

Inclusive Economy for Development of Coastal Maharashtra from Perspectives of Coastal Native Communities

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Abstract

Economic development goes hand in hand with the growth and progress of the native population of the geographical territory and hence it has to be attributed with macro factors impacting the communities. The inclusive economy is such wherein the masses are involved in decision making of paradigm shift in economic novices and advances. The perspective of progress is holistic through sustainable visualisation of development of the community therein which paves way for overall suitability native communities. Coastal areas are trade and business hubs ever since inception of human civilisations and advances. Hence the contribution and participation of these traditional coastal community in economic progress is vital. The research states the perspectives of these coastal native communities in inclusive economy for development of coastal Maharashtra.

Keywords: Inclusive Economy, Coastal Communities, Native Communities, Coastal Maharashtra, Development, Konkan.

1. INTRODUCTION

An inclusive economy is a system thus includes everyone, regardless of gender, age, race, ethnicity, educational or personal background, disability status, or any other traits. The development, progress and economic growth of the population is more robust. The United Nations Sustainable development goals focuses policy framework which involve inclusive economic system.

Coastal Maharashtra

Coastal Maharashtra also known popularly as Konkan division is area between Arabian Sea and Western Ghats also called Sahyadri Mountain ranges. The fertile soil, rivers and its tributaries flowing from surrounding Deccan plateau through ghat regions into sea have contributed to the ecosystem of this region that is unique in its flora, fauna and indigenous communities cohesively connected for times immemorial. The fisheries, aquaculture, agriculture, salt cultivation and natural processing industry has flourished in the region. Due presence of natural harbour resulted in development on trade and seaports the place is also connected to the world through these ports for thousands of years. All these contributed to sustainable livelihoods of the local native communities.

Infrastructure in Coastal Maharashtra

All these attributes have contributed to development of International Sea trading Ports and smaller ports for other coastal activities. Maharashtra is bestowed with a 720-kilometre coastline, of which Greater Mumbai District has approximately 114 km, Thane (including Palghar) District 127 km, Raigad District 122 km, Ratnagiri District 237 km, and Sindhudurg District 120 km. There are 48 Intermediate & Non-Major Ports and 35 creeks on this coastline. The Port Organisation under the Buildings and Communications Department was formed by the State Government on 1 April 1963 under the control of Chief Ports Officer – Maharashtra State. Administration of ports and harbours, conservancy, licensing of crafts, levying of fees and regulation/ control of traffic etc. were entrusted to this organisation. Mumbai has three ports, Mumbai Port, Jawaharlal Nehru Port (JNP) and another big port Dharamtar Port located in Mumbai Metropolitan Area. While Mumbai port has been acting as

one of the major gateways for more than a century, JNP since its establishment in 1990s has emerged as a premier container handling port, accounting for almost 55% of the container traffic movement amongst the major ports in India. There are 48 intermediate and minor ports situated on the coast of Maharashtra, which are organised in five Groups, each headed by a Port Officer. Following five groups of ports were formed, which are each headed by a Port Officer:

| No. | Group | Ports |
|-----|--------------------------|---|
| 1 | Bandra Group of Ports | Dahanu, Tarapur, Navapur, Satpati, Kelwa-Mahim, Arnala (including Datiware), Vasal, Uttan, Versova, Manori and Bandra |
| 2 | Mora Group of Ports | Trombay including Mahul, Panvel (Ulwa-Belapur), Mora, Karanja (including Rewas & Dharamtar), Mandwa, Thane, Bhiwandi and Kalyan |
| 3 | Rajpuri Group of Ports | Thal, Alibag, Revdanda, Borli-Mandala, Nandgaon, Murud-Janjira, Rajpuri (Dighi), Mandad, Kumbharu and Shrivardhan |
| 4 | Ratnagiri Group of Ports | Bankot, Kelshi, Harnai, Dabhol, Palshet, Borya, Jaigad, Varoda (Tivrl), Ratnagiri, Purnagad and Jaitapur |
| 5 | Vengurla Group of Ports | Vijaydurg, Devgad, Achara, Malvan, Nivati, Vengurla, Redi and Kiranpani |

MMB has also conceptualised Inland Water Transport projects under the centrally sponsored Scheme of Ministry of Shipping, Government of India. Some of these include:

- From South Mumbai to Amba River/Dharamtar Creek at Mandwa
- In Vashishti River at Dabhol to Dhopave
- In Savitri River at Bankot(Veshvi) to Bagmandla
- In Jaigad Creek at Tavsai to Jaigad Port
- In Mhasla / Mandad River (Rajpuri Creek) at Dighi
- From South Mumbai to Amba River/Dharamtar Creek at Rewas
- For eco-tourism project at Isapur, District Nanded, Maharashtra

Efforts are also on to develop passenger water transport projects around Mumbai.

