





Making Infrastructure More Inclusive: The Asian Experience with Transport


Ko Sakamoto
Transport Economist
Asian Development Bank




Content

1. Poverty reduction: an unfinished business for Asia and the Pacific
2. What is infrastructure for poverty reduction: Beyond trickle down
3. Measuring inclusiveness in transport projects
4. The way forward: Impact on poor people goes beyond sectors





1. Poverty reduction: An unfinished business for Asia and the Pacific



Persistent poverty



Photo: Ko Sakamoto



Growing inequalities



Photo: Ko Sakamoto



Photo: Ko Sakamoto

The infrastructure gap

- In Asia and the Pacific:
 - Nearly 1 billion people lack access to electricity
 - Millions lack road access
 - Nearly two thirds of people have no clean, piped water

ADB's response



Renewed emphasis on inclusive growth in all sectors

Energy for all

Water for all

Sustainable transport

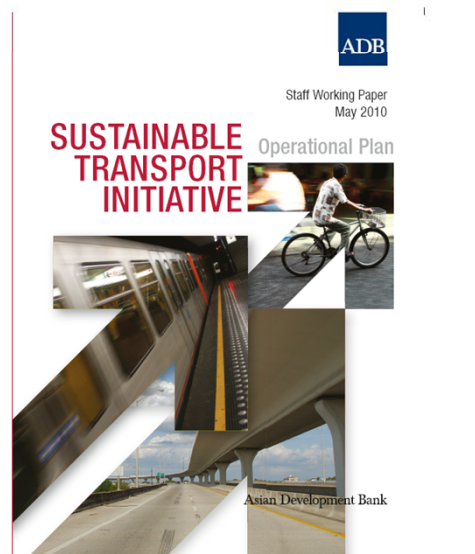
Inclusive cities

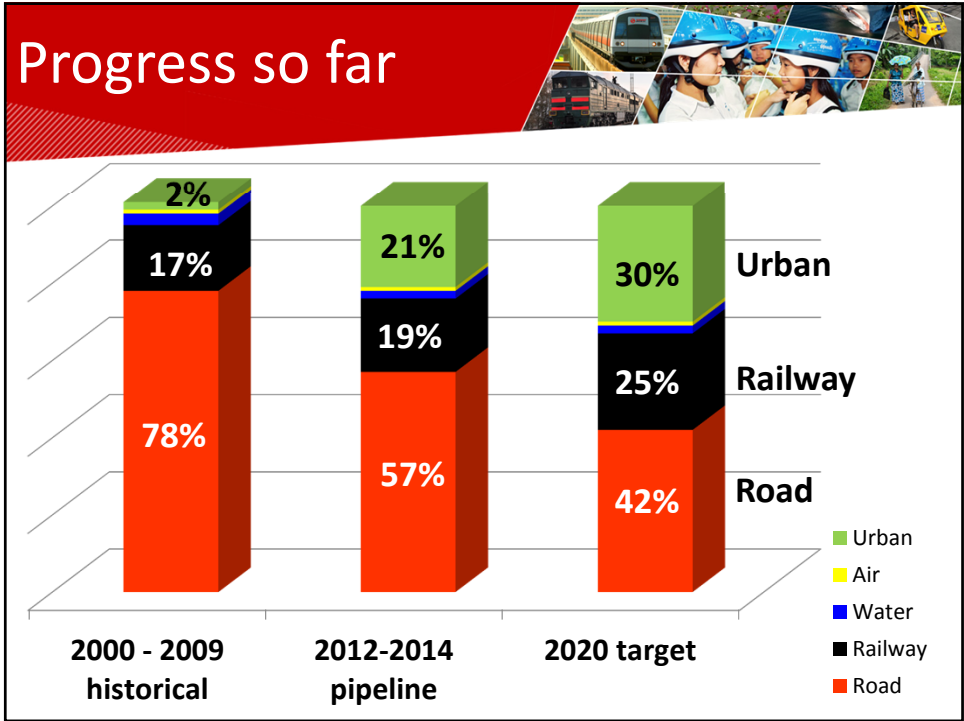
- Inclusive economic growth
- Environmentally sustainable growth
- Regional integration

ADB's Sustainable Transport Initiative

Priority areas:

1. Urban transport
2. Transport and climate change
3. Logistics and cross-border transport
4. Road safety and social sustainability





MDB joint statement + voluntary commitment

The image shows the cover of a joint statement document titled "Commitment to Sustainable Transport". It features the RIO+20 logo on the left and the ADB logo on the right. The central text reads "Commitment to Sustainable Transport" and lists the participating institutions: African Development Bank, Asian Development Bank, CAF - Development Bank of Latin America, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank, and World Bank. The date "June 2012" is also present.

