

Social Impact & Resettlement Assessments

July 2014

SRI: Northern Road Connectivity Project

MNC028 – Mahilankulam Pallamadhu Road (47+600 km to 59+000 km)

Prepared by Provincial Road Development Department of Northern Province, Government of Sri Lanka for the Asian Development Bank.

CURRENCY EQUIVALENTS

(as of 4 August 2014)

Currency unit	–	Sri Lankan Rupee (SLR)
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\$1.00	=	SLR130.230000

ABBREVIATIONS

ADB	–	Asian Development Bank
AP	–	Affected Person
CBO	–	Community Based Organization
CD	–	Contract Document
CSC	–	Construction Supervision Consultant
CV	–	Chief Valuer
DFR	–	Draft Feasibility Report
DS	–	Divisional Secretary
DSD	–	Divisional Secretariat Divisions
EA	–	Executing Agency
EG	–	Ex-Gratia Payment
EM	–	Entitlement Matrix
EP	–	Eligible Persons
NWPC	–	North Western Provincial Council
NWPLD	–	North Western Province Land Division
EMEC	–	External Monitoring and Evaluation Consultant
ESD	–	Environmental & Social Division
GN	–	Grama Niladhary
GRC	–	Grievance Redress Committee
IA	–	Implementing Agency
IPSA	–	Initial Poverty and Social Analysis
LA	–	Land Acquisition
LAA	–	Land Acquisition Act
LAR	–	Land Acquisition & Resettlement
LO	–	Land Officers
MLD	–	Ministry of Land and Land Development
MLGPC	–	Ministry of Local Government and Provincial Councils
NIRP	–	National Involuntary Resettlement Policy, Sri Lanka
NPRDD	–	Northern Provincial Road Development Department
PCC	–	Project Coordination Committee
PD	–	Project Director
PIU	–	Project Implementation Unit
PLC	–	Provincial Land Commission
PMU	–	Project Management Unit
PRDD	–	Provincial Road Development Department
PSC	–	Project Supervision Committee

RDA	–	Roads Development Authority (National)
R&R	–	Resettlement and Rehabilitation
ROW	–	Right of Way
RP	–	Resettlement Plan
RPPF	–	Road Project Preparatory Facility
RS	–	Resettlement Specialist
S&EO	–	Social and Environment Officer
SC	–	Statutory Compensation
SIA	–	Social Impact Assessment

NOTE

In this report, "\$" refers to US dollars.

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PROJECT OVERVIEW

The proposed road development includes rehabilitation and improvement of 11.4 km of C class provincial road (Mahilankulam - Pallamadhu Road) located in Mannar district of the Northern Province (NP) in Sri Lanka through “Northern Connectivity Road Project” with the financial assistance of the Asian Development Bank (ADB) under the ADB Loan 2639/2640 (SF) SRI.

This program of the government is aimed at improving and creating effective road network in order to facilitate other development activities that are in progress. The road proposed, spread within Manthai west divisional secretariat in Mannar district. The road traverses across areas where agriculture is dominant. The candidate road is gravel and dilapidated and therefore, that is in need of immediate rehabilitation and improvement in order to make it capable of supporting the dwindling livelihoods.

Objective

The main objective of the Social Impact Assessment report is to evaluate the social impacts including resettlement issues of the proposed road section of Manthai west division in Mannar district.

Methodology

Secondary sources

For primary survey, both qualitative and quantitative methods were used. The following chronological steps were adopted to collect secondary information prior to initiation of the field survey to collect additional data to supplement the information obtained from the secondary sources.

Primary sources

Qualitative method involved - focus group discussions (FGD) and depth interviews (DI). Gender disaggregated FGDs with communities, key informant interviews and DIs with women and men in project areas were conducted. DIs with key persons in – Divisional Secretariat, GN Divisions, NGOs and opinion leaders in the communities were also conducted.

Quantitative method involved administration of short questionnaire at household levels based on random sampling.

SOCIO ECONOMIC BACKGROUND

It has been decided to rehabilitate the Mahilankulam Pallamadhu Road (11.4 km) in Manthai West division of Mannar District as a new proposal. This road serves as the major link to A32 Road (Navakkuli – Keraitivu – Mannar Road) for the villages of Pallamadhu, Pulakkadu, Sannar, Thimilakulam, Puliyakulam, Kayanagar, Eachchalavakkai, Periyamadhu West, Periyamadhu East and Thelivaru.

Population and Diversity in Road Influence Area

The estimated population in 2014 of Manthai West divisional secretariat is approximately 6000 with 1400 families living in 4 GN divisions. And the population in Manthai west ethnically is Muslims. However, there seems to be confusion between ethnicity and religion in the data.

According to the data collected from divisional secretariat, in this road influential area males account for 49.9% while females account for 50.1%.

Employment and Economy

The economy of the two districts is primarily dependant on agriculture followed by daily paid labour. About 64% of land area in the project influenced GN divisions is agricultural lands. Some of these land areas are rain fed areas cultivated in wet seasons with various grains such as Kurakkan, Black gram, green gram, big onion, red onion, cowpea and chillies.

Other socioeconomic infrastructure in the project beneficiary division

Manthai west division is poor in socio-economic infrastructure facilities which got destroyed during the war. The post offices in the road influential area need to play important role in providing facilities to the communities. There is only one sub post office in Periyamadhu Grama Niladhary division. The letters and other messages are delivered by post men in bicycles in the candidate road.

Cooperatives and other Community Based Organizations (CBO) are also important for the communities. These CBOs will get re-established in the area and they will benefit from the proposed road improvement project.

The Banks (Government, private and community), schools and hospitals are other significant features in the socio-economic environment. Most of the buildings are damaged due to war. While some are being rehabilitated and the rest will be renovated soon. All these infrastructural facilities play important roles in post war re-establishment processes for the communities who are recovering from war related trauma.

Findings of the Household Survey

As the road is quite short and according to the limited time frame it was able to envisage the sample size of 20 along this road for socio economic survey. According to that all have been responded. The size of respondents that could be actually covered was 5 from each GN divisions (Pallamadhu, Kayanagar, Periyamadhu West & Periyamadhu East).

Sample Population and its diversity

Along the road, households are located in RHS of the proposed road in Pallamadhu and Kayanagar GN division while LHS covers cultivated and abandoned paddy fields. Both male and female headed households were selected as available during the field work. The survey reveals that majority have a household size of 4 members.

Gender diversity

According to the survey, about 51.9% of the sample population is female while male population is about 48.1%.

Age diversity

Majority of the population (38%) is within the age group of 31-45 in the responding families. The lowest percentage is reported from the group of more than 60 years.

Ethnic and Religious Diversity

Most of the population (60%) in the area is Muslims. This is same with religions.

Educational level

According to the survey it was able to identify that, 34% of the population is studying grade 6-10 while 26% of the population are not attending school yet. The war that prevailed for more than two decades created significant negative impacts on the education of children here. The schools could not be operated during most of the time and all other higher education institutes, private tuition classes not functioning here. All these factors contributed towards lowering of academic levels of the people in the area.

Employment and Economic Activities

There has been no investment in industries, other service delivery centers or other infrastructure facilities. The major livelihood systems dominated in the road influence area is agriculture (56%). The second large majority in the area is involved in daily paid labor work (30%). Therefore, the principal income generating activity in the road influence area is agriculture.

Income and expenditure

Majority of the household are having their monthly income within Rs.10, 000-15, 000. The income of the people is perceived to be low in the road influence area by cultivating in their original villages. At the same time there are so much of difficulties faced by farmers to market their cultivated products.

There are some difficulties to gather the information regarding their monthly expenditure. Even though the expenditure was able to identify by people, could not predict the amount of expenditure.

HEALTH ISSUES

According to the survey and interview, it was able to identify that there is a one base hospital near to the end point of the road and another health centre is available in near to the starting point of the proposed road. But there is only one doctor comes from base hospital during particular time period per day.

It was able to say that dilapidated road system and the poor public transport are the two major concerns for the public to reach hospitals when they need. Most of the people mentioned that pregnant women 'sometimes deliver on the way'. Others mentioned that 'snake bite cases' need immediate attention and only the hospitals are able to provide that. Reaching hospitals is difficult due to bad roads and at nights and also during rains. Hence, even though people go to hospitals for treatment, it is not always possible for them to reach on time.

Some of existing health and access problems are likely to diminish or get eliminated when the road is rehabilitated to asphalt pavement. High frequency of respiratory disorders among community members due to dust from gravel road will be eliminated. Transporting critically ill patients and pregnant women and cases of snake bites to district hospital in Mannar will be done timely.

POVERTY IN THE PROJECT AREA

Poverty in Northern Province is reflected by the size of land holdings owned by individual households. The main farming activities in the small land holding plots included a few fruit trees, a couple of vegetable plots, one or 2 milking cows, a couple of goats and 5 to 10 back yard poultry. This is insufficient to sustain a household and the husbands generally have to find labor. This is a good indicator of the poverty prevailing in the North. The paddy cultivated area in Mannar district of Northern Province was 17688ha in 1980 and it decreased to 13824 in 2008.

