

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	Islamic Republic of Afghanistan	Project Title:	CAREC Corridors 5 and 6 (Salang Corridor Project)
Lending/Financing Modality:	Project Grant	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

Consistent with the Afghanistan National Development Strategy (ANDS)¹ and the associated Prioritization and Implementation Plan (PIP),² wherein the government has accorded the highest priority to developing transport infrastructure, rehabilitation of Salang Corridor is the government's highest transport sector priority. The project is also consistent with the Asian Development Bank (ADB) Interim Country Partnership Strategy (2014–2015), which aims to enhance pro-poor economic growth through transport infrastructure development. The ADB Country Operations Business Plan (COBP) for 2016–2018 supports inclusive growth by focusing on infrastructure investments that will lead to higher economic growth, connecting poor people to markets, and increasing access of poor people to basic productive assets and social services.

Rehabilitation of the Salang Corridor supports land transport network development in Afghanistan by: (i) improving important linkages with borders in the north to foster trade and commerce; (ii) serving the country by creating key domestic transport network linkages and international transit routes, and (iii) contributing to social and economic development in the central and northern regions, as well as the capital of Kabul. The proposed project will contribute indirectly to poverty reduction by providing greater and more efficient access to Central Asian and international markets for export of agricultural products as well as more cost effective import of demanded consumer goods. It will also support alternative routes for trucking goods between Kabul and Mazar-e-Sharif to the north, offering a long term and viable solution to the currently congested and unsafe Salang Tunnel.

B. Poverty Targeting

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

The proposed project will provide a long term solution to the capacity constraints of the Salang Corridor by constructing a new tunnel and associated connecting roads, allowing for year round and safer transport between the north and south of the country. The Salang Corridor is a strategic part of Afghanistan's national transport network and is a key section the regional focused CAREC Corridors 5 and 6. The proposed project will improve connectivity, reliability, and safety, while reducing transport monetary and time costs, and increasing year round access to markets for the entire country.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries.

Gross domestic product (GDP) growth was estimated at 3.3% in 2013³, a rate much lower than the 11.9% realized in 2012, largely due to the evolving political and strong uncertainties and exceptional performance of the agricultural sector in the previous year. Growth in 2014 and 2015 is forecasted to be in the range of 3% to 5% as the economy adjusts to the continued decline in spending by International Assistance Security Forces as it completes its planned withdrawal, and in addition to reductions in reconstruction funding from international development partners. Nonetheless, assistance from international development partners continues to be the largest contributor to economic growth, directly from transfer payments and indirectly through spillover income effects from capital investments in construction and other activities. Despite the previous decade of significant influx of foreign aid and associated growth rates, the socio-economic situation remains fragile with 36% of the population living under the national poverty line.⁴ Infant mortality and maternal mortality rates also remain among the highest in the world.⁵

Reconstruction and rehabilitation of the nation's network of transport Infrastructure remains incomplete with key internal and cross border links in poor condition. Direct poverty impacts of the investment are income generation opportunities from wages accruing through demand for unskilled labor during construction of the project. Other

benefits include lower travel times and reduced vehicle operating costs, which will result in higher product profit margins. More efficient links to markets will support development of industries to transform the nation's natural resources into jobs and income.

The Salang Corridor is the nation's primary north-south gateway allowing access from the north to the capital of Kabul and beyond across the Hindu Kush mountain range. Currently, the Salang Corridor is limited in its capacity to meet the country's year around traffic demand given the deteriorating state of the tunnel and approach roads. This is reflected in long queues to pass the corridor and subsequent traffic delays constraining opportunities for economic development and passing on unnecessary economic costs to producers and consumers alike. Furthermore, there are safety issues with the current infrastructure and significant risk of should the tunnel fail. If the corridor is closed, the southern half of the country, including the capital and largest city of Kabul, becomes solely dependent on southern gateways with Pakistan and Iran. In summary, the direct beneficiaries are firstly the road users of the country and secondly, the entire population.

2. Impact channels and expected systemic changes.

The economic development conditions for the population, especially the poor, will be improved by (a) having better, more reliable access to affordable services; (b) having better opportunities to raise their income and improve their sustainable employment through regional trade; and (c) being better protected against social, political, and economic related risks.

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

Resources have been allotted to study the details of poverty and social analysis to ensure the project impact is captured and maximized by the beneficiaries.

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?

