



# Initial Poverty and Social Analysis

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Project Number: 45265  
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## India: West Bengal North South Road Corridor Project

Asian Development Bank

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	West Bengal North South Corridor Project
Lending/Financing Modality:	Project	Department/ Division:	SARD/SATC

### I. POVERTY ISSUES

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

The Indian economy has become a leading global performer in recent years as reforms initiated in 1991 significantly increased its growth rates. Recent Planning Commission estimates indicate that poverty incidence has fallen from 36% in 1993- 1994 to 27% in 2004-2005. However, poverty remains high, and faster economic development is needed to generate the resources required to reduce its incidence. The Eleventh Five Year Plan (2007- 2012) emphasizes physical and social infrastructure development to promote broad-based economic growth, develop agriculture and rural economy and safeguard the competitiveness of industry and services. During the plan's period, investment in infrastructure must be raised from 4.6 % of the gross domestic product to about 8% to sustain the overall growth rate of 9% per annum.

The inadequacy of India's infrastructure is constraining the country's growth. ADB provides support to India in road sector development as a core infrastructure operation for inclusive economic growth, and has focused on the relatively poorer and weak capacity states since 2003 to support the Government's efforts to reduce interstate disparities. This TA will provide state roads project preparation support to West Bengal for 2014 approval which is in line with ADB's draft Country Operations Business Plan (2012—2014) for India<sup>1</sup>.

The ensuing project is expected to improve the state roads which connect to Haldia port in West Bengal. Improved roads will contribute to increased regional economic activities with neighboring countries (e.g. Nepal and Bhutan) and promote industrialization. This will subsequently contribute to lowering the transport costs for the poor travelling to labor markets, farmers' markets, health and education centres, and reduce the gap between rural and urban areas. This will provide people access to economic activities and basic services.

#### B. Targeting Classification

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

The ensuing project will rehabilitate and upgrade state roads, and aim to accelerate economic growth in West Bengal by way of 1) improved road transport operations, along with more efficient and sustainable development and maintenance of road safety network, 2) selected immediate priority bottlenecks are eliminated, 3) road sector planning, programming and policy formulation is transformed to an objective, data –driven and sustainable process, and 4) road safety is improved and traffic is better managed.

#### C. Poverty Analysis

1. If the project is classified as TI-H, or if it is policy-based, what type of poverty impact analysis is needed?

2. What resources are allocated in the PPTA/due diligence?

5 person-months of consultant's time have been allocated to conduct poverty and social assessment study.

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

The ensuing projects will be designed to support the Government of India's poverty reduction strategy by providing equal job opportunities for women and the poor in the course of the projects.

<sup>1</sup> As of CPM discussions in May 2011.

## 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 potential primary beneficiaries of the project are the road users, communities in the vicinity of the project influence area, villagers, Panchayats, PWD, port authority, other development partners active in the India's transport sector development, business and community groups. The poor and the excluded also get an easy access to roads which further help them provide better access to markets and other services.

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

Efforts were made to identify potential needs of the beneficiaries during the preparatory stage of the ensuing projects.

3. What are the potential constraints in accessing the proposed benefits and services, and how will the project address them?

Efforts will be made to address the potential constraints identified in the preparatory stage.

### B. Consultation and Participation

1. Indicate the potential initial stakeholders.

States Government, PWD, port authority, other development partners active in India's transport sector development, panchayats, business and community groups, villagers, etc.

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.)?

Workshops, community mobilization, consultations, involvement of NGOs and community-based organizations,

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.

Community meetings and focus group discussions will be organized as part of the poverty and social analysis. The local consultative meetings will involve all relevant stakeholders including representatives of the poor and other socially excluded groups (e.g., women, scheduled tribes, etc.) to disseminate the information as well as to get the feedback about the project design and its potential impacts. Other key stakeholders such as the relevant line departments, local government representatives and NGOs will also be consulted. Consultations will also be undertaken with the affected households and communities during the course of the census survey and socioeconomic survey along the project roads for the preparation of the safeguard plans.

