

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Kyrgyz Republic	Project Title:	Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project
Lending/Financing Modality:	Project Loan and Grant	Department/Division:	Central and West Asia Department/Transport and Communications Division

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY	
Targeting Classification: General Intervention	
<p>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy In the CPS, the Government of the Kyrgyz Republic and ADB identified the strengthening of road infrastructure as key for inclusive growth and poverty reduction. The country's National Sustainable Development Strategy (2013–2017) underlines the transport sector's importance for achieving sustainable human development. ADB's CPS 2013–2017 supports this by emphasizing the importance of improving trade and road links with regional markets.</p>	
<p>B. Results of the Poverty and Social Analysis during the PPTA or Due Diligence</p> <p>1. <u>Key poverty and social issues.</u> Access and mobility limitations associated with road inadequacies are large factors in north–south, rural–urban, income, and other regional disparities. Poor access correlates with poverty levels and the uneven distribution of economic opportunities. Studies show that although, the poor condition of national roads does not constrain growth, it has major implications with respect to inclusivity, as the transport of the poor is a key constraint on their participation in growth benefits.¹ Road improvements increase access to services and open new economic opportunities by providing links to new markets and production centers, indirectly contributing to national development and poverty reduction.</p> <p>2. <u>Beneficiaries.</u> The direct beneficiaries are the country's road users. Due to expected traffic increases from diverted traffic, the majority of these beneficiaries will originate from other regions. The project will also benefit a local population of nearly 170,000 persons, most directly the nearly 55,000 persons (11,610 households) in the 28 roadside villages comprising the primary PIA. Tertiary beneficiaries include more than one million persons in Naryn, Issyk-Kul, Chui, and Jalal-Abad regions. More diffuse benefits will extend to the Kyrgyz Republic and neighboring countries. Poverty levels in Kochkor (46.5%) and Jumgal (51.4%) districts within the project area exceed the national (30.6%) and oblast levels (26.0% in Issyk-Kul, 30.6% in Naryn, 21.6% in Chui, and 46.4% in Jalal-Abad).² In 12 of the 13 PIA A/Os, poverty levels are more severe, ranging from 4.8% to 69.7% with an average of 50.5%.³ The project will serve 27,848 persons in the PIA.</p> <p>3. <u>Impact channels.</u> The project's principal impacts are reduced transport costs and time. Other impacts include improved road safety, greater travel comfort, and project construction jobs. Less directly, road improvements will enhance access to services and employment. Traffic-serving enterprises will also convey benefits.</p> <p>4. <u>Other social and poverty issues.</u> Many project communities suffer from water supply shortages. Improved educational and health facilities, better internal roads, waste management, cheaper energy, greater access to credit, and small and medium enterprise and tourism development are widely recognized. Agricultural development suffers from a lack of extension services and marketing support and pasture management problems. Underemployment, unemployment, and labor migration remain prominent social and poverty concerns. Governance issues are also important, especially those related to support for local initiatives and resources for local administrations.</p> <p>5. <u>Design features.</u> The project features (i) design sensitivity to social dimensions of road corridor rehabilitation important to road users and roadside communities, (ii) receptivity to stakeholder concerns, and (iii) a comprehensive social summary matrix governing the detailed design, construction, and operation phases of project implementation. The matrix includes (i) the designation of tripartite commissions engaging the MOTR, local administrations, and CSOs; and (ii) a consultation and participation component promoting social monitoring of project implementation.</p>	
II. PARTICIPATION AND EMPOWERING THE POOR	
<p>1. <u>Summarize the participatory approaches and the proposed project activities that strengthen inclusiveness and the empowerment of the poor and vulnerable in project implementation.</u> Consultation and information sharing with local populations and civil society have been important features of project preparation that will continue during implementation, providing a foundation for collaboration with project authorities and local administrations to maximize social benefits and minimize social risks in project detailed design, construction, and operation supported by an SSO fostering the informed participation of the poor. Inclusiveness will also be strengthened.</p> <p>2. <u>If civil society has a specific role in the project, summarize the actions taken to ensure their participation.</u> High levels of information generation and sharing and consultation with civil society will be necessary throughout project implementation, and a collaborative review process during design finalization will enhance the project's social benefits.</p> <p>3. <u>Explain how the project ensures the adequate participation of civil society organizations in project implementation.</u> Project area CSOs will be empowered to represent key social sectors in consultation and collaborative activities and in the design and delivery of social mitigations.</p>	

¹ See, for example, ADB. 2014. *The Kyrgyz Republic Strategic Assessment of the Economy Promoting Inclusive Growth*. Manila.

² National Statistical Committee of the Kyrgyz Republic. 2015 and 2015 data from the Kochkor, Jumgal, and Jayil district administrations.

