

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Tajikistan	Project Title:	CAREC Corridors 2, 5 and 6 Road Project (Dushanbe–Kurgonteppa)
Lending/Financing Modality:	Project Grant/Loan	Department/ Division:	CWRD/CWTC

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The government of Tajikistan has focused its attempt to reduce poverty on improvements to living standards and expansion of the middle-class. The 2013–2015 Living Standards Improvement Strategy (LSIS) included an action plan with associated financing targets; 7% of the total was reserved for education, health, water supply and sanitation and a similar amount for agriculture, rural water supply and irrigation. In the LSIS the government prioritized education and training as a means of improving low productivity/wage employment for women. In 2007, the government of Tajikistan adopted the *National Development Strategy (NDS) for the Period to 2015* with the goals of: promoting sustainable economic growth, improving public administration, and facilitating human resource development. There is a strong link between physical development of transport infrastructure and increased trade and foreign direct investment. In the NDS, the Government of Tajikistan prioritized investment in transport infrastructure, and in particular road development, as a means of achieving its development objectives, including the reduction in poverty by increasing trade and improving access to national and international markets.

The government is now in the process of formulating its national development strategy for 2016–2030. The priorities may focus on job creation through private investments, greater contribution of industry to employment and economic growth, increased urbanization in addition to reducing economic distance through improved transport connectivity, increased energy availability and improved sophistication of export items and raised levels of food security. To support regional development and inclusive economic development in the Khatlon province, the project will finance: about 20 km of the Dushanbe–Kurgonteppa corridor, strengthen urban road safety and assist Tajikistan in efficient allocation of resources to road maintenance. The project is aligned with the *ADB–Tajikistan Interim Country Partnership Strategy (CPS) 2015* which extends the CPS 2010–2014 focus on six priority sectors, one of which is the transport sector. It supports Tajikistan's transport sector strategy that calls for more attention to maintenance, asset management and private sector involvement.

B. Poverty Targeting

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

The project will improve a section of the Dushanbe–Kurgonteppa road corridor, provide a demonstration project on urban road safety with associated guidelines on incorporating road safety into urban road projects, and enable Ministry of Transport (MOT) to effectively prioritize maintenance expenditure through provision of a functional road asset management system. The project will contribute to reducing the cost of transport and stimulating trade within Khatlon province and indirectly reduce poverty by stimulating economic development.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries.

1. There has been a sustained reduction in income poverty levels in Tajikistan, with the percentage of population falling below the national poverty line declining from 72.4% in 2003 to 35.6% in 2013. The percentage of the population living in extreme poverty declined from 41.5% in 2003 to 13.8% in 2009, the latest year for which data is available. Low wages and living standards have resulted in about 1.2 million Tajiks (generally males) migrating to countries such as Russia for employment. The *2012 Tajikistan Demographic and Health Survey* records 21% of all households as female-headed, and there are about 60,000 households made up of single mothers with children. The extreme poverty rate for female-headed households at 22.9% is higher than the national rate of 16%.¹ An estimated 27.7% of the population live on less than \$2.00 a day and 6.6% live on less than \$1.25 (on a purchasing power parity, PPP, basis)

The project will benefit the communities by reducing the cost of movement of people and goods. The completion of the Dushanbe–Kurgonteppa road will benefit local population, including women, by reducing travel time and transport costs to reach necessary public services, education centers, and local markets. The project will also provide short-term employment opportunities during construction. Improved road condition is expected to reduce the likelihood and

¹ State Statistics Agency, Republic of Tajikistan and UNICEF. 2009. *Tajikistan Living Standards Measurement Survey 2007*. Dushanbe. Pages 17, 30.

severity of road collisions, resulting in death—which disproportionately affect the poor. Other social and poverty issues relevant to the project will be explored during project preparatory technical assistance (PPTA).

2. Impact channels and expected systemic changes.

The project will indirectly benefit the poor through generating employment opportunities during construction and providing better access to local services such as hospitals, schools, and markets. During feasibility study stage the potential impact on the poor and socially excluded will be studied and the project will identify and seek to eliminate any barriers for these groups from benefiting from the project.

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

A total of \$750,000 will be allocated from TASF-V, which will enable for the recruitment of resettlement, social and gender specialists. This will facilitate group discussions or workshops to be undertaken as part of the feasibility study with affected persons, including the poor and socially excluded.

