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Hindalco Industries Limited
One International Center, Tower 4, 21st Floor, Senapati Bapat Marg
Prabhadevi, Mumbai-400013

Date: 6th July 2026

Subject: Final Impact Assessment report of Rural Infrastructure CSR Programme for Hindalco Industries Limited (HIL) in units: Renukoot, Renusagar, Lohardaga, Samri and Belagavi

Dear Mr Avijit,

This refers to our [engagement letter/engagement contract] dated 2nd December, 2025 with Hindalco Industries Limited("you") ('the Contract').

We appreciate the opportunity to assist Hindalco Industries Limited in providing Impact assessment services to Hindalco Industries Limited for their CSR programmes in units: Renukoot, Renusagar, Lohardaga, Samri and Belagavi

This is our final impact assessment report of the project Rural Infrastructure CSR Programme supported by HIL. The performance of our Services and the report issued to you pursuant to the Services are based on and subject to the terms of the Contract.

This report is solely for your benefit and information and is not to be referred to in communications with or distributed or disclosed for any purpose to any third party without our prior written consent. We have been engaged by you for the Services and to the fullest extent permitted by law, we will not accept responsibility or liability to any other party in respect of our Services or the report.

It has been our privilege to work with you, and we look forward to continuing our relationship with you.

Yours sincerely


Full Signature
Jignesh Thakkar
Partner – ESG, KPMG India
KPMG Assurance and Consulting Services LLP

Impact Assessment Report

Theme: Infrastructure
Development
Name of Project: Rural
Infrastructure Program
(Project KAYAKALP)

Hindalco Industries Limited

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2026



Notice to readers

- Our report shall be prepared solely for Hindalco Industries Limited. KPMG does not accept or assume any liability, responsibility, or duty of care for any use of or reliance on this report by anyone, other than our Client, to the extent agreed in the Agreement.
- Impact assessment is limited to the projects allocated by Hindalco Industries Limited.
- OECD DAC framework has been used in preparing the report as detailed herein. No professional assurance standards ex. ISAE, SSAE etc. have been applied while preparing this report and accordingly the rigors applicable under such standards are not applicable for the scope covered by our report.
- Procedures, analysis and recommendations, if any, are advisory in nature basis the information collected from various sources both publicly and those provided by the client.
- Our observations represent our understanding and interpretation of the facts based on reporting of beneficiaries and stakeholders.
- Our report, by its very nature, may involve numerous assumptions, inherent risks, and uncertainties, both general and specific. The conclusions drawn shall be based on the information available with us at the time of preparing the report.
- We shall not perform an audit and shall not express an opinion or any other form of assurance. Further, comments in our report are not and shall not be intended, nor should they be interpreted to be legal advice or opinion. Client shall be fully and solely responsible for applying independent judgment, with respect to the findings included in the report, to make appropriate decisions in relation to future course of action, if any. We shall not take responsibility for the consequences resulting from decisions based on information included in the report.
- While information obtained from the public domain or external sources has not been verified for authenticity, accuracy, or completeness, we have obtained information, as far as possible, from sources generally considered to be reliable. However, it must be noted that some of these websites/third party sources may not be updated regularly. We assume no responsibility for the reliability and credibility of such information.
- Our work shall be limited to the specific procedures described in this Engagement Letter and shall be based only on the information and analysis of the data obtained through interviews of beneficiaries supported under the programme, selected as sample respondents and discussions with Hindalco Industries Limited team and stakeholders of the programme. Accordingly, changes in circumstances or information available after the review could affect the findings outlined in our report.
- In no circumstances shall we be liable, for any loss or damage, of whatsoever nature, arising from information material to our work being withheld or concealed from us or misrepresented to us by any person to whom we make information requests.
- In accordance with its policy, KPMG advises that neither it nor any of its partner, director or employee undertakes any responsibility arising in any way whatsoever, to any person other than Client in respect of the matters dealt with in this report, including any errors or omissions therein, arising through negligence or otherwise, howsoever caused.
- In connection with our report or any part thereof, KPMG does not owe duty of care (whether in contract or in tort or under statute or otherwise) to any person or party to whom the report is circulated to and KPMG shall not be liable to any party who uses or relies on this report. KPMG thus disclaims all responsibility or liability for any costs, damages, losses, liabilities, expenses incurred by such third party arising out of or in connection with the report or any part thereof.
- By reading our report, the reader of the report shall be deemed to have accepted the terms mentioned hereinabove.

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Abbreviations

AAY	Antyodaya Anna Yojana
BPL	Below Poverty Line
CSR	Corporate Social Responsibility
DPDP	Digital Personal Data Protection Act
FGD	Focus Group Discussion
IDI	In-Depth Interview
HIL	Hindalco Industries Limited
KII	Key Informant Interview
OECD-DAC	Organisation for Economic Cooperation and Development - Development Assistance Committee
PMGSY	Pradhan Mantri Gram Sadak Yojana
ToC	Theory of Change

About Hindalco Industries Limited

About Hindalco Industries Limited

Hindalco, part of the Aditya Birla Group, ranks among the world’s largest aluminium rolling and recycling companies. It is a global leader in copper and a key player in specialty alumina and hydrates. With a presence in 10 countries and 48 manufacturing facilities, Hindalco is India’s leading copper producer.

Corporate Social Responsibility (CSR) at Hindalco

HIL’s top priority is to empower individuals within our communities and deliver meaningful

value to them. Through their CSR programs, they have positively impacted over 2.5 million lives across India, implementing projects in five key areas: Education, Healthcare, Sustainable Livelihood, Infrastructure Development, and Social Change.



