



Initial Poverty and Social Analysis

June 2018

Tajikistan: Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm–Nurobod) Road Project

This document is being disclosed to the public in accordance with ADB's Public Communications Policy 2011.

Asian Development Bank

CURRENCY EQUIVALENTS

(as of 18 May 2018)

Currency unit	–	Somoni (TJS)
TJS1.00	=	\$0.1115
\$1.00	=	TJS8.9720

NOTE

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

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Tajikistan	Project Title:	Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm–Nurobod) Road Project
Lending/Financing Modality:	Project grant	Department/Division:	CWRD/CWTC

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

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

The proposed project will finance the construction of a 72 km long bypass road to replace a section of the existing M-41 highway (the project road), which will be inundated as a result of the construction of the Rogun hydropower plant (HPP) located northeast of Dushanbe. The project road will ensure continued operation of an important CAREC corridor linking Tajikistan and the Kyrgyz Republic, and improve connectivity of 13 local villages that previously had poor access to neighboring cities. The project is aligned with the Government of Tajikistan's National Development Strategy 2016–2030, which prioritizes both the development of hydropower capacity and the implementation of regional transport projects, to enable Tajikistan to become a regional leader in the production and transiting of clean energy, and to expand transit capabilities of the country. The project is also consistent with the Asian Development Bank (ADB) Country Partnership Strategy 2016–2020 (CPS), which highlights the following activities to increase access to economic opportunities: (i) support to increase electricity supply; (ii) improve transport connectivity; and (iii) agriculture development. The strategic objective of the CPS is to help the government achieve sustained and inclusive growth, and one of the three pathways identified to achieve this is continued infrastructure investments in energy and transport. Investments in energy and transport are reiterated among the main goals in ADB's country operations business plan, 2016–2018 for Tajikistan.

B. Poverty Targeting

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

Tajikistan is in the medium human development category, ranking 129th out of 188 countries and territories in the United Nations Human Development Index.^a For the past years, the country experienced dramatic reduction in poverty from 81% in 1999 to 47% in 2009, and down to 35.6% in 2012.^b However, regional disparities persist, with higher poverty incidence in rural areas. A 2017 study by the United Nations Development Programme (UNDP) showed extreme poverty in rural areas, with women accounting for 40% of the extremely poor population.^c Tajikistan is largely dependent on agriculture, and the people, especially in the rural communities, have few business and employment opportunities. Tajikistan is the most food insecure country in Central Asia due to limited irrigated land; underdeveloped agriculture; and poor rural–urban connectivity (footnote b). Rural-urban and regional connectivity is hampered by poor transport infrastructure, caused by inadequate maintenance, civil war damage, and natural disasters. Restrictions at regional borders also discourage the efficient utilization of roads for cross-border trade (footnote b).

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. The communities along the project road will benefit from improved connectivity. While some of the districts along the planned road, such as Vahdat, Faizabad, and Rogun, are located around the capital Dushanbe, a large proportion of the population are rural households depending primarily on agriculture.^d Other districts such as Jirgatal and Karamik are less accessible as they are located farther away from the capital, in the extreme north-east corner of the Region of Republican Jurisdiction.^e Extreme poverty has been noted in the rural households. In the districts of the Republican Jurisdiction, there are 45,758 extremely poor individuals out of 1,842,253 total households, or 2.48%, higher than the national percentage of 2.42%.^f The largest number of extremely poor were concentrated in the two most populous districts, Vahdat and Rudaki. A large percentage of the extremely poor households are female headed. One of the causes of poverty is low agricultural productivity due to limited availability of support services, poor infrastructure, and extreme weather conditions.

2. Impact channels and expected systemic changes. The project is expected to continue operation of CAREC corridor linking Tajikistan and the Kyrgyz Republic, and will ensure the continuation of cross-border trade, which will benefit entrepreneurs in the area. It will also benefit residents of the 13 local villages that are expected to have better access to services, markets, and economic opportunities, through improved road infrastructure. The local population in the surrounding areas will also benefit from employment opportunities for project-related civil works.

3. **Focus of (and resources allocated in) the TRTA or due diligence.** The TRTA will look closely into the potential social and environmental impact of the project. To ensure that project will not exacerbate poverty and gender-specific inequalities and that the benefits would accrue to the most number of people in a gender- and socially- inclusive way, the TRTA will do a social and gender impact assessment.
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?

Tajikistan ranks 65th out of 159 countries in the UNDP's 2016 Gender Inequality Index. It scores relatively high in some indicators such as proportion of women reaching at least secondary education (98.1% compared to 88.2% for males) and maternal mortality (32 deaths for every 100,000 live births). However, disparities persist in political participation (14.7% of parliamentary seats held by women) and women's labour force participation (59.4% compared to 77.5% for men).⁹ Due to male outmigration, women are responsible not only for household work but for productive activities. While a significant proportion of agricultural work is done by women, they lack access to land, credit, agricultural inputs and machinery, and financial benefits from the harvest, and have limited participation in decision-making.

Tajikistan is a landlocked country and its territory is largely mountainous. About 70% of the population live in rural areas, hence functioning transport links are of great importance for their access to employment opportunities and social services. Women represent 49% of rural population and they are often the ones who travel in relation to family responsibilities. However, deteriorating roads, lack of efficient transportation system, lack of available women-friendly facilities (e.g. rest stops with separate sanitation facilities for women, room for mother and children etc.), concerns over the safety of girls and women traveling alone, are barriers to women's access to transport system and limit their mobility. This results to limited access to basic services, education, training and employment opportunities, markets and financial institutions, and other livelihood opportunities.

