

## REDUCING REGIONAL POVERTY THROUGH GREEN AND INCLUSIVE INFRASTRUCTURE: THE “5I” MODEL IN THE CASE OF BUKHARA REGION

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### Abstract

The article examines the development of green and inclusive infrastructure as the principal socio-economic mechanism for reducing poverty at the regional level, using Bukhara region as a case study. The author's “5I” model (Investments - Infrastructure - Inclusion - Innovation - Income) integrates public and private investment; transport, energy, water and digital infrastructure; inclusion of low-income groups; green and digital innovation; and sustainable income sources into a single framework. Regression analysis of 2019-2024 data for the region's 11 districts shows that each 1 per cent increase in infrastructure investment reduces the poverty rate by 0.34 per cent ( $R^2 = 0.776$ ). Infrastructure gaps (rural access to safe drinking water 71 per cent, 28 per cent of district roads in need of repair, electricity network losses 13.2 per cent) were identified as a structural driver of inter-district inequality. A four-level (mega-macro-meso-micro) poverty-reduction model was developed, with a cumulative effect of 11.0 percentage points, including a synergy effect of 2.4 percentage points. Recommendations are substantiated on the targeted, poverty-map-based location of green infrastructure projects, a five-source financing model and the integration of circular bioeconomy principles into rural infrastructure.

**Keywords:** regional economy, poverty reduction, green infrastructure, inclusive development, 5I model, inter-district inequality, public-private partnership, circular bioeconomy, Bukhara region.

### Annotatsiya

Maqolada mintaqaviy darajada kambag'allikni qisqartirishning asosiy ijtimoiy-iqtisodiy mexanizmi sifatida yashil va inklyuziv infratuzilmani rivojlantirish Buxoro viloyati misolida o'rganilgan. Muallifning “5I” modeli (Investitsiyalar - Infratuzilma - Inklyuziya - Innovatsiya - Daromad) davlat va xususiy investitsiyalar; transport, energetika, suv va raqamli infratuzilma; kam ta'minlangan guruhlarni jalb etish; yashil va raqamli innovatsiyalar hamda barqaror daromad manbalarini yagona tizimga birlashtiradi. Viloyatning 11 ta tumani bo'yicha 2019-2024-yillar ma'lumotlarining regressiya tahlili infratuzilmaga investitsiyalarning 1 foizga oshishi kambag'allik darajasini 0,34 foizga kamaytirishini ko'rsatdi ( $R^2 = 0,776$ ). Infratuzilma tafovutlari (qishloqda xavfsiz ichimlik suvidan foydalanish 71 foiz, tuman yo'llarining 28 foizi ta'mirtalab, elektr tarmoqlaridagi yo'qotishlar 13,2 foiz) tumanlararo tengsizlikning tarkibiy omili sifatida aniqlandi. To'rt darajali (mega - makro - mezo - mikro) kambag'allikni qisqartirish modeli ishlab chiqildi; uning jami samarasi 11,0 foiz punktni, shu jumladan sinergiya samarasi 2,4 foiz punktni tashkil etadi. Yashil

infratuzilma loyihalarini kambag'allik xaritasi asosida manzilli joylashtirish, besh manbali moliyalashtirish modeli va aylanma bioiqtisodiyot tamoyillarini qishloq infratuzilmasiga integratsiyalash bo'yicha tavsiyalar asoslandi.

**Kalit so'zlar:** mintaqaviy iqtisodiyot, kambag'allikni qisqartirish, yashil infratuzilma, inklyuziv rivojlanish, "5I" modeli, tumanlararo tengsizlik, davlat-xususiy sheriklik, aylanma bioiqtisodiyot, Buxoro viloyati.

