



Social Monitoring Report

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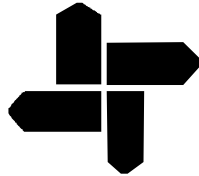
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DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA

Ministry of Highways & Road Development and
Petroleum Resources Development

Road Development Authority



Asian Development Bank Funded
Integrated Road Investment Program – iRoad

PIC-01– Southern Province

SOCIAL SAFEGUARDS MONITORING

SEMI- ANNUAL REPORT

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Prepared by:

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iRoad (SP)



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List of abbreviations

ADB	Asian Development Bank
AP	Affected Person
ARE	Assistant Resident Engineer
BOQ	Bills of Quantities
CRC	Conventional Road Contracts
CSD	Context- Sensitive Design
CSR	Corporate Social Responsibility
DSD	Divisional Secretary Division
EA	Environmental Assistant
EGM	Effective Gender Mainstreaming
EHS	Environmental, Health and Safety
EMP	Environmental Management Plan
EO	Environmental Officer
ES	Environmental Specialist
ESDD	Environmental and Social Development Division
EWCD	Elderly Women Children Disabled
FAM	Project Facility Administration Manual
FGD	Focus Group Discussion
FIDIC	International Federation of Consulting Engineers (<i>Federation Internationale des Ingenieurs Conseils</i>)
FS	Feasibility Study
GAP	Gender Action Plan
GND	Grama Niladari Division
GOSL	Government of Sri Lanka
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
IA	Implementing Agency
ICB	International Competitive Bidding
IEE	Initial Environmental Examination
IPP	Indigenous Peoples Plan
IPPF	Indigenous Peoples Planning Framework
iRoad	Integrated Road Investment Program
MDB	Multilateral Development Bank
MFF	Multi Tranche Financing Facility
MGC- ECL JV.	MGC- ECL Joint Venture
MOU	Memorandum of Understanding
NCB	National Competitive Bidding
OPRC	Output and Performance based Road Contracts
PC	Provincial Council
PE	Project Engineer
PIC	Project Implementing Consultant
PIU	Project Implementing Unit
PMU	Project Management Unit
PPE	Personal Protective Equipment
PPMS	Project Performance Management System
PPTA	Project Preparatory Technical Assistance

PRDA	Provincial Road Development Authority
PS	Pradeshiya Sabha
RDA	Road Development Authority
RE	Resident Engineer
RF	Resettlement Framework
RMC	Road Management Contract
ROW	Right of Way
RSA	Road Safety Awareness
SAPE	Survey and Preliminary Engineering
SGRS	Social Gender Resettlement Specialist
SP	Southern Province
SPS	Safeguards Policy Statement, 2009 of ADB
SSO	Social Safeguard Officer
STD	Sexual Transmitted Diseases
STI	Sexually Transmitted Infection
TL	Team Leader
TOR	Terms of Reference

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1. INTRODUCTION

1.1 Background of the Project

The ADB's Multi- Tranche Financing Facility (MFF) for the Integrated Road Investment Program (iRoad), provides loans to Sri Lanka in an aggregate amount of up to \$ 800 million equivalents. The GOSL will provide counterpart financing of \$106 million for feasibility study and engineering, tax and duties, and part of the contingency. The MFF will comprise a series of loans, to improve the access routes between rural areas and socioeconomic centers, in tranches. The investment program comprises five projects to be implemented between 2014 and 2024. Project 1 is in Southern Province with an estimated cost of \$235 million. Tranche 1 financed the first slice of Project 1 in Southern Province amounting to \$118 million, with ADB financing \$100 million and GOSL providing the balance \$18 million in counterpart funds. Subsequence loan slices provided funds for continuation of the civil works in SP.

PIC-01 in Southern Province will improve and maintain 560 km of rural access roads and 20 km of national roads under CRCs. The rural access roads will be improved to all-weather standards, and be maintained for three years. The national roads will connect the rural access roads to adjacent socioeconomic centers. Under a separate Slice of Project 1 about 110 km of national road corridor will be improved and maintained under RMCs based on OPRC for seven years.

Part of the funds from the MFF will be used for providing consulting services for project implementation including construction supervision, supervision of post construction maintenance work, contract management, and other implementation activities.

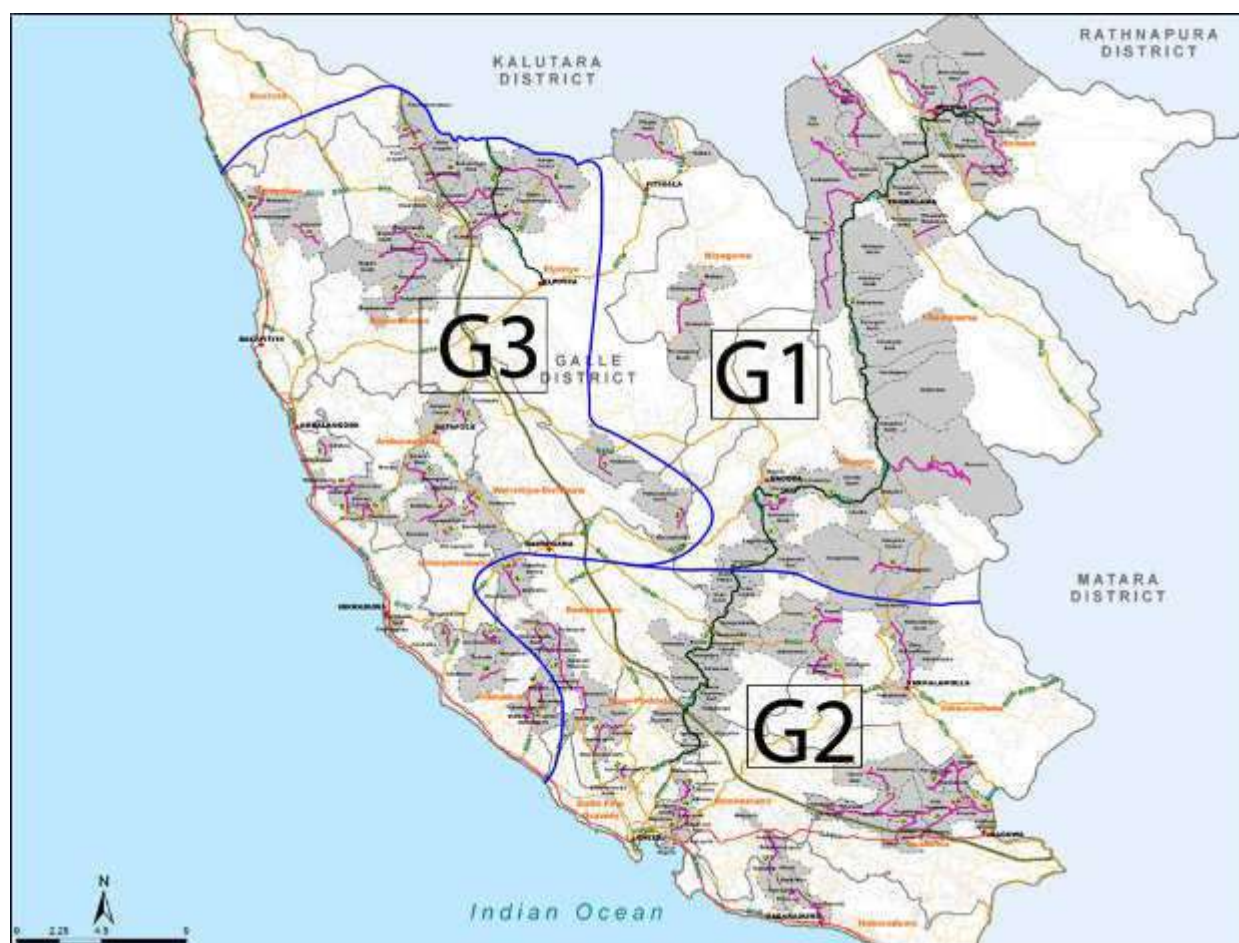
The Executing Agency of the Integrated Road Investment Program (iRoad) is Ministry of Highways & Road Development and Petroleum Resources Development and the Implementing Agency is the Road Development Authority.