Afghanistan has a Gender Development Index value of 0.712, ranking it 147 out of 148 countries in 2012. This means it is the second worst place in the world to be a woman. A woman dies in relation to childbirth in Afghanistan every two hours, a quarter of all baby girls will die prior to the age of 5 from preventable diseases, 15,000 Afghans die of tuberculosis every year, of which 70% are women;⁶ 15.2% of girls are married prior to age 15 and 46.3% before age 18;⁷ 80% of marriages are reportedly forced and 36.4% of child marriages have taken place to settle economic problems.⁸ Child marriage has serious negative implications for gender empowerment and poverty reduction because it is likely to lead to disrupted education, social isolation, early child bearing, reduced acquisition of income generating skills and reduced social and political agency. Although the level of gender based violence is unclear in Afghanistan (other than forced marriage, above), women's attitudes suggest domestic violence is not only high, but expected, wherein 92% of women believe their husband has the right to beat them. While the situation of women has improved a great deal in Kabul, evident by many more women on the streets and involved in civil and economic spheres, in the provinces and remote villages such as those found in the project area, traditional gender roles remain very rigid, with women's work being largely in the reproductive sphere, and men's in the productive and community management spheres. Reproductive in this context means women's unpaid household work, i.e., the reproduction and caring of society's labor force, with activities including the bearing and rearing of children, taking care of the household (cooking, cleaning, maintenance), collecting fuel and water, taking care of the sick and the elderly, and animals kept in the compound, etc. Although some Afghan women undertake productive work outside the household compound (predominantly as teachers and health workers in this area) it is not overly common. Women working outside tend to do so in a group such as for planting and harvesting crops or collecting fuel and water. Men and boys generally undertake outside household activities, such as shopping for food, selling of agricultural products etc. If a woman needs to travel far from the house, it is still necessary for her to take a male relative as chaperone (*maharram*).

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 small scale gender assessment will be conducted during the detailed engineering design to consider potential benefits such as quicker access to education and health facilities, and improved livelihood for women. A gender strategy will be developed as needed to address issues identified. Possible opportunities for gender equality and/or women's empowerment will be investigated.

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

Yes No Please explain

No negative impact on women is envisaged since the proposed project involves construction of a tunnel and associated connecting roads.

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.

Given the project's strategic importance, the population of the country as a whole will benefit from this project. The central government is primary stakeholder, although anyone involved in the supply of goods, logistics, and transport services in Afghanistan is a stakeholder.

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?

Stakeholders participation in workshops, meetings, and trainings during project design is encouraged.

<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</p> <p>Consultation of stakeholders is required to ensure that the proposed project design (solution) will benefit the stakeholders, and where any costs incurred during implementation are minimized and mitigated. It is envisaged that the long term solution will require the levy of a toll for use of the infrastructure, thus a willingness to pay study with stakeholders must be conducted.</p>
IV. SOCIAL SAFEGUARDS
A. Involuntary Resettlement Category <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI
<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 assessment will be carried out by the PPTA consultants.</p> <p>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</p>
B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI
<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</p> <p>3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>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</p>
V. OTHER SOCIAL ISSUES AND RISKS
<p>1. What other social issues and risks should be considered in the project design? <input checked="" type="checkbox"/> Creating decent jobs and employment (M) <input checked="" type="checkbox"/> Adhering to core labor standards (H) <input checked="" type="checkbox"/> Labor retrenchment (M) <input checked="" type="checkbox"/> Spread of communicable diseases, including HIV/AIDS (M) <input checked="" type="checkbox"/> Increase in human trafficking (M) <input checked="" type="checkbox"/> Affordability <input type="checkbox"/> Increase in unplanned migration <input type="checkbox"/> Increase in vulnerability to natural disasters <input type="checkbox"/> Creating political instability <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>
VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT
<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? <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? Consultant time, and survey and training budget will be allocated for conducting poverty, social and gender analysis, and stakeholder participation plan during the detailed engineering design.</p>

¹ Islamic Republic of Afghanistan (2008). *Transport and Civil Aviation Strategy 1387–1391 (2007/08–2012/13), Pillar III, Infrastructure, Afghanistan National Development Strategy*. Kabul.

² Islamic Republic of Afghanistan (2010). *Afghanistan National Development Strategy, Prioritization and Implementation Plan, Mid 2010–Mid 2013, Volumes I & II*. Kabul.

³ ADB. 2014. *Asian Development Outlook 2014*. Manila.

⁴ The overall poverty line is the sum of the food poverty line and the non-food allowance. A household is defined as poor if the total value of per capita consumption is less than the poverty line. <http://data.worldbank.org/country/afghanistan>.

⁵ In 2013, maternal mortality rate was estimated at 400 per 100,000 live births, while infant mortality rate was estimated at 70 per 1,000 live births. <http://data.worldbank.org/indicator/>.

⁶ World Bank 2005.

⁷ MICS, 2010–2011.

⁸ WHO, 2011.