HIL’s CSR Areas

Education

Initiatives work to empower children from economically weaker backgrounds and focus on:

- Pre-school education
- Educational support programme
- Vocational and technical education training
- Adult literacy programme
- School infrastructure development

Healthcare

Improving access to healthcare and building a strong healthcare infrastructure in and around local communities with a focus on:

- Preventive healthcare
- Curative healthcare
- Mother and child-care
- Quality/support programmes
- Healthcare infrastructure

Sustainable Livelihood

Developing interventions that help create sustainable and long-lasting livelihood for the communities with a focus on:

- Vocational trainings
- Trainings on technical skills with a special focus on women and farmers.
- Watershed development & irrigation projects

Infrastructure Development

Facilitating all-round development of communities with a focus on:

- Roads
- Community halls/kitchens
- Sports and recreation centres

Social Change

Countering social evils such as exploitation, inequality and trafficking in remote corners with a focus on:

- Social Welfare, Inclusion & Community Development
- Culture, Heritage & Nation-Building
- Health, Sports, Fitness & Safety

Executive Summary

KPMG has been appointed as an impact evaluation agency by Hindalco Industries Limited to assess the impact of their Rural Infrastructure Program. In this report, KPMG India is evaluating the progress of the program across CSR units over the year 2022-23 and understanding its relevance, coherence, effectiveness, efficiency, impact, and sustainability.

The study employed a cross-sectional research design utilising a mixed-method framework for data collection. Quantitative and qualitative data was gathered through surveys and focus group discussions (FGD) during discussions with participants.



Respondents from 7 villages across 4 CSR units were covered under this study



A total of 82 respondents along with few institutional stakeholders were reached through in-person interactions



3 IDI were conducted with village sarpanches

Below are the key insights from the impact assessment



77%

Reported construction of bus stands has improved connectivity



75%

Respondents shared travel time has decreased, making commuting significantly easier



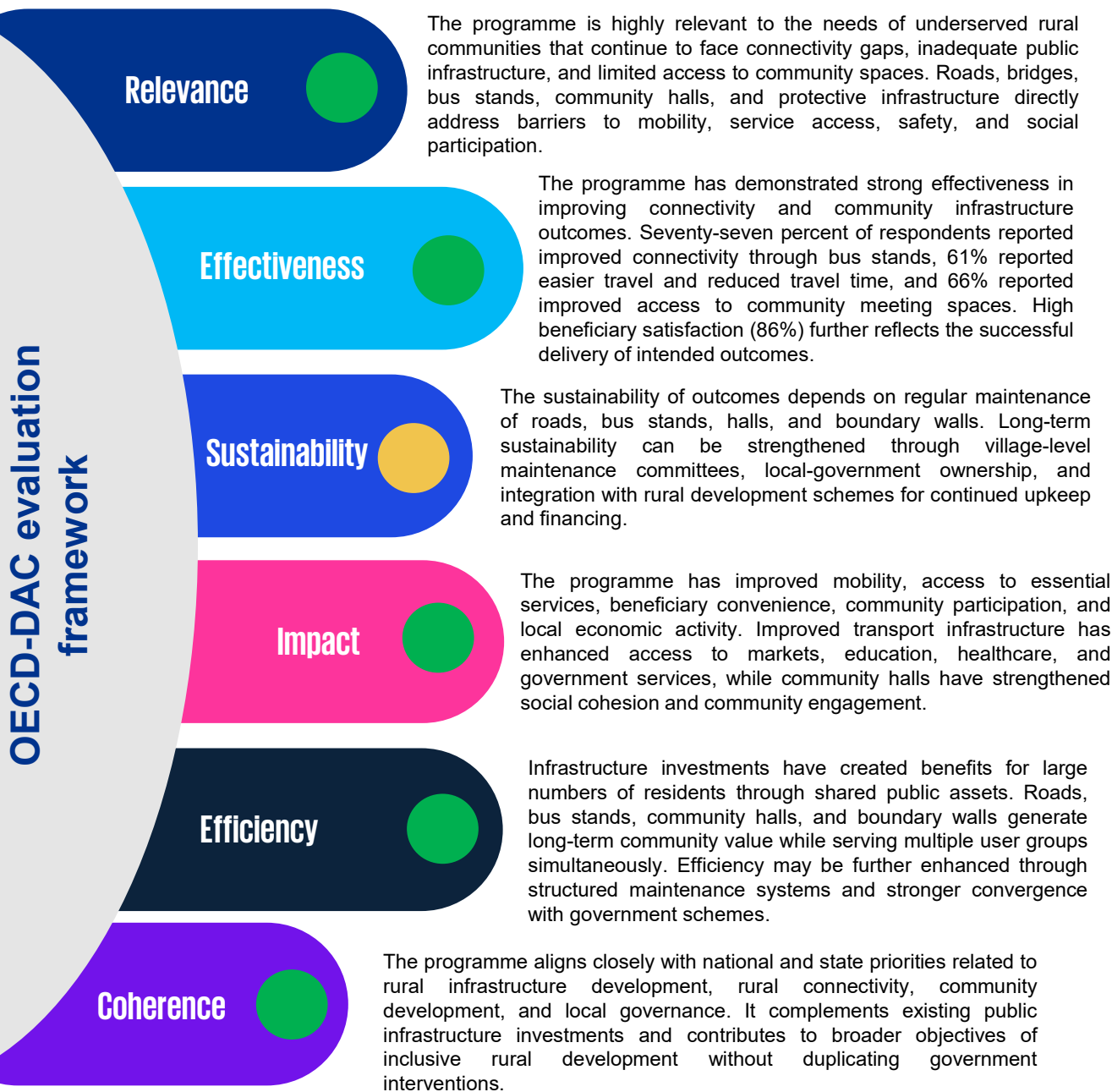
70%

Reported the construction of community halls has strengthened engagement

Executive Summary

OECD DAC Evaluation

The various components/outcomes of the program were evaluated using the OECD DAC criteria, which include relevance, effectiveness, efficiency, impact, and sustainability. The findings of the study are categorized as follows:



Does not meet expectation Partially meets expectations Meets expectations

The program evaluation above on OECD-DAC parameters effectively communicate the program's strengths and areas for improvement, providing a comprehensive overview for stakeholders and decision-makers.

