

SUMMARY POVERTY REDUCTION AND SOCIAL STRATEGY

Country:	India	Project Title:	Madhya Pradesh District Connectivity Sector Project
Lending/Financing Modality:	Sector Loan	Department/ Division:	South Asia Department Transportation and Communications Division

I. POVERTY AND SOCIAL ANALYSIS AND STRATEGY
Targeting classification: General intervention
A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy
<p>The Government of India's continued commitment to poverty reduction is reflected in the goal of inclusive growth in the Eleventh Five Year Plan¹ and continues to be a pivotal feature in the Twelfth Five Year Plan². The government's response to poverty focuses on (i) enhancing economic opportunities that the poor can access; and (ii) targeting the poor directly by expanding economic opportunities for the poor, developing their capabilities to access economic opportunities, and protecting them from various types of shocks.</p> <p>The country partnership strategy (CPS) for India, 2013–2017³ of the Asian Development Bank (ADB) is anchored to the 12th plan and ADB's Strategy 2020⁴. ADB support to India in infrastructure development focuses on improving the core network to foster more rapid growth; attract private investment; improve connectivity; and increase productivity, competitiveness, and access to services. Since 2003, ADB has focused on the poorer and weak capacity states (lagging states) to support the government's efforts to promote inclusive development in the country.</p>
B. Results from the Poverty and Social Analysis during PPTA or Due Diligence
<p>1. Key poverty and social issues. Madhya Pradesh covers 308,252 square kilometers—the second largest state in India. It is one of the least developed states in India, with a human development index value of 0.375 (2011), which is well below the national average. The state's per capita gross domestic product (GDP) is the fourth lowest in the country (FY2010–2011). It is also the lowest ranked on the India state hunger index. Since 2010, the state's GDP growth has been above the national average. Rich in mineral resources, Madhya Pradesh has the largest reserves of diamond and copper in India. More than 30% of its area is under forest cover. Agriculture is the main sector of the local economy. Sugarcane, wheat, pulses, and vegetables are the main crops. Transport costs are very high because of the poor road conditions, so farmers prefer to sale their yield in local markets. For the surveyed households, the average monthly income is about Rs2,000 and monthly expenditure is about the same; the highest expenditure items are food and agricultural input. In most of the surveyed villages, the primary health care center is at a distance of more than 5 kilometers (km). Villagers rely on bus services to reach health facilities—it takes about 1 hour to reach health centers. In the project influence area, children often go by bicycle or use bus services to reach high school and higher secondary school, which takes about 45 minutes. Students attend school about 14 days per month. The reported literacy level of the surveyed respondents is about 60%—71% male and 50% female. Households in the project area access drinking water from government-provided hand pumps; and about 90% of the villages are electrified, with daily supply of about 7 hours.</p> <p>Major district roads to be improved are in poor condition. With substantial ongoing investment in rural roads and state highways, roads to be improved under this project will greatly improve the overall road network condition in Madhya Pradesh. Communities indicated that the poor road conditions were preventing safe and reliable travel, especially at night and during bad weather. Communities indicated that positive benefits will include (i) improved access to education and health facilities, (ii) better public and private transport options, and (iii) increased job opportunities. An efficient road network linking villages, towns, and cities will provide stronger links between rural regions and urban hubs. Road development also encourages other development initiatives, which together stimulate economic growth considerably. The improvement of major district roads is expected to improve the socioeconomic situation significantly and enhance poverty reduction in the beneficiary districts and the state as a whole.</p> <p>2. Beneficiaries. Potential beneficiaries include residents, road users, businesses, and commercial services. The project roads cover 29 districts in the state. About 48 million residents live in the project districts.</p> <p>3. Impact channels. The poor and vulnerable will benefit from the project, which will increase new economic and</p>

¹ Government of India. Planning Commission. 2007. Eleventh Five Year Plan. Delhi.

² Government of India. Planning Commission. 2013. *Faster, More Inclusive and Sustainable Growth*. Twelfth Five Year Plan. Delhi.

³ ADB. xxxx. Country Partnership Strategy: India,, xxxx–xxxx. Manila.

⁴ ADB. 2008. Strategy 2020: The Long-Term Strategic Framework of the Asian Development Bank, 2008–2020. Manila.

employment opportunities by improving linkages to commercial facilities. Improved connectivity will help the rural population transport their produce faster and receive higher profit margins. Access to public and social service facilities (such as government agencies, health centers, and schools) will also be improved. Provisions are in the bidding documents for the civil works contracts to comply with core labor standards. Special provisions are in place for vulnerable displaced households in safeguard planning documents.

4. **Other social and poverty issues.** No other social and poverty issues are anticipated.

5. **Design features.** For built-up areas, pedestrian walkways (covered drainage, hard shoulder, or raised sidewalk) will be constructed to benefit pedestrians and cyclists who are more likely to be poor, vulnerable, and women. For rural areas, a soft shoulder will be built. The improvements will provide local populations, including the poor and vulnerable, with improved access to economic opportunities and higher quality services. An efficient road network linking villages, towns, and cities will provide stronger links between remote, poor regions, and more developed markets.

II. PARTICIPATION AND EMPOWERING THE POOR

1. **Participatory approaches and project activities.** Meaningful consultation and social surveys were conducted along all sample subprojects, including 3,456 households surveyed (about 20% along sample project roads) and 32 focus group discussions in public areas. The community participation was done to increase awareness of the project, to find out needs and concerns, to obtain suggestions for enhancing benefits and mitigating negative impacts, and to make project communities aware of the grievance redress mechanism.