### Аннотация

В статье на примере Бухарской области рассматривается развитие зелёной и инклюзивной инфраструктуры как основного социально-экономического механизма сокращения бедности на региональном уровне. Авторская модель «5I» (Инвестиции - Инфраструктура - Инклюзия - Инновации - Доходы) объединяет в единую систему государственные и частные инвестиции; транспортную, энергетическую, водную и цифровую инфраструктуру; вовлечение малообеспеченных групп; зелёные и цифровые инновации, а также устойчивые источники дохода. Регрессионный анализ данных по 11 районам области за 2019-2024 годы показал, что рост инвестиций в инфраструктуру на 1% снижает уровень бедности на 0,34% ( $R^2 = 0,776$ ). Инфраструктурные разрывы (доступ сельского населения к безопасной питьевой воде 71%, 28% районных дорог нуждаются в ремонте, потери в электросетях 13,2%) выявлены как структурный фактор межрайонного неравенства. Разработана четырёхуровневая (мега - макро - мезо - микро) модель сокращения бедности с совокупным эффектом 11,0 процентного пункта, включая синергетический эффект 2,4 процентного пункта. Обоснованы рекомендации по адресному размещению проектов зелёной инфраструктуры на основе карты бедности, пятиисточниковой модели финансирования и интеграции принципов циркулярной биоэкономики в сельскую инфраструктуру.

**Ключевые слова:** региональная экономика, сокращение бедности, зелёная инфраструктура, инклюзивное развитие, модель «5I», межрайонное неравенство, государственно-частное партнёрство, циркулярная биоэкономика, Бухарская область.

### INTRODUCTION

Poverty reduction is the first of the UN Sustainable Development Goals (SDG 1), which sets the task of halving poverty worldwide by 2030. According to the World Bank's latest reports, one in twelve people globally still lives in extreme poverty, and the pace of poverty reduction has slowed markedly in recent years [13]. At the same time, climate change and resource constraints make it necessary to align the fight against poverty with green development [16]: both escaping poverty and environmental sustainability depend directly on infrastructure - water, energy, transport and digital connectivity.

In Uzbekistan, poverty reduction is a priority of state policy: the "Uzbekistan - 2030" Strategy sets the tasks of substantially lowering the poverty rate and raising household incomes by 2030 [15]. Bukhara region with its developed agriculture, tourism and crafts has achieved notable results in reducing poverty, yet disparities

between districts and, in particular, infrastructure gaps in rural areas remain pressing problems.

Although the economic literature has extensively studied the effect of infrastructure investment on poverty, most studies are conducted at the national level, and few works quantify the “infrastructure type - territorial inequality - poverty” chain at the district level. Moreover, the green and inclusive dimensions of infrastructure - integrating renewable energy, water-saving technologies and circular bioeconomy elements into anti-poverty policy - remain insufficiently explored.

The purpose of the article is to substantiate ways of reducing regional poverty through the development of green and inclusive infrastructure, using Bukhara region as a case study. The research tasks are: (1) to synthesise the theoretical foundations of the infrastructure-poverty nexus; (2) to analyse the state of infrastructure in Bukhara region and the degree of inter-district inequality; (3) to model the effect of infrastructure investment on poverty by regression; (4) to develop practical recommendations based on the author's “5I” model and four-level mechanism.

## LITERATURE REVIEW

The literature on the effect of infrastructure on growth and poverty begins with the classic work of Aschauer [1], who empirically demonstrated the strong positive effect of public capital on private-sector productivity. Calderón and Servén [4], using data for developing countries, showed that infrastructure not only accelerates growth but also reduces income inequality, i.e. is a source of pro-poor growth. Fan, Hazell and Thorat [8], studying rural India, found that public spending on roads and agricultural research has the highest poverty-reducing effect.

Micro-level evaluations of specific infrastructure types point in the same direction. Khandker, Bakht and Koolwal [10] found that rural road improvements in Bangladesh raised household consumption and reduced poverty, while Asher and Novosad [2], studying India's PMGSY rural roads programme, showed that new roads mainly facilitated the movement of workers out of agriculture. Dinkelman [7] demonstrated that rural electrification in South Africa increased employment, particularly among women. These findings suggest that the poverty effect of infrastructure depends on its type and on complementary conditions, which supports a district-level, type-specific analysis.

