

Environmental Monitoring Report

Project Number: 47273-003 /004 /005 /006

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Annual Report

January 2020

SRI: Integrated Road Investment Program

– Tranches 1, 2, 3 & 4

MC – Southern and North Central Provinces

Prepared by the Road Development Authority, Ministry of Roads and Highways for the Asian Development Bank.

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Annual Environmental Safeguard Monitoring Report

April to December 2019

Loan 3171 – SRI: Integrated Road Investment Program
Tranche1 – MC/001Monitoring Consultancy for Road
Management Contracts [RMC]for National Roads



Prepared by: Oriental Consultants Global Co. Ltd in Joint Venture
with Consulting Engineers and Architects Associated
(Pvt.) Ltd

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LIST OF ABBREVIATIONS

ADB	Asian Development Bank
AF	Affected Families
AIDS	Acquired Immunodeficiency Syndrome
ARE	Assistant Resident Engineer
BIQ	Basic Information Questionnaire
BOQ	Bills of Quantities
CE	Constriction Engineer
CEA	Central Environmental Authority
CRC	Conventional Road Contracts
CSD	Context Sensitive Design
DE	Design Engineer
DPM	Deputy Project Manager
DS	Divisional Secretary
DSD	Divisional Secretariat Division
DWLC	Department of Wildlife Conservation
EA	Executing Agency
EARF	Environmental Assessment and Review Framework
ECOP	Environmental Code of Practice
EIA	Environmental Impact Assessment
EMAP	Environmental Management Action Plan
EMC	Environmental Monitoring Checklist
EMP	Environmental Management Plan
EO	Environmental Officer
EPL	Environmental Protection License
ES	Environmental Specialist
ESA	Environmental Safeguard Assistant
ESDD	Environmental and Social Development Division
E&C	Edward & Christy
FAM	Project Facility Administration Manual
FFPO	Fauna & Flora Protection Ordinance
FGD	Focus Group Discussion
FS	Feasibility Study

GAP	Gender Action Plan
GIS	Geographical Information System
GN	Grama Niladari
GND	Grama Niladari Division
GOSL	Government of Sri Lanka
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
HIV	Human Immune deficiency Virus
IA	Implementation Agency
IEE	Initial Environmental Examination
IML	Industrial Mining License
IPPS	Indigenous Peoples Planning Framework
IPP	Indigenous Peoples Plan
IR	Involuntary Resettlement
iRoad	Integrated Road Investment Program
LARP	Land Acquisition and Resettlement Plan
MC	Monitoring Consultant
ME	Material Engineer
ME & RE	Ministry of Environment & Renewable Energy
MFF	Multi Tranche Financing Facility
MORH	Ministry of Roads and Highways
MOU	Memorandum of Understanding
NEA	National Environment Act
OPRC	Output and Performance Base Contracts
PAA	Project Approving Agency
PD	Project Director
PE	Project Engineer
PIC	Project Implementing Consultant
PIU	Project Implementing Unit
PLE	Planning Engineer
PM	Project Engineer
PPT	Power Point Presentation
PPTA	Project Preparatory Technical Assistance
PRDA	Provincial Road Development Authority
PS	Pradeshiya sabha

RDA	Road Development Authority
RE	Residential Engineer
RF	Resettlement Framework
RMC	Road Management Contract
ROW	Right of Way
RRDSE	Rural Road Design & Safety Engineer
RSA	Road Safety Audits
SAPE	Survey and Preliminary Engineering Consultants
SE	Site Engineer
SEO	Social and Environmental Officer
SGRS	Social /Gender/ Resettlement Specialist
SLRM	Sri Lanka Resident Mission
SO	Safety Officer
SPS	Safeguards Policy Statement
SSA	Social Safeguards Assistant
SSEMAP	Site Specific Environmental Management Action Plans
SSO	Social Safeguard Officer
TL	Team Leader
TO	Technical Officer
TOR	Terms of Reference

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1. INTRODUCTION

1.1 Background of the Project

The Road Development Authority (RDA) as the organization responsible for the management of the national road network has invested a large amount of funds for rehabilitation and improvement of roads. The funds are usually borrowed from international funding agencies and the work is carried out by international and local contractors to high standards. Arrangements for the continuous maintenance of the road network need more attention.

RDA assisted by funding agencies such as the World Bank and the Asian Development Bank (ADB) had explored the possibility of adopting improved modes of contracting for road construction and maintenance, especially the Road Management Contracts (RMCs), which includes an extended period for maintenance activities.

The RMC contracts were introduced to Sri Lanka in order to increase the efficiency and effectiveness of the management and maintenance of the National road network. The Democratic Socialist Republic of Sri Lanka has received a Multi-tranche Financing Facility (MFF) for the Integrated Road Investment Program (iRoad) from the Asian Development Bank. The MFF comprises a series of loans to improve the access routes between rural areas and socioeconomic centers. Part of the funds is used for rehabilitating and maintaining about 400 km of national roads through Road Management Contracts (RMCs). The RMCs are based on the sample bidding documents developed by the World Bank for Output and Performance-based Road Contracts.

Monitoring Consultants for the Road Management Contracts were selected from joint ventures of International and local Consultancy firms through a procurement process in accordance with ADB Guidelines and this particular Consultancy Contract was awarded to Oriental Consultants Global Co. Ltd (Japan) in Joint Venture with Consulting Engineers and Architects Associated (Pvt.) Ltd. (Sri Lanka)

1.2 Road Management Contracts

Currently there are Five (05) Road Management Contract (RMC) packages in Southern, Central, Sabaragamuwa and North Central provinces comprising approximately 260km of National roads have been identified with few more roads are to be added late on.

The contracts are based on the sample bidding document developed by the World Bank for Output and Performance-based Road Contracts. Within each package, a significant proportion of roads will require rehabilitation in the first 1-2 years, with the remainder possibly requiring periodic maintenance throughout the contract period. Routine maintenance of the entire length throughout the contract period, which extends in to further 3 to 4 years, is part of the project.

Originally, a duration of 84 months (7 years) was considered for all of the contract packages. This will be adjusted for individual contract package considering the time required for design and preliminary survey works followed by the tendering process, and the time available until the lapse of the loan facility (currently September 2024).

Details of the current contract packages and location maps are shown in the Table and maps below.

Table 1.1 RMC Package Details

Contract Package	Name of the Road	Length (km)	Duration (Months)
RMC-03	Maradankadawala-Habarana Road (A011)	25.0	72
RMC -SP-1	Karapitiya - Wanduramba Road (B248), Wanduramba - Nagoda Road (B454), Nagoda – Gonadeniya (B303), Gonadeniya – Udugama Bar Junction (B139), Udugama Bar Junction – Udugama (B129), Udugama – Hiniduma (B429), And Hiniduma – Thawalama (B156)	51.7	66
RMC - 04	Pelmadulla-Embilipitiya - Padalangala Road (A018)	66.0	TBD
RMC - 05	Thalawa-Kekirawa-Ganewalpola-Galenbindunuweva-Dachchihalmillewa Road (B 213, B 212, B 133)	80.0	TBD
RMC-06	Colombo-Kandy Road (A01) (Ambepussa- Kadugannawa Section)	40.0	TBD
Total length		262.7	

**TBD-To Be Decided*

1.3 Objectives of the Project

The Government of Sri Lanka through the Ministry of Roads and Highways and the Road Development Authority is seeking to increase the efficiency and effectiveness of the management and maintenance of its road network. This decision is motivated by the recognition that the road network constitutes the single largest asset owned by the Government, and that a less-than-optimal system for the management and maintenance of these assets generally results in huge losses for the country economy. For this purpose, the Government of Sri Lanka intends to introduce this new concept and instruments for the management and maintenance on strategic parts of its road network. This will be achieved by the introduction and operation of Road Management contracts for the Road Asset Management, which is a relatively new concept adopted in order to increase the efficiency and effectiveness of road operations within a life span cycle. This type of contract significantly expands the role of the private sector, from the simple execution of works to the management and conservation of road assets. The Operation also incorporates the principles of Design, Operate, Maintain and Transfer (DBOMT) Concept.

The long-term Road Management Contracts try to address the issue of inadequate incentives and optimize the use of resources providing maximal “value for money”. Payments to the Contractor will be by fixed monthly payments for all routine activities and lump – sum payments for initial rehabilitation/improvement works, while unforeseen emergency works, unspecified future Improvements as well as asphalt concrete overlays, will be remunerated separately.

1.4 Project Locations

The road currently identified under RMC contracts are located in five (05) administrative districts. Those are Anuradhapura District of the North Central Province, Galle District of the Southern Province, Rathnapura and Kegalle districts of the Sabaragamuwa Province and Kandy district of the Central Province.

The Project Locations Map is shown in Figure 1.1 below

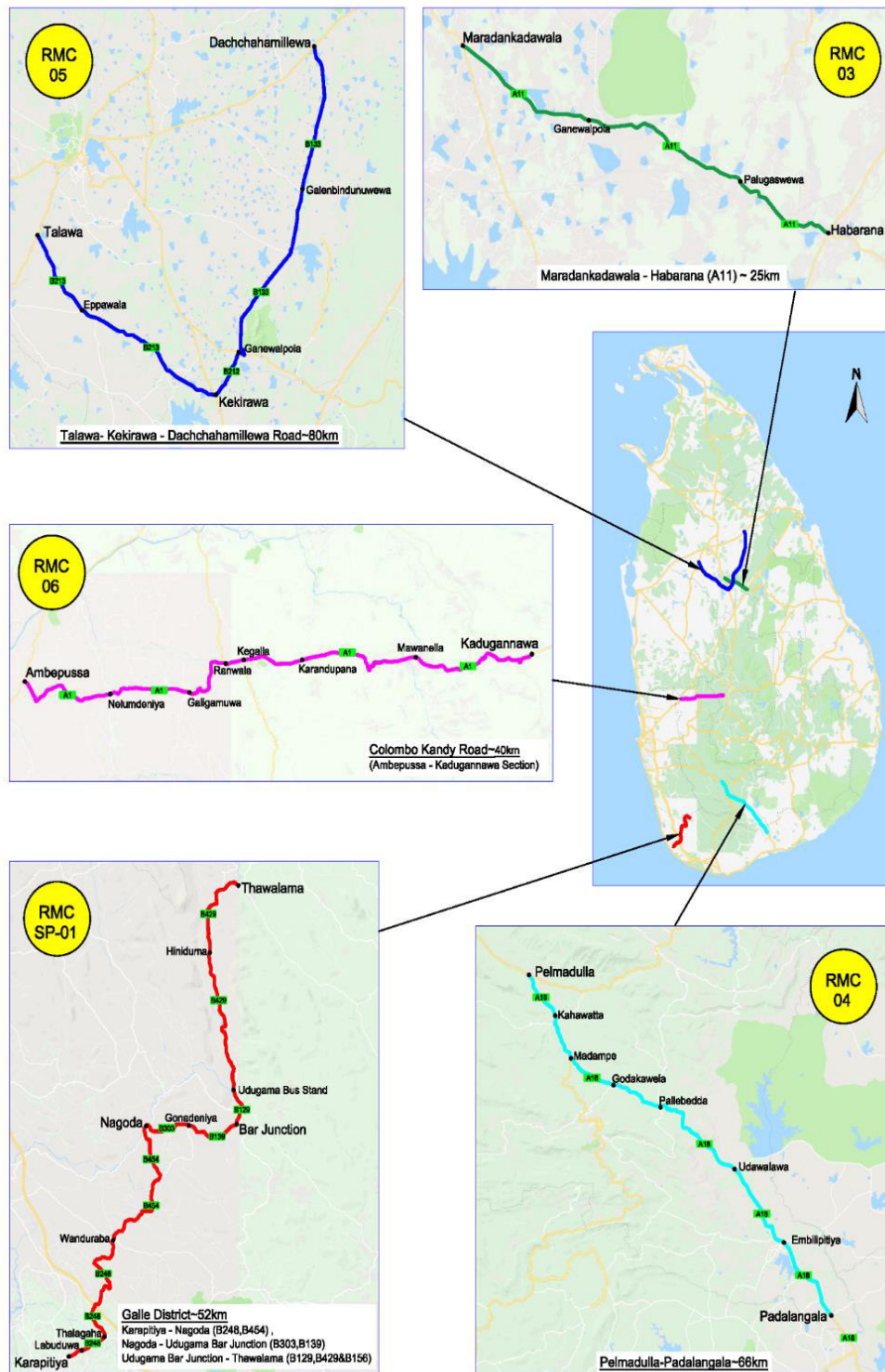


Figure 1.1. The Map of Total Project Locations

1.5 Description of Road Management Contracts (RMC) Currently in Progress

Following Two RMC packages are currently in progress.