In the meanwhile, as the proposed road section is located within Manthai west divisional secretariat area, paddy production is the major activity in this division. As well as, livestock production is also recognized as an integral component of farming systems and it played an important role in supporting the livelihood system in this division.

Land as an Indicator of Poverty

Majority of the householders have home gardens with cultivation of vegetables. Recently, lands were kept neglected as people were either on the run or had moved to other places. They have just about begun to till their lands. It is expected that this would help creating sustainable livelihood.

Employment Composition as Indicator of Poverty

Majority of people in project related DS division are depended on agriculture related activities. According to the assessment, it was able to identify that majority of the communities are involving agriculture activities in the immediate vicinity of the road. At the same time, majority of the people in Kayanagar grama niladharies division are daily paid labors.

Vulnerability of Women Used as an Indicator of Poverty

The data available on women headed families indicate the situation prevailing on 2013. The percentage of widows has increased significantly after the war. According to the situation the number of women headed families in 2013 is 44.

In the meanwhile, the statistical data for the number of children of widows in each GN divisions are: Pallamadhu – 28, Kayanagar – 41, Periyamadhu west – 11 and Periyamadhu east – 7.

Vulnerability of Disabled Persons as an Indicator of Poverty

The data available on disable persons indicate the situation prevailing after the war. The total number of disable persons in the vicinity of the road is 26. It is to be noted that the proposed project will not create any negative impacts on the livelihood activities of the people.

LAND ACQUISITION & INVOLUNTARY RESETTLEMENT

As per ADB guidelines, “The involuntary resettlement impact of an ADB-supported projects are considered significant, if 200 or more persons will experience major impacts, which are defined as (i) being physically displaced from housing, or (ii) losing 10% or more of their productive assets (income generating)”.

The parameters come under the consideration of resettlement activities are land required through voluntary donation, houses affected, commercial establishments impacted, parapet walls, fences and gates to be demolished, other structures such as wells, latrines etc, public institutions and religious/cultural centers impacted, public utilities impacted (telephone, electricity & drinking water pipelines etc), privately owned trees to be removed, trees located in road reservations to be removed, any lose to income earning sources/lose of livelihood, any squatters/encroachers that need to be removed temporally and loss of community owned assets/infrastructure etc.

As the project is a small scale project and the road is quite short, the land acquisition, traffic congestions, disturbance or loss of income generating activities will not take place during the project cycle. Thus no negative social impact can be expected to the community that inhabits the proposed road other than positive social and economic impacts during the operation stage.

Finally, it can be said that the project will not trigger any negative impacts related to land acquisition and there are no built up properties or land or persons that will be affected along the road. However if at any point of time land acquisition is required then the actions will be based on (I) the Law and Policy on Land Acquisition in Sri Lanka, 1950 and its amendments; (ii) the National policy on involuntary resettlement; and (iii) the Asian Development Bank’s Involuntary Resettlement Policy.

INDEGENOUS PEOPLE

As proposed in the road rehabilitation, the project did not identify any indigenous people in any of the road command areas, project area or even in entire Northern Province. Hence, this Policy is not triggered.

HIV/AIDS & HUMAN TRAFFICKING

Although the proposed rural road improvement project will not create any negative impacts on HIV/AIDS and human trafficking, the PRDD will need to launch awareness programs in the area for its own staff, contractors and their labour camps and the communities in the vicinity. Considering the vulnerability of the women and children, it would be essential to have dedicated Service Providers with the Contractors who would take care of the soft issues and also help people to access counselling, testing and medical help as and when necessary.

CHILD LABOUR

There can be incidents where children may get involved in the activities during project construction and may be provided with employment at cheap rates. These activities will disturb their education and other childhood activities. Children may also be abused for other purposes. Therefore, it is essential to take all possible measures to protect children in the area. Strong conditions need to be built into the contract documents that employment of children in construction sites is prohibited and will be punishable.

PROJECT IMPACT

The proposed road would provide connectivity to the communities to different institutions of socio-economic and cultural importance such as schools, hospitals, markets, government offices, temples, and so on. The main beneficiary groups of the project include farmers, school children & teachers, commuters and transporters. The views of these groups on the project have been assessed by using a short questionnaire. The perceived benefits by the road users will be described in detail within chapter IX.

Marginal farmers who are within the project beneficiary area produce large quantities of fruits, vegetables and other agriculture produce. But there are no possibilities to bring their products to market without any damages and even outside buyers do not enter into the area to buy produce because of poor road condition. After the rehabilitation of this road they can reach with their excess produce to urban markets and they can get some increased income.

Retail traders can change their poverty level by going to the nearby urban markets and purchase goods to sell in their retail shops. According to that their mobility will increase, more groups will join in, cost of maintaining their vehicle will reduce and price in retail shops will go down due to increased competition.

The investors are not willing to invest their money for any new developments and business in this area due to the poor condition of the road and poor transport facilities. The daily paid labours have to go outside by taking too much of time to travel. Once the road is improved and the transport facilities get improved, the rural unemployed persons can reach urban centres to find daily paid work. They can travel easily on daily basis.

Furthermore, if there are any unexpected social impacts or issues arise during the construction activities those will be resolved through Grievance Redress Mechanism.

1.1 Introduction

The proposed road development includes rehabilitation and improvement of 11.4 km of C class provincial road located in Mannar district of the Northern Province (NP) in Sri Lanka through “Northern Connectivity Road Project” with the financial assistance of the Asian Development Bank (ADB) under the ADB Loan 2639/2640 (SF) SRI.

This program of the government is aimed at improving and creating effective road network in order to facilitate other development activities that are in progress. The road proposed, spread in Manthai west divisional secretariat in Mannar district. The road traverses across areas where agriculture is dominant. The candidate road is gravel and dilapidated and therefore, that is in need of immediate rehabilitation and improvement in order to make it capable of supporting the dwindling livelihoods.

The road rehabilitation and improvement activities include the widening of existing road to intermediate lane status of 4.00m plus shoulder widths of 1.00m. Pavement surfacing will be asphalt with the provisions for road side drainage and other hydrological structures where necessary.

Table 1.1: Details of Proposed Road

Road Name	Mahilankulam - Pallamadhu Road
Road Number	MNC028
Package Number	NP09
Chainage	47+600 km to 59 + 000 km
Total Length	11.4 km
District	Mannar
Divisional Secretariat	Manthai West
GN Divisions	Pallamadhu
	Kayanagar
	Periyamadhu West
	Periyamadhu East

1.2 Policy and Legal Framework

The project does not envisage any land acquisition and resettlement. However if at any point of time land acquisition is required then the actions will be based on (i) the Law and Policy on Land Acquisition in Sri Lanka, 1950 and its amendments; (ii) the National policy on involuntary resettlement; and (iii) the Asian Development Bank's Involuntary Resettlement Policy.

1.2.1 The Land Acquisition Act of 1950 (LAA) in Sri Lanka

The LAA of 1950 is the most important legal provision which spells out the Land Acquisition process of Sri Lanka. It has several amendments, the latest being the version of 1986. The procedure for Land acquisition and payment of compensation for Land acquisition by the government for a public purpose is laid down in the LAA. It provides for the payment of compensation at market rates for land, structures, trees and crops. The land acquisition procedure is described in chapter 460 of the LAA.

The most important steps of the Land Acquisition process can be summarized as given below.

- A notice to be issued explaining the purpose of acquiring the land;
 - Declaration to be issued specifying the purpose of acquisition and describing the land and requiring parties to notify the Acquiring Officer to make their claims in writing, including the expected amount of compensation,
 - Acquiring Officer (Divisional Secretary of the area) holds an inquiry into the market value of the land, the claims for compensation and the legality of claimants (advised by Valuation Officers);
 - Acquiring Officer either makes the decision on the claims or refers the claims to the District Courts or Primary Courts;
 - Following the decision (either by the Acquiring Officer or the Courts) the Acquiring Officer makes an award after determining the persons who are entitled to compensation, the total amount of compensation deemed to be allowed for the acquisition, and the apportionment of the compensation among the persons with interest and;
 - In the event of a dispute over the determination, it may be appealed to either the Compensation Review Board or Court of Appeal within 21 days of the receipt of the notification of the award. If there are no appeals, the compensation will be paid.
- After making the awards, the Minister of Lands publishes or gazettes a 'vesting order' for the possession of the land and the occupant has to vacate.

1.2.2 The National Policy on Involuntary Resettlement

The LAA provides compensation only for land, structures, and crops and provisions are not available to address key resettlement issues to mitigate or avoid impacts on people resulting from land acquisition. Also, non-titled people and other dependents on land cannot be assisted and income restoration measures which enhance the social and economic status of APs cannot be accommodated in these development projects.

The Government of Sri Lanka considered that APs should be treated in a fair and equitable manner and also ensures that people are not impoverished or should not be allowed to suffer unduly as a result of public or private project implementation. Accordingly, it was considered important to adopt a national policy to protect the rights of all people affected by development projects in Sri Lanka. In 2001, the Government of Sri Lanka adopted the National Involuntary Resettlement Policy (NIRP) prepared under the assistance of the ADB which will be applicable to both title-holders and non title-holders. The main objectives of this policy were to avoid, minimize and mitigate negative impacts of involuntary resettlement to ensure that the APs are fully and promptly compensated and successfully resettled, to see

that no impoverishment of people shall result as a consequence of compulsory land acquisition for development projects and to have a consultative, transparent and accountable Involuntary Resettlement process. The NIRP requires that where twenty or more families are affected a comprehensive Resettlement Action Plan has to be prepared. When less than twenty families are affected the NIRP still requires a brief Resettlement plan. These requirements apply to all projects irrespective of source of funding.

