

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Uzbekistan	Project Title:	Central Asia Regional Economic Cooperation Corridor 2 (Pap-Namangan-Andijan) Railway Electrification Project
Lending/Financing Modality:	Project 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

An important step towards a medium-term strategy for Uzbekistan was the preparation of the second Welfare Improvement Strategy (WIS-II), which included the long-term development prospects, including 2012-2015. WIS-II provides the basis for the implementation of methods and approaches of strategic management at the regional level in close coordination with the national development strategy. Objectives of the WIS-II included deepening of economic reforms, creating employment opportunities through export led growth, supporting improvements in health and education. It also focused on the modernization and development of transport sector and socio-economic regional growth. ADB's Mid-Term Review (MTR) of Strategy 2020 shares with WIS-II the goal of promoting sustained and inclusive growth. ADB's country partnership strategy program for Uzbekistan (2012-2016)⁷ includes development of transport sector, gender equity and regional cooperation and integration, climate change and environment as key drivers.

B. Poverty Targeting

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

The Project has no direct impact on poverty reduction. Through the provision of timely, affordable and safe railway transport, the Project will, reduce transport costs, increase access of the local population in the Fergana Valley to healthcare, education and employment. The poor and local population of project area will benefit through lower cost of transportation and increased access to the healthcare and educational establishments and social services. It is also expected that new employment will be created during the implementation and operation stage.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries.

The lack of access to safe and affordable transport significantly hinders the social and economic development of rural households as well as industrial and agricultural sectors. The Project will contribute to reducing transport cost and travel time, ensure safety, and increase access to jobs, markets, healthcare and education facilities for the local population. The primary beneficiaries will be passengers, freight transporters and agro-industrial producers. Based on past project experience, there is no foreseen direct and indirect negative impacts on the local population and socio-economic development of the region.

2. Impact channels and expected systemic changes

The proposed Project as part of the Central Asia Regional Economic Cooperation (CAREC) Corridor 2 will implement the electrification of 145.1 km of railways between Pap, Namangan and Andijan. The project completes the missing electrified railway link between the populous Fergana Valley (of about 8.8 million people) and the capital region of Tashkent. First, electrification will result in reduced travel costs for users. The second-best alternative to railways is the use of informal taxis and vans, which are few times more expensive compared to railway tickets. Second, women and children will have access to safe transport, with gender-inclusive facilities in trains and at modernized stations. Currently, women and children face unsafe and crowded travel conditions through the use of informal taxis and vans. Security is a key concern especially during nighttime hours. Third, the project will significantly increase the mobility of the entire population and reduce travel time, within the Fergana Valley and also with Tashkent. Residents of remote villages will be able to reach healthcare facilities, most of which are located in the cities of Andijan and Namangan. Fourth, employment opportunities of the local population will be significantly enhanced, as daily commutes to Tashkent will be enabled. Conversely, businesses headquartered in Tashkent are likely to relocate their production to the Fergana Valley, profiting from the cheaper labor. Electrification of the railway will increase the opportunities of tourism development in the Fergana Valley. This will also contribute to the creation of new jobs in the tourism sector, which is traditionally occupied by women.

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

A social development specialist will be recruited and public consultations with local people, local NGOs and authorities will be conducted.

⁷ ADB.2012. Country Partnership Strategy: Uzbekistan 2012-2016, Manila.

II. GENDER AND DEVELOPMENT
<p>1. What are the key gender issues in the sector/subsector that are likely to be relevant to this project or program? The ratio of women to men is 49% to 51% in Andijan and Namangan regions. There is a significant gender asymmetry in the transport sector, where women occupied 12% and men 88% respectively⁸. Women in rural areas of Uzbekistan are less likely to own and drive private cars and mostly travel by public transportation. Women are often tasked with transport of children to schools, and elders to healthcare establishments. Women are also heavily involved in retail activities near train stations. These activities provide them with opportunities to contribute to family income and empower them to participate equally to decision-making at household level. Access to safe, timely, affordable transportation is one of the main issues for women in the Project area. The Project is expected to bring benefits to females in terms of more frequent, less crowded train journeys and low cost tickets. Other key issues and possible entry points to facilitate gender benefits will be examined during the PPTA.</p> <p>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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Please explain. A gender assessment will be conducted under the PPTA, and a social and gender action plan will be developed to address issues identified and ensure the maximization of benefits to women.</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 Please explain No negative impacts on women are expected.</p> <p>4. Indicate the intended gender mainstreaming category: <input type="checkbox"/> GEN (gender equity) <input type="checkbox"/> EGM (effective gender mainstreaming) <input checked="" type="checkbox"/> SGE (some gender elements) <input type="checkbox"/> NGE (no gender elements)</p>
III. PARTICIPATION AND EMPOWERMENT
<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. Apart from the beneficiaries of the project listed in section I-C, the state-owned railway company O'zbekiston Temir Yo'llari (UTY) will be the main stakeholder as the executing agency, in association with the state-owned power utility company Uzbekenergo. The Ministry of Finance, Ministry of Economy and Ministry of Foreign Economic Relations, Investment and Trade, State Committee of Land Resources, Geodesy, Cartography and State Cadastre and other authorities of the Government of Uzbekistan will support the design and implementation of the project. The Womens' Committee of Uzbekistan, local hkokimiyats/authorities, and the local population living in the project area will be consulted through meetings and briefings, during the project design. Such consultations will particularly be important for those households that may directly be affected by involuntary land acquisition and resettlement.</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? Meetings with local governments, NGOs and community based organizations, focus group consultations and affected people will be conducted. Consultations with local communities will include but not be limited to (i) resettlement compensation if any, (ii) protection of communities from disturbances during construction (iii) railway safety during and after construction, (iv) safety hazards to workers and the public during construction, (v) temporary and permanent employment opportunities that may benefit communities along and off the project railway.</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? <input checked="" type="checkbox"/> Information generation and sharing (M) <input checked="" type="checkbox"/> Consultation (M) <input type="checkbox"/> Collaboration <input type="checkbox"/> Partnership</p> <p>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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The proposed activities will mainly involve electrifying the existing rail line. For railway safety, it is recommended to carry out public awareness campaigns to familiarize people living along the electrified rail section those and using road transport to cross the electrified rail track. Fencing is considered not necessary given that the railway operations will not be high speed (beyond 120km/hour).</p>
IV. SOCIAL SAFEGUARDS
<p>A. Involuntary Resettlement Category <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI</p>
<p>1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No There will be no major land acquisition and resettlement issues as the Project involves electrification of an existing</p>