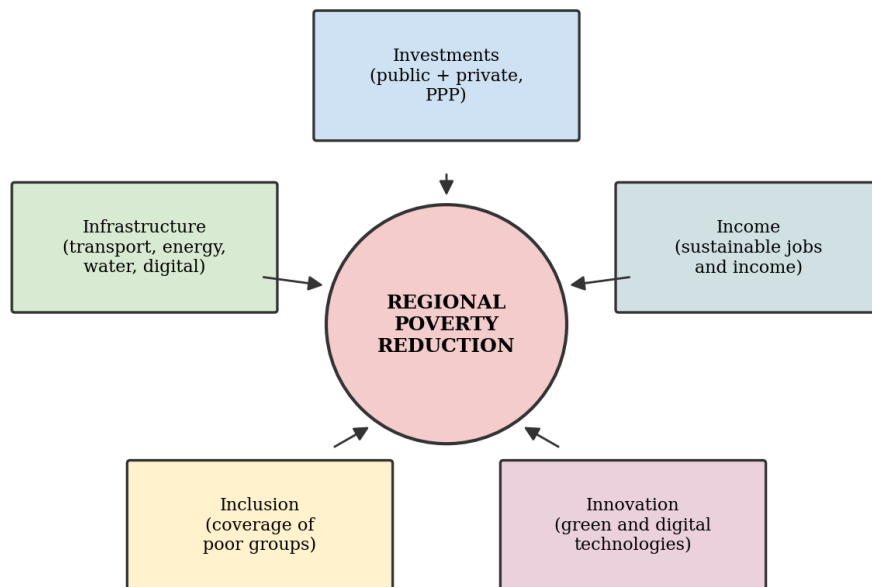
On the microeconomic nature of poverty, Banerjee and Duflo [3] stress that poor households often lack not capital or skills but basic infrastructure and services. Sen's capability approach [12] interprets poverty not merely as a lack of income but as limited access to education, health, transport and information - providing the theoretical basis for the inclusive role of infrastructure. De Soto [6] showed that unformalised property rights turn the assets of the poor into “dead capital”.

In regional development theory, Hirschman's concept of unbalanced growth [9] advances the idea of triggering a development chain through targeted investment in strategic sectors and infrastructure, while Porter's cluster theory [11] demonstrates that geographic concentrations of firms enhance competitiveness. These approaches are particularly relevant for Bukhara region with its mahalla institution and craft traditions.

In recent years the link between green infrastructure and poverty has become a distinct research strand. Circular bioeconomy principles - cascading use of biomass, processing of agro-industrial waste, decentralised renewable energy in villages - create additional income sources and access to affordable energy for rural populations [5]. While domestic studies of poverty at the territorial level exist in Uzbekistan, works that quantify the effect of infrastructure types on poverty at the district level and treat green infrastructure as an element of anti-poverty policy are practically absent. This article seeks to fill that gap.

## METHODOLOGY

The author's "5I" model was adopted as the theoretical basis of the study (Figure 1). The model integrates five interrelated components of poverty reduction: Investments - public and private investment in infrastructure, including public-private partnership (PPP) [14]; Infrastructure - transport, engineering (energy, water), digital and social infrastructure; Inclusion - the involvement of low-income groups in economic processes; Innovation - green and digital technologies; Income - sustainable jobs and income sources.



**Figure 1. The "5I" model of regional poverty reduction<sup>1</sup>**

Figure 1 shows that all five components are directed towards a single goal - regional poverty reduction. Investments are the entry point that finances infrastructure; infrastructure creates the physical conditions for the inclusion of poor groups; innovation in the form of green and digital technologies raises the efficiency and sustainability of infrastructure; and income is the outcome through which the effect on poverty is realised. The model thus treats poverty reduction as the result of interacting components rather than of a single measure.

For the empirical analysis, panel data for 2019-2024 were collected for the 11 districts of Bukhara region. Data sources: the National Statistics Committee of the

<sup>1</sup> Source: developed by the author.

Republic of Uzbekistan and the Bukhara regional statistics department; the regional administration's infrastructure and poverty-reduction programmes; the regional investment programmes of the Ministry of Economy and Finance.

The effect of infrastructure investment on poverty was estimated with a log-linear regression model:

$$\ln(POV_{it}) = \alpha + \beta \cdot \ln(INV_{it}) + \gamma \cdot X_{it} + \varepsilon_{it} \quad (1)$$

where  $POV_{it}$  is the poverty rate in district  $i$  in year  $t$ ,  $INV_{it}$  is the volume of infrastructure investment, and  $X_{it}$  is a set of control variables (population, agricultural share, urbanisation rate). The coefficient  $\beta$  measures the elasticity of poverty with respect to infrastructure investment.