SDG Alignment

The Rural Infrastructure Programme (Project KAYAKALP) contributes directly to SDG 9 (Industry, Innovation and Infrastructure) through the construction and repair of roads, bridges, culverts, bus stands, community halls, and other public assets that strengthen rural connectivity and public infrastructure. The programme supports SDG 11 (Sustainable Cities and Communities) by creating safer, more inclusive, and resilient community infrastructure that improves mobility, access to services, and community interaction. Improved connectivity facilitates access to markets,

education, healthcare, and government services, thereby contributing to SDG 1 (No Poverty) and SDG 8 (Decent Work and Economic Growth) by enabling economic opportunities and reducing barriers faced by rural communities. Through investments in public infrastructure and community assets in underserved villages, the programme also advances SDG 10 (Reduced Inequalities). Collaboration with Panchayats, local governing bodies, village committees, and community stakeholders supports SDG 17 (Partnerships for the Goals).

SDG	Alignment with Programme
SDG 1 – No Poverty	Improved connectivity enhances access to employment, markets, public services, and livelihood opportunities for economically vulnerable populations.
SDG 8 – Decent Work and Economic Growth	Better infrastructure supports local economic activity, mobility of labour, market linkages, and rural enterprise growth.
SDG 9 – Industry, Innovation and Infrastructure	Development and rehabilitation of roads, culverts, bridges, bus stands, community halls, and public infrastructure that improve connectivity and community access.
SDG 10 – Reduced Inequalities	Expands access to infrastructure and public services in underserved and remote rural communities.
SDG 11 – Sustainable Cities and Communities	Strengthens resilient, safe, and inclusive rural infrastructure that improves community mobility, safety, and quality of life.
SDG 17 – Partnerships for the Goals	Collaboration with SHGs, community institutions, trainers, local stakeholders, financial institutions, and market actors strengthens programme delivery and sustainability.

Impact Assessment: Approach & Methodology

Study Objectives:

The purpose of this study is to assess the impact of Hindalco's CSR project, **Rural Infrastructure Program (Kayakalp)**, across their 4 units: Renukoot, Lohardaga, Samri & Belagavi implemented during FY 2022-23.

The primary objectives are:

- i. To assess the effectiveness of rural infrastructure investments in improving connectivity, mobility, and access to essential services across project locations.
- ii. To evaluate the extent to which roads, bridges, culverts, bus stands, community halls, and boundary walls have improved the quality of life of beneficiary communities.
- iii. To assess the programme's contribution towards reducing travel time, improving access to markets and public services, and strengthening community engagement.
- iv. To assess programme performance across OECD-DAC criteria and identify opportunities to strengthen long-term sustainability and impact.

Study Approach:

The key steps in the approach are as below:

Consultation and Scoping

- An initial scoping and inception meeting was held with Hindalco team to establish the parameters and objectives of the engagement.
- A comprehensive project plan was subsequently formulated to guide the overall programme of work.
- Mapping of internal and external stakeholders, was undertaken to identify an appropriate sample for consultation.

A review of secondary data was conducted to contextualise Hindalco's strategic contributions within its wider CSR framework.

Study design:

- A mixed approach, consisting of both quantitative and qualitative methods, was adopted for the assessment to provide a more comprehensive understanding of the project impact across multiple time points.
- A theory of change-based impact framework was developed to articulate the intended outcomes and impact parameters.

Study tools:

Semi-structured survey tools were developed, grounded in the research questions and objectives of the assessment, designed to capture both quantitative and qualitative data were developed. All tools were finalised after consultation with Hindalco team. Tools for the study included:

- One-to-one surveys
- Focus Group Discussion
- Key Informant Interviews

Stakeholder Consultation:

Data was collected during field visits to 4 study locations.

Sampling:

A mix of stratified random and purposive sampling method was employed to ensure a structured, representative sample reflective of the target geography.

Data Analysis:

The data collected through stakeholder consultations was subjected to both qualitative and quantitative analyses. Triangulation of data was done through:

- Comparing quantitative findings with other data sources such as qualitative interviews or focus group discussions.
- The OECD-DAC evaluation framework has been applied to assess the programme's impact, encompassing dimensions such as design, planning, implementation, monitoring, and evaluation.

Impact Assessment: Approach & Methodology

Report Preparation

- The results of the study are compiled in a detailed final report, encompassing key findings and actionable recommendations for improving future research and practices.
- The report has been structured in accordance with the OECD-DAC framework to ensure consistency and rigour in evaluation.

Ethical Considerations for Data Privacy

KPMG has followed the guidelines outlined as per the latest Digital Personal Data Protection (DPDP) Act guidelines by implementing robust data governance frameworks, conducting internal compliance reviews and ensuring protection of data.

For the data collection process, KPMG has adhered to ethical considerations for data

privacy:

- a. Informed Consent: All participants were briefed about the purpose of data collection and asked for consent before participating.
- b. Confidentiality: Personal identifiers were removed or anonymised to protect participants' identity.
- c. Secure Data Storage: All collected data has been stored in secure, access-controlled environments to prevent unauthorised access.
- d. Limited Access: Only authorised personnel involved in the project have access to the project data.
- e. Use of Data: Data is used solely for research and program evaluation purposes, in line with the consent provided by participants.