The three (3) CRCs in Galle District are listed in Table 1.1

Table 1.1 :CRCs in Galle District

No.	Contractor	Accepted Contract Amount (LKR)	Commencement Date	RDA (km)/ (nos.)	PRDA (km)/ (nos.)	PRDA & PS (km)/ (nos.)	PS (km)/ (nos.)	Total (km) /(nos.)
G1	K. D. Ebert & Sons Holdings(Pvt) Ltd	1,458,055,706.14	18.05.2015	-	2.8/1	-	61.8/14	64.6/15
G2	K. D. A. Weerasinghe & Co(Pvt) Ltd	1,483,136,252.40	18.05.2015	-	15.7/3	3.0/1	47.3/18	66.0/22
G3	K. D. A. Weerasinghe & Co(Pvt) Ltd	1,733,440,933.20	18.05.2015	9.4/1	2.2/1	15.5/3	43.7/24	70.8/29
Sub Total Galle District		4,674,632,891.74	-	9.4/1	20.7/5	18.5/4	152.8/56	201.4/66

The locations of the 201.4km (66 nos.) roads in Galle District are shown in Map1.1 below.



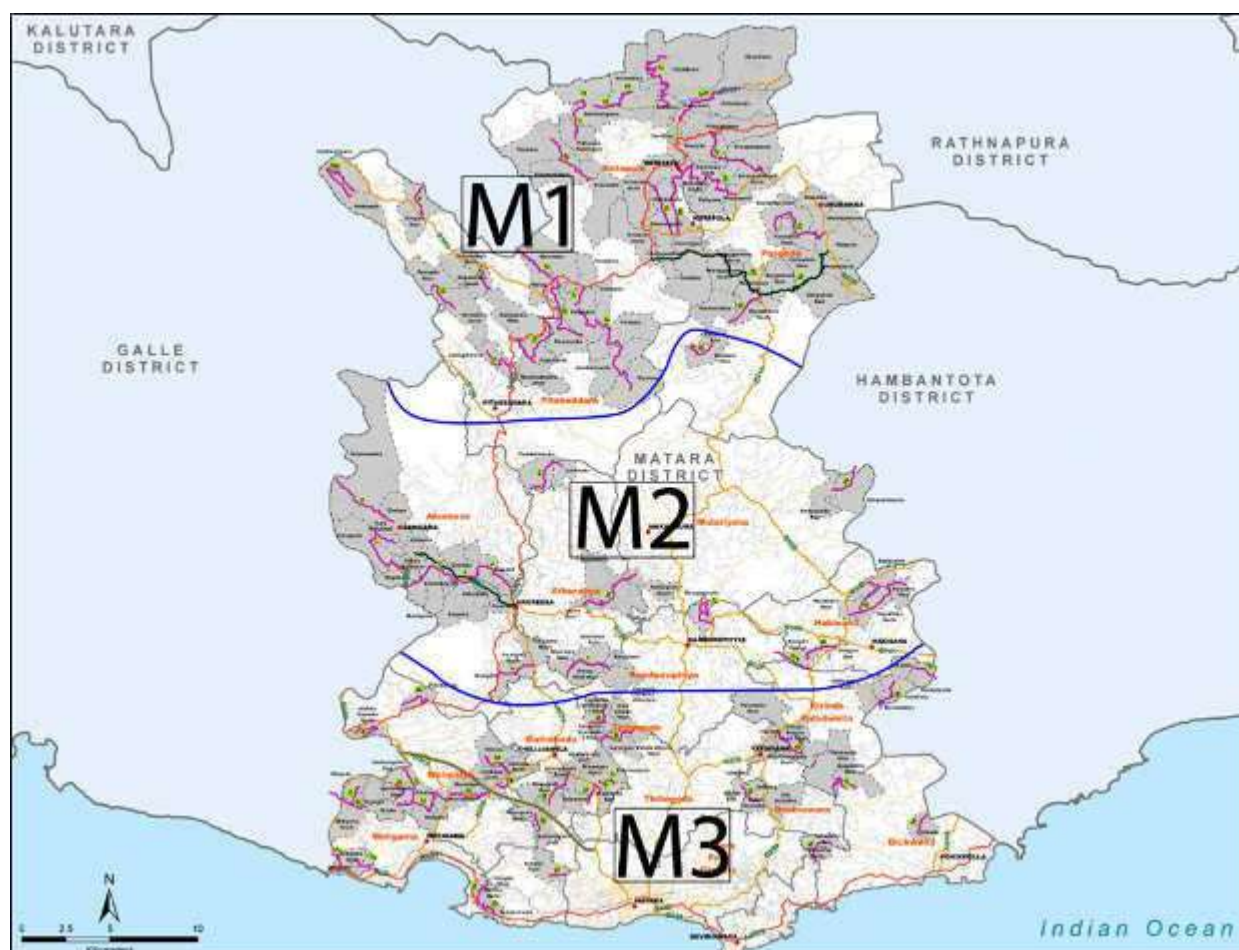
Map1.1: Locations of 201.4 km (66 nos.) roads in Galle District

The three (3) CRCs in Matara District are listed in Table 1.2

Table 1.2 :CRCs in Matara District

No.	Contractor	Accepted Contract Amount (LKR)	Commencement Date	RDA (km)/ (nos.)	PRDA (km)/ (nos.)	PRDA & PS (km)/ (nos.)	PS (km)/ (nos.)	Total (km) /(nos.)
M1	CML-MTD Construction Ltd	2,315,346,953.44	18.05.2015	6.3/1	29.4/5	-	61.8/16	97.5/22
M2	K. D. Ebert & Sons Holdings (Pvt) Ltd	1,803,301,712.60	18.05.2015	7.2/1	11.3/2	-	50.7/16	69.2/19
M3	K. D. Ebert & Sons Holdings (Pvt) Ltd	1,207,599,780.58	18.05.2015	-	4.8/2	-	48.6/23	53.4/25
Sub Total Matara District		5,326,248,446.62	-	13.5/2	45.5/9	-	161.1/55	220.1/66

The locations of 220.1km (66 nos.) roads in Matara District are shown in Map1.2 below .



