

# Social Monitoring Report

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Semiannual Report

April 2016

## SRI: Southern Road Connectivity Project

Prepared by Road Development Authority, Ministry of University Education and Highways for the Government of Sri Lanka and the Asian Development Bank.

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**MINISTRY OF UNIVERSITY EDUCATION AND HIGHWAYS  
ROAD DEVELOPMENT AUTHORITY  
ADB LOAN 3027 - SRI**

**PROGRESS REPORT ON**

**SOCIAL SAFEGUARD MONITORING**

**Southern Road Connectivity Project**

**July-December 2015**

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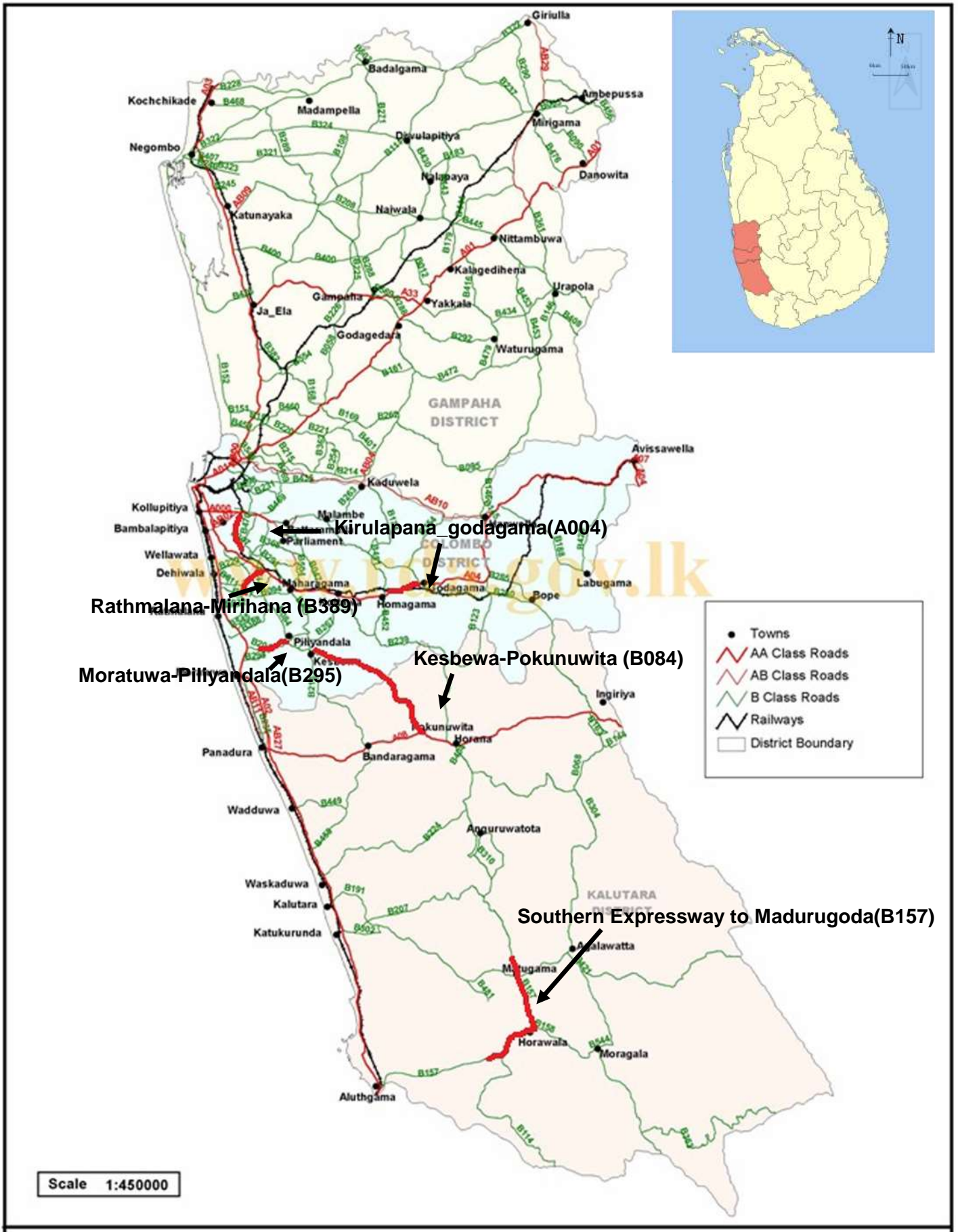


Figure 1.1. Location map of selected road sections to be developed under SRCP (ADB Loan 3027 SRI)

**SOCIAL SAFEGUARD MONITORING REPORT**  
**For**  
**SOUTHERN ROAD CONNECTIVITY PROJECT**  
**July-December 2015**

## **1. PROJECT DESCRIPTION**

### **1.1 INTRODUCTION**

The economy of Sri Lanka is strongly supported by its strategic location at the cross roads of regional maritime trading routes. The government envisages the Western Province as a regional center hub and the Southern Province as a strategic area complementary to the Western Province on the international trade corridor with its rich natural and human resources. With the function of international hubs being developed in Colombo and Hambanthota, both in south regions, the country's future sustainable growth demands an efficient inland transport system to move people and goods.

The current inland transport system is dominated by the road network and most significant accomplishment made to the current road network is connecting the two provinces which are possessing highest vehicle ownership rate by opening of Southern Expressway. However, road network standards and conditions are inadequate to meet the rapidly growing freight and passenger traffic. This situation limits the contribution of roads to national development, economic growth, and poverty reduction. To ensure sustainable and regionally balanced economic growth within the country, the existing road infrastructure must be improved and upgraded.

Therefore, the southern road connectivity project will help to improve the connectivity between expressway network and the local transport network in south region and the capacity of 33.5 kilometers (km) of national highways linking three expressway interchanges will be improved and the capacity of Road Development Authority (RDA) will be enhanced in planning the expressway connectivity improvement and in ensuring the project implementation readiness.

### **1.2 IMPACT AND OUTCOME**

The main impact of the southern road connectivity project is sustainable and regionally balanced economic growth contributing to reduction of poverty in southern region. By amplifying the benefits of the country's first expressway network, the project will contribute to

one of the Government of Sri Lanka’s key development goals, developing the country into a regional trading center between the Colombo and Southern coastal areas. It will also improve the access to economic opportunities, and basic social, health, and education facilities.

The outcome is improved accessibility and connecting through upgraded and maintained highway connectivity road network that lowers transport cost and travel time. In addition to that, the project will be efficient road transport system in south region and improved connectivity between the expressway network and the local road network. It helps to made connection between the southern expressway and main cities of the southern region.