### C. Gender and Development

#### Proposed Gender Mainstreaming Category: SGB

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

The project design will include measures so that the women's groups can be actively engaged in developing the project to ensure that their needs are met. At the project preparatory stage sex-disaggregated data on the range of socioeconomic indicators relevant to the project will be collected, with focus on the needs, demands, constraints faced by the poor, women and vulnerable groups in the project area, in terms of their equitable access to the benefits and opportunities associated with road construction. Gender analysis will be carried out to inform the design of the project. The poverty and social assessment will assess the health and social risks associated with the

infrastructure project (like HIV/AIDS, human trafficking).

In addition the EA will be required to ensure that women and men are given equal opportunities for employment on the project. Contractors will be required to ensure equal payment for equal work. A specific clause will be included in the bidding documents of the civil works. Monitoring mechanisms will be developed to monitor these actions in the due course.

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.

The project will help improve women's access to and use of opportunities, services, resources and assets. PPTA consultants will explore opportunities to incorporate certain gender considerations in the proposed project.

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

Yes  No Please explain

### III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS

Issue	Nature of Social Issue	Significant/Limited/ No Impact/Not Known	Plan or Other Action Required
<b>Involuntary Resettlement</b>	The project will potentially involve significant involuntary resettlement. The PPTA will prepare resettlement planning documents to address the potential impacts.	<b>Significant</b>	<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
<b>Indigenous Peoples</b>	The PPTA will verify if there are any adverse impacts expected on the indigenous people, and if required, will prepare indigenous peoples planning documents.	<b>Not known</b>  The PPTA will verify if the project will impact indigenous people.	<input type="checkbox"/> Indigenous Peoples Plan <input type="checkbox"/> Indigenous Peoples Planning Framework <input type="checkbox"/> Environmental and Social Management System Arrangement <input type="checkbox"/> None <input checked="" type="checkbox"/> Uncertain

<p><b>Labor</b></p> <p><input checked="" type="checkbox"/> Employment Opportunities</p> <p><input type="checkbox"/> Labor Retrenchment</p> <p><input checked="" type="checkbox"/> Core Labor Standards</p>	<p>The project construction is expected to generate employment opportunities for the local communities during the construction phase thereby offering opportunities for employment. Men and women will be paid equally for equal work. The EA will ensure that all civil works will comply with all applicable labor laws, will not employ child labor for construction and maintenance works.</p>	<p><b>No Impact</b></p>	<p><input type="checkbox"/> Plan</p> <p><input type="checkbox"/> Other Action</p> <p><input checked="" type="checkbox"/> No Action</p> <p><input type="checkbox"/> Uncertain</p>
<p><b>Affordability</b></p>	<p>The development of the state roads will reduce the transport cost and accident risk, and increase the mobility of the local population in the project area. No affordability issues are expected since these are not toll roads.</p>	<p><b>No impact</b></p>	<p><input type="checkbox"/> Action</p> <p><input checked="" type="checkbox"/> No Action</p> <p><input type="checkbox"/> Uncertain</p>
<p><b>Other Risks and/or Vulnerabilities</b></p> <p><input checked="" type="checkbox"/> HIV/AIDS</p> <p><input checked="" type="checkbox"/> Human Trafficking</p> <p><input type="checkbox"/> Others (conflict, political instability, etc.), please specify</p>	<p>The TA will develop mechanisms to address the social issues identified during the social and poverty assessment. No significant negative impacts are anticipated.</p>	<p><b>Not known</b></p>	<p><input type="checkbox"/> Plan</p> <p><input type="checkbox"/> Other Action</p> <p><input type="checkbox"/> No Action</p> <p><input checked="" type="checkbox"/> Uncertain</p>
<p><b>IV. PPTA/DUE DILIGENCE RESOURCE REQUIREMENT</b></p>			
<p>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</p> <p>2. Are resources (consultants, survey budget, and workshop) allocated for conducting poverty, social and/or gender analysis, and C&amp;P during the PPTA/due diligence?    <input checked="" type="checkbox"/> Yes      <input type="checkbox"/> No</p>			