1.5.1. Rehabilitation and Improvement, Periodic Maintenance and Routing Maintenance Works of 51.7 kms of National Roads in Galle District.

Table 1.2 RMC in Galle District – RMC/SP01

Package No.	Contractor	Accepted Contract Amount	Commencement Date	Date of Completion
RDA/ADB/iROA D/ICB/RMC/SP1	K.D.A. Weerasinghe and Yunnan Construction and Investment Holding joint venture	6,108,200,364.84 (Excluding VAT)	25 July 2019	24 January 2025

The Project Location of the above road is shown in below.

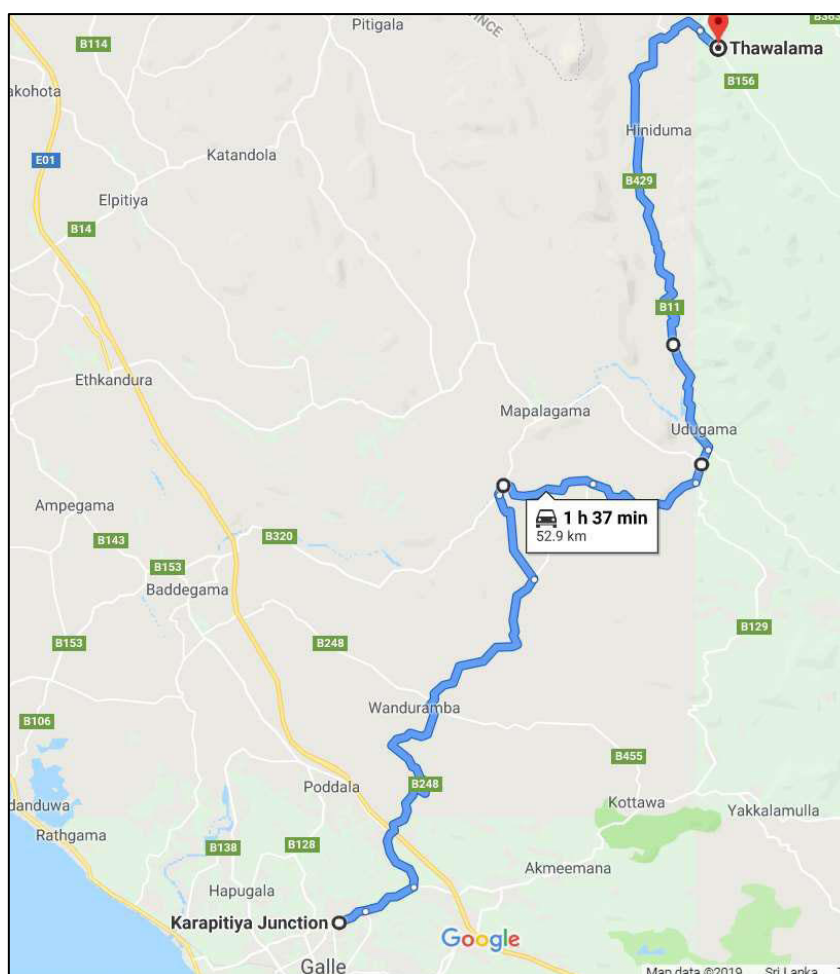


Figure 1.2 Locations of 51.7 km roads in Galle District

1.5.2. Road Management Contract (RMC) for Rehabilitation and Improvement Works and Routing Maintenance Works of Maradankadawala Habarana ,Thrikonamadu Road(A11)from Maradankadawala to Habarana

Table 1.3RMC in Anuradhapura District – RMC - 03

Package No.	Contractor	Accepted Contract Amount	Commencement Date	Date of Completion
RDA/ADB/iROA D/ICB/RMC/03	Consulting Engineers & Contractors (PVT) LTD	3,155,519,785.00 (without VAT)	16 th April 2019	15 th April 2025

The Project Location of the above road is shown in below.

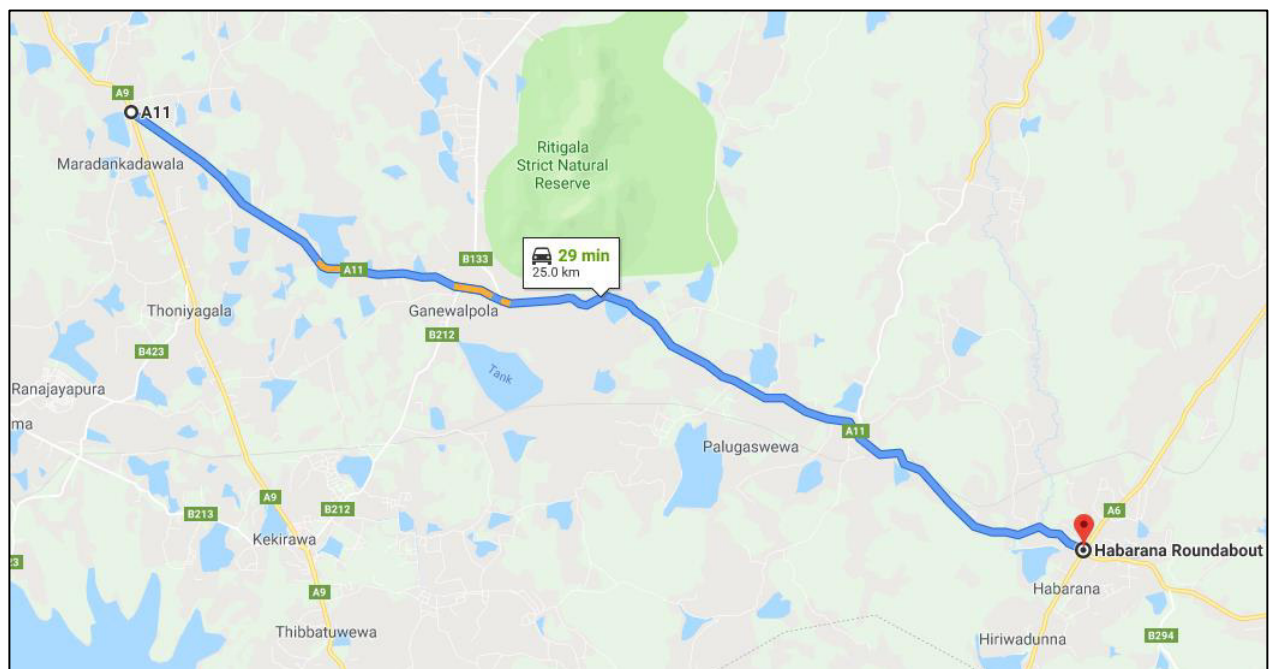


Figure 1.3 Locations of 25kms road in Anuradhapura District

1.6 Responsibilities for Environmental Safeguard Implementation

The Project Implementing Unit (PIU) Under RDA, is responsible for the overall management of environmental assessments, Implementation and monitoring of environmental safeguards for specific project roads under the investment program. Within RDA there is a separate unit, the Environment and Social Development Division (ESDD) to cover social and environmental safeguards. The Division is responsible for developing manuals and guidelines, providing assistance in the management of safeguard assessments, and implementation and monitoring of environment and social safeguards in accordance with environmental policies of GoSL and donor agencies.

Oriental consultants Global (OCG) joint venture with consultants Engineer Architect Associates (Pvt) Ltd has been appointed as the project monitoring consultants.

Relevant duties and responsibilities of the consultants are being set out in the terms of reference (TOR) provided in the contract for consultants' services as follows.

- a) Review and approve the SSEMAP's and EMOP's prepared by the contractor
- b) Daily on-site supervision for implementation of environmental safeguards
- c) Completion of monitoring checklists during pre-construction, construction and maintenance stages for each road
- d) Close coordination and communication with the contractor to facilitate implementation of all mitigation measures identified in EMP
- e) Preparation of monitoring reports and submission to PIU, RDA
- f) Provide technical supports and advice for addressing complaints and grievances and participate in resolving issues as a member of the GRC
- g) Provide Technical advice and on the job training to the contractors as necessary
- h) Preparation of annual monitoring checklists and submission to RDA for further submission to ADB
- i) Review and approve updated/revised SSEMAP's as necessary

1.7 Purpose and Structure of the Report

Environmental Assessment and Review Framework (EARF) which has been prepared during the Project Preparatory Technical Assistance (PPTA) set out guide lines and procedures that need to be complied under environmental safeguards of the project. According section vii of EARF on “Monitoring and Reporting” it is required to prepare an annual monitoring report on the environmental safeguard compliance for project.

1.8 Overview of Institutional Framework

The Executing Agency (EA) of the iRoad Investment Program is Ministry of Roads and Highways (MORH), Implementing Agency is the Road Development Authority (RDA) and the Monitoring Consultant (MC) for RMC is OCG-CEA JV. Overall project organization chart is shown in figure 1.4

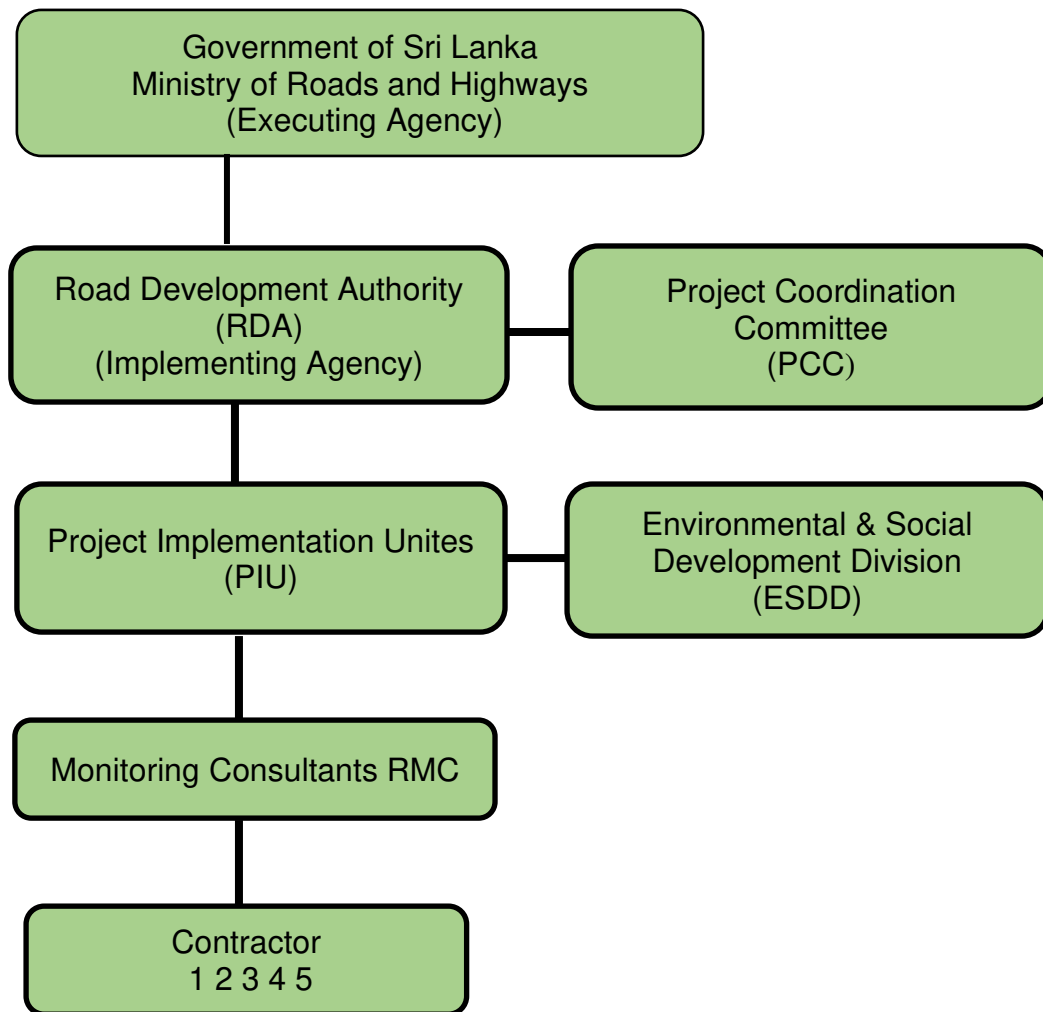


Figure 1.4 Overall Organizational Chart for RMC

MC is headed by Team Leader (TL) assisted by Resident Engineers assigned per one or two contracts and includes Assistant Resident Engineers, Construction Engineers & Technical Officers. A full time Environmental Specialist (ES) and Social, Gender and Resettlement Specialist (SGRS) have been mobilized to assist the TL on environment, Social/ Gender and resettlement aspects.