³ Social Development Departments of the Kochkor, Jumgal, and Jayil districts. December 2015.

<p>4. What forms of civil society organization participation is envisaged during project implementation? <input checked="" type="checkbox"/> Information gathering and sharing <input checked="" type="checkbox"/> Consultation <input checked="" type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Partnership</p> <p>5. Will a project-level participation plan be prepared to strengthen the participation of civil society as interest holders for affected persons, particularly the poor and vulnerable? <input checked="" type="checkbox"/> Yes. <input type="checkbox"/> No. Given the required levels of information sharing and consultation, as well as the potential benefits of civil society collaboration in maximizing social benefits, a project-level participation plan, including the dissemination of project information and awareness-building, has been prepared. The social summary matrix provides a consultation, participation, and communications component to ensure the adequate participation of CSOs and the public in final design activities and implementation.</p>									
III. GENDER AND DEVELOPMENT									
<p>Gender Mainstreaming Category: Some Gender Elements</p> <p>A. Key issues. Gender analysis underscored significant differences in the transport and travel needs of women and men, showing that women in the project area tended to use taxis for transportation more than men and make up a bigger proportion of pedestrians. Although some women engage in long-distance trade, men generally travel further than women. Social conventions mean that women are also most responsible for organizing and accompanying the travel of children, the elderly, and the disabled. Women may also be disproportionately adversely impacted due to their roles and travel patterns. In particular, more women than men are at risk as pedestrians. Employment opportunities for women in the transport sector remain more limited than those for men in the project area, where women are virtually absent as drivers and road-workers. Disparities may also exist in access to some project benefits, participation in decision-making processes, and exposure to social risks (discrimination in project employment, road safety, HIV/AIDS, and human trafficking).</p> <p>B. Key actions. Design measures promoting gender equality and women's empowerment feature a social summary matrix supporting women's participation in design review workshops, project consultations, and the mitigation of project-associated social risks for women, as well as attention to women's employment in project construction and measures encouraging women's opportunities in road-related enterprise development. <input type="checkbox"/> Gender action plan <input checked="" type="checkbox"/> Other actions or measures <input type="checkbox"/> No action or measure Gender elements are incorporated in the project's poverty reduction and social strategy, which feature women's consultation and participation, a gendered final design review, and gendered mitigation of social risks.</p>									
IV. ADDRESSING SOCIAL SAFEGUARD ISSUES									
<p>A. Involuntary Resettlement Safeguard Category: <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI</p> <p>1. Key impacts: From Km 0 to Km 286 (all sections under the PPTA), approximately 287 AHs, comprising 1,074 DPs, will experience permanent or temporary land acquisition. 6 AHs will be physically displaced, 22 AHs will be significantly impacted (losing 10% or more of their productive assets), and 76 AHs are deemed vulnerable. For the three road sections to be financed by ADB, the EDB, and IDB and SFD in 2016—(i) 70 km from Epkin village to Bashkugandy village (Km 89–Km 159) financed by ADB; (ii) 24 km from Bashkugandy village to Jyldyz village (Km 159–Km 183) financed by the IDB and SFD; and (iii) 91 km from Aral village to CAREC Corridor 3 via the Suusamyр valley (Km 195–Km 286) financed by the EDB—approximately 251 AHs, comprising 940 DPs, will experience permanent or temporary land acquisition. 6 AHs will be physically displaced, 12 AHs will be significantly impacted, and 57 AH are deemed vulnerable. The ADB-funded Epkin–Bashkugandy section will impact only 48 AHs, comprising 180 DPs; no AH will be physically displaced; 1 AH will be significantly impacted; and 22 AHs will be vulnerable. Most AHs will experience minor impacts such as the loss of trees, fences, walls, and minor structures in sections that encroach along the road right-of-way.</p> <p>2. Strategy to address the impacts. Draft LARPs have been produced for all project sections where involuntary resettlement impacts have been identified. The LARP-defined inclusion and entitlements accord with ADB's SPS 2009. The PPTA consultants have prepared an inventory of affected assets and budget for compensation based on field surveys and the preliminary road designs. The LARPs will be updated after the final detailed design is completed and will be implemented by IPIG with assistance from LAR commissions established in each district. The final LARPs will be disclosed on the ADB and IPIG websites and at government offices accessible to affected persons. A grievance redress mechanism has been defined and will be operational before the final LARPs are improved. The implementing agency (IPIG) has engaged a full-time social specialist experienced in the implementation of LAR. IPIG's LAR implementation is adequate, additional capacity building and support will be provided via ADB's TA 7433.</p> <p>3. Plan or Other Actions</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> Resettlement plan</td> <td><input type="checkbox"/> Combined resettlement and indigenous peoples plan</td> </tr> <tr> <td><input type="checkbox"/> Resettlement framework</td> <td><input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework</td> </tr> <tr> <td><input type="checkbox"/> Environmental and social management system arrangement</td> <td><input type="checkbox"/> Social impact matrix</td> </tr> <tr> <td><input type="checkbox"/> No action</td> <td></td> </tr> </table>		<input checked="" type="checkbox"/> Resettlement plan	<input type="checkbox"/> Combined resettlement and indigenous peoples plan	<input type="checkbox"/> Resettlement framework	<input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework	<input type="checkbox"/> Environmental and social management system arrangement	<input type="checkbox"/> Social impact matrix	<input type="checkbox"/> No action	
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<p>B. Indigenous Peoples Safeguard Category: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI</p> <p>1. Key impacts. As there are no indigenous peoples per the SPS 2009 definition in the project area, no impacts. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>									