### 1.3 OUTPUTS

The project has two main outputs; those are (i) improved capacity of 33.5 km of key national highways linking the expressway network in south region, and (ii) enhanced capacity of RDA in planning expressway connectivity improvement and in ensuring implementation readiness. The outputs will be achieved through two components of the project;

- (i) **National highway improvement** - This component will improve five priority national highways which provide connectivity to three interchanges of Southern Expressway. The priority highways are selected according to the current road condition and capacity, travel demands, and readiness for improvement. The road has been widened, upgraded and realigned as necessary to meet the projected traffic demand for the next 20 years. The pavement is designed for life up to 10 years that could be extended to 15-20 years with proper maintenance and axle load control. Bridges, drainage structures and culverts have been improved and replaced as necessary. Road safety audit will be built into the engineering designs and followed through during construction. The selected road are mentioned below;

**Table Grievance 1.1 The detail of SRCP road projects**

Contract Package	Road Name	Route No	Length (Km)
CP1	Ratmalana - Mirihana Road	B389	2.14
	Moratuwa Piliyandala Road	B295	2.55
CP2	Kesbewa - Pokunuwita Road	B084	14.40
	Kiriulapana - Godagama Road	A004	2.05
CP3	Matugama - Southern Expressway	B157	12.6

- (ii) RDA capacity enhancement - This component will be implemented by assisting RDA in developing a long-term expressway connectivity improvement plan. The preparation of such a plan will involve (a) screening the national highways linking expressway network for the needs of improvement, (b) programming the future projects for feasibility study, detailed engineering, land acquisition and resettlement, and procurement of civil works, (c) carrying out feasibility study for about 250 km of national highways, (d) undertaking detailed engineering for about 200 km of national highways, (e) assisting in improving the design standards and construction technology, and (f) delivering training programs about the planning methodology, design standards, and construction technology.

#### **1.4 PROJECT BENEFITS AND BENEFICIARIES**

The Project will contribute to the improvement of the overall performance of the road sector by improving transport efficiency and widening access to economic opportunities. The beneficiaries will be people, companies, and government and nongovernment agencies in Sri Lanka that use road transport services directly and indirectly. Communities served by the project roads will benefit from improved, lower cost, and faster transport services, and thereby obtain improved access to economic opportunities and social services. Transport operators carrying both passengers and freight will benefit from improved roads in terms of lower vehicle operating cost, time savings, improved road safety, and thereby, increase productivity.

Government and nongovernment agencies served by the project roads will improve their service delivery due to improved transport efficiency. The main quantifiable benefits of the highways improvement will be savings in transport operating costs.

#### **1.5 RISKS AND ASSUMPTIONS**

The benefits and positive impacts of the Project will materialize, assuming that complementary external assistance and the Government's commitment in developing the national road network and economic infrastructure will continue. The major risks for the Project are (i) risk of flooding and the avoidance of further property acquisition; (ii) inadequate post project road maintenance; and (iii) delays in land acquisition and resettlement due to inadequate counterpart funding. The risks have been mitigated in (i) the provision of additional cross drainage in these areas was also compromised by the limited availability of suitable lead-away possibilities, (ii) the establishment of a dedicated road maintenance trust fund, and (iii) government commitment to include the Project in its core projects starting in FY2006 to ensure



that budget allocations for it will be provided and sustained. The Project will also finance land acquisition and resettlement expenditures of the Colombo links.

## **1.6 SCOPE OF SOCIAL SAFEGUARDS**

There are three sub projects including six road sections have been classified as category A with respect to the Safeguard Policy Statement, 2009. There are six separate resettlement plans have been prepared for all road sections to mitigate and address the resettlement impacts of sub projects and associated losses. The resettlement plans have been prepared based on the Government's Land Acquisition Act (LAA) of 1950, ADB's Safeguard Policy Statement (2009) and National Involuntary Resettlement Policy (NIRP) 2001.

The Economic and social assessment found no indigenous people residing in the project influence area or affected by the project. Most project communities are Singhalese, the rest being majority Muslim or Tamil. The project will support the equal treatment of all groups, particularly when land acquisition is required for road widening.

Men and women engaged in construction during subproject implementation will be paid equally for equal work, which will be monitored by construction supervision consultants. Although the proposed additional financing will not directly empower women, it will provide opportunities to ensure benefits to women through improved public transport services and better access to education, health care, markets, etc.

The project has been introduced Grievance Redress Mechanism (GRM) associated with ADB's safeguard policy. The GRM is support genuine claimants to resolve their problems through mutual understanding and consensus reaching process with relevant parties.

## **1.7 PURPOSE OF SEMI ANNUAL MONITORING REPORT**

The monitoring process of the social safeguards compliance of the project is entrusted to Project Management Unit and Environmental & Social Management Unit of RDA. This semi Annual report is prepared by Project Management Unit to present the situation of social safeguard of the project and the monitoring results to ADB.

## **1.8 METHODOLOGY**

Conduct of Socio-Economic Surveys and Preparation of Resettlement Plans for the A024, B153, B157, B207, B084 and A004 Highways under ADB Loan 2767-SRI. Socio economic surveys were conducted for the above highways to ascertain the degree of socio-economic impact on the

affected population as a result of acquisition of properties for the improvement and widening of the relevant highways

### **Methodology Adopted**

Two sets of questionnaires were used to gather information

Land Acquisition (Census) Questionnaire

Socio Economic Questionnaire

While total affected population was subjected to the land acquisition survey, a sample of 20% was surveyed to collect information on social issues.

During the land acquisition surveys the data was collected on all assets to be lost including plants and trees. Socio economic survey was conducted to gather information on house hold income and expenditure patterns, health status, indebted nests, communication networks, community participation, health parameters, gender issues and migration patterns.

Two local universities were hired to conduct the surveys assisted by the Resettlement Assistants and supervised by the Resettlement Consultant attached to the project. Data was analyzed electronically by the two universities and the Environmental and Social Division of the RDA, and required information for the preparation of resettlement plans were generated.

## **1.9 PREPARATION OF RESETTLEMENT PLANS**

Resettlement plans were prepared and updated by the Resettlement Consultant hired by the PMU and Resettlement Experts hired by the PMU, with some inputs at the later stage from External Consultants employed by the ADB which have been already dealt by the consultants hired by the PMU. The resettlement plans were reviewed by the ESD before they were submitted to ADB for approval.

## **1.10 MEASURES TAKEN TO MINIMIZE AND MITIGATE IMPACTS**

In keeping with the national policy of minimizing impact on the affected and the social safeguard policies of the ADB where it categorically states that where possible acquisition should be avoided, action was taken by the PMU to revise the design of the highways without compromising the utility value of the highways to realize the intended purposes for which the project had been conceived. The strategies adopted were to reduce the platform width of the highways where buildings are located in order to avoid demolition of parts of buildings .and in certain instances to avoid buildings completely by adjusting the center lines towards the

land owned by state organizations. The final land surveys are at the completion stage to accommodate the subsequent changes made to the design. This measure has resulted in the number of affected coming down drastically.

### **1.11 ESTABLISHMENT OF FIELD OFFICES**

In order to ensure easy access to the affected on services and information field offices had been established in each of the roads manned by resettlement staff they will interact with the affected and maintain a continuous dialogue with them.

## **2. STATUS OF RESETTLEMENT PLAN IMPLEMENTATION**

### **2.1 INSTITUTIONAL ARRANGEMENT AND CAPACITY**

Road Development Authority being the execution agency for road development has administrative responsibility for implementation of the project under general supervision of the Ministry of Ports and Highways (MoPH). MoPH has established Project Management Units (PMU) for execution of special projects due to their importance, priority, magnitude of investment and external collaboration etc. PMUs have to accomplish a time-bound programme through a planned set of interventions agreed upon by concerned authorities. PMUs work under the general supervision of RDA, but have direct linkages and access to MoPH to expedite their work. Thus, PMU is the focal institution responsible for RP's implementation at operational level. PMUs have been strengthened with certain degree of financial autonomy and administrative flexibility subject to the guidance and supervision of the Ministry of Ports and Highways and directives of the General Treasury.

