

## SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	Republic of Tajikistan	Project Title:	Central Asia Regional Economic Cooperation Corridors 2, 5 and 6 (Dushanbe–Kurgonteppa) Road Project
Lending/Financing Modality:	Project loan and project grant	Department/Division:	Central and West Asia Department/Transport and Communications Division

<b>I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY</b>
Poverty targeting: general intervention
<b>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</b>
<p>The government has adopted a national development strategy to promote sustainable economic growth, improve public administration, and facilitate human resources development.<sup>a</sup> As part of its efforts to reduce poverty, the government further adopted the Living Standards Improvement Strategy, which prioritized education and training as a means of improving low productivity and employment for women.<sup>b</sup> The Asian Development Bank (ADB) country partnership strategy 2016–2020 for Tajikistan emphasizes improving transport infrastructure and regional connectivity as drivers for increased trade, foreign investments, and poverty reduction.<sup>c</sup> The proposed project is given high priority in the country operations business plan 2016–2018 and the Central Asia Regional Economic Cooperation (CAREC) Transport and Trade Facilitation Strategy 2020.<sup>d</sup> The project will support the national development strategy and indirectly contribute to poverty reduction, inclusive growth and achievement of social development goals through improved efficiency and safer movement of goods and people on the improved sections of the Dushanbe to Kurgonteppa road.</p>
<b>B. Results from the Poverty and Social Analysis during PPTA or Due Diligence</b>
<p>1. Key poverty and social issues. Tajikistan is one of the poorest countries in Central Asia. Approximately 35% of the population lived below the poverty line in 2013, with a per capita gross domestic product of \$1,037. Almost 70% of the population lives in rural areas, in territory that is 93% mountainous, with only 10% of land suitable for cultivation. Economic development and the provision of basic services are hindered by limited access to deteriorating transport infrastructure and general remoteness. The project will improve portions of the CAREC Corridors 2, 5 and 6 by upgrading an approximately 33 kilometer (km) section of the Dushanbe to Kurgonteppa road, and will strengthen institutional capacity. The project will also extend access to local communities by improving physical connections to settlements and providing adequate public facilities along the project road.</p> <p>2. Beneficiaries. The project road passes through the Rudaki and Khurason <i>rayons</i> (districts), which are home to 564,216 people. The population of the project area includes about 54,000 people located in 19 villages along the project road; about 28,000 are males and 26,000 females, living in 9,000 households. The major economic activities in the project area are agriculture, fruit production, and animal husbandry. The unemployment rate in the project area is estimated at 12% and the average reported monthly income is about TJS1,900 per surveyed household (approximately \$245).</p> <p>3. Impact channels. The project will improve mobility and access to jobs, markets and public services, most of which are located in Dushanbe. The project will also enhance trade between centers of production and centers of consumption by improving road conditions and thus reducing vehicle operating costs and travel time while reducing the likelihood and severity of road accidents. Local unskilled workers will also gain employment opportunities during road construction. Further, increased traffic and numbers of travelers will bring more customers to small businesses along the project road.</p> <p>4. Other social and poverty issues. Socioeconomic surveys were conducted during project preparation. Piped water is available in some villages, mostly those closer to Dushanbe, while other villages rely on wells, collection of rainwater in basins and cisterns, and purchasing water for daily usage. Facilities depending on a regular water supply—such as hot water and in-house flush toilets—are rarely available in the project villages. Electricity is available in all project villages. However, during the dry season production of electricity is reduced, and villages receive electricity supplies for only a few hours per day. The project will include installation of solar-based solutions to provide electricity for road lighting and backup systems for communities located along the road (about 600 households).</p> <p>5. Design features. The completed road will have two carriageways, each with two traffic lanes 3.5 meters wide, separated by a median (typically 3 meters wide in rural areas and narrower where the road passes through villages and difficult mountain terrain). The project road's alignment will follow the existing road alignment, because of terrain considerations and also to minimize land acquisition, with some adjustments to horizontal and vertical alignments to meet the required standards. The road design meets internationally accepted standards and practices in terms of road safety. The design will be subjected to detailed road safety audits prior to construction, during construction, and prior to final acceptance of the completed road. The design of the road reflects consultations with communities living adjacent to the road, as a result of which the project will provide several underpasses for people, livestock and agriculture; pedestrian crossings with appropriate warning devices; and other community-relevant facilities.</p>