The effectiveness of the poverty-reduction mechanism was assessed with the author's four-level (mega-macro-meso-micro) model:

$$\Delta POV = \Sigma(\alpha_k \cdot \Delta INFR_k \cdot M_k) + \sigma \quad (2)$$

where  $\alpha_k$  is the coefficient of effect of infrastructure change at level  $k$  on poverty,  $\Delta INFR_k$  is the change in the infrastructure indicator,  $M_k$  is the multiplier and  $\sigma$  is the synergy effect between levels. Formula (2) therefore implies that, whenever  $\sigma$  is positive, the total effect exceeds the simple sum of the effects of individual levels. International experience (China's Western Development Programme, Turkey's GAP project, India's PMGSY rural roads programme [2]) was studied by comparative analysis.

Limitations: given the short panel (6 years), statistical significance was assessed at the 10 per cent level; the effect of the four-level model is a forecast based on expert assessment and multipliers.

## ANALYSIS AND RESULTS

Analysis of the region's key infrastructure indicators reveals important disparities (Table 1, Figure 2). Although the length of paved roads has reached 1,180 km, 28 per cent of internal district roads require major repair. Access to safe drinking water is 92 per cent in urban areas but only 71 per cent in rural areas - a 21-percentage-point gap that is the starkest indicator of urban-rural infrastructure inequality. Electricity network losses stand at 13.2 per cent, indicating both technical obsolescence and an energy-efficiency reserve.

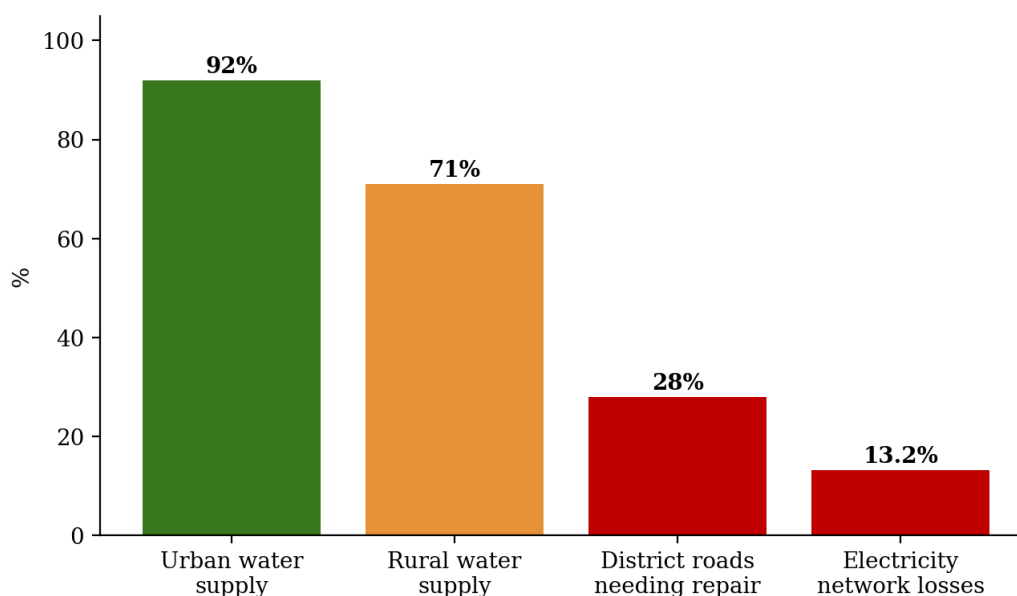
Table 1 shows that each infrastructure type affects poverty through its own channel. Transport and water supply display the largest measurable gaps - 28 per cent of district roads needing repair and a 21-percentage-point difference between urban (92 per cent) and rural (71 per cent) access to safe drinking water - whereas the digital and social gaps vary by district and are less well measured. The quantified gaps are compared in Figure 2.

Figure 2 confirms that the rural water supply deficit and the condition of district roads are the most pressing infrastructure constraints, while electricity network losses of 13.2 per cent represent both a technical problem and an energy-saving reserve that green technologies can address.