Major Infrastructure and development Projects in Coastal Maharashtra

- Proposed multi-billion-dollar *Ratnagiri Refinery and Petrochemicals Limited (RRPCL)* project which is publicized as the world's largest single location refinery complex.
- Proposed country's biggest upcoming greenfield port at *Vadhavan* to develop the *India-Middle East-Europe Economic Corridor (IMEEC)*
- The *Sagarmala Programme* - the flagship programme of the Ministry of Ports, Shipping and Waterways to promote port-led development in the country by exploiting India's 7,517 km long coastline, 14,500 km of potentially navigable waterways
- *Konkan Expressway* – 388 km Konkan Expressway (ME-6) by MSRDC is a proposed 6 lane access-controlled highway with a route alignment in Maharashtra connecting Panvel (Navi Mumbai) and Sindhudurg via Raigad and Ratnagiri.
- *The Virar-Alibaug Multimodal Corridor (VAMMC)* is a 126-km long multimodal corridor - The VAAMC corridor will pass through various regions like Kalyan, Vasai, Bhiwandi, Ambernath, Panvel, Taloja and Uran.
- *Konkan Corridor Project* - Total Rural Transformation by inclusive integrated development with no change of land ownerships
- Upcoming *Navi Mumbai International Airport (D. B. Patil International Airport)*
- Mega township in *Navi Mumbai Airport Influence Notified Area (NAINA)*.
- Maharashtra govt, *Berkshire Hathaway* to develop smart city in Raigad
- Rs 20,000-crore *pulp paper manufacturing unit* in Raigad
- The Maharashtra government will set up a 5,000-acre *pharmaceutical park* in the coastal Raigad district.

- *Mumbai Coastal Road Project (MCRP)*, a 29 km long access-controlled expressway that will link areas in south and north Mumbai, is currently under construction.
- The Sewri-Nhava Sheva Trans Harbour Link, commonly known as the Mumbai Trans Harbour Link, is a 6 lane, expressway grade, 21.8 km (13.5 mi) long bridge
- The *Versova-Bandra Sea Link (VBSL)* is an under-construction bridge project in Mumbai.
- The 508.17 km long, \$15 billion *Mumbai-Ahmedabad High-Speed Train (MAHSR) project* would create a high-speed rail line connecting Mumbai, Maharashtra, and Ahmedabad, Gujarat

Communities in Coastal Maharashtra

People from Konkan region is generally termed as Konkani people. communities found in the region are the Katkari, Gabit, Thakar, Konkana, Warli, Koli, Mangela, Aagri, Vaiti, Bhandari, Kunbi, Maratha, Karadi, Phudagi, Kharvi, Teli, Kumbhar, Nhavi, Dhobi, Kasar, Sutar, Lohar, Chambhar, Mahar, Dhangar, Gaud Saraswat Brahmin (also includes Rajapur Saraswats and Chitrapur Saraswats), Daivajna Brahmin, Kudaldeshkar, Pathare Prabhu, Gomantak Maratha, Chitpawan, Karhade, Kayastha Prabhu, Panchkalshi, Vani, Komarpant, Vadval, Gavli, Ghorpi, Nath Jogi, Gurav, Pagi, Kalan, Ghadi, Padti, Vanjari, Namdev Shimpi and others. Billava, Bunt, Nadavara, Mogaveera, and Linghayat communities are found in the parts of Karnataka which are near Konkan.

2. LITERATURE REVIEW

✚ Krysovaty, Andriy & Zvarych, Iryna & Brodovska, Oksana & Shevchenko, Iryna & Krasnorutskyy, Oleksiy. (2023). *Development of Inclusive Economy as the Basis of Economic Growth of the Global Economy. TEM Journal. 12. 936-947. 10.18421/TEM122-40.*

The research paper describes the theoretical underpinnings of the term “inclusive economy” definition by reviewing contemporary economists' specialized literature. Based on the analysis, the research conclusion is that there is currently no universal explanation of the concept of inclusive economy. The analysis shows that the study formed a matrix of SWOT analysis, in which weaknesses and strengths, opportunities and threats are compared and strategies for further development are obtained. According to the analysis, strengths prevail. Also, it was concluded that in today's conditions, an inclusive economy has great potential and opportunities for effective implementation. Therefore, in this case, for the qualitative development of an inclusive economy in its further activities, it is necessary to choose a “strengths and opportunities” strategy, in which the country must take active actions to strengthen its economic position. Analysing all the above-mentioned information, the research put forward a conceptual approach that utilises the method of implementing inclusive economic development.

✚ Nabyeva, Irada. (2022). *Inclusive Economy - Challenges and Equity Assessment. Economics taxes & law. 13 pages. 63-69. 10.2139/ssrn.4570833.*

The research focuses on finding the perfect balance between society, State, and business is the mission of any socially oriented government. The main driving force here is to ensure equal access for people to economic independence and unconstrained interaction between social groups. The main focus is on the “inclusiveness” of the human community. Inclusive economies are defined by five interrelated characteristics: participation, equity, growth, sustainability, and stability. It can even be said that inclusiveness is a “personalized economy” including the creative characteristics of each person. For an economically developed society, an inclusive production organization is quite attainable. As the post-industrial economy develops into a creative and innovative one, implementing inclusiveness is the main factor in economic growth.

