



# Initial Poverty and Social Assessment

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Project Number: 39674  
January 2008

## KGZ: CAREC Transport Corridor I (Bishkek–Torugart Road) Project

An initial poverty and social assessment (IPSA) is prepared in the early stage of the project cycle to assess the significance of social issues for a project. In accordance with ADB's public communications policy (PCP, 2005), the IPSA is disclosed upon completion. The final summary social assessment is included as an appendix to the project's report and recommendation of the President.

**Asian Development Bank**

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country/Project Title:	Kyrgyz Republic / CAREC Transport Corridor I (Bishkek–Torugart Road) Project		
Lending/Financing Modality:	Project	Department/ Division:	CWRD/CWID

### I. POVERTY ISSUES

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

1. The SSTA will prepare/finalize feasibility of undertaking improvement of Bishkek - Torugart Road, which is primarily an international transport corridor that directly links the Kyrgyz Republic to People's Republic of China (PRC) in the south and Kazakhstan in the north. The ensuing project is one of the priority infrastructure projects identified in the Country Development Strategy for 2007-2010 (formerly National Poverty Reduction Strategy). It is also listed as firm project in Country Strategy and Partnership for Kyrgyz Republic in 2008.

#### B. Targeting Classification

1. Select the targeting classification of the project:

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

2. Explain the basis for the targeting classification:

The Project is not a targeted poverty intervention. Its goal is to foster regional cooperation through providing improvements to sections of the regional road corridor and thereby supporting economic activities and addressing key issuer related to poverty in rural areas.

#### C. Poverty Analysis

1. If the project is classified as TI-H, or if it is policy-based, what type of poverty impact analysis is needed? NA

2. What resources are allocated in the PPTA/due diligence?

SSTA will include social sector specialist to review and finalize poverty and social analysis and prepare summary poverty reduction and social strategy to be included in the ensuing project design.

3. If GI, is there any opportunity for pro-poor design (e.g., social inclusion subcomponents, cross subsidy, pro-poor governance, and pro-poor growth)?

Although the Project does not directly target poverty reduction, it will have indirect benefits for the poor through increased mobility and accessibility to markets and social services in the project area; lower transport costs for inputs and products; better access to and interaction with other regions; and employment opportunities during and after construction owing to increased economic and tourism activities.

### II. SOCIAL DEVELOPMENT ISSUES

#### A. Initial Social Analysis

Based on existing information:

1. Who are the potential primary beneficiaries of the project? How do the poor and the socially excluded benefit from the project?

While the project aims to facilitate regional trade and thereby benefit major businesses and those involved in trade and commerce, it will also significantly benefit rural communities and especially rural poor. The project road passes mostly through rural areas in Kyrgyz Republic where agriculture is the main source of income and poverty incidence is among highest in the country. Residents considered improvement of the road to be among their top priorities for development. Those to benefit most would be people whose livelihoods are directly linked to the road: truck owners and drivers, shuttles/taxi services, merchants, owners and employees of cafés, gas stations, maintenance shops, and farmers. Increased labor and trade mobility in the area will lead to increased incomes as well as employment opportunities for the local communities. Overall, connectivity is also seen as increasing transboundary transportation and tourism development augmenting local employment and incomes. The immediate benefits of the project are the opportunity for laborers in the road construction work.

2. What are the potential needs of beneficiaries in relation to the proposed project?

Improved and efficient corridor is a prerequisite for facilitating regional trade and transport, whereas accessibility will ensure that project benefits will reach poorest and those socially excluded.

3. What are the potential constraints in accessing the proposed benefits and services, and how will the project address them?

The poor condition of the existing roads in the Kyrgyz Republic is a major hindrance to efficient distribution of public wealth. The state of the project road limits accessibility to markets and social services and prohibits effective marketing: not only are merchants discouraged from visiting especially the more remote villages to purchase products but losses can be severe when transported along poor roads. Initial consultations indicate that residents also see improved access to medical and other services (credit and banking facilities for instance) as major advantages of the road improvement. Improvement will entail more connectivity and access to resources and markets locally as well as in neighboring PRC and Kazakhstan.

The project will improve the entire corridor as well as access roads to the corridor through combination of rehabilitation and maintenance interventions.

## B. Consultation and Participation

1. Indicate the potential initial stakeholders.

Main project stakeholders include road users (commuters, motorists, transport and trade unions), road agencies, local governments and communities. Other stakeholders are government organizations that will be responsible for planning and implementing the project activities.

