Initial Poverty and Social Analysis

Project Number: 52310-001
June 2023

Philippines: Bataan–Cavite Interlink Bridge Project

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## INITIAL POVERTY AND SOCIAL ANALYSIS

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### I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The updated Philippines Development Plan 2017–2022 aims to lay a stronger foundation for inclusive growth by increasing the country's growth potential and accelerating strategic infrastructure development. Under ADB’s Country Partnership Strategy, infrastructure operations will be one of the main channels of contribution to the strategy’s three strategic pillars (i) accelerating infrastructure and long-term investments, (ii) promoting local economic development, and (iii) investing in people. The project is aligned with ADB’s country partnership strategy for the Philippines, 2018–2023 in its focus on supporting infrastructure and local economic development. This project is also aligned with the National Transport Policy, the preamble of which spells out the State’s transport vision of “safe, secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, environmentally, and people-oriented national transport system that ensures improved quality of life of the people”. The project is listed in the ADB Country Operations Business Plan for the Philippines (2019–2021). This proposed project will be considered in 2023 and will improve the connectivity between NCR, Bataan, and other regions on Luzon Island.

#### B. Poverty Targeting

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

The project will improve the connectivity between NCR, Bataan, and other regions of Luzon Island, thereby reducing transport time and costs and improving access to markets and wider talent pools, and to attract tourists to the area. The improved connectivity will indirectly enhance the poverty-reduction efforts of the government. Vulnerable households affected by the project land acquisition will receive assistance for livelihood restoration and improvement.

#### C. Poverty and Social Analysis

1. **Key issues and potential beneficiaries.** The road users between NCR and Bataan will be the direct beneficiaries. The project will improve connectivity, thereby reducing transport time and cost for the road users. Losses due to traffic congestion is estimated at ₱3.5 billion per day in 2017 in NCR and ₱2.5 billion in surrounding provinces, including Bataan. Such losses would rise to ₱5.4 billion per day in NCR and ₱5.9 billion per day in surrounding areas in 2035, if no action is taken. Poverty incidence has risen to 23.7% in the first half of 2021 from 16.6% in 2018, due to the pandemic.

2. **Impact channels and expected systemic changes.** Improved connectivity will reduce the travel time, paving the way for increasing livelihood opportunities. Emissions in the project area will be reduced due to decongestion and improved connectivity will benefit the users of public transport, who will save on travel time. through the project.

3. **Focus of (and resources allocated in) the TRTA or due diligence.** Impacts associated with involuntary resettlement will be assessed and special attention will be paid to the needs of vulnerable affected persons, such as informal settlers and vulnerable groups. Temporary livelihood losses to businesses and fisherfolk, during civil works, will be assessed and corresponding mitigation measures will be developed.

### 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?**

   The key gender issues that are likely to be relevant to this project include: i) lack of efficient means of transportation and a direct route between Bataan and Cavite exacerbates time poverty faced by women. Currently, travel time is between 3-6 hours for a single route including wait and transfer times, as well as time spent in traffic. Women are more reliant on - and more likely to use – public transport than men; ii) high transport costs due to multi-modal transportation needs which roots from gendered travel patterns. On average, women spend 10-20% more on travel costs than men, due to more switches of transport modes and stopping at more places on a single trip due to their reproductive tasks, often bringing children, prams/strollers, and bulky load; iii) disruptions to daily life and livelihood in the project area due to construction. More women than men tend to their livelihood near their domiciles, which places women as heavily affected by the temporary disturbance caused by civil works. However, women cannot readily find employment in construction as skilled or unskilled labor due to the perception that civil works and construction are male-only jobs. Construction is still among the sectors that are highly-dominated by men; and iv) occurrence of GBV-SEAH in project site and surrounding areas. There is a positive correlation between the influx of male construction workers and the rise in GBV-SEAH cases in construction sites when there are no mitigation measures to protect women and children.
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 access to and use of opportunities, services, resources, assets, and participation in decision-making? ☒ Yes ☐ No

Yes. The proposed project will reduce travel time, resulting in time savings. It also shortens the distance between Bataan and Cavite and vice-versa by allowing a more direct route – hence, a reduction in transport costs. A gender analysis report and action plan shall be prepared by the TRTA team.

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

☒ Yes ☐ No

As major civil works are involved, there is the possibility of occurrence of GBV-SEAH in project site and surrounding areas. This can be prevented through the TRTA by providing a grievance redress mechanism and intensive awareness and capacity building/training on addressing GBV-SEAH. There are also potential disruptions to daily life and livelihood, which may result in relocation and/or resettlement. The TRTA team shall address this as part of social safeguards.

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 EMPOWERING THE POOR

1. Who are the main stakeholders of the project, including beneficiaries and affected people? Explain how they will each participate in the project’s design.