Background to the commitment



- Transport **enables** economic and social activity - access to opportunities, services
- Huge investment needs (\$2.5 trillion between 2010 and 2020)

ADB

Background to the commitment



RIO+20

- Sustainable Transport = **accessible, affordable, efficient, financially sustainable, environment friendly, safe**
- MDBs have been changing to **focus on ST**

ADB

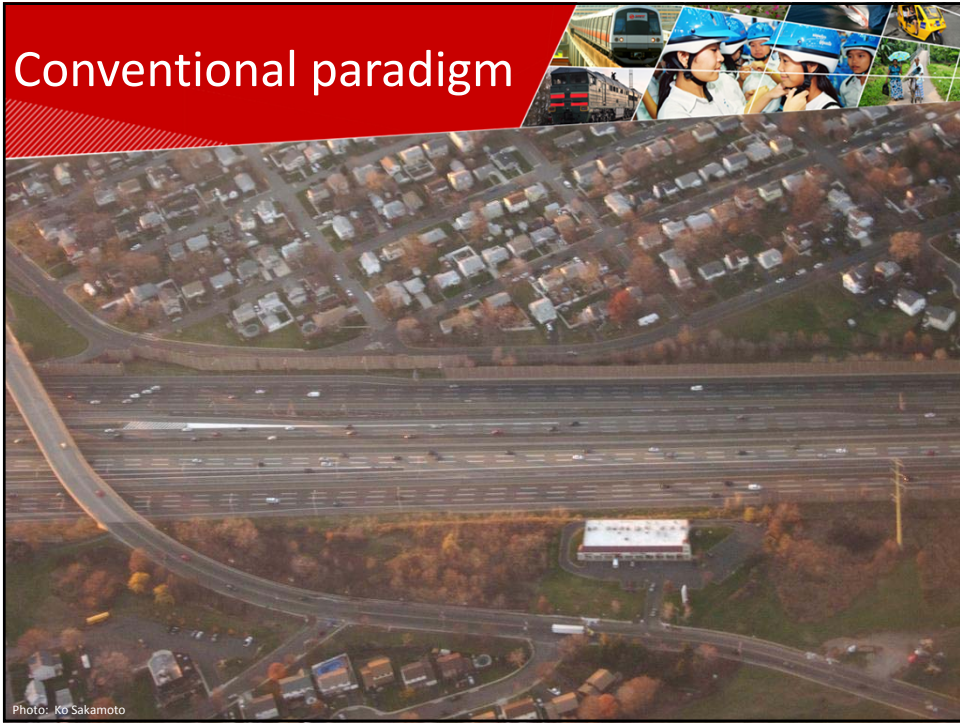
The commitment

- **\$175 billion** for transport in developing countries over 10 years, with increasing focus on ST
- Help developing countries develop ST **policies**, use of **best practices**, **scaling-up** mechanisms
- Ready to help in creating **special financing facilities** for ST
- Call of support for **UN post-2015 agenda on ST** – High Level Panel, SDG
- **Monitoring and reporting** on our lending



2. What is infrastructure for poverty reduction: Beyond “trickle down”





Where are the poor?



Photo: Ko Sakamoto



Photo: Ko Sakamoto



Photo: Ko Sakamoto

Unequal impact on the poor: climate change

Unequal impact on the poor: Air pollution



Unequal impact on the poor: Severance





3. Measuring inclusiveness in transport projects

Moving beyond EIRR



EIRR is not sufficient:

- Many significant social impacts not included in EIRR
- Analyzes only primary impact on transport users; however social benefits go beyond traditional transport benefits
- Ignores matter of distribution (reach: how many and whom)
- Does not make analysis of depth of impact

23

ADB's Poverty and Social Analysis Tool: SPRSS and IPSAs



A way to enhance focus on the poor, vis-a-vis :

