



## Social Monitoring Report

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

Loan Numbers: Tranche 1 – 3171

Tranche 2 – 3221

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Semi Annual Report

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## SRI: Integrated Road Investment Program MC – Southern, North Central Province

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

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**DEMOCRATIC SOCIALIST  
REPUBLIC OF SRI LANKA**

**Ministry of Roads and Highways**

**Road Development Authority**

**SEMI- ANNUAL SOCIAL SAFEGUARD MONITORING REPORT**

April to December - 2019

**LOAN 3171 - SRI: Tranche 01 – MC / 001**

**Monitoring Consultancy for Road Management Contracts [RMC]  
for National Roads**



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**Submitted to:**

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## **List of Abbreviations**

AC	Asphalt Concrete
AF	Affected Families
ADB	Asian Development Bank
AIDS	Acquired Immunodeficiency
AP	Affected Person
ARE	Assistant Resident Engineer
BIQ	Basic Information Questionnaire
BOQ	Bills of Quantities
CE	Construction Engineer
CEA	Central Environment Authority
CEA	Consultant Engineering Architect
CRC	Conventional Road contract
CSD	Centex Sensitive Design
CSR	Cooperate Social Responsibility
DE	Design Engineer
DSD	Secretariat Division
DTL	Deputy Team Leader
EARF	Environment Assessment and Review Framework
EOI	Expressions of interest
EOT	Extension of time
ES	Specialist
ESDD	Environment and Social Development Division
ESO	Environmental Safeguard Officer
ESSO	Environmental and Social Safeguard Officer
FAM	Facility Administration Manual
GAP	Gender Action Plan
GN	Grama Niladhari
GND	Grama Niladhari Division
GoSL	Government of Sri Lanka
GRCs	Grievance Redress Committees
GRM	Grievance Redress Mechanism
HIV	Human Immunodeficiency Virus
IA	Implementing Agency
IEE	Initial Environment Examination
IPPF	Indigenous People's Planning Framework
IPP	Indigenous People Plan
IR	Involuntary Resettlement
iRoad	Integrated Road Investment Program
LARP	Land Acquisition and Resettlement Plan
MFF	Multi Trance Financing Facility
MoR&H	Ministry of Road and Highways
MOU	Memorandum of Understanding
NEA	National Environment Act
NR	Not Relevant
PD	Project Director
PE	Project Engineer
MC	Monitoring Consultant
PIU	Project Implementing Unit
PPE	Personal Protective Equipment
PRDD	Provincial Roads Development Department
PS	Pradeshiya Sabha
RDA	Road Development Authority



RE	Residential Engineer
RF	Resettlement Framework
RM	Road Manager
ROW	Right of Way
RMC	Road Management Contract
RPF	Request for Proposals
RSA	Road Safety Audit
SAPE	Preliminary Engineering Survey
SGRS	Social/Gender/Resettlement Specialist
SSSO	Senior Social Safeguard Officer
SSO	Social Safeguard Officer
TBC	To be conducted
TL	Team Leader
UC	Urban Council

# **1 Background of the Project**

## **1.1 Road Management Contract Package (RMC)**

Integrated Road Investment Program (iRoad) funded by the Asian Development Bank (ADB) through a Multi tranche Financial Facility (MFF) The Government of Sri Lanka (GoSL) is implementing the Road Management Contract (RMC) under the Ministry of Roads and Highways, while the Road Development Authority (RDA) is the project implementing agency. Part of the funds used to rehabilitate and maintain approximately 400kms of national roads using the Road Management Contract (RMC) model.

The program intends to stimulate economic growth and enhance the quality of life and welfare in rural areas by improving transport connectivity between rural communities and socioeconomic centers. Enhancement of the connectivity is to be achieved through (1) improving rural access roads linking the rural hubs to trunk road network to all weather standards and (11) operating a sustainable trunk road network, encompassing national roads of at least in fair condition. Improvements comprise bringing selected roads to an all-weather standard through the rehabilitation and upgrading of existing carriageways and associated drainage works.

Civil works in iRoad program involve two type of contract modalities;

1. Conventional Road Contract (CRC): The convention measure and value contract, requiring detailed contract supervision, will be used for the rehabilitation of provincial, local authority, and isolate national road sections. Initial construction is to be completed in the first 1-2 years, followed by a 3-year maintenance period.
2. Road Management Contracts (RMC); these contacts are based on a sample bidding document developed by the World Bank for output and performance-based road contracts. Within packages a significant portion, if not the full length, will be rehabilitated while the remaining sections requiring periodic maintenance and routine maintenance of the entire length throughout the contract period (maximum of up to 6 years) as part of the work.

## 1.2 Project Data

Loan No.	Loan 3171- SRI: Tranche 01-MC/001
Project Title	Integrated Road Investment Program -Road Management Contracts (RMC) for National Roads
Executing Agency	Ministry of Road & Highways
Implementing Agency	Road Development Authority
Monitoring Consultant	Oriental Consultants Global Co. Ltd in Joint Venture with Consulting Engineers and Architects Associated (Pvt.) Ltd
ADB loan amount	USD 800 Million
Date of Loan Approval	3 <sup>rd</sup> October 2014
Date of Loan Agreement	5 <sup>th</sup> November 2014
Date of Loan effectiveness	7 <sup>th</sup> January 2015
Date of loan completion	September,2024
Duration of Monitoring Consultants (MC)	84 months

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 the ADB Guidelines and this Consultancy Contract was awarded to the joint venture of Oriental Consultants Global Co. Ltd and Consulting Engineers and Architects Associated (Pvt.) Ltd.

An involuntary Resettlement (IR) due diligence and socioeconomic surveys have been for the roads currently under construction, which are, in the Southern province in Galle; Karapitiya – Thawalama Road and in North central province; Maradankadawala – Habarana Road under RMC during Survey and Preliminary Engineering Survey (SAPE) works conducted in May 2014.

The improvements will be carried out within the available corridor of the selected roads, and will entail community participation in the development, with the avoidance of involuntary resettlement.

Funding for the program is provided through the ADB's Multi-Tranche Financing Facility (MFF) which provides loans up to an aggregate amount of USD 800 million. Counterpart funding of USD 106 million is provided by the GoSL for feasibility studies, engineering, tax and duties, and part of the contingency.

Up to date, there are Five (05) Road Management Contract (RMC) packages identified in Southern, Central, Sabaragamuwa and North Central provinces comprising approximately 260km of National roads have been identified. Initially selected five (05) National road contract packages have been undergone a number of changes.

### 1.3 Description of the project

RMC package of iRoad program includes two segments as; (1) rehabilitation and improvement, and (11) routine and periodic maintenance. Under the rehabilitation and improvement segment it is expected that the selected road will be resurfaced with proper and adequate road side drainage facilities and other road furniture. The road pavement and other road furniture of these improved roads as well as the other roads selected under RMC package will be subjected to routine and periodic maintenance under the second segment

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 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 of are shown in the Table and maps below,

Table 1:1 National road sections which are proposed for development

Contract package	Name of the Road	Length km	Duration (month)
RMC 03	Maradankadawela – Habarana – Tirikondiadimadu (A011) Road	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 – Ambilipitiya – Nonagama (A018) Road	66.0	<i>To be decided</i>
RMC - 05	Thalawa-Kekirawa-Ganewalpola-Galenbindunuweva-Dachchihalmillewa Road (B 213, B 212, B 133)	80.0	<i>To be decided</i>
RMC - 06	Colombo-Kandy Road (A01) (Ambepussa- Kadugannawa Section)	40.0	<i>To be decided</i>

These national road sections will be developed as Road Management Contracts (RMC) where the rehabilitation and improvement works will be carried out for a period of two (2) years and maintained for another five (5) years. This type of contract significantly expands the involvement and responsibility of private sector civil contractors in infrastructure development, from a simple execution of civil works to management and conservation of national assets (in this case the road infrastructure).

During SAPE works for iRoad a Resettlement Framework (RF) was prepared to guide screening and selection of roads, social impact assessment and involuntary resettlement categorization and to monitor implementation of social safeguards during project implementation. This report is the first semiannual monitoring report on social safeguard compliance in RMC.

At the outset of the program it has been decided to avoid any acquisition of land which leads to any permanent physical or economic displacement of community. Paragraph five (5) of RF states that rehabilitation works of national roads will be undertaken entirely within the existing Right of Way<sup>1</sup> (ROW).

This report is on involuntary resettlement due diligence and socioeconomic profile of the communities living along Maradankadawala to Habarana section of Maradankadawela – Habarana – Tirikondiadamadu (A011) Road. This road section was rehabilitated and improved during 2006 – 2009 period under financial assistance of World Bank. The rehabilitation and improvement works were carried out within the available ROW and there was no land acquisition required for these works.

## **1.4 Objective of the Project**

The broad objective of this project is to improve the connectivity of the road network between socio economics centers, cities, townships of districts in project implementation provinces. So that people living in the province will have a better and convenient national road connectivity which will lead to the nationwide economic and social development.

### **Specific Objectives of this project are to;**

- Improve, rehabilitate and maintain provincial roads to all weather standard,
- Improve connectivity between production centers and market places and improve linkage with the other district and provinces,
- Facilitate mobility by improving inter and intra provincial road network,
- Open up rural areas for development
- Generate efficiency gains by lowering the unit cost of producers through transport efficiency which will lead to increase their margins and profits thus making them generating another round of investments.
- Reduce rural poverty through improved access to markets and economic centers social infrastructure, and new employment opportunities.

In addition, the project will ensure that women are closely involved in the design, construction and maintenance of these national and rural access roads.

In order to achieve these objectives, the road network in Anuradhapura, Galle, Ratnapura, Kandy and Kegalle, Districts will be rehabilitated and maintained with the following guidelines;

- To upgrade and maintain the selected roads to all weather standards,
- To surface the existing pavement with Asphalt Concrete (AC) or Concrete (in special cases such as steep inclinations and inundated areas) if the present surface is weak,
- To improve or reconstruct bridges, culverts and drainage structures,
- To introduce earth drains for all road sections and build up drains where necessary, and
- To remove any irregularities on the existing vertical profile and horizontal profile, thereby improving the road alignment through voluntary land donation.

## **1.5 Project locations**

There are five project locations were identified for project implementation purpose as shown in above table. (Table 1.1)

RMC two packages are currently being implemented at two locations; Maradankadawala to Habarana section of Maradankadawela – Habarana – Tirikondiadimadu (A011) Road and Galle package a length of 51.7 km of roads comprised of a number of B class roads from Karapitiya to Thawalama

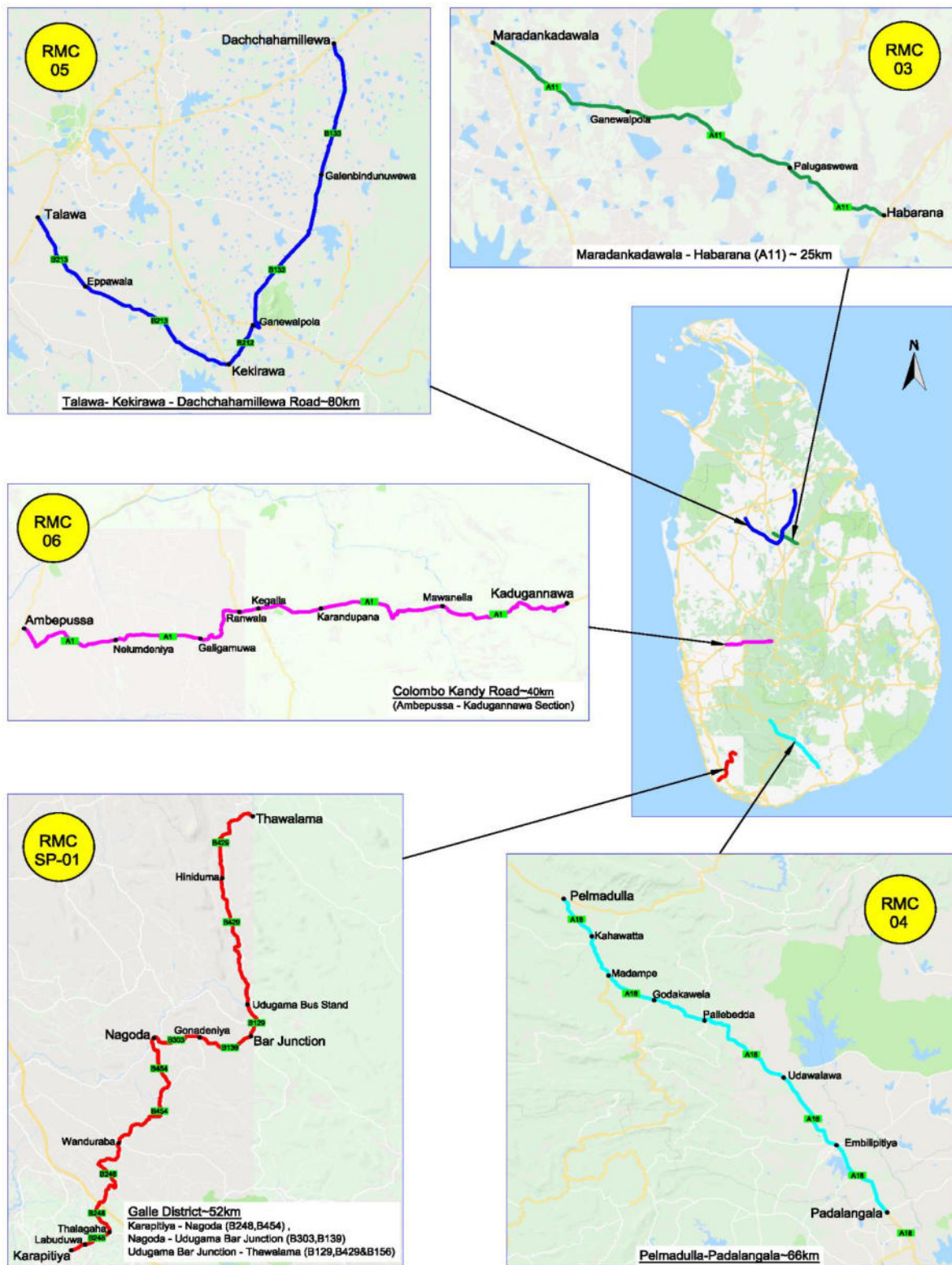
### **1.5.1 Summary of Current Contracts**