✚ *UNDP's Sustainable and Inclusive Growth (SIG) Report 2020,*

UNDP's Sustainable and Inclusive Growth Unit works closely with government, civil society, and private sector partners to boost vulnerable groups' economic empowerment. Specifically focusing on youth, women, tribal communities, small-scale farmers, and marginalized groups, the unit nurtures skills, entrepreneurial acumen, livelihoods, and access to social protection. The SIG unit undertakes a spectrum of initiatives such as imparting career guidance, counselling, and employability skills, mobilizing apprenticeships and job opportunities, and engaging industrial clusters to bridge the gap between skill demand and supply. Efforts include fostering micro-enterprises,

enhancing value chains - both agricultural and non-agricultural, boosting rural women's managerial capacities, catalysing youth innovation, and raising awareness about government social protection.

✚ *Deepika Singh 2019 Caste and Communities of the Konkan Coastal Region: A study of the social structure in Medieval Period –, Research Guru, Volume – 13, Issue – 1*

The Research paper mentions various castes and communities currently staying in Konkan Region Bhandari, Konkani Brahmins, Gabits, Kolis, Marathas, Mahars, Konkani Muslims and Siddis.

✚ *Hegde, Sandeep. (2015). Son Kolis – The Aboriginal Inhabitants of Bombay (Now Mumbai) in Transition. International Letters of Social and Humanistic Sciences. 62. 140-146. 10.18052*

Research mentions Kolis and its sub-tribes especially those who are traditional fishermen by profession. Their main occupation is fishing. They are found along the North Konkan coast from Vasai, near Mumbai city to Ratnagiri district in south of Maharashtra. Kolis have been in the fishing occupation for Generations as their sole occupation for survival. They are predominantly settled in and around Mumbai city, the first metropolitan city of India, the Koli community has still retained the fundamentals of their traditional culture. They still distinguish themselves from the rest of the population in their customs, habits, and social and religious life. This is largely due to their dependence on their only fishing profession. During the last two decades, there has been rapid commercialization of fishing and related business activities like procurement, supply chain, and vending of fishery products. Commercial fishing involving large corporations having licences and territory demarcation uses mechanized fishing using trawlers for catch. The occupation has been infiltrated by other communities who had so far never been in this traditional occupation. All these and many other socio-economic factors that have emerged lately have resulted in several challenges for the Koli community of Bombay. The research highlights the past, present, and future challenges the Koli community faces at the thresholds of development and globalization.

✚ *Vivek, Nirmale & Sontakki, Bharat & Biradar, R & Metar, Santosh January 2004 Assessment of indigenous knowledge of coastal fisherfolk of Greater Mumbai and Sindhudurg districts of Maharashtra. Indian Journal of Traditional Knowledge 3(1):27-36*

The research paper focuses on and mentions various benefits of indigenous knowledge that can be harnessed and improved upon by its suitable use, establishing the legitimacy of such knowledge and integrating it with development programs. The research presents a study conducted to gain access to the indigenous knowledge of fishermen of Greater Mumbai and Sindhudurg districts of Maharashtra and its subsequent assessment by experts working in fisheries management. The study documented rich, varied, and potential Indigenous Technical Know-How (ITKs) in fisheries.

✚ *Surekha Dalvi, & Milind Bokil. (2000). In Search of Justice: Tribal Communities and Land Rights in Coastal Maharashtra. Economic and Political Weekly, 35(32), 2843–2850*

The research focuses on the issue of the dalhi lands in the Konkan region of Maharashtra as a case of tribal land alienation. Despite the Maharashtra government's decision in 1970 to confer individual property rights on the dalhi plot holders, bureaucratic inertia and lack of political will have seen to it that the decision still needs to be implemented. Various action groups in the coastal region conducted agitations but the issue, over the period, instead of getting resolved, has grown complicated. At present, the rampant urbanization and commercialization process in the coastal region threatens not only the very livelihood of the tribal communities but also their culture and identity.

✚ *Shipton D, Sarica S, Craig N, et al 2021 - Knowing the goal: an inclusive economy that can address the public health challenges of our time J Epidemiol Community Health ;75:1129-1132.*

Research elaborates that Inequality is deeply embedded in our economic structures—it is necessary to address these economic inequalities if we are to reduce health inequalities. An inclusive economic approach was conceptualized as a way to lessen these economic disparities, although the attributes of this method are unclear.

✚ *Jadhav S J - Shivaji University 2022, Thesis - Coastal Tourism with Sustainable Development Perspective A Study of Konkan Region of Maharashtra*

Research studies ascertain the factors that determine sustainable coastal tourism development. The researcher tries to find out the relative strength of determinants such as public-private partnership projects for sustainable coastal tourism in the Konkan region. It explores the relationship between sustainable coastal tourism development and public-private partnership projects.

