

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Uzbekistan	Project Title:	UZB 51052-002 Railway Efficiency Improvement 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

Uzbekistan is a key transit country for Central Asian countries, as well as for the rest of Asia and Europe. Transport plays a key role in promoting regional and domestic trade. The proposed investment improves the overall efficiency of the railway subsector in Uzbekistan. The project will improve connectivity, railway efficiency, and boost domestic and international trade. The project is in line with the Development Strategy for 2017–2021 of the Government of Uzbekistan. The Strategy pursues five priority areas, namely (i) improvement of the system of state and public construction, (ii) ensuring the rule of law and further reform of the judicial system, (iii) economic development and liberalization, (iv) development of the social sectors, and (v) security, inter-ethnic harmony and religious tolerance, and implementation of balanced, mutually beneficial and constructive foreign policy.¹ Transport and communications is seen as a key to supporting priority areas (iii) and (iv). The major improvement of transport services, raising passenger safety and reducing harmful emissions, is specifically mentioned to this effect. The project is also consistent with ADB's Country Partnership Strategy for Uzbekistan (2012–2016), which calls for ADB investments in the transport sector, including the modernization of railway infrastructure.²

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 accessibility of the population of Uzbekistan to healthcare, education and employment. The poor and local population of Uzbekistan will benefit through lower cost of transportation and increased access to 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 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 country at large. 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 population and socio-economic development of the country.

2. Impact channels and expected systemic changes

First, the project will help reduce travel costs for users, brought about by an expansion in the overall volume of railway transport. The general public will benefit from more reliable, safe, fast and comfortable travel compared to journeys undertaken by road transport, especially during winter months. The academic community and socially vulnerable groups are applied discounted fares, making railways a highly inclusive mode of transport. 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, employment opportunities around the country will be enhanced, as daily commutes between major cities and rural areas will be made possible through higher-speed train connections. Increase in electric trains will increase the opportunities of tourism development across the country. 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.

¹ Government of Uzbekistan. 2017. *Uzbekistan's Development Strategy for 2017-2021*. Tashkent.

² ADB. 2011. *Country Partnership Strategy: Uzbekistan, 2012–2016*. Manila.

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?

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. Furthermore, there is a significant gender asymmetry of employment in the transport sector, where women occupy 12% and men 88% respectively.³ Other key issues and possible entry points to facilitate gender benefits will be examined during the TRTA.

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.

A gender assessment will be conducted under the TRTA, and specific social and gender actions identified. Action plans will be developed to address issues identified and ensure the maximization of benefits to women.

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

Yes No Please explain

No negative impacts on women are 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.

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. The State Committee on Investments, The Ministry of Finance, Ministry of Economy, Ministry of Foreign 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.

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) opportunities to maximize the impact of new electric train services, (ii) railway safety, and (iii) temporary and permanent employment opportunities that may benefit communities through 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?

Information generation and sharing (M) Consultation (M) Collaboration 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? Yes No

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

There will likely be no land acquisition and resettlement issues as the physical component of the project involves the procurement of locomotives and upgradation of existing depots. Based on this initial assessment, it is proposed to classify the project for the involuntary resettlement safeguard as category C, according to ADB's Safeguard Policy Statement (2009). This assessment and classification is subject to the final scope of the project, especially those components which may be financed by UTY and the Government as counterpart finance such as the upgrade of depots.

³ Republican Statistic Committee. 2015. *Women and men of Uzbekistan*. Tashkent.

2. What action plan is required to address involuntary resettlement as part of the TRTA or due diligence process?

- Resettlement plan Resettlement framework Social impact matrix
 Environmental and social management system arrangement None

Although the project is unlikely to involve land acquisition and involuntary resettlement, the TRTA will support UTY in improving their safeguards capacity.

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 No indigenous people living in the project area.

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

- Indigenous peoples plan Indigenous peoples planning framework Social Impact matrix
 Environmental and social management system arrangement None

V. OTHER SOCIAL ISSUES AND RISKS

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

- Creating decent jobs and employment (L) Adhering to core labor standards (L) Labor retrenchment
 Spread of communicable diseases, including HIV/AIDS (L) 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?

The social and gender actions to be identified and 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.

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 TRTA 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?

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.