

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Kyrgyz Republic	Project Title:	Kyrgyz Republic: CAREC Corridor (Bishkek-Osh) Improvement Project – Phase 4
Lending/Financing Modality:	Project/ Grant and or Loan	Department/ Division:	Central and West Asia Department/Transport and Communications Division

### I. POVERTY ISSUES

#### 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 Bishkek and Osh meets the government development strategy in ensuring access to the regional and markets of goods and services.

#### B. Targeting Classification

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

The proposed project will rehabilitate a northern and a southern part of road connecting Bishkek and Osh. 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 Analysis

1. If the project is classified as TI-H, or if it is policy-based, what type of poverty impact analysis is needed?  
Not Applicable

2. What resources are allocated in the PPTA/due diligence?  
\$1,000,000 is proposed to be allocated from TASF-IV. Targeted group consultations with local communities, local stakeholder organizations, and district governments will be undertaken under the PPTA.

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)? No

### 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?

Road infrastructure improvement is critical to the economic development of the area, by providing better transport connectivity, reducing transport time and costs. 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. What are the potential needs of beneficiaries in relation to the proposed project?

Timely LAR compensation of affected persons (if any), protection of communities from construction disturbances, and of safety hazards to workers and the public during construction.

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

No constraints are envisaged at this stage. Efforts will be made to address those constraints if identified during the PPTA study.

<b>B. Consultation and Participation</b>			
1. Indicate the potential initial stakeholders.			
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. What type of consultation and participation (C&P) is required during the PPTA or project processing (e.g., workshops, community mobilization, involvement of nongovernment organizations and community-based organizations, etc.)?			
Workshops and meetings with NGOs and local residents groups.			
3. What level of participation is envisaged for project design?			
<input checked="" type="checkbox"/> Information sharing <input checked="" type="checkbox"/> Consultation <input type="checkbox"/> Collaborative decision making <input type="checkbox"/> Empowerment			
4. Will a C&P plan be prepared during the project design for project implementation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
<b>C. Gender and Development</b>		<b>Proposed Gender Mainstreaming Category: some gender benefits</b>	
1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project/program?			
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/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?			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
A small scale gender assessment will be conducted during PPTA stage. A gender strategy/measures will be developed as needed to address issues identified. Possible opportunities for gender equality and/or women's empowerment include improve access through feeder roads improvement.			
3. Could the proposed project have an adverse impact on women and/or girls or to widen gender inequality?			
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
No negative impact on women as the project involves only improving the existing roads.			
<b>III. SOCIAL SAFEGUARD ISSUES AND OTHER SOCIAL RISKS</b>			
Issue	Nature of Social Issue	Significant/Limited/No Impact/Not Known	Plan or Other Action Required
<b>Involuntary Resettlement</b>	Works will be limited to existing ROW. However, multiple private kiosks, shops, fences, and houses were identified within ROW during the reconnaissance mission.	Limited	<input checked="" type="checkbox"/> Resettlement Plan
<b>Indigenous Peoples</b>	The project activities are not expected to affect the dignity, livelihood systems, or culture of indigenous people as defined by ADB's Safeguard Policy Statement (2009)	No Impact	<input checked="" type="checkbox"/> Other Action

<p><b>Labor</b>  <input checked="" type="checkbox"/> Employment Opportunities  <input type="checkbox"/> Labor Retrenchment  <input checked="" type="checkbox"/> Core Labor Standards</p>	<p>The project will offer opportunities for construction works to the local population. Provisions will be established in the civil work contract and contractors are required to meet labor law standards.</p>	<p>No Impact</p>	<p><input checked="" type="checkbox"/> Other Action</p>
<p><b>Affordability</b></p>	<p>No affordability issues are expected since no road- user fees or taxes will be levied on the beneficiaries.</p>	<p>No Impact</p>	<p><input checked="" type="checkbox"/> Other Action</p>
<p><b>Other Risks and/or Vulnerabilities</b>  <input checked="" type="checkbox"/> HIV/AIDS  <input checked="" type="checkbox"/> Human Trafficking  <input checked="" type="checkbox"/> Others (conflict, political instability, etc.), please specify</p>	<p>The issues of HIV/AIDS, gender, human trafficking, and road safety will be explored during PPTA stage.</p>	<p>Not known</p>	<p><input checked="" type="checkbox"/> Other Action</p>
<p><b>IV. PPTA/DUE DILIGENCE RESOURCE REQUIREMENT</b></p>			
<p>1. Do the TOR for the PPTA (or other due diligence) include poverty, social and gender analysis and the relevant specialist/s?  <input checked="" type="checkbox"/> Yes      <input type="checkbox"/> No</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 checked="" type="checkbox"/> Yes      <input type="checkbox"/> No</p>			