Duties of Environmental Specialist are;

- a) Assist in reviewing the Environmental checklists and SSEMAPs for all project roads and ensure that they have been prepared in accordance with requirements of the iRoad Environmental Assessment and Review Framework (EARF) for all tranches.
- b) During preparation of subsequent tranches ensure all nominated roads comply with the selection criteria provided in the EARF and prepare due diligence reports on 20% of randomly selected sample of roads for all ongoing project tranches.
- c) Check compliance of the IEE and standard EMP prepared by SAPE team with requirements of the EARF
- d) Reviewing SSEMAP with requirements of the EARF and respective IEE
- e) Prepare monitoring reports on an annual basis based on monitoring checklists completed for each project road during pre- construction and post construction or operation stage

Staff of PIUs, MC& contractors assists the ES in complying with his duties in the field.

Fig.1.5The staff who assist the Implement the Environmental Measures

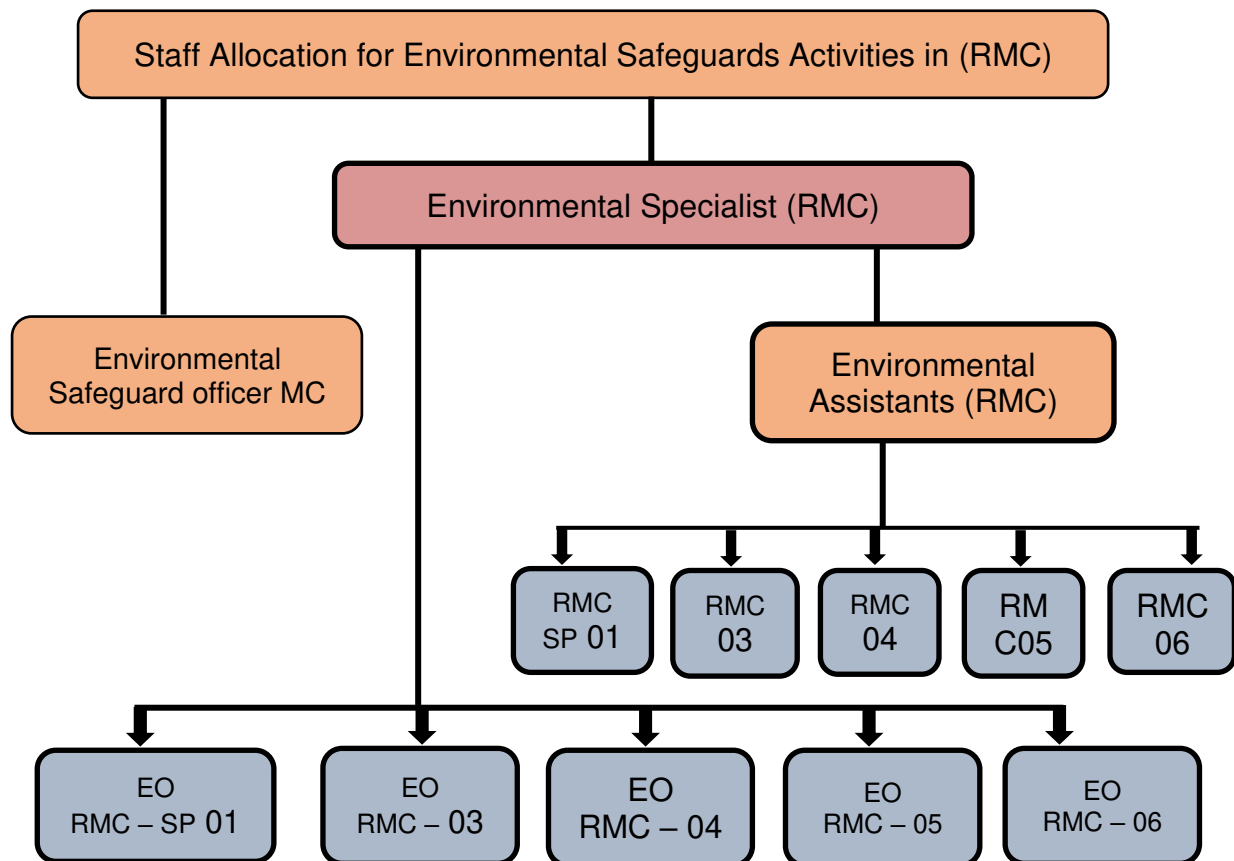


Figure 1.5 Staff Allocation for Environmental Activities in RMC Packages

Other than above staff, Context Sensitive Design (CSD) and Safeguards Specialist and Environment and Social Development Division (ESDD) staff also provide their support in training of field staff, field monitoring by exchanging their experiences in integrated road investments programs.

1.9 Policy and Legal Framework

A. Policy Framework

ADB Safeguards Policy Statement, June 2009

ADB's safeguard policy framework consists of three operational policies on the environment, Indigenous People, and involuntary resettlement. All three safeguard policies involve a structured process of impact assessment, planning, and mitigation to address the adverse effects of projects throughout the project cycle. The safeguard policies require that (i) impacts are identified and assessed early in the project cycle; (ii) plans to avoid, minimize, mitigate, or compensate for the potential adverse impacts are developed and implemented; and (iii) affected people are informed and consulted during project preparation and implementation. The policies apply to all ADB-financed projects, including private sector operations, and to all project components.

B. Legal Framework

GoSL Legal framework on Environmental Safeguards

The National Environment Act (NEA) No. 47 is the key environmental policy framework which is administered through the Central Environment Authority (CEA) of the Ministry of Environment and Renewable Energy (ME&RE). NEA No. 47 was enacted in 1980 and NEA amendment Act No. 56 of 1988 stipulated the regulations for assessing and managing environmental impacts and obtaining the environmental clearance in a timely and systematic manner. It also provides guidelines for environment management, management of natural resources, fisheries, wildlife, forestry, soil conservation, environment quality, environment protection and approval of projects. The environmental clearance process is implemented through the designated Project Approving Agency (PAA) as prescribed by the Minister under section 23 Y of the NEA. The procedure that should be followed for obtaining environmental clearance is described under section 23CC and 32 of the NEA.

While the NEA is key environmental legislations under GoSL there are a number of other environmental laws and regulations that are applicable to the investment program as given in Table 1.4

Table 1.4 Applicable National Laws and Regulations for the investment Program

Legislation	Relevance and main content	Authorizing Institution
National environmental protection and quality regulations under Extraordinary gazette notification No. 1534/18 and No. 1533/16 of 2008 under NEA section 32 & 23A, 23B	This regulates the discharge and deposit of any kind of waste or emission into the environment and stipulates requirements for an Environmental Protection License (EPL) depending on the project activity. Examples of activities requiring and EPL are: asphalt processing plant, concrete batching plants, treatment plants, sewerage networks, mechanized mining activities etc.	CEA
National Environmental	Provides standards for discharging	CEA

ADB Funded Integrated Road Investment Program (iRoad)
Road Management Contracts of National Roads
ANNUAL ENVIRONMENTAL SAFEGUARD MONITORING REPORT-2019

Legislation	Relevance and main content	Authorizing Institution
(Protection and Quality) Regulation No. 1 of 1990 published in Gazette Extraordinary No. 595/16 of February, 1990	effluents into inland surface water during proposed project activities.	
National Environmental (Ambient Air Quality) Regulations, 1994, published in Gazette Extraordinary, No. 850/4 of December, 1994 and amendment gazette No. 1562/22 of 2008	Provides standards for emissions to the air during proposed project activities.	CEA
National Environmental (Noise Control) Regulations No.1 of 1996 and its amendments	Regulates maximum allowable noise levels for construction activities during proposed project activities	CEA
National Environmental (Vehicle Horns) Regulations, No. 1 of 2011	Regulates maximum allowable noise emanating from vehicular horns on a highway or road any motor vehicle uses during project construction activities	CEA
National Environmental (Municipal Solid Waste) Regulations, No. 1 of 2009	Regulates dumping municipal solid waste along sides of any national highway or at any place other than places designated for such purpose by the relevant local authority during proposed project activities	CEA
Fauna and Flora Protection Act No.2 of 1937 amended in 1993 and 2009	The act specifies that any development activity taking place within one mile from the boundary of a National Reserve declared under the Ordinance requires an EIA/IEE which provide for the protection and conservation of fauna and flora of Sri Lanka and their habitats; for the prevention of commercial and other misuse of such fauna and flora and their habitats for conservation of biodiversity of Sri Lanka; and to provide for matters connected there with.	Department of Wildlife Conservation
Forest Act No. 34 of 1951	This act is to consolidate and amend the law relating to the conservation, protection and management of forest and forest resources for the control of felling and transport of timber and Forest and for matters connected therewith or incidental thereto.	Department of Forest
Felling of Trees Control Act No. 9 of 1951 as amended through	This Act sought to prohibit and control felling of specified trees (mainly intended	Department of Forest

ADB Funded Integrated Road Investment Program (iRoad)
Road Management Contracts of National Roads
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Legislation	Relevance and main content	Authorizing Institution
Act No. 30 of 1953	to stop indiscriminate felling of specified trees) in the country.	Conservation
Water Resources Board Act, No. 29 of 1964 and (Amendment) Act, No. 42 of 1999	The act controls and regulates developments (including conservation and utilization) of water resources; prevention of pollution of rivers, streams and other water resources; formulation of national policies relating to control and use of water resources.	Ministry of Irrigation and Water Resources Management
Soil Conservation Act, No. 25 of 1951 and Amended No. 24 of 1996	This Act makes provisions for the enhancement of productive capacity of soil; to restore degraded land for the prevention and mitigation of soil erosion; for the conservation of soil resources and protection of land against damage by floods, salinity, alkalinity, water logging; and to provide for matters connected therewith or incidental thereto	Department of Agriculture
Explosives Act No. 36 of 1976	To provide control of explosions and regulations of matters connected with explosive activities related with the project.	Ministry Of Defense
Municipal Councils Ordinance No. 29 of 1947, the Urban Councils Ordinance No. 61 of 1939 and the Pradeshiya Sabha Act No. 15 of 1987 as amended in 2010	Regulates and control actions pertaining to socioeconomic development such as roads, culverts, bridges, ferries, waterways and other means of local transport and related site clearance for constructing worker camps, site offices etc. and methods taking place within the command area relevant to government laws and regulations	Ministry of Local Government And Provincial Council
Flood Protection Ordinance No. 04 of 1924, No 22 of 1955	An ordinance for protection of areas subjected to damage from floods. This includes declaration of flood areas, preparation of schemes for flood protection and other rules and regulations regarding flood in the country	Irrigation Department
Crown Land Ordinance Act No. 1947	An ordinance to make provision for the grant and disposition of crown lands in Sri Lanka; for the management and control of such lands and the foreshore; for the regulation of the use of the water of lakes and public streams; and for other matters incidental to or connected with the matters related to proposed project	Land Commissioners Department
Agrarian Development Act No. 46 of 2000 (Section 32)	This act regulates using paddy land for a purpose other than agricultural cultivation without the written permission of the Commissioner General.	Agrarian Services Department
Sri Lanka Land Reclamation and Development Corporation Act 15 of 1968 as amended by Act No 52 of	This act established Sri Lanka Land Reclamation and Development Corporation which grants permission for the public to fill marshy land subject to	Sri Lanka Land Reclamation and Development Corporation

ADB Funded Integrated Road Investment Program (iRoad)
Road Management Contracts of National Roads
ANNUAL ENVIRONMENTAL SAFEGUARD MONITORING REPORT-2019

Legislation	Relevance and main content	Authorizing Institution
1982	provision of storm water drainage.	
National Thoroughfares Act, No. 40 of 2008	This act is known as RDA act which provide for planning, design construction, development, maintenance and administration an integrated public road network in Sri Lanka.	Road Development Authority
Urban Development Authority (UDA) Law No 41 of 1978 and Urban Development Projects (Special Provisions) Act No 2 of 1980	This law provides for the establishment of an UDA to promote integrated planning and implementation of economic, social and physical development of certain areas as may be declared by the minister to be urban development areas and for matters connected with the relevant project activities. Urban Development Projects (Special Provisions) Act No 2 of 1980 is an act to provide for the declaration of lands urgently required for carrying out urban development projects and to provide for matters connected there with relevant project activities.	Urban Development Authority (UDA) under the ministry of Urban Development and Defense
Town and country planning ordinance No. 13 of 1946 and The Town& Country Planning (Amendment) Act, No. 49 of 2000	This regulates the National Physical Plan with transport as the main component	National Physical Planning Department (NPPD) under the Ministry of Urban Development and Defense
Buddhist Temporalities Ordinance No. 19 of 1931	This act provides necessary assistance to administer and protect the property of Viharas, interventions to settle disputes regarding property of Viharas and makes recommendations to release money to be paid as compensation in respect of property of Viharas acquired by government for any development project	Department of Buddhist Affairs
Cemeteries and burial grounds ordinance No. 9 of 1899 and amendments	The act regulates any disturbance, removal of burial, monuments and use of such areas for development project	Local Government Authority
Antiquities Ordinance No. 9 of 1940 and amendments	The act regulates activities of projects located in close proximity of any archaeological reserves	Department of Archaeology

2. OVERALL PHYSICAL PROGRESS OF IMPLEMENTING PACKAGES

Physical progress of Two RMC packages already started are given in table below.