The conceptual framework proposed by the World Tourism Organization (WTO) is studied and analysed. WTO proposed essential parameters to measure attitudes and perceptions towards sustainable coastal tourism development of different stakeholders such as tourists, residents, hoteliers, service providers, and government officials. It studies focuses on factors affecting sustainable coastal tourism development in the Konkan region. Moreover, what significant role of all stakeholders in sustainable coastal tourism development in Konkan region and public-private partnership for sustainable coastal tourism development in Konkan region?" There are five major causes of underutilization of coastal tourism potential in the Konkan region. These are inadequate policy framework, lack of adequate statistical data, poor infrastructure, poor facilities, services, and insecurity have been blamed on the low utilization of existing capacities. If policymakers improve these things, then coastal tourism in the Konkan region will grow rapidly.

✚ *Jaiswal, Sreeja & Bensch, Gunther & Navalkar, Aniket & Jayaraman, Thiagarajan. (2022). The Socio-Economic and Environmental Impact of a Large Infrastructure Project: The Case of the Konkan Railway in India.*

Research mentions Railways as a key infrastructure that facilitates trade and regional integration with potential consequences on local development and the environment in hitherto backward regions. The study focused on the medium- to long-term socio-economic and environmental infrastructure impacts for the case of the Konkan Railway, which is one of the biggest railway construction endeavours in independent India. Research sets findings that the Konkan Railway led to an increase in the female-to-male sex ratio and a negative effect on the share of male workers among the working population. In combination with qualitative evidence, this suggests that the railway access has reinforced the pre-existing pattern of high levels of male migration. Research sets findings that an increase in population and the workforce participation rate without disparate workforce effects across sectors suggest that the railway had moderate effects across the local economies. In terms of land use, the analysis could not substantiate concerns regarding substantive loss of forest cover induced by the railways. The findings encourage policymakers — in assessing the effects of transport infrastructure — to take into consideration the impact on migration, labour mobility, and labour market outcomes in sending and receiving regions.

✚ *Prafulla Marpakwar / TNN / Updated: Sep 7, 2021 Mumbai-Sindhudurg in 3 hours? Maharashtra plans Konkan Expressway, project to cost Rs 70,000 crore, 06:24 IST*

The article mentions the very vibrant issue of connectivity and infrastructure development for coastal region of Maharashtra i.e., Konkan, the mega project can be a saviour and factor of change for the growth and development of the region which is fragile yet prospering.

3. OBJECTIVES OF THE STUDY

- To understand importance of inclusive economy
- To understand inclusive economy for development of coastal Maharashtra from perspectives of coastal native communities.
- To study different issues faced by coastal communities hindering the development of coastal Maharashtra.

4. RESEARCH METHODOLOGY

The research paper is purely exploratory and descriptive based on primary data collected by sending survey forms in digital format to various social media platforms of coastal native communities of Maharashtra and Secondary sources from national and international websites, reports, circulars, journals, news articles etc.

4.1. Data Collection:

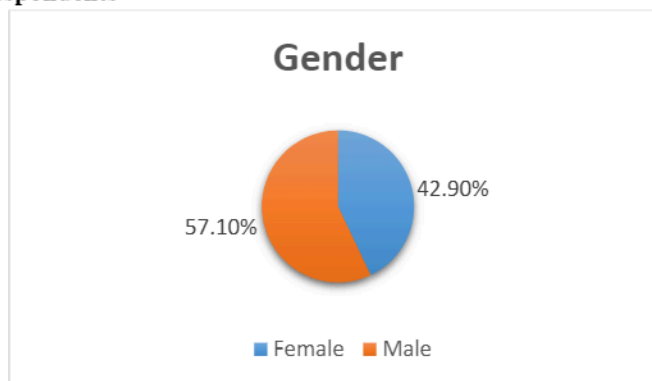
Primary Data: Survey Forms circulated through social media platforms.

Secondary Data: National and International Websites, Reports, News Articles, Circulars, Journals etc.

Respondents: 35

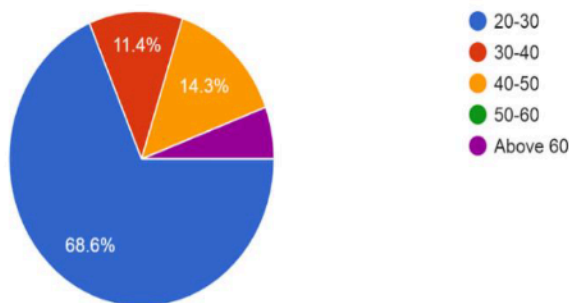
4.2. Analysis of Data

4.2.1. Details of Respondents



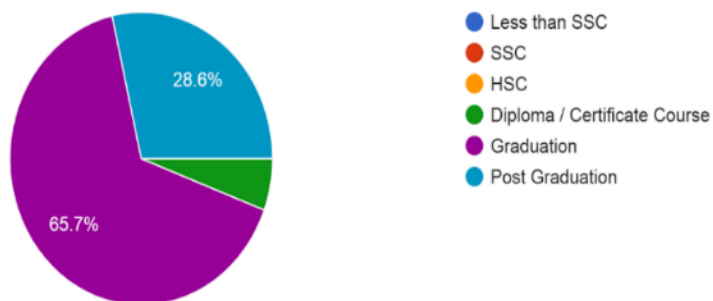
The respondents are 57% Male and 43% Female