1) **Contract Package:** Road Management Contract (RMC) for Rehabilitation and Improvement works and Routine Maintenance Works of Maradankadawala Habarana Tirikkondiadimadu Road (A11) from Maradankadawala to Habarana

2) **Contract Package:** Rehabilitation and Improvement, Periodic Maintenance and Routine Maintenance Works of 51.7 kms of National Roads in Galle District



## 1.6 Project Location Map



## **1.7 Consulting Services Contract**

In order to assist in the supervision and administration of the RMC contracts, the RDA has appointed the Joint Venture of **Oriental Consultants Global Co. Ltd (Japan)** and Consulting Engineers and Architects (Sri Lanka), the OGC-CEA JV, as the Monitoring Consultant (MC). The first construction contract, which is the Maradankadawala- Habarana Section of A11 Roads commenced on 16<sup>th</sup> April, 2019. This is the first semi -annual report on monitoring of social safeguards prepared by the MC for RMC and covering the mobilization, social safeguard activities from June to the end of December, 2019.

Annexure .1 Consultant's Organization Chart.

## 1.8 Roles and Responsibilities of PIU, MC, and Contractors

Below table summarizes the roles and responsibilities of PIU, MC, and Contractors (RF, 2017, pg. 31-32):

### 1.8.1 Roles and Responsibilities of PIU, MC, and Contractors

Below table summarizes the roles and responsibilities of PIU, MC, and the Contractor in relation to Social Safeguards.

Table 1:2 Roles and Responsibilities Summary

Key Agency	Responsibility
Project Implementation Unit	<p>The PIU will play the key role of coordinating with other concerned agencies and facilitating the entire process. The PIU will facilitate and coordinate the enrollment of vulnerable DPs in project and delivery of entitlements as described in the agreed mitigation measures matrix and entitlement matrix.</p> <ul style="list-style-type: none"> <li>• Oversee land availability for taking up proposed roads.</li> <li>• Ensure that survey and consultation activities are properly conducted.</li> <li>• Provide support to survey team in making records/information and maps available before the PRA activities.</li> <li>• For negotiated settlement process. Ensure that MOUs are signed and support/assistance provided on time.</li> <li>• Ensure GRCs have been formed and complaints are being addressed in a timely manner.</li> <li>• Conduct internal monitoring and prepare reports.</li> </ul>
Project Monitoring Consultants (MC)	<ul style="list-style-type: none"> <li>• Review Level 1 design to ensure community suggestions have been integrated where feasible.</li> <li>• Provide technical support and advice to address complaints and grievances and participate in resolving issues as a member of the GRC.</li> <li>• Provide technical advice and on the job training to the contractors as necessary.</li> <li>• Preparation of semi-annual monitoring reports based on the monitoring checklists and submission to RDA for further submission to ADB.</li> <li>• Preparation of due diligence reports on the social safeguard performance of the earlier tranche before the approval of the next tranche.</li> </ul>
Contractor	<ul style="list-style-type: none"> <li>• Ensure outcomes/suggestions from community consultation/transect walk are integrated into Level 1 design.</li> <li>• Commence construction only when alignment is free of encumbrance.</li> <li>• Respond in a timely fashion to recommendations from GRCs.</li> </ul>

## 1.9 Overview of Institutional Framework

The Executing Agency of the iRoad investment programme is Ministry of Roads and Highways (MoR&H) is the Road Development Authority (RDA). The Project Implementation Consultants (MC) are to be engaged for CRC component and the RMC component also. The overall project organization is shown below figure 1.1

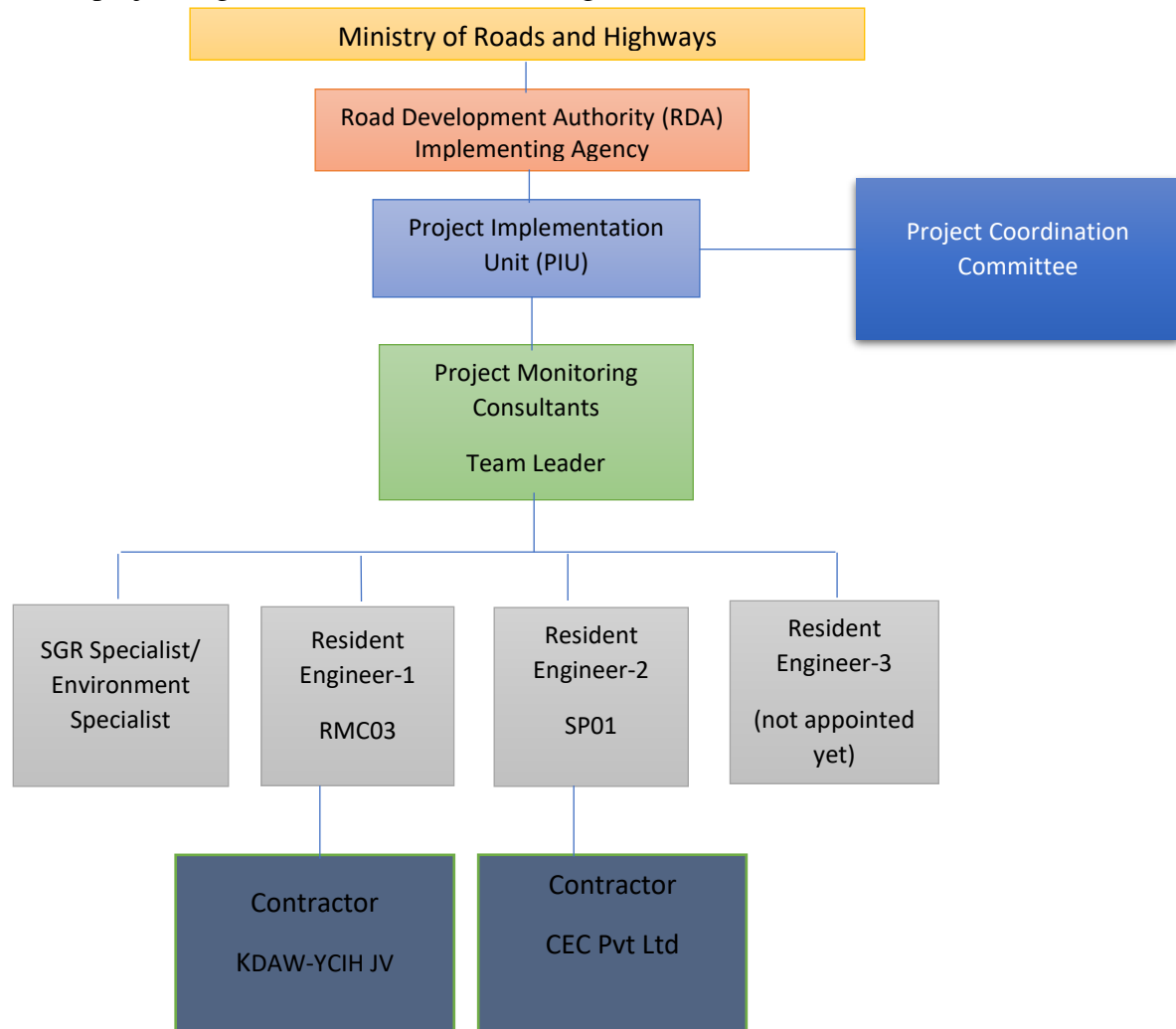


Figure 1.1 Overall Institutional Framework for RMC Programme

### **1.10 Duties of Social/Gender/Resettlement Specialist are:**

Check and ensure detail design prepared by civil works contractors have incorporated feasible features based on the outcome from transect walks.

1. During preparation of subsequent tranche, prepare due diligence reports on 20% of randomly selected sample of roads for all ongoing projects tranches.
2. Monitor and evaluate implementation of the community participation process prescribed in the RF and recommend improvements to the participatory process to ensure broader participation of rural population in project roads formulation.
3. For roads, which require land donations, monitor the land donation process and conduct filed visit on a monthly basis until land donation is finalized.
4. During construction phase, conduct monitoring of all roads and prepare monitoring reports on a biannual basis for all project tranches.
5. During maintenance phase, conduct monitoring of all roads and prepare monitoring report on an annual basis for all project tranches.
6. Implementing the Gender Action Plan (GAP) activities at the field level.
7. Lead the implementation of specific gender-mainstreaming activities as detailed in the GAP.
8. Monitor and report overall implementation of relevant activities included in the GAP for all tranches on a semi-annual basis.

### **1.11 Context and purpose of this Report**

Resettlement Framework (RF) which has been prepared during the Project Preparatory Technical Assistance (PPTA) sets out guidelines and procedures that need to be complied under social safeguards of the project. As section IX of RF on “Monitoring and Reporting” it is required to prepare a semi-annual monitoring report on the progress of social safeguards compliance of the project.

This report is prepared to serve as the 1<sup>st</sup> Semi - Annual monitoring report on social safeguards and the reporting period is from April to December 2019 for MC (Road Management Contract / (RMC) project.

## 2 Project Description of RMC Road Packages

### 2.1 Maradankadawala – Habarana Road Project /RMC 03

#### 2.1.1 Contract Details

Table 2:1 Contract Details of RMC-03 Package

Contract Number	RDA/ADB/iROAD/ICB/RMC/03
Description	Rehabilitation and Improvement Works and Routine Maintenance Works of Maradankadawala- Habarana- Tirikkondiadimadu Road (A11) From Maradankadawala to Habarana Section
Contractor	Consulting Engineers & Contractors Pvt Ltd
Contract Sum	LKR 3,155,519,785.00
Duration	72 months
Date of Award	15/02/2019
Contract Agreement signed on	15/03/2019
Date of Commencement	16/04/2019

The project road is located in the Anuradhapura District of the North Central Province, Sri Lanka. The details of the road section considered under the contract is given in table 2.2.1 below

Table 2:2 The detail of the road section included in the contract

Route No	Section Name	Section Chainage	Total Length km
A 11	Maradankadawala to Habarana	Ch. 0+000 – 25+000	25.0

#### 2.1.1 Location of the Project

Candidate road section of A011 Road connects to villages, towns and cities of Anuradhapura District of NCP and facilitates connection with Polonnaruwa District of NCP. The administrative divisions including Divisional Secretariat (DS) Divisions and Grama Niladari Divisions (Subordinate of the Divisional Secretary) fall within the particular section of the road as presented in the Table 2.2 below while the location map of the candidate section is presented.