**Table 1**

**Key infrastructure indicators of Bukhara region and channels of effect on poverty<sup>1</sup>**

| Infrastructure type | Key indicator                                        | Status               | Channel of effect on poverty                          |
|---------------------|------------------------------------------------------|----------------------|-------------------------------------------------------|
| Transport           | Length of paved roads; district roads needing repair | 1,180 km; 28%        | Market access, transport costs, seasonal employment   |
| Water supply        | Access to safe drinking water                        | urban 92%; rural 71% | Health, women's employment, agricultural productivity |
| Energy              | Electricity network losses                           | 13.2%                | Energy prices, small-business activity, processing    |
| Digital             | Broadband access (urban/rural gap)                   | significant gap      | Digital services, e-commerce, remote employment       |
| Social              | Coverage by preschool and health facilities          | varies by district   | Human capital, intergenerational poverty              |



**Figure 2. Key infrastructure gaps in Bukhara region<sup>2</sup>**

Infrastructure gaps are unevenly distributed across districts: districts close to the regional centre have below-average poverty rates, while remote rural districts have markedly higher ones. Clustering districts by level of infrastructure provision identified three groups: Cluster I - well provided (peri-urban districts), Cluster II - average, Cluster III - poorly provided remote districts. It is precisely in Cluster III districts that the marginal effect of infrastructure investment is highest.

The regression results are presented in Table 2. Each 1 per cent increase in infrastructure investment reduces the poverty rate by 0.34 per cent ( $\beta = -0.34$ ); the explanatory power of the model is  $R^2 = 0.776$  and the F-statistic is 3.469 ( $p < 0.1$ ).

<sup>1</sup> Source: developed by the author.

<sup>2</sup> Source: developed by the author.

**Table 2**

**Effect of infrastructure investment on poverty: regression results  
(11 districts, 2019-2024)<sup>1</sup>**

| Indicator                                                                   | Value             | Note                                                               |
|-----------------------------------------------------------------------------|-------------------|--------------------------------------------------------------------|
| Elasticity of poverty with respect to infrastructure investment ( $\beta$ ) | -0.34             | 1% increase in investment $\rightarrow$ 0.34% reduction in poverty |
| Coefficient of determination ( $R^2$ )                                      | 0.776             | explanatory power of the model                                     |
| F-statistic                                                                 | 3.469             | $p < 0.1$                                                          |
| Infrastructure types with the strongest effect                              | transport; social | partial regressions by district                                    |
| Number of observations                                                      | 66                | 11 districts $\times$ 6 years                                      |

Analysis by infrastructure type showed that investment in transport and social infrastructure has the strongest effect. This is consistent with international evidence: Fan et al. [8] identified the priority of rural roads in reducing poverty in India. The experience of China's Western Development Programme, Turkey's Southeastern Anatolia (GAP) project and India's PMGSY programme [2] shows that targeted infrastructure projects have reduced regional poverty by 25-40 per cent within 10-15 years.

To operationalise the "5I" model, the author developed a four-level mechanism; its elements and expected effect are presented in Table 3 and Figure 3.

