



# Initial Poverty and Social Analysis

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## Philippines: Laguna Lakeshore Road Network Project

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## ABBREVIATIONS

ADB	–	Asian Development Bank
CSO	–	civil society organization
DHSUD	–	Department of Human Settlements and Urban Development
DPWH	–	Department of Public Works and Highways
NCR	–	National Capital Region
NGOs	–	nongovernment organizations
SHFC	–	Social Housing Finance Corporation
TA	–	technical assistance

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## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Philippines	Project Title:	Laguna Lakeshore Road Network Project
Lending/Financing Modality:	Multitranche Financing Facility	Department/ Division:	SETC/SERD

<b>I. POVERTY IMPACT AND SOCIAL DIMENSIONS</b>
<p><b>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</b></p> <p>The updated Philippines Development Plan 2017–2022 aims to lay a stronger foundation for inclusive growth by increasing the country’s potential and accelerating strategic infrastructure development.<sup>a</sup> 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.<sup>b</sup> The Laguna Lakeshore Road Network Project (the project) is aligned with ADB’s country partnership strategy for the Philippines, 2018–2023 to support infrastructure and local economic development. The project is also aligned with the National Transport Policy, the preamble of which outline’s the transport vision of a “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”.<sup>c</sup> The project is listed in the ADB Country Operations Business Plan for the Philippines (2019–2021).<sup>d</sup> The project will be considered in 2022 and will improve the connectivity between the National Capital Region (NCR) and Laguna Province.</p>
<p><b>B. Poverty Targeting</b></p> <p><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> <p>The project will improve the connectivity between NCR and Laguna, thereby reducing transport time and costs and improving access to markets and wider employment 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.</p>
<p><b>C. Poverty and Social Analysis</b></p> <p><b>1. Key issues and potential beneficiaries.</b> The road users between NCR and Laguna will be the direct beneficiaries of the project. The project will improve connectivity, thereby reducing transport time and cost to road users. Economic losses due to traffic congestion was estimated at ₱3.5 billion per day in 2017 in NCR and ₱2.5 billion in surrounding provinces, including Laguna. These losses would rise to ₱5.4 billion per day in NCR and ₱5.9 billion per day in surrounding areas by 2035 if no action is taken.<sup>e</sup> Poverty incidence has risen to 23.7% in the first half of 2021 from 16.6% in 2018, due to the COVID-19 pandemic.</p> <p><b>2. Impact channels and expected systemic changes.</b> Improved connectivity will reduce the travel time, paving the way for increasing livelihood opportunities. Emission in the project area will reduce due to decongestion and improved connectivity will benefit the users of public transport, who will save on travel time.</p> <p><b>3. Focus of (and resources allocated in) the transaction technical assistance or due diligence.</b> Impacts associated with involuntary resettlement will be assessed and special attention given 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.</p>
<b>II. GENDER AND DEVELOPMENT</b>
<p>1. What are the key gender issues in the sector and/or subsector that are likely to be relevant to this project or program?<sup>f</sup></p>

In the Philippines, road crashes are the leading cause of death for children and young adults aged between 5 and 29 years old, and 65% of these road crashes are due to driver error. In 2018, there were 3,050 reported cases of road traffic incidents with 614 fatalities and 2,686 injuries mostly involving motorcyclists (53% to 62%) and pedestrians (9% to 14%).<sup>1</sup> While crash victims are overwhelmingly male (72.5%), due to social norms, females disproportionately bear the responsibility of caregiving for injured and disabled crash-victim family members, adding to the burden of existing paid and unpaid work. This burden is exacerbated by inequalities in job opportunities in a job market that favors men over women. Women make up 90% of the economically inactive population as a result of household and/or family duties. Heavy traffic which imposes a heavy toll on the time and finances of women especially with their domestic and care work, has been a major factor in women's lower labor force participation rate (46.9%) compared to men (73.9%).<sup>2</sup> Gender-based violence persists. One in five women aged 15–49 years experience domestic violence and in 2015 about 28 persons were raped per day (footnote 2).

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?<sup>g</sup>

Yes       No

The project will explore innovative measures for this purpose and will integrate engineering design features into the infrastructure to ensure safety and convenience of the most vulnerable road users, i.e., cyclists and pedestrians, including children, persons with disabilities, and the elderly. Women will be given equal employment opportunities in the jobs generated by the project, including through gender targets in female employment both during civil works and during operation and maintenance; and training opportunities in male-dominated occupations. Gender-based violence in the course of project implementation will be addressed through a grievance redress mechanism. Contracts for operations and maintenance will be crafted and the implementing agency's capacity for gender mainstreaming in all stages of the project cycle will be strengthened to ensure sustainability of project gains in terms of gender equality.

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

Yes       No

The risk of gender-based violence against local women and girls accompanying large infrastructure projects will be addressed through awareness-raising and setting a code of conduct for all project workers, and incorporating gender-based violence in the project grievance redress mechanism.