## 2.1.2 Administrative Division of the Project Road

Table 2:3 Administrative Division of the Project Road

Province	District	DS Division	GN Division
North Central	Anuradhapura	Kekirawa	Maradankadawala, Thorewewa, Maminiyawa, Kollankuttama, Kelepuliyankulama, Maminiyawa, Rambewa, Ganewalpola, Heenukkiniyawa
		Palugaswewa	Galapitagala, Senadhiriyagama, Palugaswewa, Habarana

## 2.1.3 Road Map

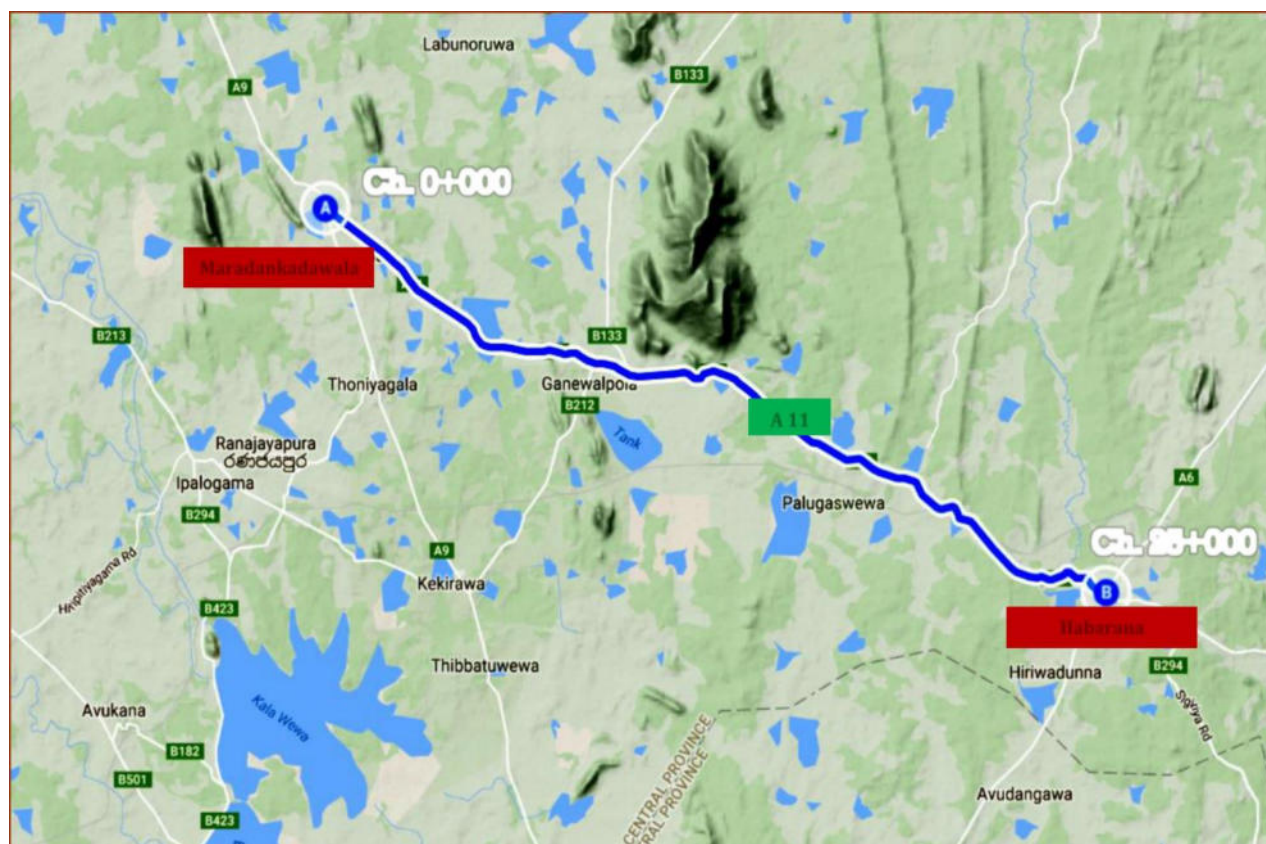


Figure 2.1 Maradankadawala to Habarana Road Section Map

A011 Road is one of the main roads connecting Anuradhapura and Polonnaruwa Districts of NCP and also facilitates the connectivity with the Eastern Province and the main trunk road which serves access to Polonnaruwa city. Therefore, a considerable traffic including public



transport busses, heavy vehicles which transport goods and traffic which bring pilgrims to Polonnaruwa sacred city could be observed along the road. On the other hand, trucks carrying sand mined from Manampitiya area (where Mahaweli River crosses the A011 Road) mostly use the candidate road section of A011 road to access Anuradhapura areas. Inferior conditions specially failed sections of the road will not support the load of the traffic in medium term and in the longer run, the road has the potential to further degrade if not rehabilitated and maintained.

Therefore, as identified by the RDA, rehabilitation of the A011 Road to the standard of two lanes facility introducing hard shoulders, side drains and parking areas where necessary and its maintenance is critically required in order to meet the desired transportation efficiency and safety of road users. Undeveloped roads will not support socio-economic development of the area as it disturbs livelihood activities of the project area such as tourism, goods transport, and agriculture etc. Compared with the proposed road project, there are no alternative solutions with respect to socio-economic development of the NCP.

Special consideration will be given for sections of the road which are prone to floods and necessary mitigation measures will be incorporated to the design. During the full maintenance period of 6 years, the Contractor shall maintain a number of stringent service levels. Therefore, the proposed rehabilitation and maintenance, will positively affect the transport efficiency along the road and ultimately, a better transport efficiency will enhance the socio-economic development of the province.

#### **2.1.4 Proposed Improvement**

Under this Contract, a 25km length from Maradankadawala (0.0km) to Habarana (25km) of A011 Road will be rehabilitated, improved and maintained. In addition, there will be significant improvements to major and minor townships along the road, safety black-spots and local road accesses. The project will not involve acquisition of additional lands and all improvement activities will be restricted to the existing ROW. The proposed typical cross section consists of carriageway, hard shoulder, soft shoulder and side drains where necessary as given below.

- Carriageway: 3.5m x 2
- Hard shoulder: 1m x 2
- Soft shoulder (varies): 1.5m x 2
- Drain: 0.9m x 2
- Total: 13.8m

However, the typical cross section will be modified based on the location specific contexts keeping the major components unchanged.

At present, the cross section of this part of A011 road consists of a dual carriageway of 6m and soft shoulders of 1.6m each on average. And the ROW of the road generally varies around 23m, however the road sections along irrigation tanks (E.g.: along Maminiyawa tank (5.4 to 6.6km)), the ROW narrows down to about 15m.

### **2.1.5 Project Activities**

The scope of work proposed under the RMC include the following: clearing and grubbing; roadway excavation; channel excavation; excavation and backfill of structures; embankment construction; sub bases, capping layers, and bases; shoulder construction, asphalt overlay; roadside and lead away drains; cleaning, desilting, and improvements to bridges and culverts. Associated works also include, the installation of street lighting at pre-identified locations, provision of pedestrian crossings, bus bays, road marking and signs.

### **2.1.6 Positive Impacts of the Project**

#### **Socio - economic benefits**

Following socio-economic benefits are expected to transmit to the affected populations of roads selected under the RMC of iRoad Program.

- Improvements in road connectivity reduce regional disparity, open up new markets, generate employment opportunities and thereby reduce poverty in lagging areas.
- An efficient and convenient transportation system will accelerate the economic growth by facilitating easy and faster mobility of people, goods and services and reducing disparities in regional development.
- Improvement of Maradankadawala – Habarana section of A011 Road will boost economic activities including potential growth in industries, tourism, and agriculture in lagging areas connected by the road.
- Good road network will reduce transport cost and travel time leading to increase the profit margin of the small-scale farmers. The market expansion increases the marketability of the product.
- Similarly, better road network will provide access to schools and other services. In the long term this will improve education level and other associated life values (health status, awareness and social skills) of the people.

## 2.2 Integrated Road Investment Programme Rehabilitation/Improvement of 51.92 km from Karapitiya to Thawalama Section

Road Management Contract (RMC) For Rehabilitation and Improvement, Periodic Maintenance and Routine Maintenance Works of 51.7 Km of National Roads in Galle District.

### 2.2.1 Contract Details

Table 2:4 Contract Details of RMC-SP1 Package

Employer	Road Development Authority
Engineer	Oriental Consultants Global Co.Ltd - Consulting Engineers & Architects Associated (Pvt.) Ltd Joint Venture
Contractor	KDAW-YCIH Joint Venture
Letter of Acceptance	04 <sup>th</sup> of June 2019
Signing of Agreement	28 <sup>th</sup> of June 2019
Date of Commencement	25 <sup>th</sup> July 2019
Date of Completion	
- Construction	24 <sup>th</sup> July 2021
- Maintenance	24 <sup>th</sup> January 2025
Contract Period	66 Months
Contract Amount	Rs.6, 108,200,364.84 (Without VAT)

### 2.2.2 Location of the Project

Road sections selected to be rehabilitated, improved and maintained under this package as listed in table 1.1 are entirely located within Galle District of Southern Province. These roads pass through several Divisional Secretary Divisions (DSDs) and Grama Niladhari Divisions (GNDs). Table 2.10 presents the DSDs, GNDs and the local authorities.

Table 2:5 Names of the DSDs, GNDs and local authorities which the RMC Galle package roads passes through

Road section	DSD	GND	Local Authority
1.0 Karapitiya – Labuduwa (MC Road)			
	Galle Four Gravets	Welipetha	Galle MC
	Bope-Poddala	Ambagahawatta	Bope-Poddala PS
2.0 Labuduwa – Thalagaha – Wanduramba (B248)			
2.1 Labuduwa - Thalagaha			
	Bope-Poddala	Ambagahawatta	Bope-Poddala PS
	Akmeemana	Akmeemana	Akmeemana PS
2.2 Thalagaha - Wanduramba			
	Akmeemana	Ihalagoda west	Akmeemana PS
		Ambagahavila	
		Niyagama	
		Thalagasyaya	
	Baddegama	Meda Keembiya east	Baddegama PS
		Meda Keembiya	
		Pitiharawa	

Road section	DSD	GND	Local Authority
		Deiyandara	
		Panvila	
		Wanduramba south	
		Wanduramba	
3.0	Wanduramba – Yatalamatta – Nagoda		
	Baddegama	Wanduramba	Baddegama PS
		Gulugahakanda	
	Nagoda	Urala central	Nagoda PS
		Urala south	
		Yatalamatta west	
		Urala east	
		Yatalamatta east	
		Keppetiyagoda	
		Nagoda	
4.0	Nagoda - Gonadeniya		
	Nagoda	Nagoda	Nagoda PS
		Kurupanuwa	
		Gonadeniya	
5.0	Gonadeniya – Udugama (Bar junction)		
	Nagoda	Gonadeniya	Nagoda PS
		Gonadeniya south	
		Ukovita north	
		Ukovita	
		Udugama	
6.0	Udugama (Bar junction) – Udugama (Bus stand)		
	Nagoda	Udugama	Nagoda PS
		Homadola	
7.0	Udugama (Bus stand) - Hiniduma		
	Nagoda	Homadola	Nagoda PS
		Udugama west	
		Udugama north	
	Thawalama	Gallandala	Thawalama PS
		Koralegama	
		Panangala east	
		Panangala north	
		Malhathawa	
		Hiniduma south	
8.0	Hiniduma - Thawalama		
	Thawalama	Hiniduma south	Thawalama PS
		Hiniduma north	
		Batahena	
		Thawalama north	

Note: MC – Municipal Council, PS – Pradeshiya Sabha



Figure 2.2 Presents the location of the road sections considered under RMC package in Galle district

Table 2:6 Road Sections

Route Number	Section Number	DS Division	Section Chainage			Length km
	Karapitiya to Labuduwa	Galle Four Gravest / Bope-Poddala	0+000	to	1+000	1.0
B 248	Labuduwa to Thalagaha	Bope-Poddala / Akmeemana	0+000	to	1+950	1.95
	Thalagaha to Wanduramba	Akmeemana / Baddegama	1+950	to	11+700	9.75
B 454	Wanduramba to Nagoda	Baddegama / Nagoda	0+000	to	10+700	10.7
B303	Nagoda to Gonadeniya	Nagoda	0+000	to	3+600	3.6
B 139	Gonadeniya to Udugama Bar Junction	Nagoda	0+000	to	4+400	4.4



Route Number	Section Number	DS Division	Section Chainage			Length km
B 129	Udugama Bar Junction to Udugama Bus Stand	Nagoda	32+200	to	35+000	2.8
B 429	Udugama Bas Stand to Hiniduma	Nagoda / Thawalama	0+000	to	10+800	10.8
B 156	Hiniduma to Thawalama	Tawalama	0+000	to	6+700	6.7
<b>Total Length</b>						<b>51.7</b>

### 2.2.3 Need of the Project

The CRC or rural road component in Galle District consist of three (3) contract packages as G1, G2 and G3. G1 package covers a total of 15 rural roads with a cumulative length of about 65 km which are located within the DSDs of Neluwa, Thawalama, Niyagama and Nagoda. G2 package roads are located within the DSDs of Habaraduwa, Imaduwa, Bope-Poddala, Akmeemana, Yakkalamaulla and Baddegama. The number of roads in G2 package is 22 with a cumulative length of 66 km. The key socioeconomic center for the villages served by these roads will be the city of Galle. Even though these roads are rehabilitated and improved under their respective CRC packages, an efficient connectivity between these villages and the city of Galle shall not be established if the trunk roads that connect these roads to the city is not fully developed.

The road sections selected under RMC package for Galle District provide this connectivity (Between the villages and the Galle city). The dark colour line (green color) in figure 2.1 presents this road link (the route), and how the rural roads of G1 and G2 packages (shown in purple color) are linked with this route. Some of the road sections of this trunk route have already been rehabilitated and improved, but few sections still remain to be rehabilitated. Once the entire route is rehabilitated and improved it needs to be maintained to improve the longevity or the lifespan of the route. Under the RMC package the route will be maintained for a period of five years and there onwards respective Executive Engineer (EE) division shall maintain the route. Other than this key connectivity, this route will also provide access to other rural roads linked to this route.

