

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Bangladesh	Project Title:	South Asia Subregional Economic Cooperation Dhaka–Northwest Corridor Road Project, Phase 2
Lending/Financing Modality:	Multitranches Financing Facility	Department/ Division:	South 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 project is a multitranches financing facility (MFF) designed to expand the highway from Elenga through Hatikamural to Rangpur from two lanes to four lanes, and build separate service roads for slow moving vehicles on each side of the highway. The project will ease traffic congestion, reduce travel time and most importantly increase the connectivity of the Dhaka–Northwest international trade corridor. The project responds to the Government's Seventh Five Year Plan (FY2016–FY2020), which includes expanding road corridors to improve connectivity.¹ It is also in line with ADB's Country Partnership Strategy for Bangladesh (2016–2020), which aims at reducing high transport and logistical cost to support sustainable and inclusive economic growth by connecting all parts of the country with national and regional markets.²

B. Poverty Targeting

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

In spite of considerable progress in poverty reduction, from 48.8% to 31.5 % between 2000 and 2010, the incidence of poverty in Bangladesh is high, with a third of the population considered as poor and 17.6% as extremely poor.³ Some of the divisions concerned, such as Rangpur, are among the poorest in the country, with 42.3% of the population below poverty level. Improved accessibility will help the poor access economic opportunities as well as educational and health services.

C. Poverty and Social Analysis

1. **Key issues and potential beneficiaries:** Key project beneficiaries are road users, communities along the corridors, as well as businesses in the project area and those involved in inter-regional trade.

2. **Impact channels and expected systemic changes.** The project will facilitate connectivity between the capital and the northern region as well as boost international trade. The improved infrastructure will enhance access to markets, economic opportunities, as well as administrative, health and educational facilities.

3. **Focus of (and resources allocated in) the PPTA or due diligence.** A Social, Poverty and Gender Analysis is currently being prepared.

4. **Specific analysis for policy-based lending.** N/A

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?

In Bangladesh, women's mobility remains associated with household and family needs (e.g. taking children to school, visits to health centers and family members). Most journeys are short, local and on foot.⁴ However, women are increasingly taking advantage of educational and economic opportunities and along this, their mobility needs are diversifying. With the gradual erosion of conservative views and constraints on women's mobility, women are more prone to using public transport (although considerable variation remains among regions and between urban vs. rural areas). Harassment remains a concern in both rural and urban areas.

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

¹ Government of the People's Republic of Bangladesh, Planning Commission, General Economics Division. 2015. *Seventh Five Year Plan: FY2016–FY2020: Accelerating Growth, Empowering Citizens*. Dhaka.

² ADB. 2016. *Country Partnership Strategy: Bangladesh, 2016–2020*. Manila.

³ Government of the People's Republic of Bangladesh, Planning Commission, Ministry of Planning. Bureau of Statistics. *Poverty Maps of Bangladesh 2010*.

⁴ ADB. 2010. *Country Gender Assessment: Bangladesh*. Manila.

Overall, the project will improve women's participation in road designing and maintenance, and their access to social services and economic opportunities, enabling in the process their economic empowerment and well-being. Women along the corridor will be consulted to ensure their concerns are reflected in the detailed design, resettlement plan and social, poverty and gender analyses.

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

Yes No

The project will have adverse impacts on women whose property or livelihood may be affected by the project. Moreover, expanded traffic on the improved corridor and civil works activities have the potential to contribute to the spread of HIV/AIDS and STI and human trafficking activities. In order to mitigate these adverse impacts, awareness activities, special assistance to affected women-headed households and other measures identified in the social, poverty and gender analyses will be integrated into the project design.

4. Indicate the intended gender mainstreaming category: Some gender-specific actions are envisaged

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

Women, elderly, disabled and child-friendly design features will be examined and integrated into the detailed design to the extent possible. Moreover, project-related awareness campaigns and resettlement plan(s) will integrate the findings of the gender analysis to ensure that they are adapted to the common and distinct needs of local populations and women in particular.

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.

Key stakeholders are road users, the Road and Highway Department (RHD), communities along the corridors and the individuals whose property or livelihood will be affected by the project. They will be consulted and their views integrated into the project design to the extent possible during project preparation as part of the social, poverty and gender analyses and resettlement plan(s) exercises.

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 poor and vulnerable will be proactively consulted during the social, poverty and gender analyses and resettlement plan(s) preparation exercises.

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

Civil society organizations in the project area will be consulted during project preparation.

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 participation of the poor and excluded is particularly important for the preparation of the resettlement plan. Special assistance measures and trainings will be integrated in the resettlement plan(s) to support poor and vulnerable individuals whose property or livelihood is affected by the project.

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

As per the ADB's Safeguard Policy Statement (2009), all the tranches under this program are expected to be categorized as "A" for involuntary resettlement, as the corridor widening will lead to significant physical and economic resettlement impacts. Although most of the construction activities will be located on the existing RoW belonging to RHD, private land acquisition will still be required and major resettlement impacts are expected on roadside shops and small businesses located on RHD land.

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

Indigenous people are not likely to be affected by the project and as such it is expected to be categorized as "C" as per the ADB's Safeguard Policy Statement (2009). The project does not go through tribal areas and the initial surveys of affected households show no IP household was affected. This will be confirmed during the preparation of the safeguards document.

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

The project will not affect indigenous land, natural or cultural resources.

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

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

To comply with MFF requirements, an indigenous peoples planning framework will be prepared for the program.

- 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?

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

Indicate high (H), medium (M), low (L) for selected boxes

The project will make improvements on existing corridors. The increase in hazards of communicable diseases and human trafficking is thus expected to be marginal but may nevertheless be exacerbated by more road traffic and easier interregional movement. Moreover, the project may lead to the risks of non-compliance to core labor standards and road safety hazards. These risks will be assessed during the social, poverty and social analyses to identify mitigation measures as well as be addressed in the project design.

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

Risk mitigation measures will be an integral part of project design. These will be defined during the poverty and social assessment.

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 (v) other social risks. Are the relevant specialists identified?

- Yes No

The due diligence of resettlement impacts and social, poverty and gender analyses are currently being conducted.

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?

The TA loan used for the preparation of this program includes the financing of all safeguards document including the preparation of the resettlement plans and social, poverty and gender analyses.