Key Assumptions & Limitations of the Study

Assumptions:

1. The analysis is based on the assumption that responses provided by beneficiaries and stakeholders reflect their actual experiences and outcomes.
2. Data collected through surveys and interviews is assumed to be accurate, consistent, and representative of broader programme impact.
3. Findings rely on the premise that programme design and implementation were carried out as intended and that observed changes can be reasonably linked to interventions.
4. External data and secondary sources used in the study are considered reliable, though not independently verified.
5. The theory of change framework assumes a logical linkage between inputs, outputs, outcomes, and long-term impact.
5. External sources and publicly available data were not independently validated, which may affect reliability in certain cases.
6. The study involves assumptions and inherent uncertainties, and results should be interpreted within these constraints.

These considerations should be taken into account when interpreting the findings and applying them for decision-making or future programme design.

Limitations:

1. The assessment is restricted to selected programmes and sample respondents, and may not fully capture the impact across all beneficiaries or locations.
2. Findings are based on self-reported data, which may be subject to recall bias or respondent perception.
3. The study does not constitute an audit or formal assurance exercise, and conclusions are indicative rather than definitive.
4. Outcomes are assessed based on information available at the time of the study, and may change with evolving programme implementation.

About the project: Rural Infrastructure Program

Project Rationale:

Many rural communities continue to face infrastructure deficits that limit mobility, access to essential services, and opportunities for social and economic development. Poor road connectivity, inadequate public transport facilities, lack of community spaces, and insufficient protective infrastructure often result in longer travel times, restricted access to markets and government services, and reduced community engagement. These challenges disproportionately affect women, children, elderly populations, and economically vulnerable households.

Introduction to Hindalco's program:

To address these gaps, Hindalco implemented the Rural Infrastructure Programme (Project KAYAKALP), focusing on the construction and repair of roads, bridges, culverts, bus stands, community halls, and boundary walls. The programme aims to strengthen rural connectivity, improve community safety, enhance access to public services, and create shared infrastructure assets that contribute to inclusive and sustainable rural development.

FY 2022-23

Implementation year under
Impact Assessment study

FY 2025-26

Assessment year

4 CSR units

Study locations:
Renukoot, Lohardaga,
Samri & Belagavi

1,18,339

Project beneficiaries
across study locations

Stakeholders



Community



Village
Panchayat/Local
Governance Bodies

Program Activities and Outreach (FY 2022–23)

Construction of New
Roads/Culverts/Bridge
s/Bus Stands

31,142

Repair of
Roads/Culverts/Bridge
s/Bus Stands

35,931

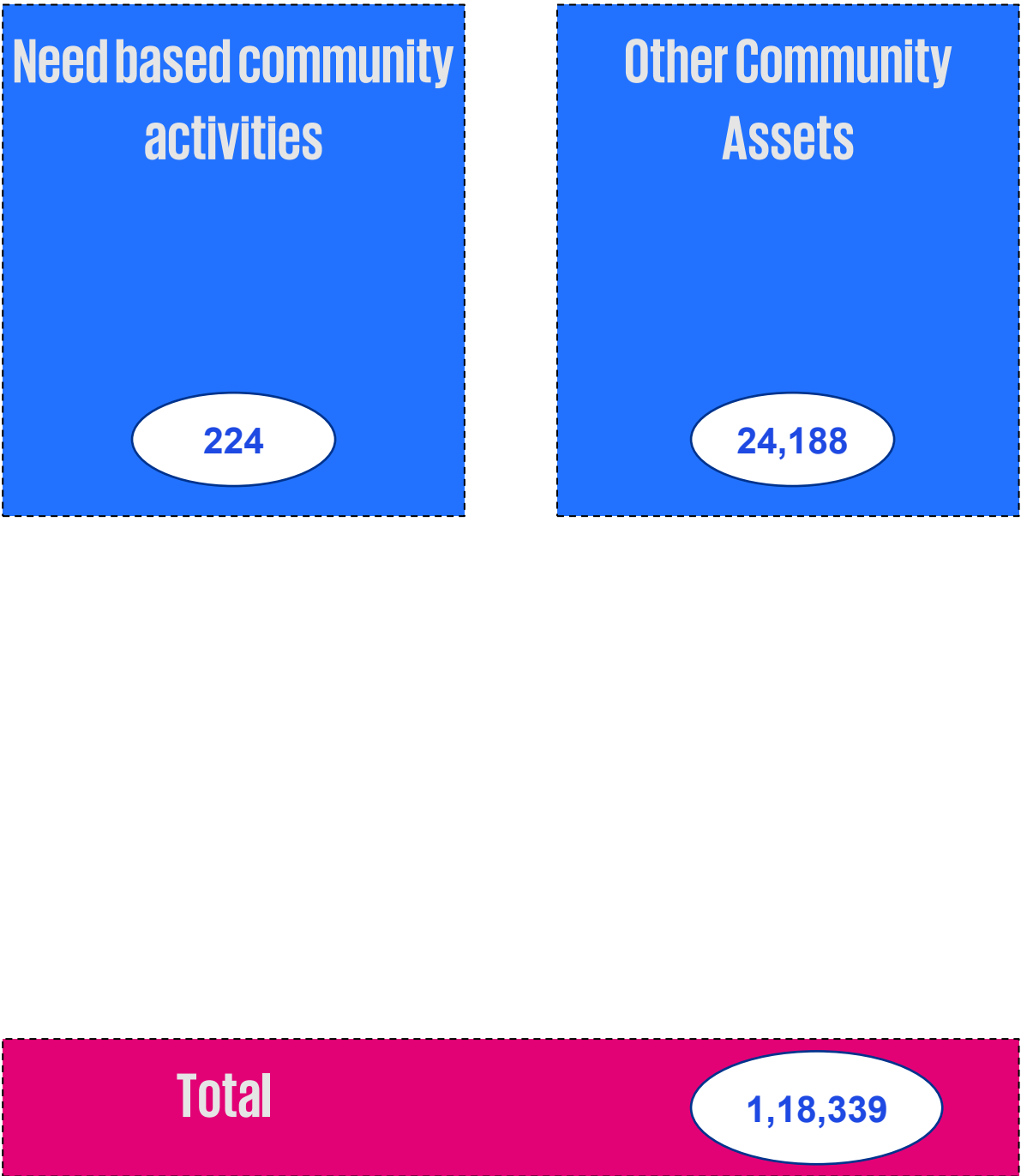
Development of
Community Halls

6,160

Construction of
Boundary Wall for
protection of villagers
and school boundary
repair and construction