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 2012 *Tajikistan Demographic and Health Survey* reveals that 31% of households own a car or truck, and in these households with vehicles, women do not usually drive. Women generally rely on male family members or the *marshrutki* (private minibuses) for their transport needs as they perform their daily tasks, e.g. going to the markets, taking children to school and health centers. Poor road infrastructure limits transport options for women, becomes a safety risk because of unlit roads and waiting areas, and overcrowded public transport, and renders privately run transport options too costly. The lack of female staff in public transport also inhibits women and adolescent girls from travelling. Women resort to walking and national statistics would show that 42% of road fatalities are pedestrians. Women participants in a transport FGD expressed their reluctance for long distance travel because of lack of rest stops with sex-segregated toilets and diaper-changing facilities. There is also an obvious absence of women in the transport sector, especially in the transport agencies. Women accounted for only 14% of Ministry of Transport staff in 2014. There is low awareness of gender issues in the transport sector, so that there are no major efforts to assess road safety or transport service efficiency from a gender perspective. There are also very limited sex-disaggregated data in the transport sector. The gender and social analysis to be undertaken during feasibility study stage will assess gender issues in the project area, and determine how any issues identified may be effectively addressed by the project. Any gender components arising from this analysis will be subsequently incorporated into a revised design and monitoring framework).

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

The project is not specifically designed to promote gender equity. However, it is hoped that by contributing to economic growth and employment in the region, the project will indirectly benefit local women. PPTA will identify relevant social and gender issues, and explore how the project can address them.

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

☐ Yes ☒ No

The project is expected to indirectly benefit women and no adverse impacts are expected. This is to be confirmed by gender analysis during feasibility study stage.

4. Indicate the intended gender mainstreaming category:

☐ GEN (gender equity) ☐ EGM (effective gender mainstreaming)

☒ SGE (some gender elements) ☐ NGE (no gender elements)

Gender categorization will be reviewed during feasibility study stage and confirmed during fact finding mission.

II. 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.

The main stakeholders will include: (i) local population (including those living near the upgraded road and the populations of Dushanbe and Kurgonteppa), (ii) a small number of local landowners affected by the project, (iii) road users, (iv) laborers who may gain employment during construction, (v) non-government organizations, (vi) local government, and (vii) government of Tajikistan (e.g. Ministry of Transport). A range of consultation meetings will be held during feasibility study stage to identify affected persons and groups and ensure that the project design takes into consideration the opinions of all stakeholders.

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 will be held with key stakeholder groups identified above, supplemented by surveys where needed. Issues to be discussed with stakeholder groups include, but are not limited to: (i) impact in terms of resettlement or land acquisition, (ii) road safety, (iii) environmental impact during construction and operation, (iv) worker safety during construction, (v) employment during construction, and (vi) ensuring design of project is responsive to the needs of stakeholders.

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 (Medium) ☒ Consultation (Medium) ☐ Collaboration (Low) ☐ Partnership (Low)

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

It is anticipated that the project will involve widening the existing road to 4-lane standard (at minimum over several sections, if not the entire length). In some small sections land acquisition and resettlement may be needed and therefore meetings will be held with local affected persons (including the poor) to ensure that the final design and alignment either does not have any substantial impact or at least minimizes any negative impact.

III. 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

The project will likely involve widening of the existing carriageway. A site visit confirmed that in certain sections some land will need to be acquired and some involuntary resettlement may also be required. The exact extent of land acquisition and resettlement will be further elaborated during feasibility study stage.

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

There are no indigenous people living in areas likely to be affected by the project.

3. Will the project require broad community support of affected indigenous communities? ☐ Yes ☒ No

There are no indigenous people living in areas likely to be affected by the project.

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

IV. OTHER SOCIAL ISSUES AND RISKS

1. What other social issues and risks should be considered in the project design?

☒ Creating decent jobs and employment (low) ☒ Adhering to core labor standards (low) ☐ Labor retrenchment
☒ Spread of communicable diseases, including HIV/AIDS (low) ☐ 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? To be determined.

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, survey budget and (if needed) workshops will be allocated to consultants undertaking the poverty social and gender analysis during feasibility study stage.