



Environmental and Social Monitoring Report

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Semi Annual Report

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SRI: Integrated Road Investment Program PIC 01 – Southern Province

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Asian Development Bank

**DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA
MINISTRY OF ROADS and HIGHWAYS**

**Asian Development Bank Funded
Integrated Road Investment Program**

**Environment and social safeguard monitoring report for the
Performance based maintenance period (Year 2019)**

of

Southern Province

**Prepared by Project
Implementing Unit
Road Development Authority**

**Submitted to
Asian Development Bank**

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List of Abbreviations

ADB	Asian Development Bank
RDA	Road Development Authority
GoSL	Government of Sri Lanka
MFF	Multi-Tranche Financial Facility
MoRH	Ministry of Road and Highways
IR	Involuntary Resettlement
PBM	Performance Based Maintenance
PIC	Project Implementing Consultant
CRC	Conventional Road Contract

1.0 Introduction

1.1 Compared other countries in the South Asian region, Sri Lanka has a higher road density. In the recent times the Government of Sri Lanka (GoSL) has taken a bold policy decision to improve the national road network. However, the rural road network which connects the rural communities with the urban administrative centers have been long since neglected. Thus the Government of Sri Lanka (GoSL) has now identified that the poor transport infrastructure has hindered the distribution of economic activities and access to basic health and education and other social resources in rural areas. Therefore, as part of the development public investment plan for 2012 - 2016, GoSL intends to select about 1,000 rural communities according to the population, development potentials and the distance to trunk roads to extend the development benefits to rural areas.

1.2 GoSL has requested financial assistance from the Asian Development Bank (ADB) in addressing the connectivity issues for these communities. The investment program is officially called as “Integrated Road Investment Program” or iRoad program. The investment program is in line with the government’s sector objective, which is to “establish a modern transport system that will enable acceleration of economic growth.

1.3 The project is to be executed as a Multi-Tranche Financial Facility (MFF). Ministry of Road and Highways (MoRH) will be the executing agency for the project while the Road Development Authority (RDA) will implement the project.

1.4 The project is to be executed in several provinces of the country. Based on the present and planned national development projects spread across the country, GoSL with ADB has selected Southern Province as the first tranche of this project.

1.1. Project Description

1.1.1 The project mainly focuses on rehabilitation of existing carriageway to suit all weather conditions. The improvements will be done within the available corridor of the candidate roads.

1.1.2 The first tranche will deliver two outputs, (i) about 600 km of rural access roads, including provincial and local roads, and about 100 km of national roads connecting 120 rural communities in Southern Province will be upgraded and maintained to all-weather standard, and (ii) the capacity of MoRH and RDA on road operation and development will be improved.

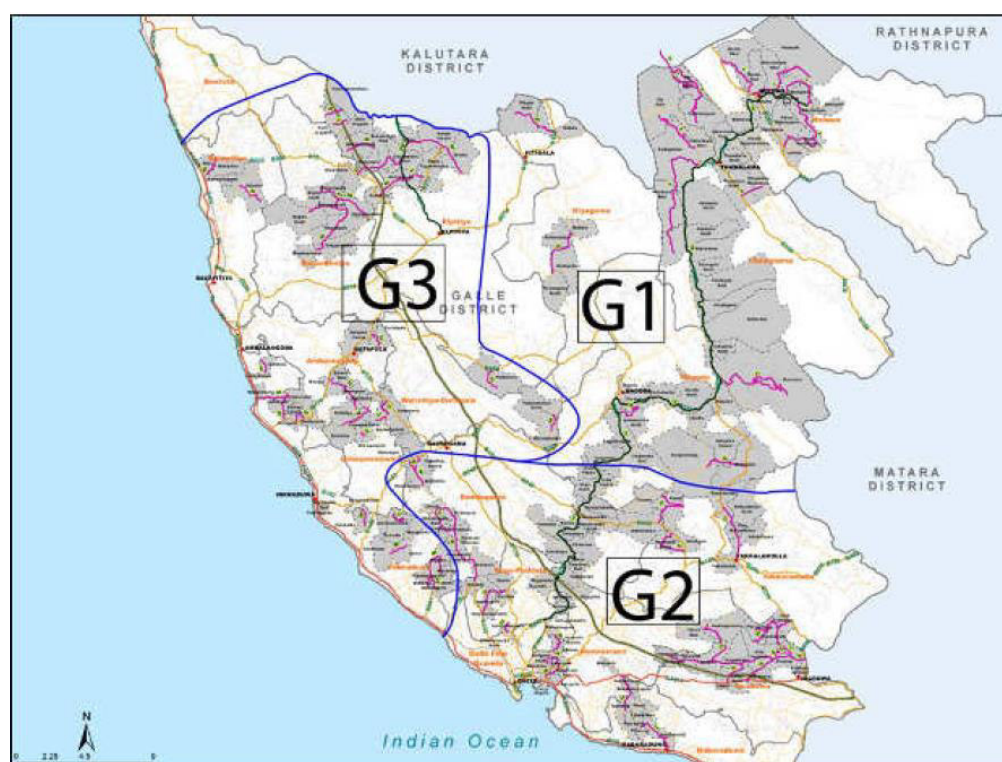
1.1.3 The selection of rural roads for rehabilitation has been based on the concept of community participation in development. At the outset of the project it has been decided to avoid any acquisition of land and Involuntary Resettlement (IR).