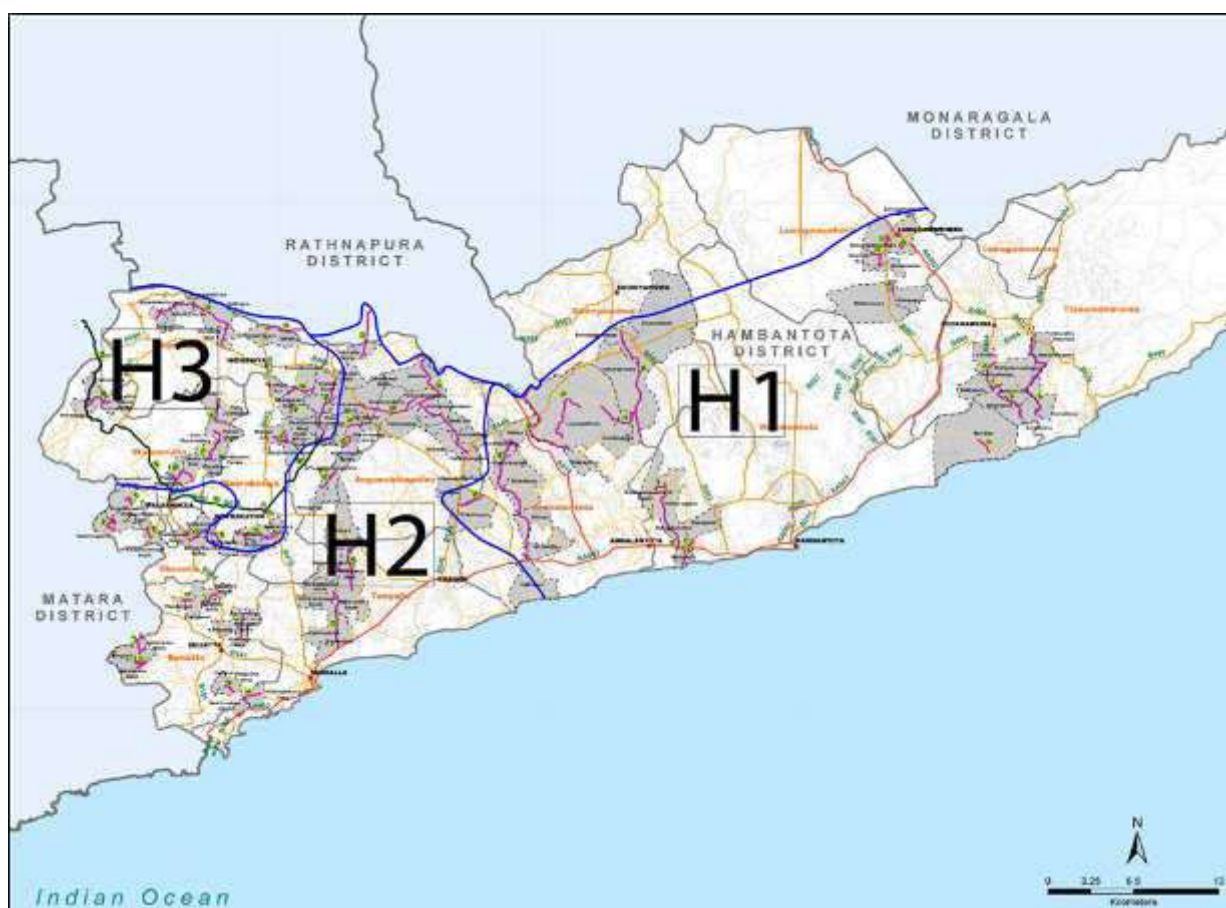
Map1.2: Locations of 220.1km (66 nos.) roads in Matara District

The three (3) CRCs in Hambantota District are listed in Table 1.3

Table 1.3 :CRCs in Hambantota District

No.	Contractor	Accepted Contract Amount (LKR)	Commencement Date	RDA (km)/ (nos.)	PRDA (km)/ (nos.)	PRDA & PS (km)/ (nos.)	PS (km)/ (nos.)	Total (km) / (nos.)
H1	K. D. A. Weerasinghe & Co (Pvt) Ltd	1,583,594,552.40	18.05.2015	-	19.3/4	-	47.8/15	67.1/19
H2	CML-MTD Construction Ltd	1,210,330,393.84	18.05.2015	-	15.6/1	-	42.4/17	58.0/18
H3	RR Construction (Pvt) Ltd	1,052,141,503.89	18.05.2015	-	8.8/1	-	33.1/13	41.9/14
Sub Total Hambantota District		3,846,066,450.13	-	-	43.7/6	-	123.3/45	167.0/51

The locations of 167.0km (51 nos.) roads in Hambantota District are shown in Map1.3 below .



Map1 3: Locations of 167.0 km (51 nos.) roads in Hambantota District

1.2 Consulting Services Contract

MGC- ECL JV is the Project Implementing Consultants (PIC) for Southern Province.
Mobilization of PIC – 01 since 5th June 2015.

The total numbers of roads under the project is 183, out of which 158 nos. of roads have been formally handed over by the Contractors as at 31 December 2018 as per table below;

Table 1.4 :Summary of handed over roads

District	Contract Package	Total No. of Roads	Total No. of handed over roads	Balance to be handed over roads
Galle	G1	15	00	15
	G2	22	22	00
	G3	29	29	00
Matara	M1	22	22	00
	M2	19	09	10
	M3	25	25	00
Hambantota	H1	19	19	00
	H2	18	18	00
	H3	14	14	00
TOTAL		183	158	25

1.3 Scope of the PIC services

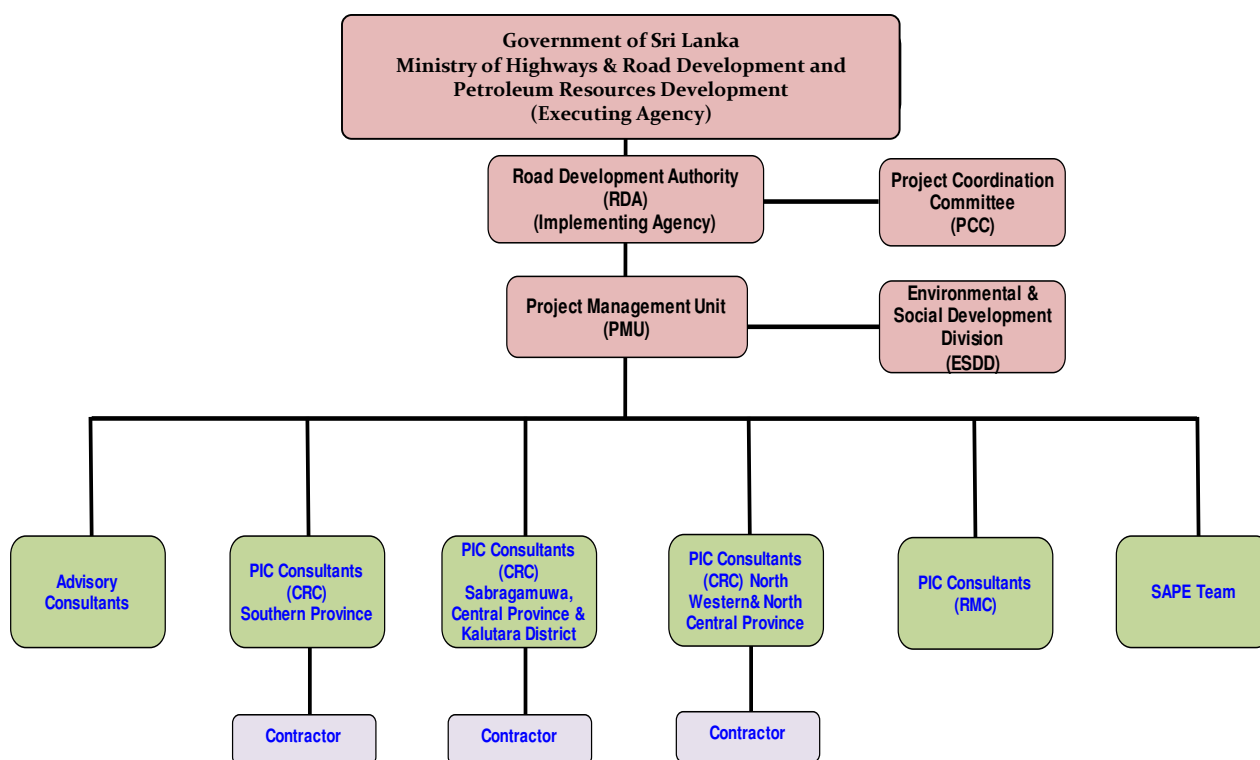
The main task of PIC-01 (CRC) is to assist RDA in supervising and/or implementing the civil works in the CRC component of the iRoad investment program:

