

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Bangladesh	Project Title:	Preparing the Greater Dhaka Sustainable Urban Transport Corridor
Lending/Financing Modality:	Project Loan	Department/Division:	SARD/SAUW

I. POVERTY ISSUES
A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy
<p>Despite considerable progress, Bangladesh is still one of the world's poorest nations, with average GDP per capita only marginally higher than the dollar-a-day international poverty standard. In Bangladesh, there is still a large urban population living below the poverty line, despite significant progress in recent years. The national poverty ratio was 42% in 2004 and in urban areas was 37%. But increasing mobility, flexibility, social networks, and human capital positively influence the livelihoods and prospects for poverty reduction for the majority of the poor. As Dhaka is the economic center of Bangladesh, its economic opportunities attract large numbers of migrants from rural areas. New migrants, as well as the second generation migrants, tend to live in slum areas without basic housing and services. Better-planned urbanization can have a significant impact on poverty reduction and create improved access to jobs, markets, and stimulate economic growth. To address poverty in Dhaka and its fringes, the Bangladesh National Strategy for Accelerated Poverty Reduction II (FY 2009-11) 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 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) Country Strategy Program (CSP) (2006-2010) focuses on ADB's role in improving the investment climate for growth and employment. A strategic focus of the CPS is the increased provision of and better access to transport. 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 fringes. 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 the satellite towns.</p>
B. Targeting Classification
<input checked="" type="checkbox"/> General Intervention <input type="checkbox"/> Individual or Household (TI-H) <input type="checkbox"/> Geographic (TI-G) <input type="checkbox"/> Non-Income MDGs (TI-M1, M2, etc.)
<p>The Project indirectly addresses poverty reduction by improving access to public transport and improved safety and environment for women and poor workers in the project corridor.</p>
C. Poverty Analysis
<p>1. If the project is classified as TI-H, or if it is policy-based, what type of poverty impact analysis is needed? NA</p> <p>2. What resources are allocated in the PPTA/due diligence?</p> <p>The PPTA engaged an independent international social safeguard specialist for resettlement issues (3 person-months), with support of two national consultants (8 person-months). The PPTA also engaged an independent national social development and gender specialist (2 person-months) to conduct a social and gender analysis.</p> <p>3. If GI, is there any opportunity for pro-poor design (e.g., social inclusion subcomponents, cross subsidy, pro-poor governance, and pro-poor growth)? Please explain</p> <p>The PPTA will promote affordability and access to the mass-transit system for the poor, particularly for the large number of workers in the garment factories. Many poor people from Gazipur and Tongi also travel to Paltan Motigheer and Gulistan as street vendors. They use bus service as the major transport mode to different places. Improved transport facility operation and maintenance play important roles in reducing urban poverty by creating new employment opportunities for poor men and women and thus enhancing incomes for the poor, facilitating quick and cost effective transportation of community people. It will also facilitate to enhance the capabilities of the poor and low income group and help them avail themselves of the economic opportunities of development. The specific pro-poor design features include locating stations in key areas of economic activity. A variety of subsidy programs are being explored including employer-based subsidy programs (e.g., travel vouchers for low income employees), user subsidies (fare cards for the poor), and operator subsidies (e.g., cross subsidies between routes). The Project will also develop a pro-poor transport strategy based on lessons drawn from other countries and replicate (and perhaps modify to fit local context) good practices.</p>

II. SOCIAL DEVELOPMENT ISSUES

A. Initial Social Analysis

Based on existing information:

1. 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 citizens and business, including small and medium enterprises (SMEs), in the project corridor. The poor benefit from better access to public transport and improved mobility, and expansion of general economic activities in the project area.

2. What are the potential needs of beneficiaries in relation to the proposed project?

The citizens and businesses in the project area do not have access to good quality public transport and suffer from increasing road congestion. Problems of access and mobility can constrain the ability of low-income families to accumulate the assets that would allow them to lift themselves out of poverty. This contributes to low living standards, social fragmentation and problems of social exclusion. In the project area, the poor mostly rely on non-motorized transport (foot and rickshaws) or on poor quality private buses to commute from their home to their working place. This situation impairs their safety as pedestrians are the most affected by road accidents and fatalities.