### 2.2.4 Project activities

As indicated under the “Approach and methodology” section of this report the RMC packages of iRoad program have been carefully selected, where no major road rehabilitation works shall be envisaged. Most of the roads selected are recently rehabilitated and improved, thus this project shall mainly focus on road maintenance works. Therefore, the project shall follow the available ROW for road rehabilitation and improvement works. No widening of the ROW is envisaged during the rehabilitation works.

Table 2:7 Summarizes the proposed activities which would be carried out in each road section of RMC package in Galle District.

Route No.	Road Name	Length (km)	Present condition	Type of activity
B248	(a) Labuduwa - Thalagaha	2.0	Improved	Limited rehabilitation and improvement work (only a few sections) and routine maintenance
B248	(b) Thalagaha - Wanduramba	9.7	Not improved	Full rehabilitation and Improvement work and routine maintenance there after
B454	Wanduramba – Yatalamatta Nagoda	10.7	Improved	Limited rehabilitation and improvement work (only a few sections) and routine maintenance
B303	Nagoda – Gonadeniya	3.62	Improvements in progress	Complete the rehabilitation and improvement work and Routine maintenance there after
B139	Gonadeniya – Udugama (Bar Junction)	4.4	Improvements in progress	Complete the rehabilitation and Improvement works and routine maintenance there after
B129	Udugama (Bar Junction) – Udugama (Bus stand)	2.9	Improved	Routine maintenance
B429	Udugama (Bas stand) – Hiniduma (Start point of newly improved section)	11.0	Not improved	Full rehabilitation and Improvement work and routine maintenance there after
B159	Hiniduma (Start point of newly improved section) - Thawalama	6.6	Improved	Routine maintenance

B248 road starts from Labuduwa junction. However, Karapitiya junction to Labuduwa road, which belongs to the Galle Municipal Council, has also been included under maintenance, with the possibility of some improvements. Source: Project Implementing Unit of RDA

Total length of the route selected through the above road sections is of 51.7 kms. Of this, a length of 28.7 km comprised of four road sections shall be fully rehabilitated and improved. Sections proposed for rehabilitation and improvement works include; Thalagaha- Wanduramba Road (B248), Nagoda- Gonadeniya Road (B303), Gonadeniya- Udugama Road (B139) and Udugama Bus stand – Hiniduma Road.

Road rehabilitation and improvement works shall generally include the following activities;

- Clearing and grabbing works especially on embankment sections
- Clearing of existing roadside drainage
- Shoulder and embankment work
- Repairing or reconstruction of culverts and bridges
- Construction of road side drainage (build up with or without covers or as earth drains
- Sub-base work
- Pavement work
- Improvements to major and minor junctions and townships
- Road marking & installation of road furniture

**Periodic maintenance work shall include the following activities;**

- Road resurfacing

**Routine and Emergency maintenance work shall include the following activities;**

- Patching and other routine maintenance of the road surface
- Clearing and maintaining road side vegetation
- Cleaning of road side drains and structures
- Maintaining the shoulders and attending to any repair on the pavement
- Clearing the roadway following accidents and incidents
- Keep the road surface clean of foreign material

## **2.2.5 Positive Impacts of the Project**

### **Socio - economic benefits**

Following socio-economic benefits are expected to transmit to the affected populations of roads selected under the RMC of iRoad Program.

- Improvements in road connectivity reduce regional disparity, open up new markets, generate employment opportunities and thereby reduce poverty in lagging areas.
- An efficient and convenient transportation system will accelerate the economic growth by facilitating easy and faster mobility of people, goods and services and reducing disparities in regional development.
- Improvement of Maradankadawala – Habarana section of A011 Road will boost economic activities including potential growth in industries, tourism, and agriculture in lagging areas connected by the road.
- Good road network will reduce transport cost and travel time leading to increase the profit margin of the small-scale farmers. The market expansion increases the marketability of the product.
- Similarly, better road network will provide access to schools and other services. In the long term this will improve education level and other associated life values (health status, awareness and social skills) of the people.



### 3 Social Safeguarded Issues and Mitigation Measures Implemented

#### 3.1 Compliance on Social Safeguards Provisions the Loan Covenant

The requirement stipulated in the loan condition of MC 06 have been or are being complied with as detailed in the below table.

Table 3:1 Compliance with Loan conditions (Social Safeguards)

Item/Section/ Schedule	Description	Status of Compliance
<b>Section VI – Procurement and consulting services</b>	The borrower shall recruit the individual consultants for activities outlined in the Procurement Plan in accordance with procedures acceptable to ADB for recruiting individual consultants	Complied following the recruitment as described in the Procurement Plan Loan 3171 – SRI: Integrated Road Investment Program Tranche 1 – MC/001 Monitoring Consultancy for Road Management Contracts [RMC] for National Roads Oriental Consultants Global Co. Ltd in Joint Venture with Consulting Engineers and Architects Associated (Pvt.) Ltd
<b>Section VII – Safeguards</b>	The borrower shall ensure, or cause RDA to ensure, that the project does not have any Indigenous Peoples Safeguards and Involuntary Resettlement Safeguards impacts both within the meaning of SPS. In the event that the Project does have any such impact, the Borrower shall take all steps required to ensure that the project complies with the RF and IPPF, applicable laws and regulations of the borrower and the SPS	Roads having indigenous people have not been considered under the project.
<b>Appendix 3 - RF</b>	The Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any national, provincial, or rural road is implemented in accordance with the procedures laid out in Appendix 3 of the RF after free, prior and informed consultation and consent of the affected persons under all road categories. Appendix 3 has been included in the RF which details the process for land donation. The Appendix includes process for carrying out transect walk and meaningful consultations along project roads before finalizing the design will ensure active community participation, designs and construction modality that best suit the community's needs and minimizes adverse social and environmental impacts	Guidance given in RF has been complied with when obtaining small strips of lands for road improvement works. Such taking of land is based on the concept of voluntary land donation. With the negotiation and consultation with people of RMC project areas they are willing to follow and practice the land donation process. The consulting activities are done by PE, Chairman of GRC, RE,SGRS,SSO and GRC members of the relevant area with affected people.

Item/Section/ Schedule	Description	Status of Compliance
		<p>All documentation procedures have been followed as in appendix 3 in RF and both first and second parties signed with witnesses. A few number of walls pavement and fences have been identified for replacement in donation process. The relevant agreement have been prepared for future actions. Figure 4.2 and 4.3</p> <p>During the period under review, 171 number of consent letters have been obtained from the owners for the land strips donated less than one-meter width. Further details will be given in section 4.1 and table 4.1 in this document.</p>
<b>Section VIII, D – Labour Standards</b>	<p>Project construction is expected to generate employment opportunities for local communities during construction and maintenance phases. Men and women will be paid equally for equal work. Provisions are in the bidding documents for the contractors to ensure that all the civil works comply with core labor standards (e.g., no child labor; no bonded labor; no work discrimination regardless of gender, race, and ethnicity; and freedom of association and collective bargaining). Targets for employing women for construction and maintenance have been established in the GAP. The MC will monitor the provisions.</p>	<p>The Contractors are advised to recruit more females for their work force. All the Contractors have paid equal wages to men and women for work of equal value. All the other conditions were applied to maintain labour standards.</p>

### 3.2 Compliance with Requirement in the Resettlement Framework (RF)

As per the guidelines given in RF of RMC should adopt the following key social safeguards requirements:

Table 3:2 Compliance with RF

Item/Section/ Schedule	Description	Status of Compliance
<b>A. Background</b>	<b>Clause 6: National Roads</b> For the national roads, there will be two contract packages within the three districts. The national roads will follow road management contract where the contractor will be responsible for ensuring that the road is in good riding condition for period of 7 years including reconstruction and maintenance. For the rehabilitation of national road, the carriageway width will be from 5.5m to 8.0m and rehabilitation will be completely within the existing ROW. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways, and bridges.	Complied with in selection of roads. No road having an average ROW of less than 5.5 m was selected. Locations where improvements to road structures and safety needs have been highlighted in transect walk records. Road selections that need additional strips of land for safety purposes have been identified.
<b>E. Screening Criteria of Subsequent Project</b>	45. The PIU will be responsible for clearly documenting the answers to these questions in a table format. In addition, the PIU will submit to ADB the Involuntary Resettlement (IR) Impact Categorization Checklist in Appendix 1 for each subsequent tranche. Based on the screening, the tranche will be assigned to one of the following categories depending on the significance of probable involuntary resettlement impacts: (i) Category A – A proposed tranche is classified as Category A if it is likely to have significant involuntary resettlement impacts. A resettlement plan, including an assessment of social impacts, is required. (ii) Category B – A proposed tranche is classified as category B if it includes involuntary resettlement impacts that are not deemed significant. A resettlement plan, including assessment of social impacts, is required. (iii) Category C – A proposed tranche is classified as Category C if it has no involuntary resettlement impacts. No further action is required.	Compiled during Survey and Preliminary Engineering Works (SAPE works).  Screening of all roads has been completed.  No land acquisition or resettlement requirements.
<b>E. 2. Land Acquisition Due Diligence Reports</b>	If no acquisition and resettlement impacts were identified during screening, the government will be required to prepare a due diligence report providing support and evidence that there is no impact on land and structures. The due diligence report should confirm whether there are outstanding grievances or issues from previous acquisition of land. The information in the report should be supplemented with findings and analysis from the socioeconomic survey comprising of 20% of households in the project affected area.	Involuntary Resettlement Due Diligence and Socioeconomic Assessment was prepared under SAPE works.

### 3.3 Compliance to the Social requirements under the project Facility Administration Manual (FAM).

The requirements stipulated in the ADB have been or and being fulfilled. Details of each is summarized in below table.

Table 3:3 Compliance with FAM

Item/Section/ Schedule	Description	Status of Compliance
<b>Section VII, B – Involuntary Resettlement. 48</b>	<b>Categorization.</b> The scope of works under the MFF involves the improvement of rural access roads and national roads to be carried out all within the existing alignment with no widening. Therefore, all tranches under the MFF have been classified as B in accordance with ADB's Safeguard Policy Statement. A land acquisition due diligence was undertaken for all project roads and did not identify any impact on land, structures, private trees, or community resource properties.	Road widening is envisaged only where social safety is concerned and accommodation of public requests. In accordance with the detailed designs are prepared by the contractor and the design engineers of MC verifies the same. Programs are also conducted in these regards. Utility structures which may be affected during construction has been identified during transect walks. These locations are being verified during detailed designs and suitable mitigation measures will be provided in the designs. .
<b>Section VII, B – Involuntary Resettlement. 49</b>	<b>Preconstruction.</b> The RDA, supported by its ESDD and consultants, is responsible for conducting a transect walk for each rural road, during which the community is consulted and involved to (i) minimize construction impact, (ii) identify and minimize social and environment impacts, and (iii) integrate road safety design into the project. The community has also been briefed about the grievance redress mechanism. The results from the transect walk (report and map) will be submitted to the civil works contractor who will integrate feasible features into the level-1 final design. The MC will review the final design.	Transect walks have been conducted for all candidate roads during SAPE works. Community participation has been a key feature of these transect walks. Outcomes of the transect walks and video footage have been provided to respective contractors to consider feasible features in to the designs.
<b>Section VII, B – Involuntary Resettlement. 50</b>	<b>Construction and maintenance.</b> During the construction phase, the MC will be responsible for conducting semi-annual on-site social safeguard monitoring. During the maintenance phase, the MC will be responsible for conducting annual on-site social safeguard monitoring. The MC should pay close attention to ensure that all grievances are addressed in a timely manner. Reporting templates can be found in the resettlement framework.	MC is paying close attention to address all the public grievances and monitor onsite social safeguards. SSSO, SSO and ESO from RDA and SGRS, ES, ESOs from OGC-CEA meet ESOs and PMs of the 02 contract packages on a monthly basis to do field visits and review the progress on the implementation of social safeguard activities by the contractor. The Complaint register is being maintained by Contractor. The

