



Initial Poverty and Social Analysis

June 2020

Proposed Multitranche Financing Facility, and Administration of Technical Assistance Grant India: Chennai Metro Rail Investment Project

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 2 June 2020)

Currency unit	–	Indian Rupee (₹)
₹1.00	=	\$0.01324
\$1.00	=	₹75.5210

NOTES

- (i) The fiscal year (FY) of the Government of India and its agencies ends on 31 March. “FY” before a calendar year denotes the year in which the fiscal year ends, e.g., FY2020 ends on 31 March 2020.
- (ii) In this report, "\$" refers to United States dollars.

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INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Chennai Metro Rail Investment Project
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 National Urban Transportation Policy 2006 of India, which promotes nonmotorized and public transport, rather than catering to the needs of private automobiles, is an effective platform for integrating land use and transport planning. It also promotes transit-oriented development where urban development with highly dense and multipurpose land use around stations of public transport modes, and facilitation of public transport usage are pursued. The Chennai Metro Rail Investment Project will contribute in the development of lines 3 and 4 of the metro rail system in Chennai, the capital city of Tamil Nadu on the south-east coast of India. The new metro lines will connect the central area of Chennai to major destinations in the south and west of the city. Through an attached technical assistance (TA), the project will strengthen the capacity of the implementing agency in non-farebox revenue generation, transit-oriented development, and first- and last-mile connectivity enhancement.

ADB's Country Partnership Strategy for India 2018–2022 prioritizes inclusive urbanization and boosting economic competitiveness, among others. The project will contribute to these priority areas. 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 gender equality as stated in the country partnership strategy. More broadly, the proposed project shall contribute to the poverty reduction effort of the country by way of improving public services for the population, particularly for the poor, women and other disadvantaged groups; creating more and better jobs by promoting economic activity; and improving social development outcomes.

B. Poverty Targeting

General intervention Individual or household (TI-H) Geographic (TI-G) Non-income MDGs (TI-M1, M2, etc.)

Chennai is located on the Coromandel Coast off the Bay of Bengal. It is one of the biggest industrial and commercial centers of South India, and a major cultural, economic and educational center. Based on the Census 2011, the population of the Chennai Metropolitan Area is estimated at 8.9 million and it is estimated to grow to 12.5 million by 2026. The proposed project will improve the interconnectivity and increased reach of the metro while supporting the city's economic development. The metro lines will connect the central area of Chennai to major attractions in the south and west of the city. At a broader level, economic activities and competitiveness will increase; at the local level, access to urban public and social services such as schools, health facilities, workplaces will improve. The economic growth and enhanced delivery of social services will in turn contribute to poverty alleviation.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. The primary project beneficiaries are residents living along the alignment of the metro and the general commuting public. Other beneficiaries include businesses along the alignment, traders, students and working population, slum communities, intermediate transport mode such as rickshaw, taxis and buses, and recipients of improved accessibility of relevant urban social services.

2. Impact channels and expected systemic changes. The improved and interconnected metro will enhance access to markets, economic opportunities, as well as administrative, health and educational facilities. There would be commuting time saved because of interconnected and organized metro that will lead to increase in general productivity of the population.

3. Focus of (and resources allocated in) the transaction TA or due diligence. The social impact assessment, which includes the review of involuntary resettlement impacts and gender dimension, is currently carried out by the project company and its consultants. The ADB will provide guidance to ensure consistency with the ADB Safeguard Policy Statement (SPS) and other relevant guidelines.

II. GENDER AND DEVELOPMENT

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

At the project preparatory stage, sex-disaggregated data on relevant socioeconomic indicators will be collected, with focus on the needs, demands, and constraints faced by the poor, women, and vulnerable groups along the project alignment and the broader community. The poverty and social assessment will evaluate the social risks associated with the metro infrastructure project, like poverty impact, commuter safety, HIV/AIDS, and human trafficking. The

gender analysis will provide opportunities to better understand the gender sensitivities of the metro infrastructure and may identify risks that particularly affect women and other vulnerable groups. The findings of this assessment will be translated into mitigation and social enhancement measures to be included in the project design.