The scope of the PIC services and resulting tasks in the TOR fall under the following six broad components:

- Contract Administration based on the FIDIC Conditions of Contract MDB Harmonized Edition (June 2010)
- Review and approve contractors detailed designs and the cost for each civil work contract
- Safeguard Compliance Monitoring
- Project Performance and Monitoring Survey
- Prepare and Implement local and overseas capacity development program for IA Staff
- Reporting Requirements

1.4 Overview of Institutional Framework

The Executing Agency (EA) of the Integrated Road Investment Program (iRoad) is Ministry of Highways & Road Development and Petroleum Resources Development (MOHRDPRD), and the Implementing Agency (IA) is the Road Development Authority (RDA). Three Project Implementation Consultants (PIC) are to be engaged for the CRC component and one PIC for the RMC component. The overall project organization chart is shown below;



PIC(CRC) - Project Implementation Consultants for Conventional Road Contracts
PIC(RMC) - Project Implementation Consultants for Road Management Contracts
SAPE - Survey and Preliminary Engineering

Figure 1. 1 Institutional Framework of iRoad

MGC-ECL JV being the PIC-01 services provider has selected a well-qualified and experienced team of professionals to assist the RDA in the successful delivery of iRoad Southern Province.

The consultancy services comprise as follows;

- Team Leader: 30 Staff-Month input of an international Team Leader,
- FIDIC Contracts & Claims Specialist: Six month input of an international on an as required basis,
- 3 x Resident Engineers: 81 national Staff-Month inputs during construction period,
- 2 x Rural Road Design & Safety Engineers: 56 national Staff-Month inputs during construction period
- Structural Engineer: Six national Staff-Month inputs during construction period
- 3 x Materials Engineers: 72 national Staff-Month inputs during construction period
- 3 x Quantity Surveyors: 81 national Staff-Month inputs during construction period
- Environmental Specialist: 30 national Staff-Month inputs during construction period,
- Social/Gender/Resettlement Specialist: 30 national Staff-Month inputs during construction period,
- 3 x Land Surveyors: 72 national Staff-Month inputs during construction period,
- Contracts & Claims Engineer: 30 national Staff-Month inputs during construction period,
- 3 x Assistant Resident Engineers: 72 national Staff-Month inputs during construction period,
- Resident Engineer: 36 Staff-Month during the maintenance period
- Quantity Surveyor: 36 Staff-Month during the maintenance period
- 10 x Engineers: 240 national Staff-Month inputs of non-key experts
- 18 x Technical Officers: 432 national Staff-Month inputs of non-key experts

Further support staff to the Engineer (PIC-01) is provided through the respective CRC Packages, being Administration Manager, Secretary, 2xLab Technician and 2xSurvey Assistant for each CRC Package.

The overall organization chart for the PIC staff including the linkages with RDA PMU counterpart staff is shown in *Annexure 01 - Overall Organization Chart for PIC*.

1.5 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 per section 10 of RF on “Monitoring and Reporting” it is required to prepare semi-annual monitoring report on the progress of social safeguards compliance of the project on a semi- annual basis.

This report is prepared to serve as the semi- annual monitoring report on social safeguards and the progress of implementing GAP. The reporting period is from **July to December 2018** for PIC-01, Southern Province.

Total length of 588.5 km of 183 roads are being rehabilitated/improved under PIC-01 and out of which civil works in progress in 588.5 km of 183 roads as at 31 December, 2018.

2 COMPLIANCE ON SOCIAL SAFEGUARDS REQUIREMENTS

As indicated above the Resettlement Framework (RF) which includes guidance in Social Safeguard has been developed during the Survey and Preliminary Engineering (SAPE) works of the project. The RF provides guidance in selection, screening, categorization, impact assessment, project implementation and monitoring of social safeguards according to requirements of the Government of Sri Lanka as well as the ADB Safeguard Policy Statement (SPS, 2009) for the investment program. As per the guidelines given in RF tranches one, two or any succeeding tranches of iRoad program should adopt the following key social safeguards requirements;

- Selection of roads that fulfill the minimum Right of Way (ROW) requirement, there by avoid land acquisition and involuntary resettlement.
- Avoid acquisition of land and involuntary resettlement through alignment shifts, and modifications in cross-sections to the extent required from safety considerations.
- Carry out meaningful consultations with the public from preliminary design stage so as to make public aware of the project and to obtain inputs from the public/ community to be incorporated in to road designs.
- Ensure that due consultations are carried out with individuals or community and obtain their written agreements in case there is a requirement of additional land for road improvements (as identified during detail design and construction stages).
- Ensure that such land is obtained only through a well-documented “Land Donation Process” as stipulated in the Resettlement Framework for the project.
- Ensure that a Grievance Redress Mechanism (GRM) is in place to address any grievance.
- Ensure gender participation in the project from preliminary design stage through construction and maintenance period.



Picture 01. Public consultation at Contract Package M3, Matara District

2.1 Compliance on Social Safeguards Provisions of the Loan Covenant

The requirements stipulated in the loan conditions of PIC-01 have been or are being complied with as detailed in the below table.

Table 2.1 Compliance with Loan Conditions (Social Safeguards and Gender)

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters	<p><u>Safeguards</u></p> <p>3. 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 with SPS.</p> <p>4. The Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any 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, provided that there shall be no voluntary land donation for national roads.</p>	<p>Complied with PIC-01, SP</p> <p>Roads selected for CRC packages (or rural roads) have minimum Right of Way (ROW) not less than 2.5 m. Road improvement works have been carried out within the available road corridors and no widening of existing ROW has been done. Voluntary land donation process as indicated under Appendix 3 of RF has been utilized only at locations where additional strips of land was required to improve road user safety.</p> <p>No any road passing through or close to settlements of indigenous people have been selected in projects appraised under tranche one and two.</p> <p>Road improvement works of CRC packages have/ are being carried out mainly within the available road corridors. However, at certain locations additional small strips of lands from adjacent land lots have been required to improve the road user safety and to develop lead away drains.</p> <p>Obtaining such small land strips have followed the procedures stipulated under appendix 3 of the RF.</p>

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters	<p><u>Human and financial resources to implement safeguards requirements</u></p> <p>5. The Borrower shall make available, or cause RDA to make available, necessary budgetary and human resources to fully implement the SPS, IEE, EMP and any safeguard documents which may be prepared for the Project.</p>	<p>No incident has been recorded of eminent domain or other state power used for taking of additional land strips.</p> <p>The road works have been carried out mainly within the available road corridor and voluntary land donation process has been duly followed at locations where additional land strips has been required.</p> <p>No incident has been recorded of eminent domain or other state power used for taking of additional land strips.</p> <p>Being complied with PIC-01, SP</p> <p>Budgetary allocations are found in the contract documents.</p> <p>A Social Safeguards Officer (SSO) who was attached to PIU (SP) has been transferred to PIU, Colombo. SSO position remains vacant. However, in addition to the Assistant SSO a new Environmental Assistant has been appointed to the PIU, SP</p> <p>A Social, Gender and Resettlement Specialist (SGRS) has been appointed in PIC-01. SGRS of PIC-01 has been assigned with a Social Assistant who is stationed at Team Leader's office.</p>

