

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	<input type="text" value="Uzbekistan"/>	Project Title:	<input type="text" value="UZB 48025-003: CAREC Corridor 2 (Pap–Namangan–Andijan) Railway Electrification Project"/>
Lending/Financing Modality:	<input type="text" value="Project Loan"/>	Department/Division:	<input type="text" value="Central and West Asia Department
Transport and Communications Division"/>

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY
Poverty targeting: General intervention
A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy
Uzbekistan is a key transit country for Central Asian countries, as well as for the rest of Asia and Europe. Transport plays a key role in promoting regional and domestic trade. The proposed investment improves the Uzbekistan section of Central Asia Regional Economic Cooperation (CAREC) Corridor 2, which connects Uzbekistan to Afghanistan, Kazakhstan, the Kyrgyz Republic, Tajikistan, and Turkmenistan. The project will improve connectivity, railway safety, and boost domestic and international trade. The project is in line with the new national development strategy (NDS) for 2016–2020 of the Government of Uzbekistan. The NDS pursues several development objectives, namely (i) industrial modernization, (ii) infrastructure development, (iii) private sector development, (iv) corporate governance, (v) protection of private ownership, (vi) localization of manufacturing, and (vii) energy efficiency. ¹ The project is also consistent with ADB’s Country Partnership Strategy for Uzbekistan (2012–2016), ² which calls for ADB investments in the transport sector, including the modernization of railway infrastructure. It supports the CAREC Transport and Trade Facilitation Strategy 2020. ³
B. Results from the Poverty and Social Analysis during PPTA or Due Diligence
<p>1. Key poverty and social issues. The project targets the Fergana Valley, a region with nearly 9 million people, accountable for one-third of the population of Uzbekistan. According to sample social survey results, there is no household (HH) below the poverty line⁴ in the project area (income less than \$79 per month). The average daily income of every fourth HH in the project area is \$4.7–\$7.9 per capita (twice the poverty line). The average daily income of every fifth HH is \$7.9–\$10.6 per capita. In 43% of HHs, the average daily income is above \$10.6 per capita, which is 4.5 times above the poverty line. The main source of incomes is salary and wages.</p> <p>2. Beneficiaries. The direct beneficiaries are the inhabitants of the project area, in the Namangan and Andijan regions. The project will indirectly serve the wider population in the Fergana Valley, through accelerated economic growth, increased volume of foreign and domestic trade, and related increases in local employment and living standards.</p> <p>3. Impact channels. Positive social impacts include reduction in time for passengers travelling between the Fergana Valley, Tashkent and further beyond. The general public will benefit from more reliable, safe and comfortable travel compared to journeys undertaken by road transport, especially during winter months. The academic community and socially vulnerable groups are applied discounted fares, making railways a highly inclusive mode of transport. Electrification of the railway will also increase the opportunities for tourism development in the Fergana Valley. This will contribute to the creation of new jobs in the tourism sector, which is traditionally occupied by women. It is also expected that new employment will be created during the implementation and operation stage. Women and children will have access to safe transport, with gender-inclusive facilities in trains and at modernized stations.</p> <p>4. Design features. Although no specific pro-poor design feature is embedded in the project, the project will have positive economic impacts that could lead to economic development of the region and creation of employment opportunities. The project will require land acquisition and resettlement of some households. All necessary actions will be taken to minimize involuntary resettlement/land acquisition. The safety of railway operations will also be improved through a specific output of the project.</p>

¹ Government of Uzbekistan. 2015. *The Program of Action of the Cabinet of Ministers for Near and Long-Term Perspective*. Tashkent.

² ADB. 2015. *Country Operations Business Plan: Uzbekistan, 2016–2018*. Manila.

³ ADB. 2014. *CAREC Transport and Trade Facilitation Strategy 2020*. Manila.

⁴ According to the government, low-income households are classified as households where the monthly per capita income is less than the equivalent of UZS 224,662 (approximately US\$2.38 per capita daily), which is close to the internationally accepted income poverty line of \$1.90 per capita daily.

II. PARTICIPATION AND EMPOWERING THE POOR

1. Participatory approaches and project activities. Extensive consultations were held with *khokimiyat* (district) authorities and key stakeholders during the design stage. Consultations confirmed the expectations by stakeholders of the benefits that the project would bring, including (i) maintaining affordable fares, especially through discounts for children, large families, disabled people and students as per other train services offered elsewhere in the country, (ii) providing a safe means of transport, especially for women and children (iii) increasing the frequency of passenger trains. Many constituents highlighted the need for operational railway safety to be improved, particularly at railway crossings and stations, and for vulnerable groups. This has been factored into the project design, whereby a specific output will help improve operational safety through (i) conducting an assessment of the existing and anticipated safety situation to the general public including children, (ii) supporting the development of practical countermeasures, and (iii) training of staff to plan future railway developments in the safest manner.

2. Civil society organizations. Civil society will be engaged especially in outreach activities/campaigns to ensure the operational safety of railways.

3. What forms of civil society organization participation is envisaged during project implementation, rated as high (H), medium (M), low (L), or not applicable (NA):

(M) Information gathering and sharing **(M)** Consultation **(M)** Collaboration **(NA)** Partnership

4. Will a project level participation plan be prepared to strengthen participation of civil society as interest holders for affected persons particularly the poor and vulnerable?