I. Poverty and Social Analysis and Strategy

- A. Linkages to the National Poverty Reduction Strategy and Country Partnership Strategy
- B. Results of the Poverty and Social Analysis during PPTA
 1. Key Poverty and Social Issues
 2. Beneficiaries
 3. Impact channels
 4. Other social and poverty issues
 5. Design features
- C. Poverty Impact Analysis for Policy Based lending
 1. Impact channels
 2. Impact on vulnerable groups and mitigation issues
 3. Systemic changes for poverty and inclusive growth

24

ADB's Poverty and Social Analysis Tool: SPRSS and IPSAs



II. Participation and Empowerment

III Gender and Development

IV: Social Safeguards

V. Other Social Risks

1. Labor Markets
2. Affordability
3. Communicable diseases and other social risks

VI. Monitoring and Evaluation

25

Example: Timor-Leste Road Sector Improvement Project



Project to:

- Rehabilitate 3 rural roads
- Facilitate labor-intensive methods of maintenance
- Community empowerment initiative
- Institutional strengthening

26

Sustainable Transport Appraisal Rating (STAR)

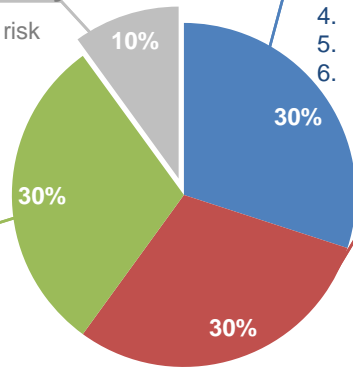


Risk to Sustainability

- 17. Design & evaluation risk
- 18. Implementation risk
- 19. Operational risk

Environmental

- 12. GHG emissions
- 13. Transport-related emissions & pollution
- 14. Natural & built environment
- 15. Resource efficiency
- 16. Climate resilience



Economic

1. Movement of people
2. Movement of goods
3. Quality & reliability
4. Fiscal burden
5. Employment
6. Wider economic benefits: cross-border, urban, rural

Social

7. Basic accessibility
8. Affordability
9. Inclusion
10. Social cohesion
11. Safety, security & health



Key questions in STAR



- Does it provide **basic access** to:
 - Markets
 - Hospitals
 - Schools
 - Employment opportunities



Key questions in STAR

- Is it **affordable** for:
 - The poorest
 - Women
 - The elderly
 - Children



Key questions in STAR

- Is the infrastructure designed in an **inclusive** way to meet needs of:
 - Pedestrians
 - Users of nonmotorized vehicles
 - Women
 - Other vulnerable groups



Key questions in STAR

- Does it promote **social cohesion** between:
 - Different income groups
 - Ethnicities
 - Faiths



Key questions in STAR

- Is it **safe** and **secure** for:
 - “Vulnerable road users such as pedestrians and cyclists
 - Women and children



Key questions in STAR

- Does it create decent and sustained **employment opportunities** for the poor thorough:
 - Construction
 - Maintenance/Operation
 - “Wider impacts”



4. The way forward: Impact on poor people goes beyond sectors

Example: Philippines Agrarian Reform

Pro-poor growth potential areas;

- 55% roads and storage (10%)
- 30% irrigation
- 10% drinking water
- 5% other communal infrastructure


“Inclusive Cities”





Thank you Teşekkürler شكرا

Ko Sakamoto
Transport Economist
Asian Development Bank

Further reading

ADB / Stein HANSEN (June 2010): ADB's Contribution to Inclusive Growth in Transport and Energy projects. <http://www.adb.org/Documents/Papers/ADB-Working-Paper-Series/ADB-WP13-inclusive-growth-infrastructure.pdf>

ADB (2012): Addressing Social and Health Issues in Transport. www2.adb.org/documents/tars/ind/37143-ind-tar.pdf

ADB : Mitigating Gender and Social Risks in Transport projects. <http://www.scribd.com/doc/96269216/Mitigating-gender-and-social-risks-in-Transport-projects>

ADB (June 2012) Analyzing Social & Gender Issues and Informing Designs in ADB Transport Projects. www.scribd.com/doc/96262958/Analyzing-Social-Gender-Issues-and-Informing-Designs-in-ADB-Transport-Projects

DAC InfraPoor Guidelines: www.oecd.org/dataoecd/16/46/36301078.pdf

DAC InfraPoor Background papers: <http://www.oecd.org/dac/povertyreduction/promotingpro-poor-growth-infra-structure-chapters.htm>

World Bank (2001): A Sourcebook for Poverty Reduction. Vol 2 (Sectors), Chapter 22 (Transport)

38