⁸ Women and men of Uzbekistan, Republican Statistic Committee, 2015, Tashkent.

<p>railway line. Notwithstanding, there are several parameters which would affect land acquisition and resettlement. First, dense housing is observed next to the rail route, especially around Namangan. Although there is no apparent encroachment on the railway right-of way (ROW), some houses may need to be pushed back for safety reasons because, with electrification the speed of the train(s) may increase, and there may be more frequency of the passenger train based on the public demand, presently only once a day. This may require application of the involuntary resettlement safeguard requirements. Second, a national law requires a sanitary buffer zone of 12 meters from the railway centerline on each side. This law applies only to new railway lines, not the electrification of existing lines. Third, a 6 km realignment will take place between stations Uychi and Block Post 136 km, presently of 11.5 km length, a 1.5km part of which presently passes through the Kyrgyz Republic. The 12-meter buffer zone is to be applied to this realigned 6-km section. This will therefore likely affect 10-15 houses in four villages, as well as agricultural land plots, according to UTY. The exact number can be determined only after accessing the cadastral information. Based on this initial assessment, it is proposed to classify the project for the involuntary resettlement safeguard as category B, according to ADB's Safeguard Policy Statement (2009).</p>
<p>2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process?</p> <p><input checked="" type="checkbox"/> Resettlement plan <input checked="" type="checkbox"/> Resettlement framework <input type="checkbox"/> Social impact matrix</p> <p><input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> None</p> <p>Considerations have been taken on how SPS requirements can be fully met within the tight timeframe given by the Government for processing. The suggested action plan is:</p> <ul style="list-style-type: none"> • Step 1: Preparing a "resettlement framework". The purpose of the framework is to outline and provide guidance on the safeguard requirements according to the ADB's SPS, and more importantly, including an entitlement matrix for the compensation to the affected persons. • Step 2: When the detailed design is ready, prepare a resettlement plan, involving a census and assets inventory of the affected persons and a social impact assessment.
<p>B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI</p> <p>1. Does the proposed project have the potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No No indigenous people living in the project area.</p> <p>3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No No indigenous people living in the project area.</p> <p>4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process?</p> <p><input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social Impact matrix</p> <p><input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None</p>
<p style="text-align: center;">V. OTHER SOCIAL ISSUES AND RISKS</p> <p>1. What other social issues and risks should be considered in the project design?</p> <p><input checked="" type="checkbox"/> Creating decent jobs and employment (L) <input checked="" type="checkbox"/> Adhering to core labor standards (L) <input type="checkbox"/> Labor retrenchment</p> <p><input checked="" type="checkbox"/> Spread of communicable diseases, including HIV/AIDS (L) <input type="checkbox"/> Increase in human trafficking <input type="checkbox"/> Affordability</p> <p><input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating political instability</p> <p><input type="checkbox"/> Creating internal social conflicts <input type="checkbox"/> Others, please specify _____</p> <p>2. How are these additional social issues and risks going to be addressed in the project design?</p> <p>The social and gender action plan to be developed during the design stage will consider employment opportunities for local citizens which may be created through construction, operation and maintenance. Due diligence will be conducted during project preparation for adherence to core labor standards. The project design will include measures to raise public awareness of the risk of HIV/AIDS and other sexually transmitted infections and drugs.</p>
<p style="text-align: center;">VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT</p> <p>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?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>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?</p> <p>A social development specialist will be recruited and public consultations with local people, local NGOs and authorities will be conducted. A social and gender action plan will be developed accordingly.</p>