Item/ Section/ Schedule	Description	Status of Compliance
	<p><u>Safeguards – Related provinces in Bidding documents and works contracts</u></p> <p>6. The Borrower shall ensure, or cause RDA to ensure, that all bidding documents contain provisions that require contractors to:</p> <p>(a) comply with the measures relevant to the contractor set forth in any safeguards document, and any corrective or preventative actions set forth in the Safeguards Monitoring Report;</p> <p>(b) make available a budget for all such safeguard measures; and</p> <p>(c) provide the Borrower with a written notice of any unanticipated environmental, resettlement or small ethnic community peoples' risks or impacts that arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP and any other safeguard plans.</p> <p><u>Safeguards monitoring and reporting</u></p> <p>7. The Borrower shall do the following or cause RDA to do the following:</p> <p>(a) submit annual Safeguards Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission;</p> <p>(b) if any unanticipated environmental and/or social risks and impacts arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP, and any safeguard documents, promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and</p> <p>(c) report any actual or potential breach of compliance with the measures and requirements set forth in the IEE, EMP and any safeguard Documents promptly after becoming aware of the breach.</p>	<p>Complied with PIC-01, SP</p> <p>PIC-01 has been categorized as 'Category B' on Involuntary Resettlement and 'Category C' on Indigenous Peoples safeguards in accordance with SPS.</p> <p>No incident of physical or economical displacement has been reported during civil works (during this reporting period) of CRC packages under PIC-01</p> <p>Being complied with PIC-01, SP</p> <p>The PIC-01 has prepared and submitted Semi-annual progress reports on social safeguards compliance as follows;</p> <p>So far PIC-01 has compiled six reports as:</p> <p>July – December, 2015, January – June, 2016, July – December, 2016, January – June, 2017, July – December, 2017, January – June, 2018;</p> <p>No any unanticipated social risks and impacts or cases of physical/ economic displacement including involuntary resettlement have arisen during construction, implementation or operation of the projects.</p> <p>No any actual or potential breach of compliance on social safeguards were</p>

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters	<u>Prohibited List of Investments</u>	observed or reported during the reporting period under PIC-01
	8. The Borrower shall ensure, or cause RDA to ensure, that no proceeds of the Loan are used to finance any activity included in the list of prohibited investment activities provided in Appendix 5 of the SPS.	Being complied with PIC-01, SP No incident was observed or reported where any proceeds of the loan has been used for any activity listed under the list of prohibited investment activities during the reporting period.
	<u>Labour standards</u>	Being complied with PIC-01, SP Specific contract clauses have been included in Bidding documents of all CRC packages to avoid discrimination of labour, employment of child labour and to encourage women labour.
	9. The Borrower shall ensure that (a) all contractors under the Project comply with all applicable labor laws and regulations, do not allow employment of child labor for Project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites; (b) people directly affected by the Project are given priority to be employed by the Project; (c) contractors do not differentiate wages between men and women for work of equal value; and (d) Specific clauses ensuring these shall be included in the contracts.	Complied with PIC-01, SP PIC-01 has compiled the baseline standards (including baseline standards on socioeconomic aspects) as required in the Project Performance Monitoring System (PPMS). The TA consultant for CSD and Safeguards and Environment and Social Development Division (ESDD) of RDA assisted the PICs in completing this tasks. The documents have been submitted to ADB.
	<u>Performance monitoring (Loan agreement PIC-01)</u>	
	18. The Borrower shall cause, within 3 months of effectiveness of the first loan under the Facility, MOHRD and RDA to establish baseline for performance indicators to be used for monitoring implementation of each project under the Facility.	

2.2 Compliance with Requirements in the Resettlement Framework (RF)

Initial selection of rural and truck roads has been carried out based on the information gathered through district secretariats, divisional secretaries and civil societies. These roads have been then inspected to verify the availability of land (i.e. Right of Way). Other requirements stipulated in the RF have been or are being complied with as detailed in the below table.

Table 2.2 Compliance with RF

Item/ Section/ Schedule	Description	Status of Compliance
A. Background	<p>Rural Roads</p> <p>Paragraph 4: For the rural roads there will be three contract packages per district. The contractor will be responsible for construction of the road over 2 years and performance based maintenance for another 3 years. For the rural roads the improvements will be undertaken completely within the existing right of way (ROW) which is between 2.5m to 5.5m. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways and bridges.</p>	<p>Complied with PIC-01, SP</p> <p>No road having an average ROW less than 2.5 m was selected. Locations where improvements to road structures and safety needs have been highlighted in transect walk records.</p> <p>All road improvement works are being carried within the available ROW. Voluntary land donation process has been duly followed to obtain small strips of land from adjoining lots where required (for the purposes of road safety).</p>

2.3 Compliance to the Social Requirements under the Project Facility Administration Manual (FAM)

The requirements stipulated in the updated Facility Administration Manual (FAM) of 15 March 2018 of iRoad program have been or are being fulfilled. Details of each item is summarized in below table.

Table 2.3 - Compliance with FAM (Social Safeguards)

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards	<p>B. Involuntary Resettlement</p> <p>Paragraph 57. Tranches 1 and 2. Both tranches are classified as category B in accordance with ADB's SPS. The improvement of all project roads will be carried out within the existing alignment with no widening. However, for the 7-year road management contract of selected national roads, the resettlement impact might be encountered at a late stage.</p> <p>Paragraph 58. Tranches 3 and 4. Both tranches are classified as category B in accordance with ADB's SPS following the same categorization as the previous tranches.</p>	<p>Complied with for all projects appraised under PIC-01.</p> <p>A land acquisition due diligence was undertaken for all roads and did not identify any significant and permanent impact on land, structures, private trees, or community resource properties. Social impact assessment comprising at least 20% households and focused group discussions were also conducted during Survey and Preliminary Engineering works of roads selected under PIC-01</p>
	<p>Pre-construction</p> <p>Paragraph 59: The RDA, supported by its ESDD and context-sensitive design (CSD) consultants, will be responsible for conducting a transect walk for each rural road, during which the community will be consulted on how to (i) minimize construction impact, (ii) identify and minimize social and environment impacts, and (iii) integrate road safety design. The community will also be briefed about the grievance redresses mechanism. The results from the transect walk (report and map) will be submitted to the civil works contractor who will reconfirm the ground realities and integrate feasible features into the Level-1 final design. The PIC will review the final design.</p>	<p>All improvements of rural roads under CRC packages are carried out within the available road corridor or ROW. No permanent physical or economic displacement leading to involuntary resettlement has NOT occurred during implementation of PIC-01</p>
	<p>Construction and maintenance</p> <p>Paragraph 60: During the construction phase, the PICs will be responsible for conducting semi-annual onsite social safeguard monitoring. During the maintenance phase, the PICs will be responsible for conducting annual onsite social safeguard monitoring. The PICs should pay close attention to</p>	<p>Complied in with during SAPE works of roads appraised under PIC-01</p> <p>Transect walk surveys and public consultations were conducted in all rural roads selected under PIC-01. This information has been submitted to respective civil works contractors, who has reconfirmed the ground realities and</p>

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards	<p>ensuring that all grievances are addressed in a timely manner. Reporting templates can be found in the resettlement framework.</p> <p>Preparation of subsequent tranches or unanticipated impact</p> <p>Paragraph 61: A resettlement framework has been prepared to guide the preparation of all tranches. For the preparation of the subsequent tranche, the PICs will carry out due diligence on the ongoing tranches.</p>	<p>integrated feasible features in to level 1 design. PIC-01 has reviewed and approved such designs.</p> <p>PIC-01 with respective PIU, Contractor staff are conducting regular onsite monitoring of social safeguards compliance. ESDD of RDA and the TA consultant also conduct periodic onsite visits to monitor the implementation of social safeguards practices by PIU, PIC and contractors.</p> <p>PIC-01 on behalf of PIU has prepared and submitted semi-annual monitoring reports on safeguards compliance. Summary of the reports submitted up to June, 2018 is as follows;</p> <p>PIC-01 has compiled six reports as:</p> <p>July – December, 2015, January – June, 2016, July – December, 2016, January –June, 2017, July – December, 2017, January –June, 2018;</p>
	<p>C. Indigenous Peoples</p> <p>Paragraph 63: For tranches 1 and 2, no indigenous people were identified during due diligence, and both tranches are accordingly categorized as C per ADB's SPS. Tranches 3 and 4 will continue to finance the subprojects identified in the two earlier tranches; therefore, both tranches will follow the categorization of C. In case any adverse impacts are 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</p>	<p>During the implementation stage (i.e. during civil works of the five projects) no settlements or activities of Indigenous Peoples (IP) were observed or reported near any road considered under PIC-01.</p>