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.

The project has the potential to address some of the key gender issues and constraints brought about by limited access to services and goods. Through better road infrastructure and improved connectivity, women will have better access to markets, as they can easily transport their goods to the cities, neighboring communities, or border areas; credit institutions, agricultural inputs and machineries; and basic services including health and education facilities. There is also a potential for the project to provide a number of remote villages with improved access to basic needs such as energy, water and sanitation. Female heads of households will be targeted for employment opportunities, as well as business opportunities. All consultations will include women to identify their issues and so that targeted actions can be integrated into the project to ensure that gender issues are addressed.

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

Yes No Please explain

The project has the potential to improve women's access to economic, health, and education opportunities, as well as address women's time poverty in reducing time spent for housework, with improved access to basic household needs for water, energy, and sanitation. All potential risks brought about by road construction such as human trafficking, and HIV/AIDS will be adequately mitigated.

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.** The main stakeholders are the Ministry of Transport, private sector, civil society organizations, the people in the communities along the project road, and all the 13 communities that will be connected once the road is completed. As the people may be represented by various groups, e.g., women, NGOs, youth, community-based organizations, etc., it is important that project consultations are inclusive.

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?

Extensive consultations will be undertaken with various groups, with focus on the poor, vulnerable and marginalized groups such as women, youth, the elderly and people with disabilities. The project will create mechanisms through which grievances and concerns will be channeled, and information dissemination and disclosure will be ensured, to empower these groups and all affected people to act as watchdogs for the proper implementation of the project.

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"/> H Information generation and sharing <input checked="" type="checkbox"/> H Consultation <input type="checkbox"/> L Collaboration <input type="checkbox"/> NA Partnership 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 risk of displacement would be a key issue, especially for the poor. The project should ensure that no one will be excluded in consultations and participation during project design. It is equally important to ensure that women in the 13 villages in the command area be consulted, for them to derive benefits from the project.
IV. SOCIAL SAFEGUARDS
A. Involuntary Resettlement Category <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI 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 The project road section stretches approximately 72 km and traverse several villages in the area. Therefore, some land acquisition and resettlement impacts are expected. However, the rehabilitation of the road section was originally planned in 1980's so the right of way has been kept clear since then. Therefore, total number of the affected household will not be significant. 2. What action plan is required to address involuntary resettlement as part of the PPTA or due diligence process? <input checked="" type="checkbox"/> Resettlement plan <input type="checkbox"/> Resettlement framework <input type="checkbox"/> Social impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input type="checkbox"/> None
B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 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 3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No. There are no known indigenous peoples in the project area. 4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process? <input type="checkbox"/> Indigenous peoples plan <input type="checkbox"/> Indigenous peoples planning framework <input type="checkbox"/> Social Impact matrix <input type="checkbox"/> Environmental and social management system arrangement <input checked="" type="checkbox"/> None
V. OTHER SOCIAL ISSUES AND RISKS
1. What other social issues and risks should be considered in the project design? <input checked="" type="checkbox"/> H Creating decent jobs and employment (low) <input checked="" type="checkbox"/> L Adhering to core labor standards (medium) <input type="checkbox"/> L Labor retrenchment <input checked="" type="checkbox"/> L Spread of communicable diseases, including HIV/AIDS <input type="checkbox"/> L Increase in human trafficking <input type="checkbox"/> L Affordability (low) <input type="checkbox"/> L Increase in unplanned migration <input type="checkbox"/> L Increase in vulnerability to natural disasters <input type="checkbox"/> L Creating political instability <input type="checkbox"/> L Creating internal social conflicts <input type="checkbox"/> Others, please specify _____ 2. How are these additional social issues and risks going to be addressed in the project design? The project is envisaged to create jobs through during the construction, as well improve the communities' access to other jobs when the road is built. Measures to mitigate human trafficking and spread of communicable diseases, as well as ensure compliance with core labor standards during construction will be put in place.
VI. TRTA OR DUE DILIGENCE RESOURCE REQUIREMENT
1. Do the terms of reference for the TRTA (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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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.

^a UNDP. 2016. *Human Development for Everyone – Human Development Report 2016*.

^b ADB. 2016. *Country Partnership Strategy – Tajikistan 2016–2010*. Manila.

^c UNDP. 2017. *Mapping Registered Extreme Poverty in Rural Tajikistan* (http://www.untj.org/jambi-project/images/Extreme-Poverty_ENG.pdf)

^d ADB. 2006. *Report and Recommendation of the President to the Board of Directors: Proposed Loan and Asian Development Fund Grant and Technical Assistance Grant to the Republic of Tajikistan for the Rural Development Project*. Manila.

^e Ministry of Transport of the Republic of Tajikistan. 2014. *Investment Project - Construction of new railway line Vahdat–Karamik (Kyrgyzstan border)*. Dushanbe.

^f UNDP 2017 (footnote c). Data does not include Dushanbe, Vahdat, Tursunzoda, Rogun, Istiqlol, Buston, Istaravshan, Isfara, Konibodom, Panjakent, Kurgantube.

^g UNDP 2016 (footnote a).