20,424

Program Activities and Outreach (FY 2022–23)



Project's Theory of Change

Table 1: Theory of change of the project

Stakeholders	Strategic planning			The effects	
	Intervention	Activities	Output	Outcomes	Impact
Panchayat officials Local government Civil engineers and contractors School students and staff Community members	New Roads/Culverts/Bridges/Bus Stands	Construct new rural connectivity infrastructure (roads/culverts/bridges/bus stands)	31,142 beneficiaries reached through construction of roads, bridges, culverts, and bus stands	Improved connectivity and smooth mobility	Improved rural connectivity and access to services Increased economic activity through better market access and mobility
			Number of villages connected		
	Repair Roads/Culverts/Bridges/Bus Stands	Repair and restore existing rural connectivity infrastructure	35,931 beneficiaries reached through repair of connectivity infrastructure	Periodic maintenance of existing infrastructure to sustain functionality	Reduced distress migration from villages
			Number of structures repaired		
	Community Halls	Construct or renovate community halls	Number of community halls built/upgraded	Improved access to community spaces for cultural functions and administrative events	Strengthened social cohesion via shared community spaces/assets Improved quality of life of villagers
			20,424 beneficiaries reached through community hall development initiatives		
	Boundary Wall for protection of villagers and school boundary repair and constructed	Build protective boundary walls in villages and repair school boundary wall	6,160 beneficiaries covered through protective boundary-wall infrastructure	Enhanced safety in villages and schools	

Study Outreach

The table below presents the number of beneficiaries engaged under each intervention and project activity. Since several respondents participated in multiple interventions, there is an overlap in beneficiary counts across activities. To ensure accurate representation and avoid duplication, a unique beneficiary count has also been provided.

Table 2: Study outreach for the impact assessment study

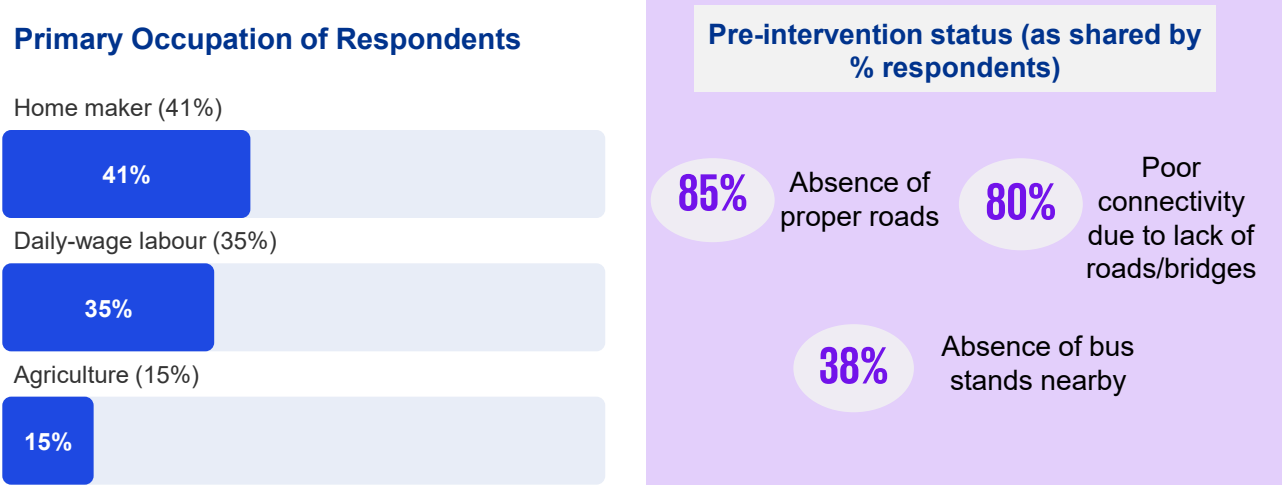
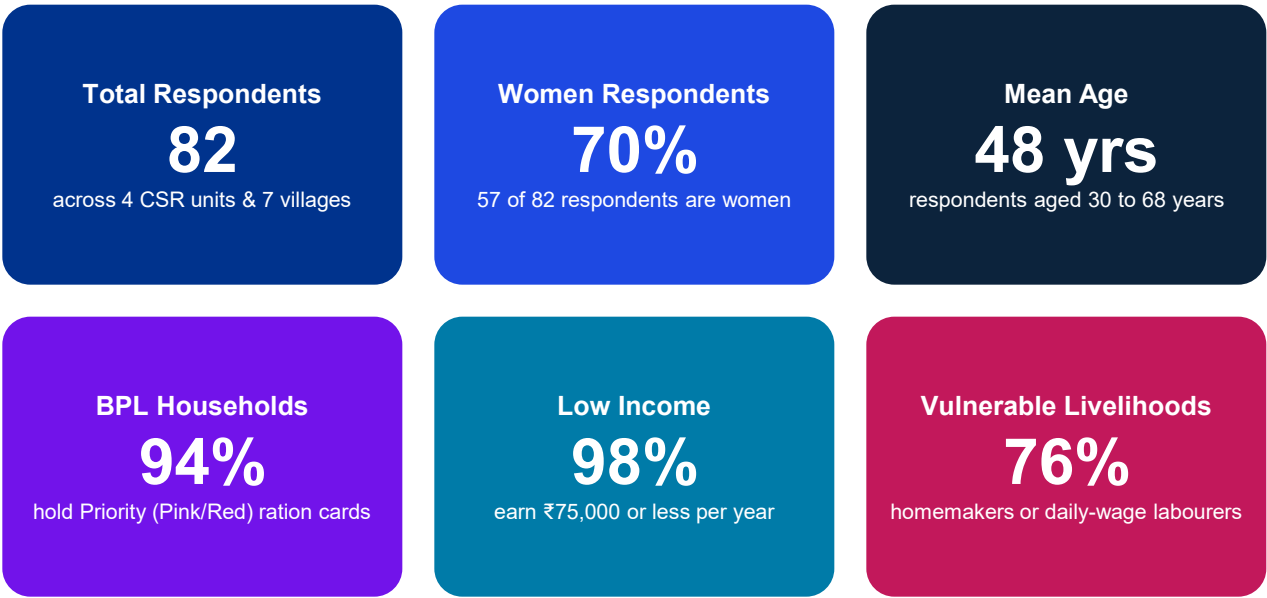
Intervention	Renukoot	Lohardaga	Samri	Belagavi	Total
Construction of New Roads/Culverts/Bridges/Bus Stands	NA	4	22	30	52
Repair of Roads/Culverts/Bridges/Bus Stands	4	NA	27	25	52
Development of Community Halls	NA	NA	22	10	32
Construction of Boundary Wall	NA	NA	NA	13	13
Total	NA	NA	71	78	149
Unique Respondents	4	4	44	30	82
Grand Total	149 Surveys (82 respondents) + 3 IDI (85 respondents)				