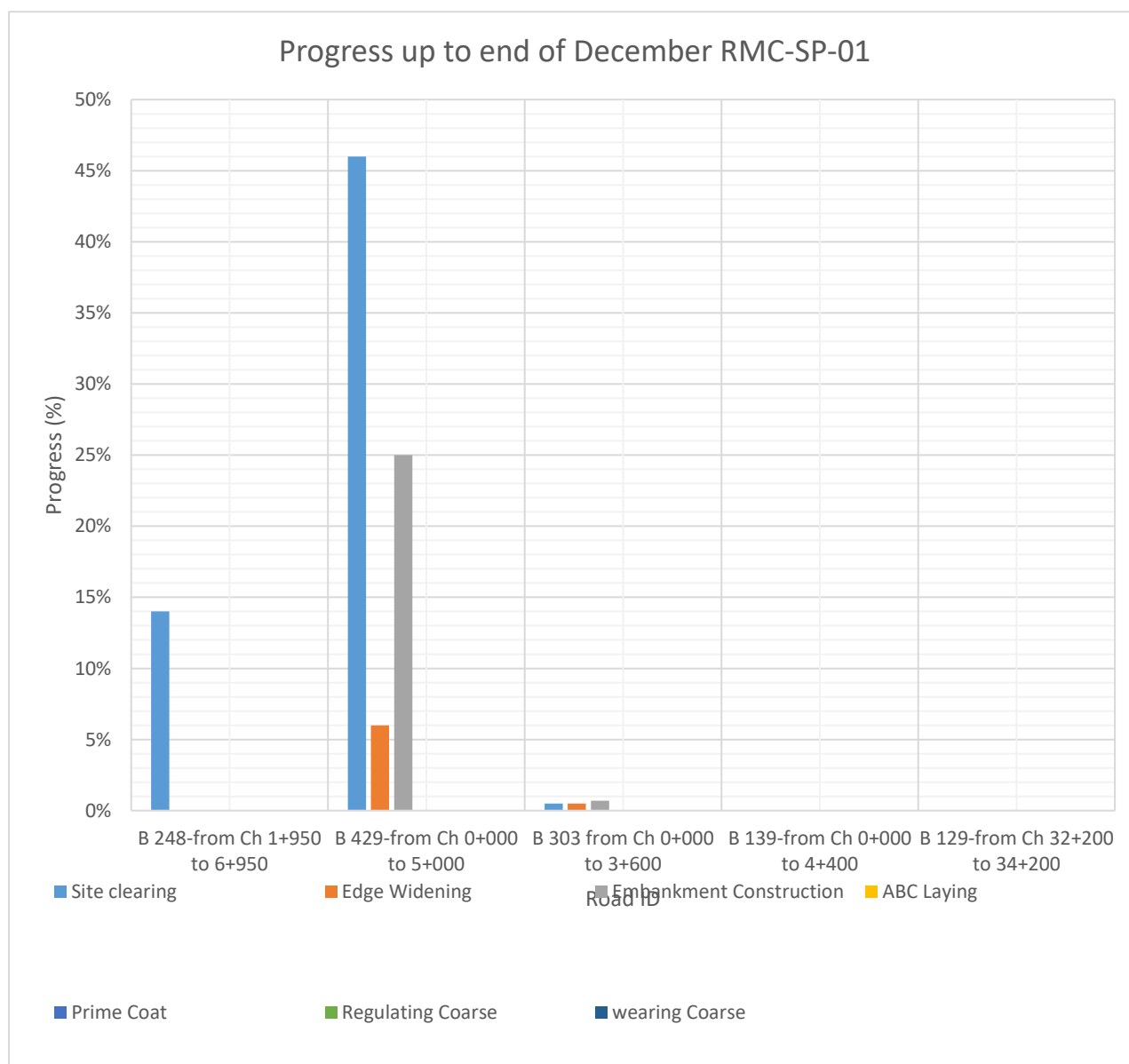
2.1 Overall Physical Progress of RMC-SP-1

Table 2.1 Overall Physical Progress of RMC-SP-1

Description	(B 248)-from Ch 1+950 to 6+950		(B 429)-from Ch 0+000 to 5+000		(B 303) from Ch 0+000 to 3+600		(B 139)-from Ch 0+000 to 4+400		(B 129)-from Ch 32+200 to 34+200	
	Completed/ km	Percentage (%)	Completed/ km	Percentage (%)	Completed/ km	Percentage (%)	Completed/ km	Percentage (%)	Completed/ km	Percentage (%)
Site clearing	0.615	14%	1.00	46%	0.025	0.5%	-	-	-	-
Edge Widening	-	-	0.322	6%	0.025	0.5%	-	-	-	-
Embankment Construction	-	-	0.322	25%	0.025	0.7%	-	-	-	-
ABC Laying	-	-	-	-	-	-	-	-	-	-
Prime Coat	-	-	-	-	-	-	-	-	-	-
Regulating Coarse	-	-	-	-	-	-	-	-	-	-
wearing Coarse	-	-	-	-	-	-	-	-	-	-

2.2 Graphical presentation of Overall Physical Progress of RMC-SP-1

Figure 2.1 Overall Physical Progress of RMC-SP-1 (As at 31 of December 2019)



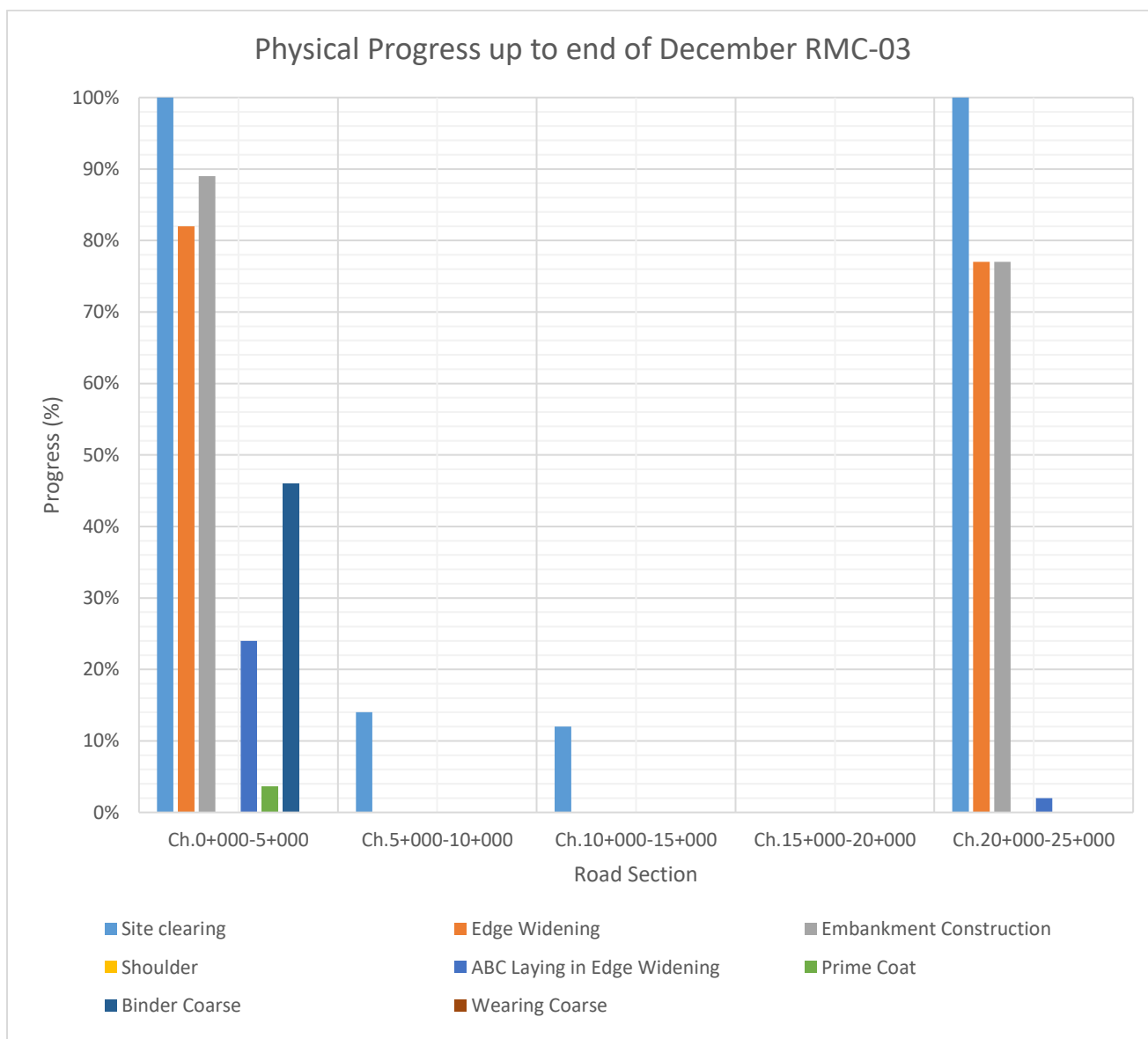
2.3 Overall Physical Progress of RMC-3

Table 2.2 Overall Physical Progress of RMC-3(As at 31of December 2019)

Description	Ch 0+000 to 5+000		Ch 5+000 to 10+000		Ch 10+000 to 15+000		Ch 15+000 to 20+000		Ch 20+000 to 25+000	
	Completed /km	Percentage (%)	Completed /km	Percentage (%)	Completed /km	Percentage (%)	Completed /km	Percentage (%)	Completed /km	Percentage (%)
Site clearing	5.00	100%	0.70	14%	0.60	12%	0.00	0.0%	5.00	100%
Edge Widening	4.10	82%	0.00	0.0%	0.00	0.0%	0.00	0.0%	3.875	77%
Embankment Construction	4.45	89%	0.00	0.0%	0.00	0.0%	0.00	0.0%	3.841	77%
Shoulder	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%
ABC Laying in Edge Widening	1.21	24%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.10	2.0%
Prime Coat	0.18	3.6%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%
Binder Coarse	2.295	46%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%
Wearing Coarse	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%

2.4 Graphical Presentation of Overall Physical Progress of RMC-3

Figure 2.2 Overall Physical Progress of RMC-3 (As at 31 of December 2019)



3. COMPLIANCE WITH ENVIRONMENT SAFEGUARDS REQUIREMENTS IN THE LOAN DOCUMENTS

The environmental safeguards requirements stipulated in the loan agreement (Tranche4) updated FAM (March 2018) and EARF for iRoad program.

