



## Initial Poverty and Social Analysis

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### Thailand: E Smart Bangkok Mass Rapid Transit Electric Ferries Project

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## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Thailand	Project Title:	E Smart Bangkok Mass Rapid Transit Electric Ferries Project
Lending/Financing Modality:	Loan and Administration of Loan	Department/ Division:	Private Sector Operations Department Infrastructure Finance Division 2

### I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The transaction will involve a loan of up to B200,000,000<sup>a</sup> to E Smart Transport Company Limited ('E Smart' or 'the Borrower') for the E Smart Bangkok Mass Rapid Transit Electric Ferries Project (the Project) in Thailand and the administration of a loan of up to \$5,500,000 to be provided by the Clean Technology Fund (CTF)<sup>b</sup> and administered by ADB. The project supports four out of seven operational priorities identified in Strategy 2030 including making cities more livable; (ii) tackling climate change and building climate and disaster resilience; (iii) accelerating progress in gender equality; and (iv) addressing remaining poverty and reducing inequalities. The project aligns with ADB's country partnership strategy, 2021–2025 for Thailand, which calls for continued ADB investment in electric vehicles and sustainable transport systems in Thailand,<sup>c</sup> and supports the government's national strategies regarding (i) enhancing connectivity and sustainable environment through the development of waterway transportation,<sup>d</sup> and (ii) greenhouse gas (GHG) emissions reduced from projected business-as-usual level by 2030.<sup>e</sup>

#### B. Poverty Targeting

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

The project is intended to provide an expanded ferry service at similar cost to current ferry services, but on vessels which are powered through more environmentally friendly energy sources, reducing pollution, noise, and providing a safer form of transport service in Bangkok. The project will also provide additional employment opportunities due to the need for more ferry operators and will include specific gender related measures for inclusiveness related to job creation and women's safety on board.

#### C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. Bangkok, the capital of Thailand, is one of the most urbanized and populous cities in Southeast Asia, and as a result, suffers from a chronic air pollution problem. Air pollution has severe economic and health costs, causing around 50,000 premature deaths per year in Thailand.<sup>f</sup> The majority of Thailand's vehicles are still powered by diesel or petrol and Bangkok's traffic congestion is ranked among the worst worldwide.<sup>g</sup> The transport sector is also a significant contributor to climate change, accounting for around 26% of Thailand's annual GHG emissions.<sup>h</sup> River ferries are well established in Bangkok and provide viable alternative transport modes to motorized vehicles on land. The project will benefit passengers, workers and the general population of Bangkok through provision of an environmentally cleaner and safer form of urban travel.

2. Impact channels and expected systemic changes. Key impact channels are expected to include the design and the planned route of the ferries which promote the benefits. As a new operator on the river, the project will require new crews, and this promote employment. The due diligence and enhanced marine-based safety measures also provides a route through which negative impacts and risks will be addressed. Specific measures regarding the promotion of gender mainstreaming in the Project will also be considered.

3. Focus of (and resources allocated in) due diligence. In line with ADB' policy requirements, the Borrower will procure the services of an independent consultant to conduct an Initial Environmental Examination (IEE) including social baseline, assessment and stakeholder consultation and develop an appropriate Environmental and Social Management Plan (ESMP) which addresses all identified risks and impacts. The project will also be subject to gender analysis to ensure gender mainstreaming items are included as part of the transaction.

4. Specific analysis for policy-based lending. Not applicable.

### 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 mobility patterns of men and women are different. Women are more likely to make more frequent and shorter trips and stop more often combining their commute with their reproductive role, for example, shopping, picking up or dropping off children, visiting relatives or running small errands. Women are increasingly commuting for work, often with long commuting times. In developing countries, women use public transport more than men as they often have few or no other mobility choices. Hence women's ability to carry out their productive and reproductive roles often depends on reliable, affordable and safe public transport.<sup>i</sup> In Bangkok, Thailand, river transport is a particularly

important form of public transport.<sup>j</sup> While women are heavily reliant on public transport systems, they are also more worried about using it as their personal security is frequently compromised. In 2016, a survey found that 41 per cent of female respondents had faced sexual harassment while using public transport in and around Bangkok.<sup>k</sup> All forms of harassment affect women deeply and reduce their confidence to use public transport influencing their decisions to take up some educational opportunities, access healthcare, join the labor market or the types of jobs to pursue.<sup>l</sup> Women represented just 19% of employees in the transport, storage and communication sector in Thailand in 2020. Women are also underrepresented in decision-making in Thailand, holding just 31% of management roles in 2020.<sup>m</sup> These broader trends are also reflected in Thailand's renewable energy sector which has a small proportion of women in management and technical roles and a higher concentration of women in administration, finance and human resource positions.<sup>n</sup>

