



Environmental and Social Monitoring Report

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Annual Report

December 2020

SRI: Integrated Road Investment Program – Tranche 1, 3 and 4 PIC 01 – Southern Province

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

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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 2020)**

of

Southern Province

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

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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 |
| MoHW | Ministry of Highways |
| IR | Involuntary Resettlement |
| PBM | Performance Based Maintenance |
| PIC | Project Implementing Consultant |
| CRC | Conventional Road Contract |

1.0 Introduction

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 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.

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.

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

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

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.

The first tranche 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 upgraded and maintained to all-weather standard, and (ii) the capacity of MoHW and RDA on road operation and development improved.

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).

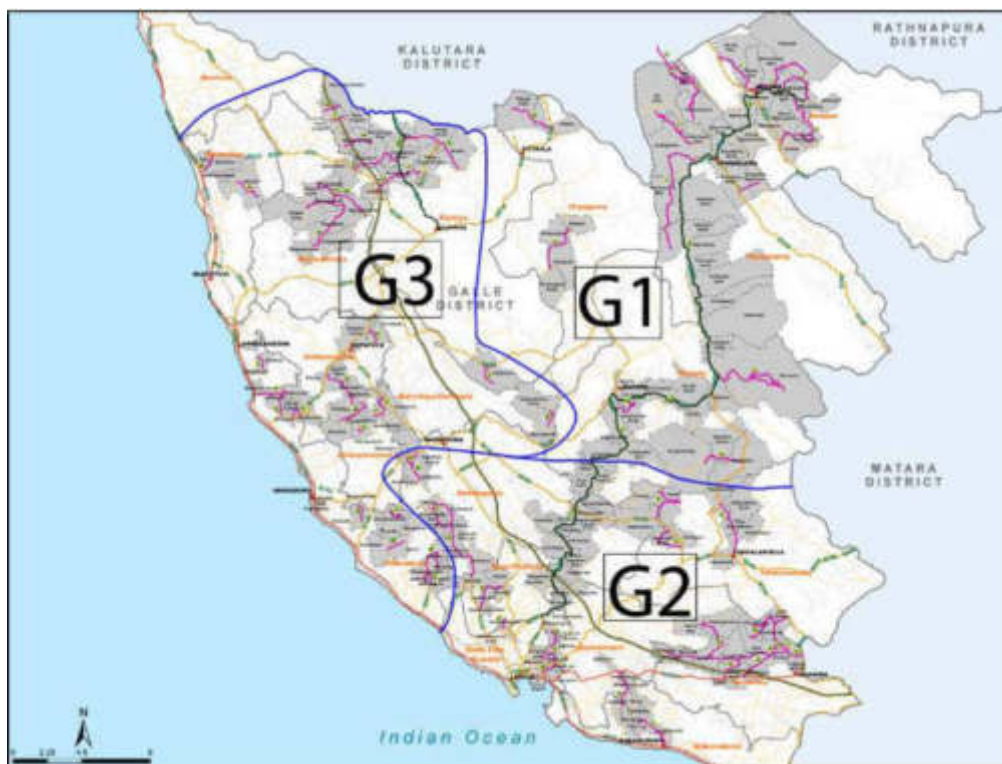
Southern province was selected as project one of the iRoad program which initiated civil works in year 2015. The project is now under performance based maintenance (PBM) period. Semi-annual monitoring reports on social safeguard compliance and annual monitoring reports on environment safeguard monitoring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

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 2020 for environment safeguards and 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 coordination and implementing unit (PMU).

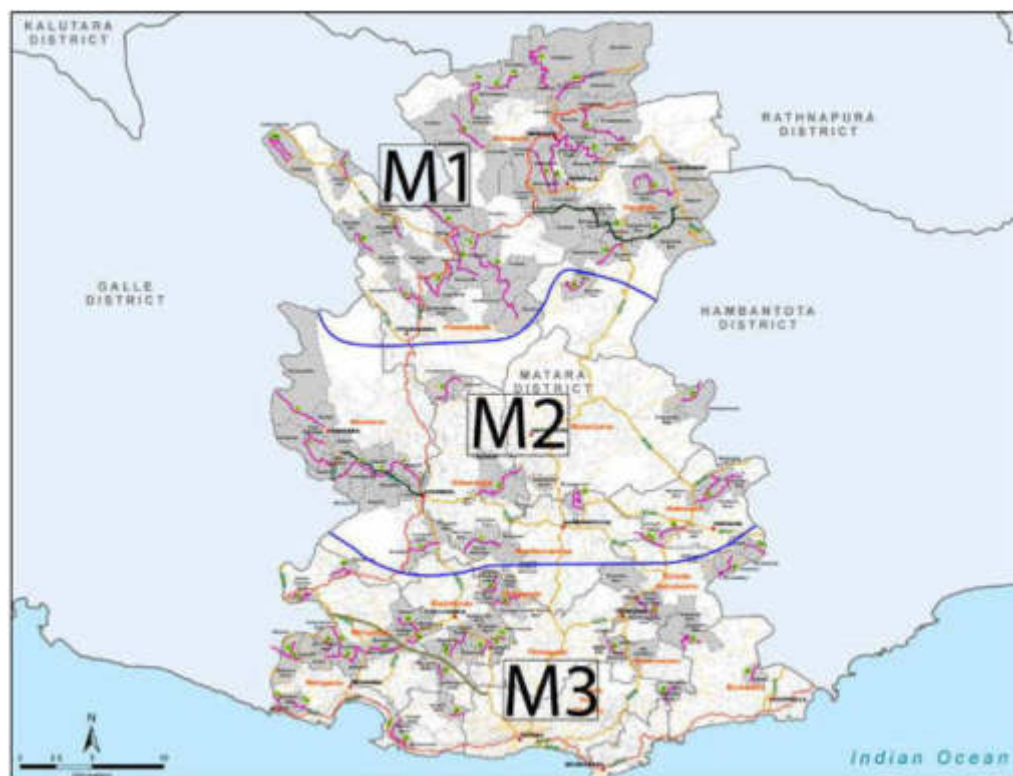
2.0 Current project status in southern province