Age
35 responses



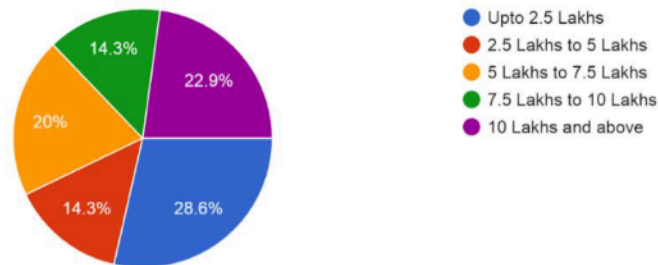
Majority of the respondents are aged 20-30 inferring that the younger generations have taken keen interest in responding for the research.

Qualifications
35 responses



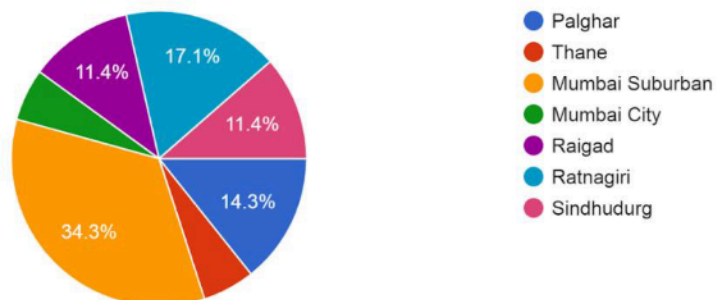
Majority of the respondents hold qualifications of graduation and above, as also the response is based on online data collected.

Family Income
 35 responses



The family income shows variations and also infer that being a coastal ecosystem and nearby to the megapolis of Mumbai city the income of 28.6% population less than 2.5 Lakhs also determines poverty scale while 22.5% is 10 lakhs and above falling in upper middle class segment. While other three segments are middle class ranging from 2.5 lakhs to 10 lakhs.

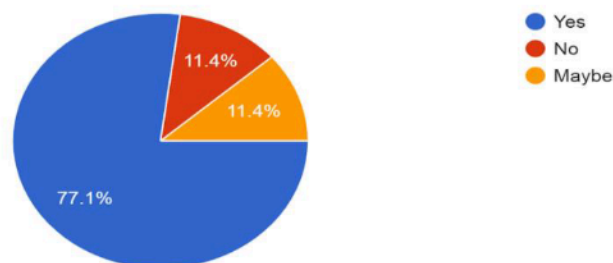
District
 35 responses



34.3% respondents belong to Mumbai Suburban District followed by Ratnagiri 17.1%, Palghar 14.3%, Sindhudurg and Raigad at 11.4% respectively, Mumbai City and Thane at 6.25% respectively.

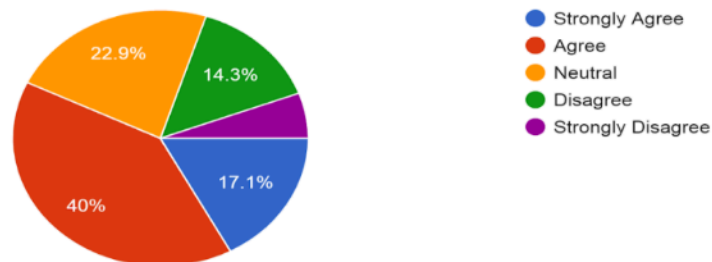
4.2.2 Perspectives of coastal Native Communities on Inclusive Economy for Development of Coastal Maharashtra

Do you feel there is a need to have initiatives for more development projects in Coastal Maharashtra
 35 responses



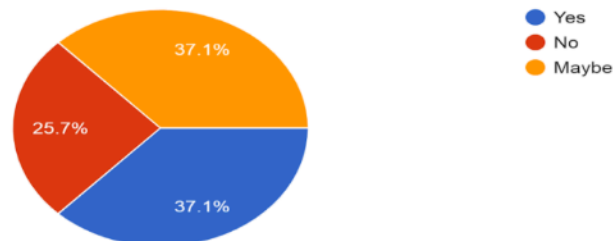
77.1% respondents feel that there is a need to have initiatives for more development projects in coastal Maharashtra region. It also infers that the current initiatives aren't sufficient

The Initiatives are taken by Local government organisations/ institutions for Economic Growth and Development of Coastal Districts of Maharashtra
35 responses



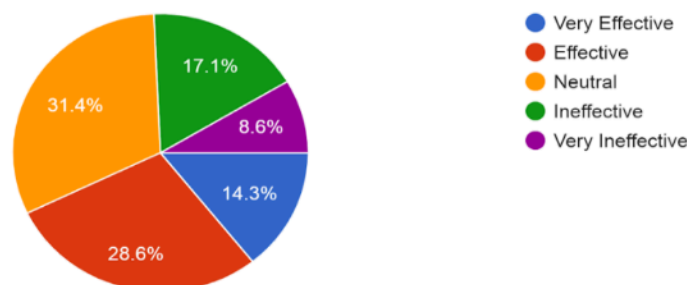
40% respondents Agree, 17.1% respondents strongly agree, that the initiatives are taken by local government organisations/institutions for economic growth and development of Coastal Maharashtra while 22.9% remain neutral, 14.3% disagree and 6.7% strongly disagree on the same.