2. <u>Strategy to address the impacts.</u> N/A	
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
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. <u>Relevance of the project for the country's, region's, or sector's labor market.</u> Impact on national, regional, and sectoral labor markets will not be significant. <input type="checkbox"/> unemployment <input type="checkbox"/> underemployment <input type="checkbox"/> retrenchment <input checked="" type="checkbox"/> core labor standards	
2. <u>Labor market impact.</u> Significant employment will be generated locally during construction as well as for workers and service providers in transport and other sectors after completion. Labor-related social issues include gender balancing local construction employment and adhering to CLS. The social summary matrix provisions encourage maximizing local employment, and the civil works contracts will mandate preferential employment of local residents and gender equity. CLS non-adherence is a high social risk, and the mitigation specified in the matrix focuses on compliance with CLS and national labor laws and regulations in construction activities by incorporating related measures in bidding and other project documents.	
B. Affordability. The project does not involve user-pay schemes, and affordability is not expected to be an issue.	
C. Communicable Diseases and Other Social Risks	
1. <u>Indicate the respective risks, if any, and rate the impact as high (H), medium (M), low (L), or not applicable (NA):</u> <input checked="" type="checkbox"/> Communicable diseases <input checked="" type="checkbox"/> Human trafficking <input checked="" type="checkbox"/> Others (please specify) Road safety risks to pedestrians	
2. <u>Describe the related risks of the project on people in the project area.</u> Project-associated intensified interconnectivity, increased economic interdependence among CAREC countries, and increasing mobility amplify opportunities for the spread of HIV/AIDS. The matrix includes the mitigation of HIV/AIDS and associated disease risks. Civil works contracts will require the engagement of an SSO to deliver HIV/AIDS awareness and prevention programs in workers' campsites and to women and other vulnerable groups. Increased access and greater transit traffic also offer impact channels that could increase human trafficking. The matrix provides mitigation for increased risks of human trafficking by featuring prevention and awareness programs in roadside communities. Women and other pedestrian and passenger groups are at a disproportionately higher risk of accidents and injury associated with increased traffic. The matrix mitigates potential impacts by specifying that contractors engage an SSO to deliver road safety awareness programs to parents and children.	
VI. MONITORING AND EVALUATION	
1. <u>Targets and indicators:</u> The matrix specifies the monitoring of key indicators pertinent to poverty reduction and inclusive social development, as well as monitoring and reporting responsibilities. Indicators include local employment extent, poverty levels and trends, local road safety, and the establishment of road-associated enterprises. Principal monitoring data sources are periodic progress and other reports submitted by contractors and CSCs. Poverty monitoring will rely on official data produced by the NSC and local administrations.	
2. <u>Required human resources:</u> Specified monitoring will be carried out by EA and PIU staff and supported by CSC social development specialists during construction. Required human resources are budgeted in the project.	
3. <u>Information in PAM:</u> Information regarding the matrix implementation and associated mitigation and monitoring—including the required qualifications of the detailed design consultant and CSC social specialists, TORs, and EA and PIU responsibilities—will be incorporated in the PAM.	
4. <u>Monitoring tools:</u> The monitoring provisions form the project's principal social monitoring tool.	
A/O = ayil okmotus, ADB = Asian Development Bank, AH = affected household, AP = affected person, CAREC = Central Asia Regional Economic Cooperation, CLS = core labor standards, CPS = country partnership strategy, CSC = construction supervision consultant, CSO = civil society organization, DP = displaced person, EA = executing agency, EDB = Eurasian Development Bank, IDB = Islamic Development Bank, IPIG = Investment Projects Implementation Group, km = kilometer, Km = distance marker, LAR = land acquisition and resettlement, LARP = land acquisition and resettlement plan, MOTR = Ministry of Transport and Roads, NSC = National Statistical Committee, PAM = project administration manual, PIA = project influence area, PIU = project implementation unit, PPTA = project preparatory technical assistance, SFD = Saudi Fund for Development, SPS = safeguards policy statement, SSO = social support organization.	