1.1.4 Southern province was selected as project one of the iRoad program which initiated civil works in year 2015. The project is now under performance based maintenance (PBM) period. Semi-annual monitoring reports on social safeguard compliance and annual monitoring reports on environment safeguard monitoring has been developed by project implementing consultant (PIC1) during the civil works period¹.

1.1.5 This report presents the findings of the monitoring on environment and social safeguard compliance in southern province. The report covers the entire period from January to December 2019 for environment safeguards and from July to December 2019 for social safeguards. As the environment specialist and social, gender & resettlement specialist of PIC1 has been demobilized this report is developed by the safeguard staff of the project implementing unit (PIU).

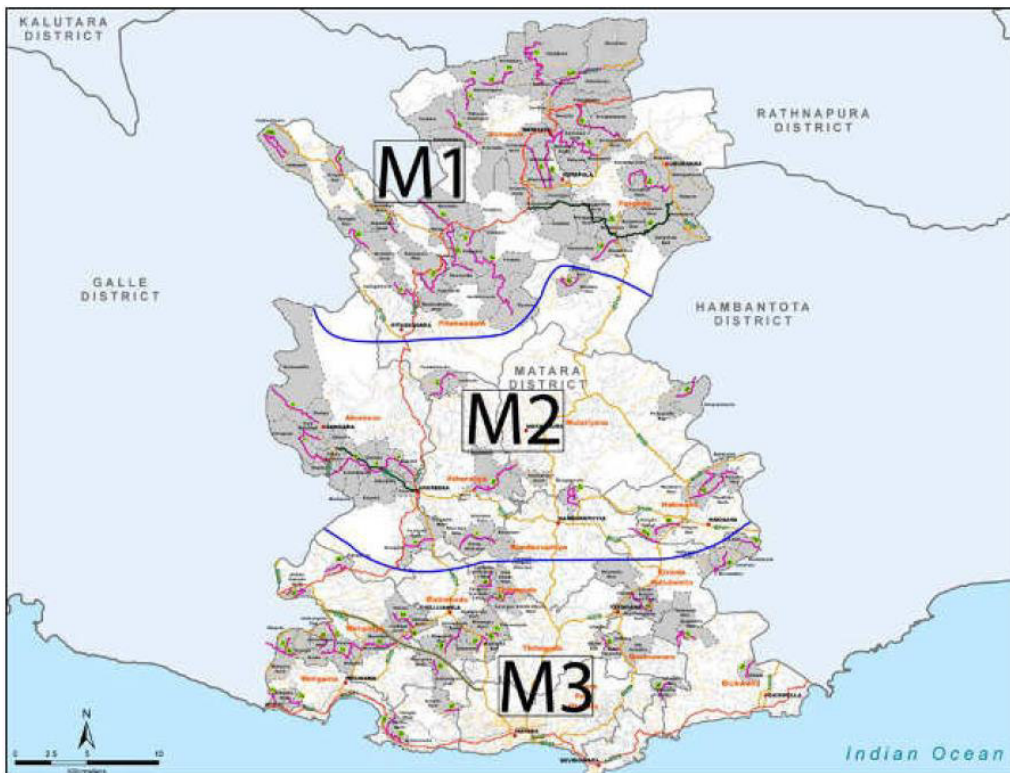
2.0 Current project status in southern province

