport system will help address growing pressures on transport demand and the environment in high-density areas, to improve the quality of life, the working environment, the ability to attract investment in the area and access to services and will therefore help to reduce poverty in HCMC. ADB's country partnership strategy addresses these issues through support to the Government's program to improve public transport infrastructure and services.

B. Targeting Classification

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

The Investment Program will develop public infrastructure that will improve access to affordable services in HCMC to generally improve the lives of those who live in inner areas to enable growth and social development, by providing increased economic opportunities, better access to education and health facilities, and government services. Additionally the Investment Program will improve the urban environment by mitigating the negative impacts usually associated with very heavy road traffic.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries.

HCMC has one of the highest population densities in the country with an average of 9,294 people per km² (2009 national census). Ongoing migration from other provinces (mostly from other rural areas of Vietnam) is placing increased pressure on services and land resources as well as exacerbating traffic congestion. Direct beneficiaries are communities and the general public transport users in HCMC. The Investment Program will cover city areas of highest population density (including districts 1 and 4 which are the city's two most dense districts). The poor also benefit from improved access, lower transportation costs, and better access to government services and public facilities. The subproject systems design will be designed to be accessible and inclusive to all vulnerable transport user groups, including those with mobility impairments. There are no indigenous communities in the Investment Program area. Based on the new poverty line of VND 16 million per capita per annum (approx. \$2/day) from 2014, the estimated poverty rate for Ho Chi Minh City is approximately 7% (estimated 130,000 poor households and 50,000 near poor households).

2. Impact channels and expected systemic changes.

Improved affordable public transport system will improve mobility, including access to public services and employment. Accessibility aspects of the Investment Program include provision of cross subsidization of fares through a public obligation approach as well as technical design features to enhance accessibility for women as well as people with mobility impairments. Subproject systems design focused on accessibility and affordability will enhance mobility of women, poor and those with mobility impairments. The Investment Program will contribute significantly to the overall development of HCMC public transport systems and support alleviation of traffic congestion. This will reduce travel time (contributing to economic growth) as well as improvement of air quality.

3. Focus of (and resources allocated in) the PPTA or due diligence.

The PPTA analyses/due diligence will cover the following areas with associated consultant resources: Involuntary Resettlement (3.5 months); Gender analysis and social assessment (7.0 person months) to assess issues related to gender, disability, poverty and general issues related to enhancing access; as well as financial analysis (3.5 months) to assess appropriate fare regimes. Assessments will be conducted for employment and small-scale economic development package programs for the poor. Resources for surveys and consultations for the respective are also included for the respective studies.

4. Specific analysis for policy-based lending.

Not applicable.

II. GENDER AND DEVELOPMENT

1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program?

The social benefit and usability of transport infrastructure is enhanced when the design is based on appropriate consultation and social preparation including gender analysis. While women are key transport user stakeholders, the design and operation of transport infrastructure is commonly at risk of being undertaken in a gender-blind approach and without adequate consultation with the end users and those hosting the infrastructure to determine their specific needs. Aspects such as accessibility, safety for women, linkages with integrated public transport, as well as design of ancillary facilities need to be taken in to account as part of the consultation and design process.

2. Does the proposed project or program have the potential to make a contribution to the promotion of gender equity and/or empowerment of women by providing women's access to and use of opportunities, services, resources, assets, and participation in decision making?

Yes No

Low income women and children will benefit from easier urban transport services, time savings and improved access to medical facilities and other social services, and from a general improvement in their quality of life. Women will also benefit from better public transport to access jobs, and increased opportunities for selling and buying goods at markets. A gender action plan will be developed that will assist to enhance these general benefits as well as targeted for public transport measures under the Investment Program.

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality?

Yes No

Under the ensuing subprojects, women are more vulnerable to hardship due to the loss of their economic and social base as a result of land acquisition and relocation. Women will also face other social risks such as the potential for marginalization in the design and operation of the subprojects if their needs are not adequately assessed and purposively incorporated. These risks will be addressed through gender elements in the resettlement plan as well as Gender Action Plan and social action plan to promote incorporation of gender dimensions in the project design and operation.

4. Indicate the intended gender mainstreaming category:

GEN (gender equity theme) EGM (effective gender mainstreaming)
 SGE (some gender elements) NGE (no gender elements)

III. PARTICIPATION AND EMPOWERMENT

1. Who are the main stakeholders of the project, including beneficiaries and negatively affected people? Identify how they will participate in the project design.

