



Initial Poverty and Social Analysis

October 2020

IND: DBL Highway Project

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 30 October 2020)

Currency unit	–	Rupee (INR)
INR1.00	=	\$0.013
\$1.00	=	INR74.55

ABBREVIATIONS

ADB	–	Asian Development Bank
GAP	–	Gender Action Plan
GBVH	–	gender-based violence and harassment
NHAI	–	National Highways Authority of India
SEAH	–	sexual abuse, exploitation, and harassment
SPS	–	Safeguard Policy Statement

NOTE

- (i) In this report, "\$" refers to United States dollars.

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INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	<input type="text" value="India"/>	Project Title:	<input type="text" value="DBL Highway Project"/>
Lending/Financing Modality:	<input type="text" value="Project Loan"/>	Department/Division:	<input type="text" value="Private Sector Operations Department / Infrastructure Finance Division 1"/>

I. POVERTY IMPACT AND SOCIAL DIMENSIONS
<p>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy Asian Development Bank (ADB) will provide a \$51.8 million (or its equivalent in Indian Rupee) to DBL Anandapuram Anakapalli Highways Pvt. Ltd. (DBLAAHPL or DBL) for the expansion to six-lanes of the 50.8 kilometer Anandapuram-Pendurthi-Anakapali section of NH-5 road in the State of Andhra Pradesh. The project is consistent with three operational priorities of ADB Strategy 2030: (i) making cities more livable, (ii) addressing remaining poverty and reducing inequalities, and (iii) accelerating progress in gender equality.^a It is aligned with Strategic Pillar 2 of the ADB's Country Partnership Strategy 2018-2022, which is providing inclusive access to infrastructure networks and social services by improving the infrastructure bottlenecks in lagging regions.^b The project is also in line with the following elements of the Sustainable Transport Initiative of the Transport Sector Group: scaling up urban transport, improving cross-border transport and logistics, and supporting road safety and social sustainability.^c</p>
<p>B. Poverty Targeting <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.) The project will increase accessibility, shorten travel time, reduce travel costs, and improve road safety, thereby contributing to poverty reduction by increasing the general population's access to infrastructure, services and markets, and generating temporary and permanent jobs.</p>
<p>C. Poverty and Social Analysis 1. Key issues and potential beneficiaries. In 2019, India recorded a 5.4% unemployment rate, while the proportion of its employed population below \$1.90 purchasing power parity a day is 10.7%.^d Its infrastructure needs continue to be unmet, especially in rural areas, due to the unavailability of resources. Poor or no road infrastructure, promotes uneven development and limits regional economic growth, in rural and urban areas alike. The potential beneficiaries of the project are the underserved population in both rural and urban areas, who will have better access to markets, resources, and job opportunities. 2. Impact channels and expected systemic changes. The project will provide access to better and more affordable infrastructure and services. As an effect, better opportunities will be available to the general population to raise their income and make employment more sustainable. It will also improve current road conditions that will contribute to the reduction of road accidents. 3. Focus of (and resources allocated in) the transaction TA or due diligence. The project will provide the necessary funding for the completion of the construction of the road expansion of the Anandapuram-Pendurthi-Anakapali section of NH-5. The National Highways Authority of India (NHAI) has acquired 87.3% of the required land, and acquisition of the remaining land requirement is expected to be completed and handed over to the project by December 2019. Presence of informal settler families is also foreseen. ADB due diligence will include verification of DBL's compliance with the National Highway Act and identification of gaps with ADB SPS requirements. DBL's labor policies, compliance with national labor laws, and gender responsiveness will also be reviewed and verified.</p>
II. GENDER AND DEVELOPMENT
<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? Women in the construction industry, especially in the technical and managerial role, are scarce. Still, the construction environment can put community members and workers at a high risk for gender-based violence and harassment (GBVH). And this may be amplified with the onset of many male workers entering the local communities. These male workers, having income to dispose, may resort to sexual harassment, violence, and exploitative transactional relationships. In India, 74% of female construction workers reported sexual harassment in the workplace. GBVH is usually committed by coworkers or supervisors and is largely rooted in the workplace.^e 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The project has potential to design and implement a gender measures that will set targets for women's employment during the operation phase, provide targets for the number of women that can avail technical or engineering internships, develop a zero-tolerance policy for sexual abuse, exploitation, and harassment (SEAH).</p>

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality?
 Yes No
 Involuntary resettlement is expected to have adverse impacts to the affected families. Home care – like marketing, cooking, laundry, and water fetching – change, and it is the women who usually carry the burden that goes with it. Girls also adjust with a new school, new play environment, and new faces, and these may result to anxiety and depression. Due diligence will need to check on such kinds of impacts on girls and women and identify measures to mitigate these impacts.