Item/Section/ Schedule	Description	Status of Compliance
		feedback form is completed for each settled complaint.
<b>Section VII, B – Involuntary Resettlement. 51</b>	<p><b>Unanticipated impact.</b> A resettlement framework has been prepared to guide the preparation of unanticipated impact. If land is required for the rural roads component, the voluntary land donation system will be used. For land donation, specific procedural requirements involving comprehensive consultations with the communities have been prepared in Appendix 1 of the resettlement framework and the government will ensure that land donation is undertaken without coercion and documented in a transparent manner. Eminent domain will not occur if negotiation regarding land donation fails. Households will not donate more than 5% of land holding and no physical displacement will take place. The MC will visit roads with land donation on a monthly basis until the land donation process is finalized. An independent monitor will be engaged to verify and certify the process has been done as per the resettlement framework. For all roads, civil works cannot commence until the right of way is free of encumbrance, meaning that the affected household must be fully compensated and/or assisted prior to dismantling or relocation. The PIU will be supported by the RDA's ESDD and a social safeguard team under the MC.</p>	<p>The Land donation procedure is being followed in accordance with Appendix 3 of RF. Memorandums of Understanding (MOUs) or consent letters are to be signed with the relevant land owners as per guidelines stipulated in the RF.</p> <p>During the period under review, number of consent letters have been obtained from the owners for the land strips donated less than one-meter width. Further details will be given in section 4.1 and table 4.1 in this document.</p>
<b>Section VII, C, 51 &amp; 52 - Indigenous Peoples</b>	<p>For the investment program, an indigenous peoples' planning framework (IPPF) has been prepared to guide the screening and preparation of safeguard planning for the implementation of projects.</p> <p>No indigenous people were identified during due diligence. In case of any adverse impacts identified during implementation, the RDA will ensure that the indigenous peoples' plan (IPP) is prepared in accordance with the IPPF, and the IPP is reviewed and approved by ADB before commencement of the relevant section of the civil works contract.</p>	There are no roads that were passing close to or through settlements of indigenous people
<b>Section VII, D– Grievance Redress Mechanism</b>	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	First level is the grass root level where the grievances handled by project staff and resolving issues by themselves. Second level is the GN level and GRCs are being formed

Item/Section/ Schedule	Description	Status of Compliance
	<p>significance of the grievances or complaints, grievances will be addressed at three levels. The first will be at the grassroots level where complaints will be directly received and addressed by the contractor, the MC, or the PIU representative on the site. Grievances that are simple but still cannot be addressed at the grassroots level will be addressed at the Grama Niladhari level.</p> <p>The Grievance Redress committee will be composed of the Grama Niladhari as chairperson, the PIU representative as secretary, a representative of the MC, a representative of the contractor, a community member or religious leader, and a woman representative from among the community. More complex grievances that cannot be addressed at the Grama Niladhari level will be raised to the divisional secretariat level. The committee at the divisional secretariat level will include the divisional secretary as the chairperson, a representative of the PIU as secretary, Grama Niladhari, a representative of the MC, a representative of the contractor, a representative of an NGO or community-based organization in the area, a community member or religious leader, and a woman representative from the community.</p>	<p>with the leadership of Grama Niladharis. Third level GRCs are being formed with the leadership of the DSs.</p> <p>100% of GRCs at DS level and 75% at GND Level have been established by 31<sup>st</sup> December 2019.</p> <p>All GRCs at both levels have been established at RMC03-Mradankadwala- Habarana project while there are 13 GND level GRCs to be established in SP 01- Galle package.</p>

### **3.4 Introduction of Concept of Context Sensitive Design (CSD)**

As per the ADB's Safeguards Policy Statement (SPS 2009), National laws and policies and any development for the country should not leave a set of people negatively affected in economic or physical terms. As this project is linked with the rural population it is best to develop a system where participation of community is considered at various stages of the project. Such approach enables to ensure the sustainability of the project facilities provided. In considering the fact that the involvement of all relevant stakeholders is prime necessary, the project has introduced concept of Context Sensitive Design from which provides a basis for shared vision and work to achieve early consensus. CSD recognizes that roadways must be carefully engineered to move traffic efficiently and safely; it asserts that these goals can be achieved without sacrificing the unique qualities of the community they intend to serve. Conducting systematic road safety audits of 10% preliminary design and 10% of detailed design (including preparation of safety auditing and safety check reports) are in process of completion. After completing, supplementary report will be submitted separately. Summary of design changes due to public requests received including the transect walks suggestions will be considered CSD designed done by RMC 03 and RMC-SP 01 packages.



### 3.5 Training and Awareness Programmes

Following programmes have been conducted during the period under review as shown in the table below.

Table 3:4 Training and Awareness Programmes Conducted

Date	Nature of Workshop	Venue	Objective	Target group	Participants		Total
					M	F	
10.08.2019	Government Officials Awareness Programs	DS offices in Galle 1. Galle Kadawath Sathara 2. Akmeemana 3. Bope- Poddala 4. Baddegama 5. Nagoda 6. Thawalama Mardankadawala 7. Kakirawa 8. Palugaswewa	To make Government officers and lined agencies aware about the project	Resource Persons: senior engineer, PE iRoad Programme – RDA, – TL, DTL SGRS, ES and RE Participants: PIU Staff, Government Officers, MC Staff, Contractors' Project Managers	52	38	90
20.09.2019	ESD (RDA) Awareness Programme Galle and Maradankadawala (CSD, Env't & Social Safeguard)		To make project staff and contractors' staff aware, regarding CSD, Env't & Social Safeguard	Resource Persons: Mr. Saranga Gajasinghe Participants: PIU Staff, MC Staff, Contractors' Staff	50	02	52
21.09.2019	ADB & ESD (RDA) Awareness Programme – Galle and Maradankadawala (ADB Sri Lanka Mission Staff and RDA Project Director and other staff)	Galle and Maradankadawala RE Offices	To make project staff and contractors' staff aware, regarding CSD, Env't & Social Safeguard	Resource Persons: Mr. Aruna Nanayakkar and PD of RDA Participants: PIU Staff, MC Staff, Contractors' Staff	58	02	60



Date	Nature of Workshop	Venue	Objective	Target group	Participant s		Total
					M	F	
	MC Team Leader MC Awareness Programme on Safety Audit	Galle and Maradankadawala RE Offices	To make the project staff and contractors' staff aware regarding Safety management	Resource Persons: Team Leader PIU	58	-	58

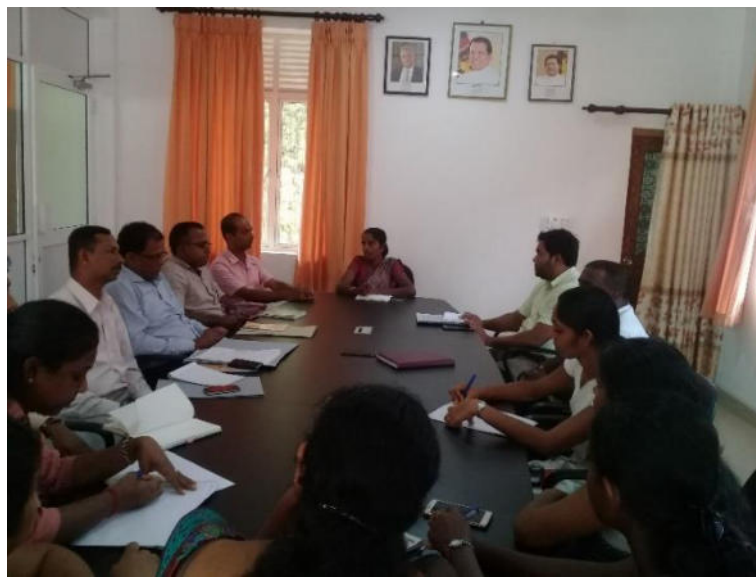


Figure 3.1. I: Awareness meeting at Akmeemana DS Officers – RMC SP 01- Karapitiya to Thawalama Road



Figure 3.2 . II. Awareness meeting at Palugaswewa DS Office RMC 03 Maradankadawala to Habarana Road



Figure 3.3: Mr. Saranga Gajasinghe, CSD specialist conducting the awareness workshop regarding CSD, Environment & Social Safeguard



Figure 3.4 Discussion session to aware RE Officers and Contractor staff by ADB staff

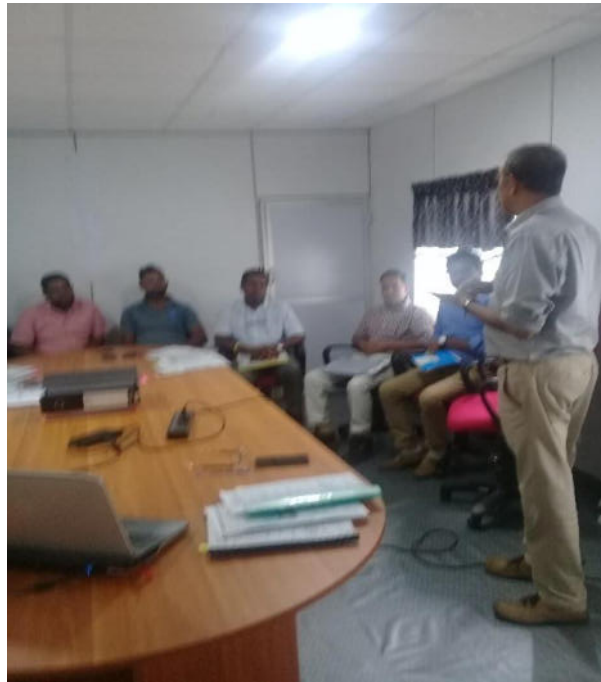


Figure 3.5: Environment & Social Safety awareness programme – by Team Leader, Mr. Upali Ileperuma

### 3.6 Grievance Redress Mechanism

Grievance Redress Mechanism (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 Road Management Contract programme 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 six months the program has been following procedures according to above documents. Figure 3.7 summarizes GRC mechanism.

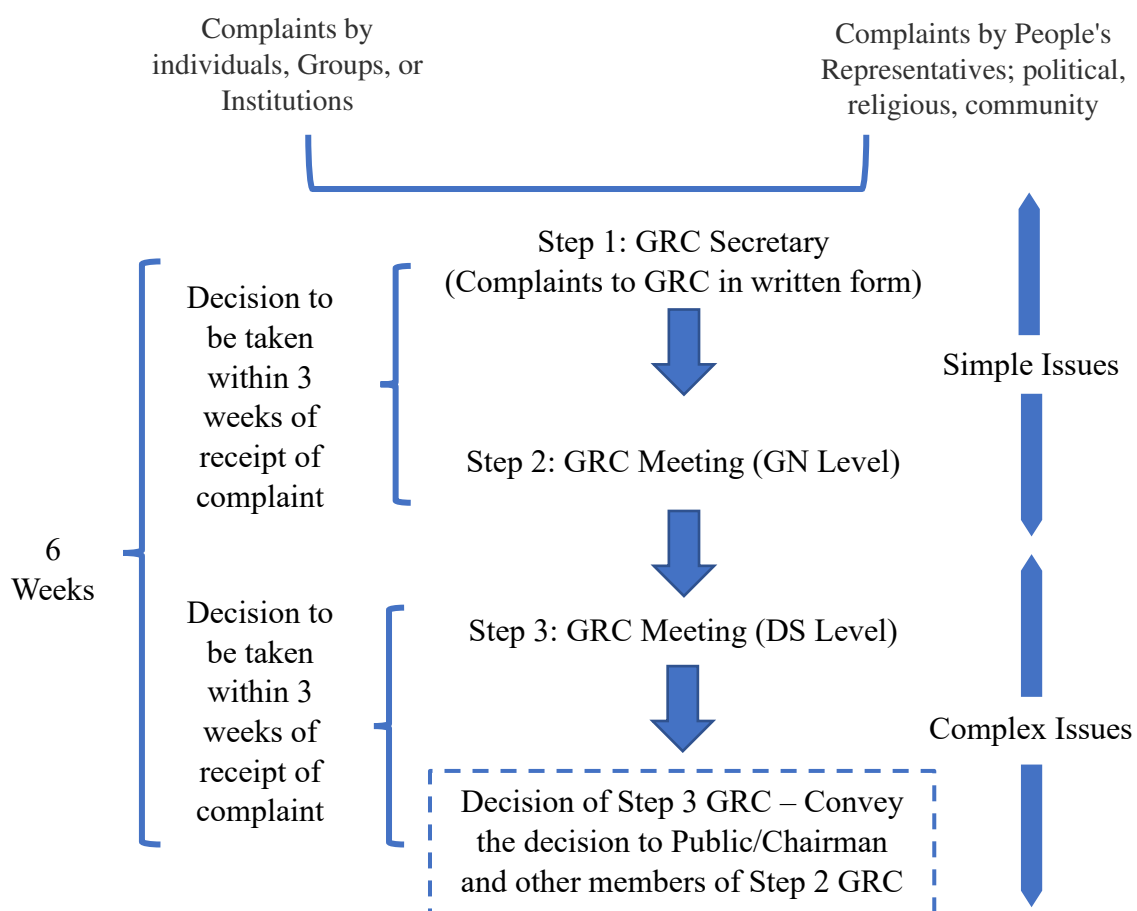


Figure 3.6 : Grievance Redress Mechanism Process

As illustrates in the figure 3.5, grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through existing local administrative system. Depending on the nature and significance of the grievances or complaints, grievances will be addressed at two levels which are GN level and DS level. However, minor complaints or requests will be handled at the grass roots level before the GN level. Grievances which cannot be addressed through grass root level, which are major concerns, will be managed through GN Level or DS Level. In addition, Project Coordinating

Unit (PCU) of iRoad/RMC – RDA introduced an online public complaint registering system. Those complaints will be handed over to PIU and MC to resolve through grass root level, GN level, and DS level.

