

DEMOCRATIC SOCIALIST REPUBLIC OF
SRI LANKA

MINISTRY OF HIGHWAYS

**RESETTLEMENT IMPLEMENTATION
PLAN (RIP)**

FOR THE

SOUTHERN TRANSPORT DEVELOPMENT
PROJECT (STDP)

KOTTAWA TO MATARA (128 KM)

OCTOBER 2002

**VOLUME – 1
MAIN REPORT**

ROAD DEVELOPMENT AUTHORITY

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ABBREVIATIONS

ADB	Asian Development Bank
AP(s)	Affected Person(s)
AT	Advance Tracing
CEA	Central Environment Authority
CBO	Community Based Organization
CCG	Community Consultative Group
CRW	Community Resettlement Worker
DS	Divisional Secretary
DSS	Department of Superintendent of Surveys
GN	Grama Niladari
GOSL	Democratic Socialist Republic of Sri Lanka
GPAP	Galle Port Access Road
GRC(s)	Grievance Redress Committee (s)
G	Group
HH(s)	Household(s)
IEE	Initial Environmental Examination
IOL	Inventory of Losses
JBIC	Japan Bank for International Cooperation
Kg	Kilogram
Km	Kilometer
L.L.A.	Land Acquisition Act
LARD	Land Acquisition and Resettlement Division
L.R.C.	Land Reform Commission
LRC	Land Resettlement Committee
m	Meter
M&E	Monitoring and Evaluation
MoH	Ministry of Highway
MoL	Ministry of Land

NHDA	National Housing Development Authority
PIO	Project Implementation Officer
PP	Person to Person
PPA	Project Approving Agency
PRA	Participatory Rapid Appraisal
RCDC	Road Construction and Development Company
RDA	Road Development Authority
RIP	Resettlement Implementation Plan
RP	Resettlement Plan
RoW	Right of Way
Rs	Rupees
RS	Resettlement Supervisor
RS	Resettlement Site
RU	Resettlement Unit
SIA	Social Impact Assessment
STDP	Southern Transport Development Project
TOR	Terms of Reference
WSO	Women's Support Officer

DEFINITIONS OF TERMS

Compensation: Payment in cash or kind to which affected people are entitled in order to replace the lost asset, resources or income.

Development Projects: Projects aimed at providing infrastructure and/or productive assets or, projects aimed at protecting natural resources.

Eminent Domain: Regulatory measure by government to obtain land.

Entitlement::- Rang of measures comprising compensation, income restoration, transfer assistance, income substitution and relocation which are due to affected people, depending on the nature of their loss, to restore their economic and social base.

Entitlement matrix:: Identifies categories of eligible persons and the specific entitlements due to each category.

Expropriation: Government taking possession of property or changing property rights in order to execute or facilitate public or private projects.

Host population: Community residing in or near the area to which affected people are to be relocated.

Income restoration: Re-establishment of livelihood, income earning capacity and production levels of people directly affected by the development project.

Inventory of losses: Complete and accurate count of the people, households, land, business and other assets on the land that is affected by the project.

Involuntary Resettlement: Unavoidable resettlement losses that leave affected with no option but to rebuild their lives, incomes and asset bases elsewhere due to development projects.

Major Projects: Projects with more than one hundred (100) affected families.

Project affected persons (households): whose livelihood or living standard is adversely affected through loss of land, housing and other assets, income or access to services as a consequence of the implementation of the development project.

Rehabilitation: Reestablishing living standards, income earning capacity, production levels, and social systems.

Relocation:: Moving Project affected households and rebuilding housing and assets, including productive land and public infrastructure in another location.

Replacement cost: Cost of actually purchasing new land of equal productive value including the cost of transaction, and purchasing other assets new including the cost of materials and labour.

Resettlement: The involuntary physical or socio – economic displacement of persons caused by a project which covers all facets including the compensation, relocation and rehabilitation measures to mitigate the effects of displacement.

Resettlement Budget: Detailed table showing all the itemized categories of compensation, relocation and rehabilitation costs that incur during implementation of compensation and resettlement plan. This should also include allowances for administration, contingencies and

Resettlement effect: loss of physical or non-physical assets, including homes, communities, productive land, income earning assets and sources, subsistence resources, cultural sites, social structures, networks and ties, cultural identity, and mutual help mechanisms.

