



Initial Poverty and Social Analysis

Project Number: 52298-002
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India: Maharashtra District Connectivity Improvement Project

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CURRENCY EQUIVALENTS

(as of 15 November 2021)

Currency unit	–	Indian rupee/s (₹)
₹1.00	=	\$0.0134
\$1.00	=	₹74.392

ABBREVIATIONS

ADB	–	Asian Development Bank
CSO	–	civil society organization
ESMS	–	environmental and social management system
IPSA	–	initial poverty and social analysis
MFF	–	multitranches financing facility
TA	–	technical assistance

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INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	India	Project Title:	Maharashtra District Connectivity Improvement Project
Lending/Financing Modality:	Project Loan	Department/ Division	South Asia Department / Transport and Communications Division

I. POVERTY IMPACT AND SOCIAL DIMENSIONS
<p>A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy</p> <p>The proposed Maharashtra District Connectivity Improvement Project will improve transport connectivity in 10 districts of the state: Ahmednagar, Hingoli, Jalna, Kolhapur, Nanded, Nagpur, Nashik, Pune, Sangli, and Satara. The project aims to increase the efficiency of the core road network, advance connectivity with neighboring states, and improve access to economic and industrial centers. It also involves initiatives to improve gender equality and social inclusion, road safety, maintenance, and climate change adaptation responsiveness. The project aligns with the government's Vision 2030 and ADB's country partnership strategy for India (2018–2022). These overarching policy frameworks emphasize the pivotal role of transport infrastructure in poverty reduction and social development.</p>
<p>B. Poverty Targeting</p> <p><input checked="" type="checkbox"/> General Intervention <input type="checkbox"/> Individual or Household (TI-H) <input type="checkbox"/> Geographic (TI-G) <input type="checkbox"/> Non-Income MDGs (TI-M1, M2, etc.)</p> <p>The project is a general intervention project where improvements in 18 highways and major district roads are anticipated to (i) lower transportation costs and enhance mobility through improved transport services; (ii) reduce the poverty of isolation; (iii) improve agricultural production and marketing; and (iv) better access to health care, schools, and employment opportunities.</p>
<p>C. Poverty and Social Analysis</p> <p>1. Key issues and potential beneficiaries.</p> <p>The project's primary beneficiaries are rural households and communities located within 1.5 kilometers (km) walking distance to the upgraded road subprojects. Secondary beneficiaries will be those living in communities within 3-hour round-trip walking distance of a project road. These beneficiaries will benefit from improved access, lower travel costs, and shorter travel time to service areas including rural and urban centers. The slow growth in the agriculture sector has widened the rural–urban divide and contributed to severe distress in rural areas. Maharashtra's rural communities suffer challenges similar to other Indian states: (i) high levels of indebtedness, underemployment, vulnerability to minor and major shocks (market fluctuations, extreme weather events); (ii) lack of access to health, education, communication and information; (iii) discrimination and marginalization by caste, or vulnerability; and (iv) limited opportunities for livelihood improvement.</p> <p>2. Impact channels and expected systemic changes.</p> <p>The project aims to address deficiencies in the road infrastructure to help increase the competitiveness of the agriculture sector and improve rural socioeconomic centers. Farmers need modern logistics to ensure transportation of their produce with minimum spoilage. Manufacturers also need transport infrastructure to ensure speedy and reliable movement of goods. By reducing transport costs, roads will generate market activity, affect wages and output prices, and foster economic linkages that enhance agricultural production, alter land use, crop intensity and other production decisions. Road improvements will further stimulate off-farm diversification and other income-earning opportunities and encourage migration. By facilitating access to social services, better roads enhance social outcomes. During the due diligence, the project will directly consult community members, including marginalized and vulnerable members on how to address local interests, needs and expectations.</p> <p>3. Focus of (and resources allocated in) the transaction TA or due diligence.</p> <p>Rigorous poverty and social assessment (PSA) studies will be conducted for all project roads. The PSA will characterize the socioeconomic conditions of affected villages, and identify areas of exclusion and vulnerability, including those due to gender, caste, religion, disability, sexual orientation, and age.</p>
II. GENDER AND DEVELOPMENT
<p>1. What are the key gender issues in the sector and/or subsector that are likely to be relevant to this project or program?</p> <p>In the transport sector, women and other disadvantaged groups from all caste and ethnic groups are constrained by a skewed allocation of responsibilities and practices in the household and community that affect their mobility and use of transport services. The project aims to explore channels through which women in the project districts can increase their mobility, participation, representation, voice, and influence in decision-making that affects their lives and the lives of their family and community. Maharashtra is one of the most prosperous states in India and ranks fourth out of 29 states</p>

with a score of 64 compared to the all-India score of 57.¹ However, lag areas such as poverty, hunger, gender equality and sustainable cities remain major concerns.² Some of the key gender issues include (i) gender differences in literacy achievements (79.5% among women as compared to men at 91.5% in 2019-2020),³ (ii) gender differences in access to schooling (only 40.7% of women have had more than 10 years of schooling as compared to 54% men in 2019-2020), (footnote 3) (iii) empowerment of women at the lower levels with 41.5% of working women engaged in casual labor (with 97.5% of such activities being within the agriculture sector in 2017-2018),⁴ and (iv) rural–urban differences in use of hygienic methods of protection (women aged 15-24 years who use hygienic methods of protection during their menstrual period in rural areas is 80% as compared to 90% in urban areas in 2019-2020).⁵ Through improved connectivity in rural areas, the project is expected to bring in increased opportunities to women that can help reduce the gender differences in key socioeconomic and health achievements.