2.1 Each district in southern province included three conventional road contract (CRC) packages. Of these packages one package in Galle district was terminated. The geographic spread of each contract with respect to the district is presented in figures 1 to 3.

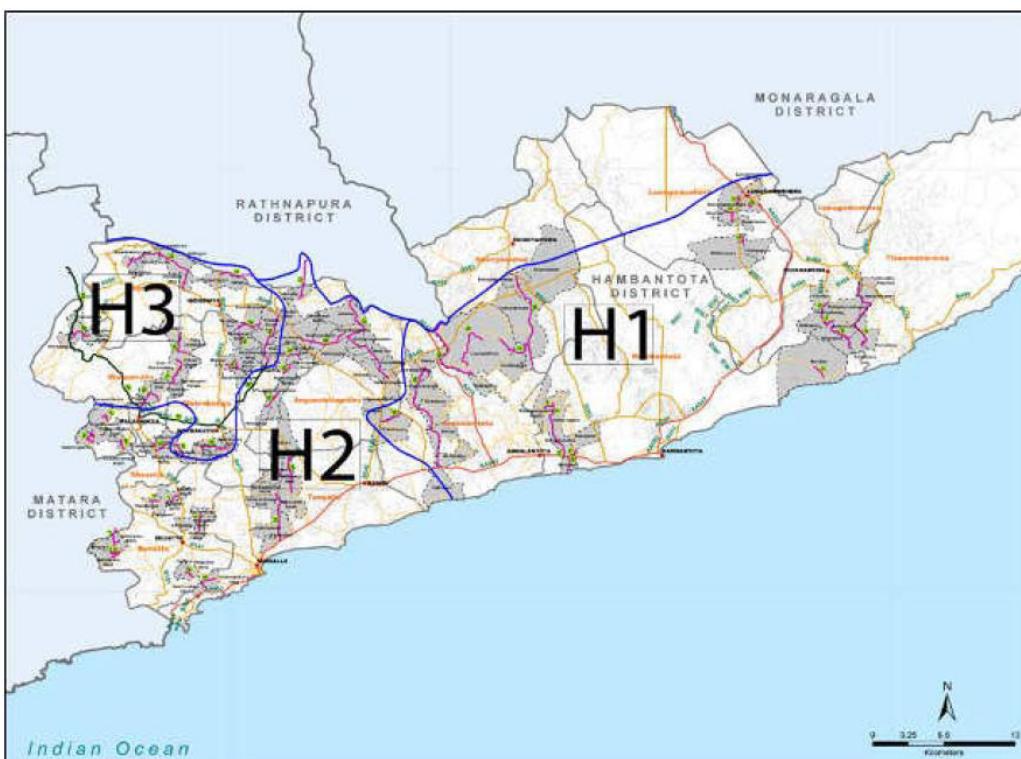


Map 1. Three CRC packages in Galle district

¹ Last social safeguard monitoring report was developed for the period from January – June 2019 and environment monitoring report for January – December 2018 period. Both these reports are disclosed in ADB web.