Yes. No. A project level separate participation plan is not required. The resettlement plan designed a consultation and participation plan for households affected by the project.

III. GENDER AND DEVELOPMENT

Gender mainstreaming category: Some gender elements

A. Key issues. The social survey covered 52% female respondents. In the majority of the HHs, gender relations and formal levels of decision-making have a patriarchal nature, traditional for this region. Men are heads of their families and the key persons who make decisions on important family issues. Women traditionally are more involved in the solution of daily household issues (washing, cleaning, cooking, and other), aimed at caring for the HH members. The sample survey confirmed that in 98% of cases, 1–2 female family members are income earners. In the transport sector itself, there is significant gender asymmetry, where women occupied 12% and men 88% of employed personnel respectively.

B. Key actions. Women generally accompany children and elders when travelling for their different purposes: visiting healthcare institutions, shopping at markets, and visiting relatives who are living in neighboring areas. In this regard, it is necessary to take into account the establishment of mother and baby rooms, toilets and other facilities for the safe and timely movement of women. All of these factors have an effect on their satisfactory social conditions and living standards.

Gender action plan Other actions or measures No action or measure:

UTY has already designed and provided gender-sensitive amenities, such as mother and child rooms, in major railway stations. Building on these efforts, the special needs of children and women will be considered in the development of the safety action plan on railway operations. To address the gender asymmetry in railway operations, the participation of women, especially female technical staff, in training will be encouraged.

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

A. Involuntary Resettlement

Safeguard Category: A B C FI

1. Key impacts. The project expects to acquire 10.85 ha of land, affecting 116 land parcels and 24 structures. 95.5% of this is arable/crop cultivation land and 4.5% is orchard/garden land. Approximately 145 households will be affected, and 24 households physically displaced.

2. Strategy to address the impacts. A draft land acquisition and resettlement plan has been prepared following ADB's requirements and the country's relevant laws and regulations that require land for land replacement and full compensation at market price for housing and other developments on land. An implementable LARP will be prepared upon the completion of the detailed design, based on a detailed measurement survey, comprising a census and assets inventory of the affected households.

3. Plan or other Actions. A social due diligence report has been prepared with corrective actions for the 6.7 km realignment section that will not be financed by ADB.

Resettlement plan

Combined resettlement and indigenous peoples plan

Resettlement framework

Combined resettlement framework and indigenous peoples planning framework

Environmental and social management system arrangement

Social impact matrix

No action

B. Indigenous Peoples	Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
1. Key impacts. No impacts. The country, in general, does not have indigenous people's communities as defined in the SPS for operational purposes. Is broad community support triggered? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Strategy to address the impacts. None.	
3. Plan or other actions.	
<input type="checkbox"/> Indigenous peoples plan	<input type="checkbox"/> Combined resettlement plan and indigenous peoples plan
<input type="checkbox"/> Indigenous peoples planning framework	<input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework
<input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> Indigenous peoples plan elements integrated in project with a summary
<input type="checkbox"/> Social impact matrix	
<input checked="" type="checkbox"/> No action	

V. ADDRESSING OTHER SOCIAL RISKS

A. Risks in the Labor Market

1. Relevance of the project for the country's or region's or sector's labor market, indicated as high (H), medium (M), and low or not significant (L).
(L) unemployment **(L)** underemployment **(L)** retrenchment **(M)** core labor standards

2. Labor market impact. The project will lead to creation of employment opportunities (skilled and unskilled) during the construction phase. Local persons and the affected households will be given preference for these jobs. This provision will be included in the Terms of Reference for the contractors as well. The project bidding documents will be prepared to ensure that contractors (i) comply with applicable international core labor standards and national labor laws; (ii) do not differentiate payment between men and women for work of equal value; (iii) do not utilize child labor in construction and maintenance activities; (vi) allow freedom of association; and (vii) maximize to the extent possible the employment of local poor and disadvantaged persons for project construction purposes provided that the requirements for the job and efficiency are adequately met.

B. Affordability

The project will reduce the cost of travel of the general population, compared to road transport.

C. Communicable Diseases and Other Social Risks

1. The impacts of the following risks are rated as high (H), medium (M), low (L), or not applicable (NA):
(L) Communicable diseases **(L)** Human trafficking (L)
(L) Others (please specify): Health & Safety

2. Related risks of the project on people in project area.
The government and UTY will ensure that appropriate entities disseminate information on the risks of sexually-transmitted infections, including HIV, to the employees of civil works contractors engaged under the project and to members of the local communities surrounding the project area, particularly females.

VI. MONITORING AND EVALUATION

1. Targets and indicators: The project will generate construction jobs for the local community and the supervision consultants will monitor core labor standards. HIV/AIDS awareness campaigns will be conducted for local populations, along with public consultations.

2. Required human resources: The UTY will engage a construction supervision consultant team. The team will monitor project impacts and progress of activities related to land acquisition and resettlement.

3. Information in PAM: The social safeguard monitoring report will be submitted by the UTY to ADB on a semi-annual basis to inform of project impacts and progress of activities related to land acquisition and resettlement, and disclosed on the ADB website as required by the SPS.

4. Monitoring tools: Monitoring requirements are stipulated in the design and monitoring framework, PAM and financing agreement.