



# Initial Poverty and Social Analysis

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Project Number: 54123-001  
May 2020

## Kyrgyz Republic: Urban Transport Electrification Project

## **CURRENCY EQUIVALENTS**

(as of 5 May 2020)

Currency unit	–	Som
Som1.00	=	\$0.0126
\$1.00	=	Som79.1037

## **ABBREVIATIONS**

ADB	–	Asian Development Bank
BEB	–	battery electric bus
BPTC	–	Bishkek Public Transport Company
BTD	–	Bishkek Trolleybus Department
GHG	–	greenhouse gas
NO <sub>2</sub>	–	nitrogen dioxide
PM <sub>2.5</sub>	–	particulate matter less than 2.5 micrometers in diameter
TA	–	technical assistance
WHO	–	World Health Organization

## **WEIGHTS AND MEASURES**

µg	–	microgram
m <sup>3</sup>	–	cubic meter

## **NOTE**

In this report, "\$" refers to United States dollars.

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## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:  Project Title:

Lending/Financing Modality:  Department/Division:

<b>I. POVERTY IMPACT AND SOCIAL DIMENSIONS</b>
<b>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</b>
<p>The Kyrgyz Republic National Development Program for 2018–2022 aims to achieve successful and stable democracy, along with stable growth in gross domestic product and household incomes. Persistent poverty and the adverse impacts of climate change are recognized as key challenges. The plan further identifies clean air and clean transport as an integral part of a sustainable urban environment, needed for positive human development.<sup>a</sup> ADB’s overreaching goal of achieving poverty reduction (Strategy 2030) shares with the national strategy the common goals of reducing poverty, enhancing environmental sustainability, tackling climate change, and making cities more livable.<sup>b</sup> The project will contribute to these aims by promoting the electrification of the Bishkek urban transport sector, which will result in improved air quality, decreased GHG emissions, and a reduction in imported fuel products.</p>
<b>B. Poverty Targeting</b>
<p> <input type="checkbox"/> General intervention                      <input type="checkbox"/> Individual or household (TI-H)  <input type="checkbox"/> Geographic (TI-G)                              <input type="checkbox"/> Non-income MDGs (TI-M1, M2, etc.)         </p> <p>The project will reduce the risk of premature deaths due to air pollution in the city of Bishkek, lower health-related costs caused by air pollution, and lessen the need for imported fossil fuel products. From an economic perspective, the project will prevent air pollution-induced productivity losses of the labor force and avoid preventable costs detrimental to the overall development of the national economy.</p>
<b>C. Poverty and Social Analysis</b>
<p><b>1. Key issues and potential beneficiaries.</b></p> <p>Due to a rapid increase of registered vehicles from 440,000 in 2010 to 1.2 million in 2018, Kyrgyz Republic has experienced a significant deterioration of air quality, affecting public health and economic development. According to the World Health Organization, 2,500 premature deaths annually are connected to outdoor air pollution, leading to nearly \$1.4 billion in health-related costs. The capital of Bishkek, which accounts for 390,000 registered vehicles (2018), exceeded the maximum allowable concentration for nitrogen oxide (294 days) and fine particulate matter, PM<sub>2.5</sub> (103 days), throughout the year 2017. Due to loss of income caused by sickness, lack of financial means to afford health-related costs and air purifying equipment, and higher exposure to outdoor air pollution, Bishkek’s low-income strata are particularly affected. The improved level of air quality in the city of Bishkek, which is home to one-sixth of Kyrgyz population, and the financial savings—from reduced costs to the national health system, power savings due to higher energy efficiency compared to existing trolleybuses, and lowered spending on fossil fuel imports—will particularly benefit the poor, as these funds become available for long-term government targets, including poverty alleviation and economic development.</p>
<p><b>2. Impact channels and expected systemic changes.</b></p> <p>The project will improve air quality and lower greenhouse gas emissions in the city of Bishkek. The project will further contribute to long-term government savings from lower fossil fuel imports and decreased power demand (due to higher energy efficiency of e-buses compared to existing trolleybuses). Financial savings will become available for long-term government targets, including poverty alleviation and economic development. The project will likewise improve the efficiency of public transport services to better serve the needs of residents in Bishkek.</p>
<p><b>3. Focus of (and resources allocated in) the transaction TA or due diligence.</b></p> <p>As part of the preparatory due diligence work, consultants will assess employment opportunities in the scope of this project, with a special focus on low-income groups and women. In addition, the direct and indirect benefits in terms of poverty reduction will be assessed. The poverty assessment will be carried out by following ADB’s Handbook on Poverty and Social Analysis, 2012.</p>