2. What type of consultation and participation (C&P) is required during the PPTA or project processing (e.g., workshops, community mobilization, involvement of nongovernmental organizations and community-based organizations, etc.)?

Both, formal and informal consultations will be held with key project stakeholders during SSTA through field visits and meetings by social development specialist.

3. What level of participation is envisaged for project design?

Information sharing     Consultation     Collaborative decision making     Empowerment

4. Will a C&P plan be prepared?  Yes     No    Please explain.

The project is classified as GI and initial consultations indicate that project does not involve sensitive social or participatory issues, nor there were concerns raised by the interested groups. Project stakeholders express general support to the project.

## C. Gender and Development

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

The project documents will have specific provisions to address (i) gender equality in employment opportunities related to civil works, (ii) non gender-based discrimination in labor standards, (iii) gender dimensions of possible negative externalities of increased risk of HIV/AIDS and human trafficking.

2. Does the proposed project/program have the potential to promote gender equality and/or women's empowerment by improving women's access to and use of opportunities, services, resources, assets, and participation in decision making?  Yes     No    Please explain.

The project activities, including civil works and related services will include specific provisions requiring equal opportunities for all gender groups.

3. Could the proposed project have an adverse impact on women and/or girls or to widen gender inequality?

Yes     No    Please explain

Gender assessment undertaken under Joint Country Support Strategy (2007-2010) did not identify infrastructure development projects as potential area to widen the gender inequality in the Kyrgyz Republic. Specific provisions will be included in the project documents requiring non-discriminatory employment and salary levels for all gender groups.

<b>III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS</b>			
<b>Issue</b>	<b>Nature of Social Issue</b>	<b>Significant/Limited/ No Impact/Not Known</b>	<b>Plan or Other Action Required</b>
<b>Involuntary Resettlement</b>	All project activities will be limited to existing right-of-way. No resettlement or land acquisition action is expected	Not Known/Limited	<input type="checkbox"/> Full Plan <input type="checkbox"/> Short Plan <input type="checkbox"/> Resettlement Framework <input type="checkbox"/> No Action <input checked="" type="checkbox"/> Uncertain
<b>Indigenous Peoples</b>	About 1% of the population along the road corridor is other ethnicities than Kyrgyz.	Limited/No Impact	<input type="checkbox"/> Plan <input type="checkbox"/> Other Action <input type="checkbox"/> Indigenous Peoples Framework <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
<b>Labor</b> <input checked="" type="checkbox"/> Employment Opportunities <input type="checkbox"/> Labor Retrenchment <input checked="" type="checkbox"/> Core Labor Standards	The project is expected to create equal employment opportunities for all social groups	No impact	<input type="checkbox"/> Plan <input type="checkbox"/> Other Action <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
<b>Affordability</b>	Project does not involve tolling or user-pay schemes and affordability is not expected to be an issue.	No impact	<input type="checkbox"/> Action <input checked="" type="checkbox"/> No Action <input type="checkbox"/> Uncertain
<b>Other Risks and/or Vulnerabilities</b> <input checked="" type="checkbox"/> HIV/AIDS <input checked="" type="checkbox"/> Human Trafficking <input type="checkbox"/> Others (conflict, political instability, etc.), please specify	The Kyrgyz Republic is at an early stage of the AIDS epidemic. The good practices and lessons learned from ongoing ADB TA 4445 Awareness and prevention of HIV/AIDS, Sexually Transmitted Infections and Human Trafficking will be analyzed and incorporated into the ensuing project. The SSTA will assess if a similar approach or any other specific actions would be necessary for the proposed project. If there will be any interventions on risk mitigations on HIV/AIDS and/or human trafficking, such will be developed in a way to be consistent with national HIV/AIDS strategy, particularly addressing aspects of transport and migrant populations.	Limited impact	<input type="checkbox"/> Plan <input checked="" type="checkbox"/> Other Action <input type="checkbox"/> No Action <input type="checkbox"/> Uncertain
<b>IV. PPTA/DUE DILIGENCE RESOURCE REQUIREMENT</b>			
<p>1. Do the TOR for the PPTA (or other due diligence) include poverty, social and gender analysis and the relevant specialist/s?  <input type="checkbox"/> Yes      <input checked="" type="checkbox"/> No</p> <p>Social development specialist (1 person-month) will review the work undertaken during pre-feasibility study and finalize poverty and social analysis.</p> <p>2. Are resources (consultants, survey budget, and workshop) allocated for conducting poverty, social and/or gender analysis, and C&amp;P during the PPTA/due diligence?    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No    If no, please explain why.</p> <p>This work was undertaken during pre-feasibility study.</p>			