## II. PARTICIPATION AND EMPOWERING THE POOR

1. Participatory approaches and project activities. Consultations with local authorities and communities were held during project preparation to provide project stakeholders with adequate information on project scope, benefits and impacts. Consultations and engagement of the local communities will continue during project implementation through training on road safety awareness and maintenance of power backup systems. These activities, reflected in the project administration manual, will be facilitated by the project implementation unit for road rehabilitation (PIURR) and the project management and contract supervision consultant (PMSCS).

3. Civil society organizations. Civil society organizations and community-based organizations were consulted during project preparation on the potential environmental and social impacts and the project's expected benefits. Consultations with affected people will continue throughout project implementation. To ensure that affected people and stakeholders are informed of these consultations, the dates and venues of consultations will be announced in local newspapers and through local self-government bodies. Representatives of non-governmental organizations will be involved in the Grievance Redress Committee to ensure that discussions are free of intimidation and that affected people are allowed to speak.

4. The following forms of civil society organization participation are envisaged during project implementation, rated as high (H), medium (M), low (L), or not applicable (NA):

Information gathering and sharing (H)  Consultation (M)  Collaboration (L)  Partnership (NA)

5. Participation plan.

Yes.  No. The PIURR and the PMSCS will ensure that communities, civil society organizations, and the poor and vulnerable people participate in the project implementation through activities on road safety awareness and safeguards monitoring. This is reflected in the PMSCS's terms of reference.

## III. GENDER AND DEVELOPMENT

Gender mainstreaming category: some gender elements

**A. Key issues.** Tajikistan ranked 102 out of 142 countries in the World Economic Forum's 2014 Global Gender Gap Index with a score of 0.665, indicating limited progress from its 2007 score of 0.658.<sup>e</sup> During project preparation consultations, women voiced clear priorities and concerns about road safety and improvement of facilities along the project road, and these have been included in the project design. Women in the project area will benefit from better access to facilities and social services, and increased opportunities for small trade and jobs during construction.

**B. Key actions.** The project design will address some of the factors that inhibit female mobility by increasing safety features (road signs and street lighting), enhancing connectivity of villages (pedestrian crossings and livestock underpasses), constructing bus stops, improving rest areas and road bazaars, and promoting confidence in the new road configuration through road safety awareness training and workshops.

Gender action plan  Other actions or measures  No action or measure

The PIURR and PMSCS will also include sex-disaggregated information and indicators when reporting on the project performance and consultations.

## IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

### A. Involuntary Resettlement

**Safeguard Category:**  A  B  C  FI

1. Key impacts. The census carried out during project preparation identified approximately 74 affected households including private agriculture plots, owners and users of land and buildings, business owners, renters and employees, with a total of 609 household members that will be affected. Only six land plots will lose more than 10% of their area. One residential building and four main business buildings will be permanently impacted.

2. Strategy to address the impacts. A land acquisition and resettlement plan (LARP) has been prepared to mitigate and address all the associated losses in accordance with the ADB's Safeguard Policy Statement 2009 and relevant national legislation. The project-specific entitlement matrix included in the LARP defines displaced people eligible for compensation and/or rehabilitation comprise: (i) all displaced peoples losing land covered by legal title; (ii) owners of buildings, crops, plants, or other structures attached to the land, regardless of their legal title; and (iii) displaced peoples losing their businesses, income, and salaries, regardless of their legal status. The LARP also sets details of consultations undertaken, the grievance redress mechanism, and disclosure and consultation requirements.