1.2.3 The Asian Development Bank's Involuntary Resettlement Policy

The three important elements of the involuntary resettlement policy are (i) compensation to replace lost assets, livelihood, and income; (ii) assistance for relocation, including provision of relocation sites with appropriate facilities and services; and (iii) assistance for rehabilitation to achieve at least the same level of well-being with the project as without it. Some or all of these elements may be present in a project involving involuntary resettlement

For any operation requiring involuntary resettlement, resettlement planning is an integral part of project designs, to be dealt with, from the earliest stages of the project cycle, taking into account the following basic principles:

- Involuntary resettlement should be avoided whenever feasible.
- Where population displacement is unavoidable, it should be minimized by providing viable livelihood options.
- If individuals or a community must lose all or part of their land, means of livelihood, or social support systems, so that a project might proceed, they will be compensated and assisted through replacement of land, housing, infrastructure, resources, income sources, and services, in cash or kind, so that their economic and social circumstances will be at least restored to the pre-project level. All compensation is based on the principle of replacement cost.
- Each involuntary resettlement is conceived and executed as part of a development project or program: The APs need to be provided with sufficient resources to re-establish their livelihoods and homes with time-bound action in co-ordination with civil works.
- The affected people are to be fully informed and closely consulted. Affected people are to be identified and recorded as early as possible in order to establish their eligibility through a population record or census that serves as an eligibility cutoff date, preferably at the project identification stage, to prevent a subsequent influx of encroachers or others who wish to take advantage of such benefits
- Institutions of the affected people, and where relevant, of their hosts, are to be protected and supported. Affected people are to be assisted to integrate economically and socially into host communities so that adverse impacts on the host communities are minimized and social harmony is promoted.
- The absence of a formal title to land is not a bar to ADB policy entitlements.
- Affected people are to be identified and recorded as early as possible in order to establish their eligibility through a population record or census that serves as an eligibility cutoff date, preferably at the project identification stage, to prevent a subsequent influx of encroachers or others who wish to take advantage of such benefits
- Particular attention must be paid to the needs of the poorest affected people, and vulnerable groups that may be at high risk of impoverishment. This may include those without legal title to land or other assets, households headed by females, the elderly or disabled and other vulnerable groups, particularly indigenous peoples. Appropriate assistance must be provided to help them improve their socio economic status.

- The full resettlement costs are to be included in the presentation of project costs and benefits.

1.3 Objectives of Poverty and Social Assessment

The main objective of the Social Impact Assessment report is to evaluate the social impacts including resettlement issues of the proposed road section of Mannar district. In achieving this main objective the following scope of work were identified and covered under the study.

- Studying the existing socio-economic environment in project related geographical areas.
- Identification of the poverty related problems in these areas.
- Identification of the benefits of the project on the socio-economic environment.
- Identification of resettlement issues (land acquisition and demolition of other properties etc.).
- Preparation of Resettlement Plan if there are resettlement issues found in any of the project roads.
- Proposing mitigation measures to overcome likelihood negative impacts.

1.4 Methodology

Secondary sources

For primary survey, both qualitative and quantitative methods were used. The following chronological steps were adopted to collect secondary information prior to initiation of the field survey to collect additional data to supplement the information obtained from the secondary sources.

- Review of social safeguard policy of the ADB (2009) and National Involuntary Resettlement Policy of the Sri Lankan Government.
- Review of documents related to other development initiatives in Northern province (Agriculture Development under FAO and World food programs)
- Review of documents available on Sri Lankan socio-economic condition (ADB and Sri Lankan government prepared reports)
- Review of different data bases available in the Department of census and statistics.

Primary sources

- Qualitative method involved - focus group discussions (FGD) and depth interviews (DI). Gender disaggregated FGDs with communities, key informant interviews and DIs with women and men in project areas were conducted. DIs with key persons in – Divisional Secretariat, GN Divisions, NGOs and opinion leaders in the communities were also conducted.
- Quantitative method involved administration of simple questionnaire at household levels based on random sampling. Questionnaire and discussion guides are in Annex 1. The list of persons met and interviewed and details of FGDs are in Annex 2.

2.1 Background of the Project Influence Area

The proposed road improvement work will be implemented in Mannar district of Northern Province that has been severely affected by the civil war that prevailed. The war has created serious disturbances to the economy and livelihood system of people in almost 5 districts in Northern Province (Mannar, Vavuniya, Kilinochchi, and Jaffna & Mullaitivu). Almost all the livelihood activities such as income generation, education, health, road network and other socio economic infrastructure facilities have been severely damaged creating serious economic draw backs.

It has been decided to rehabilitate the Mahilankulam Pallamadhu Road (11.4 km) in Manthai West division of Mannar District as a new proposal. This road serves as the major link to A32 Road (Navakkuli – Keraitivu – Mannar Road) for the villages of Pallamadhu, Pulakkadu, Sannar, Thimilakulam, Puliyaikulam, Kayanagar, Eachchalavakkai, Periyamadhu West, Periyamadhu East and Thelivaru.

The candidate road in mannar district falls in Manthai West Divisional secretariat division, 4 Grama Niladhari divisions and 10 villages. And Manthai west division covers a land area of approximately 658.90 sq. kms, accounting for 32.9% of the district's total area. The details of the road beneficial administrative areas and land areas are scanned in Table 2.1.

Table 2.1: Administrative Areas and Land Area

GN divisions	Land Area (sq.kms)	% of land area within in the DS division	Villages
Pallamadhu	38.83	5.8	Pallamadhu
			Pulakkadu
			Sannar
			Thimilakulam
			Puliyaikulam
Kayanagar	51.78	7.8	Kayanagar
			Eachchalavakkai
Periyamadhu west	10.35	1.6	Periyamadhu west
Periyamadhu east	38.83	5.8	Periyamadhu east
			Thelivaru

Source: Divisional Secretariat, Manthai West – 2014

Population and Diversity in Road Influence Area

The estimated population in 2014 of Manthai West divisional secretariat is approximately 25,000 and 1400 families with 6000 persons living in the project beneficiary areas (4 GN divisions). The total population of project beneficiary areas and its diversity in terms of religions is shown below:

Table 2.2: Religion wise Population and diversity in road influenced GN divisions

GN Divisions	Roman Catholics		Hindus		Muslims		Total	
	No	%	No	%	No	%	No	%
Pallamadhu	52	3.9	544	40.5	748	55.6	1344	100
Kayanagar	132	14.4	392	42.7	395	42.9	919	100
PeriyamadhuWest	20	1.2	18	1.1	1598	97.7	1636	100
Periyamadhu East	27	1.8	39	2.5	1437	95.7	1503	100

Source: Divisional Secretariat, Manthai West – 2014

The population in the project beneficiary areas ethnically is Muslims. However, there seems to be confusion between ethnicity and religion in the data. The ethnic wise population and diversity is given below:

Table 2.3: Ethnic wise Population and diversity in road influenced GN divisions

GN Divisions	Tamils		Muslims		Sinhalese		Total	
	No	%	No	%	No	%	No	%
Pallamadhu	707	52.6	637	47.4	-		1344	100
Kayanagar	521	56.6	398	43.4	-		919	100
PeriyamadhuWest	40	2.4	1620	97.6	-		1636	100
Periyamadhu East	64	4.1	1467	95.9	-		1503	100

Source: Divisional Secretariat, Manthai West – 2014

According to the data collected from divisional secretariat, in this road influential area males account for 49.9% while females account for 50.1%. The gender wise population is given below:

Table 2.4: Gender wise Population and diversity in road influenced GN divisions

GN Divisions	Male		Female		Total	
	No	%	No	%	No	%
Pallamadhu	684	50.8	660	49.2	1344	100
Kayanagar	467	50.8	452	49.2	919	100
PeriyamadhuWest	811	49.5	825	50.5	1636	100
Periyamadhu East	734	48.8	769	51.2	1503	100

Source: Divisional Secretariat, Manthai West – 2014

Employment and Economy

Data with regard to income and expenditure level of the population in this division is not available. However, given that this region has been war torn and various forms of conflict still exist, it is unlikely that the economic conditions have improved.

The economy of the two districts is primarily dependant on agriculture followed by daily paid labour. About 64% of land area in the project influenced GN divisions is agricultural lands. Some of these land areas are rain fed areas cultivated in wet seasons (Maha in local term) with various grains such as Kurakkan, Black gram, green gram, big onion, red onion, cowpea and chillies.

