



Initial Poverty and Social Analysis

Project Number: 54126-001
July 2021

India: Kochi Metro Extension Project

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INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Kochi Metro Extension Project
Lending/Financing Modality:	Project loan	Department/ Division:	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</p> <p>The proposed loan will partially finance the construction and operation of its proposed 3.2-kilometer metro rail extension in Kochi, India. The transaction is aligned with supporting the operational priorities of ADB's Strategy 2030 in (i) addressing remaining poverty and reducing inequalities; (ii) making cities more livable; and (iii) tackling climate change, building climate and disaster resilience; and (iv) accelerating progress in gender equality. The transaction is consistent with the country partnership strategy, 2018-2022 for India, which calls for supporting long-term urban development planning and basic urban infrastructure investments. The project is also in line with India's National Urban Transport Policy 2006, which endorses non-motorized and public transport as an effective means of integrating land use and transport planning.</p>
<p>B. Poverty Targeting</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 expansion of the metro is expected to result in increased metro rail passenger numbers as the route is extended to underserved areas of the city, reducing traffic and pollution, and providing additional employment opportunities during construction. The project will also adopt various measures to enhance gender inclusiveness in employment and the services provided at metro stations.</p>
<p>C. Poverty and Social Analysis</p> <p>1. Key issues and potential beneficiaries. Kochi is a major port city in Kerala and yet its existing public transportation network only covers 49% of the Greater Kochi area. The various modes of transportation in the city are also not integrated. The share of public transport has decreased from 73% to 49% in 10 years between 2005 and 2015^a while the number of registered vehicles in central Kochi doubled from 0.89 million in 2010 to 1.76 million in 2017. The vision for an elevated metro system that also provides a solution to the limited right of way in Kochi started in 1999 with the broader project receiving approval by the Government of Kerala (GoK) in 2008 and by the Government of India (GoI) in 2012. The project is expected to benefit the population of Kochi as it has experienced increased traffic congestion and vehicular emissions due to population growth and increased vehicle ownership and use. The project will require land to develop the elevated metro rail and associated stations leading to involuntary resettlement related impacts on property and livelihoods.</p> <p>2. Impact channels and expected systemic changes. The development of mass transit systems can provide the lower-income people better access to affordable, safe and efficient transportation systems. The shift from motor vehicles to mass transit will not only reduce congestion but also lower greenhouse gas emissions that will improve overall air quality in the city.</p> <p>3. Focus of (and resources allocated in) the transaction due diligence. The project will have environment and social impacts which will need to be addressed. As the project will require land which will be acquired by the GoK, the process of land acquisition and resettlement will be reviewed for any gaps against ADB Safeguard Policy Statement requirements.</p> <p>4. Specific analysis for policy-based lending. Not applicable.</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? Access to safe and secure travel options are important priorities for women in India. Bridging transport gaps can have real impacts on women's freedom of movement, safety and security, and economic participation.^b Several studies have highlighted that women in India feel unsafe and vulnerable on public transport, sometimes even choosing to drop out of labor force or education due to lack of safe commuting options.^c The transport sector also remains a nontraditional area of employment for women and tends to employ few women. Available data indicates that women in the transport and storage sector are less than one percent of the total workforce.^d</p> <p>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</p> <p>Due diligence will seek to identify potential gender mainstreaming measures that may be incorporated in the project design. Gender measures may include technical internships for women, development of a corporate policy that</p>

advances gender equality in the company, gender inclusive design features in stations and improving access to support services for survivors of sexual exploitation, abuse or harassment.

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.

The main stakeholders of the project are KMRL employees, contractors, local government officials, those affected by the land acquisition and resettlement as well as the potential passengers and business owners who will establish operations at the metro stations.

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, including public hearing, were conducted as part of the social impact assessment for the project. Public views and perceptions were obtained. Further consultations with project stakeholders will be conducted as part of the social compliance audit, including with vulnerable groups.

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?

[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

The social compliance audit will review the land acquisition process and determine whether the needs of the vulnerable were sufficiently considered. Additional land requirements for Phase 1B will also require ongoing consultation with affected people, including provision of appropriate support to those identified as vulnerable if required.

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 expansion of the metro will be done in two phases. Phase 1A required a total of 2.172 ha of land, which involved both government and private land. Land acquisition was carried out under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act of 2013. A total of 20 families (68 persons) are affected, with 3 families undergoing physical displacement and 17 individuals experiencing economic displacement. Phase 1B of the project is still in its early planning phase but is expected to result in further involuntary resettlement.

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

The project site is in a highly urbanized area where no known indigenous communities are present. No impact on indigenous peoples is anticipated.

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 [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 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 due diligence?

Independent consultants will be hired to conduct a environmental and social assessments for the project in line with ADB's requirements. Depending on the findings, the consultants will also propose corrective measures and prepare plans, as necessary for environmental and social impact mitigation.

^a Agence Française de Développement. 2017. [The Kochi Metro Experience: A valuable contribution to the history of Indian metros](#). Paris.

^b International Finance Corporation. 2020. [Uber India gets women moving](#).

^c L. Lei, S. Desai, and R. Vanneman. 2019. [The Impact of Transportation Infrastructure on Women's Employment in India](#). *Feminist Economics*. 25 (4). pp. 94–125.

^d A. Srijia. 2015. [Employment Potential of the Road Transport Sector](#). *Confederation of Indian Industries*.

Sources: Asian Development Bank and Kochi Metro Rail Limited.