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.

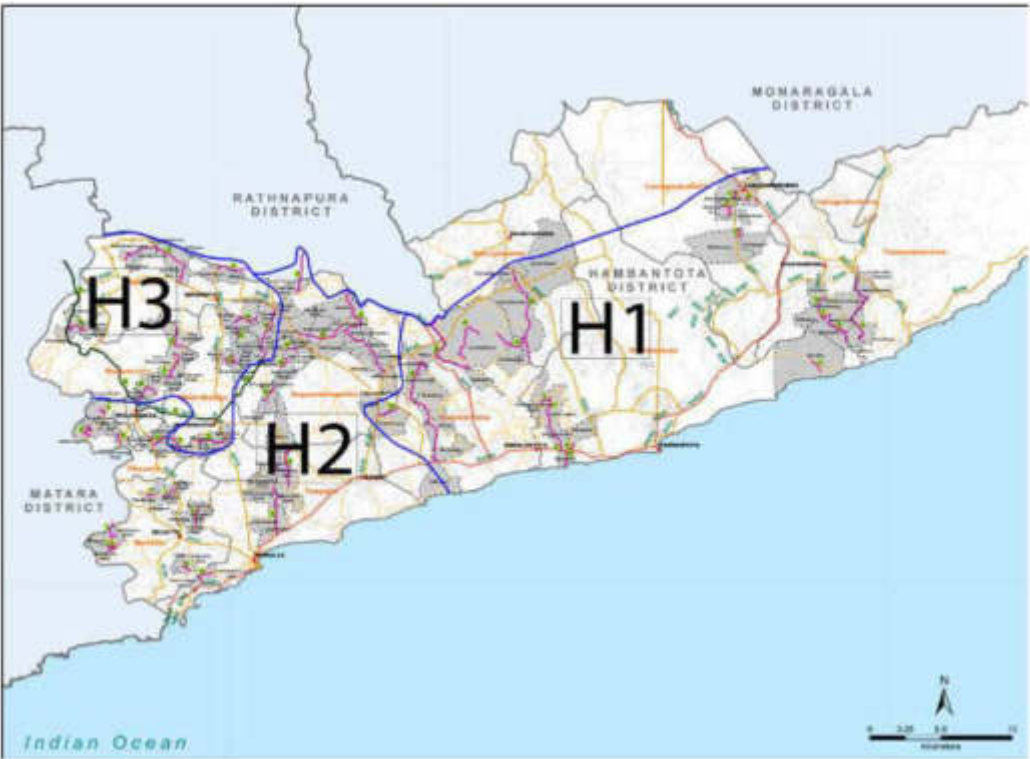
¹ Last social safeguard monitoring report was developed for the period from January – June 2019 and environment monitoring report for January – December 2018 period. Both these reports are disclosed in ADB web.



Map 1. Three CRC packages in Galle district



Map 2. Three CRC packages in Matara district



Map 3. Three CRC packages in Hambantota district

3.0 Progress of the Project

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 | Project completed on December 2020 |
| | H3 | Project completed on October 2020 |

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

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

4.1 Galle District

➤ G 2 Package



Pic 01. Cutting of grass on shoulders



Pic 02. Drain Clearing

➤ **G 3 Package**



Pic 03. Cutting of grass on shoulders



Pic 04. Debris removal

4.3 Matara District

➤ **M3 Package**



Pic 05. Cutting of grass on shoulders

4.2 Hambanthota District

➤ H 1 Package



Pic 06. Cutting of grass on shoulders



Pic 07. Cutting of grass on shoulders

5.0 Covid 19 Outbreak

The current COVID-19 pandemic, following guidelines were practicing in the site.

- Wear face mask for employees
- Maintain 1m distance
- provide facilities for hand washing and hand sanitizer to the employee in maintenance

6.0 Environment and social safeguard issues and mitigation measures implemented

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.

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

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.

7.0 Gender action plan and related activities

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

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

8.0 Conclusion

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.

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.