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 road users for business and pleasure purposes, DBL personnel, construction materials suppliers, and the Government of India through the NHAI. The land-owners who will have to sell their properties, the informal settlers in the project area, and the persons whose source of income is situated on the project area are also stakeholders of the project. Due diligence will review existing mechanism of DBL to communicate and engage with these stakeholders, specially the affected households that will be resettled.

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 project has identified the affected households and its adverse impacts. Due diligence will need to check on DBL's Stakeholder Engagement Plan, to ensure that the affected households, formal and informal settlers alike, and the ones whose livelihoods will be affected are properly consulted, their views and opinions are heard, and their recommendations are studied and implemented if viable.

3. What are the key, active, and relevant civil society organizations (CSOs) in the project area? What is the level of civil society organization participation in the project design?
 Information generation and sharing (L) Consultation (L) Collaboration (L) Partnership
 CSOs can assist in minimizing the impact of involuntary resettlement to the livelihoods of the affected households. Due diligence will need to check DBL's communication and CSO's involvement in developing possible corporate social responsibility (CSR) projects to develop and implement a livelihood restoration plan.

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 No
 The participation of the poor and excluded in this project would be ensured with a two-way communication between DBL and the affected households. Due diligence will assess DBL's resources, capacities, alliances, and its existing mechanism of communicating and engaging with its stakeholders.

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 road expansion needs to acquire land from 35 villages for a total 335.68 hectare area required for the project. 178.92 hectares of this are owned by 4,751 people. In July 2019, the NHAI has acquired 87.3% of the required land, and acquisition of the remaining land requirement is expected to be completed and handed over to the project in December 2019. During due diligence, these initial findings will be reconfirmed. There is also a need to identify the presence of informal settler families at the project area. DBL's succeeding actions in relation to its compliance with the National Highway Act and ADB Safeguard policy Statement (2009) (SPS) requirements will also be reviewed and discussed. Discussions on DBL's necessary actions for identified gaps will also be conducted.

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

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
 No Indigenous People impacts are anticipated. Due diligence will reconfirm the project development activities that might impact the property, livelihood, socio-cultural beliefs and practices of socio-cultural groups who may be considered as Indigenous Peoples as per ADB SPS.

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 nature of the proposed project is not foreseen to cause displacement of the indigenous peoples from their traditional land, or commercial development of any natural resources within customary land.

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?
- (M) Creating decent jobs and employment (L) Adhering to core labor standards Labor retrenchment
 Spread of communicable diseases, including HIV/AIDS Increase in human trafficking Affordability
 Increase in unplanned migration 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?
 DBL's compliance with the Labor Code of India and related policies, as well as measures to adhere to core labor standards, will be monitored and reported through this project.

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 participation plan during the transaction TA or due diligence?
 ADB staff will assess the social and gender aspects of the proposed project during due diligence.

- ^a ADB. 2018. *Strategy 2030: Achieving a Prosperous, Inclusive, Resilient, and Sustainable Asia and the Pacific*. Manila.
- ^b ADB. 2017. *Country Partnership Strategy: India, 2018-2022 – Accelerating Economic Transformation*. Manila.
- ^c ADB. 2010. *Sustainable Transport Initiative - Operational Plan*. Manila.
- ^d ADB. *India and ADB*. <https://www.adb.org/countries/india/poverty>. Accessed 30 October 2020.
- ^e CDC Group plc, European Bank for Reconstruction and Development, International Finance Corporation and Social Development Direct. 2020. [Addressing Gender-Based Violence and Harassment \(GBVH\) in the Construction Sector](#). Washington, DC.

Source: Asian Development Bank.