Retrofitting (also called Reparation): Measures employed to address unresolved resettlement issues or deficiencies in previous projects.

Settlement:: Voluntary movement of people to a new site where they reestablish their livelihoods as in the case of the Mahaweli Scheme.

Social preparation: Process of consultation with affected people undertaken before key resettlement decisions are made, to build their capacity to deal with resettlement.

Resettlement Implementation Plan: Time bound action plan with the budget setting out resettlement strategy, objectives, entitlement, actions, responsibilities, monitoring and evaluation.

Usufruct: The right to use and profit from land belonging to others or to a larger entity such as a tribe or community (also called traditional rights)

Vulnerable groups: Distinct groups of people who might suffer disproportionately from resettlement effects such as the elderly, invalids, woman-headed households and indigenous people.

EXECUTIVE SUMMARY

1. The Southern Transport Development Project (STDP) will be the first controlled access expressway to be built in Sri Lanka. It will extend from Kottawa in the Western Province to Matara in the Southern Province -a distance of 128 km. It will be constructed in stages; starting as a four-lane dual carriageway, to be expanded later by the construction of an additional lane on each carriageway adjacent to the median. The project's aim is to assist the development of the island's economically weak southern region by encouraging growth in manufacturing, tourism, fisheries and agriculture. This in turn is expected to reduce poverty through the creation of new employment opportunities.

2. The road alignment has been designed to minimize the impact on people living along the trace by (a) locating the alignment along sides of hills to avoid homesteads and paddy land; (b) reducing the ROW width from 80 m to 60 m wherever possible; (c) blending road frontages into cut and fill slopes, and (d) locating borrow pits on unused crown land. As a further measure to minimize impacts, 186 vehicle and pedestrian under passes have been provided to maintain existing communication links.

3. Despite these efforts RDA will have to acquire 945.54 ha of land (8745 Lots) for the entire section of STDP. Current estimate show that 5683 households (HHs) of all categories will be affected. Moreover 1488 structures, which include 1315 homesteads and 151 commercial establishments, will also be affected. Of these, 214 HH are considered vulnerable and special income restoration strategies have been designed for them.

4. The first socioeconomic survey of the project area was carried out in March 1999. This was followed by the preparation of a Resettlement Plan in July 1999. A further socioeconomic survey was carried out from May -August 2000 since 75% of the alignment in the ADB section had changed. Detailed Inventory of Losses (IOL) work started in August 2000 and will completed by end of September 2002

5. The route traverses an area where population density is higher. (940/km²) than the national average (351/km²). About a third of the population is urban. The land use pattern consists largely of rural and semi-urban settlements and agriculture is the main economic activity. An estimated 26% of the HHs has a monthly income of less than Rs. 3,000 and 38 % earn between Rs. 3,000 and Rs. 5,000 per month. About 36% of the HH earn more than Rs. 5,000. Roughly a quarter of the HHs is considered to be below the official poverty line.

6. A publicity program was launched in the project areas in October 1999 to share information about the resettlement plan and entitlements. Brochures describing the Project and entitlements were distributed. Divisional Secretaries, Provincial Councilors, Grama Niladhari, Community leaders and Viharadhipatis participated in the meetings. During the socioeconomic surveys, people were informed about the Project, its likely impacts and compensation procedures. More specific consultations with the affected households started in November 2000 and were completed in September 2002. They have been provided with information on the Project's scope and schedule, and consulted on entitlements.

7. The original Resettlement Plan prepared in July 1999 set out the resettlement policies to be adopted for the STDP. These policies conform to those of the ADB and this Resettlement Implementation Plan (RIP) sets out the policies, procedures, responsibilities, entitlements, and financing and implementation schedule in greater detail. Entitlements under the STDP go beyond normal compensation under the Land Acquisition Act (LAA). In particular, the STDP resettlement policy recognizes the need to pay replacement rates and to restore/improve living standards of APs. It also provides for adequate compensation of APs who do not have title to land. Income restoration programs are being provided for vulnerable APs. Relocation sites with basic infrastructure are being provided to those APs who choose to relocate. The project has also benefited from the national policy on involuntary resettlement that was approved by the government in May 2001.

