

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Republic of Uzbekistan	Project Title:	Third CAREC Corridor Road Investment Program
Lending/Financing Modality:	Multitranche Financing Facility	Department/ Division:	Central and West Regional Department Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The Central Asia Regional Economic Cooperation (CAREC) program has emerged as a catalyst for high priority regional transport and trade projects. As part of the implementation of the CAREC program in the country, the Government of Uzbekistan has requested for Asian Development Bank (ADB) assistance for continued rehabilitation of the CAREC Corridors in the country and for establishing a link between Corridors 2 and 6. The CAREC Transport and Trade Facilitation Strategy (TTFS) 2020 advocates providing continuity in the development of corridor infrastructure, while shifting the focus toward improving the quality of logistics services and increasing the level of connectivity. The CAREC TTFS 2020 included an assessment of the achievements during 2008-2013, which concluded that (a) there were vastly increased volumes of traffic and numbers of people crossing international borders in the CAREC region; and (b) the volume of intraregional trade (trade among CAREC countries) increased by 49%, far exceeding the original target of a 25% increase.

The Republican Road Fund is responsible for the financing of all the highways and international roads in Uzbekistan. The government prepared the Accelerated Development Program (ADP) 2011–2015 by updating the National Road Development Program (2010–2014). Investments mainly involve reconstruction of existing networks, although some greenfield projects are envisaged. Other “softer” infrastructure investments are part of the plan, including improving institutional effectiveness, planning, project management, and road safety. The proposed third MFF will contribute to the ADP 2011-2015. It also fits with ADB’s Midterm Review of Strategy 2020, aligns with the Uzbekistan country partnership strategy for 2012-2016 and supports the CAREC Transport and Trade Facilitation Strategy 2020.

The Program will increase domestic and international trade along CAREC Corridors. The outcome will be improved road connectivity and strengthening of institutional capacity within the Road Fund and the Road Research Institute. The outputs will be reconstruction of approximately 364 km of the A380 and regional highways, and improved project management, logistics, road asset management and road safety. The proposed project is expected to initiate economic ripple effect, where local economy is developed through increasing trade and employment generation.

B. Poverty Targeting:

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

The project aims to increase economic growth through enhancement of trade and traffic along the project roads. The project will benefit local communities along the road through greater access to markets and social service facilities and enhance their community networking, as well as the transport of goods across the region.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. The program is expected to have both negative and positive impacts. Possible negative impacts such as involuntary resettlement and interruption to existing livelihood shall be mitigated appropriately, and positive impact such as increased trade and ease of transport shall be enhanced. The main beneficiaries are the road users from the local communities and the regional traders. Access to various markets will improve together with the delivery of social service. During project construction, various social issues may arise, but these can be mitigated through social and environmental planning. Poverty still exists in the country especially the rural side. Poverty incidence in rural areas and the poverty risk is generally higher in villages and small towns that are remote from the main transportation and communication network.

2. Impact channels and expected systemic changes. The program is expected to benefit local population and regional/international traders through (i) smoother travel on the improved surface, (ii) reduction of travel costs by reducing vehicle operation costs, and (iii) reduction of road accidents by installing road safety facilities, such as pedestrian crossings. In addition, during the construction works, local population will be benefitted by providing (i) short-time employment opportunities and (ii) skills development for construction workers.

3. Focus of (and resources allocated in) the PPTA or due diligence. Poverty and social analysis shall be carried out in the course of safeguard planning. In particular, assessment on social impacts during construction and operation shall be carried out to identify appropriate mitigating measures. Other social issues pertaining to construction workers, HIV/AIDS, human trafficking shall be assessed.

4. Specific analysis for policy-based lending. Not applicable.

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? The specific gender issues in the sector and subsector shall be reviewed during the course of further program processing. Although no serious gender issues are likely to be associated with the program, similar to earlier road projects in the country.

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. During construction, there will be potential income generation opportunities for women through (i) short-term employment on project works and (ii) road-side sales of food and produce to construction workers and others. During project implementation, women residing along the project roads will be encouraged to attend public consultations, disseminations of project information, and awareness-raising campaigns on STIs and human trafficking. Where applicable, separate restrooms will be built along the corridor to accommodate female travelers and workers, and road safety facilities will be installed as necessary. This will improve safety and comfort for all travelers including women and enhance women's socio-economic activities along the road.

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

Yes No Please explain. Adverse gender impacts are not expected.

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.

Main beneficiaries are population residing and working in adjacent areas, and international/domestic traders using the project roads. The involuntary resettlement impact of the program is expected to be limited. Through public consultations with different stakeholders, their views and interests shall be considered in the design.

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?

Since the project is of general intervention type, public consultations shall be facilitated with different stakeholders from different levels of the government and broader civil society.

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 (N) Partnership (N)

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

All stakeholders shall be consulted and their views and interests shall be considered in the design. Where there are CSOs, they shall also be consulted.

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 Initial assessment of the program indicated that its Tranche 1 would likely impact more than 100 households and farm owners. This information shall be thoroughly studied during the further processing.

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 Not applicable

3. Will the project require broad community support of affected indigenous communities? Yes No Not applicable.

<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 (M) <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? During the course of project processing, the mitigation measures relevant to other social issues and risk shall be defined in applicable environment and social management plan. Specific assurances for core labor standards will be included in the loan covenants due to documented problems in Uzbekistan in this respect.</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? The PPTA will include a team of international and national safeguards specialists to carry out poverty, social and gender analysis, social safeguards due diligence and prepare safeguards frameworks and plans. The PPTA will also include socio-economic surveys which will cover the above thematic areas for the investment program in general and for Tranche 1 in particular.</p>