2. Does the proposed project or program have the potential to contribute to the promotion of gender equality and/or empowerment of women by providing women access to and use of opportunities, services, resources, assets, and participation in decision-making? Yes No

This project seeks opportunities for women and other disadvantaged groups to actively engage in project design, road construction and maintenance, road safety, and/or community awareness programs with respect to health and hygiene, education and livelihood generation. Other key focus areas for enabling women development include activities for menstrual health and hygiene and enterprise development. Among other measures, gender design features and institutional capacity building will be included in the gender equality and social inclusion plan to be prepared for the project.

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

Yes No

The main risk of a road improvement project is that women, girls and other vulnerable groups are excluded from project design and lack information and awareness of how to manage the project impacts, including gender-based violence, sexual exploitation, harassment, and human trafficking. The project's gender equality and social inclusion plan will address these risks. Women and men will be actively engaged in community consultations and awareness raising workshops focused on these risks.

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 EMPOWERING THE POOR

1. Who are the main stakeholders of the project, including beneficiaries and affected people? Explain how they will each participate in the project's design.

Affected people, local businesses, gram panchayat officials, state government officers and staff (e.g., Public Works Department, Ministry of Women and Children Development, and Ministry of Education), schools and social service providers, and civil society organizations are the main project stakeholders. Project preparation will engage all project stakeholders through consultation meetings, interviews, focus group discussions, and surveys.

2. Who are the key, active, and relevant CSOs in the project area?

The key, active and relevant CSOs in the project area include Gramin Vikas Kendra, Jagar Pratishtan, CORO, Akshara Centre, Samaj Vikas Sanstha Foundation, and Ishanya Foundation.

3. Are there issues during project design for which participation of the poor and vulnerable is important?

Yes No If yes, what are these issues?

It is essential to seek the participation of the poor, women, and other disadvantaged groups in project design to ensure that it provides opportunities for poverty reduction, gender equality, and social inclusion.

4. How will the project ensure the participation of beneficiaries and affected people, particularly the poor and vulnerable and/or CSOs, during project design to address these issues?

Poverty and social assessment will be conducted using focus group discussions, interviews, consultation meetings and surveys involving affected peoples, the poor, vulnerable and marginalized groups, CBOs and/or CSOs.

5. What level of CSO participation is planned during the project design?

M Information generation and sharing M Consultation L Collaboration NA Partnership

IV. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category A B C 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</p> <p>Feasibility studies indicate that (i) sections of the right-of-way of 14 roads are encroached, typically where there are habitations; and (ii) two greenfield bypasses in one road will involve acquisition of private land. The impacts will be confirmed during appraisal and documented in section-wise resettlement plans.</p> <p>2. What action plan is required to address involuntary resettlement as part of the transaction TA 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>
<p>B. Indigenous Peoples Category <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> FI</p> <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>Preliminary screening identifies scheduled tribe communities in Nashik District. However, it does not appear at this stage that the communities fall within the meaning of indigenous peoples in SPS, nor (ii) that the project will directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples or affects the territories or natural or cultural resources that indigenous peoples own, use, occupy, or claim as an ancestral domain or asset. These will be thoroughly reviewed during poverty and social assessment.</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 transaction TA 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>
<p align="center">V. OTHER SOCIAL ISSUES AND RISKS</p>
<p>1. What other social issues and risks should be considered in the project design? <input type="checkbox"/> Creating decent jobs and employment <input checked="" type="checkbox"/> (L) Adhering to core labor standards <input type="checkbox"/> Labor retrenchment <input checked="" type="checkbox"/> (L) Spread of communicable diseases, including HIV/AIDS <input checked="" type="checkbox"/> (L) 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? A gender equality and social inclusion plan will be prepared with measures for these risks.</p>
<p align="center">VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT</p>
<p>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 (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 the participation plan during the transaction technical assistance TA or due diligence? Funds are available under TA-9761 IND: Strengthening Capacity to Design and Implement Transport Infrastructure Project for conducting the PSA.</p>

¹ Government of India. 2018. [NITI Aayog SDG India Index](#). New Delhi.

² Government of Maharashtra. Planning Department. 2015. [Sustainable Development Goals: An Overview](#). Mumbai.

³ Government of India. Ministry of Health and Family Welfare. 2019-2020. [Fact Sheets Key Indicators National Family Health Survey - 5](#). New Delhi.

⁴ Government of India. Ministry of Statistics and Programme Implementation. 2017-2018. [Annual Report Periodic Labour Force Survey](#). New Delhi.

⁵ Government of India. Ministry of Health and Family Welfare. 2019-2020. [National Family Health Survey - 5 State Fact Sheet Maharashtra](#). New Delhi.

Sources: Asian Development Bank; Government of Maharashtra, Directorate of Economics and Statistics. 2021. [State Economic Survey 2020-2021](#). Mumbai; and World Bank. 2017. [Maharashtra: Gender](#). Washington, DC.