8. Land acquisition commenced in July 2000 and resettlement implementation is scheduled from October 2002 to December 2005. Relocation of the APs for the 1st phase of **ADB** section will be completed by 30th December 2002.

9. The resettlement cost is estimated at Rs. 2,609,887,071 with 10% contingency equivalent to US\$ 27 million. This includes sufficient budget for updating the RIP based on complete IOL data, administrative costs, and to cover entitlements for additional APs identified when the RIP is updated during implementation.

10. The Road Development Authority (RDA) through its Resettlement Division is responsible for implementing the RIP. It will work through four Resettlement units each having a Resettlement officer and 7-8 graduate Sociologists and office support services. Community Consultative Groups (CCG) will assist APs to make their claims and will deal with any grievances. They will also assist in income restoration programs. Extra legal Grievance Redress Committees (GRC) will resolve disputes relating to land acquisition, compensation and resettlement at the grassroots level to avoid the need for lengthy bureaucratic procedures. The Divisional Secretaries will pay the compensation for land and other assets and the resettlement entitlements will be paid by the STDP. The Resettlement division will monitor relocation of APs to the respective resettlement sites or host villages.

11. RDA will be responsible for ensuring adequate monitoring and evaluation of resettlement in the STDP. Internal monitoring will track the delivery, use and effects of entitlements provided by the Project. The baseline data (IOL) on each AP is being entered into a database and will be used as the benchmark against which progress will be measured based on clearly defined indicators. RDA has also appointed a consulting firm to monitor resettlement. APs will be actively involved in the monitoring process. Evaluation of resettlement implementation will be carried out through an international resettlement specialist. RDA will make required improvements to the resettlement program based on periodic reviews of monitoring and evaluation reports.

12. This report will form the basis for the implementation of resettlement in the STDP.

Chapter One

1. INTRODUCTION

1.1. Project Background

In 1997, The Government of Sri Lanka (GOSL) obtains financial assistance from the Asian Development Bank (ADB) and carried out feasibility studies in 1998 (TA – 2892: SRI). The consultants looked at four alternative traces or alignments, and base on their findings and subsequent discussions with RDA, they recommended an alignment now described as the "Combined Trace". In the Combined Trace, two sections of the trace deviated from the original RDA Trace near the Colombo end and Galle, while nearly 85% of the RDA trace was retained. It was considered that this trace would (i) attract greater traffic volumes (ii) be less expensive to construct and (iii) displaces least number of people. The Combined Trace has now been adopted by the government and the Bank and is the basis of final engineering design and additional studies, if necessary.

The STDP has been design as an ultimate dual carriageway, access – controlled expressway, to be implemented in two sections, i.e. from Kottawa to Kurundugahahethekma and from Kurindugahahethekma to Matara. The detailed engineering of the former section is been financed by the Japan Bank for International Cooperation (JBIC) and the latter section by the Asian Development Bank (ADB). The two sections are shown in the original map in **Figure 1.1**.

1.2 Contract for Consultancy Services

The contract for the design service was signed between Road Development Authority (RDA) and the design consultants on 29th October 1999 (ADB section) and for the JBIC section on 29th March 2000. The services prescribed by the contract commenced on 2nd may 2000. The signed contract documents itself together with the design consultants proposal prescribe the work to be undertaken in the performance of the design services.

A primary objective of the engineering design is to find out the most suitable 'Trace' by avoiding or at least minimizing population displacement. The objective is also to ensure that there are minimum adverse impacts on the environment due to the project.

The contract signed between the RDA and the design consultants consists broadly of the following terms of reference:

- i) Preliminary engineering
- ii) Detailed engineering
- iii) Contract documentation and Procurement assistance
- iv) Preparation of the Resettlement Implementation Plan
- v) Additional services on economic, environmental and social aspects
- vi) Assistance to RDA in the preparation of the Project Implementation and operation

1.3 Project Justification

Proposed Colombo Matara Expressway, originating from the town of Kottawa, which is on the outskirts of the Colombo, the capital of Sri Lanka and running a distance of 128 kilometers traversing four administrative district is the first controlled access highway in Sri Lanka.

The four administrative districts namely Colombo, Kalutara, Galle and Matara are densely populated districts where the unemployed ratio is very high, comparatively to other districts of the country. Apart from the direct jobs that would be created during the construction phase, the spin off effects of this project for long-term sustainable development will be enormous.