Note: Study outreach has been mentioned for those CSR units where the intervention has been performed.

IDIs were conducted with 3 village sarpanches.

Respondent Profile

Profile of the 82 community-member respondents surveyed across four Hindalco CSR units, Renukoot, Lohardaga, Samri and Belagavi, spanning seven villages. All are direct beneficiaries who availed services under the Rural Infrastructure Program.



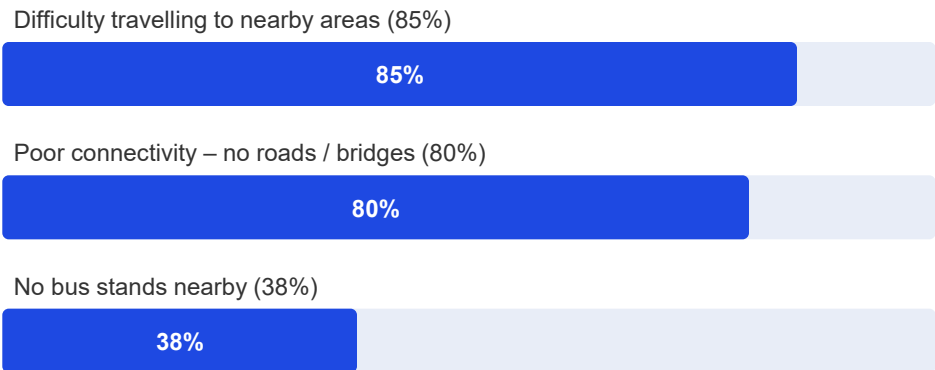
Key Insight:
The programme reaches a highly vulnerable population: 94% are below-poverty-line households, 98% earn ₹75,000 or less a year, and three-quarters depend on homemaking or daily-wage labour. Women are 70% of respondents, making them the primary voice on infrastructure outcomes. The sample splits across Renukoot (4), Lohardaga (4), Samri (44) and Belagavi (30), enabling the unit-level comparison that follows. **However, because of only a single intervention done in Renukoot & Lohardaga and limited sample size, comparative analysis has been conducted only for Samri and Belagavi to give a fair comparison.**

Key Outcome Indicators

These indicators capture programme performance across connectivity infrastructure, community halls, and protective infrastructure such as boundary walls., as reported by 82 community-member respondents across two Hindalco CSR units.



Infrastructure Challenges Reported Before the Programme



Key Insight:

Connectivity is the programme's strongest result - 77% credit new bus stands with better connectivity and 61% report easier, faster travel. Community halls add clear social value, giving two-thirds of respondents dedicated meeting space, and 86% rate the intervention 'Good'. However, these headline figures mask a sharp unit-level divide: Belagavi reports near-universal benefit while road-surface, culvert-drainage, travel-cost and boundary-wall outcomes register far lower - or at zero - in Samri. The next slides unpack this divergence.

IMPACTS EXPERIENCED BY COMMUNITY MEMBERS

1. Improved Mobility & Daily Convenience

- Reduced travel time for work, school, markets, and healthcare due to smoother and safer road conditions.
- Easier and more reliable access to nearby towns and essential services.
- Increased comfort for elderly and women who often struggled with uneven or damaged roads.

2. Enhanced Safety & Reliability

- Repaired roads lowered risks of accidents, especially during monsoons or at night.
- Well-structured bus stands provided safer waiting areas, reducing exposure to harsh weather.
- Better lighting, signage, and organized transit points improved overall public safety.

3. Economic Upliftment & Livelihood Support

- Greater ease for farmers and small vendors to transport goods, reducing spoilage and costs.
- Improved connectivity encouraged local businesses, shops, and stalls to grow around bus stands and community spaces.
- Increased footfall boosted micro-entrepreneurship opportunities.

4. Strengthened Social Cohesion & Community Interaction

- 86% respondents found the intervention extremely useful. Respondents shared utilising this space for Gram Sabhas, SHG meetings, trainings and small cultural & administrative events.
- Children gained safe recreational areas, promoting physical activity and social bonding.
- Women and senior citizens benefited from clean, accessible common spaces for meetings and group activities.

5. Better Access to Government Services & Welfare

- Improved roads made it easier for health workers, teachers, and government officials to reach remote households.
- Community spaces became platforms for awareness programs, camps, and training sessions.
- Public transport improvements reduced dependency on costly private vehicles.