**Table 3**

**The four-level poverty-reduction mechanism<sup>2</sup>**

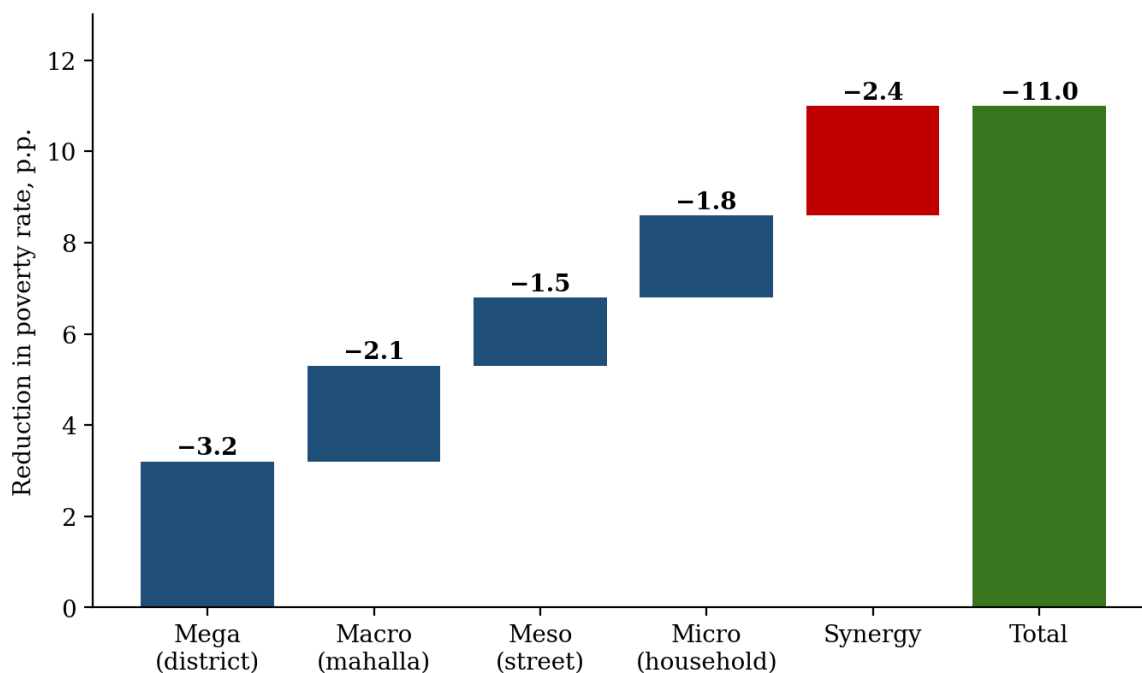
| Level             | Mechanism                                                                                                                                          | Key parameters                                                            | Effect, p.p. |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|--------------|
| Mega (district)   | Cluster-based infrastructure programme - priority infrastructure for each district cluster (Cluster III - transport, II - digital, I - innovation) | 9 districts; UZS 445bn investment; multiplier effect UZS 1,037bn          | -3.2         |
| Macro (mahalla)   | "Mahalla specialisation - micro-centre" mechanism                                                                                                  | 5 districts; 41 mahallas; 1,640 jobs; mahalla income +86-100%             | -2.1         |
| Meso (street)     | "Bukhara business ecosystem" co-working and business-incubation centres                                                                            | 5 co-working centres; 390 places; 140 small businesses per year; UZS 25bn | -1.5         |
| Micro (household) | "Family entrepreneurship infrastructure package": microfinance + skills + digital + market access                                                  | 4-component package; family business entities                             | -1.8         |
| Synergy           | Mutually reinforcing effect between levels                                                                                                         | $\sigma = 2.4$ (28% of the cumulative effect)                             | -2.4         |
| Total             |                                                                                                                                                    |                                                                           | -11.0        |

Table 3 shows that the largest single contribution comes from the mega (district) level (-3.2 percentage points), based on UZS 445 billion of cluster-based investment,

<sup>1</sup> Source: developed by the author.

<sup>2</sup> Source: developed by the author.

followed by the macro (-2.1), micro (-1.8) and meso (-1.5) levels. Taken separately, the four levels yield 8.6 percentage points; the synergy effect of 2.4 percentage points raises the total to 11.0 percentage points (Figure 3).



**Figure 3. Cumulative effect of the four-level mechanism on the poverty rate<sup>1</sup>**

According to the calculations, the cumulative effect of the four-level mechanism is a reduction in the poverty rate of 11.0 percentage points, of which 2.4 percentage points (28 per cent) are attributable to synergy. This result quantitatively confirms the “infrastructure synergy” concept: measures implemented simultaneously at different levels yield a markedly higher effect than when implemented separately. Craft clusters at the mega level (jewellery, carpets, textiles, ceramics, food) are projected to support 710 small businesses, 4,850 jobs and an annual turnover of UZS 182 billion.

