



Initial Poverty and Social Analysis

July 2019

India: Maharashtra State Road Improvement Project

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 9 July 2019)

Currency unit	–	Indian rupee/s (₹)
₹1.00	=	\$0.01457
\$1.00	=	₹68.6185

ABBREVIATIONS

ADB	–	Asian Development Bank
CRN	–	core road network
NGO	–	nongovernment organization
TA	–	technical assistance

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INITIAL POVERTY AND SOCIAL ANALYSIS

Country: India Project Title: Maharashtra State Road Improvement Project

Lending/Financing Modality: Project loan Department/Division: South Asia Department/
Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy

India's poverty rate and the absolute number of poor people have declined significantly from 45.3% in 1993–1994 to 21.9% in 2011–2012. The Government of India is committed to reducing poverty further, as reflected in its Three-Year Action Agenda, 2017–2020. The agenda endorses a transformational action plan that highlights transport and connectivity infrastructure as a growth enabler. Consistent with this national vision, Asian Development Bank's (ADB) country partnership strategy for India 2018–2022 recognizes the expansion of infrastructure networks as a contributor to faster, inclusive, and sustainable economic growth.

B. Poverty Targeting

General Intervention Individual or Household (TI-H) Geographic (TI-G) Non-Income MDGs

The project is designed to improve transport connectivity in the state by upgrading over 450 kilometers of state highways and major district roads in the state of Maharashtra. The project will enhance connectivity, facilitate access to services, and accelerate economic growth in the state by delivering the following outputs: (i) state highways and major district roads of the core road network (CRN) upgraded and maintained, and (ii) safety of state highways improved. Improved roads will help the poor to integrate into the structure of the local economy, and benefit from non-farm employment, diversified agriculture production, and trading activities. The improved roads will enable better access to basic services such as health care and education, and improve the quality of life of the poor in the project-influenced areas.

C. Poverty and Social Analysis

1. *Key issues and potential beneficiaries.* The poverty level in Maharashtra at 17% is lower than the national rate. This is due to relatively higher average income levels in the four main urban centers Mumbai, Nagpur, Pune, and Thane. However, there is wide intraregional income disparity in the state. For example, while the urban poverty rate at 9% is much lower than the national average, the rural poverty rate is 35% greater. The project will help address disparities by improving connectivity, facilitating access to services, and accelerating economic growth in the state.

2. *Impact channels and expected systemic changes.* The proposed project will improve state highways and major district roads in the rural areas and beneficiaries, including the poor, will benefit from improved access to basic services and living environment. The proposed project will also result in improved livelihood and trade opportunities for non-urban population.

3. *Focus of (and resources allocated in) the transaction technical assistance (TA) or due diligence.* The implementing agency has prepared detailed project reports that include safeguards aspects. A social development specialist and a gender expert will be engaged under available resources to review these documents and to undertake social safeguard planning, gender analysis, and poverty and social assessment.

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? The performance of road transport services places different burdens on women and men, with the costs of poor connectivity often being borne by women. For example, poor connectivity and safety concerns may prevent women from accessing health and education services, and job and livelihood opportunities. In Maharashtra, women and girls have experienced mixed progress.^a Maternal mortality in the state is low at 68 deaths per 100,000 births and has declined from 149 deaths in 2003. Moreover, women in Maharashtra are better educated than in many other states, where 35% of girls go to school compared to 26% for all of India. However, the child sex ratio at 894 in the state is below the national average of 919, and it has fallen from 946 in 1991. In employment, Maharashtra's rural women work participation has fallen from 71% in rural areas and 25% in urban areas in 1994 to 52% and 22% in 2017. By improving connectivity, the project is expected to provide better access to health services, higher levels of education, economic opportunities, and social interactions for women, especially those living in the influence area of the project roads.

2. Does the proposed project or program have the potential to contribute 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

Gender equity features will be explored during project design, including engineering designs relevant to elderly, women, children, and disabled users, and road safety campaigns. Specifically, further due diligence will explore setting targets for streetlights, bus stops, foot paths, and sections for non-motorized traffic.

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

Yes No

Since the objective of the project is to improve road connectivity for all, the proposed project will not widen gender inequality. There will be gender benefits due to improved access to basic services and increased employment opportunities.

4. Indicate the intended gender mainstreaming category:

GEN (gender equity theme) 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.

Government agencies, project beneficiaries (residents, road users, industry, tourists), affected persons, nongovernment organizations (NGOs), business and community groups.

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?

Workshops, community mobilization, and consultation conducted for discussion on the potential needs of the community, social-related issues such as gender, HIV, human trafficking, child labor, environment and social safeguard issues.

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 **L** Collaboration **L** 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.

Community meetings and focus group discussions will be organized as part of the poverty and social analysis. The local consultative meetings will involve all relevant stakeholders including representatives of the poor and other socially excluded groups (e.g., women, scheduled tribes, etc.) to disseminate the information as well as to get the feedback about the project design and its potential impacts. Other key stakeholders such as the relevant line departments, local government representatives, and NGOs will also be consulted. Consultations will also be undertaken with the affected households and communities during the course of the census survey and socioeconomic survey along the project roads for the preparation of the safeguard plans.

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

Detailed project reports suggest that road improvements will be confined to rights-of-way already owned by the executing agency. Nevertheless, unavoidable land acquisition will be required in areas needing geometric improvement. It is expected that due to such minor land acquisition and encroachment in built-up areas, the project will entail limited involuntary resettlement. These will be further assessed during ADB's due diligence.

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

Resettlement plan

Resettlement framework

Social impact matrix

Environmental and social management system arrangement

None

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

Preliminary due diligence did not identify any indigenous peoples in the project affected area. However, this will be reconfirmed during due diligence.

2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? Yes No
3. Will the project require broad community support of affected indigenous communities? Yes No
4. What action plan is required to address risks to indigenous peoples as part of the transaction TA 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?

- L** Creating decent jobs and employment **L** Adhering to core labor standards **L** Labor retrenchment
L Spread of communicable diseases, including HIV **L** Increase in human trafficking **L** Affordability
L Increase in unplanned migration **L** Increase in vulnerability to natural disasters **L** Creating political instability
L Creating internal social conflicts 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 proposed project is only for widening and upgrading existing roads and is not anticipated to generate substantive social issues and risks. Construction supervision consultants will monitor core labor standards. Awareness building sessions on communicable diseases will be carried out for civil works laborers on a regular basis.

VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for the transaction TA (or other due diligence) contain key information needed to be gathered during transaction TA or due diligence process to better analyze (i) poverty and social impact; (ii) gender impact, (iii) participation dimensions; (iv) social safeguards; and (vi) 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 transaction TA or due diligence?

The implementing agency has already prepared detailed project reports that include safeguards aspects. A social development specialist and a gender expert will be engaged under available resources to review these documents and to undertake social safeguard planning, gender analysis, and poverty and social assessment.

^a World Bank. 2017. *Maharashtra: Gender*. Washington, DC.