3.1 Compliance with Respect to Provisions in the Loan Agreement

The requirements stipulated in the loan agreement of, have been or are being complied with as detailed in the below table 3.1

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Table 3.1 Compliance with environmental safeguards requirement stipulated in loan agreement

Item/ Section/ Schedule in loan agreement	Description	Status of Compliance
Schedule 4 Safeguards	2.The Borrower and Ministry of Higher Education and Highways shall ensure, or cause RDA to ensure, that the preparation design construction, implementation , operation and decommissioning of the Project and all Project facilities comply with (a) all applicable laws and regulations of the Borrower relating to environmental , health and safety, (b) the Environmental Safeguards as set out in ADB's Safeguard Policy Statement;(c) the EARF and IEE's and (d) all measures and requirements set forth in the respective IEE's and EMAPs and any corrective or preventative actions set forth in a Safeguards Monitoring Report	Being complied These conditions are being followed by all designs and construction staff of contractors and MC monitor whether these conditions are follows by the constricator's staff
Schedule 4 Safeguards	3. The Borrower and Ministry of Higher Education and Highways shall ensure, or cause RDA to ensure that the project does not have any indigenous Peoples safeguards and Involuntary Resettlement safeguard impacts, both within the meaning of SPS. In the event that the project does have any such impact, the Borrower through Ministry of Higher Education and Highways and RDA shall take all steps required to ensure that the project complies with the RF and IPPF, applicable laws and regulations of the Borrower and with SPS.	Already complied To ensure the above conditions, the Borrower included relevant clauses in the agreement signed between RDA and Contractors.
Schedule 4 – Safeguards Human and Financial Resources to implement safeguards Requirements	5.The Borrower and Ministry of Higher Education and Highways shall make available, or course RDA to make available, necessary budgetary and human resources to fully implement the SPS, IEEs, EMPs and any safeguard documents which may be prepared for the project.	Being complied

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Item/ Section/ Schedule in loan agreement	Description	Status of Compliance
Schedule 4 – Safeguards Monitoring and Reporting	6. The Borrower and Ministry of Higher Education and Highways shall do the following or cause RDA to do the following: (a) submit annual safeguards monitoring reports to ADB and disclose relevant information from such reports to attached persons promptly upon submission. (b) if any un anticipated environmental and/or social risks and impacts arise during construction, implementation or operation of the project that were not considered in the IEEs, EMPs, and any safeguard documents, promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and(c) report any actual or potential breach of compliance with the measures and requirements set forth in the IEEs, EMPs and any safeguard documents promptly after becoming aware of breach.	Being complied
Schedule 4 –Labor Standards	8. The Borrower and Ministry of Higher Education and Highways shall ensure that (a) all contracts under the project comply with all applicable labour laws and regulations, do not allow employment of child labour for project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites.(b)People directly affected by the project are given priority to be employed by the project(c) contractors do not differentiate wages between men and women for work of equal value and (d) specific clauses ensuring these shall be included in the contacts.	Being complied

3.2 Compliance with Requirements in the Environmental Assessment Review Framework (EARF)

EARF guide selection, screening categorization impact assessments, projects implementation and monitoring of environment safeguards according to requirements of the Government of Sri Lanka (GoSL) as well as the ADB safeguard Policy Statements (SPS). The requirements stipulated in the EARF have been or are being complied with as detailed in the table 3.2

Table 3.2 Compliance with Environmental Assessment Review Framework (EARF)

Item/ Section/ Schedule in EARF	Description	Status of Compliance
II, LEGAL FRAMEWORK AND INSTITUTIONAL CAPACITY A,GoSL legal framework on environmental safeguards	7. The National Environment Act (NEA) No. 47 is the key environmental policy framework which is administered through the Central Environment Authority (CEA) of the Ministry of Environment and Renewable Energy (ME & RE). NEA No. 47 was enacted in 1980 and NEA amendment Act No. 56 of 1988 stipulated the regulations for assessing and managing environmental impacts and obtaining the environmental clearance in a timely and systematic manner. The environmental clearance process is implemented through the designated Project Approving Agency (PAA) as prescribed by the Minister under section 23 Y of the NEA. The procedure that should be followed for obtaining environmental clearance is described under section 23CC and 32 of the NEA.	Being complied.
	8. The environmental clearance process should be initiated by submitting the completed Basic Information Questionnaire (BIQ) to CEA with preliminary information about the project including exact locations of the project components, extent and environmental sensitivity related to project activities. Based on this CEA decides whether the project is a “Prescribed Project” ² or not and who the PAA will be for administering the IEE or EIA process to obtain environmental clearance if the proposed project is a prescribed project.	Being complied.
	10 If a project road falls adjacent to the boundary or inside a protected area, necessary	

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Item/ Section/ Schedule in EARF	Description	Status of Compliance
	<p>clearance will need to be sought from the Department of Wildlife Conservation (DWLC) and the Forest Department even if there will be no widening of the road ROW. Depending on the sensitivity of the protected area, the DWLC and Forest Department may require conduction of an IEE or EIA study for the respective road. No works are allowed in project roads falling inside Strict Nature Reserves</p> <p>15, The Project Implementing Unit (PIU) under RDA, MOHPS is responsible for overall conduction of environmental assessments, implementation and monitoring of environment safeguards for specific project roads under the investment program. Within RDA there is a separate unit, the Environment and Social Development Division (ESDD) to cover social and environment safeguards. The division is responsible for developing manuals and guidelines, providing assistance in conduction of proper safeguard assessments, and implementation and monitoring of environment and social safeguards in accordance with environmental policies of GoSL and donor agencies. However, since ESDD is responsible for all projects under RDA and given the large scale of the investment program this division will not have adequate time and resources to implement and monitor safeguards for the investment program. Therefore, a separate safeguards team dedicated to the investment program will be created within the PIU for managing safeguards. ESDD will provide technical support and monitor the implementation of safeguards under the investment program on a biannual basis as necessary</p> <p>16 The safeguards team will comprise of sufficient social and environment safeguards officers as necessary to cover the quantum and geographic distribution of works in all provinces under the investment program. The safeguards team will be supported by a team of environmental consultants under the Project Monitoring Consultants (MC) for daily monitoring of EMP implementation and compilation of monitoring checklists and reports. Environmental assessments for succeeding tranche's will be carried out by a Survey and Preliminary Engineering (SAPE) team under RDA. A detailed safeguards training workshop will be conducted for the PIU, safeguards</p>	<p>Being complied</p> <p>None of the project roads falls adjacent to the boundary or inside a protected area. Hence clearance is not required from the Department of Wildlife Conservation (DWLC) and the Forest Department.</p> <p>All the conditions stipulated in the NEA and other related National laws regulations list in Annex 1 are being followed by all design and construction staff of contractor and MC staff. Also, the MC staff monitor whether these conditions are established in ground by the contractor's staff (during construction works).</p> <p>Being complied</p>

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Item/ Section/ Schedule in EARF	Description	Status of Compliance
	team, SAPE and MC to clarify the roles and responsibilities of each party, method of consultation and record keeping and reporting requirements before the conduction of environmental assessment studies for each tranche.	RDA has appointed safeguard team under the guidance ESDD of the RDA. The safeguard team of PIU comprise an Environmental Safeguard Officer(ESO), an Social Safeguards Officer(SSO),
III ANTICIPATED ENVIRONMENTAL IMPACTS	<p>24. During the construction phase activities such as removal and re-establishment of public utilities; removal of road side trees, mining of gravel and sand; quarrying of metal; transportation of construction materials; disposal of construction waste; establishment of construction material processing plants, storage yards, labor camps, vehicles and equipment service yard and other facilities will have to be implemented. These activities can cause several negative impacts on the local environment in the form of air pollution, water pollution. Generation of noise, soil erosion, generation of solid waste, loss of vegetation and aesthetic beauty and safety issues as people and vehicles will still be using the road during construction. Mitigation measures that will be implemented to address these issues will include but not be limited to: wet spraying to control dust; limiting working hours to minimize disturbance; regular maintenance of construction vehicles and equipment; proper disposal of construction debris; maintenance of proper hygiene and safety standards and facilities in the camps and working areas; development and implementation of erosion control and silt management measures, compensatory afforestation and enforcement of road safety measures for local people and traffic</p> <p>25. If any of the roads fall inside or near protected areas such as national parks,</p>	<p>Being complied</p> <p>Package specific EMAP's have been developed by each contractor based on the IEE's EMP. Those EMAP consists of proposed to mitigate impacts with specific locations and mitigations measure for the impacts. Implementation of EMAP is a contractual requirement in the contract between RDA and the contractors</p>

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Item/ Section/ Schedule in EARF	Description	Status of Compliance
	wildlife sanctuaries or other forms of conservation areas, proper consultation will be held with the respective national and local wildlife authorities. To the extent possible all efforts will be made to include technical measures in the road design to minimize or mitigate negative impacts on wildlife and enhance habitat conditions or migratory pathways for wildlife	None of the roads fall inside or near protected areas such as national parks, wildlife sanctuaries or other forms of conservation areas.
	26. During the operation and maintenance phase minor physical works will still be implemented such as clearing drains, filling of potholes, maintaining saplings that were planted and others. The improved road conditions will result in increased number as well as speed of vehicles. This can cause an increase in accidents and other safety issues. Minor increase in greenhouse gas (GHG) emissions and noise can also be expected from the increased traffic. The contractor will be responsible to ensure that all road safety measures such as speed breakers, safety sigs and others are well maintained for a period of seven years for the case of the case of the national road. Compensatory afforestation is expected to offset the increased GHG emissions up to a certain extent. If noise levels exceed the prescribed standards the contactor will be responsible for implementing suitable mitigation measures such as construction of noise barriers and others.	Being complied Road Safety Audits have been carried out to ensure contractors include necessary designs and signage improve to road user safety. Awareness programs on road safety were conducted for drivers at completed roads in some construction packages
IV ENVIRONMENTAL ASSESSMENT PROCEDES C. Environmental Assessment and Environmental Management Plan	34. The environment checklists with annexes on trees, utility structures, community structures, strip plans and photographs will be completed for each end every road. Based on the completed environment checklists for each road including bridges, one IEE report will be prepared for each province. However, the report must clearly present information and issues that may be unique to a district or geographic area or project road. All sensitive issues identified in the environment checklists for each project road must be clearly documented in the IEE report. The IEE report will	

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Item/ Section/ Schedule in EARF	Description	Status of Compliance
	include one general or standard EMP that will cover all impacts and mitigation measures possible within the respective province. Contract package specific EMP's will be prepared by the contractor by referring to the standard EMP, road specific information in the environmental checklists and the detailed design (level 1 design). The draft IEE report including standard EMP will be prepared in accordance with Safeguard Requirement one of the SPS and submitted to ADB for review and approval in a timely manner to allow disclosure of the draft final report on the ADB website before the Management Review Meeting (MRM) or approval of the respective tranche (if there is no MRM). The road specific EMP prepared by the contractor will be reviewed and approved by the Mc and/or the PIU prior to the start of any physical works by respective contractor	Being complied
V. CONSULTATION, INFORMATION DISCLOSURE AND GRIEVANCE REDRESS MECHANISM A. Public Consultation	<p>37. The public consultation and information disclosure is an important part of the environmental safeguard requirements under ADB SPS (2009). In addition, the NEA of GoSL also considers stakeholder engagement as a key element for successful management of environmental impacts.</p> <p>38. Meaningful public consultations will be held early on and continuously throughout the project development stage to allow the incorporation of relevant views of the stakeholders in the final project road design, mitigation measures, implementation issues, and enhance the distribution of benefits. Stakeholders will include project beneficiaries, local affected people, government bodies, and non-governmental organizations. The consultations must encourage participation of women and vulnerable groups (handicapped people, senior citizens, school children) and engage as many stakeholders as possible.</p> <p>39. Consultations will be carried out in environment free influences and will be done during conduction of transect walk while completing the environment checklists and/or through focus group discussions and/or household level or key person interviews which will start with the description of the project road design and initial</p>	<p>Being complied</p> <p>Public consultation also done during joint inspections by PIU, MC and contractor for all the roads before construction (during initial awareness meetings).</p> <p>Being complied</p>

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Item/ Section/ Schedule in EARF	Description	Status of Compliance
	identification of potential impacts. Feedback and recommendations received during the consultations will be addressed and where relevant incorporated in the environmental assessment and EMP. These consultations must be completed before finalization of the respective Periodic Financing Request (PFR) and all proceedings documented clearly in the IEE report	
A. Information Disclosure	<p>According to the requirements of the ADB SPS, for environment category B project roads the respective draft IEE will be disclosed before the Management Review Meeting (MRM) or equivalent meeting or approval of the respective tranche, if there is no MRM. Signboards with project information including details on nature of construction work, road length, construction period, name of contractor, contract sum and contact information for reporting complains or grievances will be posted in three languages (Sinhala, Tamil and English) for rural roads. For the national (OPRC) roads there will be sign boards on period of works and contact information for reporting complaints or grievances in three languages.</p> <p>42. During project implementation, annual environmental monitoring reports will be prepared per province and submitted to ADB for disclosure on the ADB website.</p>	Being complied.
C. Grievance redress mechanism	Grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through the existing local administrative system. Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels. The first will be at the grass level where complaints will be directly received and addressed by the contractor, MC or PIU representative on site. Grievances which are simple but still cannot be addressed at the grass roots level will be addressed at the Grama Niladari (GN) level. More complex grievances which cannot be addressed at the GN level will be addressed at the Divisional Secretariat (DS) level. There will be a Grievance Redress Committee (GRC) at the GN and DS levels	Being complied

4. MONITORING OF ENVIRONMENTAL SAFEGUARD COMPLIANCE AT FIELD LEVEL

4.1 The Documents Contractor Should Submit

As per the contract agreements and EARF the contractors require to submit Site SSEMAP, EMCs and monthly progress reports. In addition, the contractors require to obtain approvals, licenses and permits for road construction activities, yards, quarries and material extraction pits.