We have in this country several examples of highways that have directly contributed to the economic development of the rural areas over the years. Dambulla is a provincial town situated nearly 150 km away from Colombo. It has become the principle hub for the collection and distribution of vegetables and fruits grown in four adjoining districts where the majority of the population exists on agricultural related activities. Another good example is the thousand-acre orchard run by a foreign investor to grow exotic fruit varieties for export at Girandurukotte, which is an area far, removed from urban centers. The main incentive for the investor in addition to the cheaper factors of production was the availability of a good highway, which allows him to reach the port of Trincomalee within a matter of 3 to 3 1/2 hours from the farm gate.

Southern coastline is the most beautiful coastline in Sri Lanka with breathtaking scenes, sandy beaches, waving coconut palms, and attractive coral gardens. Unawatuna is regarded as one of the best six beaches in the world. Around forty kilometers to the South, the beach at Matara, which is known, as “ Polhena beach” is another popular beach, protected by a long reef, a safe haven for sea bathers. A faster transport system is an ideal incentive for fun and nature-loving tourists to flock to these locations, these beaches and their environments will have the potential to develop into high economic growth centers with the opening of the Proposed Southern Highway for vehicular traffic.

The industrial park at Koggala will be the focus of investors, as the proposed highway provides them to move their raw materials and finished goods faster from Colombo to Galle and back. This facility will open space for further industrialization of the region.

Sinharaja forest one of the few primordial rain forests in the world, which is declared as a world heritage site by the UNESCO, is lying few kilometers away from the proposed alignment of the expressway. Researchers adventurers, fun lovers, explorers, both foreign and local world seize the opportunity, provided by the quick access to the forest reserve to visit this world famous site. There would be tremendous opportunities for Eco-tourism, and related economic activities, which would help to improve the socio economic conditions of the impoverished peasantry in the area.

Southern Province in particular is faced with plethora of social and economic problems due to circumstances, beyond their control. Educated youth population is looking for jobs in the public sector for upward social mobility which are few and cannot even make a dent to the gigantic problem which is progressively increasing into an alarming situation. South had been the genesis of two bloody armed uprisings, due to frustration that have been building among youths, for not

having sufficient opportunities for them to realize their ambitions in life. Larger density of population and high literacy rate has aggravated the problem of youth frustration further.

Hambantota District is one of the least developed districts in the country, with enormous opportunities for economic development, for the benefit of the people of the area in particular and rest in general, is approximately eighthly kms to the South of Matara. Large marine water body hugging the coast line close to the Hambantota town, couple of Kms, away from the international sea route with sufficient depth to accommodate large ships is to be developed as an international harbour, the large extent of unexploited land mass, intelligent, comparatively cheap labour force is an open invitation to the investors to have a second look at Hanbantota for locating their industries and services. Parallel to the development of the harbour, installation of a large refinery is in the pipeline. "Yala" which is one of the main sanctuaries in the country, offer ample opportunities to be developed as a destination for tourism, as it is situated around ruins, which dates back to the glorious Ruhunu Kingdom of the early centuries.

The interiors of Kalutara, Galle and Matara districts are studded with rolling tea estates and robust rubber plantations. The time taken to reach the produce from these plantations to the auction houses and go downs before being loaded to ships will be reduced by half with the opening of the proposed highway. It would facilitate the development of Hambantota as well.

Southern Transport Development Project Resettlement Implementation Plan - October 2002
Kottawa to Matara Section



1.3.1. Stages of Construction

The new expressway is designed as a controlled access, four-lane, dual carriageway, eventually expandable to six lanes by construction of an additional lane to each carriageway adjacent to the median. Due to the low traffic volumes expected in the early years after opening of the new road, the initial four-lane carriageway is to be constructed in the following stages:

1.4. The project will be constructed in the following stages shown in Table - 1

Table – 1

Stage	Section	
	JBIC	ADB
1	The construction of a 4 lane carriageway up to Gelanigama and from Gelanigama to Kurundugahahethekma single carriageway two lane access controlled highway	Construction of a single carriageway two lane controlled access highway with a new link road to Galle. The intersection will be at grade separated.
2	The highway will be upgraded to full 4 lane dual carriageway up to Dodangoda (Interchange)	The highway will be upgraded to a full 4-lane dual carriageway with interchangers all grade separated.
3	Highway will then be upgraded to a full 4 lane dual carriageway up to Kurundugahahethekma	An additional lane near the median side carriageway in order to upgrade the road to a six-lane dual carriageway.
4	Highway will be upgraded to a six-lane dual carriageway by constructing an additional lane to each carriageway adjacent to the median.	