3. 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 mass-transit system. The quality of the contract between the public authority and the private operator will ensure affordability. Feeder roads and organization of intermodality at mass-transit stations will also improve access to the benefits and services.

B. Consultation and Participation

1. Indicate the potential initial stakeholders.

Local governments, central government agencies, professional groups, citizen groups, and business groups in the target area.

2. What type of consultation and participation (C&P) is required during the PPTA or project processing (e.g., workshops, community mobilization, involvement of nongovernment organizations and community-based organizations, etc.)?

A series of workshops and consultation meetings were held among the stakeholders in designing the Project. Specific consultations were held for persons who may be affected by each subproject. A multi-stakeholder committee will ensure the participation of all beneficiary groups

3. What level of participation is envisaged for project design?

Information sharing Consultation Collaborative decision making Empowerment

4. Will a C&P plan be prepared during the project design for project implementation? Yes No Please explain.

The plan is being prepared under the PPTA.

C. Gender and Development

Proposed Gender Mainstreaming Category: EGM

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

Women are the key beneficiaries of the Project as they comprise a significant proportion of the underserved commuting population in the project area. Women and girls generally have less access and control to means of transport. Access to good-quality transport is necessary for livelihood related activities (such as travel for agriculture, markets, business, labor); service-related (such as accessing health care, education, other services); and household-related (such as carrying or accessing water, firewood, food).

2. Does the proposed project/program have the potential to promote gender equality and/or women's empowerment by improving women's access to and use of opportunities, services, resources, assets, and participation in decision making?

Yes No Please explain. A gender action plan is being prepared under the PPTA.

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

Yes No Please explain. The Project is not anticipated to have an adverse impact on women.

III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS			
Issue	Nature of Social Issue	Significant/Limited/No Impact/Not Known	Plan or Other Action Required
Involuntary Resettlement	Resettlement is being avoided to the extent possible in project design. However, the project may potentially cause significant IR impacts on a linear basis to mostly hawkers and vendors within the corridor.	Significant	<input checked="" type="checkbox"/> Resettlement Plan <input type="checkbox"/> Resettlement Framework <input type="checkbox"/> Environmental and Social Management System Arrangement <input type="checkbox"/> None <input type="checkbox"/> Uncertain
Indigenous Peoples	The project is within urban areas of Bangladesh where no IPs reside.	No Impact	<input type="checkbox"/> Indigenous Peoples Plan <input type="checkbox"/> Indigenous Peoples Planning Framework <input type="checkbox"/> Environmental and Social Management System Arrangement <input checked="" type="checkbox"/> None <input type="checkbox"/> Uncertain
Labor <input checked="" type="checkbox"/> Employment Opportunities <input type="checkbox"/> Labor Retrenchment <input checked="" type="checkbox"/> Core Labor Standards	The Project is anticipated to expand employment opportunity by promoting economic activities in the target area. Project may also generate construction related jobs during civil works. All contracts will include core labor standards.	Limited	<input type="checkbox"/> Plan <input type="checkbox"/> Other Action <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
Affordability	The Project will explore subsidy options to ensure affordability of transport services for the poor.	Limited	<input type="checkbox"/> Action <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
Other Risks and/or Vulnerabilities <input checked="" type="checkbox"/> HIV/AIDS <input type="checkbox"/> Human Trafficking <input type="checkbox"/> Others (conflict, political instability, etc.), please specify	The Project will have limited risks and vulnerabilities but will include educational pamphlets at stations on HIV/AIDS.	Limited	<input type="checkbox"/> Plan <input checked="" type="checkbox"/> Other Action <input type="checkbox"/> No Action <input type="checkbox"/> Uncertain
IV. PPTA/DUE DILIGENCE RESOURCE REQUIREMENT			
1. Do the TOR for the PPTA (or other due diligence) include poverty, social and gender analysis and the relevant specialist/s? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
2. Are resources (consultants, survey budget, and workshop) allocated for conducting poverty, social and/or gender analysis, and C&P during the PPTA/due diligence? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The PPTA team included experts for social/gender analysis and C&P who conducted extensive surveys and workshops.			