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

Due diligence will seek to identify potential gender mainstreaming measures that may be incorporated in the project design. Gender measures may include targets for female ferry crew, development of a corporate policy on sexual harassment, reporting mechanisms for passengers subject to sexual harassment or abuse, specific vessel design features (e.g. designated seating for pregnant women), and/or enhanced security measures on ferries to deter sexual harassment and abuse.

3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality? ☐ Yes ☒ No

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. Key stakeholders of the project include Borrower employees, ferry users, government authorities, current river users and those involved in leasing land for the battery charging stations. The Borrowers' independent consultants will engage with these stakeholders as part of the development of the IEE.

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? Engagement through the development of the IEE will ensure a wide range of stakeholder concerns are captured, including views about ferry design, routes, accessibility, and cost, for example.

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?

Appropriate CSOs will be identified during the IEE process though it is anticipated that if identified, their involvement would be negligible.

[NA] Information gathering and sharing [NA] Consultation [NA] Collaboration [NA] 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 ☐ No

Issues around cost and access will be considered during project design to support inclusivity, particularly amongst female travelers who may feel deterred due to personal safety concerns

### V. 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 ferry charging stations will require land but the current plan is to use unused land that belongs to private individuals, access to which will be sought through willing lessor / lessee processes and to ensure no involuntary displacement occurs for informal users / occupiers.

2. What action plan is required to address involuntary resettlement as part of the transaction 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

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 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 [M] ☒ Adhering to core labor standards [L] ☐ 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? The project will consider including employment targets in the design. The Borrower will also be required to comply with national labor laws and adopt measures to comply with core labor standards. COVID-19 will likely be a consideration for planning and execution of the project and project personnel and due diligence consultants will need to adhere to local regulations regarding avoidance of transmission.

#### VI. TRANSACTION OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for due diligence contain key information needed to be gathered during 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 due diligence?

Independent consultants will be hired by the client to conduct an environmental and social assessment for the project in line with ADB's requirements. Depending on the findings, the consultant will also propose plans and actions as necessary for environmental and social impact mitigation.

Sources: ADB

<sup>a</sup> B200,000,000 is equivalent to \$6.1 million.

<sup>b</sup> Clean Technology Fund (CTF) is a trust fund under Climate Investment Fund. CTF promotes the financing of projects which deploy low carbon technologies with significant potential for greenhouse gas emission reduction in energy and transport sectors.

<sup>c</sup> ADB. 2021. *Country Partnership Strategy: Thailand, 2021–2025—Prosperity and Sustainability through Knowledge and Private-Sector-Led Growth*. Manila.

<sup>d</sup> Government of Thailand, Ministry of Transport. 2017. *Strategic Plan of Ministry of Transport (2017-2021)*. Bangkok.

<sup>e</sup> Government of Thailand, 2015. *Intended Nationally Determined Contribution of Thailand*. Bangkok.

<sup>f</sup> Bangkok Post. 2017. *The Air We Breathe*. Bangkok

<sup>g</sup> TomTom International BV. *Traffic Index Results 2020*. Amsterdam

<sup>h</sup> Energy Policy and Planning Office. 2018. *CO2 Emission from Energy Consumption by Sector*. Bangkok

<sup>i</sup> FIA Foundation. 2016. *Safe and Sound - International Research on Women's Personal Safety on Public Transport*. Cape Town.

<sup>j</sup> Asian Development Bank. 2013. *Gender tool kit: Transport—Maximizing the benefits of improved mobility for all*. Mandaluyong City.

<sup>k</sup> The Nation Thailand. 2017. [Survey Shows Women Vulnerable to Sexual Crimes on Public Transport](#). Bangkok.

<sup>l</sup> FIA Foundation. March 2016. *Safe And Sound: International Research on Women's Personal Safety on Public Transport*. Cape Town.

<sup>m</sup> International Labor Organization. 2020. ILOSTAT database. <https://ilostat.ilo.org/data>.

<sup>n</sup> USAID Clean Power Asia. 2017. *Gender Equality in Renewable Energy in the Lower Mekong: Assessment and Opportunities*. Bangkok.