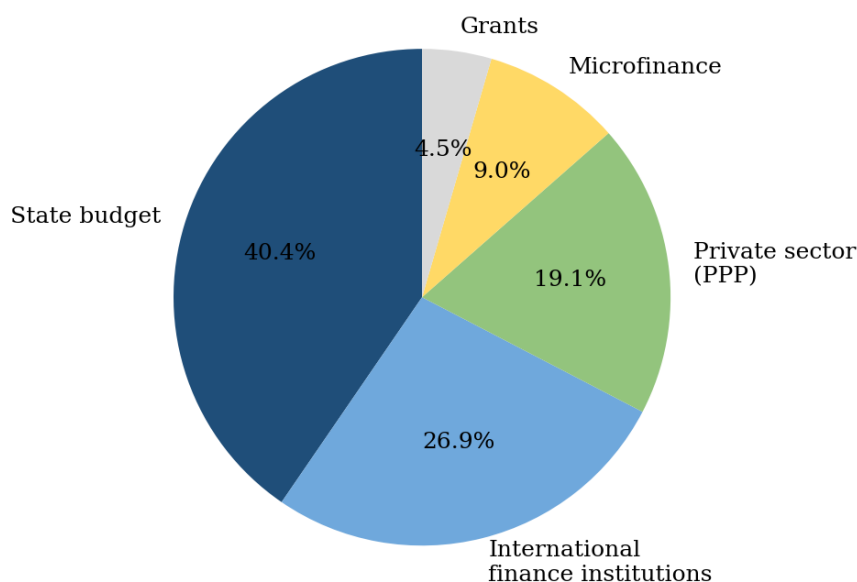
Green infrastructure and circular bioeconomy elements. The Innovation component of the “5I” model provides for integrating green and digital technologies into anti-poverty policy [16]. Three directions are particularly promising for Bukhara region. First, decentralised solar energy in remote districts (small solar installations for households and farms) - with network losses at 13.2 per cent, this provides access to affordable and reliable energy. Second, processing of agro-industrial waste (cotton stalks, livestock waste) into biogas and organic fertiliser in line with circular bioeconomy principles [5], this creates an additional income source for the rural population. Third, water-saving technologies (drip irrigation, rainwater harvesting) - with rural water supply at 71 per cent, these enhance water security.

These green elements link all components of the “5I” model: they require investment (Investments), constitute infrastructure (Infrastructure), target the low-

<sup>1</sup> Source: developed by the author.

income rural population specifically (Inclusion), are innovative in nature (Innovation) and generate income directly (Income).

To implement the four-level mechanism, the author proposed a “five-source financing model” (Figure 4). Of the total investment of UZS 445 billion, 40.4 per cent is to be provided by the state budget, 26.9 per cent by international financial institutions, 19.1 per cent by the private sector (PPP) [14], 9.0 per cent by microfinance organisations and 4.5 per cent by grants.



**Figure 4. Structure of the five-source financing model (UZS 445 billion)<sup>1</sup>**

The model reduces pressure on the state budget while capitalising on the interest of the private sector and international financial institutions in green infrastructure projects. Solar energy and water-supply projects in particular are attractive for PPP, and the climate-finance programmes of international institutions allocate resources on concessional terms to projects with a green component.

## CONCLUSION AND SUGGESTIONS

The results confirm that regional poverty can be reduced sustainably not through the social-assistance system but by creating economic opportunities through infrastructure. In the case of Bukhara region, the elasticity of poverty with respect to infrastructure investment (-0.34) was quantified, inter-district infrastructure inequality was identified as a structural driver of poverty, and the cumulative effect of the four-level mechanism (11.0 percentage points, including 2.4 percentage points of synergy) was estimated.

On the basis of the analysis, the following recommendations were developed:

1. Allocate infrastructure investment on a targeted, poverty-map basis: prioritise transport and water-supply projects for Cluster III (remote rural) districts, where the marginal effect is highest.

<sup>1</sup> Source: developed by the author.

2. Include green infrastructure elements (decentralised solar energy, agro-waste processing, water-saving technologies) as an integral part of the regional poverty-reduction programme and mobilise climate-finance sources for them.

3. Implement the four-level mechanism simultaneously - the synergy effect (28 per cent of the cumulative effect) arises only under coordinated action across levels.

4. Strengthen the mahalla institution as the organisational basis of poverty reduction: form craft clusters through mahalla specialisation and micro-centres, and develop local brands and a geographical-indications system.

5. Introduce the five-source financing model and adapt PPP mechanisms to small-scale rural infrastructure projects (water, small-scale energy) through standard contract forms and project bundling.

The proposed “5I” model and four-level mechanism can be adapted for other regions of Uzbekistan. Future research should focus on estimating effects by infrastructure type more precisely on the basis of longer panel data, measuring the poverty effect of green infrastructure projects separately, and monitoring the actual implementation of the mechanism.

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