Status of the submission of SSEMAPs and EMCs by the contractors and acceptance given by MC are listed in table no 4.1.

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Table 4.1 Status of the submission of SSEMAPs and EMCs by contractors as per 31 December 2019

Package	SSEMAP Submission		EMC Submission									
			Preconstruction		25%		50%		75%		100%	
	Submitted by Contractor	Accepted by MC	Submitted by Contractor	Accepted by MC	Submitted by Contractor	Accepted by MC	Submitted by Contractor	Accepted by MC	Submitted by Contractor	Accepted by MC	Submitted by Contractor	Accepted by MC
RMC-SP-1	Yes	Yes	1	1	-	-	-	-	-	-	-	-
RMC-3	Yes	Yes	5	5	1	1	-	-	-	-	-	-
Total	-	-	6	6	1	1						

4.2 Licenses and Approvals

Section II of EARF, legal framework and institutional capacity, 12, para, table 3 stipulates applicable approvals required for the investment program in the Table 3 page no 7 of EARF as applicable approvals required for the Integrated Road Investment Program.

According to the circular (circular no 2/2015) issued by the Ministry of Mahaweli Development and Environmental on approval process for barrow materials, has to be followed by the contractors to obtain approval for barrow materials. Circular no 2/2015 issued by ministry of Mahaweli Development is given annex 1.

Status of license and approval of the contracts in the RMC as at 31st of December 2019 are given in the annex 2

4.3 Submission of Monthly Environmental Progress Report

According to sub clause 5.9.3 in contract condition of the contract agreement, each contractor should submit a monthly progress report on environmental issues. This monthly report includes, summary of weather records, summary of road construction activities, environmental issues identified and action taken or mitigation measures applied, status of submission of EMAP, SSEMAP, EMC, tree removal and tree planting, status of licenses and approvals and details of yards. A sample of monthly progress report is attached in annex 3

4.4 Grievance Redress Mechanism (GRM) of the Project

Section C of EARF and Section vi of RF explain the need of handling public grievances especially during the project implementing period of iRoad program.

The Grievance Redress Mechanism (GRM) is necessary to support general public to resolve their problems arising due to project activities.

GRM is an arrangement for receiving, evaluating and facilitating the resolution of affected person's requests, complaints, suggestions and grievances on social and environmental performances of the project. Affected persons need a trusted way to voice and resolve project related concerns.

During the reporting period handled complaints and Social issues as stated in section VI of Resettlement Framework (RF) and subsection V of Environment Assessment and Review Framework (EARF). Last year the program has been following procedures according to above documents.

Status of number of GRC's established during the reporting period are listed in table no 4.2

Table 4.2 Status of GRC's established during the reporting period

Package Name	Total GRC's to be Established		Established	
	Divisional Secretariat Level	Grama Niladhari Level	Divisional Secretariat Level	Grama Niladhari Level
RMC – SP 01	6	42	6	29
RMC – 03	2	12	2	2
Total	8	54	8	31

4.5 Grievances Submitted

The community awareness meetings held at the commencement of the project; a public notice developed in local language is being displayed at community attracted places in the project area. The main purpose of the notice is to create awareness among communities on the project, understand to what extent the community can involve in project activities and how to make complaints, suggestions, grievances and requests to the project. The public notice brings the key information about the project and contact numbers of relevant officers of the project whom to be contacted regarding social and environmental issues.

➤ Grievances Receiving Channels

A system of channels has been established to receive public suggestions, requests, complaints and grievances by the project. The public is clearly informed that they can follow any of the following channels in submitting their complaints/ grievances/ suggestions or requests to the project.

➤ Directly from Interested Parties

Some interested parties direct their complaints through telephone, from letter or at meeting their complaints to the Contractor, MC, PIU and Government officers (DS or GN). These complaints are conveyed to the contractor by the receiver through PIU.

➤ Complaints, Request and Suggestion Box

Availability of complaints, suggestions and Request Boxes at the work sites has been identified as one of the effective methods to share views of public design stage and construction stage. These boxes are installed at contractor's site offices in all contract packages, Grama Niladhari's office and common places of the construction sites. The project management team expect to collect the community written ideas through these boxes. Complaints, request and suggestion are being collected from the boxes at the end of each week. MC has introduced a common format for the complaints, request and suggestion boxes.

Summary of public complaints, requests and suggestions received during the reporting period are listed in table no 4.3 and 4.4

Table 4.3 Summary of public complaints, requests and suggestions received during the reporting period Maradankadawela – Habarana Road – RMC 03

Route No	Road Name	Previous Month			This Month			Cumulative total up to this month			Attended	Unattended	Completed	In progress
		No. of complaint	No. of Suggestions	No. of Requests	No. of complaint	No. of Suggestions	No. of Requests	No. of complaint	No. of Suggestions	No. of Requests				
A011	Maradankadawala-Habarana	05	03	20	01	-	02	06	03	22	30	01	29	01
Total		05	03	20	01	-	02	06	03	22	30	01	29	01

Table 4.4 Summary of public complaints, requests and suggestions received during the reporting period Karapitiya – Thawalama Road - RMC SP 01

Route No	Road Name	Previous Month			This Month			Cumulative total up to this month			Attended	Unattended	Completed	In progress
		No. of complaint	No. of Suggestions	No. of Requests	No. of complaint	No. of Suggestions	No. of Requests	No. of complaint	No. of Suggestions	No. of Requests				
B 248	Thalagaha to Wanduramba (1+950 to 6+950)	-	-	5	-	-	7	-	-	12	10	2	8	2
B 429	Udugama Bus Stand to Hiniduma (0+000 to 5+000)	-	-	-	-	1	3	-	1	3	4	-	3	1
B 454	Wanduramba to Nagoda	-	-	4	-	-	3	-	-	7	7	-	6	1
Total		0	0	9	0	1	13	0	1	22	21	2	17	4

4.6 Environmental Safeguard Compliances Field Monitoring

Field monitoring of environmental safeguard compliance is being carried out by ADB resident mission, ADB CSD/SG consultant/specialist, MC, PIU and ESDD.

4.6.1 Field Inspection by ADB Initial Mission

Field inspections and awareness were conducted by ADB resident mission jointly with MC, PIU and contractor's staff to review the overall progress of the project including implementing safeguards activities of the project. Details are given in table 4.1

Table 4.5 Details of ADB Initial mission

Date	Package	Description of the event
26 Sep	RMC-3	<ul style="list-style-type: none"> • Inspection of environmental safeguard activities and road safety at roads construction sites • Provide relevant guide lines which have to be followed according to the ADB guide lines to PIU, MC and Contractors representatives
16Sep	RMC-SP-1	



Figure 4.1 Field inspection conducted by ADB initial mission at RMC-3 package on 26 September 2019



Figure 4.2 Discussion conducted by ADB initial mission at RMC-SP-1 on 16 September 2019

4.6.2 Initial Awareness Session and Field Inspections by ADB CSD/ SG Specialist/Consultant

Field inspections and awareness were conducted by ADB CSD Expert, MC, PIU and contractor's staff to aware the environmental safeguards. Details of field inspection conducted by SCD / SG Specialist, MC, PIU and contractor's staff are given in table 4.2

Table 4.6 *Details of field inspections conducted by ADB CSD Expert team jointly with SCD / SG Specialist consultant MC, PIU and contractor's staff*

Date	Package	Description of the event
08 Sep	<ul style="list-style-type: none"> RMC-3 	<ul style="list-style-type: none"> Inspection of road construction sites including stock yards and disposal yards Meeting with PIU, PIU and Contractor staff Inspection of environmental safeguard activities and road safety at roads construction sites
20Sep	<ul style="list-style-type: none"> RMC-SP-1 	<ul style="list-style-type: none"> Inspection of stores managed by contractors.



Figure 4.4 Awareness meeting and Field inspections conducted by SCD / SG Specialist, MC, PIU and contractor's staff RMC-SP-1 package.



Figure 4.3 Awareness meeting and Field inspections conducted by SCD / SG Specialist, MC, PIU and contractor's staff RMC-SP-1 package.

4.6.3 Field Inspection by Representatives of ESDD

Representatives of ESDD jointly with MC, PIU and contractor's staff conducted field inspections, too aware about the filed implementation of environmental safeguards compliance. A meeting was conducted at the end of field inspection.

Table 4.7 *Details of the field inspections conducted by representatives of ESDD jointly with MC, PIU and contractor's representative*

Date	Package	Description of the event
19 Dec	<ul style="list-style-type: none"> RMC-3 	<ul style="list-style-type: none"> Inspection of road construction sites including stock yards and disposal yards Meeting with MC and Contractor staff Inspection of environmental safeguard activities and road safety at roads construction sites Inspection of stores managed by contractor. Inspection of borrow pits managed by contractor



Figure 4.6 Meeting conducted by ESDD, MC, PIU and contractor's staff RMC-3



Figure 4.5 Field inspections conducted by ESDD, MC, PIU and contractor's staff RMC-3

5. ENVIRONMENTAL ISSUES OBSERVED AND STATUS OF COMPLIANCE

Possible environmental impacts from project activities and migratory actions to be adopted were clearly included in SSEMAPs submitted by the contractors. Hence most of the environmental impacts were mitigated in the ongoing project activities. Contractor's own EO, MC staff and PIU staff continued monitoring of environment compliance and public assisted in raising environmental best practices and issues related to road construction. The impacts observed, mitigation measures adopted with road specific examples are discussed in this section

5.1 Environmental Issues Observed by Contractor's Staff and Environmental Issues Reported by Public and Measures Taken

Environmental issues observed by contractor's staff and reported by public were rectified by the contractor's staff at field level with guidance from MC and PIU staff. Instructions required for rectify some environmental issues were given from MC staff especially for issues that were not effectively mitigatable through standard practices given in the SSEMAP.

Summary of key environmental issues observed by contractor's staff and reported by public and measures taken during the reporting period presented in table5.1

Table 5.1Key Environmental impact observed and mitigation taken by contractor

Package	Environment Issue observed	Mitigation measure/s taken by contractor
	1. Spreading dust at Site and stock yards	1. Watering the roads (Image 5.1.1)
	2. Soil erosion in stock/ dumping yards	2. Providing dust barriers for stock yards
		3. Construction of Toe wall



Figure 5.2 Watering for dust control in RMC -SP-01



Figure 5.1 Watering for dust control in RMC -03



Figure 5.4 Construction of Toe wall in stock yard RMC - 03



Figure 5.3 4 Providing dust barriers for stock yards RMC-03

5.2 Awareness and Training Programs

Traffic and road safety awareness programs were conducted to improve the capacity of the contractor's staff and road users. Following are the details of workshop and training programs conducted during the reporting period.