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards	approved by ADB before commencement of the relevant section of the civil works contract.	
	<p>D. Grievance Redress Mechanism</p> <p>Paragraph 64: The Grievance Redress Mechanism (GRM) will be established consistent with the requirements of the EARF. Grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through the existing local administrative system. Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels: (i) at the grassroots level where complaints will be directly received and addressed by the contractor, the PIC or PIU representative onsite; (ii) grievances that are simple but still cannot be addressed at the grassroots level will be addressed at the Grama Niladhari division level; and (iii) more complex grievances that cannot be addressed at the Grama Niladhari division level will be addressed at the Divisional Secretariat level. There will be a grievance redress committee at both the Grama Niladhari division and Divisional Secretariat levels.</p>	PIC-01: Southern Province Grievance Redress Committees (GRCs) at DS level and GN level have been established for all CRC packages.
VIII Gender and social dimensions	<p>A. Gender and Development</p> <p>Paragraph 65: Tranches 1, 2, 3, and 4 are categorized as effective gender mainstreaming (EGM). During the preparation of tranches 1 and 2, separate gender action plans (GAP) were formulated since the two tranches cover different geographical areas. During the preparation of tranches 3 and 4, the GAP for the entire investment program was formulated (Table 17) since the entire scope of the investment program is now defined, and subsequent tranches will finance the subprojects that were appraised in the first two tranches.</p> <p>Paragraph 66: To ensure that all gender issues are addressed, a social development and gender expert will be engaged by each of the two project implementation consultants, with a total input of 57 person-months of services, to implement and monitor the GAP. A gender focal officer will be</p>	<p>One consolidated GAP has been prepared for the entire investment program</p> <p>PIC-01 has appointed a full time Social, Gender and Resettlement Specialist (SGRS). SGRS of PIC-01 has been assigned with a Social Assistant who is stationed at Team Leader's office.</p> <p>ESDD/ RDA is monitoring the implementation of requirements of the GAP in each province.</p>

Item/ Section/ Schedule	Description	Status of Compliance
VIII Gender and social dimensions	assigned in each of the project implementation units. Semi-annual monitoring of the GAP shall be prepared and submitted to ADB for disclosure.	The semi-annual report prepared on social safeguards by PIC-01 has included a separate section on implementation of GAP.
	B. HIV and AIDS Paragraph 68: The RDA will ensure that all civil works contractors complete the following: (i) carry out awareness programs for labor on the risks of sexually transmitted diseases/AIDS and human trafficking, and (ii) disseminate information at worksites on the risks of sexually transmitted diseases and HIV/AIDS as part of health and safety measures for those employed during construction. Contracts for all subprojects will include specific clauses on these undertakings and compliance will be strictly monitored by the RDA, with the support of construction supervision consultants during project implementation.	CRC package contractors with the assistance of PIC-01 has conducted HIV /AIDs prevention and Health awareness programs. Details of the progress of these workshops are discussed separately.
	C. Health Paragraph 69: The RDA shall ensure that contractors provide adequately for the health and safety of construction workers and further ensure that bidding documents include measures on how contractors will address this, including an information and awareness raising campaign for construction workers on sexually transmitted diseases, HIV/AIDS, and human trafficking.	Awareness programs on safety including use of Personal Protective Equipment (PPE) are being held at field staff level.
	D. Labor Paragraph 70: The project construction is expected to generate employment opportunities for local communities during the 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 project implementation consultant will monitor the provisions.	Details of implementing labour laws and requirements are discussed separately.

3 COMPLIANCE WITH RESPECT TO GENDER ACTION PLAN

Integrated Road Investment Program has been categorized as Effective Gender Mainstreaming (EGM) project. Thus a Gender Action Plan (GAP) has been developed for the program. Gender mainstreaming activities include (i) ensuring that at least 40% women are consulted in the final design of rural access roads, (ii) integrating safety and elderly-women-children-disabled friendly features, (iii) employing at least 30% local women for road maintenance and ensure equal wages for equal work, (iv) providing training in routine road maintenance to all employed women, and (v) encourage women's participation in road safety, STI and human trafficking awareness campaigns. To ensure that these and other gender issues are addressed and complied with, the PIC team is included with a full time Social, Gender and Resettlement (SGR) Specialist. ESDD of RDA has the overall responsibility in implementing the GAP, while the PIC support in monitoring the implementation.

3.1 Gender involvement in Cooperate Social Responsibility (CSR) programs

The total number of CSR program conducted was 01 during the period under review in the Southern Province. The number of female beneficiaries were 05 out of the total number of 23 beneficiaries attended for the above program conducted during July to December, 2018. The average percentage of 22 beneficiaries were female from the total participants attended to the Cooperate Social Responsibility (CSR) programs conducted in Galle, Matara and Hambantota during the period under review.

3.2 Staff and labour involvement

Complying with other requirements of GAP during construction stage include training and participation of women labour. Below section discusses the actions taken by Contractor and PIC on this matter.

Due to the completion of constructions, number of women workers involved in civil work at the sites have been reduced during this reporting period.

Table 3.1 - Status of gender composition of staff of the Consultants, Contactors' staff and labour crew in PIC-01 Southern province as at 31 December, 2018.

Working Location		Gender		Total Nos.	Female Percentage %
		Male	Female		
TL Office	Matara	09	04	13	36.36
RE Offices	Galle (G)	03	03	06	50.00
	Matara (M)	04	04	08	50.00
	Hambantota (H)	04	02	06	33.33
ARE Offices	G1	04	02	06	33.33
	G2	02	03	05	60.00
	G3	04	03	07	42.85
	M1	00	00	00	00.00
	M2	07	02	09	22.22
	M3	06	02	08	25.00
	H1	00	01	01	100.00
	H2	04	00	04	00.00
	H3	01	00	01	00.00
	G1	02	00	02	00.00

Working Location		Gender		Total Nos.	Female Percentage %
		Male	Female		
Contractor's Offices	G2	05	02	07	28.57
	G3	08	02	10	20.00
	M1	02	00	02	00.00
	M2	42	14	56	25.00
	M3	16	08	24	33.33
	H1	05	01	06	16.67
	H2	08	05	13	38.46
	H3	02	00	02	00.00
Contractor's Work Sites	G1	00	00	00	00.00
	G2	06	00	06	00.00
	G3	14	00	14	00.00
	M1	05	00	05	00.00
	M2	21	05	26	19.23
	M3	09	01	10	10.00
	H1	06	00	06	00.00
	H2	09	00	09	00.00
	H3	06	00	06	00.00
Total		214	64	278	23.02



Picture 02. Women at office work, Contractor's office, Contract Package M2, Matara District

As per the status of gender composition of the Consultants and Contractors' staff & labour crew in PIC-01 Southern Province, it was able to enhance the female contribution to the construction and office works by 8.54% with compared to the previous period under review.

The staff of Contractors and Consultants has been gradually reduced proportionately based on the progress of construction works in all districts.

In terms of the employment of female employees/workers during maintenance, the number of female workers were 42 out of the total number of 193 employees and average percentage of

22 employees from all the Contract Packages where maintenance works have been started (as at December 31, 2018).