3. Plan or other Actions.

Resettlement plan

Resettlement framework

Environmental and social management system arrangement

No action

Combined resettlement and indigenous peoples plan

Combined resettlement framework and indigenous peoples planning framework

Social impact matrix

### B. Indigenous Peoples

**Safeguard Category:**  A  B  C  FI

1. Key impacts. There are no indigenous peoples, as defined in the Safeguard Policy Statement 2009, in the project area.

Is broad community support triggered?  Yes  No

2. Strategy to address the impacts. NA

3. Plan or other actions.

- |   |  |
|---|--|
| <input type="checkbox"/> Indigenous peoples plan                                | <input type="checkbox"/> Combined resettlement plan and indigenous peoples plan                    |
| <input type="checkbox"/> Indigenous peoples planning framework                  | <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework |
| <input type="checkbox"/> Environmental and social management system arrangement | <input type="checkbox"/> Indigenous peoples plan elements integrated in project with a summary     |
| <input type="checkbox"/> Social impact matrix                                   |  |
| <input checked="" type="checkbox"/> No action                                   |  |

#### V. ADDRESSING OTHER SOCIAL RISKS

##### A. Risks in the Labor Market

1. Relevance of the project for the country's or region's or sector's labor market, indicated as high (H), medium (M), and low or not significant (L).

unemployment (M)  underemployment (M)  retrenchment (N/A)  core labor standards (M)

2. Labor market impact. Labor opportunities for unskilled workers will be provided during road construction and community tree planting. Core labor standards will be included in the civil works bidding documents and contracts, and adherence to these standards will be monitored and reflected in the project progress reports.

##### B. Affordability

Not applicable: no tolls will be charged on the project road. Overall, the project will improve transport infrastructure of the area, which will lead to reduced travel time and vehicle operating costs.

##### C. Communicable Diseases and Other Social Risks

1. The impact of the following risks are rated as high (H), medium (M), low (L), or not applicable (NA):

- Communicable diseases (L)  Human trafficking (L)  
 Others (please specify) \_\_\_\_\_

2. Risks to people in project area. Provisions on labor engagement, HIV/AIDS prevention, health and safety will be included in the civil works contract to ensure that necessary measures are taken to mitigate such risks.

#### VI. MONITORING AND EVALUATION

1. Targets and indicators. The monitoring reports will include sex-disaggregated information on (i) crash and fatality rates; (ii) number of households connected to solar power backup solutions; (iii) number of people attending training, awareness, and capacity building activities; and (iv) number of affected people attending consultations on social and environment impacts.

2. Required human resources. The PIURR team will assign a social and environment officer to monitor the implementation of safeguards and social development activities. The PMSC will monitor and report regularly on project's poverty and social impacts.

3. Information in the project administration manual. Quarterly and annual progress reports, including project performance, covenants compliance and safeguards monitoring, will be prepared by the PIURR with support from the PMSC.

4. Monitoring tools. The project design and monitoring framework and annual progress reports will be the main tools for monitoring poverty and social issues. The PIURR and PMSC will collect data through surveys and consultations in liaison with the project stakeholders and relevant government bodies.

<sup>a</sup> Government of Tajikistan. 2007. *National Development Strategy of the Republic of Tajikistan for the period to 2015*. Dushanbe. The government is now in the process of finalizing its national development strategy for 2016–2030.

<sup>b</sup> Government of Tajikistan. 2013. *Living Standards Improvement Strategy of Tajikistan for 2013–2015*. Dushanbe.

<sup>c</sup> ADB. 2016. *Country Partnership Strategy: Tajikistan, 2016–2020*. Manila.

<sup>d</sup> ADB. 2015. *Country Operations Business Plan: Tajikistan, 2016–2018*. Manila; ADB. 2014. *CAREC Transport and Trade Facilitation Strategy, 2020*. Manila.

<sup>e</sup> World Economic Forum. 2014. *The Global Gender Gap Report*. Geneva.

Sources: Asian Development Bank and project preparatory technical assistance consultants.