### **3.6.1 Establishment of Grievance Redress Committees (GRCs) at Grama Niladhari Division (GND) Level**

GRCs are being established at all GNDs in the project area with the objective of finding solutions for the grievances. The composition of membership of GND level GRCs established is Grama Niladhari in the Division (Chairman), Project Engineer (Secretary) being the representative of the PIU, Construction Engineer (Member) representing the MC, Environment Officer (Member) representing the Contractor, Leader of a Voluntary Organization/ Non-Governmental Organization (Member), Religious Leader of the area (Member), a female leader of a women organization functioning in the area (Member) and a male member from the village. In addition, Grama Niladhari invites any government officer of the division to participate at meetings as when required.

MPIU representatives, PE, SSSO, SSO, and ESO, will ensure the establishment of GRC. Ensuring public participation along with contribution for CSD works and gender participation and conducting awareness sessions on land donations, grievances handling mechanism, and environmental safeguards are the tasks completed by SGR Specialist and Environmental Specialist of MC.



Figure 3.7 Conducting GN level GRC Meeting – Galle Package





Figure 3.8 Conducting GN level GRC Meeting – Maradankadawala \_Habarana Road

### 3.6.2 Establishment of GRCs at Divisional Secretariat Division (DSD) Level

GRCs are being established at all Divisional Secretary Divisions in the project area with the objective of finding solutions for the grievances that cannot be addressed at GND level. The composition of membership of DSD level GRCs established is the Divisional Secretary of the area (Chairman), Project Engineer (Secretary) being the representative of the PIU, Relevant Grama Niladhari, (Member), Construction Engineer (Member) representing the MC, Environment Officer (Member) representing the Contractor, Leader of a Voluntary Organization/ Non-Governmental Organization (Member), Religious Leader of the area (Member) and a women leader of a women organization in the area. In addition, Divisional Secretary invites any government officer of the division to participate at meetings as when required.



Figure 3.9 Conducting DS Level GRC meeting in Palugaswewa DS Division Maradankadawala – Habarana Road

PIU representatives, PE, SSSO, SSO, and ESO, will ensure the establishment of GRC. Ensuring the participation of Grama Niladharis relevant to each GND and Divisional Secretaries of each DSD and other relevant officers to the GRC meeting. Conducting awareness sessions on land donations, gender participation, grievances handling mechanism, and environmental safeguards are the tasks completed by SGR Specialist and Environmental Specialist of MC.



Figure 3.10: Conducting DS Level GRC meeting in Bope Poddala DS Division – Karapitiya – Thawalama Road

### 3.6.3 Grievance Redress Committees

Grievance Redress Committees (GRCs) have been established, according to the project level and implementation schedule of each project area.

There are 02 DS Divisions in RMC 03 Maradankadawala -Habarana Road project and 06 DS Divisions in Karapitiya – Thawalama road project. During the period under consideration, 08 GRCs at DSD Level have been established out of 08 DSD Level GRCs and 41 GRCs at GN Level have been established out of 55 GN Level GRCs.

Table 3:5 Package distribution in Divisional Secretariats of RMC 03 Project

SN	GRC Levels		
	DS/GN	Name	Date
01	DS	Kekirawa	18/06/2019
02	DS	Palugaswewa	18/06/2019
03	Ke/Kelepuliyankulama	Kelepuliyankulama	08/07/2019
04	Ke/Maradankadawela	Maradankadawala	08/07/2019
05	Ke/Thoruwewa	Thorawewa	08/07/2019
06	Ke/Maminiyawa	Maminiyawa	11/07/2019
07	Ke/Kollankuttiya	Kollankuttiya	28/10/2019
08	Ke/Ganewalpola	Ganewalpola	28/10/2019

SN	GRC Levels		
	DS/GN	Name	Date
09	Ke/Heenukkiriyawa	Heenukkiriyawa	28/10/2019
10	Ke/Mamiyawa Rabawa	Maminiyawa Rabawa	28/10/2019
11	Pa/Habarana	Habarana	10/09/2019
12	Pa/palugaswewa	Palugaswewa	10/09/2019
13	Pa/Senadiriyagama	Senadiriyagama	29/10/2019
14	Pa/Galapitagala	Galapitagala	29/10/2019

Table 3:6 Establishment of Grievance Redress Committees (GRCs) in Galle at Divisional Secretariat & Grama Niladhari Division Levels (Up to 31st of December 2019)

SN	GRC Levels		
	DS/GN	Name	Date
01	Galle Four Gravest		20/11/2019
02	Bope Poddala	111A Magadeniya	17/09/2019
		111C Walawaththa	17/09/2019
		Ambagahawaththa	17/09/2019
03	Akmeemana	118C Akmeemana	9/6/2019
		118 Ganedoda	9/6/2019
		118A Thalgasyaya	9/19/2019
		118B Niyagama	9/19/2019
04	Baddegama	200 E Medakihibiya	08/10/2019
		200A Medakihibiya	08/10/2019
		Kothalawala	10/25/2019
		Deiyandara	10/25/2019
		Wanduramba S	10/25/2019
		Panwila	11/26/2019
		Pitiharawa	11/26/2019
		Wanduramba	11/26/2019
		Gulugahakanda	11/26/2019



SN	GRC Levels		
	DS/GN	Name	Date
05	Nagoda	218D Ukovita North	10/8/2019
		218C Ukovita	10/8/2019
		216B Kurupanawa	10/4/2019
		216 Nagoda	10/8/2019
		210E Gonadeniya	10/2/2019
		210A Gonadeniya	10/8/2019
		219C Udugama North	10/2/2019
06	Thawalama	Panangala N	10/22/2019
		Panangala E	10/22/2019
		Malhaththawa	10/22/2019
		Hiniduma S	10/22/2019
		Thawalama N	10/22/2019
		Batahena	12/5/2019
		Hiniduma N	12/5/2019
		Koralegama	12/5/2019
		Gallandala	10/25/2019

### 3.6.4 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 environment 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 or at meeting their complaints to the Contractors, MC, PIU and Government officers (DS or GN). These complaints are conveyed to the contractors 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. This box is 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.



Figure 3.11 : Complaints boxes placed to received public concerns at Road ID: RMC 03 Package Maradankadawala – Habarana

**Through Grama Niladhari (GN)**

Grama Niladhari is the grass root level administration officer of the village. GN also play the role of the chairman of the Grievance Redress Committee (GRC) established under the RMC programme at GND level. He/She maintains an office in the Village and the Contractor of road project install public complaints, request and suggestions box in this office. A public notice is also displayed at each GND offices in the Project area.

**Through Divisional Secretary (DS)**

DS is also playing the role of Chairman of Grievance Redress Committee (GRC) established under the project at Divisional Secretary level (DSD). A public notice is also displayed at each DSD offices in the project area.

### 3.6.5 Maintenance of Records for Public Grievances

Maintenance of relevant records is considered as a prime requirement. All the received complaints/suggestions are being registered at the Project Manager's office of the Contractors and attended. This register is monitored and reviewed by Senior Social Safeguard officer, ESDD and MC officers during their site visits. Monthly summary of the complaints, request and suggestion book is present by the relevant Project Manager to the Monthly Progress Review meeting.

It was evident that this mechanism is very effective and shown better results. All the grievances received are classified according to the nature. Received grievances were solved through the PIU, MC, and contractors up to now and so far, there were no grievances taken to GN level or DS level. Classified grievances and the status of action taken are summarized in the table 3.8. Table 3.7 summarizes the package wise distribution in each divisional secretariat.

### 3.6.6 Classified Summary of Public Grievances, Requests, Suggestions and Complaints

Table 3:7 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 3:8 Karapitiya – Thawalama Road /Galle 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



Figure 3.12: Public grievances are addressed at site (Wanduramba Galle) RMC SP 1



Figure 3.13: Public grievances are addressed at sites by the Chairman of GRC DS Level



Figure 3.14: Inspect Drinking water supply line with water Board Officer Galle in Udugama bustand to Hiniduma Road section – RMC SP 01



### 3.6.7 Arrangements to Ensure Health and Safety

**Safety Programs.** Contractors carry out safety programs every day to discuss and emphasize the importance of using PPEs during the work and other specific arrangements to ensure the safety of public and co-workers.

**Tool box meetings.** Tool box meetings are conducted once a week and special focus for these meeting are driven to health and safety of contractor's staff and public. During the meeting, week plan will be developed aligning to health and safety plan and discuss the lessons learnt from previous weeks to develop upcoming week safety arrangements and improve work progress. Addition to the contractor's staff, RE SGRS and ES from MC participate in these meetings.



Figure 3.15 : Public grievances are addressed at site (Wanduramba Galle) RMC SP 1



Figure 3.16 : Awareness about road safety – Karapitiya – Thawalama RMC SP 01 package, Galle



Figure 3.17: Awareness about road safety for Drivers – Maradankadawala – Habarana Road RMC 03 package, Maradankadawala



Figure 3.18 : Safety awareness meeting for workers Maradankadawala – Habarana Road RMC 03 conducted by Team Leader OCG /CEA





Figure 3.19: Conducting of health and safety toolbox meeting at office premises, Urala KDAW Company – RMC SP 01 Galle.



Figure 3.20: Conducting of health and safety toolbox meeting at office premises, Urala KDAW Company – RMC SP 01 Galle.





Figure 3.21: Women workers with full PPE measures in Maradankadawala – Habarana Road.

## 4 Process of Land Donation

Paragraph five and six (5 and 6) of the Resettlement Framework (RF) for iRoad 2 state that “for the rural roads improvements will be undertaken completely within the existing Right of Way (ROW) which is between 2.5m to 5.5m and national roads improvements will be undertaken completely within the existing Right of Way (ROW) which is between 5.5m to 8.0m”. However, Appendix 1 of the RF further explains that land donation is the recommended method if private land is required for the iRoad.2 Voluntary donation of land involves the contribution by individuals of land for the project that has the community benefits including rural roads and national roads that are part of the community driven development. The basic principles are the following:

- That the project benefits will realistically offset the size of the donated land;
- In case negotiations for voluntary land donation fail, eminent domain or other powers of the state will not be used;
- A maximum of 5% of land can be donated, particularly for the vulnerable households; and for households donating land, no physical displacement will take place

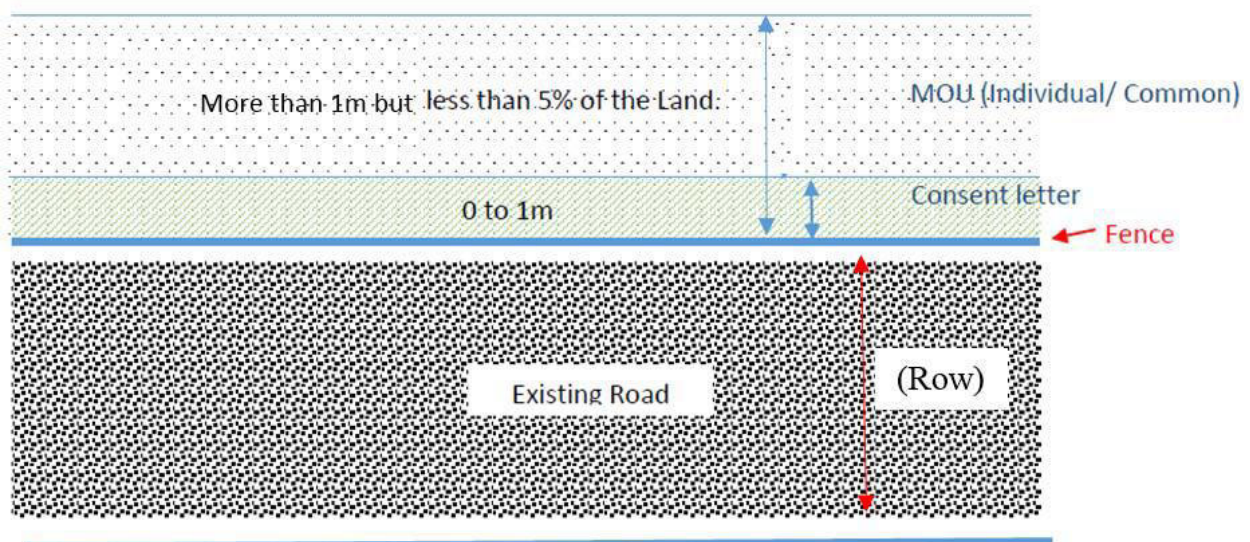


Figure 4.1: A graphical Presentation of limits for Consent letter and MOU

## 4.1 Status of Land Donation Activities

In the implementation of the RMC, it was identified that at some locations there is a need to obtain additional land strips to achieve the desired road pavement width. When enough space is not available within the available right of way to accommodate the typical road width, the project team check on site, if the minimum allowable width can be achieved prior to looking at donation of lands.