Opening of a new road or improving and widening existing roads involve accomplishments of several legal and social requirements in addition to their construction related work. In this regard, several agencies have direct involvements with these activities and early identification of them has several advantages for project implementation. Following are the key state agencies that will have direct involvement with resettlement interventions;

- Ministry of Ports and Highways
- Ministry of Land and Land Development
- Divisional Secretary and his staff including Grama Niladaris
- Survey Department
- Valuation Department
- Government Printer
- Central Environmental Authority
- Urban Councils
- Ceylon Electricity Board
- Water Supply and Drainage Board
- Sri Lanka Telecom Ltd.

Contractors and consultants employed by the PMU, Community Based Organizations of DPs, NGOs and other civic organizations also play a significant role in the implementation process of the road project.

## **2.2 PROJECT MANAGEMENT UNIT**

The Project Management Unit is headed by Project Director, whose staff consisted of engineers, Environmental Specialist, technical officers, consultants, land acquisition & resettlement staff and the administrative staff.

### **i. PMU performs following major activities:**

Conduct awareness meetings with stake holders to disseminate information in respect of the project and make continuous efforts to update information with necessary feedback and support two-way communication regarding information collection and dissemination

- Distribute informative bulletins to ensure transparency
- Conduct Land Acquisition and Resettlement (LARS) and Social and Economic (SES) surveys to collect necessary data for resettlement planning
- Coordinate and assist the land acquisition process with the DS, Survey and Valuation departments and other relevant government agencies and DPs
- Prepare Resettlement Plans and implement them with the aim of restoring/improving the lives of the Displaced Persons at least to the pre project level.
- Support execution of reasonable compensation package to realize the objectives of the NIRP.
- Assist/ and coordinate with relevant agencies to restore/improve the income of the DPs
- Coordinate with the community based organizations to assist the DPs in resettlement activities.
- Identify resettlement sites in consultation with the DPs and host communities when necessary
- Assist DPs on resettlement in new sites selected jointly
- Expedite the payment of compensation by assisting the DS and the DPs
- Coordinate/monitor the activities of GRCs.
- Assist vulnerable; including women and poor.
- Monitor the resettlement plan with identifiable indicators.
- Develop a plan to address gender concerns.

- Implement the construction programme through contractors and supervision consultants.
- Monitor the construction programme.
- Prepare/submit required periodic reports to the relevant state agencies and ADB.
- Ensure flow of funds to maintain a healthy cash flow
- Maintain MIS for the project with networking to MoPH and RDA

### **2.3 ENVIRONMENT AND SOCIAL DIVISION (ESD) & LAND DIVISION**

ESD & Land Division are the focal divisions of RDA for safeguard compliances. ESD assists PMU in conducting the Land Acquisition and Resettlement and Social and Economic surveys including training of survey enumerators and data analysts. Reviewing of RPs is a major function of ESD before they are submitted to the external authorities, including ADB. ADB has assisted to establish and improve ESD with its technical assistance support in 2006/2007.

### **2.4 DIVISIONAL SECRETARIAT**

Divisional Secretary is responsible for civil administration of the division and hence land acquisition comes under his/her purview within the division. He/ She have coordinating responsibilities of all development work, in addition to planning and implementation of its own development projects/ programmes in the division. DS is empowered with statutory provisions to acquire land and vest them with the agencies that required land under LAA.

Similarly, before commencement of construction, RDA has to wait till DS vest land in RDA after going through LAA process. Although, formally all land acquisition work has to be done by the DS office, now for acceleration of the process, PMU assists DS for various activities of the acquisition, including arranging meetings with DPs and other stakeholders, preparation of paper work and gazette announcements for DS signature, and distribution of DS office notices to public. DSs are happy with this arrangement as it helps him to overcome DS office resource constraints with regard to land acquisition.

### **2.5 FIELD OFFICE OF THE PMU**

A field office will be established to facilitate the land acquisition and resettlement inclusive of income restoration activity. This office will be located within the project area. A Resettlement Assistant will be stationed at this office with supportive staff to attend to the problems of DPs and take necessary actions to solve them under the guidance of Project Director/ NHSP. It will

help DPs to have better solutions by way of coordinating DPs and relevant authorities that are functioning in the areas where DPs need attention. Especially, this field office will be an attractive resource center for DPs who need income restoration support. It will be equipped with information required for various types of livelihood development opportunities and post product situations, including marketing. This office will help DPs to identify feasible income generating ventures and implement them successfully with the support of PMU.

## **2.6 DISCLOSURE AND PUBLIC CONSULTATION**

Twelve public meetings were conducted among the primary stake holders to disseminate information in respect of the above projects in addition to 28 meetings conducted with the affected people of other 07 projects which are implementing under the National Highways Sector Project Additional Finance to engage in a continuous dialogue with the affected and interested people. The continuous telephone message which we receive daily from the public on the status of the roads where land acquisition has been temporarily suspended is an indication of the impact of consultations meetings PMU had with them. Sinhala version of the entitlement matrix and the information flyer in both Tamil and Sinhala languages were distributed among the affected people.

In addition that, the consultation has been continuing in different stages of the land acquisition process. The land acquisition process has different gazette notification like Section 02, Section 38(a) and Section 7. Those gazette notification has been distributed among the displaced persons. Moreover, the Resettlement Assistants are appointed by the project to each and every sub project. Those officers always work with displaced persons to solve their problems and assisted to DP's livelihood restoration.

## **2.7 GRIEVANCE REDRESS MECHANISM**

Grievance Redress Committees were established at each sub project to attend to the socio and environmental impacts that may be experienced by the affected during the construction period. Workshops have been conducted to apprise the GRC members on their role and systems and procedures to follow. An instruction manual was distributed among the GRC members to facilitate their activities. Resettlement Assistant attached to relevant DS division will function as the Secretary of the GRC. The following table shows present status of the GRC of the SRCP.

**Table 2.1 The established GRC dates and Divisional Secretariat Offices for SRCP**

<b>Package</b>	<b>Road Name</b>	<b>Divisional Secretariat</b>	<b>GRC established date</b>
CP 01	Rathmalana - Mirihana Road (B389)	Maharagama	05.05.2015
	Moratuwa - Piliyandala Road (B295)	Sri Jayawardenpura	01.11.2014
CP 01	Kirulapana - Godagama Road (A004)	Homagama	05.05.2015
	Kesbewa - Pokunuwita Road (B084)	Kesbewa	05.05.2015
CP 03	Southern Expressway - Matugama Road (B157)	Mathugama	05.05.2015

According to the receiving public complains, the resettlement assistant who appointed as a secretary of the GRC or a PMU officer will call the GRC meeting with relevant Divisional secretariats and GRC members.



### 3. SCOPE OF IMPACTS

#### 3.1 CP-01 RATHMALANA-MIRIHANA (B 389) ROAD

##### Information of Resettlement Plan

The project road, Rathmalana-Mirihana (B389) runs through highly residential and urbanized areas, hence the influence area is reasonably rich in human settlements and commercial establishments. As per the information available with the preliminary plans prepared by the Dept. of Survey for this road section, 365 lots have to be acquired. The total area extent is 473.4 perches; consisting of private individuals owned 356 lots with 406.5 perches.

This entire land extent of this road section is located within Maharagama and Sri Jayawardenapura DS divisions of Colombo district.