Map 2. Three CRC packages in Matara district



Map 3. Three CRC packages in Hambantota district

3.0 Progress of the Project

3.1 Below table summarized the status of each contract package.

Table 1 Present status of each CRC package in southern province

District	Package	Present Status
Galle	G1	Terminated
	G2	Within Performance Based Maintenance Period
	G3	Within Performance Based Maintenance Period
Matara	M1	Within Performance Based Maintenance Period
	M2	Within Performance Based Maintenance Period
	M3	Within Performance Based Maintenance Period
Hambantota	H1	Within Performance Based Maintenance Period
	H2	Within Performance Based Maintenance Period
	H3	Within Performance Based Maintenance Period

3.2 As indicated in above table, all packages except G1 were within the PBM period. Common activities carried out during the PBM in each package include,

(01). Routing Maintenance

- Grass Cutting
- Drain Clearing
- Debris removal
- Shoulders Erosion Maintenance
- Sign Board Repair
- Road Mark Maintenance

(02). Emergency Maintenance

- Removal of debris and other obstacles

4.0 Progress Photos of Performance Based Maintenance

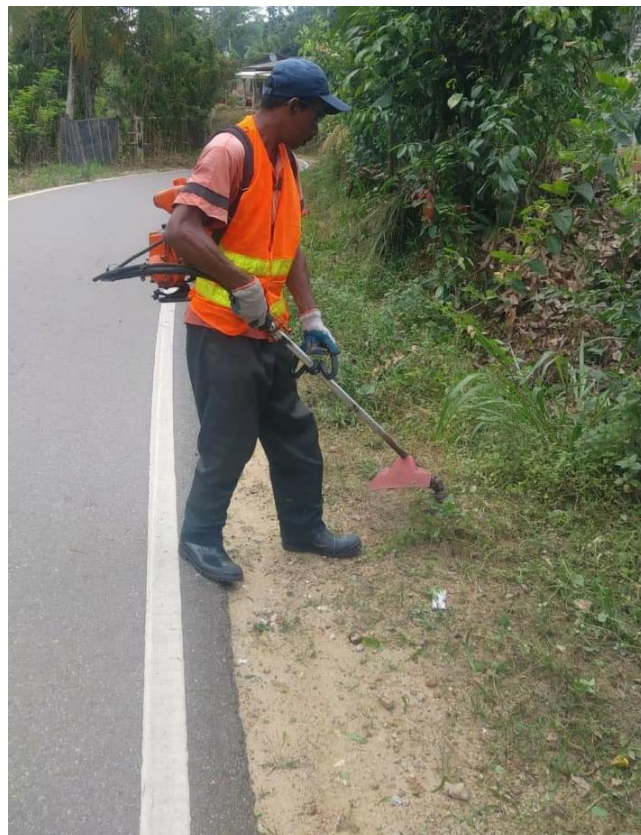
4.1 Below photographs taken at site illustrate the activities carried out during the PBM.

4.1.1 Galle District

➤ G 2 Package



Pic 03. Clearing of vegetation on embankments



Pic 04. Cutting of grass on shoulders, G2 package

➤ **G 3 Package**



Pic 05. Cutting of grass on shoulders and Drainage clearing, G3 package

4.1.2 Hambanthota District

➤ H 1 Package



Pic 06. Cutting of grass on shoulders, and Drainage clearing, H1 package



Pic 07. Cutting of grass on shoulders, and Drainage clearing, H1 package

➤ **H 2 Package**



Pic 08. Cutting of grass on shoulders, and Drainage clearing, H2 package

H 3 Package



Pic 09. Cutting of grass on shoulders and road mark maintenance, H3 package

5.0 Environment and social safeguard issues and mitigation measures implemented

5.1 The grievance redress mechanism that was set up during the road rehabilitation and improvement period continued in to the PBM period. The grievance redress committees established were functional mainly with participation of the village members.

5.2 No new construction activities were involved during the reporting period and no voluntary land donations were required during the reporting period.

5.3 No serious environment or social issue had arisen during the reporting period. This is mainly since the project is now involved only in road maintenance work. Therefore, no public complaint on environment or social safeguard had been directed to the PIU, consultant or respective contractors.

6.0 Gender action plan and related activities

6.1 Some of the road maintenance work gangs include women labours and is complying with the requirements stipulated in the gender action plan.

6.2 No training programs or community development programs were carried out during the reporting period.

7.0 Conclusion

7.1 This report is developed to present the environment and social safeguard compliance monitoring findings of southern province iRoad program which is now in the PBM period. No significant environment or social issues was reported during this reporting period.

7.2 As there shall be no significant social issues it is recommended that the next social safeguard monitoring report is also prepared on an annual basis.