

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Rajasthan State Highway Investment Program
Lending/Financing Modality:	MFF-Facility (Loan)	Department/Division:	South Asia Department/Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

India's incidence of poverty has registered a decline from 37.2% in 2004–2005 to 29.8% in 2009–2010 with urban poverty declining by 4.8 percentage points from 25.7% to 20.9% during the above period. The government's continued commitment to poverty reduction is reflected in the goal of inclusive growth that was a critical component of the Eleventh Five Year Plan (11th FYP) and continues to be a pivotal feature in the Twelfth Five Year Plan (12th FYP). The government's response to poverty focuses on (i) enhancing economic opportunities that the poor can access, and (ii) targeting the poor directly by specifically expanding economic opportunities for the poor, developing their capabilities to access economic opportunities, and protecting them from various types of shocks.

Asian Development Bank's Five Year Plan (FYP) country partnership strategy (CPS) for India, 2013–2017, is anchored to the Government of India's 12th FYP and ADB's Strategy 2020. The CPS is designed to assist India achieve the 12th FYP goal of 'faster, more inclusive, and sustainable growth'. The inadequacy of India's infrastructure is constraining the country's growth. ADB's support to India in infrastructure development focuses on improving the "core network" to foster more rapid growth, attract private investment, improve connectivity, and increase productivity, competitiveness, and access to services. Since 2003, ADB has focused on the relatively poorer and weak capacity states ("lagging states") to support the Government's efforts to promote inclusive development in the country.

B. Targeting Classification

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

The Investment Program will directly benefit the poor and non-poor living in the project area of impact. The Investment Program will improve and rehabilitate about 2,300 km of state highway and major district roads, which serve predominantly rural areas in the eastern portion of Rajasthan. The Investment Program will improve connectivity, facilitate access to services, and accelerate economic growth in the state by way of (1) improved road transport operations along with more efficient road maintenance, and (2) eliminate selected road bottlenecks. Improved roads will help the poor to integrate into the structure of the local economy, and benefit from non-farm employment, diversified agriculture production, and trading activities. The improved roads will enable better access to basic services such as health care and education, and will improve the quality of life of the poor in the project influenced areas.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries.

Key issues and potential beneficiaries. Rajasthan is the largest state by area and the 8th largest state by population. The state is largely rural with only about 25% of its population residing in urban areas. The state's economy is primarily agricultural with wheat, barley, pulses, sugar cane, oil seeds, cotton and tobacco being the main products. The state also has a robust tourism industry. According to Government of India estimates based on 2011–2012, 14.7% of Rajasthan's population lives below the poverty line as compared to the all-India level of 21.9%. According to the 2011 census, the literacy rate is 66.1% for the state. Potential beneficiaries include residents, road users, tourists, businesses and commercial services. The proposed project roads will be located in the eastern portion of the state.

2. Impact channels and expected systemic changes.

Impact channels and expected systemic changes. Beneficiaries (including the poor) will benefit from improved access to basic services and living environment. The proposed Project will also result in improved livelihood and trade opportunities for non-urban population. Furthermore, by focusing on better road asset management, the Project will enable better service standards to be maintained.

3. Focus of (and resources allocated in) the PPTA or due diligence.

Focus of (and resources allocated in) the PPTA or due diligence. Adequate TA resources have been allocated to engage a Social Development Specialist to ensure quality of social safeguard planning documents prepared by the Government, as well as support gender analysis, and poverty and social assessment.

4. Specific analysis for policy-based lending.

-

II. GENDER AND DEVELOPMENT

1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program?

Majority of women in the project area are involved in household work, since rural women rarely engage in outside work with exception of very poor households. The project will improve connectivity which will provide better access to health services, higher levels of education, economic opportunities, and social interactions for women.

2. Does the proposed project or program have the potential to make a contribution 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

Proactive features will be explored during project design and potential features include: (i) ensuring women actively participate during consultations during preparation; (ii) ensuring gender sensitive design in roads including covered bus shelters, road side rest areas, paved walk ways in village areas, and road safety features; and (iii) involving women in civil works and during operations and maintenance such as employed in toll booth operations. Provisions will be in the bidding documents for the civil works contractors to ensure that all applicable labor laws will be complied including not employ child labor for construction; encourage employment of the poor, particularly women; and not differentiate wages between men and women for work of equal value.

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 theme) 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.

Government agencies, project beneficiaries (residents, road users, tourists), affected persons, NGOs, business and community groups.

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?

Workshops, community mobilization, and consultation conducted for discussion on the potential needs of the community, social-related issues such as gender, HIV/AIDs, human trafficking, child labor, environment and social safeguard issues.

3. What are the key, active, and relevant civil society organizations in the project area? What is the level of civil society organization participation in the project design?

H Information generation and sharing **H** Consultation **M** Collaboration **L** Partnership

4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how shall they be addressed? Yes No

Poor and excluded affected persons impacted by land acquisition are consulted and surveyed. Additional assistance and provisions such as livelihood rehabilitation will be outlined in Resettlement Plan.

IV. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category A B C F1

1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? Yes No

The Project mostly involves improvement and rehabilitation of existing state highways within the Right of Way. Some minor bypasses are planned in order to improve geometry and mitigate impact in highly congested areas. Titleholders and non-titleholders will be impacted. Detailed census will be undertaken during project preparation. Road specific RPs will be prepared in accordance to Government and ADB policies. Resettlement Framework will be prepared to guide the preparation of other subprojects to be financed by the investment program.

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

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 PPTA 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(L) Labor retrenchment(L)
 Spread of communicable diseases, including HIV/AIDS (L) Increase in human trafficking (L) Affordability(L)
 Increase in unplanned migration(L) Increase in vulnerability to natural disasters(L) Creating political instability(L)
 Creating internal social conflicts(L) Others, please specify _____

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

Road improvement and rehabilitation work is expected to create employment and adhering to core labor standards will be secured through provisions in the construction contracts. Monitoring will be undertaken through the project management consultants.

VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for the PPTA (or other due diligence) contain key information needed to be gathered during PPTA or due diligence process to better analyze (i) poverty and social impact; (ii) gender impact, (iii) participation dimensions; (iv) social safeguards; and (vi) 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 PPTA or due diligence?

8 feasibility study consultants have been engaged by the government to undertake project preparation, including social safeguard planning and poverty and gender studies. A TA-funded Social Development Specialist will ensure that the output of feasibility consultants adhere by ADB and government policies.