**Table.3. 1 Distribution of affected land lots among DSDs**

District	DSD	No. of Affected Lots	Affected Area ( perches)
Colombo	Maharagama	93	126.4
	Sri Jayawardenapura	272	347.0
Total		365	473.4

Source: Preliminary Plans prepared on the request of respective acquisition officers by the Dept. of Survey (2001)

##### Impact to Private Land & Structures

The land acquisition and resettlement activities have already been completed in five years ago for this road section. The GOSL has already compensated the displaced Persons along the road section and most of the structures had been demolished. The acquired ROW is already clear for the constructions.

##### Present status of land acquisition

The land acquisition for the sub project was started on early 1990s. At present the land acquisition process is completed for this road section, but site visits have carried out for observing to any persons who have been temporally or permanently settled within the acquired ROW. Summary of the Land Acquisition process of Rathmalana-Mirihana Road is given as below.

**Table 3.2 Summary of present Land Acquisition progress of Rathmalana-Mirihana Road**

Road Name	Chainage	Total Length	No. of Total Lots	No of Gov. Lots	No. of HHs	Compensation Paid Lots
<b>Rathmalana-Mirihana (B386) Raod</b>	5+700 – 7+840Km	2.14Km	365	09	345	365

The most of acquired lands are cleared to the construction and only a few land lots to be cleared. The utilities such as telecom and electricity lines are at the present road edges to be relocated.



**Figure 3.1** The ongoing works on Pipe laying, drain construction and Culvert work of Rathmalana-Mirihana road(B386)

## 3.2 CP-01 MORATUWA PILIYANDALA (B295) ROAD

### Information of Resettlement plan

The project road section of, Moratuwa-Piliyandala(B295) also runs through a highly urbanized and densely populated area, and hence the influence area is reasonably rich in human settlements and commercial establishments. As per the information available with the ATs and PPS prepared by the Dept. of Survey for this road, 325 lots had been acquired. The total area extent of 325 lots is 478.3 perches. The entire land extent of this road section is located within Kesbewa DS divisions of Colombo district.

**Table 3.3 Distribution of affected land lots among DSDs**

District	DSD	Preliminary Plan	No. of Affected Lots	Affected Area (perches)
Colombo	Kesbewa	8.316	28	31.9
		8.293	45	99.4
		8.314	60	143.3
		8.263	106	105.5
		8.629	86	98.7
<b>Total</b>			325	478.3

Source: ATs and PPs prepared on the request of respective acquisition officers by the Dept. of Survey (2000 & 2001)

### Impact to Private land and Structures

The high values of land and properties due to urbanized area, the road designs have been developed based on the minimum land requirement criteria. As a result of that the acquisition of land area became minimal. The all acquired lots are private lands and it is represented 209 household heads.

**Table 3.4 Number of household heads and lots acquired from private individuals**

DS Division	P.Plan	No of Lots	%	No. of DHs	%	Affected Area	%
Kesbewa	8.316	28	8.8	11	5.3	31.9	6.9
	8.293	44	13.8	34	16.3	91.6	19.8
	8.314	57	17.9	37	17.7	139.1	30.0
	8.263	103	32.4	66	31.8	101.7	22.0
	8.629	86	27.0	61	29.2	98.8	21.3
		<b>318</b>	<b>100</b>	<b>209</b>	<b>100</b>	<b>463.1</b>	<b>100</b>

Source: Preliminary Plans prepared for B295

Owing to runs Moratuwa-Piliyandala (B295) road through the developed and commercialized area, residences and commercial places were found either side of the entire road trace. Though, the only front end portions of these premises had affected and had been removed. As revealed in discussions and observations done by Resettlement officers, land area taken by the GoSL from business/commercial establishments had been used mostly for parking purposes. Therefore, with little efforts parking lots could be re-established with minimum negative impacts. Even though the businessmen have a view of that the developing of the existing road will generate more benefits than present to them paying off all their temporary losses and inconveniences.

**Present status of land acquisition**

At present most of the structures within the acquired lands had been demolished. However, the PMU has visited and investigated the Kesbewa Divisional Secretariat to ascertain information on payments of statutory compensation and interest. The summary of the Land Acquisition process of Moratuwa-Piliyandala (B295) Road is given below.

**Table 3.5 A Summary of the present Land Acquisition of Moratuwa-Piliyandala**

package	Chainage/length	Total Lots			No of HHs	LARC held lots	Paid lots	Paid Amount (Rs.Mn.)
		Gov.Lots	Pvt.vLots	Total lots				
Moratuwa-Piliyandala	2.5km	07	325	325	209	325	325	25.92



**Figure:3.2** The improvement works are started in the Moratuwa-Piliyandala road and line drains are being constructed.

### 3.3 CP-02 KIRULAPONA-GODAGAMA(A004) ROAD

#### Information of Resettlement Plan

Kirulapona – Homagama section of A004 road project area is consisting with two sections such as Kirulapona to Nugegoda (0+260km) and Homagama section (15+360-16+280km). The first section from Kirulapona to Nugegoda runs through a densely populated and highly urbanized area, other section at Homagama section comparatively semi-urbanized area. Therefore the influence area of the entire project area is rich in housing stock and commercial establishments. Considering the impact to the society (economic and social impacts) and the urgency of developing the road section, the designs were completed in such a way that four operational lanes could be accommodated within the available Right of Way (ROW).

This road section is located within the DS divisions of Homagama and Thibirigasyaya. As per the information available with the initial Advance Tracings prepared by the Dept. of Survey for this road section, 134 lots consisting 195 perches have to be acquired. 132 lots are privately owned 2 lots are owned by government agensis.

**Table 3.6 Distribution of affected land lots among DSDs**

District	DSD	No of Affected lots	Affected area(perches)
Colombo	Homagama	132	159
	Thimbirigasyaya	00	00
<b>Total</b>		132	159

Source: RP of Kirulapona Godagama road

#### Impact to privet land and structure

The impact of acquiring privet lands have far more affected on DPs compared to acquiring public or common property land. Thus the RP made special focus on privet lands affected by the acquisition in view of taking appropriate measures to mitigate negative impacts falling on privet individuals. These lands lots were indentified with the type of their use to make remedial resettlement interventions.

**Table 3.7 Number of HHs and lots acquired disaggregated by type of use-Privet lands**

Type of use	No of Lots	%	No of DHs	%	Affected area(Perches)	%
Homagama DS						
Residential	26	19.7	23	17.8	27	17.0
Commercial	106	80.3	106	82.2	132	83.0
Total	132	100	129	100	159	100

This road section is located in an urbanized area therefore all the land lots to be acquired are commercial and residential properties. Out of the total number of 132 lots, majority or 80.3% is identified as commercial and the land area coming under commercial is 132 perches. The total of 132 land lots (159 perches) is owned by 129 households. Table 5 shows various forms of impact caused by different losses in quantitative terms.

**Table 3.8 Summary of land acquisition/resettlement impacts**

Impact	Extent affected	Units	No of DHs
Permanent loss of private residential/commercial lands			
10% or less of land affected	98	Perch	114
11-50% land affected	48		13
50%-100% land affected	13		2
100% of land affected	0		0
Loss of Structure			
Shops	94	No of structures	92
Houses	8		7
Shop houses	12		12
Other secondary structures (parapet walls, toilets, wells, huts etc.	14		9
Relocation			
Shops	0	No of structures	0
Houses	0		0
Shop houses	0		0
Loss of rental accommodations	26	Persons	26

Sources: Field survey May 2013

According to the above table, there is no 100% impact due to the acquisition activity. However, the households will have an impact of 50-100%. Majority of households or 114 households will have an impact less than 10%. This minimum impact is due to the road reservation available for the development and only a slight strip of land need to be acquired.