6. Increased Community Pride & Ownership

- Visible infrastructure improvements fostered a sense of progress and collective pride.
- Communities reported feeling more “connected” and included in development efforts.
- Well-maintained public spaces encouraged better civic behaviour and cleaner surroundings.

Comparative Analysis by CSR Unit

Table 3: Comparative Analysis by Hindalco CSR Unit

Indicator	Samri (N=44)	Belagavi (N=30)	Overall (N=82)
Bus-stand connectivity	63%	100%	77%
Travel became easier	37%	100%	61%
Travel time reduced	37%	100%	61%
Travel cost reduced	0%	100%	38%
Roads / culverts improved	0%	100%	38%
Hall – meeting space	45%	100%	66%
Hall – better facilities	14%	100%	47%
Boundary-wall safety	0%	100%	38%
Rated intervention 'Good'	78%	100%	86%

*NA: These units did not have applicable responses for enrolment awareness campaigns. Green = Strong (80%+), Yellow = Moderate (13%-80%), Red = Weak (<13%). Gray = Not Applicable.

Key Takeaways

- Belagavi** reports 100% on every indicator - but such uniformity across 30 respondents likely reflects group or proxy data collection and should be read with caution, not as literal individual experience.
- Samri** shows realistic variation: strong on bus-stand connectivity (63%) and meeting space (45%), yet 0% on roads, culverts, travel cost and boundary walls - components not delivered or not yet experienced there.
- Connectivity** is the most consistent gain across both units; new bus stands and easier travel register positively everywhere.
- Overall figures are inflated by Belagavi's uniform responses** - Samri's more conservative reporting is the more actionable signal for where to focus the next phase.

Narrative Interpretation: Unit-Level Divergence

Samri (N = 44)

Samri accounts for 62% of respondents, across Rajendrapur and Kusmi, and shows the more differentiated outcome pattern. Gains concentrate in bus-stand connectivity (63%), easier travel (37%) and community-hall meeting space (45%). Road surfacing, culvert drainage, travel-cost reduction and boundary-wall safety all register 0% - indicating these components were not implemented or not yet experienced here. Open feedback reinforces unmet demand, with calls for additional infrastructure development, street lights and repairs. Even so, 78% rate the intervention 'Good'.

Belagavi (N = 30)

Belagavi (Kangrali B.k, Yamanapur, Kanbargi, Muttanatti and Goundward) reports 100% positive outcomes on every indicator and 100% 'Good' usefulness. Qualitative feedback describes holistic development - school-building construction, compound walls safeguarding schools, bus-stand construction and improved access for women. While this signals a comprehensive, multi-component delivery model, the perfect uniformity across all 30 respondents strongly suggests group-level or proxy data capture rather than independent individual reporting.

Cross-Unit Synthesis

The divergence tells two stories: a comprehensive, well-received package in Belagavi versus a connectivity-and-halls-focused intervention in Samri with visible gaps in roads, drainage and protective walls. Overall programme figures are anchored by Belagavi's uniform responses, which mask Samri's shortfalls. Two priorities follow - extend Belagavi's full-package delivery model to Samri to close the 0% gaps in roads, drainage and boundary walls, and tighten data-collection protocols (individual-level surveys and beneficiary verification) so uniform or proxy responses no longer obscure true variation between units.

Mapping to Theory of Change

Table 4: Mapping Outcomes to Theory of Change

Outcome (Theory of Change)	Indicator	Finding	Assessment
Improved rural connectivity & mobility	Bus-stand connectivity; easier travel	77% say new bus stands improved connectivity and 61% find travel easier - consistent across both units.	Meets Expectations
Reduced travel time and cost to services & markets	Travel time reduced; travel cost reduced	61% report reduced travel time, but only 38% reduced cost (0% in Samri vs 100% in Belagavi).	Partially Meets
All-weather roads, culverts & drainage	Road surfacing improved travel; culverts eased drainage	38% overall; delivered in Belagavi (100%) but 0% in Samri - uneven implementation across units.	Partially Meets
Strengthened social cohesion & community spaces	Dedicated meeting space; meeting frequency; event facilities	66% gained dedicated meeting space and more frequent meetings; 47% cite better event facilities.	Meets Expectations
Improved safety in villages & schools	Boundary-wall protection for children, villagers & animals	38% overall; concentrated in Belagavi (100%) and absent in Samri (0%).	Partially Meets
Enhanced beneficiary satisfaction & quality of life	Overall usefulness rating	86% rate the intervention 'Good' and 14% 'Fair', with none rating it poor (Samri 78%, Belagavi 100%).	Meets Expectations
Equitable delivery across CSR units	Unit-level outcome consistency; coverage breadth	Sharp divergence: Belagavi 100% on every indicator vs Samri gaps on roads, drainage, cost and walls.	Below Expectations
Sustained assets & reduced distress over time	Asset upkeep; ongoing community demand	No maintenance or migration data captured; Samri feedback requests repairs, more construction and street lights - signalling upkeep risk and unmet need.	Below Expectations

Recommendations

01 Standardise Delivery Breadth Across Units

Priority: Samri (0% on roads, drainage, walls)

Belagavi's full-package model - roads, culverts, drainage and boundary walls - drives uniformly high outcomes. Extend the same breadth to Samri, where these components register 0%, sequencing road and culvert works in Rajendrapur and Kusmi to turn connectivity into real mobility.

02 Add Street Lighting & Asset Repairs

Priority: Samri (direct beneficiary demand)

Open feedback from Samri explicitly asks for street lights, more construction and repair of existing assets. Add solar street lighting and a scheduled maintenance cycle into the next phase to meet clearly stated community needs.