Mantai west division has some major/ medium tanks. The farming communities in these areas will become principal beneficiaries of the proposed road improvement project. The information on irrigation tanks and irrigated land in the division is shown in Table 2.5:

Table 2.5: Major / Medium (Provincial) Tanks in Manthai West Division

D.S. Division	Name of Tank	GN	Capacity (Ac.Ft.)	Irrigable Area (Ha)	Catchment (Sq.Km)
Manthai west	Periyamadhu tank	Periyamadhu	5780.00	303.52	142
	Welimaruthamadhu	Pallamadhu	2766.00	303.52	156
	Koorai tank	Koorai	2062.00	303.52	19.6
	Adampankulam	Vellankulam	580.00	580.00	4.5
	Maruthamadhu	Pallamadhu	410.00	560.00	2.7

Source: Divisional Secretariat, Manthai West – 2014

Other socioeconomic infrastructure in the project beneficiary division

project influenced GN divisions are poor in socio-economic infrastructure facilities which got destroyed during the war. The post offices in the road influential area need to play important role in providing facilities to the communities. There is only one sub post office in Periyamadhu Grama Niladhary division. The letters and other messages are delivered by post men in bicycles in the candidate road.

Cooperatives and other Community Based Organizations (CBO) are also important for the communities. These CBOs will get re-established in the area and they will benefit from the proposed road improvement project.

The Banks (Government, private and community), schools and hospitals are other significant features in the socio-economic environment. Most of the buildings are damaged due to war. While some are being rehabilitated and the rest will be renovated soon. All these infrastructural facilities play important roles in post war re-establishment processes for the communities who are recovering from war related trauma. The road improvement project will therefore, play very significant role in the development process. The distribution of socio economic infrastructures among road influenced Divisions are shown in Table 2.5.

Table 2.6: Socio Economic Infrastructures among Road Influenced Areas

GN Divisions	Religious centres	Schools	Hospitals	CBOs
Pallamadhu	Sannar pillayar kovil	Sannar GTM	-	Sannar RDS
Kayanagar	Eachchalavakkai pillayar kovil	Eachchalavakkai GTM	-	Eachchalavakkai RDS & WRDS
	Eachchalavakkai church			Kayanagar RDS & WRDS
	Kayanagar mosque			
PeriyamadhuWest	Periyamadhu pillayar kovil	Periyamadhu Primary	PMCU Periyamadhu	Periyamadhu west RDS & WRDS
	Periyamadhu west Mosque			
Periyamadhu East	Periyamadhu east mosque	Periyamadhu East MV	-	Periyamadhu east RDS & WRDS

Source: Divisional Secretariat, Manthai West – 2014

2.2 Findings of the Household Survey

As the road is quite short and according to the limited time frame it was able to envisage the sample size of 20 along this road for socio economic survey. According to that all have been responded. The size of respondents that could be actually covered was 5 from each GN divisions (Pallamadhu, Kayanagar, Periyamadhu West & Periyamadhu East).

Households were selected using random sample method from different locations of the proposed road based on availability of family members present. The Table 2.7 includes the information on the selected sample households in the candidate road.

Table 2.7: Sample selected for household survey

GN Divisions	Villages	Households covered	Total number of members
Pallamadhu	Pallamadhu	1	3
	Pulakkadu	1	4
	Sannar	1	3
	Thimilakkulam	1	3
	Puliyakulam	1	5
Kayanagar	Kayanagar	3	12
	Eachchalavakkai	2	9
Periyamadhu West	Periyamadhu West	5	22
Periyamadhu East	Periyamadhu East	4	15
	Theliaru	1	3
Total		20	79

2.2.1 Sample Population and its diversity

Along the road, households are located in RHS of the proposed road in Pallamadhu and Kayanagar GN division while LHS covers cultivated and abandoned paddy fields. Both male and female headed households were selected as available during the field work.

The size of the households is shown in Figure 2.1 reveals that majority have a household size of 4 members.

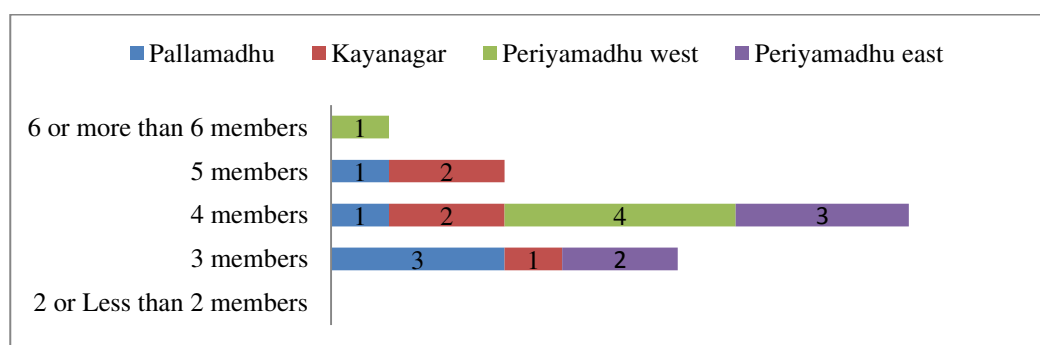


Figure 2.1: Household Size of Respondents

2.2.2 Gender diversity

About 51.9% of the sample population is female. The data on gender diversity of sample population is shown in figure 2.2 mentioned below.

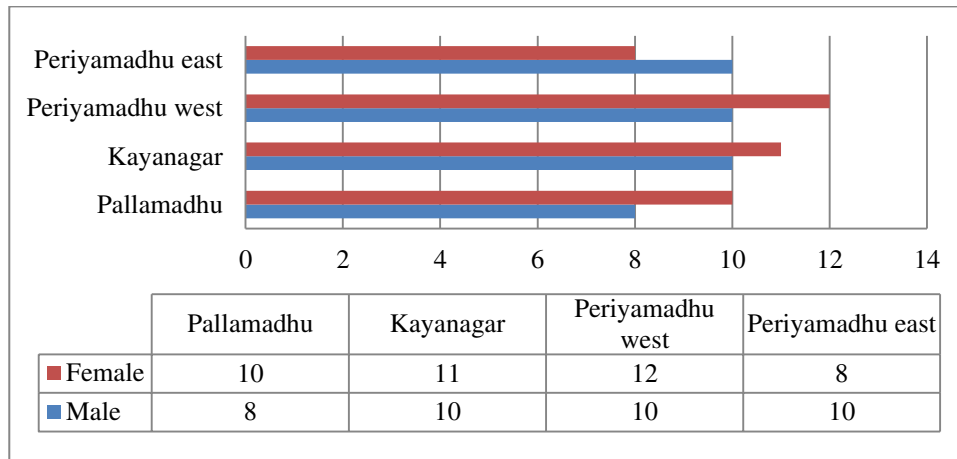


Figure 2.2: Gender of Respondents

2.2.3 Age diversity

Majority of the population is within the age group of 31-45 in the responding families. The lowest percentage is reported from the group of more than 60 years. The age diversity of sample population is given below:

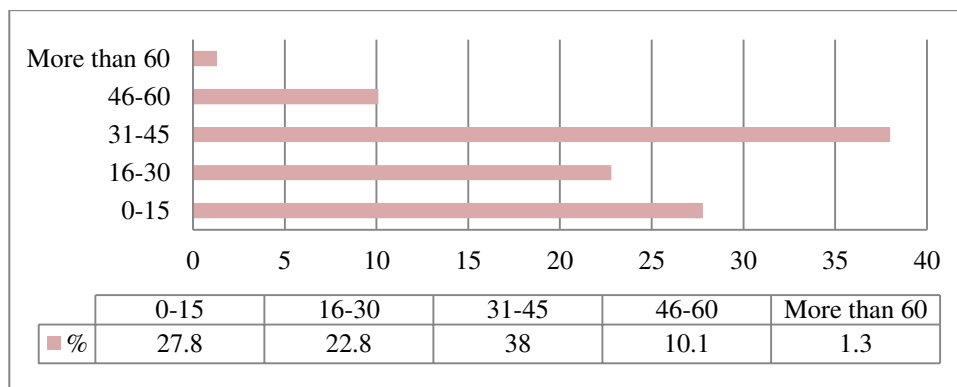


Figure 2.3: Age diversity of sample population

2.2.4 Ethnic and Religious Diversity

Most of the population in the area is Muslims. This is same with religions. The religious and ethnic diversity in the division is depicted in Figure 2.4 & 2.5.