National, city, and commune government officials, development partners, Steering Committee for poverty reduction, small business owners, affected community representatives, and relevant mass organizations (CSOs) such as Vietnam Women's Union and Youth Union. City Authorities and transport/metro implementation authority will be closely involved in the Investment Program design preparation. During implementation of the resettlement plan, individual and group consultations will be undertaken with affected people across a range of sites in urban areas. A participatory approach will be used to determine the location and design of some subproject features, such as MRT or BRT station entrance locations, underpasses and other public transport accessibility measures for local communities.

2. How can the project contribute (in a systemic way) to engaging and empowering stakeholders and beneficiaries, particularly, the poor, vulnerable and excluded groups? What issues in the project design require participation of the poor and excluded?

The ensuing project will empower poor people through provision of affordable transport service. For those with mobility impairments, the project design features will provide them with enhanced mobility compared to other forms of transport. The project design during the PPTA stage will incorporate the results of consultations with transport users from a variety of profiles, including poor and other marginalized groups, especially on issues of station and ancillary infrastructure design and fare regimes.

3. What are the key, active, and relevant civil society organizations in the project area? What is the level of civil society organization participation in the project design?

H Information generation and sharing **M** Consultation **L** Collaboration **L** Partnership

4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how shall they be addressed? Yes No

The technical design of the public transport infrastructure and ancillary facilities, as well as connectivity and fare structures require consultation with future users, including women, elderly, school children, poor and those with mobility impairment. Consultations with transport users will be undertaken through key informant interviews and focus group discussions and will specifically include such potentially marginalized groups. These consultations will be undertaken as part of the gender and

social analyses for which consultant resources are included in the PPTA.

IV. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category A B C FI

1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? Yes No

The MRT and BRT line will be underground and elevated along a wide section of road, but it is expected the land acquisition and resettlement impacts will be mainly around station locations. The station locations will be determined under the PPTA, so specific impacts could not be identified at this stage, but is expected to exceed 200 affected persons.

2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?

- Resettlement plan Resettlement framework Social impact matrix
 Environmental and social management system arrangement None

B. Indigenous Peoples Category A B C FI

1. Does the proposed project have the potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples? Yes No

2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? Yes No

Project within central area of HCMC.

3. Will the project require broad community support of affected indigenous communities? Yes No

Ethnic minority people residing in Ho Chi Minh City are integrated in mainstream society. Hence there are no socio-cultural groups present that could be considered as indigenous peoples.

4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process?

- Indigenous peoples plan Indigenous peoples planning framework Social impact matrix
 Environmental and social management system arrangement None

V. OTHER SOCIAL ISSUES AND RISKS

1. What other social issues and risks should be considered in the project design?

- Creating decent jobs and employment(M) Adhering to core labor standards(H) Labor retrenchment
 Spread of communicable diseases, including HIV/AIDS (L) Increase in human trafficking Affordability(H)
 Increase in unplanned migration Increase in vulnerability to natural disasters Creating political instability
 Creating internal social conflicts Others, please specify(H) Traffic safety

2. How are these additional social issues and risks going to be addressed in the project design?

For project-related employment during construction and maintenance, the IA will include a specific provision in bidding documents to ensure that civil works contractors: (a) comply with applicable core labor laws, (b) do not differentiate payment between men and women for work of equal value; (c) do not employ child labor in the construction and maintenance activities; and (d) maximize employment of local poor and disadvantaged persons. There is a potential risk of HIV and STIs transmission and human trafficking during and after the construction. There is increased safety risk for populations close to the construction areas. HIV/AIDS and Human Trafficking Prevention and Awareness Program and road safety awareness will be designed and implemented. The project will introduce measures to discourage private transport to increase public transport usage. Affordability will increase through improved economic opportunities and targeted lower public transport costs to passengers.

VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for the PPTA (or other due diligence) contain key information needed to be gathered during PPTA or due diligence process to better analyze (i) poverty and social impact; (ii) gender impact, (iii) participation dimensions; (iv) social safeguards; and (vi) other social risks. Are the relevant specialists identified?

- Yes No

2. What resources (e.g., consultants, survey budget, and workshop) are allocated for conducting poverty, social and/or gender analysis, and participation plan during the PPTA or due diligence?

A gender and social analysis will be undertaken by social development consultants (7.0 person months). Funds for related

surveys and consultations have been included (\$5,000). A consultation and participation plan will be prepared as part of the gender and social analysis.