Not with standing the stage construction approach to the implementation of the Project, an outline design for the ultimate stage 3 configuration has been undertaken initially in order to ensure total compatibility between the ultimate configuration and the stage 1 detailed design, and to enable the RDA to acquire at the commencement of implementation of all the land which will be required for the ultimate configuration.

1.5 Project Description

The proposed Southern Transport Development Project (STDP) has an approximate length of 128km linking Kottawa to Matara. The Road Development Authority (RDA) of Sri Lanka had studied such a route in the late 1980s and significant preparatory work, including detailed survey and some land acquisition, had already commenced on an alignment some 10 to 15 km from the existing A2 highway along the coastline. The location of the proposed STDP road in relation to its environs is indicated on the map of the Project (**Figure – 1.1**)

1.5.1 Project Rationale

The project is considered as an important component in the long range planning and development objectives of GOSL, which is targeting the southern region as a center for economic growth and development. At present, southern Sri Lanka is viewed as one of several economically weak regions of the country where poor infrastructure and other problem have slowed down development. It is believed that the construction of the Project will be one of the main catalysts for accelerated development.

Forecasts of traffic growth in the corridor indicate that travel conditions on the existing A2 Galle road will deteriorate rapidly if timely improvements are not implemented./ Traffic conditions are generally unsatisfactory because of roadside frontage developments, which are virtually continuous along the whole length of the A2. This leads to a high degree of interference with traffic flow and creates unsafe and inefficient use of available road space. Further improvements to the A2 would involve widening to four lanes and would create unacceptable description, land acquisition and resettlement. Capacity enhancements have therefore concentrated on the provision of a new inland alignment.

It is estimated that the project will lead to significant growth in manufacturing, tourism, fisheries and agriculture. The main factors contributing to this expected economic expansion are: (i) a rise in productivity to equal the 1994 national average by 2010; (ii) an increase in the rate that new manufacturing enterprises are established; (iii) reduce wastage and post harvest losses in fisheries, increased export of high value seafood products, and more rapid development of aquaculture; (iv) agricultural diversification into vegetables, fruits and other high value crops; (v) increase attractiveness of south coast resorts to tourist ; (vi) increase urbanization in the vicinity of the expressway; and (vii) expansion of the transport sector. More rapid economic development is expected to lead to a significant reduction in poverty in the southern region. The expansion of formal sector employment, notably in manufacturing and services, may be expected to have particularly favorable impacts on the high rates of unemployment among females and youth.

1.5.2 Alignment

The alignment has been designed to minimize the physical impact on the people living along the trace, harmonize horizontal and vertical components, fit the roadway into the terrain to balance earthworks and minimize dependence on out of right of way sources of material which would require haulage along the existing road network and to produce a cost effective but safe facility. The alignment traversing through following important places, which are shown with respect to length in **Table 2**

Table 2

Package Number	Highway Section	Length (km)
1	Kottawa – Paraduwa	0 - 24
2	Panadura – Walagedara	24 - 46
3	Walagedara – Kurundugaha	46 - 68
4	Kurundugaha – Thotagoda	68 - 94
5	Thotagoda – Godagama/Matara	94 - 128

The typical carriageway consists of two lanes, each 3.60 meters wide and shoulders of 3.00 meters width on each side for Stage 1 construction. Stage 2 construction shoulders are 3.00 meters wide on the left side and 2.00 meters on the right (median) side of each carriageway(as viewed when driving along each carriageway).

All material for the construction of embankments shall be provided from the alignment cuttings or from borrow areas physically adjacent to the project ROW in order to avoid unnecessary environmental issues associated with the need for borrow areas, and also to prevent undue wear and tear on the local access road system.