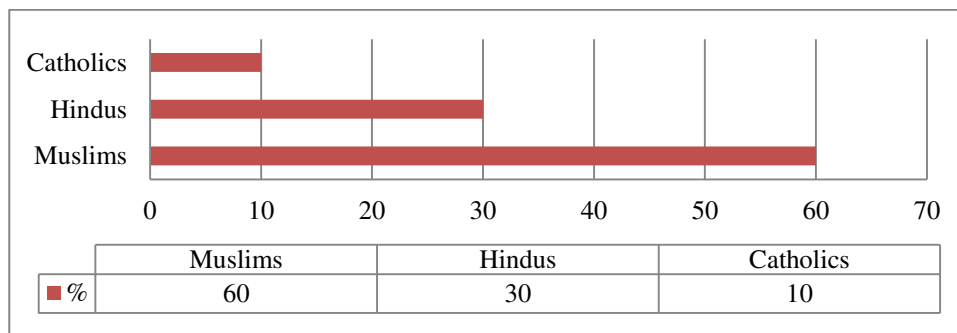


Figure 2.4: Religious diversity of sample population

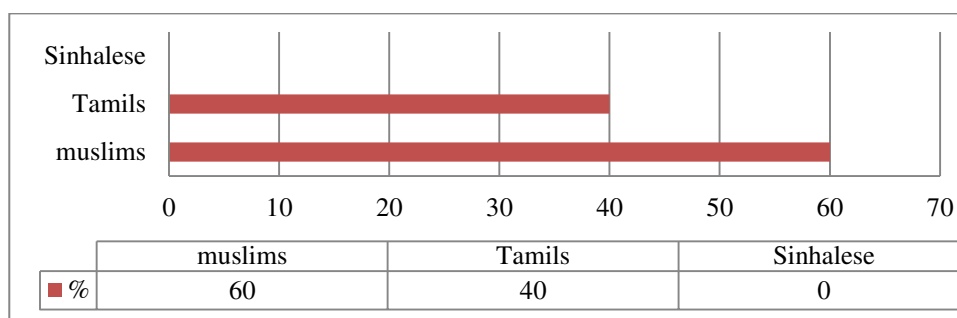


Figure 2.5: Ethnic diversity of sample population

2.2.5 Educational level

The war that prevailed for more than two decades created significant negative impacts on the education of children here. The schools could not be operated during most of the time and all other higher education institutes, private tuition classes not functioning here. All these factors contributed towards lowering of academic levels of the people in the area. Further, teachers and other professionals are not willing to give their service to this area. Figure 2.6 reveals low level of academics in the area.

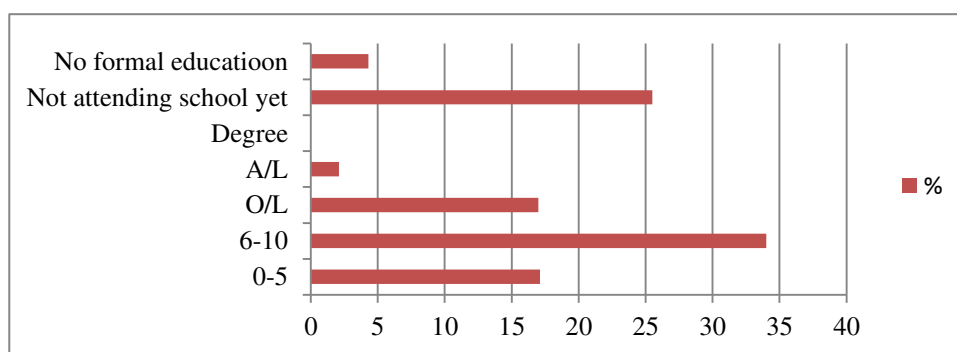


Figure 2.6: Education Level of Sample Population

2.2.6 Employment and Economic Activities

There has been no investment in industries, other service delivery centers or other infrastructure facilities. The major livelihood systems dominated in the road influence area is agriculture. The second large majority in the area is involved in daily paid labor work. Therefore, the principal income generating activity in the road influence area is agriculture. Figure 2.7 shows the composition of income generating activities of selected households.

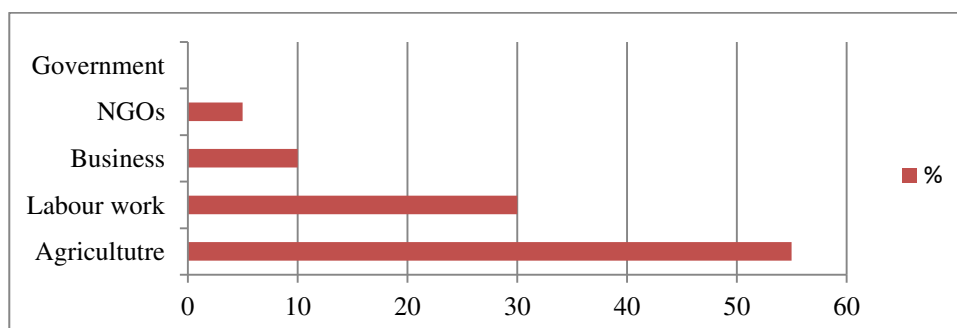


Figure 2.7: composition of income generating activities

2.2.7 Income and Expenditure

The income of the people is perceived to be low in the road influence area by cultivating in their original villages. At the same time there are so much of difficulties faced by farmers to market their cultivated products.

There are some difficulties to gather the information regarding their monthly expenditure. Even though the expenditure was able to identify by people, could not predict the amount of expenditure. The monthly income of the selected households is given below.

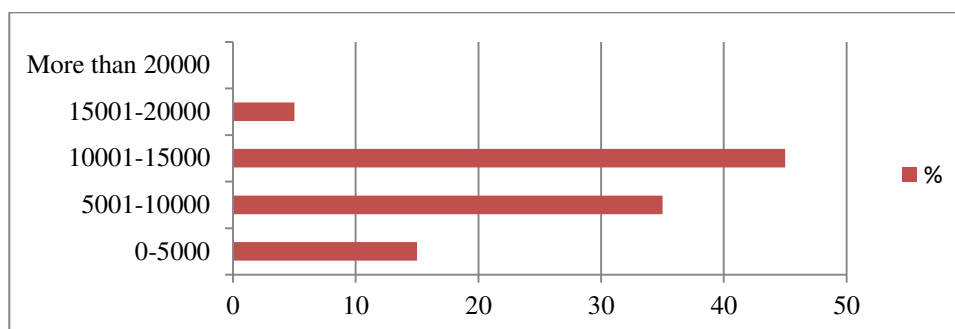


Figure 2.8: Level of income of households

Most of the people are involved in rehabilitating their long neglected lands - both agriculture and home gardens. Therefore, the expenditure is little bit high because of food, transport and medicine. As the existing road condition is fully gravel surface, people who are living along the road are affected by various diseases because of dust generating from the road. Therefore large amount of their income is working for the medical expenditure only.

It is widely recognized that better health is prerequisite for the overall economic and social development of a nation (Jayasekara et al 2007). Sri Lanka is more popular in the Asian region as country having well developed health facilities for the communities. The life expectancy at birth of 70.7 for males and 75.4 females (country's health profile 2007 - Ministry of health) indicate the impact of improved health facilities of the country.

According to the survey and interview, it was able to identify that there is a one base hospital near to the starting point of the road and another health centre is available in near to the end point of the proposed road. But there is only one doctor comes from base hospital during particular time period per day.

It was able to say that dilapidated road system and the poor public transport are the two major concerns for them to reach hospitals when they need. Most of the people mentioned that pregnant women 'sometimes deliver on the way'. Others mentioned that 'snake bite cases' need immediate attention and only the hospitals are able to provide that. Reaching hospitals is difficult due to bad roads and at nights and also during rains. Hence, even though people go to hospitals for treatment, it is not always possible for them to reach on time.

Some of existing health and access problems are likely to diminish or get eliminated when the road is rehabilitated to asphalt pavement. High frequency of respiratory disorders among community members due to dust from gravel road will be eliminated. Transporting critically ill patients, pregnant women and cases of snake bites to district hospital in Mannar will be done timely. Movement of health field workers (PHIs and midwives) difficult hitherto, will be reduced.

The indicators used to identify the magnitude of poverty in the project area include the socio economic condition prevailing prior to war. This is because the data available in the DS division & GN divisions include the situation before & after the war. The indicators used for poverty analysis in this report depending on the data availability include following:

- Per capita land availability
- Nature of employment (composition of employment in the project influenced areas)
- Percentage of poor families and population according to the data available with the project related DS office.
- Magnitude of women headed families categorized as poor.
- Percentage of families have access to irrigation water

4.1 Poverty Situation in Northern Province and Mannar District

Since the candidate road section proposed for improvement is located in Mannar district in Northern Province, the poverty condition in the geographical area would be useful to describe the situation of the road influenced area. Agriculture and fisheries are the main economic activities of the people in Mannar district.

Poverty in Northern Province is reflected by the size of land holdings owned by individual households. The main farming activities in the small land holding plots included a few fruit trees, a couple of vegetable plots, one or 2 milking cows, a couple of goats and 5 to 10 back yard poultry. This is insufficient to sustain a household and the husbands generally have to find labor. This is a good indicator of the poverty prevailing in the North. The paddy cultivated area in Mannar district of Northern Province was 17688ha in 1980 and it decreased to 13824 in 2008.

In the meanwhile, as the proposed road section is located within Manthai west divisional secretariat area, paddy production is the major activity in this division. As well as, livestock production is also recognized as an integral component of farming systems and it played an important role in supporting the livelihood system in this division.

4.1.1 Land as an indicator of poverty

Majority of the householders have home gardens with vegetables. Recently, lands were kept neglected as people were either on the run or had moved to other places due to war. They have just about begun to till their lands. It is expected that this would help creating sustainable livelihood. The marketable produce will help reduce poverty. Till such time, these people are vulnerable and need support for developing their land.

4.1.2 Employment Composition as Indicator of Poverty

Majority of people in project related DS division are depended on agriculture related activities which have been severely disturbed due to 26 year war. The employment composition of the communities living in the GN divisions related to the candidate road indicated below.