Do you feel that economic development of Coastal Maharashtra is inclusive where all native communities are considered?
35 responses



37.1% have affirmed while 37.1% have taken neutral stand and 25.7% negate that economic development of coastal Maharashtra is inclusive where all native communities are considered for any progressive projects.

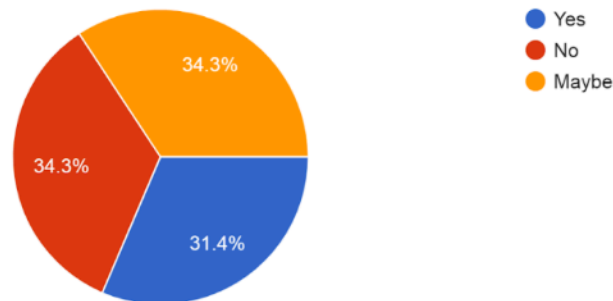
Village level/Taluka Level Government organisations and agencies communicating with the people for various initiatives of developing Coastal Maharashtra
35 responses



While respondents replied for question whether village level or taluka level government organisations and agencies communicating with the people for various initiatives for developing coastal Maharashtra 31.4% have taken neutral stand while 28.6% say its effective and 14.3% say very effective while 17.1% say ineffective and 8.6% say very ineffective. It can be inferred that even though 42% and above affirm yet significant population is unaware and aint informed or communicated or consulted with for developmental projects which doesn't make it a inclusive economy.

Does Village / Panchayat / Tehsil Level meetings take place for development of Coastal Maharashtra?

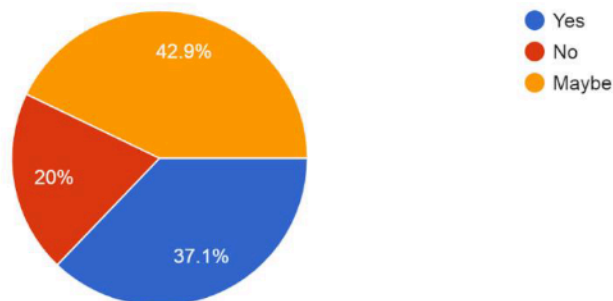
35 responses



34.4% have affirmed and equal number has stated dissent and supposedly equal number have taken neutral stand stating that the village / panchayat / tehsil level meetings are insignificant which are required for developemnt of coastal Maharashtra to make it inclusive economy considering the majority stake with local communities and native populace.

Does Village / Panchayat / Tehsil Level suggestions or objections are given to Government or Authorities working on developmental projects in Coastal Maharashtra?

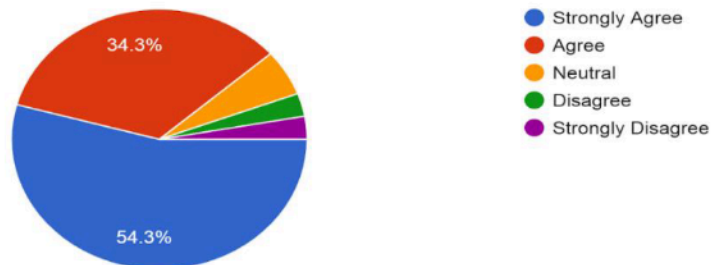
35 responses



42.9% or majority respondents have given neutral stand while 20% have stated dissent and 37.1% have affirmed when asked whether village/panchayat/tehsil level suggestions or objections are given to government or authorities working on development projects in coastal Maharashtra. It can be inferred that native populace don't get involved or unaware of UN guidelines mandated process of taking suggestions and objections of local communities to make it inclusive and sustainable ecosystem in democracies.

Providing suggestions / objections on developmental projects in coastal Maharashtra is essential for future of the coastal ecosystem and economic growth of native communities.

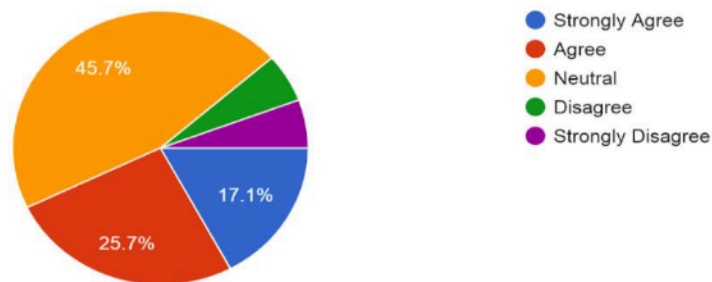
35 responses



Taking it further from previous question whether providing suggestions/objections on development projects in coastal Maharashtra is essential for future of coastal ecosystem and economic growth of native communities based on UN sustainable development goals for member nations and guidelines as per various acts for democratic process on large infrastructure projects impacting populace; majority i.e. 54.3% respondents strongly agree and 34.3% agree to make any development project pro people and inclusive.