Main institutional stakeholders include the DPWH, DSHUD and SHFC. These are involved in relocation of households for the project and will be closely involved in resettlement planning. People affected by land acquisition and land clearance, communities along the alignment and their community-based organizations will be involved in assessing impacts, needs and mitigation measures. The local governments in Cavite and Bataan will support project planning and design in accordance with their respective local development plans. The residents from these LGUs and surrounding cities and municipalities will assist in planning by participating in public consultations to express their views, and identify their issues related to the project and provide corresponding inputs on how these issues may be addressed.

2. Who are the key, active, and relevant CSOs in the project area?

Key relevant CSOs will be identified early in project preparation through a stakeholder analysis. It is understood that there are key CSOs with an active interest in informal settler issues and rights that will need to be incorporated in the consultation process, including rights related to public transportation, pedestrian mobility, and safety in public spaces. CSOs active in the consultation process are those representing cyclists, urban poor, women, persons with disability and other marginalized groups interested in ensuring that the project contributes to gender equality and social inclusion, during project implementation as well as during infrastructure operation and maintenance. CSOs representing business interest may be interested in cooperating with the project.

3. Are there issues during project design for which participation of the poor and vulnerable is important?

☒ Yes ☐ No

If yes, what are these issues?

People affected by involuntary resettlement, including informal settlers to be displaced, and those living around the project sites who will be affected by the construction works need to be consulted on mitigation measures and implementation arrangements. Vulnerable road user groups residing around the project area and future users of the infrastructure will be consulted to ensure issues of accessibility, convenience, and safety will be addressed in project design and implementation.

4. How will the project ensure the participation of beneficiaries and affected people, particularly the poor and vulnerable and/or CSOs, during project design to address these issues?

The project will meet with local governments, NGOs and/or community-based organizations, and local communities and affected people. It will supplement the information gained from these meetings with surveys. Issues to be discussed include but are not limited to: (i) resettlement of affected persons; (ii) protection of communities from construction and environmental disturbances, and GBV-SEAH; (iii) identification and management of safety hazards to workers and the public during construction; (iv) temporary employment opportunities equally available to men and women; and (v) how communities along and close to the road project can benefit from the project, including how community-based tourism operations can collaborate on the operation of the tourist center.

5. What level of CSO participation is planned during the project design?

_ _ Information generation and sharing _ _ Consultation _ _ Collaboration _ _ N/A_

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 ☐

Based on initial assessment during the feasibility study, land acquisition for the project will potentially require physical displacement of 110 households or more than 400 project affected persons and will affect 97 business with over 150 businesses with over 150 employees. The acquisition of around 40 hectares of land will impact on an estimated 47 landowners. Further due diligence will be undertaken to ensure the land acquisition and resettlement impacts are properly assessed and the planned mitigation measures as laid out in the safeguard documents are adequate. Continuous consultation with the affected persons will be undertaken to ensure their concerns are adequately addressed.

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

☒ Resettlement plan ☒ Resettlement framework ☐ Social impact matrix

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 ☒

The surveys during feasibility stage have not revealed presence of indigenous peoples and no presence of such groups are reported in the project area. Some groups qualifying as indigenous peoples under national regulations (Aeta) use land approximately 5 km away from the project alignment, without impact on their traditional use or claimed territories. This will be reconfirmed during project preparation.

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

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 transaction TA 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 L ☒ Adhering to core labor standards M ☐ Labor retrenchment

☒ Spread of communicable diseases, including HIV/AIDS ☐ Increase in human trafficking ☐ Affordability

☒ Increase in unplanned migration L ☐ Increase in vulnerability to natural disasters ☐ Creating political instability

☐ Creating internal social conflicts ☐ Others, please specify __________________

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

The works contract under the project will have suitable clauses to ensure adherence to core labor standards, and awareness creation for avoidance of communicable diseases including HIV/AIDS. Project preparation will need to ensure that COVID-19 and other pandemic awareness and prevention measures are adequately implemented. The project design will consider the affordability aspects of the poor and include information measures to raise awareness regarding the sensitivities of the Bataan region to unplanned migration.

VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT

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?

☒ Yes ☐ No

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

DPWH has engaged consultants for undertaking the relevant due diligence and prepare safeguards documents. The consultant team comprises an international social/resettlement specialist and an international gender and social inclusion specialist. The TRTA team will have the corresponding counterparts to ensure proper preparation of poverty and social assessment, and the preparation of the required social safeguard documents. Adequate budget has been
provided for carrying out consultations and conduct the required surveys for social safeguards due diligence, and poverty and social assessment.


a The World Bank (2022). All too often in transport, women are an afterthought. Washington, D.C.