Table 3.2- Comparison of gender composition in previous and current review periods

Working Location	As at	Male	Female	Total Nos.	Female Percentage
Consultant's staff	30.06.2018	74	37	111	33.33%
	31.12.2018	48	26	74	35.14%
Contractor's Offices	30.06.2018	167	54	221	24.43%
	31.12.2018	90	32	122	26.23%
Contractor's Work Sites	30.06.2018	562	45	607	07.41%
	31.12.2018	76	06	82	07.32%
Total	30.06.2018	803	136	939	14.48%
	31.12.2018	214	64	278	23.02%



Picture 03. Women workers involved in civil work at the site- Contract Package M2, Matara District

3.3 Women participate actively at training workshops



Picture 04. Women participate actively at Gender Awareness Program in Galle District

3.4 Elderly- Women- Children- Disabled (EWCD) Friendly Design

Section VIII of Facility Administration Manual (FAM) is on gender and social dimensions. Paragraphs 65, 66 and 67 of this section describes the gender aspects related to the project. Table 25 under this section presents the Gender Action Plan (GAP) developed for iRoad program. Items 1.1 and 1.2 of this GAP is on addressing road safety and EWCD friendly features in detailed design. Through the design process, it was able to build up close relationship with communities in the project area by identifying the need of vulnerable groups and serving them with benefits.

Four vulnerable families in three Contract Packages were provided with required facilities.

Table 3.3- Details of EWCD friendly designs as at 31 December, 2018

District	Contract Package	Road ID	Status
Galle	G3	59	Successfully attended the requirement of the family
Matara	M1	12	Constructed a retaining wall
	M2	3	Propose to construct a retaining wall for embankment protection
		4	Constructed a house access road

4 SOCIAL SAFEGUARDS ISSUES AND MITIGATION MEASURES IMPLEMENTED

4.1 Status of civil work implementation in PIC-01, Southern Province

Total length of 588.5 km of 183 roads are being rehabilitated/improved under PIC-01 and out of which civil works in progress in 588.5 km of 183 roads as at 31 December, 2018. Details of overall progress of civil works are shown in the table below;

Table 4.1 Status of civil work implementation as at 31 December, 2018

Contract Package	Contractor	Accepted Contract Amount/ (Rs. Million)	No. of Roads	Road Length/ (Km)	No. of Roads; Civil Works in Progress	Asphalt Completed /(Km)	No. of roads handed over for PBM	Physical Progress as at 31 December 2018 Actual (%)
G1	K.D.Ebert & Sons Holdings (Pvt.) Ltd	1,458	15	64.6	15	49.1	01	76.0
G2	K.D.A. Weerasinghe & Co (Pvt) Ltd	1,483	22	66.0	22	66.0	22	100.0
G3	K.D.A. Weerasinghe & Co (Pvt) Ltd	1,733	29	70.8	29	70.8	18	100.0
M1	CML-MTD Construction Ltd	2,315	22	97.5	22	97.5	21	100.0
M2	K.D.Ebert & Sons Holdings (Pvt.) Ltd	1,803	19	69.2	19	60.6	02	92.0
M3	K.D.Ebert & Sons Holdings (Pvt.) Ltd	1,208	25	53.4	25	53.4	25	100.0
H1	K.D.A. Weerasinghe & Co (Pvt) Ltd	1,584	19	67.1	19	67.1	17	100.0
H2	CML-MTD Construction Ltd	1,210	18	58.0	18	58.0	18	100.0
H3	R.R Construction. (Pvt.) Ltd	1,052	14	41.9	14	41.9	14	100.0
Total		13,847	183	588.5	183/ (588.5km)	564.3 (95.9%)	138	96.4



Picture 05. 0+000 at Hiyare east-school road via kaluwawala Badipita Hawpe Road(ID 27, Contact Package G2) – Before Construction



Picture 06. 0+000 at Hiyare east-school road via kaluwawala Badipita Hawpe Road(ID 27, Contact Package G2) – After Construction

4.2 Issues and mitigation measures implemented

4.2.1 Adopting the concept of Context Sensitive Design (CSD).

As per to the ADB's Safeguards Policy Statement (SPS 2009), national laws and policies, 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 of prime necessity, the project has adopted the concept of Context Sensitive Design (CSD) 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. All the designs have been completed and CSD was considered where possible.

4.2.2. Grievance Redress Mechanism

Grievance Redress Mechanism (GRM) has been established as per the guidelines stipulated in the RF. And the due process had been followed when revising, recording and resolving any issue

4.2.2.1 Establishment of GRCs at Grama Niladhari Division (GND) Level & Divisional Secretariat Division (DSD) level

Establishment of all GRCs at GN and DS level was completed during the previous reporting period.

4.2.2.2 Grievance Redress Committees (GRCs)

As shown in the below table 4.2 all GRCs at 45 GRCs at Divisional Secretary (DS) level and 228 GRCs at Grama Niladhari (GN) level have been established by 31 December, 2018.

Table 4.2 Establishment of Grievance Redress Committees (GRCs)

District	Contract Package	Total No. of DSDs	GRCs Established during the previous reporting period	Total No. of GNDs	GRCs Established during the previous reporting period
Matara	M1	02	02	48	48
	M2	06	06	20	20
	M3	07	07	25	25
<i>Sub total</i>		15	15	93	93
Galle	G1	04	04	24	24
	G2	06	06	18	18
	G3	08	08	42	42
<i>Sub total</i>		18	18	84	84
Hambantota	H1	05	05	19	19
	H2	04	04	18	18
	H3	03	03	14	14
<i>Sub total</i>		12	12	51	51
Total		45	45	228	228

4.2.2.3 Receiving Grievances

Public grievances are received from the general public in the form of grievances, requests, suggestions, and complaints by the project during the implementation of project activities

(a) Public Awareness;

In addition to 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 including Grama Niladhari (GN) offices and Divisional Secretariats (DS) 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 gives the key information about the project and contact numbers of relevant officers of the project who are to be contacted regarding social and environment issues.

(b). Channels of Receiving Public Grievances

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 choose any of the following channels in submitting their complaints/ grievances/ suggestions or requests to the project.

i. Complaint & Suggestion Box

Availability of Complaint & Suggestion box at the site has been identified as one of the effective methods to get views of communities prior to the finalizing of road designs. Complaint & Suggestion boxes are installed at Contractor's site offices in all Contract Packages and the public are expected to tender their written grievances to the Contractors Offices through Complaint & Suggestion box. Complaints/ Suggestions are being collected from the Complaint & Suggestion box at the end of each day.



Picture 07. Complaint box installed at Contractor's office. Contract Package M1, Matara District

ii. Office of Grama Niladhari (GN)

Grama Niladhari (GN) is the village level government representative of the administrative set up of Sri Lanka. Therefore, the project has made arrangements to officially appoint GN as the Chairman of the Grievance Redress Committee (GRC) established under the project at Grama Niladhari Division (GND) level. A public notice is also displayed at each GND offices in the project area and the public can submit their written grievances to the GN office.



Picture 08. Office of Grama Niladhari, Kotawila- North, Contract Package M3, Matara District

iii. Office of the Divisional Secretary

Divisional Secretary (DS) is the divisional level government representative of the administrative set up of Sri Lanka. Therefore, the project has made arrangements to officially appoint DS as the Chairman of the Grievance Redress Committee (GRC) established under the project at Divisional Secretary (DS) level. A public notice is also displayed at each DS offices in the project area and the public can submit their written grievances to the DS office.

iv. Field staff

In addition to the above channels, all the field staff of the project is instructed to accept public grievances and hand them over to the Project Engineer (PE)/ Environment Officer (EO) /Social Safeguard Officer (SSO) on the same day or in failing which the following day for necessary action.

v. Online system

The iRoad Project Management Unit (PMU) Information Centre maintains a comprehensive data base on project activities at its office in Sethsiripaya, Batteramulla. The public are now able to forward their complaints to PMU through website, www.iroadinfo.rda.gov.lk/publiccontact.