The project then followed the procedure below as per guidelines stipulated in the RF for land donation:

- Disseminate the information to all relevant agencies on project information and land donation concept. Continued public awareness on Land donation among road related community through public awareness GRC meetings and focus group discussions. The public awareness notice has been developing in local language as per the guide line of Resettlement Framework land owners have donate their pieces of land to meet the additional land requirements for the improvement of the road in reporting period.
- Obtaining written confirmation for donating lands.
- Identified and verify land ownership through deeds.
- Consent letter or Memorandum of Understanding (MOU) reporting on the situation have been signed by respective GN as a proof of transparency. Two types of MOU have been introduced.

They are;

- a) Individual MOU – Signed by the private land owner
- b) Common MOU – Signed by the group of land owner

Table 4:1 Land Donation status 20th of July 2019 - 31st of December 2019

District	Package	Number of Consent Letters		Number of MOU	
		Individual	Common	Individual	Common
Galle	RMC SP01	129	00	40	00
Sub Total		129	00	40	00
Anuradhapura	RMC 03	00	00	02	00
Sub Total		00	00	02	00
Grand Total		129	00	42	00

## **4.2 Keeping Records Land Donation**

A record keeping system has been developed to maintain all records related to land donation process. This system includes keeping information on the following;

- The initial letter of willingness to donate land
- Photographs taken during the awareness meeting
- Plan or sketch of the land to be donated
- A copy of the land title
- Consent letter or MOU
- Photographs taken before and after the improvement of the road section.



Figure 4.2: Consent letters taken from the land owner for land donation





Figure 4.3: Consent letters taken from the land owner for land donation RMC SP 01 Galle

## **5 Compliance with Gender Action Plan (GAP)**

A Gender Action Plan (GAP) has been formulated for iRoad 2 Programme according to the Clause 56 (page no. 27) in FAM. Key gender mainstreaming activities identified in the GAP includes;

- i. Engage at least 35% women in consultation during design;
- ii. Integrate features that increase road safety and meet the needs of the elderly, women, children, and the disabled;
- iii. Encourage the employment of local women as road construction workers;
- iv. Ensure at least 30% of local employees hired for road maintenance are women and that they receive equal wages for equal work;
- v. Conduct road safety and HIV/STI awareness trainings with minimum of 40% women participants;
- vi. Appoint gender focal persons at all levels;



Figure 5.1 : Female participation in GRC Meeting – RMC SP 01 Package, Galle



Figure 5.2 : Female workers discuss their issue with Female Social Officer– RMC 03



Figure 5.3 : Female workers involvement in road construction in Maradankadawala-Habara Road RMC 03

Table 5:1 Complying Status with the GAP

S/N	Requirement	Current Status
01	Engage at least 35% women in consultation during design and integrate features that increase road safety and meet the needs of the elderly, women, children, and the disabled	During the project awareness among road users and government officers at GRC formation meetings, the importance of EWCD friendly designs was emphasized. Then the participants proposed their requirements at meetings or during refreshing transect walks. Difficulties due to narrow road sections, especially for women, elderly people and children at schools, hospitals and religious places, road sections with water stagnation etc. are found as common requests in RMC 03 – Anuradhapura and RMC SP 01 Galle. Contractor, MC and PIU included these proposals in the final road designs as they are technically and financially appropriate. Parking bay and pedestrian crossings, dedicated foot walks, proper and safety access included in to the designs of the road section at the school, responding to public requests received during refreshing transect walks. Annexure 2 and Figure 3.1 exemplify the CSD and EWCD applications implemented by contractors.
02	Encourage the employment of local women as road construction workers and ensure at least 30% of local employees hired for road maintenance are women and that they receive equal wages for equal work	During formation of DS level and GN level GRCs, a considerable number of women have participated. 25- 30% road users and officials who participated in GRC meetings were women. Also, they contributed with suggestions to improve the road conditions, safety, and reduce difficulties to the public during construction. However, due to some cultural reason's women participation was less from some villages. There is an increasing trend to achieve the set target; however, Contractors have informed the public that women employment is also available. The whole project female representation Galle – RMC SP 01 is 12 % and RMC 03 female representation is 75 % during this period.
03	Conduct road safety and HIV/STI awareness trainings with minimum of 40% women participants	During the period RMC 03 only conducted HIV/STI awareness programs. Women participation for the above programme is 20 % Similar programs will be planned and implemented during January and September 2020. It is planned to include at least 40% of women in these programs, including site staff, road users and women living close to project roads.
04	Conduct road safety and trainings with the participation of children, youth, and adult while ensuring 50% of female participation	Road safety awareness programs were also conducted by both RMC package contractors And, it is planned to conduct similar programs during January and December 2020. It is aimed to include at least 50% of women in these programs, including teachers, children, parents and women living close to project roads. During this period, recorded female participation is high and it was 25 %.



Status of Gender Composition of the MC (RE) and Contractors' staff and labour Crew in as at 31st December 2019

Table 5:2 Status of Gender Composition – RMC 03 and RMC SP01

Working Location	Package	Gender		Total Nos.	Female percentage
		M	F		
MC (RE) Office	RMC 03 Maradankadawala	16	05	21	24
Contractor workers	RMC 03 Maradankadawala	271	75	346	22
Contractor staff	RMC 03 Maradankadawala	55	00	55	00
MC (RE) Office Contractor worker	RMC SP 01 Galle	10	05	15	33
	RMC SP 01 Galle	232	04	236	01
Contractor staff	RMC SP 01 Galle	68	12	80	15

## 5.1 HIV / AIDS Prevention and Health Awareness Programme Conducted –Step 1

According to the work plan, two (02) number of HIV/AIDS prevention and Health awareness programs under Step 1 have been conducted during the period of July – December 2019. Out of two, RMC 03 Maradankadawala programme was covering all following staff members from RMC 03 district where as the PD Office Staff, MC Staff, Contractors' Staff and contractor workers staff. Table 5.4 summarizes the details of programs along with gender participation.

Table 5:3 HIV / AIDS Prevention and Health Awareness Programme Conducted in RMC 03

Date	S/N	District	Contract Package	Venue	Male	Female	Total	Female %
21/12/2019	01	RMC 03 Maradankadawala- Habarana Road	RMC 03	An/Ka / Rahula Maha Vidyalaya	195	48	243	20
<b>Total of HIV/AIDS Prevention and Health Awareness Programs Step 1</b>					286	80	366	20%

A satisfactory level of percentage 22% of female participation was reported at Step 1, HIV/AIDS prevention and Health awareness programs. As per the GAP, it is important to cover 40% of female participation. This percentage will be achieved in future as the balanced programs in Step 1 and 2 will be targeting communities and labors.

Awareness programme covered following areas and the details of the resource persons are given below:

### RMC 03 – Maradankadawala Programme Details

Presentation I : HIV/AIDS Education and Prevention conducted by,  
Dr. Mr. Ajith Karawita  
Consultant Venereologist, STD, HIV/AIDS Unit  
Teaching Hospital, Anuradhapura

Presentation II : HIV/AIDS Socio economics Issues and mitigation Measures  
Conducted by : Mr. Sunil Vidanagamage (SGR Specialist, GCO – CEA JV)



Figure 5.4 Female worker lit the traditional oil lamp inaugurating HIV / AIDS Programme



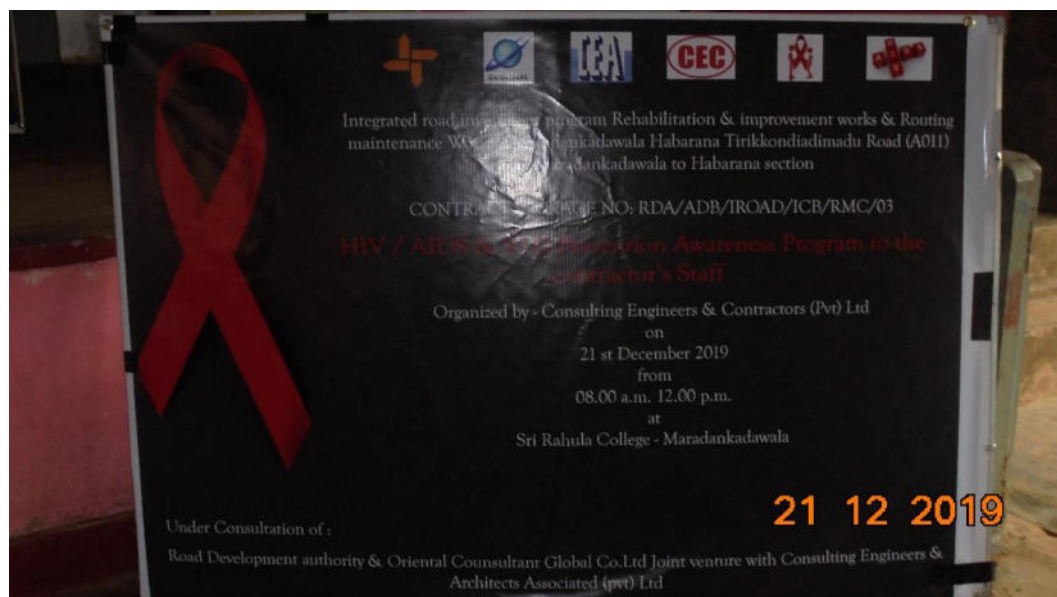
Figure 5.5 Dr. Mr. Ajith Karawita conducting the presentation on HIV/AIDS Education and Prevention – RMC 03 / Maradankadawala



Figure 5.6 : Female participants at HIV/AIDS Prevention Programme – MO – 02 Package.



Figure 5.7: Different stakeholders attended for HIV/AIDS awareness programme – Maradankadawala package





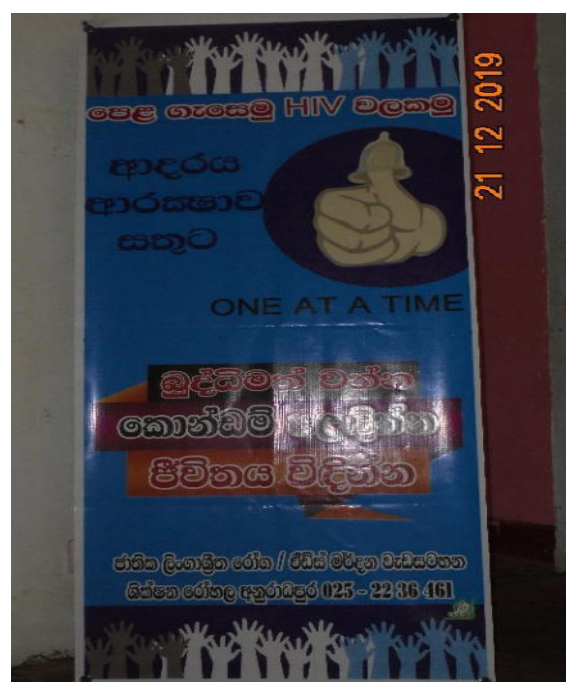
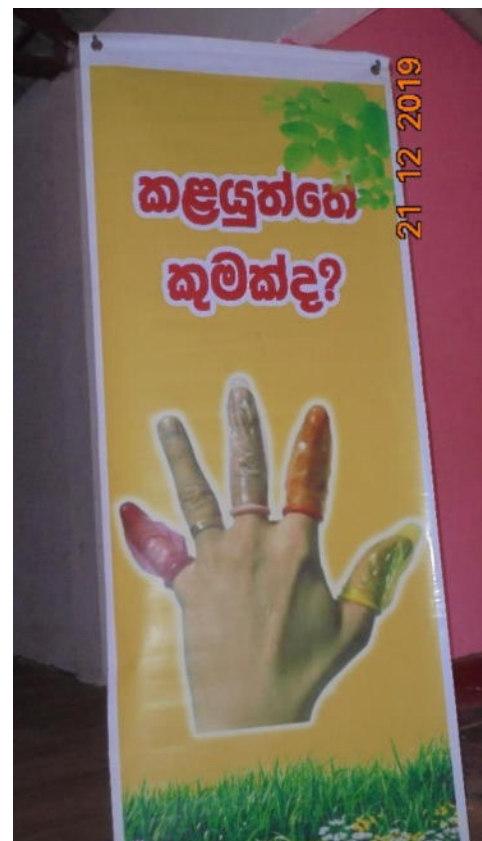


Figure 5.8 HIV/ AIDS Fosters for awareness programme posters

## 5.2 Road Safety Awareness Programs

It is required to conduct road safety awareness programs targeting local communities with special emphasis on women participation as per the Activity 1.5 of GAP.

Schools are being selected to conduct the programme because the parents, teachers and students of particular school usually use the developed roads and they can disseminate safely rules among other villagers. In the initial stage of programme implementation MC and contractor decided to conduct more safety training programmes to office staff both MC and contractors and drivers use the relevant road packages. The MC has planned to implement special safety management and safety assurance plan. Which is being implemented in both road packages.



