

## INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	<input type="text" value="Afghanistan"/>	Project Title:	<input type="text" value="Qaisar-Dari Bum Road Project"/>
Lending/Financing Modality:	<input type="text" value="Project"/>	Department/ Division:	<input type="text" value="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

The project aligns with the new Afghanistan National Peace and Development Framework (ANPDF) for 2016–2021. The ANPDF is complemented by 12 national priority programs, including one for infrastructure. ADB investments in transport are consistent with the national priority program activities.

The project supports land transport network development in Afghanistan by: (i) completing the regional highway network of Afghanistan and improving other important national highways to foster trade and commerce with the neighboring countries; (ii) serving the country by creating thoroughfares with high economic potential and creating transport network linkages domestically and internationally, and (iii) contributing to social and economic development in the region by facilitating increased mobility and accessibility of people and goods across the country.

In Afghanistan, agriculture and other rural-based activities remain the predominant engine of economic growth, although the country has vast potential to exploit large reserves of gas, mineral, and ore resources. The project will contribute to poverty reduction by providing access to urban and international markets for agricultural products and the planning of additional national transport network linkages to potential natural resource extraction sites. It will improve the rural Afghan's access to education and health facilities and contribute to employment creation, income generation for poor households, thus, reducing the incidence of poverty in the project areas.

#### B. Poverty Targeting General Intervention

The project is a general intervention with direct and indirect poverty reduction impacts. Direct poverty impacts are income generation opportunities from wages accruing through demand for unskilled labor during construction of the project roads. Other benefits include lower travel times and general costs, and reduced vehicle operating costs, which will result in higher agricultural product profit margins. Access to improved roads is expected to facilitate a shift from subsistence agriculture to increased market-based production, enabling farmers to grow perishable commercial products such as vegetables and fruits that can be transported to markets more quickly. Farmers in the provinces will be able to diversify their cropping patterns, cultivate high-value crops, and grow larger marketable surpluses to improve their income earning capacity. More agricultural wage-based employment can be generated. The project has a community development component that will provide for the basic infrastructure needs for approximately 60 local communities along the road alignment. The project will utilize labor intensive construction methods, generally local unskilled labor, to provide employment and income generation opportunities during project implementation, in addition to the services of local residents for post-construction maintenance activities. These design features will create community buy-in and a sense of ownership, contributing to social stability and poverty reduction by engaging, among others, refugees and ex-combatants. The project is thus expected to significantly improve the socioeconomic situation and mitigate the pervasive poverty in project areas.

#### C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. The project provides the missing link of the Ring Road which serves as the backbone of the national transportation system and principal conduit for national and international passenger and freight traffic. Direct beneficiaries include the road users and the 60 settlements in 4-5 districts along the Qaisar and Darachi Bum section. Access to markets, services, employment opportunities and community facilities in these settlements remains low partly due to poor connectivity of these areas.

2. Impact channels and expected systemic changes. Improved movement of people and trade along the ring road will be the direct and indirect effect of improving income and living conditions of the poor through increased employment opportunities and access to markets and services. The civil works will require local labor that will generate employment in the communities along the road, while the community development will help construct basic facilities and infrastructure that improve local community infrastructure and local mobility of residents.

3. Focus of (and resources allocated in) the PPTA or due diligence. The design and implementation of the community development component needs to address risk of elite capture and ensure that inputs and needs of vulnerable and poor groups are considered.

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? Female enrolment in secondary schools is only 54.9% male enrolment. Adult literacy rate was 48% for males and 15% for females.<sup>6</sup> Only 12% have access to piped drinking water while 43% have access to other drinking water sources nationwide. Only 32% of the population has access to improved sanitation facilities and 13% practice open defecation.<sup>7</sup> Women's work is confined to household chores and the lack of water, sanitation, electricity, and access to education and health facilities exacerbates women's unpaid work. Lack of access to education, health, and basic facilities is hampered by the lack of good roads, not to mention women's culturally limited mobility. In addition to housework, women in the project area engage in carpet making and agriculture.

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..

Improved roads may increase women's mobility and improve access to health and education facilities for their children. Improved roads could help ease the transport of women's goods to markets. The project's proposed communication development component, will improve the communities' access to water, sanitation, and energy facilities, as well as bring some social services closer, such as schools and health centers. Due diligence will determine the communities more crucial needs.

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

Yes  No Please

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.

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?

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?

(M) Information generation and sharing  (M) Consultation  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

The design and implementation mechanism for the Community Development Component will need to ensure that inputs and needs of the poor and marginalized groups in the 60 communities along the project road are sought and considered.

## 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 The works involve the improvement of the existing road to a well-designed, paved two-lane highway. The area is sparsely populated and no major LAR impact is anticipated. However, land acquisition and clearing of the existing ROW may also be required in a number of sections especially near settlements. This will be further assessed during the project preparation. A draft LARP will be prepared which will be updated following the detailed design.

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

Resettlement plan

**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

<sup>6</sup> UNICEF, 2015. <https://data.unicef.org/topic/education/overview/>

<sup>7</sup> UNICEF, 2015. <https://data.unicef.org/country/afg/>

<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 Settlements along the project road consist mainly of Uzbeks, Tajiks, Pashtuns, and other smaller ethnic groups. None of these groups have so far been identified as IPs following SPS definition. This will further be assessed during the project preparation.</p> <p>3. Will the project require broad community support of affected indigenous communities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No No IP groups as defined based on SPS has been identified in the project area.</p> <p>4. What action plan is required to address risks to indigenous peoples as part of the PPTA or due diligence process? <input checked="" type="checkbox"/> None</p>
<b>V. OTHER SOCIAL ISSUES AND RISKS</b>
<p>1. What other social issues and risks should be considered in the project design?</p> <p><input checked="" type="checkbox"/> (M) Creating decent jobs and employment <input checked="" type="checkbox"/> (M) Adhering to core labor standards <input type="checkbox"/> Labor retrenchment  <input type="checkbox"/> Spread of communicable diseases, including HIV/AIDS <input checked="" type="checkbox"/> (M) Increase in human trafficking <input 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? Bidding documents and contract obligations will be designed to ensure that civil works contractors comply with applicable labor laws and standards with a focus on: not employing child labor in the construction and maintenance activities; and eliminating of discrimination in respect of employment</p>
<b>VI. PPTA OR DUE DILIGENCE RESOURCE REQUIREMENT</b>
<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 If no, please explain why.</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? Social safeguards consultant teams engaged under the ongoing projects covering the Qaisar-Bala Murghab Road (G0012, G0081 and G0244) have been mobilized to undertake the required safeguards due diligence work and LARP preparation.</p>