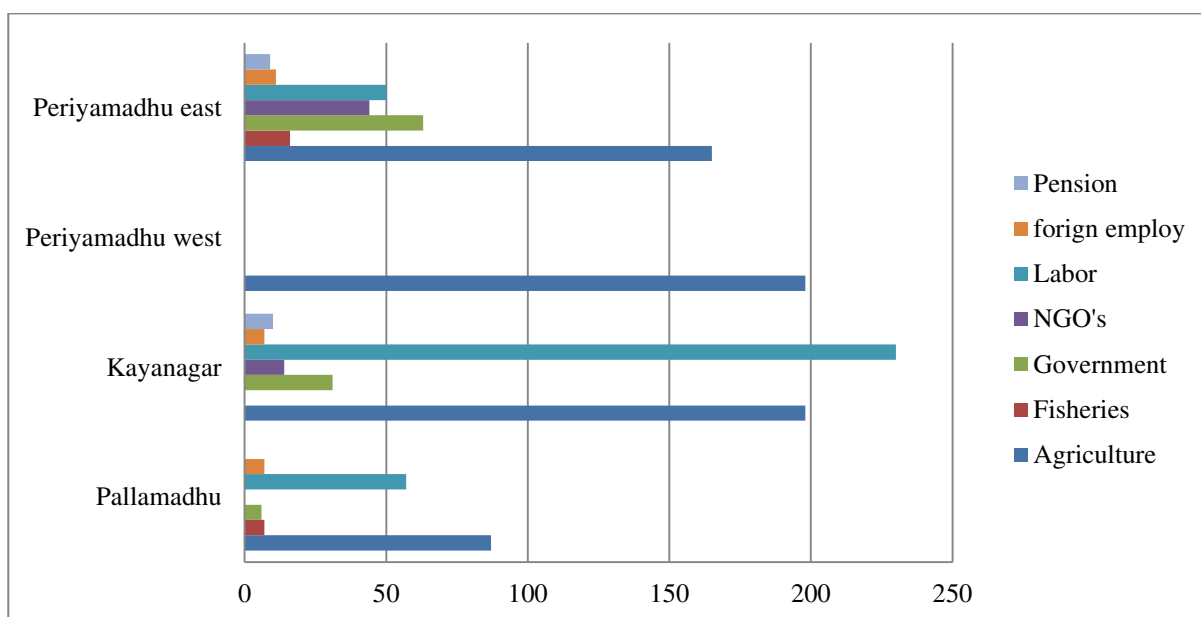


Figure 4.1: Employment composition of the communities along the candidate road

According to this, it was able to identify that majority of the communities are involving agriculture activities in the immediate vicinity of the road. At the same time, majority of the people in Kayanagar grama niladharies division are daily paid labors.

4.1.3 Vulnerability of Women Used as an Indicator of Poverty

The data available on women headed families indicate the situation prevailing on 2013 after the war. The percentage of widows has increased significantly after the war. According to the situation the number of women headed families in 2013 are shown in table 4.3.

Table 4.1: Number and percentage of women headed families

GN divisions	Total No of Families	Women headed families	%
Pallamadhu	266	19	7.1
Kayanagar	242	20	8.3
PeriyamadhuWest	400	3	0.8
Periyamadhu East	379	2	0.5

Source: Divisional Secretariat, Manthai West – 2014

In the meanwhile, the statistical data for the number of children of widows by GN divisions is given below:

Table 4.2: Number of children of widows in the vicinity of the Road

GN divisions	Number of children		
	01-10 years	11-15 years	Over 16 years
Pallamadhu	11	6	11
Kayanagar	13	18	10
PeriyamadhuWest	1	6	4
Periyamadhu East	0	4	3

Source: Divisional Secretariat, Manthai West – 2014

4.1.4 Vulnerability of disabled persons as an Indicator of Poverty

The data available on disable persons indicate the situation prevailing after the war and Tsunami. The percentage of disable persons has increased significantly due these reasons. The details are given below:

Table 4.3: Number of disable persons in the vicinity of the Road

GN divisions	Blind	Dumb	Crippled	Mentally retarded	Paralyzed
Pallamadhu	3	-	5	3	-
Kayanagar	3	-	7	1	-
Periyamadhu West	-	-	4	-	-
Periyamadhu East	-	-	-	-	-

Source: Divisional Secretariat, manthai west – 2014

The data available in the GN divisions through the candidate road run is used for the analysis. The respective GNs and also the community leaders gathered together in each GN division to do these analyses expressed the poverty situation in their respective areas using several indicators such as land, irrigation and also women headed families.

It is to be noted that the proposed project will not create any negative impacts on the livelihood activities of the people. The project will have positive outcomes and would contribute positively by providing access to markets and other infrastructures necessary for social, cultural, academic and economic development.

LAND ACQUISITION & INVOLUNTARY RESETTLEMENT

As per ADB guidelines, the involuntary resettlement impact of an ADB-supported projects are considered significant, if 200 or more persons will experience major impacts, which are defined as:

- (i) being physically displaced from housing
- (ii) Losing 10% or more of their productive assets (income generating)

The parameters come under the consideration of resettlement activities are land required through voluntary donation, houses affected, commercial establishments impacted, parapet walls, fences and gates to be demolished, other structures such as wells, latrines etc, public institutions and religious/cultural centers impacted, public utilities impacted (telephone, electricity & drinking water pipelines etc), privately owned trees to be removed, trees located in road reservations to be removed, any lose to income earning sources/loss of livelihood, any squatters/encroachers that need to be removed temporally and loss of community owned assets/infrastructure etc.

5.1 Impact on private properties

The proposed road starts from Periyamadhu junction and passes through the gravel sections and ends at A32 – Navakkuli – Keraitivu – Mannar Road. The proposed road section starts about 300 m before the Periyamadhu Maha Vidyalajam. After 5.4 km road runs through the Sannar, Eachchalavakkai villages with large number of houses, schools, temples and cultivations. The end section of the road runs through the abandoned agricultural areas with large extent of paddy fields, temporally built houses with home gardens and cultivations army camp and training school is located around 2.00 km - RHS and the rest of the road section includes paddy fields in both side and scrublands.

When consider the private properties, the proposed road runs through scrublands, paddy fields and cultivated lands. This road development will cause many socio-economic benefits to the road users and road side communities. Some of these include, provision of connectivity to different institutions of socio-economic and cultural importance, reduction of poverty, increase regional security by mobilization of security forces and facilitating on-going development initiatives etc.

According to the field investigation and discussion the houses and also other properties are located far from the road edge and proposed road corridor. Almost all the existing houses including those newly constructed, rehabilitated and/or damaged due to the war are located some distance away from the road edge. Along the road where residents are developed, fences, parapet walls etc. belonging to individuals will not be affected by the proposed road improvement works, even if the proposed candidate road is required to be widened.

5.2 Impact on non-private owned properties

Even though some section of road runs through the villages with large number of houses, few government buildings mixed home gardens, religious centers and coconut cultivations they are located some distance away from the road edge. They are not located within the Right of Way of the proposed road.

In the meanwhile, the existing road is not located through or close to any national parks, sanctuaries or any other protected areas demarcated by relevant authorities. Apart from that the project does not require any land acquisition from the road side community or resettlement of people due to proposed

construction. Thus, the proposed improvement will be the better option for the existing situation in the area.

5.3 Impact on vulnerable households

During the investigation, there were no any vulnerable households identified who will be affected by land acquisition and are residing at the project site.

5.4 Impact on private trees

During last 3 decades many trees have been felled down from either side of the road sections for better access during army operations. Therefore maximum effort should be taken to avoid further removal of roadside trees and any guidelines and recommendations made by the CEA with regard to felling of trees should be strictly followed. This will also be useful in demarcating and protecting the road reservation and local air quality if traffic demand increases up to considerable level in the future.

5.5 Restoration of access roads/paths

Access to by roads/paths and dwellings will not have any temporarily destructions during construction. As this is a quite short road and the road runs through the rural residential, schools, temples and agricultural areas there will not be any interruptions. Anyhow the contractor will be advised to maintain an uninterrupted use of access roads and paths during the construction.

5.6 Situation of utility services

There will be no disturbances for utility services like water, electricity and telecommunication services along road sections and other service delivery systems of the government and NGOs by the proposed road development.

As the project is a small scale project and the road is quite short, the land acquisition, traffic congestions, disturbance or loss of income generating activities will not take place during the project cycle. Thus no negative social impact can be expected to the community that inhabits the proposed road other than positive social and economic impacts during the operation stage. According to that this project will not trigger any negative impacts related to land acquisition and there are no built up properties or land or persons that will be affected along the road.

Generally, the Resettlement Planning involves an assessment of possible land acquisition and associated resettlement impacts along the project road. However, according to the survey and group discussion with divisional secretary and grama niladharies from particular road influence areas, NGOs, community representatives as well as the field observation and investigations through the road, all construction activities will be within the existing way corridor. Therefore it can be make sure that there are no any resettlement issue will arise.