1.5.3. Galle Port Access Road

A new access road from the Project road to Galle has been designed. The existing road, Route B 129 from Galle to Udugama, through Pinnaduwa, is very narrow, sharply curved, and highly urbanized along much of its length. Development of the existing road to accommodate the projected traffic, including that for the expanded Port of Galle, would require the demolition of the majority of existing buildings. A proposed major Board of Investment project straddles the alignment and will relocate because approximately half of the proposed site will be acquired for the ROW.

A new 5.7km long ‘non- access controlled’ alignment with at-grade intersection has been developed to minimize population resettlement while providing a cost effective facility. Ultimately, the Galle Port Access Road will be a four lane, dual carriageway with a raised, curbed median 2.0 meters wide (between faces of the median curbs) widened at channeled intersections to provide a protected right- turn bay. Channelization is extended to accommodate storage of southbound vehicles north of the railroad crossing, and special access will be provided for the cement factory, leaving approximately 700meters, which would be an undivided, two-lane, two direction roadway.

1.5.4. Interchanges for Stages 1 and 2

Of the twelve ultimate grade-separated interchanges planned for the Project Road, six will be constructed as part of Stage 1. These six Stage 1 interchanges are located such as to accommodate the requirements of the current centers of population. The Stage 2 interchanges have been placed in location expected to see increased development in the middle term future. Their individual necessity as components of the ultimate dual carriageway configuration would need to be assessed prior to commencing with Stage 2 implementation.

Because Stage 1 construction will be a single carriageway with two- way traffic, special design attention has been given to the intersections of the ramps with the main roadway to ensure that the Stage 1 traffic operation will be safe and that the necessity for demolition of any Stage 1 construction and reconstruction for Stage 2 will be kept to the minimum, both in respect of construction cost and for traffic disruption..

Detailed designs have been carried out for each of the 12 grade-separated interchanges and plans and profiles prepared.

1.5.5 Vehicle / Pedestrian Underpasses

Existing, hard surfaced, public roads will be catered for with a structure sufficiently wide to pass a two-lane road. Estate tracks and small, unsurfaced single-lane tracks have been reviewed on an individual basis to determine whether there should be a one or two- lane structure constructed.

Pedestrian underpasses, either a reinforced concrete box culvert type of structure or a corrugated metal culvert will be constructed where cross access is required to provide local people with the means to walk from their homes to their fields on the opposite side of the new road. Requirements for the locations of such structures were determined during the Socio – Economic Survey interviews.

1.6 Efforts to Minimize Involuntary Resettlement

The detailed engineering design was determine on the basis of the 1:1000 mapping provided by the consultant also conducted a ground survey of 1:1000, with which they were able to update the development along the alignment and make alignment shifts accordingly. In addition to attending to the economic considerations, and the engineering standards and specifications, the Design Consultants have put much effort to minimize the displacement of the local population.

Specific efforts to minimize land acquisition and resettlement have included:

- Location of the alignment to follow along the sides of hills rather than along the periphery of the paddy land to avoid houses, paddy land and wetland;
- Reduction of the ROW with (from meter to 60 meter) wherever possible to avoid houses, paddy land and wetland;
- Blended frontage roads into cut and fill slopes to minimize ROW width; and
- Recommendation to RDA for identification of 63.97 ha of land (50.48 for JBIC and 13.49 for ADB section) for location of borrow areas on unused crown land to avoid the contractor sourcing borrow material out side of the ROW and transporting it on local roads through local communities with the attendant negative impacts of the local road deterioration and dust and safety issues.

The design consultants have also designed a considerable number of pedestrian and vehicle underpasses (186) to ensure families and communities can maintain normal communication links. Wherever local roads will be affected by the Expressway alignment, they will be located and access restored to maintain normal communication links.

1.7 Implications for Land Acquisition and Resettlement

Despite the considerable efforts taken to minimize the amount of land acquisition, it will be necessary to acquire 945.54 hectares of land for the entire section. It is estimated that a total of approximately 1488 structures of all kinds will be affected. Of these, there are approximately 1315 homesteads, 151 commercial establishments, 22 other buildings.