With regard to the impact to the structures, major impacts is to the commercial structures as there are 94 shops and 12 shop houses belonging to 104 households. Only eight (8) residential structures belonging to seven households will be affected. Permanent displacement will not occur due to the project activities and 26 DHs will loss rental accommodations

### **Present status of land acquisition**

At present the land acquisition process is being continued and following table shows the present status of the land acquisition progress.

**Table 3.9 Summary of the present Land Acquisition of Kirulapona-Godagama(A004)**

package	Chainage/length	Total Lots			No of HHs	LARC held lots	Paid lots	Paid Amount (Rs.Mn.)
		Gov.Lots	Pvt. Lots	Total lots				
Kirulapona-Godagama	0+000 to 1+260 15+360 to 16+280	10	122	132	129	0	0	00

The preliminary plans have been completed by the Department of Surveys and Section 09 inquiries are progressing in the Divisional secretariat at Homagama

### **3.4 CP-02 KESBEWA-POKUNUWITA ROAD**

#### **Information of Resettlement Plan**

Kesbewa-Pokunuwita section of B084 road runs through a densely populated and semi-urbanized/rural area. The first section up to Kahathuduwa from Kesbewa reflects the semi urbanized landscape and rest segment is mix with agricultural and rural landscape. Hence the influence area of the project is rich in housing stock and commercial establishments. Considering the impact to the society (economic and social impacts) and the urgency of developing the road section, and available funds, the road designs have been finalized as four lanes from Kesbewa to Kahathuduwa where the Southern Expressway Interchange established for the B084 road. Design has been completed from Kahathuduwa to Pokunuwita for two lanes build road remaining with acquired ROW (for four lanes) for future development. Therefore the land acquisitions process has been caring out to accommodate the four lanes width into entire road length from Kesbewa to Pokunuwita.

This road section is located within the two administrative districts of Colombo and Kaluthara. The DS divisions of Kesbewa, and Homagama belong to Colombo District, while Horana DS division belongs to Kaluthra District.

**Table 3.10 Distribution of affected land lots among DSDs**

District	DSD	No. of Affected Lots	Affected Area (perches)
Colombo	Kesbewa	261	1.596.9
	Homagama	429	2.509.6
Kaluthara	Horana	640	3.050.9
<b>Total</b>		1330	7.150.4

Source: ATs and PPs prepared on the request of respective acquisition officers by the Dept. of Survey (2000 &

## Impact to Private Land and Structures

The impacts of acquiring private lands have far more effect on DPs compared to acquiring public/ common property land. Thus the RP made special focus on private lands affected by the acquisition in view of taking appropriate measures to mitigate negative impacts falling on private individuals. A total area of 7,150.4 perches/18.09 Ha spread over 1,330 lots have to be acquired affecting 5,849 persons (in 1,219 DHs). Thus table below is gives the distribution of private lands on different uses.

**Table 3.11 Number of households and lots acquired disaggregated by type of use - Private owned lands**

Type of use	No. of Lots	%	No. of DHs	%	Affected Area	%
Kesbewa						
Residential	78	6.0	78	6.4	469.6	6.9
Commercial	153	11.9	151	12.4	778.9	11.5
Agricultural	12	0.9	11	0.9	139.8	2.3
Non Agricultural	05	0.3	5	0.4	32.5	0.5
Access Roads	02	0.1	02	0.2	2.9	0.04
Sub Total	250	19.2	247	20.2	1,423.1	21.23
Homagama						
Residential	145	11.2	142	11.6	847.4	12.5
Commercial	220	17.3	211	17.3	1,050.8	15.5
Agricultural	25	1.9	23	1.9	312.8	4.6
Non Agricultural	15	1.2	15	1.2	84.8	1.2
Access Roads, Drains	02	0.1	02	0.2	2.9	0.04
Sub Total	407	31.7	393	32.2	2,298.7	34.84
Horana						
Residential	213	16.5	198	16.2	1,144.1	16.9
Commercial	241	18.6	219	18.0	1,054.3	15.7
Agricultural	53	4.2	44	3.6	359.6	5.6
Non Agricultural	56	4.3	49	4.2	377.8	5.2
Access Roads, Drains	70	5.5	69	5.6	100.3	1.5
Sub Total	633	49.1	579	47.6	3,036.1	44.9
Grand Total	1,290	100	1,219	100	6,757.9	100
Total land under Residential Use = 2,461.1 Perches/6.2 ha						
Total land under Commercial Use = 2,884 Perches/7.2 ha						

**Source:** Advance Tracing/Preliminary Plans prepared for B084 road and Field Survey September, 2012

When the three DS divisions are taken into consideration, 2,461.1 perches of land to be acquired are under residential category, while 2,884.0 perches belong to commercial category. A significant proportion of private land (3,036.1 perches out of 6757.9 perches) to be acquired are located within the DS division of Horana. Out of the total lands of Horana DS, 32.6% of



land is used for residential and commercial purposes. The impact of productive assets, residences and commercial premises are presented in the below table.

**Table 3.12 Summary of affected productive assets.**

Affected Assets	Total Area (perches)	Impact in % and extent in perches of affected land			
		Up to 10%	11%-50%	51%-75%	76%-100%
<b>Total agriculture land to be acquired</b>	812.2	7.5	35.3	150.	619.0
<b>Total commercial land to be acquired</b>	2,884.0	185.7	540.3	1042.2	1,115.8
<b>Non-agricultural and non-commercial land to be acquired+ access roads</b>	600.6	83.6	77.3	51.6	388.1

Source: Advance tracing /PP prepared for B084 road and field survey, September 2012

Most of the agricultural lands are paddy lands in Homagama and Horana DS Divisions. Out of these lands a total of 619 perches fall within the 76%-100% impact level. The total number of shops and shops-houses that need to be relocated are identified as 34 and around 1,115.8 perches of the commercial land fall into the category of 76%-100% impact level.

#### **Present status of land acquisition**

The land acquisition for the entire road length including Pamankada to Pokunuwita started sending the acquisition application to Ministry of Land and Land Development on 30<sup>th</sup> of January 2008. Then the land acquisition process for the section of Pamankada to Kesbewa has almost been finished and section of Kesbewa to Pokunuwita is being progressed. The LARC meetings are being progressed.

Summary of the Land Acquisition process of Kesbewa-Pokunuwita Road is given below.

**Table 3.13 Summary of the present Land Acquisition**

Road Name	Chainage	Total Length	No. of Total Lots	No of Gov. Lots	No. of HHs	Compensation Paid Lots
Kesbewa-Pokunuwita Road (B084)	13+800 to 28+180 km	14Km	1509	162	1219	483

### 3.5 CP-03 MADURUGODA - SOUTHERN EXPRESSWAY (B157) ROAD

#### Information of Resettlement plan

The project road section of, Horana-Anguruwatota-Mathugama road (B157) runs through a semi-urban and agricultural area, and hence the influence area is reasonably rich in human settlements and agricultural landscapes. As per the information available with the ATs and PPS prepared by the Dept. of Survey for this road, portions of land within 942 lots have to be acquired. The total area extent of 942 lots is 4,658.8 perches. The entire land extent of this road section is located within Mathugama DS divisions of Kalutara district.