03 Build Village & School Boundary Walls

Priority: Samri (0% vs Belagavi 100%)

Boundary-wall safety is absent in Samri (0%) yet universal in Belagavi (100%). Prioritise protective walls around schools and community spaces in Samri to replicate Belagavi's safety gains for children and villagers.

04 Convert Time Savings into Cost Savings

Priority: Both units

Only 38% report lower travel cost (0% in Samri) despite 61% reporting reduced time. Pair infrastructure with transport-access measures - bus frequency, shared and last-mile transport - so faster journeys also become cheaper ones.

05 Deepen Community-Hall Utilisation

Priority: Both units

Halls provide meeting space (66%) but only 47% cite better event facilities. Invest in furnishing, lighting and water/sanitation, and form village committees to drive regular cultural and administrative use.

06 Strengthen Monitoring & Data Quality

Priority: All units

Belagavi's uniform 100% responses point to group or proxy reporting. Adopt individual-level surveys, baseline-endline tracking and beneficiary verification to produce credible, comparable outcome data for future phases.

Cross-Cutting Recommendations

- Gender-responsive design:** 70% of respondents are women - track women-specific benefits (time saved, safety, access) and ensure their participation in asset-maintenance committees.
- Convergence with government schemes:** Align with PMGSY (rural roads), MGNREGA (culverts, walls, maintenance) and state rural-development programmes to co-fund and sustain assets beyond CSR timelines.
- Maintenance & local ownership:** Set up village-level committees for upkeep of roads, halls and walls so gains persist - respondents already flag repair needs.

Glimpses from the ground

Rural Infrastructure Initiatives in Belagavi

Rural infrastructure initiatives in Belagavi have significantly strengthened community well-being by developing essential public amenities such as community halls and bus stands. These facilities have not only enhanced social cohesion by providing dedicated spaces for gatherings, cultural programs, and local events but have also improved daily mobility for residents. The construction of modern bus stands has made transportation more reliable and accessible, reducing travel barriers for students, workers, and the elderly. Together, these interventions are contributing to a more connected, organised, and empowered rural ecosystem in Belagavi.



Figure 1: Bus stand in Muttinati, Belagavi

Bus stand in Muttinati:

Initially, the village had no proper connectivity—there were neither motorable roads nor a functional bus stand. Recognizing this critical gap, the community mobilised collectively, and Hindalco supported their efforts by constructing a proper road and a new bus stand. These basic infrastructure improvements have significantly enhanced mobility and access for residents. By addressing this long-standing need, Hindalco has created a major positive impact in the Muttinati village community.

Goundward Anganwadi centre:

Hindalco observed that the existing Anganwadi in Goundward village lacked adequate space and facilities to accommodate the children attending it. To address this gap, Hindalco took the initiative to construct a new Anganwadi building and equip it with all essential facilities required for effective child development services. This intervention has significantly improved the learning environment and overall service delivery for young children in the village.



Figure 2: Anganwadi centre, Goundward, Belagavi

Glimpses from the ground



Figure 3: Government school building renovated, Yamnapur, Belagavi

Yamnapur School Renovation, Belagavi:

The roof of the government school in Yamnapur had significantly deteriorated and lost its structural strength, posing a high risk of rainwater leakage during the monsoon season. Recognizing the safety concerns for students, Hindalco intervened and replaced the damaged roof with a stronger, durable structure. This initiative has not only improved the school's infrastructure but also ensured a safe and secure learning environment for the children.

Graveyard Wall Construction, Belagavi:

The open ground, which previously had no designated purpose, was being used informally by the community as a graveyard. However, the area remained unfenced and exposed, creating safety and privacy concerns. To support the community's need for a respectful and secure burial space, Hindalco constructed a boundary wall and installed a gate around the graveyard. This intervention has provided the village with a protected and dignified space for conducting funeral rites.



Figure 4: Graveyard Wall Construction, Kanbargi, Belagavi

Glimpses from the ground

Community hall Construction, Belagavi:

The Kakati Siddeshware Temple did not have a designated community hall for gatherings or village meetings, and the existing temple space was too small to accommodate such activities. To address this need, Hindalco constructed a new community hall and provided chairs and benches for the temple’s utility area. This intervention has significantly improved the temple infrastructure and created a dedicated space for community events, meetings, and social gatherings, thereby strengthening community engagement in Kakati village.



Figure 5: Community Hall, Kakati, Belagavi



Figure 6: Temple Development, Kanbargi, Belagavi

Temple Development, Belagavi:

Kanbargi Temple, located atop a hill and known for its scenic and captivating views, attracts a large number of visitors. However, the temple previously lacked essential amenities, including shaded areas and a dedicated space for cooking and serving food during annaprasad and other community events. To support devotees and ensure smooth conduct of festivals, Hindalco provided plates, chairs, and constructed proper roofing and flooring within the temple premises. These enhancements have significantly improved convenience and comfort for the community during gatherings and religious functions.

Glimpses from the ground

Rural Infrastructure Initiatives in Samri:

Rural infrastructure efforts in Samri have brought meaningful improvements to community life through the development of vibrant play areas and well-designed bus stands. The new play spaces offer children a safe and active environment to learn, play, and build social connections, helping nurture healthier childhood development. At the same time, the upgraded bus stands have eased daily travel by providing residents with safer, more organised, and dependable transit points. Together, these interventions are enhancing mobility, strengthening social engagement, and contributing to a more resilient and connected rural landscape in Samri.

Bus stand construction, Rajendrapur, Samri:

To improve connectivity and ease commute, Hindalco has built a bus stand in village Rajendrapur. The space is also utilised by SHGs for their meetings, community waiting area and as a common space to hold community meetings.



Figure 7: Bus stand at Rajendrapur, Samri



Figure 8: Community Park, Rajendrapur, Samri

Park Development, Rajendrapur, Samri:

A park has been built in village Rajendrapur that is used by children and community members as a recreational space.

Thank you

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