Finally, the project will not trigger any negative impacts related to land acquisition and there are no built up properties or land or persons that will be affected along the road.

The Provincial Roads will use the Asian development Bank's guidelines to identify IPs in particular geographic areas by examining the following characteristics:

- Close attachment to ancestral territories and natural resources therein
- Self-identification by the IPs themselves and identification by others as members of distinct cultural groups
- Use of an indigenous language often different than the predominant language (even if they use other languages in dealing with the non-indigenous people)
- Presence of customary social and political institutions
- Presence of a primarily subsistence production system

In fostering full respect for their dignity, human rights and cultural uniqueness, a Bank financed project has to ensure that indigenous peoples do not suffer adverse impacts in the development process, and that they receive culturally compatible social and economic benefits. The Bank policy on Indigenous Peoples requires that the sub-projects be carefully screened to identify whether there are indigenous people living in the project areas, and that informed participation of the IP themselves must be undertaken to identify local concerns and preferences through direct consultations with the IP and incorporation of indigenous knowledge into project planning approaches. This policy contributes to the Bank's mission of poverty reduction and sustainable development by ensuring that the development process fully respects the dignity, human rights, economies, and cultures of Indigenous People. For all projects that are proposed for Bank financing and affect Indigenous People, the Bank requires the borrower to engage in a process of free, prior, and informed consultation. The Bank provides project financing only where free, prior, and informed consultation results in broad community support to the project by the affected Indigenous Peoples. Such Bank-financed projects include measures to (a) avoid potentially adverse effects on the Indigenous Peoples' communities; or (b) when avoidance is not feasible, minimize, mitigate, or compensate for such effects. Bank-financed projects are also designed to ensure that the Indigenous People receive social and economic benefits that are culturally appropriate and gender and inter-generation inclusive.

As proposed in the road rehabilitation, the project does not require widening and the consultations held under the Social Impact Assessments did not identify any indigenous people in any of the road command areas, project area or even in entire Northern Province. Hence, this Policy is not triggered.

6.1 HIV/AIDS in Project Area

Sri Lanka remains one of the few countries in the Region with a low-level HIV epidemic. Many infections are associated with overseas work. HIV prevalence appears to be low, even in populations such as sex workers, despite their higher vulnerability and exposure to risks. It is apparent that some important vulnerability factors are either absent or operating at a low level in Sri Lanka. High literacy rates, the relatively high status of women and good access to health-care services all act to protect individuals and communities against HIV infection. Conditions of high vulnerability, on the other hand, include conflict, high mobility of the military, internally displaced persons (IDPs), and separation of spouses due to overseas employment. Moreover, new economic developments such as the expansion of internal free trade zones, and broad social changes such as the increasing migration of young adults from rural areas to large urban centres might, in the future, result in further expansion of societal vulnerability factors.

The government as well as NGOs working in war torn zones in NP should plan and implement HIV/AIDS prevention programs. Although the proposed rural road improvement project will not create any negative impacts on HIV/AIDS, the PRDD will need to launch awareness programs in the area for its own staff, contractors and their labour camps and the communities in the vicinity. Considering the vulnerability of the women and children, it would be essential to have dedicated Service Providers with the Contractors who would take care of the soft issues and also help people to access counselling, testing and medical help as and when necessary.

6.2 Trafficking In Project Area

Sri Lanka is a source and destination country for men and women trafficked for various purposes (commercial and sometimes for sexual). Sri Lankans migrate willingly to Middle East countries and to East Asian countries to work as construction workers, domestic servants, or garment factory workers. A significant number of persons also migrate to Australia and Canada.

According to Sri Lanka's Foreign Employment Bureau, about one million Sri Lankans work abroad, of whom 60% women are working mainly as (54%) domestic workers and some as forced labour. Even though the Media Secretary to the Ministry of Child Development and Woman's Empowerment emphasised that human trafficking is not a large scale problem in Sri Lanka compared to other South Asian countries. And the proposed project will not in any way promote human trafficking.

Child labour refers to the employment of children at regular and sustained labor and is considered exploitative and illegal by many international organizations and many countries. Sri Lanka ratifies the Minimum Age Convention adopted by the Employment of Women, Young Persons and Children Act (No. 47), 1956, which has adopted minimum age, is 14.

Further, through the Ministry of Labor, the legislation has been amended to provide for payment of compensation to victims, by employers violating this minimum age. Under the regulations framed in 1997, under the Education Ordinance of 1940, education and attendance at school were made compulsory for every Sri Lankan child aged between 5 and 14 years. In August 2006, there has been a change in the legislation which now empowers the Ministry of Labor to enact laws that prohibit the employment of children in hazardous forms of child labor. Accordingly, a list of hazardous forms of child labor is in the process of being finalized.

According to the Child activity survey (1999-2000) carried out by the Department of Census and statistics, the child population under 18 years was estimated at 4,344,770 of the country. It indicated that 2.9% of the children in the age group 5-14 years and 29.3% in the age group 15-17 years are not engaged in education. It further mentions that among children below 18 years of age, 5.3% are involved in economic activities and another 7.1% is involved in housekeeping and not attending schools.

The proposed road improvement will bring some significant positive impacts to the children in the project area. These positive impacts are mentioned below:

- Once the roads are improved the long term problems due to dust can be solved. The children were victims of dust and they fall in respiratory diseases due to increased dust
- The school children will be able to reach tuition classes in Mannar. There are no tuition classes in most of the rural areas in the road commands.
- The children also can attend to schools in the main township. At present one of the major constraints for rural children to avoid attending urban schools is access difficulties. It is assumed that transport facilities (public) will get improved once the physical conditions of the road are improved.
- Rural schools also will get benefitted through motivation of good teachers to retain in their schools.
- Impact on health in general is significant and parent will be able to obtain effective treatments for their sick children from good hospitals in town.

There can be incidents where children may get involved in the activities during project construction and may be provided with employment at cheap rates. These activities will disturb their education and other childhood activities. Children may also be abused for other purposes. Therefore, it is essential to take all possible measures to protect children in the area. Strong conditions need to be built into the contract documents that employment of children in construction sites is prohibited and will be punishable.

9.1 Network Impact

The proposed road rehabilitation will contribute significantly to the process of reestablishment and development of the communities in the district. The proposed road section is connected to different categories of road networks in the project area. The “A” type road is connected to other district which will enable NP and other districts to get connected. These connections would play a significant role in facilitating socio-economic development of the area. The network of roads getting connected to the project is in Table 9.1.

Table 9.1: Connected Road Networks

DS Division	GN Divisions	“A” class road	“C” & “D” class and Predeshiya Sabha road
Manthai west	Pallamadhu	A32 – Navatkuly-Kerativu-Mannar Road	Mahilankulam Pallamadhu Road
	Kayanagar		Pallamadhu-Vidathaltivu Road
	PeriyamadhuWest		Pallamadhu-Alkadively Road
	Periyamadhu East		Eachchalavakkai 1 st Cross Street
			Eachchalavakkai 2nd Cross Street
			Eachchalavakkai 3rd Cross Street
			Eachchalavakkai 4th Cross Street
			Eachchalavakkai 5th Cross Street
			Periyamadhu-Kayanagar Road
			Periyamadhu Church Road
			Periyamadhu Bort Junction Road
			Periyamadhu School Road
			Periyamadhu Internal Road
			Periyamadhu Hospital Internal Road

Source: Transect walks- 2014

9.2 Access to Livelihood Support

The proposed road would provide connectivity to the communities to different institutions of socio-economic and cultural importance such as schools, hospitals, markets, government offices, temples, and so on. Approximate identifications were made by the local populace to identify different institutions that would be accessed using the candidate road. The distribution of these Institutions among DS Divisional Secretariats and different roads is mentioned in Table 9.2:

Table 9.2: Service Delivery Institutions Accessed Through Candidate Road

GN Divisions	Religious centres	Schools	Hospitals	CBOs
Pallamadhu	Sannar pillayar kovil	Sannar GTM	-	Sannar RDS
Kayanagar	Eachchalavakkai pillayar kovil	Eachchalavakkai GTM	-	Eachchalavakkai RDS & WRDS
	Eachchalavakkai church			Kayanagar RDS & WRDS
	Kayanagar mosque			
Periyamadhu West	Periyamadhu pillayar kovil	Periyamadhu Primary	PMCU Periyamadhu	Periyamadhu west RDS & WRDS
	Periyamadhu west Mosque			
Periyamadhu East	Periyamadhu east mosque	Periyamadhu East MV	-	Periyamadhu east RDS & WRDS

Source: Divisional Secretariat, manthai west – 2014

9.3 Social Benefits

The main beneficiary groups of the project include farmers, school children & teachers, commuters and transporters. The views of these groups on the project have assessed through in-depth interview with 10 from each category. The perceived benefits by the road users are mentioned below:

Farmers

- Facilities to transport agriculture products to urban markets and bring inputs from the urban centres
- There will be possibilities to establish rice processing centres in the road command area
- There will also be potential to establish paddy seed farms
- Agriculture marketers will reach farmers directly with their lorries and middlemen can be eliminated or reduced.