**Table 3.14 Distribution of affected land lots among DSD**

District	DSD	No. of Affected Lots	Affected Area (perches)
Kalutara	Mathugama	942	4,658.8
<b>Total</b>		942	4,658.8

Source: ATs and PPs prepared on the request of respective acquisition officers by the Dept. of Survey (2011)

#### Impact to Private land and Structures

Regarding private land, land lots were identified with type of their use to make remedial resettlement interventions.

**Table 3.15 Number of households and lots acquired disaggregated by type of use - Private lands**

Type of use	No. of Lots	%	No. of DHs	%	Affected Area	%
<b>Mathugama</b>						
Residential	455	50.6	428	50.9	1809.4	42.2
Commercial	295	32.8	278	33.1	824.5	19.2
Agricultural	110	12.2	97	11.5	1424.7	33.5
Non Agricultural	28	3.1	25	2.9	199.5	4.6
Access Roads	12	1.3	12	1.6	13.5	0.5
<b>Grand Total</b>	<b>900</b>	<b>100</b>	<b>840</b>	<b>100</b>	<b>4281.6</b>	<b>100</b>

Source: ATs and PPs prepared on the request of respective acquisition officers by the Dept. of Survey (2011)

A majority of land lots to be acquired are commercial and residential properties amounting to 83.4% of the land lots and 61.4 % in area extent under private ownership. The resettlement implications with these land lots are that their values are high and mostly owned by economically and socially wealthier group of people whose expectations and aspirations are also high with regard to restoration of their lives.

The next highest land use is seen with agricultural activities with the use of 12.2% of lots with an extent of 33.5% of lands in extent to be acquired. Amount is approximately 1434.7 perches. The agricultural lands are mainly for the paddy and rubber cultivations. The land use for non-agriculture is not very prominent along this road as its only 3.1% with 4.6% of the total land extent, representing 199.5 perches, but may have trees or bare land portions without generating any income. In a sense, these are the potential land lots for future residential and commercial uses.

**Table 3.16 Summary of Land Acquisition/Resettlement Impacts**

Impact	Extent Affected	Unit	No of DHs
<b>Permanent loss of private Residential/Commercial land</b>			
10% or less of land affected	256.9	Perch	207
11-50% of land affected	734.5		246
50% -99% of land affected	759.8		121
100% of land affected	882.7		72
<b>Permanent loss of Agricultural/Non Agricultural/Access Road land</b>			
10% or less of land affected	133.3	Perch	22
11-50% of land affected	346.6		44
50% -99% of land affected	421.9		38
100% of land affected	745.9		48
<b>Loss of Structures</b>			
Shops	179	No of Structures	163
Houses	154		134
Shop Houses	52		37
Other secondary structures (Parapet walls, toilets, tombs, wells, huts...etc.)	182		95
<b>Relocation</b>			
Shops	2	No of Structures	2
Houses	0		0
Shop Houses	0		0
<b>Permanent loss of Livelihood</b>			
Owners of displaced shops	61	Persons	61
Workers from displaced shops	21		21
Loss of crops/trees	2,047	Trees/crop plants	828
Loss of rental accommodation	52	Persons	52

Source: Field Survey January, 2012 (RP updating)

The above table shows that there are 72 DHs, owing 882.7 perches have 100 % impact while 121 DHs, owing 759.8 perches have fallen between 50% -99% impact levels with regard to loss of residential or commercial land. Altogether, 439 DHs owing 2377 perches are facing with more than 10% impact level and only 207 DHs, owing 256.9 perches have impact less than 10%.

### Present status of land acquisition

The land acquisition for the sub project started sending the acquisition application to Ministry of Land and Land Development on 08<sup>th</sup> of February 2012. The land acquisition process has been preceded up to LARC and LARC meetings are in progress. Summary of the Land Acquisition process of Mathugama – Southern Expressway Road is given below.

**Table 3.17 Summary of the present Land Acquisition**

Road Name	Chainage	Total Length	No. of Total Lots	No of Gov. Lots	No. of HHs	Compensation Paid Lots
Mathugama to Southern Expressway Road (B157)	30+000 - 42+624 Km	10.37 Km	1125	116	728	494



**Figure 3. 3** Existing ROW at rural (Horawala village)and urban area(Welipenna town) of Madurugoda-Southern expressway road

## 4. SOCIAL SAFEGURD AWARENESS ACTIVITIES

Under the social safeguard activities, the ongoing projects will conduct various awareness meetings including HIV/AIDS awareness, traffic safety and environmental safeguard awareness as required by funding agency as well as the Engineer. The HIV/AIDS awareness program is a compulsory program for all contractors while other programs are conducting as engineer requirements. The engineer evaluates the project activities and discussions in Monthly progress and environmental meeting with social safeguard officers and environmental officers of the project.

### 4.1 HIV/AIDS program

The first HIV/AIDS awareness program was held on 18<sup>th</sup> September 2015. The program was conducted under the theme of “need assessment” which was worker awareness as well as medical camp for observing basic health problems of the workers. The HIV/AIDS preventing awareness lectures were conducted by invited resource person and while other sexually transmitted diseases also considered.



The program is opening by Team Leader and the Resident Engineer.



The participants are being registered



The basic medical check-up for workers by invited Doctors



The awareness lectures are presented by invited resource person from the National HIV/AIDS Control Unit, Colombo

#### 4.2. Safety inductions and environmental awareness

The contractor has organized three programs on safety induction and environmental awareness with participation of the all workers and his staff during the reporting period. Two programs have been organized under the topic of Site Safety and Environmental Protection and those meetings were conducted on 08<sup>th</sup> October and 11<sup>th</sup> December 2015 respectively.

The rest program was the Training Of Trainee (TOT) program on “How to Make Site Specific Environmental Management Action Plan” by Mr. Saranga Gajasinghe. This program was organized as a knowledge shearing activity of the ADB training workshop on “Environmental Safeguard Awareness Workshop” that conducted recently at the ADB residence mission. The participants were only higher level officers who involving in safety and environment activities of the project.

The safety awareness lectures and Environmental Awareness lectures were conducted by specialized personals of the specific field.



Traffic safety presentation and Construction Safety presentation are done by invited guests at Resident Engineer's office-CP01 held on 11. 12. 2015 .



Participants of Traffic safety and Construction safety meeting at Resident Engineer's office-CP01 held on 11. 12 .2015



Training work shop on "How to make a Site Specific EMAP" by Mr. Sranga on 08 12 2015 at Resident Engineer's office-CP01

## 5. INCOME RESTORATION PROGRAMS (IRP)

The Income Restoration Programmes for Kesbewa-Pokunuwita(B084) and Mathugama-Southern Highway (B157)has been started on 15<sup>th</sup> of December 2014 and 1<sup>st</sup> of January 2015 respectively under the SRCP. The programmes are being conducted by the consultant hired by the PMU. The progress works of the programmes are mentioned as below;

### Ongoing task up to 30 December 2015

The Consultant has conducted pilot and Social, Economic Survey. They have collected details from the 1129 land owners with 1260 families in Mathugama Project area and 1220 Land owners with 1310 families in Pokunuwaita. They have given their consent for livelihood trainings for both project areas.