<b>II. GENDER AND DEVELOPMENT</b>
<p>1. What are the key gender issues in the sector and/or subsector that are likely to be relevant to this project or program?</p> <p>The 2019 Human Development Report table on Gender Inequality Index ranked the Kyrgyz Republic 87th out of 162 countries. The index noted <i>near gender parity</i> in enrollment in secondary education. However, data on labor force participation indicate gender disparities with women posting 48.2% labor force participation rate compared to 75.8% labor force participation rate for men. Maternal mortality is significant at 76 per 100,000 live births, and adolescent birth rate indicates 32.8 births per 1,000 women aged 15–19. In terms of political participation, women's share is only 19.2% of the seats in parliament. The Kyrgyz Country Gender Assessment (2019) noted that women are mostly employed in the service sectors—i.e., health and social services (83.6%), followed by education (80.6%), and hotels and restaurants (58.4%). On the other hand, males dominate the better paying sectors, including building industry (96.5%); gas, electricity, and water (90.5%); transport and communication (89.3%); and mining (84.4%). Women's average earnings is 75.3% of men's earnings. Women of childbearing age are unable to take formal employment in the absence of government-managed family and childcare support. There is also a significant percentage of households headed by women brought about by the high level of male migration. The National Statistical Committee of the Kyrgyz Republic reports that households with female heads registered at 36.7% in 2017. Households headed by women are most susceptible to poverty given the multiple burden of care and economic work that women need to undertake. Women's multiple domestic and economic responsibilities require them to be mobile. Mobility of women in the Kyrgyz Republic is limited as many are unable to drive or cannot afford private transport. Women rely on transport services to go to work and other locations, such as their children's schools. Personal safety and harassment on public transport are important concerns of women, as they are often subjected to harassment when using public transport. In terms of employment in public transport, data as of 2019 from the trolleybus departments in Bishkek show that only around 11.3% of trolleybus drivers were female.</p>
<p>2. Does the proposed project or program have the potential to contribute 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?      <input checked="" type="checkbox"/> Yes      <input type="checkbox"/> No</p> <p>The project will promote the increase of female drivers at Bishkek Trolleybus Department. In addition, security-related components, such as (i) security cameras in buses, (ii) panic buttons at bus stops and buses, (iii) public information campaign against violence against women, and (iv) specialized training for bus drivers and conductors on management of incidents of harassment of and/or violence against women and other vulnerable groups, will be conducted.</p>
<p>3. Could the proposed project have an adverse impact on women and/or girls or widen gender inequality?  <input type="checkbox"/> Yes      <input checked="" type="checkbox"/> No</p>
<p>4. Indicate the intended gender mainstreaming category:  <input type="checkbox"/> GEN (gender equity)      <input checked="" type="checkbox"/> EGM (effective gender mainstreaming)  <input type="checkbox"/> SGE (some gender elements)      <input type="checkbox"/> NGE (no gender elements)</p>
<b>III. PARTICIPATION AND EMPOWERMENT</b>
<p>1. Who are the main stakeholders of the project, including beneficiaries and negatively affected people? Identify how they will participate in the project design.</p> <p>The main beneficiaries will be the population of Bishkek. Project preparatory consultants will carry out a stakeholder analysis to identify and confirm the beneficiaries and other stakeholders, and to define roles and responsibilities for strengthening participation in project design and implementation.</p>
<p>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?</p> <p>Consultations in various modes will be conducted during project preparation and throughout implementation to ensure concerns from the poor, vulnerable, and excluded groups, if any, are addressed and incorporated into project design and implementation.</p>
<p>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?</p> <p><input checked="" type="checkbox"/> M - Information generation and sharing      <input checked="" type="checkbox"/> M - Consultation      <input type="checkbox"/> Collaboration      <input type="checkbox"/> Partnership</p> <p>Relevant civil society organizations will be identified as part of the due diligence. The existing project plan may be strengthened with the support of the identified civil society organizations and other community organizations.</p>

particularly for the components on training and campaign on the prevention of violence against women and other vulnerable groups.

4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how should they be addressed?  Yes  No

The project designers will look into affordability, accessibility, and safety issues during project design using participatory approaches, engaging with 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

During the upgrade of trolleybus depot infrastructure and green mobility corridor piloting, nonsignificant economic displacement impacts may occur, which will be assessed within the social due diligence.

2. What action plan is required to address involuntary resettlement as part of the transaction TA 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 transaction TA 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  Adhering to core labor standards  Labor retrenchment  
 Spread of communicable diseases, including HIV/AIDS  Increase in human trafficking  
 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?

The project will include provisions on adherence to core labor standards in the contracts with contractors.

#### VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for the transaction TA (or other due diligence) contain key information needed to be gathered during transaction TA or due diligence process to better analyze (i) poverty and social impacts, (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 transaction TA or due diligence?

ADB will source sufficient funds from TA 9792-REG and allocate budget for engagement of a social safeguards consultant to prepare a poverty, social, and gender analysis.

ADB = Asian Development Bank, GHG = greenhouse gas, MDG = Millennium Development Goal, TA = technical assistance.

<sup>a</sup> Government of the Kyrgyz Republic. 2018. [The Development Program of the Kyrgyz Republic for the Period 2018–2022: Unity. Trust. Creation](#). Bishkek. pp. 42 and 48.

<sup>b</sup> [ADB. 2018. Strategy 2030: Achieving a Prosperous, Inclusive, Resilient, and Sustainable Asia and the Pacific](#). Manila. Source: ADB.