Sustainable Development Models are executed in all projects brought by Government in Coastal Maharashtra

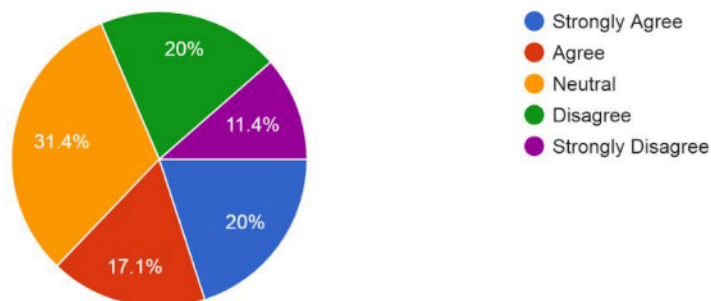
35 responses



45.7% respondents have taken neutral stand while 25.7% agree and 17.1% Strongly agree that the projects brought by Government in Coastal Maharashtra are executed on basis of Sustainable development models.

All the native population of Coastal Maharashtra are been considered for the Development Projects for their economic growth.

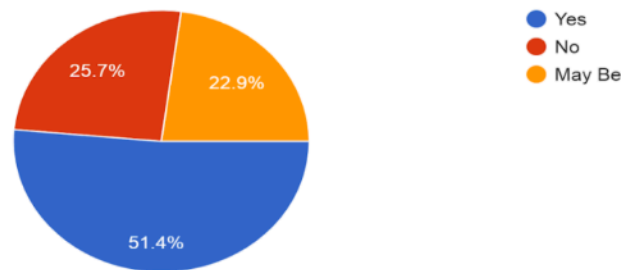
35 responses



31.4% respondents have taken neutral stand while 20% strongly agree, 20% disagree, 17.1% agree and 11.4% strongly disagree; while we make infer and conclude that native population is not been considered for the development projects happening in coastal Maharashtra.

Educational Institutions / Organisation or Government have set-up Capacity Building or Skill Development Program for Local community people for development of Coastal Maharashtra to improve income and standard of living of community.

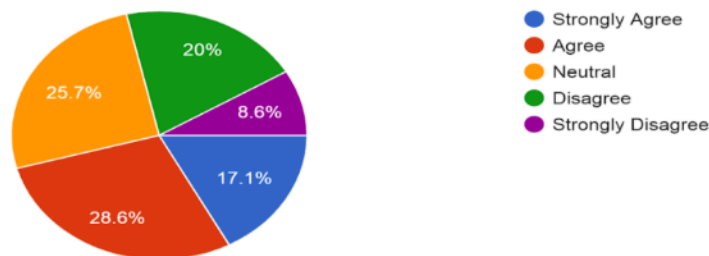
35 responses



51.4% respondents are certain while 25.7% say No and 22.9% have taken neutral stand based on Educational Institutions / Organisation or Government have set-up Capacity Building or Skill Development Program for Local community people for development of Coastal Maharashtra to improve income and standard of living of community.

Educational Institutions / Organisation or Government agencies are equipped with Content and Knowledge for developmental projects of Coastal Maharashtra

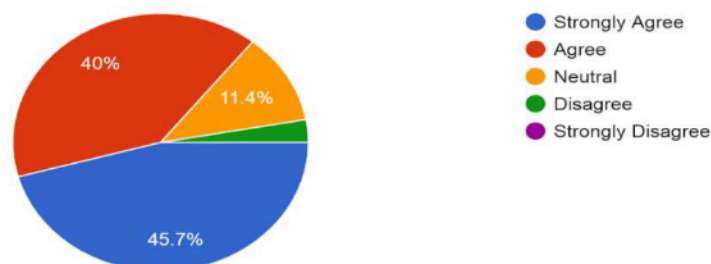
35 responses



28.6% Respondents agree, 25.7% have taken neutral stand, 20% Disagree, 17.1% Strongly agree and 8.6% strongly disagree that educational institutions / organisation or government agencies are equipped with the content and knowledge for developmental projects in coastal Maharashtra which also infers that more initiatives are required for educational sector in Coastal regions.

There is abundance of indigenous knowledge and talent which may help in economic development of Coastal Maharashtra

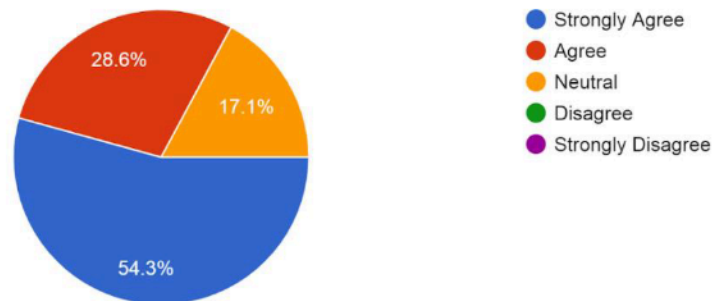
35 responses



45.7% strongly agree while 40% Agree, 11.4% have taken neutral stand while rest is disagreement that there is abundance of indigenous knowledge and talent which will infuse the stones of development in coastal Maharashtra if harnessed properly. As from Literature we have come across abundance of natural resources and indigenous communities having sustainable lifestyle in the region.