Figure 5.6 Traffic Awareness on road safety for Road users in RMC-03



Figure 5.5 Traffic Awareness on road safety for contractor's staff in RMC-SP-01



Figure 5.8 Traffic Awareness on road safety for contractor's staff by Team leader in RMC-SP-01



Figure 5.7 Traffic Awareness on road safety for contractor's staff in RMC-03

5.3 Tree Removing and Tree Planting Program

Tree removing for road construction work was minimized as possible during the reporting period. This was highly emphasized by Team leader and Project Directors at the monthly progress review meetings. Systematic tree removing process has been practiced in RMC as follows

- After demarcating ROW of the road according to the road design, ESO of contractor will prepare a list of trees to be removed
- This tree list will be sent to RE with copy to the PD/PE by the contractor.
- Joint inspection conducted with representative of PIU, MC and contractor representing environmental safeguards officers and finalized the list.
- This finalized list will be presented at monthly progress reviewed meeting. After finalizing list, it will be sent to relevant Divisional Secretary (DS)
- DS will clarify the information from relevant “Grama Niladhari” and after that, approval will be granted
- Removed trees belong to government land are handed over to State Timber Corporation and trees belong to private lands are handed over to the owner through relevant Grama Niladhari
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Figure 5.10 Tree Survey RMC-SP-01



Figure 5.9 Tree Survey RMC-03

**Table 5.2 The summary details of the tree removal and tree planning during the reporting period
RMC -SP-01**

Road Section	Tree Removing		Tree Planting		Planting location		Remarks
	Total No. of trees to be removed	No. of trees removed	Total No. of plants to be planted	No. of plants planted	Identified	To be identified	
B 248	263	48	144	0	√		Tree planting program will be held collaboration with school children and villagers.
B 303	441	59	117	0	√		
B 429	229	60	180	0	√		
Total	953	167	441	0			

Tree planting program is scheduled to commence in May 2020 for RMC -SP-01 with the commencement of next monsoon season and after the removal of a considerable number of trees.

**Table 5.3 The summary details of the tree removal and tree planning during the reporting period
RMC 03**

Road Section	Tree Removing		Tree Planting		Planting location		Remarks
	Total No. of trees to be removed	No. of trees removed	Total No. of plants to be planted	No. of plants planted	Identified	To be identified	
0-5 km	16	10	30	0	√		Tree planting program will be held in January-2020, in collaboration with school children of Maradankadawala school
	13	13	39	0	√		
10-15 km	6	-	18	0	√		
20-25 km	5	-	15	0	√		
Total	40	23	104	0			

Tree planting program commence in January 2020 for RMC 03 before end of the north-west monsoon season.

6. PUBLIC CONSULTATIONS AND INFORMATION DISSEMINATION

Awareness meetings are being conducted on all roads where improvement and rehabilitation to be done together with GRC formation meeting with participation of PIU, MC and contractors' staff before any physical works started. Information of contraction activities, social and environmental safeguards requirements of the project, GRM process and community participation in projects activities are explained at these meetings. There were interactive meeting where public also actively participated.

In addition to the awareness meetings conducted, Public information notices developed in local languages are being displayed at common places in the project area. The main purpose of this notice is to create awareness among communities on the project, understand what extent the community can involve in the project activities and how to make complaints, suggestions and requests to the project authorities. Public information notice brings the key information about the project and contact numbers of relevant officers of the project whom to be contacted regarding social and environment relevant issues.

Details of the, 05 contact persons who are designated to submit complaint within PIU & MC are also included in the notice as.

<u>MC</u>	<u>PIU</u>
<ul style="list-style-type: none"> ▪ Environment Specialist ▪ Social/Gender/Resettlement Specialist 	<ul style="list-style-type: none"> ▪ Project Engineer ▪ Environment Safeguard Officer ▪ Social Safeguard Officer

Complaint/Suggestion and Request Boxes at the work sites are identified as one of the effective methods to share views of public in Design Stage and Construction stage.

7. CONCLUSION AND RECOMMENDATIONS

7.1 Conclusion

- 1 This report is the Annual Report for the Environmental Safeguard Monitoring from April to December 2019 in RMC.
- 2 The report deliberates measures taken by the project team for compliance with Environmental Safeguards requirement as per the loan documents and other relevant documents related to environmental safeguards such as Loan agreement, FAM, EARF, IEE and Environmental checklist.
- 3 Compliance of environmental safeguard requirements of the project is higher satisfactory level due to commitment of staff, Site Engineers (SE), and Environmental and Social Officers (ESO) and the guides and advice given by consultant staff.
- 4 During this reporting period guidance and assistance are given by the ESDD of RDA, ADB CSD/SG specialist /consultant and ADB resident mission highly to improve the project environmental safeguard compliances
- 5 Environmental Team (ESO and SSO) attached to PIU worked with cooperation with MC and contractor's staff for the implementation of safeguards requirements of the project.
- 6 Attitudes and commitments of engineering field staff highly affected on implementation of safeguards requirements of the project successfully.

7.2 Recommendation

Following recommendations are proposed to improve the environment safeguard component of the iRoad RMC program.

- a) Conduct more workshops/training experiences sharing sessions among staff of contractor, PIU and MC on environment safeguards activities.
- b) Need occasional site visits of ADB safeguard coordinating consultant to assist compliance environmental safeguard monitoring independently.

Annexure:01

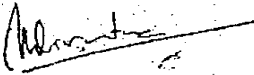
**Circular No.2/2015 Issued by Ministry of Mahaweli
Development and Environment for Soil and Gravel Excavation**

Ministry of Mahaweli Development and Environment

1-2

V. ඉහත iv හි සඳහන් කමිටුව එයකට එක්වරක් වත් රැස්විය යුතු අතර අවම වශයෙන් සාමාජිකයින් පස් දෙනෙකුටත් (05) එයට ඇතුළත් විය යුතුය.

03. පස් හා බොරළු කැණීම හා ප්‍රවාහනය සම්බන්ධයෙන් ලබා දී ඇති බලපත්‍ර සම්බන්ධයෙන් පොලීසිය දැනුවත් කිරීම හා අවශ්‍ය අවස්ථාවල අනුමැතිය වැළැක්වීමට පොලීසියේ සහයෝගය ලබා ගැනීමට කටයුතු කළ හැකිය. විශේෂයෙන් පස් හා බොරළු ප්‍රවාහනයේ දී බලපත්‍ර තිබේදැ යි පොලීසිය විසින් පරීක්ෂාවට ලක් කළ යුතු ය.
04. මෙහිදී පස් හා බොරළු අවශ්‍ය වන ජාතික හා ප්‍රාදේශීය වශයෙන් වැදගත්කමක් ඇති සංවර්ධන ව්‍යාපෘතිවල ප්‍රගතියට බාධා නොවන සේ ඉහත විධිවිධාන යොදා ගැනීමේ ක්‍රමවේදයන් මෙම අමාත්‍යාංශයේ අනුමැතියට යටත්ව දිස්ත්‍රික් ලේකම්/දිසාපතිවරුන් විසින් අවස්ථානුරූපීව සකස් කර ගත යුතු වේ.
05. විධිමත් ක්‍රමවේදයක් හඳුන්වා දෙන තුරු වැරදි පරමාර්ථයෙන් පස් හා බොරළු කැණීම සිදුකිරීමට හා විද්‍යා සමීක්ෂණ හා පහල් කාර්යාංශය වෙතින් කරනු ලබන ඉල්ලීම සඳහා එම කාර්යාංශය විසින් සළකා බලනු නොලැබේ.
06. මෙම චක්‍රලේඛයේ විධිවිධාන 2015 ඔක්තෝබර් 15 දින සිට දිවයින පුරා ක්‍රියාත්මක කිරීමට කටයුතු කළ යුතු ය.


උදය ආර්. සෙනෙවිරත්න
ලේකම්

පිටපත්:

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| 1. ජනාධිපති ලේකම් | - කරු. දැ.ගැ.ස. |
| 2. අග්‍රාමාත්‍ය ලේකම් | - කරු. දැ.ගැ.ස. |
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රාජ්‍ය පරිපාලන හා කළමනාකරණ අමාත්‍යාංශය | - කරු. දැ.ගැ.ස. හා අ.ක.ස. |
| 4. සෞඛ්‍ය සියළුම අමාත්‍යාංශ ලේකම්වරුන් | - කරු. දැ.ගැ.ස. හා අ.ක.ස. |
| 5. විගණකාධිපති | - කරු. දැ.ගැ.ස. හා අ.ක.ස. |
| 6. පොලීස්පති
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| 7. සභාපති
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| 8. සභාපති
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විමුක්ත දිනය : 11/05/2015



භූ විද්‍යා සමීක්ෂණ හා පතල් කාර්යාංශය


නියෝජ්‍ය අධ්‍යක්ෂ (කැණීම්) / ප්‍රධාන කැණීම් ඉංජිනේරු/ ලේඛකාධිකාරී/ ප්‍රාදේශීය කැණීම්
ඉංජිනේරු/සියළුම කැණීම් ඉංජිනේරුවරුන් සහ සහකාර ලේඛකාධිකාරීන්

2015.11.13 දිනැති සහ අංක. 02/08/LD/M1-163 දරණ
මහවැලි සංවර්ධන හා පරිසර අමාත්‍යාංශයේ ලේකම්ගේ ලිපියේ සඳහන් පරිදි
පස් හා බොරළු කැණීම් බලපත්‍ර නිකුත් කිරීම පාලනය කිරීම

2009 අංක 66 දරණ පනතින් සංශෝධිත 1992 අංක 33 දරණ පතල් හා ඛනිජ ද්‍රව්‍ය පනතේ 28(1) වගන්තිය ප්‍රකාරව පස් හා බොරළු කැණීම සඳහා බලපත්‍ර ලබා ගැනීම පිණිස සියලු අයදුම්පත් භූ විද්‍යා සමීක්ෂණ හා පතල් කාර්යාංශයේ ප්‍රධාන කාර්යාලයෙන් හෝ ප්‍රාදේශීය කාර්යාල මගින් සිදු කළ යුතුය. ඒ අනුව නව උපදෙස් හා කාර්යාංශය කළමනාකරණ මණ්ඩලයේ උපදෙස් පරිදි නව හා අළුත් කිරීමේ අයදුම්පත් 2015.12.01 දින සිට පෙර පරිදි අදාළ ලිපිලේඛන සමග භාර ගැනීම සිදු කළ හැක. අයදුම්පත් භාර ගැනීමෙන් පසු සියලුම කැණීම් ඉංජිනේරුවන් විසින් පහත ක්‍රියාදාමය අනුගමනය කළ යුතු ය.

1. කාර්යාංශයේ ඉංජිනේරුවරයා විසින් පස් හා බොරළු කැණීම සඳහා බලපත්‍ර නිකුත් කිරීමේදී අවශ්‍ය විය හැකි යැයි සිතෙන පහත සඳහන් ආයතන නියෝජනය වන නියෝජිතයින්ගෙන් සැදුම්ලත් කමිටුවක් පත් කර ගත යුතුය.
 - මධ්‍යම පරිසර අධිකාරිය
 - නාගරික සංවර්ධන අධිකාරිය
 - මහවැලි සංවර්ධන අධිකාරිය
 - පුරා විද්‍යා දෙපාර්තමේන්තුව
 - ජාතික ගොඩනැගිලි පර්යේෂණ ආයතනය
 - වන සංරක්ෂණ දෙපාර්තමේන්තුව හෝ වෙනත් අදාළ විය හැකි ආයතන
2. අයදුම්පත් කාර්යාංශය වෙත භාර ගත් දින සිට සති 03 ක් ඇතුළත ප්‍රාදේශීය කැණීම් ඉංජිනේරු විසින් ක්ෂේත්‍ර පරීක්ෂණ සඳහා දිනයක් සහ වේලාවක් එම කමිටු සාමාජිකයින් වෙත දැන්විය යුතුයි.
3. උක්ත කමිටු සාමාජිකයින්ට අමතරව සාමාජීය ප්‍රශ්න අවම කර ගැනීම සඳහා අදාළ ප්‍රාදේශීය ලේකම් සහ පොලිස් ස්ථානාධිපතිවරයාද කමිටුවේ සාමාජිකයින් ලෙස පත් කර ගැනීම සිදු කළ යුතුයි.
4. අයදුම්පත් භාර ගත් දින සිට සති 03 ක් ඇතුළත කමිටු සාමාජිකයින් විසින් ක්ෂේත්‍ර පරීක්ෂණය සිදු කළ යුතුයි. එදින සිට සති 02 ක් ඇතුළත කමිටුවේ අදාළ නිලධාරීන් විසින් තම නිර්දේශ සකස් කර අදාළ ප්‍රදේශයේ දිස්ත්‍රික් ලේකම්වරයාට පිටපතක් සහිතව භූ විද්‍යා සමීක්ෂණ හා පතල් කාර්යාංශයේ අධ්‍යක්ෂ ජනරාල්වරයාට යොමු කිරීමට කටයුතු කළ යුතුයි.