1.8 Chronology of Planning Work, Reports and Bank Review

1.8.1 Initial Socio-Economic Survey

March 1999: The RDA commissioned the University of Colombo to carry out a Social Impact Assessment (SIA) of the Combined Trace alignment for ADB and JBIC funded sections. That SIA Report was based on a household survey of 50 percent of households within a 3-km band along the 128-km Combined Trace alignment. Although 40 km of the ADB section and 15 km of the JBIC section of the final alignment selected have not been considered in the SIA study conducted by the University of Colombo, the category of APs have not changed. Furthermore, households along the new alignment sections including the Galle Port Access Road were not included in that initial survey.

1.8.2 Resettlement Plan

July 1999: Based on the initial Socio-Economic Survey, a Resettlement Plan was prepared by an ADB consultant for the alignment of the entire 128- km expressway. The resettlement policy has been approved both by the RDA and the ADB.

1.8.3 New Socio-Economic Survey

May-August 2000: Because 85% of the RDA trace was retained, the Design Consultants' specialists conducted a Socio-Economic Survey of a 30% sample of the population to be affected along a 100-meter band of the new alignment and the 6-km Galle Port Access Road of the ADB-funded section. The survey methodology included extensive interviews with stakeholders who would be directly and indirectly affected, as well as all local government authorities. The findings contributed to the detailed design of the Project Road and to preparation of the Resettlement Implementation Plan. The Design Consultants carried out the survey with existing resources. The survey was also the basis for an Updated Social Impact Assessment (SIA) Report prepared by the Design - Consultants.

1.8.4 Updated SIA Report

The Design Consultants' terms of reference (TOR) require an updated Social Impact Report using the Initial SIA Report findings (March 1999) and additional information as needed. This report fulfills the requirements of the TOR.

1.8.5 Preparation of ROW Drawings

May-September, 2000: The Design Consultants submitted RoW drawings to RDA. A comparison of the RoW data on buildings within Km 9+200 to Km 14+ 100 with the IOL data for the same section, however, illustrates that the RoW drawings were prepared with 100 percent accuracy, at least for that section.

1.8.6 Inventory of Losses

August 2000: RDA Land Acquisition and Resettlement Division (LARD) commissioned the Grama Niladaris (local government officers below the Divisional Secretariat level) to undertake an inventory of losses (IOL) of all households affected by land acquisition in the RoW. This is intended as a detailed inventory of actual losses and is meant to be the basis for resettlement planning. Using the centerline and RoW monuments and RoW drawings and without the identification of property boundaries, the Grama Niladaris conducted an IOL for the 5-km section (Km 9+200 to Km 14+100) and submitted 182 completed or partially completed questionnaires to LARD and subsequently to the Design Consultants on September 4, 2000.

1.8.7 Preparation of Resettlement Implementation Plan (RIP)

February 2001 :RDA submitted a consolidated RIP for the entire ROW to ADB

April 2001 :ADB Commented on the RIP and these make reviewed and a separate response was sent to ADB

June 2001 :A revised RIP was prepared and submitted to ADB.

September 2001 :An ADB Mission reviewed the RIP and identified specific gaps that had to be addressed.

June 2002 :An Addendum to the RIP was submitted to the ADB as agreed during the September 2001 ADB Mission addressing the specific issues raised during the September 2001 Mission

September 2002 :ADB Commented on the RIP Addendum

October 2002 :Detailed responses were sent to the ADB on the issues raised and a revised RIP Addendum was prepared and submitted to the visiting ADB Mission.

ADB Mission on 10th October 2002 requested a consolidated RIP incorporating and updating the original RIP.

Comprehensive RIP submitted to ADB.

1.9 Objectives for the RIP

The RIP prepared in consultation with all stakeholders including the APs as a detailed plan for mitigation the socio economic impacts of the project. The primary objective of the RIP is to provide policy and procedural guidelines for land acquisition, compensation, resettlement, income and livelihood restoration for the affected people. A detailed resettlement investment budget and implementation schedule is also in cooperated the RIP (Table 7-2).

1.10 Guidelines on LA and Resettlement

Land acquisition and resettlement (LAR) of the APs will be conducted in accordance with the Bank's policy on *Involuntary Resettlement* (November 1995) for the entire project length (including Galle road, A4 & B5 access road and other interchanges) irrespective of funding sources. The Bank's resettlement policy objective is to avoid or at least minimize involuntary displacement and also to ensure that people adversely affected by the project, share the benefits, and that their assets are replaced income restored and if possible enhanced. Land acquisition and resettlement of the APs under STDP will be carried out in accordance with the guidelines.