4. Indicate the intended gender mainstreaming category:<sup>i</sup>

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

### III. PARTICIPATION AND EMPOWERING THE POOR<sup>j</sup>

1. Who are the main stakeholders of the project, including beneficiaries and affected people?<sup>k</sup> Explain how they will each participate in the project's design.

The main institutional stakeholders include Department of Public Works and Highways (DPWH), Social Housing Finance Corporation (SHFC), and the Department of Human Settlements and Urban Development (DHSUD). SHFC and DHSUD are involved in resettlement of informal settler 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 of Taguig, Muntinlupa, and Laguna will support project planning and design in accordance with their respective local

<sup>1</sup> Land Transportation Office. 2019. [Road Safety Action Plan](#). Manila.

<sup>2</sup> ADB. 2018. [Country Partnership Strategy: Philippines, 2018–2023](#). Manila. See also, [NEDA. 2019. Determinants of Women's Labor Force Participation](#). Manila.

development plans. The local residents from these local governments and surrounding cities and municipalities will be the beneficiaries of the project and will assist planning by participating in public consultation to express their views and identify issues related to the project and provide inputs on how these issues may be addressed.

2. Who are the key, active, and relevant CSOs in the project area?<sup>l</sup>

Key relevant civil society organizations (CSOs) will be identified early in the project preparation through a stakeholder analysis. Key CSOs with an active interest in informal settler issues and rights will need to be incorporated into the consultation process to help the project understand the rights related to public transportation, pedestrian mobility, and safety in public spaces. Therefore, CSOs active in the consultation process will represent 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?<sup>m=</sup>

Yes                       No    If yes, what are these issues?<sup>n</sup>

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 will 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?<sup>o</sup>

The project's consultation process will meet with local governments, nongovernment organizations (NGOs) and/or community-based organizations, and local communities and affected people. Information from these meetings will supplement information gained from 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 gender-based violence—sexual exploitation, abuse, and sexual harassment; (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.

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

HM Information generation and sharing    M Consultation    L Collaboration    NA Partnership

#### 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

Land acquisition will be required for the road network, comprised of viaducts and embankments, including the proposed eight interchanges, which will require construction of slip roads and link roads. Preliminary assessment indicates that the road network will involve acquisition of 35.39 hectares (ha) of land and will impact about 591 households resulting in physical and/or economic displacement of affected persons. As the proposed interchanges are in a highly built-up area, significant impacts to households involving relocation and/or loss of income is expected. A draft resettlement plan was prepared in 2021 and will be updated based on detailed engineering design. Resettlement surveys will be carried out to identify the potentially affected persons and the type and scale of resettlement impacts. Corresponding mitigation measures in line with ADB Safeguard Policy Statement (2009) will be developed and integrated into resettlement plans (one per contract package).

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

<input checked="" type="checkbox"/> Resettlement plan <input type="checkbox"/> Social impact matrix <input type="checkbox"/> Environmental and social management system arrangement	<input checked="" type="checkbox"/> Resettlement framework <input type="checkbox"/> None
<b>B. Indigenous Peoples Category</b> <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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>The surveys undertaken during the feasibility stage have not revealed the presence of indigenous peoples and no presence of such groups is reported in the project area. This conclusion will be reconfirmed during project preparation.</p>	
3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. What action plan is required to address risks to indigenous peoples as part of the transaction TA or due diligence process?	
<input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Social impact matrix <input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> Indigenous peoples planning framework <input checked="" type="checkbox"/> None
<b>V. OTHER SOCIAL ISSUES AND RISKS</b>	
1. What other social issues and risks should be considered in the project design?	
<input checked="" type="checkbox"/> Creating decent jobs and employment-H <input type="checkbox"/> Labor retrenchment <input type="checkbox"/> Spread of communicable diseases, including HIV/AIDS-H <input type="checkbox"/> Affordability-M <input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Creating political instability <input type="checkbox"/> Creating internal social conflicts	<input type="checkbox"/> Adhering to core labor standards-H <input type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Increase in vulnerability to disasters triggered by natural hazard <input type="checkbox"/> Others, please specify _____
2. How are these additional social issues and risks going to be addressed in the project design?	
<p>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 awareness and prevention measures are adequately implemented. The project design will consider the affordability aspects of the poor.</p>	
<b>VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT</b>	
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	
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?	
<p>DPWH has engaged consultants to undertake the relevant due diligence and prepare safeguards documents. The consultant team comprises an international social/resettlement specialist and an</p>	

international gender and social inclusion specialist. DPWH having experience with requirements related to ADB financing has designated staff to carry out the relevant due diligence and prepare safeguards documents. Adequate budget has been provided for consultation and undertaking the required surveys for social safeguards due diligence, and social and poverty assessment.

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