

## INITIAL POVERTY AND SOCIAL ANALYSIS

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

### I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

As part of the Country Partnership Strategy, the Kyrgyz government and ADB identified that strengthening road infrastructure is the key for inclusive growth and sustainable development. Improving road connectivity between CAREC Corridors 1 and 3 Connector Road would improve regional and domestic access of goods and services, and improve regional disparity of the country.

#### B. Poverty Targeting

General Intervention  Individual or Household (TI-H)  Geographic (TI-G)  Non-Income MDGs (TI-M1, M2, etc.)  
 The proposed project will rehabilitate the connector road connecting CAREC Corridors 1 and 3, linking the country remote sections to regional and national corridors. This will improve connectivity and mobility, reduce transport cost, and increase access to market and social service needs for the local population in the project areas.

#### C. Poverty and Social Analysis

##### 1. Key issues and potential beneficiaries.

Currently the country is divided in the north and the south where the north is the country's main economic political and urban hub and the south is the agriculture generator of the country. The country hence is vastly divided because of this geographical separation in terms of income, service delivery, and potential economic growth. Therefore, the connector road will be critical to the economic development of the country, by providing better transport connectivity, reducing transport time and costs. The improved roads will increase the local population's access to health, education and other social services and open new economic and employment opportunities through linkages to new markets, production centers, and other economic opportunities. Thus, there is a strong link between transport and poverty reduction in the area. The direct beneficiaries are the road users of the country.

##### 2. Impact channels and expected systemic changes.

The living situation of the poor will be improved by (i) having more access to better and more affordable services; (ii) having better opportunities to raise their income and improve their sustainable employment and decent work; and (iii) being better protected against social, life, economic, environmental and climate related risks.

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

Resources have been allotted to study the details of poverty and social analysis to ensure the project impact is captured and maximized by the beneficiaries.

### 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?

Many studies have shown that women and men have different transport needs, i.e., women usually make a number of short trips to markets, schools, health centers and in both peak and off-peak hours, while men usually travel on peak hours to and from work. Kyrgyz women also tend to use public transportation more than men and make up the bigger proportion of pedestrians. Thus, road safety issues are a big concern, especially with the alarming statistics that the Kyrgyz Republic has the third highest rate of road traffic fatalities in Europe, after Kazakhstan and Russia, and where pedestrians and passengers involved in road accidents make up the majority of fatalities.<sup>1</sup> In addition to safety issues, employment opportunities are also more limited for women in the transport sector, where they make up only 8% in 2012, consistent with the enrolment figures in higher education institutions where women make up only 7% of those specializing in transportation during the 2012/2013 academic year.<sup>2</sup> Even in the Ministry of Transport and Communications, women form a minority. There are also very limited quantitative and qualitative sex-disaggregated data to warrant substantive social and gender analysis of key issues in the sector, such as on mobility, transport patterns, costs and satisfaction with transport options, road accidents and fatalities among drivers, passengers and pedestrians, among others. Other potential social and gender issues posed by the project during

<sup>1</sup> United Nations Economic Commission for Europe. 2011. *Statistics of Road Traffic Accidents in Europe and North America, Volume LII*. Geneva.

<sup>2</sup> National Statistical Committee of the Kyrgyz Republic. 2013. *Compendium of Gender Disaggregated Statistics (2008–2012)*. Table 4.6, 92.

implementation could be disruption of electricity, water supply, and communications services, disruption of livelihoods, noise and air pollution, personal safety for pedestrians, and children in construction sites, among others. The impact of an improved transport system upon women will be assessed at the PPTA stage. Efforts will be made to identify possible positive and negative impacts on women and provide indirect benefits or mitigating features (e.g., jobs for women in project construction work, information campaigns on HIV/AIDS risks and special resettlement assistance to households headed by 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 Please explain.

A small scale gender assessment will be conducted during PPTA stage, to consider potential benefits such as quicker access to education and health facilities, improved livelihood for women who can establish enterprises such as rest stops, hotels, and roadside markets, given the proper infrastructure, and even employment in the sector in both skilled and unskilled work, as well as in non-traditional occupations such as driving taxis and trolley buses. A gender strategy/measures will be developed as needed to address issues identified. Possible opportunities for gender equality and/or women's empowerment will be investigated.

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

Yes  No Please explain

No negative impact on women as the project involves only improving the existing roads.

4. Indicate the intended gender mainstreaming category:

GEN (gender equity)  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.

Local residents in the project area, nongovernment organizations (NGOs), people who may be affected by civil works (if any), local government agencies, and central government.

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?

Stakeholders participation in workshops, meetings, and trainings during project design is encouraged.

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?

Information generation and sharing (M)  Consultation (M)  Collaboration  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

Consultation of the stakeholder is required. This is to ensure that the project benefits reached the beneficiaries, which include the poor and excluded.

### IV. SOCIAL SAFEGUARDS

**A. Involuntary Resettlement Category**  A  B  C  FI

1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement?  Yes  No assessment will be carried out by the PPTA consultants.

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 (M)  Adhering to core labor standards (H)  Labor retrenchment (M)  
 Spread of communicable diseases, including HIV/AIDS (M)  Increase in human trafficking (M)  Affordability  
 Increase in unplanned migration  Increase in vulnerability to natural disasters  Creating political instability  
 Creating internal social conflicts  Others, please specify \_\_\_\_\_

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

#### **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 (v) 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? Consultant time and survey and training budget are allocated for conducting poverty, social, and gender analysis, and participation plan during the PPTA.