5. අදාළ ක්ෂේත්‍ර පරීක්ෂණයේදී සහභාගි වන සියලුම නියෝජිතයන්ගෙන් අදාළ ස්ථානය සඳහා, කොන්දේසිවල යටතේ බලපත්‍රයක් ලබා දීමට නිර්දේශ කරනු ලබන/නොලබන බව පහත ඇමණුම 01 පරිදි සහතික කර ගත යුතුය.
6. සෑම මසකම අවසාන සතියේදී දිස්ත්‍රික් ලේකම් මූලසූත්‍ර භෞඛවන පරිදි අදාළ කමිටුවට අවශ්‍ය තොරතුරු කාර්යාංශය විසින් ලබා දිය යුතු අතර, එහිදී නිර්දේශ ලද අයදුම්පත් ඇගයීම කර, අදාළ ආයතන නිර්දේශ තහවුරු කර, කාර්යාංශය වෙත ලබා ගැනීම සඳහා කටයුතු කළ යුතුය.
7. මෙම කමිටුව රැස්වීමේදී අවම වශයෙන් අයදුම්පත් 5ක් වත් ඇගයීම සඳහා ඉදිරිපත් කළ යුතු අතර එම එක් එක් කමිටු සාමාජිකයින් සඳහා සහභාගිත්වය හා අදාළ තොරතුරු ඇගයීම වෙනුවෙන් දීමනාවක් ගෙවීමට කටයුතු කරනු ලැබේ.
8. ඉහත ක්‍රමවේදයද වර්ෂය අවසාන වී බලපත්‍රය තවත් වසරකට දීර්ඝ කිරීම සඳහා ඉදිරිපත් කරන අයදුම්පත් සඳහා අනුගමනය කළ යුතුයි.
9. 2015.10.15 වන දින තෙක් කාර්යාංශය වෙත ඉදිරිපත් කර ඇති නිර්දේශ සියල්ල ලැබී නොමැති අයදුම්පත් සඳහා නොපමාව කමිටු නියෝජිතයන් සමඟ ක්ෂේත්‍ර සමීක්ෂණයක් සිදු කර දිස්ත්‍රික් කමිටු නිර්දේශය ලබා ගැනීමට කටයුතු කළ යුතුයි. මෙම කටයුත්ත මෙම වක්‍ර ලේඛනය නිකුත් කර සති 03 ඇතුළත කළ යුතුයි.


අධ්‍යක්ෂ ජනරාල්

2015.12.01

- පිටපත : 1) සභාපති - ඇ.ගැ.පි
2) නීති නිලධාරී - ඇ.ගැ.පි
3) ලිපිගොනුවට

Annexure: 02
Status of License and Approval of the Contracts as per 31st of
December 2019

License and Approvals for RMC-SP-01

Section	Supplier	EPL		TL		IML	
		From	To	From	To	From	To
Crusher	Navodya Metal Crusher	30/05/2019	29/05/2020	02/01/2019	31/12/2019	N/A	N/A
Quarry	Navodya Metal Quarry	11/4/2019	10/4/2020	02/01/2019	31/12/2019	20/05/2019	2/4/2020
Burrow pit	A.M.Munidasa Udalamaththa, Galle	30/11/2019	30/11/2020	19/12/2018	19/12/2019	4/12/2019	3/3/2020
	-	4 Nos. In progress	4 Nos. In progress	N/A	N/A	4 Nos. In progress	4 Nos. In progress
Asphalt plant	-	N/A	N/A	N/A	N/A	-	-
Batching Plant	Karandeniya	30/04/2019	29/04/2020	30/04/2019	30/04/2020	N/A	N/A

License and Approvals for RMC-03

Type	Location	EPL		TL		IML	
		From	To	From	To	From	To
Quarry	Asiri Metal Quarry - Ganewalpola	23/08/2019	22/08/2020	02/01/2020	31/12/2020	21/08/2019	20/08/2020
Crusher	Asiri Metal Crusher - Ganewalpola	18/08/2019	17/08/2020	02/01/2020	31/12/2020	NA	
Borrow Pits	CEC borrow pit Horiwila	16/09/2019	15/09/2020	NA		14/08/2019	13/08/2020
	CEC borrow pit Mahadiulwewa	20/08/2019	19/08/2020	NA		16/07/2019	15/07/2020
Asphalt Plant	CEC Asphalt Plant Karagaha gedara, Narammala	23/07/2019	22/07/2020	02/01/2020	31/12/2020	NA	
Concrete batching Plant	ICC Plant Tokyo	In progress		02/01/2019	31/12/2020	NA	

Annexure 03

Sample of Monthly Progress Report

Monthly Environmental Compliance Report-RMC 03
MONTH OF DECEMBER

1. Summary of Weather Condition

Weather Condition		
Dry (No. of Days)	Wet (No.of Days)	
	Rain (1-10 mm)	Heavy Rain (>10mm)
15	7	9

Total rainfall received in month of October 588 mm (15 days are sunny)

2. Environmental issues and migratory measure or action taken at site. Mark status as (□) appropriately.

Road Section	. Environmental issue	Not complied	Partly complied	complied	Migratory Measure
	Preventing of Soil erosion at the disposal yards			✓	(Protection wall constructed by using of gunny bags at 6+200 LHS,15+900RHS,20+740RHS,11+120RHS,20+800 LHS,21+050LHS)
	Preventing dust issues at stock pile yards			✓	(Dust preventing net has been erected at 1+480RHS)
	Disturbance to flora & fauna	✓			Actions taken to minimize the damage (by removing the minimum number of trees) we have identified 38 trees either side of road. But only 13 trees are to be cut within 5m of the center line

3.Environmental Management Action Plan (EMAP) status. Mark status as (□) appropriately and insert the date of report submitted.

EMA P		SSEMA P			
Approved /Date	Not Approve d	Road Section	Completed/ Submitted Date	Not Completed	Remark s
27/07/2019		0-5km	27/07/2019		-
		20-25KM	27/11/2019		

4. Environmental Monitoring Checklists (EMC) status. Mark status as (□) appropriately and insert the date of Report submitted.

EMC						
Road Section	Pre-Construction stage, completed	Construction stage, % completed				Post construction Stage
		25%	50 %	75%	100%	
0-5km	27/07/2019	27/11/2019	-	-	-	
20-25km	17/08/2019					
5-10KM	27/11/2019					
10-15KM	27/11/2019					
15-20KM	27/11/2019					

5. Base line value Monitoring

Road Section	Parameter	Base line	Monitoring		Mitigatory Measures
			Partly complied	complied	
0-25km	Surface water quality measurements	✓	✓	-	Base line survey has been done by IEE
	Ground water quality measurements	✓	✓	-	
	Air quality measurements	✓	✓	-	
	Noise level measurements	✓	✓	-	
	Vibration measurements	✓	✓	-	

6. Tree removal and tree planting activity.

Road Section	Plants removing		No. of native plants	Tree Planting			Planting location		Remarks
	Total no plants to be removed	No of plants removed		Total No. of plants to be planted	No. of plants planted	Species	Identified	To be identified	
0-5km	-	23	13	69	-	Native or fruit plants will be selected	✓		Tree planting program will be held on January at Maradankadawala school premises and collaboration with school children
20-25km	05	-	05	15					
10-15km	06	-	5	18					
Total	11	23	23	104	-				

7. License and approvals

Section	EP L		T L		IML		Remar k
	From	To	From	To	From	To	
Crusher	18/08/2019	17/08/2020	02/01/2020	31/12/2020	N/A	N/A	-
Quarry	23/08/2019	22/08/2020	02/01/2020	31/12/2020	21/08/2019	20/08/2020	-
Burrow pit	16/09/2019	15/09/2020	N/A	N/A	14/8/2019	13/08/2020	-
Burrow pit	20/08/2019	19/08/2020	N/A	N/A	16/7/2019	15/07/2020	
Asphalt plant	23/07/2019	22/07/2020	02/01/2019	31/12/2020	N/A	N/A	-
Batching Plant	19/06/2019	18/06/2020	02/01/2019	31/12/2020	N/A	N/A	-

7.1 Materials supply for the month

Type of materials	Details of the source							Road details				
	Name	location	Capacity		Approvals			Supplied Road section	Total Roads requirement		Balance requirement	
			Unit	Qty	CEA	GSM B	T L		Unit	Qty	Unit	Qty
Barrow materials	CEC Barrow pit	Horiwila	Cube	35,000	✓	✓	✓	0-5km 20-25km	Cube	19000	Cube	-
	CEC Barrow pit	Mahadiulwewa	Cube	25,000	✓	✓	✓					
Quarry materials	Asiri Metal quarry	Ganawalpola	cube	50,000	✓	✓	✓				Cube	-
Asphalts	CEC Asphalt	Kadahapola	Tons	640/day	✓	NA	✓				Ton	18500
Concrete	ICC Concrete	Galkulama	Cu.m	180/day	✓	NA	✓				Cu.m	950
ABC	Asiri Metal Crusher	Ganawalpola	Cu.m	100/day	✓	NA	✓		Cube	4000	Cube	500

7.2 Requirements of Stockyards

Road Section	Details of yards				Road requirement		Approval and other requirements					
	Name of the owner	Location	Capacity				Owner	Eng.	GN	DS	LA	Restore Plan
0-25km	K.B.T.Thilakarathna	1+480 RHS	m ³	6000	m ³	24,055 Burrow material	✓	✓	-	-	-	✓
	Y.M.Hafeel Marikkar	6+200 LHS	m ³	6500			✓	✓	-	-	-	✓
	A.R.Abdul Sathar	11+120 RHS	m ³	5000			✓	✓	-	-	-	✓
	P.B.Elaluhami	15+900 RHS	m ³	6000			✓	✓	-	-	-	✓
	H.M.D.Manike	20+740 RHS	m ³	6000			✓	✓	-	-	-	✓
	P.M.Shiromi Manjula	20+800 LHS	m ³	4500	m ³	10,500 ABC material	✓	✓	-	-	-	✓
	B.S.K.Balasooriya	21+050 LHS	m ³	4000			✓	✓	-	-	-	✓

7.3 Requirements of Disposal/Dumping Yards

Road Section n	Details of yards				Road requiremen t		Approval and other requirements					
	Name of the owner	Location	Capacity				Owner	Eng.	GN	DS	L A	Restor e Plan
0-25km	W.M.Darmadasa	1+500 RHS	m ³	3000	m ³	10800	✓	✓	✓	✓	✓	✓
	M.Karunawathi	13+080 LHS	m ³	250			✓	✓	✓	✓	✓	✓
	Principle –Galapitagala school	13+120RHS	m ³	2500			✓	✓	✓	✓	-	✓
	K.Ranbanda	16+230 LHS	m ³	5000			✓	✓	✓	✓	✓	✓
	R.Sumanawathi	16+230 LHS	m ³	3000			✓	✓	✓	✓	✓	✓
	A.Merinona	20+120 RHS	m ³	350			✓	-	✓	✓	-	✓
	R.M.Wimalasiri	20+160 LHS	m ³	200			✓	-	✓	✓	-	✓
	L.Punchimanika	21+160 LHS	m ³	250			✓	✓	✓	✓	-	✓
	P.G.Esawathi	21+340 LHS	m ³	400			✓	✓	✓	✓	-	✓
	K.G.Shiromika	21+440 LHS	m ³	800			✓	✓	✓	✓	-	✓
	State land	21+500 LHS	m ³	450			✓	-	✓	✓	-	✓

8. Compliance to the EMP/SEMAP

Environmental impact observed/ recorded	Applicable Road section	Mitigation measure/s adopted	Mitigation measure/s recommended in the EMP/SEMAP	Effectiveness	Recommendations proposed	Photos
Disposal of Excavated Material.	0-5km	Top soil has been stocked for reusing at 6+200 LHS	Unsuitable debris material and removed pavements of roads will be suitably disposed-off at pre-designated disposal yards, with approval of relevant agencies.	Suitable location has been selected as the disposal location.	Abandon borrow pit is used for disposing unsuitable debris	-