2. If land acquisition is required for non-sample projects, a nongovernment organization will be engaged to implement the resettlement planning documents.

3. **Civil society organizations.** Project information will be disclosed to the public through various venues. Project information will be readily available to the civil society.

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)

Civil society organization along the project roads will be engaged as part of community participation in finalizing road design. They will also be part of the grievance redress mechanism.

M Information gathering and sharing **L** Consultation **L** Collaboration **L** Partnership

5. **Participation plan.**

Yes No

Detailed guidelines for community consultation have been included in the resettlement framework.

III. GENDER AND DEVELOPMENT

Gender mainstreaming category: Some gender elements

A. Key issues. Madhya Pradesh has very poor indicators with respect to gender. At 930 females per 1,000 males, the state has a lower sex ratio than the national average of 940, which is low in international comparison. The state is among the bottom five in terms of women with body mass index <18.5 (41.7%). It also has the highest percentage of underweight children under 5 years of age (60%) and infant mortality at 62 per 1,000. For these reasons, Madhya Pradesh is one of the least developed states in India and needs substantial efforts to address these challenges. During the social study, 17 women-only focus group discussions were held. Women were found not being actively engaged in family and community decision-making processes. Women voiced that the existing poor road conditions were preventing safe and reliable travel. An existing government program provides bicycles to girls in school, but many girls are not able to cycle to school regularly because of bad road conditions. Women cited that improved road conditions and connectivity will provide (i) better access to health services, higher levels of education, and social interactions; and (ii) better public and private transport options.

B. Key actions.

Gender action plan Other actions or measures No action or measure

Measures include (i) integrating safety and other features for the elderly, women, children, and people with disabilities into road design such as well-marked crossings, pedestrian walkways in the form of raised walkways, hard shoulders, soft shoulders, or covered drains depending on the available right-of-way and local needs; (ii) local women and vulnerable households being given preference for employment in road maintenance during the 5-year maintenance period, which is estimated to generate about 146 person-years of employment, and ensuring that provisions for equal wages for equal work done by male and female skilled and unskilled labor in project works are in the bidding documents; (iii) civil works contractors providing 100% of maintenance workers with training; (iv) appointing a social and gender focal person at the executing and implementing agency level; and (v) building the capacity of the executing and implementing agency on gender-inclusive design and mainstreaming of gender in future project preparation, consultation, road construction, and maintenance.

IV. ADDRESSING SOCIAL SAFEGUARD ISSUES

A. Involuntary Resettlement

Safeguard Category: A B C FI

1. **Key impacts.** All improvement will be undertaken within the existing right-of-way. No impact was identified during due diligence undertaken for sample subprojects.

2. **Strategy to address the impacts.** A resettlement framework has been prepared to guide the screening and preparation of safeguard planning for non-sample subprojects. The project has been categorized B in anticipation of a potential non-significant involuntary resettlement impact for non-sample subprojects.

3. Plan or other Actions.

- | | |
|---|--|
| <input type="checkbox"/> Resettlement plan | <input type="checkbox"/> Combined resettlement and indigenous peoples plan |
| <input checked="" type="checkbox"/> Resettlement framework | <input type="checkbox"/> Combined resettlement framework and indigenous peoples planning framework |
| <input type="checkbox"/> Environmental and social management system arrangement | <input type="checkbox"/> Social impact matrix |

B. Indigenous Peoples

Safeguard Category: A B C FI

1. **Key impacts.** Is broad community support triggered? Yes No

2. **Strategy to address the impacts.** No indigenous people were identified during preparation of the sample subprojects. An indigenous peoples planning framework has been prepared to guide the screening and preparation of non-sample subprojects.

3. Plan or other actions.

- | | |
|---|--|
| <input type="checkbox"/> Indigenous peoples plan | <input type="checkbox"/> Combined resettlement plan and indigenous peoples plan |
| <input checked="" 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 | |

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.

L unemployment L underemployment L retrenchment L core labor standards

2. **Labor market impact.** Construction and maintenance are expected to generate employment opportunities for local communities. Men and women will be paid equally for equal work. Provisions are in the bidding documents for the contractors to ensure that all civil works comply with core labor standards (e.g., no child labor; no bonded labor; no work discrimination regardless of gender, race, and ethnicity; and freedom of association and collective bargaining).

B. Affordability

The project will reduce transport costs and increase the mobility of the local population in the project areas.

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):

L Communicable diseases L Human trafficking

2. **Risks to people in project area.** The social assessments undertaken identified no significant social risks such as HIV/AIDS or human trafficking. The executing agency will ensure that civil works contractors disseminate information at worksites on the risks of sexually transmitted diseases. All contracts will include clauses on these undertakings, and the government will strictly monitor compliance during implementation.

VI. MONITORING AND EVALUATION

1. **Targets and indicators.** Relevant performance targets and indicators, and their data sources will be established by the social development specialist of the implementation support consultant.

2. **Required human resources.** The executing agency and project implementation unit will have a social safeguard and/or gender focal point. The resettlement and social development and/or gender team will be part of the construction supervision consultant teams. A social development specialist from the ADB regional department will oversee the implementation.

3. **Information in the project administration manual.** The frequency of project reviews, monitoring, and timing of completion reports is included.

4. **Monitoring tools.** The construction supervision consultant will undertake day-to-day monitoring. The executive agency's environmental and social unit will undertake monthly monitoring.