School children and teachers

- The teachers and students will be able to come to the school on time and also reach their residences on time
- Dust in dry season and puddles in rains will be eliminated.
- Most of the school children and teachers who use motorcycles and push bicycles will be find it easier to negotiate.
- Cost of maintaining vehicles will reduce.

Commuters

- Improved access to hospitals, towns, schools & all other service delivery centers.
- Reduction of respiratory disease due to dust on the gravel roads.
- Improved mobility to all desired destinations in general
- Govt. offices will be able operate fulltime. People will not have limited time for accessing these facilities
- Investors will be interested in investing and setting up business houses. Sellers will be upbeat in provided goods and services in the area

Transporters

- Private and public bus owners and drivers will play more buses and vehicles and at lower costs as their maintenance costs will go down.

9.4 Specific benefits to poverty groups

The project will have substantial impact on the poverty situation in the area. It will directly and indirectly reduce poverty by providing critical road connectivity to communities for economic activities. Once that is increased, incomes will increase and quality of life will improve. The country will experience a new set of consumer thus increasing marketing potential for many products which were hitherto not sell in this area.

Marginal farmers who are within the project beneficiary area produce large quantities of fruits, vegetables and other agriculture produce. But there are no possibilities to bring their products to market without any damages and even outside buyers do not enter into the area to buy produce because of poor road condition. After the rehabilitation of this road they can reach with their excess produce to urban markets and they can get some increased income. The agricultural marketers also coming to the area may buy directly from these marginal farmers.

Retail traders can change their poverty level by going to the nearby urban markets and purchase goods to sell in their retail shops. According to that their mobility will increase, more groups will join in, cost of maintaining their vehicle will reduce and price in retail shops will go down due to increased competition.

The investors are not willing to invest their money for any new developments and business in this area due to the poor condition of the road and poor transport facilities. The daily paid labours have to go outside by taking too much of time to travel. Once the road is improved and the transport facilities get improved, the rural unemployed persons can reach urban centres to find daily paid work. They can travel easily on daily basis.

CONCLUSION & RECOMMENDATION

As described in details in the previous chapters, the project will have substantial impact on the poverty situation in the area. It will directly and indirectly reduce poverty by providing critical road connectivity to communities for economic activities. Once that is increased, incomes will increase and quality of life will improve. The country will experience a new set of consumer thus increasing marketing potential for many products.

And the project will not trigger any negative impacts related to land acquisition. There are no built up properties or land that will be affected by the ROW for the road. In this context there will be no resettlement issues involved in the proposed project. The project will overall accrue socio-economic benefits to the communities. In the meanwhile, it was not possible for the communities to perceive negative social impacts like increase in HIV/AIDS or STIs, trafficking, child labor, etc.

Any unexpected social impacts that would be adversely affecting the general public during construction activities should be resolved at the GRC with the Grievance Redress Mechanism. The complainant is encouraged to utilize the GRC, however the complainant can access the formal judiciary system at any time.

GRM should be able to provide benefits to the project by setting up following objectives:

- Provide a forum for redressing grievance and disputes at the lowest level.
- To create effective communication between the project and community.
- To build up productive relationship among the all stakeholders including community.
- Provide access to community to negotiate and influence the decisions and policies of the project which might be adversely affected to them.
- Mitigates or prevents adverse impacts of the project on communities and produces appropriate corrective or preventive action.

The grievance redress mechanism should have an in-built monitoring mechanism to check on responsiveness to complaints or grievances lodged. The different forms of receiving the complaints should be clearly described together with the different stages of going through the process. In addition, the redress mechanism shall indicate alternatives, in case the proposed mechanism, for any reason, does not respond to all grievances and complaints.

APPENDIX I

HOUSEHOLD QUESTIONNAIRE

1. Name of the Respondent:
2. Address:
3. Location of the house on the road:
4. household structure:

No	Name	Relationship	Gender	Age	Education

No	Ethnic	Religion	Occupation	Income/Month

5. Monthly expenditure in RS.:
6. Rating of monthly expenditure

Expenditure	Very low	low	Medium	High	Very high
Food					
Travelling					
Medicine					
Savings					
Other					

7. Land & house:

Titled	
Non-titled	

8. Vulnerability
 - 8.1 Does the family have disable persons?

Yes	
No	

- 8.2 If yes,

Partially	
Fully	

8.3

Member disabled	Reason	
	Due to war	other

9. Purpose of using this road:

10. Why this road to be improved:

Reason	
Narrow road	
Congested road	
Dilapidated condition	
Go to employment	
Go to religious center	
other	

APPENDIX II

PARTICIPENTS OF FOCUS GROUP DISCUSSION

Date:- 14th July 2014

Venue:- Manthai West Divisional Secretariat

No	Name	Position	Address
1	Mr.M. Sriyskkanthakumar	Divisional Secretary	Divisional Secretariat- Manthai west
2	Mr.M.Rawther Mohamed Hajjik	Administrative Officer	Divisional Secretariat- Manthai west
3	Mrs.Pavanithi Premaranjini	ADP	Divisional Secretariat- Manthai west
4	Mr.A.A Aswathkhan	Grama Niladhari	Pallamadhu
5	Mrs.L. Puloja	Grama Niladhari	Kayanagar
6	Mrs. R. Quincy stella	Grama Niladhari	Periyamadhu west
7	Mr.K.M.M.J. Athmal	Grama Niladhari	Periyamadhu east
8	Mr.Nallathambi Thayaranjan	Development Officer	Divisional Secretariat- Manthai west
9	Mrs.Johnson Mary Caroniya	Development Officer	Divisional Secretariat- Manthai west
10	Mrs.Kalenthiran Gowry	Development Officer	Divisional Secretariat- Manthai west
11	Miss.Eliyas Nirmalogini	Development Officer	Divisional Secretariat- Manthai west
12	Mrs.Edward Sahayarani Dias	Development Officer	Divisional Secretariat- Manthai west
13	Mr. Ramasamy Selvalaxson	Development Officer	Divisional Secretariat- Manthai west
14	Mr.Selathurai Sebarasa	Development Officer	Divisional Secretariat- Manthai west
15	Mr.Kanagasabai Jegatheeswaran	Development Officer	Divisional Secretariat- Manthai west
16	Mr.S. Ragunathan	Executive Engineer	PRDD-Mannar
17	Mr.S Satheesan	Technical Officer	PRDD-Mannar
18	Mr. A Arulshanth	Technical Officer	PRDD-Mannar
19	Mr. T. Srirangan	Technical Officer	PRDD-Mannar
20	Mr. S. Tharsinthan	Technical Officer	PRDD-Mannar
21	Mr. S. Kajenthiran	Technical Officer	PRDD-Mannar
22	Mr.R. Srikanthan	Technical Officer	PRDD-Mannar

Date:- 15th July 2014 – 17th July 2014

Venue:- Project influential GN Divisions

Negative impact due to the poor condition of road

Result from farmers

Number of respondents - 10

	Problems faced
1	The price of vegetables & fruits get reduced due to damage during transportation
2	Difficult to travel to fair to sell vegetable on time
3	The buyers are reluctant to visit the village to buy agricultural products
4	Vehicles of whole sellers do not willing to come to village
5	Spending additional money to hire private vehicles

Result from school community

Number of respondents - 10

	Problems faced
1	Getting late to come to school
2	Accidents due to dilapidation
3	Compelled to walk for long distances
4	Difficult to motivate good teachers to retain in the school
5	Dust emission

Result from commuters

Number of respondents - 10

	Problems faced
1	Facing accidents very often
2	Compel to spend more time on road
3	Compel to face difficulties due to delay in attending work.
4	Facing transport problems
5	Additional cost and also other social problems are to be faced.
6	Difficulties to return home on time after work
7	Compel to do frequent repairs to vehicles

Result from transporters

Number of respondents - 10

	Problems faced
1	Facing accidents due to dilapidation
2	Reluctant to take the risk of driving on narrow & dilapidated road
3	Difficulties to transport goods due to dilapidation
4	Increase repair cost
5	Compel to drive slowly in dilapidated roads

Perceived benefits after the road rehabilitation

Result from farmers

Number of respondents - 10

	Perceived benefits
1	Able to reduce transport cost
2	Increase the daily income
3	Able to transport products to the market and negotiate for higher prices
4	Improved public transportation will help to save additional transportation time
5	Outside buyers come to village to buy agri products

Result from school community

Number of respondents - 10

	Perceived benefits
1	Able to attend work on time
2	Able to save money & get additional income
3	More transport facilities & able to travel easily
4	Able to reduce unnecessary time spend on roads
5	Transport facilities during night time also
6	Problem of frequent repairs can be solved
7	Reducing the accidents

Result from commuters

Number of respondents - 10

	Perceived benefits
1	Able to attend work on time
2	Able to save money & get additional income
3	More transport facilities & able to travel easily
4	Able to reduce unnecessary time spend on roads
5	Transport facilities during night time also
6	Problem of frequent repairs can be solved
7	Reducing the accidents

Result from transporters

Number of respondents - 10

	Perceived benefits
1	Able to improve the daily income
2	Able to save additional cost for repairs
3	Able to transport goods without difficulties
4	Save time & energy
5	Able to make possible number of trips
6	Lack of accidents