The Indigenous knowledge combined with new technologies should be focused to have economic growth and development to protect coastal ecosystem as well as progress of Local people

35 responses



54.3% Strongly agree, 28.6% Agree while 17.1% have taken neutral stand when asked for Indigenous knowledge combined with new technologies should be focused to have economic growth and development to protect coastal ecosystem as well as progress of local people. It also infers that hybrid model of development combining new technology and traditional knowledge may ensure preserving natural ecosystem and conserve traditional practices and also progress for future generations.

4.2.3. Issues faced by coastal communities hindering the development of coastal Maharashtra.

- Many infrastructure projects have started but not completed yet.
- Lack of required skills and education based on new technology.
- Many new avenues and projects don't reach to local communities.
- Natural Ecology is disturbed by various projects which aren't sustainable.
- Indigenous people being left out after acquiring their lands for Business and Industry.
- People in native areas are somewhat complacent about changes they are satisfied with their farm jobs, fishing and small jobs wherein they are not easily ready for new developments.
- Money allotted for development projects is not effectively utilised and many times subcontracting or middlemen are involved result in shoddy work.
- No communication with the people being affected by various projects as suggestions and objections process are on paper.

4.2.4. Initiatives Coastal Native Communities advise to administration and Government should take for Inclusive Economy for development of Coastal Maharashtra

- Proper guidance by the government through campaign should be arranged for the farmers, fishers and other indigenous community people to educate them about new techniques and demand in market
- Creation of Basic Infrastructure
- Development of existing sustainable community business cohesion with the new technology resulting in new work opportunities.
- Establishing accessible educational Institutions, study centres for acquiring new skills, competencies, and capacity development programs for upcoming avenues in Coastal region.
- Include all native communities and make them understand the new projects, discuss with them on the issues which impact their lifestyle and derive at viable, feasible and sustainable solutions.

- Financial assistance, compensation during the project impacting the communities based on temporary or permanent impact by proper research and evidence based study.
- Sustainable Rehabilitation, relocation and resettlement of communities within the nearest vicinity of their land of existence with minimum damage to their indigenous lifestyle.
- Prioritising jobs and occupation to the project affected people vis-a-vis population with proper sustainable developmental projects for future generations till the projects exist.
- Local Indigenous Communities to be made stake as well as shareholders in the projects for long term by partnership and mutually visualised models.
- For more inclusivity educate local native people about what developmental initiatives need to be taken and consider their suggestions and objections seriously.
- Native peoples representative on panel, committee and/or body working on feasibility or any study report of developmental projects.
- Constant communication and clear information to masses through seminars, programs, conferences etc. organised for local people through administration and educational organisations.
- Government should take in confidence with local indigenous community before doing any activities regarding development of coastal Maharashtra.
- Consider demand for special policies and boards for Coastal Division of Konkan to study feasibility of development.
- Promote sustainable business like agriculture, fisheries, tourism, hospitality, medical and research centres in coastal areas.

5. LIMITATIONS OF THE PROJECT

- The samples for research are geographically limited to the Coastal Districts of Maharashtra; hence the sample may not be an ideal representation of the Issue.
- The information is purely based on knowledge and understanding of the convenience sample based on perspectives of the native coastal communities.
- Since most of the data collected is primary, similar data might not be available from any other source for cross-checking.

6. CONCLUSION

It is very much evident from the data analysed and inferences drawn based on objectives set for the said research that the perspectives of people matter when it comes to development of society. The objectives set for the said research is attained and author cum researcher hereby state that the secondary data collected from various sources for the initiatives of development of Coastal Maharashtra and perspectives of coastal native communities collected through survey draw the following conclusions:

1. The policy-makers and administration should take more efforts to make the communities aware of various initiatives taken for development
2. The representation of the coastal native community should be mandatory on various study groups, committees, and execution group, for projects, works and public interest initiatives to achieve the inclusive economy in democracies.
3. The fragile ecosystem like Konkan or Coastal Maharashtra requires special board, body or organisation of expertise that includes indigenous people, traditional business professionals and modern technocrats to make projects sustainable to achieve Sustainable goals.
4. Capacity enhancement programs through educational institutes and NGOs from society/local community may play a vital role in conserving, preserving and protecting the sustainable livelihoods vis-à-vis cohesion with modern mechanisms to achieve high yields in existing traditional businesses.
5. Executing and implementing United Nations Sustainable Development Goals, Blue Economy and environment conscious policies for sustenance of local fraternity to make inclusive economy.
6. The representation of each and every community and their suggestions and objections on any projects impacting their life to be considered before executing any project either public or private.

7. The priorities to be given to native population for jobs, professions, occupations derived after any mega project for which skill/competency/capacity building programs can be devised through universities/study centres and/or CSR initiatives.

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