Figure 5.9 Road safety awareness training for bus driver on Maradankadawala- Habarana Road



Figure 5.10 Road safety awareness training for bus driver in Maradankadawala- Habarana Road



Figure 5.11 Contractor's driver operator and officer's awareness training safety road usage Galle project



Figure 5.12 safety awareness session Maradankadawala- Habarana Road



Figure 5.13 safety audit awareness by Team Leader at Maradankadawala- Habarana Road



### 5.3 Safety Practices on Road



Figure 5.15 safety arrangement in Mradankadawala- Habarana Road



## 6 Monitoring of Project Activities

MC has closely monitored the Social Safeguard process of the project through site visits and holding review meetings. In addition, MC and Environment and Social Development Division (ESDD) of RDA have made joint field visits together with the relevant staff of the Contactors to monitor the social and environment progress in each district. Similar that there are progress review meetings. Field observations were mainly discussed at these meetings and arrived at collective decisions to mitigate the issues identified at the time of field visit.



Figure 6.1: Field visit conducted with CSD Specialist of ADB and ESDD Division of RDA to MO - 02



Figure 6.2: Field visit conducted with Team Leader, Specialist of ADB and ESDD Division of RDA



Figure 6.3: Joint Site visit conducted by PIU and MC in Maradankadawala



Figure 6.4 field visit with NBRO Officers – RMC SP 01



Figure 6.5 After the field visit from MO – 04 package, Contractor’s staff discussion with PIU and MC - Maradankadawala

## 7 Social Welfare Programmes

In addition to the civil work construction, the contractors have organized and conducted a substantial number of social work programs - Cooperate Social Responsibility (CSR) programs - with the support of MC. The main objectives of conducting social works are;

- To identify the needs of vulnerable groups in the project area and to serve them with tangible or/and intangible (knowledge, awareness, etc.) benefits.
- Build up close relationship with communities in the project area
- Enhance the goodwill between the local community and the project staff

Table 7:1 Details of Social Work Conducted

District	Package	Type of Social Work/programs Conducted	No. of Beneficiaries	
			M	F
Anuradhapura	RMC 03	1. Preparation Throuwewa Issipathanara Temple road 2.	10	15
Galle	RMC SP 01	1. Wandurama Kottawa road clearance of road side on request of Wandurama Police	12	05



Figure 7.1 Wanduramba- Kottawa roadside clearance–Galle





Figure 7.2 Issipathanarama Temple road preparation – Maradankadawala



Figure 7.3 : Issipathanarama Temple road preparation – Maradankadawala

## **8 Conclusion and Recommendation**

### **8.1 Conclusion**

- This report is the Semi-Annual Report for the Social Safeguard Monitoring from June 2018 to 31st December 2019 in Anuradhapura and Galle RMC packages. It gives an overall picture of the steps taken by the PIU, MC and Contractors in compliance with RF, loan conditions, and FAM.
- This report deliberates measures taken by the project management for social safeguards component and practical usage GRC, GAP, Land Donation Process, concept of CSD, Plan of HIV/AIDS Prevention and Health camps, and other social activities conducted by the contractor's staff as CSR Project
- According to the loan conditions the MC has recruited a full time SGRS, Environment and Social officers including social and Environment Assistants for each RMC package. PIU have appointed a Senior Social Safeguard Officer, Social Safeguard Officers, and each Contractors have 02 employed Environmental and Social Officers to monitor social related issues.
- The RMC has established 08 GRCs at DS Level and 41 GRCs at GN Level during the reporting period. Grassroots level communities have brought in a very effective system in resolving public grievances at field level itself. During the reporting period 04 number of suggestions, 44 number of requests and 06 number of complaints have been received. So far, 49 grievances have been solved and solutions for 01 of them are in progress.
- Public awareness poster, complaint, suggestions and requests boxes are the main sources to receive the public responses for the RMC programme. It is monitored by the MC and PIU of DS and GS of the relevant area.
- During the reporting period, 171 of land strips were donated by the land owners in the two districts. Land donation process is administrated by the PIU with the assistance of GN, DS and staff of Agrarian Services Department and MC.
- CSR programs are used as a public relation promotion measure in this program. The RMC of MC 06 conducted two training workshops for the staff of PIU, MC and Contractors at both RE office Urala Galle and Maradankadawala in two District. Through these workshops, staff was empowered regarding CSD, Environment & Social Safeguards.
- During the period under review, MC of RMC and RDA was able to establish coordination with stakeholders such as Provincial Councils, Pradeshiya Sabha, Divisional Secretariats, Planning Division of DS Office, Department of Education, Department of Police, Department of Agrarian Services, Provincial Road Development Authority, Ceylon Electricity Board, Regional Medical Office of Health, and Sri Lanka Telecom PLC.



- Women involvement is encouraged and monitored in the project activities. Female participation for labour contribution to the construction work and office staff is also emphasized. Similarly, contractors were instructed to get female participation for CSR activities and for the workshops conducted by the project such as HIV/AIDS prevention and Health programs and Road Safety Awareness.
- MC has given special attention to monitor the Social Safeguard Process of the project while paying regular site visits for monitoring of Social Safeguard. They discuss this component at the monthly progress meetings with the Contractor's staff. Other than above meetings, social and environment team of the MC conducts monthly meetings. Here the discussions are based on the progress of the Social Safeguard activities of each contract package and participants are encouraged to share their experiences with other officers.

## **8.2 Recommendation.**

- Technical staff (of PIU, MC and Contractors) including engineers who are in RMC projects should be provided with proper training on public participatory development methods and CSD conceptual development activities.
- PIU and MC encourage the Contractors to employ poor women and discourage employment of child labor as per guideline of Loan Conditions. However, certain challenges have been faced by the Contractors in employing female works for road sites. Especially in Galle district women labors involvement is very low.

Following areas can be proposed to improve the social safeguard component of the RMC programme in two districts:

- Periodical site visits of CSD Specialist - ADB and ESDD officers to the packages would improve the quality of condition in social safeguards as the specialist are well-experienced. It will be a learning experience to Contractors, PIU and MC officers.
- Recommended to pay attention to conducting Road Safety Awareness Programs for users, nearby schools and preschools in roads which are under construction.
- It is recommended to conduct 1990 Suwasariya Awareness Programs in each package.

In next social safeguard monitoring reporting period (January – June 2020), more social safeguard activities will be carried out and report.

## 9 Annexure

### 9.1 Annexure: MC (RMC) STAFF DETAILS

No Key staff	Position	Name	Mobilization Date	Mobilized Place
FOREIGN STAFF				
KI - 1	Team Leader/Chief Resident Engineer (Project Manager)	Upali Ileperuma	15/Jul/2019	
KI - 2	Contract Claim Specialist	Not recruited yet		
KI - 3	Road Asset Management Specialist	Not recruited yet		
LOCAL STAFF				
KN - 1	Deputy Team Leader	H.D.H.Rohitha Hemapala	1/07/2019	RMC-03
KN - 2	Contract Claim Specialist	M.A.W.R.Fernando	12/02/2019	
KN - 3	Road Asset Management Specialist	Not recruited yet		
KN - 4	Pavement Design Engineer	L.H.D.Sumanaratna	23/05/2019	
KN - 5	Highway Design Engineer	A.W.Gamage	31/05/2019	
KN - 6	Resident Engineer 1	Not recruited yet		
KN - 7	Resident Engineer 2	A D B Premarathna	28/05/2019	SP-1
KN - 8	Resident Engineer 3	Not recruited yet		
KN - 9	Assistant Resident Engineer 1	Not recruited yet		
KN -10	Assistant Resident Engineer 2	P T Sarath Jayasundara	01/10/2019	SP-1
KN - 11	Assistant Resident Engineer 3	Not recruited yet		
KN - 12	Assistant Resident Engineer 4	Not recruited yet		
KN - 13	Assistant Resident Engineer 5	Not recruited yet		
KN - 14	Assistant Resident Engineer 6	G.W.N.N. De Silva	11/02/2019	
KN - 15	Material and Quality Assurance Engineer	M. Lokuge	1/08/2019	SP-1
KN - 16	Material & Quality Assurance Engineer - 2	J L A Jayawardana	15/05/2019	RMC -03
KN - 17	Road Safety Engineer	Not recruited yet		
KN - 18	Bridge & Structural Engineer	I.V.C. Vishwajith Kumara	25/09/2019	
KN - 19	Hydraulic and Drainage Engineer			
KN -20	Social/Gender/Resettlement Specialist	V G Sunil Piyasiri	30/05/2019	
KN -21	Environmental Specialist	H K B P K R Karunaratna	28/06/2019	
KN -22	Financial Management Specialist	Not recruited yet		
KN -23	Cost & Planning Engineer	H M Ruwan Susalith	15/08/2019	
NK1	Construction Engineer	H.R.K.Tharaka Widuranga	20/11/2019	RMC-03
NK2	Construction Engineer	A.G.Nalinda Sanjeewa	6/06/2019	
NK3	Construction Engineer	Darsana Sampath		
NK4	Construction Engineer	G.I.Amarasinghe	14/10/2019	SP-1
NK5	Construction Engineer	Not recruited yet		
NK6	Construction Engineer	Not recruited yet		
	Office Engineer	W.P.K.Supun Sachintha	30/08/2019	
NK7	Technical Officer	W.A.D.Wickramaaarachchi	22/4/2019	RMC- 03
NK8	Technical Officer	R.T.I. De zoysa	8/01/2019	
NK9	Technical Officer	W.Sunil Welgama	20/ 08/2019	
NK1	Technical Officer	E.K.S.Silva	9/9/2019	SP- 1
NK2	Technical Officer	Not recruited yet		

<b>No Key staff</b>	<b>Position</b>	<b>Name</b>	<b>Mobilization Date</b>	<b>Mobilized Place</b>
NK3	Technical Officer	Not recruited yet		
	Surveyor	K.G.B.Perera	9/12/2019	RMC-03
	Surveyor	M.M.S.Gunathunga	16/12/2019	SP-1
	GIS Assistant	L.M.C.Swarnamali Jayaratne	12/10/2018	RDA

## 9.2 Annexure: A summary of IR due diligence of RMC Galle package road list

Route No.	Road Name	Present condition	Type of activity	IR due diligence categorization
	Karapitiya-Labuduwa	improved	Routine maintenance	No IR impact
	Labuduwa- Wanduramba			
B248	(a) Labuduwa- Thalagagaha	Improved	Limited rehabilitation and improvement work (only a few sections) and routine maintenance	No IR impacts
	(b) Thalagaha-Wanduramba	Not Improved	Full rehabilitation and improvement work and routine maintenance there after	No IR impact
B454	Wanduramba – Yatalamatta – Nagoda	Improved	Limited rehabilitation and improvement work (only a few sections) and routine maintenance	No IR impact
B303	Nagoda – Gonadeniya	Improvements in progress	Complete the rehabilitation and improvement works and routine maintenance there after	No IR impact
B139	Gonadeniya – Udugama (Bar Junction)	Improvements in progress	Complete the rehabilitation and improvement works and routine maintenance there after	No IR impact
B129	Udugama (Bar Junction) – Udugama (Bus stand)	Improved	Routine maintenance	No IR impact



### 9.3 Annexure: Involuntary Resettlement Impact Categorization Checklist

#### INVOLUNTARY RESETTLEMENT IMPACT CATEGORIZATION CHECKLIST

**Project:** Improvement of Maradankadawala to Habarana section of Maradankadawala – Habarana – Tirikondiadimadu (A011) Road

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
<b>Involuntary Acquisition of Land</b>				
1. Will there be land acquisition?		✓		
2. Is the site for land acquisition known?				The existing ROW is 23m. Land acquisition is not required
3. Is the ownership status and current usage of land to be acquired known?				The existing ROW is 23m. Land acquisition is not required
4. Will easement be utilized within an existing Right of way (ROW)?	✓			
5. Will there be loss of shelter and residential land due to land acquisition?		✓		
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		However, the tree within the existing ROW will have to be removed
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		
9. Will there be loss of income source and mean of livelihoods due to land acquisition?		✓		
<b>Involuntary restriction on land use or on access to legally designed parks and protected areas</b>				
10. Will people loss access to natural resources, communal facilities and services?		✓		However, there will be temporary disruptions during construction.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		
12. Will access to land and recourses owned communally or by the state be restricted?		✓		
<b>Information on displaced person:</b>				
Any estimate of the likely number of persons that will be displaced by the projects?				No { } Yes { }
If yes, approximately how any? <u>Not Applicable</u>				Not
Applicable { }				
Are any of them poor, female – heads, or vulnerable to poverty risks?				No { } Yes { }
Applicable { }				Not
Are any displaced persons from indigenous or ethnic minority groups?				No { } Yes { }
Applicable { }				Not

Note: The project team may attach additional information on the project, as necessary.