The Consultant has conducted further discussion with the selected families to obtain their expectation form the livelihood trainings.

Business Development officer and social development officers have met needy families regularly and discussed their social and business problems.

Two programme offices are established by the IRP team in the project areas, one in Weligampitiya for B084 and other is situated in Lewwanduwa for B157 road to conduct the training programs easily.

**Table: 4.1 the ongoing progresses of the trainings under IRP**

### **A. Mathugama-Southern Expressway road(B157)**

No	Theme of the training	Number of seasons	participations	Gender
1	Saree sewing      Jackets	06	15	All female
2	LED production      bulb	03	20	M 13 F 07
3	Ladies production      shoe	03	17	M 2 F 15
4	Mosquito production      net	03	17	All female



5	Tailoring	3 months	10	All males
6	Beauty culture	3 months	16	All female
7	T-shirt making	03	17	All female
8	Mushroom cultivation	3 days	09	M 03 F06

#### B. Kesbewa-Pokunuwita Road(B084)

No	Theme of the training	Number of seasons	participations	Gender
1	Saree Jackets sewing	06	15	All female
2	LED bulb production	03	17	M 09 F 08
3	Ladies shoe production	03	23	M 02 F 21
4	Mosquito net production	03	26	All Fe
5	Tailoring	Four months	13	All female
6	Beauty culture	Three months	16	All female
7	T-Shirts	03	20	All female
8	Mushroom cultivation	03 days	18	M 6 12 F

In additionally small business development season will be conducted throughout the project period to provide the strategic knowledge to established in the market and overcome the marketing problems.

### 5.1 LINKAGE BUILDING WITH DISPLACED FAMILIES

Following links have built by the Income Restoration team during past few months

- The numbers of 18 families have been linked to the SANASA Bank Rural Society for obtaining of Micro Finance and assistance. Now they can obtain credit up to Rs.5000.00 for developing their livelihood activities under low interest.

- 12 families have been linked to Regional Development Bank (RDB) to obtain micro financial facilities up to Rs 50,000.00 under 12% annual interest.
- All participants are linked to the whole sale raw material dealers of LED bulb, Ladies Shoes, Mosquito net and T-Shirts for purchasing raw materials under low and competitive prices.
- All participants linked with Resource persons to take assistance when they meet difficulties
- To giving assistance to participants throughout the project period by the Business Development Officer and Social Development Officer.

## 5.2 FUTURE PLANS

Following livelihood training programmes are expected to be conducted in coming months.

**Table: 4.2 Summary of the training program to be conducted**

S.N.	Theme of the training	Potential participation of Af members
1	Light vehicle driving	20
2	Orchid cultivation	15
3	Screen printing	10
4	Beauty Culture	12
5	Food technology	10

1. To revise the training plan according to the request of the displaced family members and adding the new livelihoods training programmes and activities in near future.
2. To start a process of making awareness about the Income Restoration programme for displaced families those who are not participated for the livelihood trainings via the participated neighbor displaced families.

**PICTURE PLATE: The conducted workshops under IRP for SRCP**

 A group of people are seated around a long table in a room with a whiteboard and posters on the wall. A woman in a red sari is standing and presenting to the group.	 A group of women are gathered around a table covered with various food items and ingredients, including bowls, plates, and bottles, in a bright room with large windows.
<p>Orchid Cultivation training workshop</p>	<p>Food processing(Sweet) training workshop</p>
 A group of women are seated around a table in a room with a whiteboard and posters on the wall. A man in a grey shirt is standing and presenting to the group.	 A group of women are seated around a table in a room with large windows, engaged in fabric painting activities. They are using various colors and tools on pieces of fabric.
<p>Tailoring workshop</p>	<p>Fabric painting training workshop</p>
 A group of women are gathered around a table in a room with large windows. A woman in a white dress is seated, and others are standing around her, possibly demonstrating or discussing bridal dressing.	 A group of women are gathered around a table in a room with large windows. A woman in a white dress is seated, and others are standing around her, possibly demonstrating or discussing bridal dressing.
<p>Beauty culture and bridal dressing workshop</p>	<p>Beauty culture and bridal dressing workshop</p>

## 6. GENDER CONSIDERATION

### 6.1 The Principles based on income restoration programs (IRP) to higher the women participation.

Main purpose of IRP is to mitigate the livelihoods impact of the displaced families (DFs) by the Kesbewa-Pokunuwita (B084), Mathugama-Southern expressway road development projects. At this programs the IRP team (Income Restoration and Monitoring Specialists, Social Mobilizer, Business Development Officer and other vocational trainers) has given priority for women on following reasons.

1. First step of the IRP is the awareness program, pilot survey and social and economic survey (SES). At this the IRP team identified as women and children are the mostly affected group by the road development project. Because they spending more time at home than elder or breadwinner of their family. Generally household heads of Sri Lanka think their only duty for family life. Other social and economic problems have to solve by the house wife who she stay at home. Therefore the IRP team paid their main attention for female members of the displaced families and think as mitigate their problems is benefiting to mitigate displaced family economic problems.
2. After filling the SES questioner the enumerators distribute an application among suitable DFs. Purpose of it is collect data for establish an information link form Self Help Groups (SHG) with the aim of easy information exchange and micro finance activities. Enumerators instruct them to fill this application after discussion with family members and neighbor's. The DFs have to send it by post and team received about 30 applications. Most women were given their consent for joint for the SHGs .Therefore IRP team decided to work with that women and increased women participation in IRP.
3. When restoring income of displaced families is time taking process. At that time period DF members are impatient and angry with all the staff members of Road Development project. To mitigate this situation the IRP team had to use this time period and change their attitudes and skills to restore their old business or start a new business. The training can be business development or vocational training. Generally elder males of Sri Lanka rarely change their livelihood. In such situation the IRP team motivate for participate other family member for livelihood trainings. Relevant member is mostly unemployed female member

of DF and therefore more women participated for IRP(According to Sri Lanka Labour force survey Female employment rate is higher than male unemployment population.)

4. The IRP is mainly serves for low income earning DFs .When alleviating poverty of DFs microfinance programs act main role. It is common for this program also. Therefore IRP team included micro -finance component and all the micro finance program of Sri Lanka used Bangladesh Grameen module with minor changes.IRP also plan used that. Generally in Sri Lanka most Self Help group members are women .Because
  - Sri Lankan women unemployment rate is very high and they have enough time for participate weekly SHG meetings and other group activities regularly.
  - They maintain group discipline and loyal with group discipline.
  - They are faithful for external parties and continuously pay weekly membership fee and credit premiums.
  - They voluntary take responsibility for others.
  - The women members have an ability to motivate their family members to savings because they make decision for family foods, education and other important expenses

According to the above reasons the IRP has been designed to work with female members of DFs.

5. When organizing SHG meetings, vocational training workshops and business development trainings IRP team think twice about training place, date and time period. The all facts are not collapse with village culture, family lifestyle and attitudes of family heads. Therefore increase the women participation for IRP.
6. At the SHG weekly meetings the IRP team listen to all members grievances patiently. Generally DF women members had their own problems. Although it does not directly impact for their income and they are minor issues. Through this most women members got relief. The team directs them for solutions and work as a mediator. Therefore SHG meetings have been popular among DF women members. And that is increased women participation for IRP.
7. In the IRP of Kesbewa-Pokunuwita (B084) and Mathugama-Southern Expressway development projects, the IRP team used Community Based Training Methodology. Its

main feature is train the people with interest, capacity and basic skills. In this project area most female members of the DFs are with above three basics than male members. Because IRP gave more attention for women family members.