(Table – 3)

Table – 3

Process	Responsible Agency	Result of Action
1. Social Impact Study	RDA	Socio – economic impacts on APs Identification of stakeholders Livelihoods at risk Draft Resettlement Plan
2. Topographic Survey	Project Consultants	Detailed map of the survey boundary Inventory of socio economic features
3. Consultation and selection of ROW	RDA project Consultation	Determination of the scope of LA Identification of plots for acquisition LA plan for acquisition
4. Inventory of Lost Assets and affected Households	RDA	List of properties affected by ROW List of households affected by ROW Revised Resettlement Plan
5. Resettlement Site Selection	RDA/Project Consultants/APs	Development of civic amenities Cost estimates for site development Resettlers/ Community benefits
6. Implementation of RP	RDA/LARD/RIP Implementation agency	Compensation payments Plot distribution in resettlement site Relocation affected households Income restoration programmes
7. Monitoring and Evaluation	PMU/Project/Bank Consultants	Monthly progress report Bank's review mission to monitor RP implementation Evaluation of resettlement impact on APs and local communities

➤ Land acquisition will be minimized to the extent possible and will be carried out in a way that will minimize the adverse impact on the APs. This will be done in consultation with the people to be affected-

➤ The people whose land is affected will, to the extent possible, receive replacement land for farming and livelihoods. If land is not available, cash compensation will be paid at the

replacement value of the land. Likewise, loss of standing crops and productive trees will be compensated at market price.

- If residential/commercial structures and other fixed assets are affected, they will be compensated at replacement costs, without depreciation. If community infrastructure or common property resources are affected, they will be re-built or replaced at project costs.
- Resettlement sites will be developed for individual highway sections. The selection and site development (i.e., civic amenities like access roads, water supply, sanitation, power lines etc.) will be carried out in consultation with the resettlement and host communities.
- RDA will guide, supervise and monitor the land acquisition, compensation payments, and resettlement of the APs, including grievance redress and resolution of disputed claims for compensation. RDA has already hired an external monitoring agency to monitor the implementation of the RIP.
- An external monitoring agency will conduct an independent review of the resettlement operation

1.11 Composition of the RIP

According to the decision taken in the Task-force committee meeting in RDA on 23/01/2001, one Resettlement Implementation Plan (RIP) has been prepared for the entire Southern Transport Development Project of 128 Km.

The policy objectives and organization of the RIP is in line with the ***July 1999 RP, ADB Handbook on Resettlement, A Guide to Good Practice, Chapter 2, Table 2.4***. The RIP also has incorporated the approved draft resettlement policy adopted in the Workshop organized by ADB in Marawila from January 26-28, 2001 on the ***National Policy on Involuntary Resettlement*** of Sri Lanka. The outline, content and format of the RIP have been devised based on the guidance provided by these materials and the circumstances of the Southern Transport Development Project. The report is organized as follows:

- Chapter 1 Consists of project background, project description and implications for land acquisition and resettlement-
- Chapter 2 Provides details of the socio-economic conditions, and impacts on the Affected people.
- Chapter 3 provides details of the resettlement policies and strategies to be followed on the Project. A Resettlement Policy Matrix has been outlined in this chapter, which incorporates all the policy objectives of Involuntary Resettlement Policy of ADB.

- Chapter 4 provides details of lessons learned for recent resettlement experience in Sri Lanka.
- Chapter 5 Provides details of planning for the relocation programme of the APs losing their homestead and commercial structures. A list of resettlement sites has also been provided in this chapter.
- Chapter 6 Provides details of income restoration strategies of the poorest of the poor APs.
- Chapter 7 Provides details of the resettlement budget including a description of each line item and the estimated cost. It also shows a comparison of the total Project cost vis-à-vis the resettlement cost.
- Chapter 8 Provides the details of Institutional Arrangement for Implementation of the RIP.
- Chapter 9 Provides the implementation schedule. The implementation of the engineering programme vis-à-vis the resettlement programme has been drawn in the form of bar chart.
- Chapter 10 Provides details of social adjustment issues and a detail description of public consultation.