2. Does the proposed project or program have the potential to contribute 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

The project is expected to improve women's connectivity and access to services and economic opportunities. A gender equality and social inclusion action plan will be developed in due course.

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

Yes No

The project's adverse impacts on women will relate to involuntary resettlement impacts and other social impacts during project construction stage. If the project is not properly designed, women and other vulnerable groups may not optimally benefit from the proposed project. The project will not likely widen gender inequality.

4. Indicate the intended gender mainstreaming category:

GEN (gender equity) 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.

The main stakeholders of the project are the following: residents and commuting public; businesses and social services providers along the alignment; involuntary resettlement impacts affected people; intermediate transport modes; the project company; transport regulators; and local and national governments. All the stakeholders will be consulted during project preparation and where possible, relevant considerations will be included in the project design.

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?

Consultations and focus group discussions shall be conducted to obtain the views of various stakeholders, in particular women and the vulnerable, about the project and its potential impacts. Project impacts such as involuntary resettlement, public safety, HIV/AIDS, and human trafficking will be thoroughly assessed during project preparation.

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 **H** Consultation **M** 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 should they be addressed? Yes

Vulnerable persons impacted by involuntary resettlement will benefit from additional resettlement assistance measures that will be outlined in the resettlement plan. Safety and social inclusion awareness campaigns will be undertaken particularly during the project operation phase.

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 proposed project shall require acquisition of 28.14 hectares (ha) in which 5.7 ha is private land and remaining 22.44 ha is government land. A total of 474 properties will be affected, out of which 42 are residential and 258 are commercial. There are 832 affected families: 456 of which shall be partially affected and the remaining 376 shall be fully affected. Out of the total partially affected families, 38 are residential and 418 are commercial. Similarly, out of the total fully affected families 97 are residential and 279 are commercial.

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

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

<p>B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI</p> <p>1. Does the proposed project have the potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Available initial assessment indicates that there are no communities along the proposed project alignment that may be considered as indigenous people under the SPS. This assessment will be confirmed during project preparation.</p> <p>3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>4. What action plan is required to address risks to indigenous peoples as part of the transaction TA or due diligence process?</p> <p><input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social impact matrix</p> <p><input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None</p>
<p align="center">V. OTHER SOCIAL ISSUES AND RISKS</p> <p>1. What other social issues and risks should be considered in the project design?</p> <p>L Creating decent jobs and employment M Adhering to core labor standards L Labor retrenchment</p> <p>M Spread of communicable diseases, including HIV/AIDS L Increase in human trafficking</p> <p>L Affordability L Increase in unplanned migration L Increase in vulnerability to natural disasters</p> <p>L Creating political instability L Creating internal social conflicts</p> <p>M Others, please specify: Public safety and social inclusion.</p> <p>How are these additional social issues and risks going to be addressed in the project design?</p> <p>The project will enhance the accessibility and reach of the existing metro lines and connect major urban centers and public services. There will likely be an increase in hazards of communicable diseases and human trafficking due to an influx of laborers from outside the project area and this will be addressed through public awareness campaign and implementation of environmental and social measures. Core labor standards will be strictly implemented, consistent with applicable national and state labor laws and regulations. These risks will be assessed during project preparation to identify mitigation measures. All measures will be fully considered in the project design.</p>
<p align="center">VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT</p> <p>1. Do the terms of reference for the transaction TA (or other due diligence) contain key information needed to be gathered during transaction TA 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Relevant specialist is being recruited by the project company. ADB will provide support and guidance through staff consultant.</p> <p>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 transaction TA or due diligence?</p> <p>In addition to the resources being organized by the project company, project preparation can tap, as needed, into the resources of the IND: TA 9761 – Strengthening Capacity to Design and Implement Transport Infrastructure Projects. The proposed project has been identified in the TA facility.</p>