## 6.2 The monetary assistance to upgrade the income and business of APs

The IRP team has identified the individuals (mostly women), who belong to affected families due to road development activities by based on above described criteria. Accordingly 23 individuals of women have been identified to be given some essential materials and equipments to upgrade their present livelihood activities in Mathugama-Southern Expressway road project(B157), while 18 individuals have been identified in Kesbewa-Pokunuwita road project(B084) for same.

**Table 9.1 The selected household head to donate materials and equipment for developing their livelihood under Mathugama-Southern expressway project (B157)**

	Name	Land lot number	Equipment and material	Amount
1	Ms. W.A.G.C Sanjeewani	4476-91	Materials and equipment for Ladies Shoe making	10,000.00
2	Ms. Sandya Kumari Gamaathige	4480-20	Oarlock machine for swing	10,000.00
3	Ms. H.A.M.Dimanthi Shrimali	4480-51	Materials and equipment for Ladies Shoe making	10,000.00
4	Ms. Nimesha Kanchana ranathunga	4480-43	Materials and equipment for Ladies Shoe making	10,000.00
5	Ms. Pushpani Karunarathna	4480-184	Material for making a Green house	15,000.00
6	Ms. Waliwitage Bandumathi	69/832	Material for making a Green house	15,000.00
7	Ms. O.W.D Madubhashini	4480-45	First installment for buying a Jukee Machine	12,000.00
8	Ms. P.Y.P Roadrigo	4480-45	Equipment for making Hoppers and fast food	10,000.00
9	Ms. D.K Shiya Lalani	4480-50	First installment for buying a Jukee Machine	12,000.00
10	Ms. Nayana Sanjeewani Malwatta	4476-146	Seeds for Mushroom cultivation	15,000.00

11	Mr. Raja Sarath	4488-21	Material for making a Green house	15,000.00
12	Ms. Shanthi Dhammika	4480-186	Equipments for Beauty culture shop	10,000.00
13	Mr. Anura bandara Weerakoon	70/403	Garden umbrella, small desk and rapping materials for lunch packets selling	12,000.00
14	Ms. J.V Chandrakanthi	70/500	Steel Balance and raw materials for fruit selling	8,000.00
15	Ms. W Dayawathi Gunathilaka	430/8B	Steel Balance and raw materials for fruit selling	15,000.00
16	Ms. Roasalin Gunathilake	430/8B	Gas Cocker and Gas Cylider for Making Herbal drink(Kola keda)	8,000.00
17	Ms. W A Chandralatha	70/545	Materials and equipment for Ladies Shoe making	10,000.00
18	Ms. M.A Gunawathi	40/531	Starting a retail grocery	10,000.00
19	Mr. T.D Wimalasena	70/641	Materials for LED bulb production	8,000.00
20	Ms. B.G Kanthi Perera	70/576	First installment for buying a Jukee machine	12,000.00
21	Ms. H.A wasantha Geethani	70/543	Materials for making green house	15,000.00
22	Ms. L.L Kamalawathi	70/612	Equipment for swing machines	20,000.00
23	Ms. M.S Sunila	70/570	Buffet set and Gas Cylinder	15,000.00
<b>Total</b>				<b>277,000.00</b>

The IRP team will provide monetary assistance to above listed individuals who undergo with financial difficulties to develop their business activities further.

Picture plate: The business development loan facility under IRP programm

	
<p>The resettlement assistant and IRP team visit to needy families</p>	<p>Shoe maker lady wants capital to expand her production</p>
	
<p>The new business starting members of selected APs families</p>	
	
<p>A woman needs expand her business on retail grocery</p>	<p>A woman needs expand her business on ladies garments</p>



## 7 COMPLIANCE STATUS

The status of compliance with loan covenants with regard to social safeguards as at 31<sup>st</sup> December of 2015 is summarized as below in table 5.1

**Table 5.1 Compliance status with loan convents**

Reference	Description	Status as at 30st June 2015
Schedule 5, Para 2 Environment:	Environment The borrower shall ensure and cause RDA to ensure that the preparation, design, construction, implementation and operation of the Project and the all project facilities comply with (a) applicable laws and regulations of the Borrower related to environment, health and safety; (b) the environment Safeguards; and (c) all measures and requirements set forth in the IEE, the EMP and any corrective or preventive actions set forth in a Safeguards Monitoring Report	Environmental Management Action Plan of the CP 01 has been submitted to the client.  Traffic Safety Control and Safety Manual of CP 01 has been approved client and the Consultant  The contractor activities investigates by the PMU and will hold periodically site visits  Observation of selected environmental parameters (ambient Air quality, Noise quality and, Water) for baseline data was completed. Reports have been submitted
Shedule 5, Para 3	Land Acquisition and involuntary resettlements The activities are conducting according to the ADB guideline such as (a) all applicable laws and	The land acquisition and resettlement works of proposed seven (05) projects are being implemented.

Reference	Description	Status as at 30st June 2015
	<p>regulations of the Borrower relating to land acquisition and involuntary resettlements; (b) the involuntary resettlements Safeguard; and (c) all Resettlements plan and any corrective or preventive actions set forth in the safeguards Monitoring Report.</p>	<p>Land acquisition activities have been completed in CP 01 project.</p>
Schedule 5, Para 4	<p>Land Acquisition and involuntary resettlements</p> <p>Without limiting the application of the Involuntary Resettlement Safeguards or the RP,</p> <p>No physical or economic displacement in connection with project acquisition works</p> <p>(a) Compensation and other entitlements have been provided to affected people in accordance with project RP; and</p> <p>(b) a comprehensive income and livelihood restoration program has been established in accordance with project RP</p>	<p>No physical or economic displacement due to land acquisition works; only a loss of land plots or a partial of structures.</p> <p>The compensations are being paid to the land plots which including building structures and other land use of all sub-projects including CP 02 and CP 03.</p>
Schedule 5, Para 08	<p>Safeguard Monitoring and Reporting:</p> <p>(a) Submit semi-annual safeguard Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission</p> <p>(b) if any unanticipated environmental and/or social risks</p>	<p>Quarterly Progress Report for 4<sup>th</sup> quarter of 2015 (October-December) was submitted.</p> <p>The environmental meetings and field visits are being conducted on monthly basis to observe the project activities.</p>

Reference	Description	Status as at 30st June 2015
	and impacts arise during the construction, implementation of operation of the Project that were not considered in the IEE, the EMP and the RP.	
Shedule 5, Para 10	<p>Labour stand and bid documents:</p> <p>All works contract documents negotiated under the project incorporate provisions and budget to the effect that contractors (i) comply with all applicable labour laws and related international treaty obligations of the Borrower and do not employ child labour, as defined under Sri Lanka law; (ii) Provide safe working conditions for male and female workers; (ii) carry out HIV/AIDS and human trafficking prevention and awareness campaigns in the campsites and corridors of influence; (iv) engage women workers as wage labores depending on their skills; and (v) provide equal wages for equal work between men and women</p>	<p>The scheduled 1<sup>st</sup> program on HIV/AIDS was conducted in CP 01.</p> <p>If there are female workers deployed in the project activities, the PMU will attend to see whether they are working under safe conditions or and paid under GoSL labour law.</p>