(c). Maintenance of records for public complaints

Maintenance of relevant records is considered as a prime requirement. All the received grievances are being registered at the Project Manager's office of each Contractor. The grievances received by the project are being prompt attended to.

All the grievances received are classified according to the nature of grievance. Classified grievances and the status of action taken are summarized in the table below;

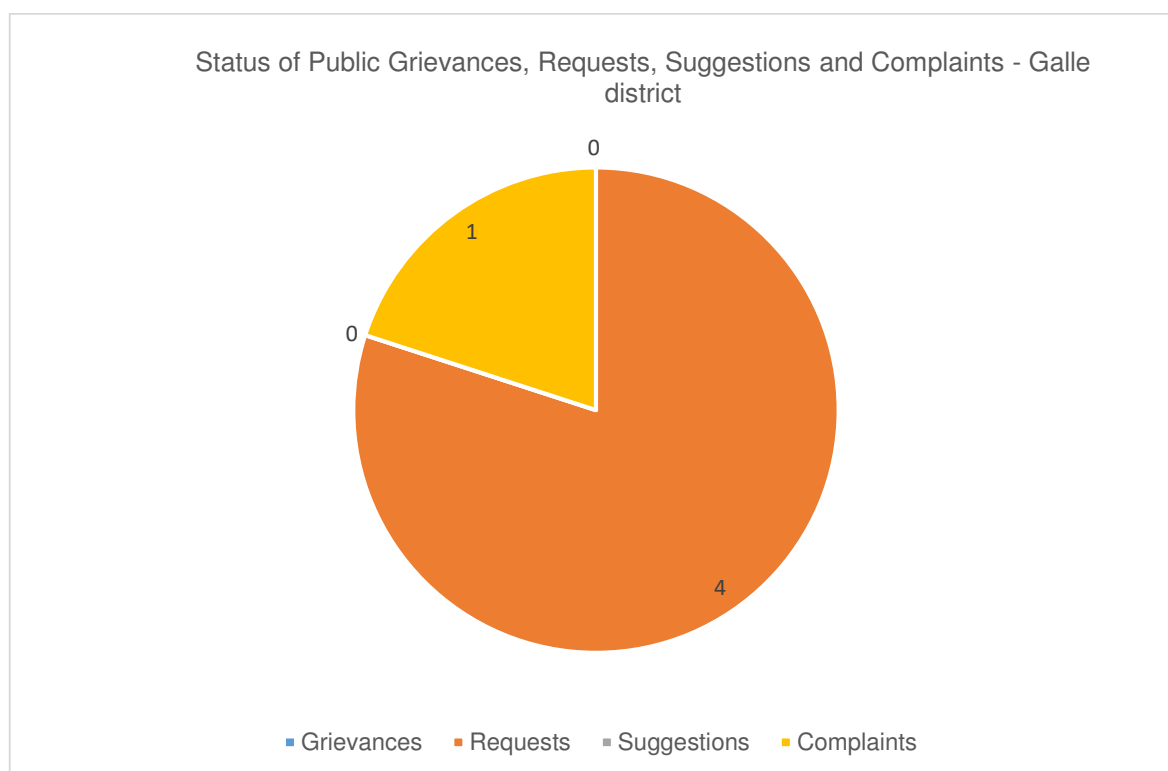
Table 4.3 Classified summary of Public Grievances, Requests, Suggestions and Complaints

District	Contract Package	No. of Roads	No. of Grievances	No. of Requests	No. of Suggestions	No. of Complaints	Total	No. Attended	No. Unattended	No. Completely settled	Solution in progress
Galle	G1	01	00	01	00	00	01	01	00	01	00
	G2	02	00	01	00	01	02	02	00	02	00
	G3	02	00	02	00	00	02	02	00	02	00
Sub Total		05	00	04	00	01	05	05	00	05	00
Matara	M1	02	00	02	00	00	02	02	00	02	00
	M2	01	00	01	00	01	02	02	00	02	00
	M3	03	00	02	00	01	03	03	00	03	00
Sub Total		06	00	05	00	02	07	07	00	07	00
Hambantota	H1	02	00	01	00	01	02	02	00	02	00
	H2	00	00	00	00	00	00	00	00	00	00
	H3	00	00	00	00	00	00	00	00	00	00
Sub Total		02	00	01	00	01	02	02	00	02	00
Total		13	00	10	00	04	14	14	00	14	00

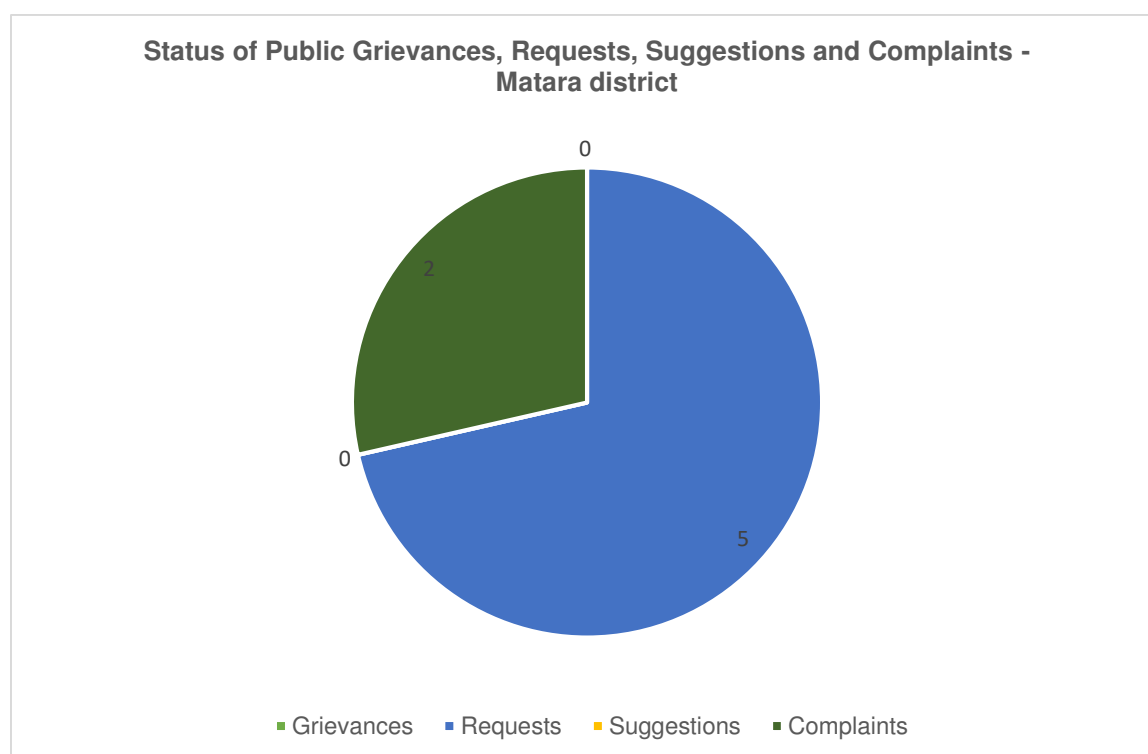
During the period under review (July – December, 2018), 14 grievances (grievances, requests, suggestions and complaints) received in nine (9) Contract Packages in the three districts and all complaints have been completely settled to the satisfaction of the complainers.

Graphical presentation of status of Public Grievances, Requests, Suggestions and Complaints

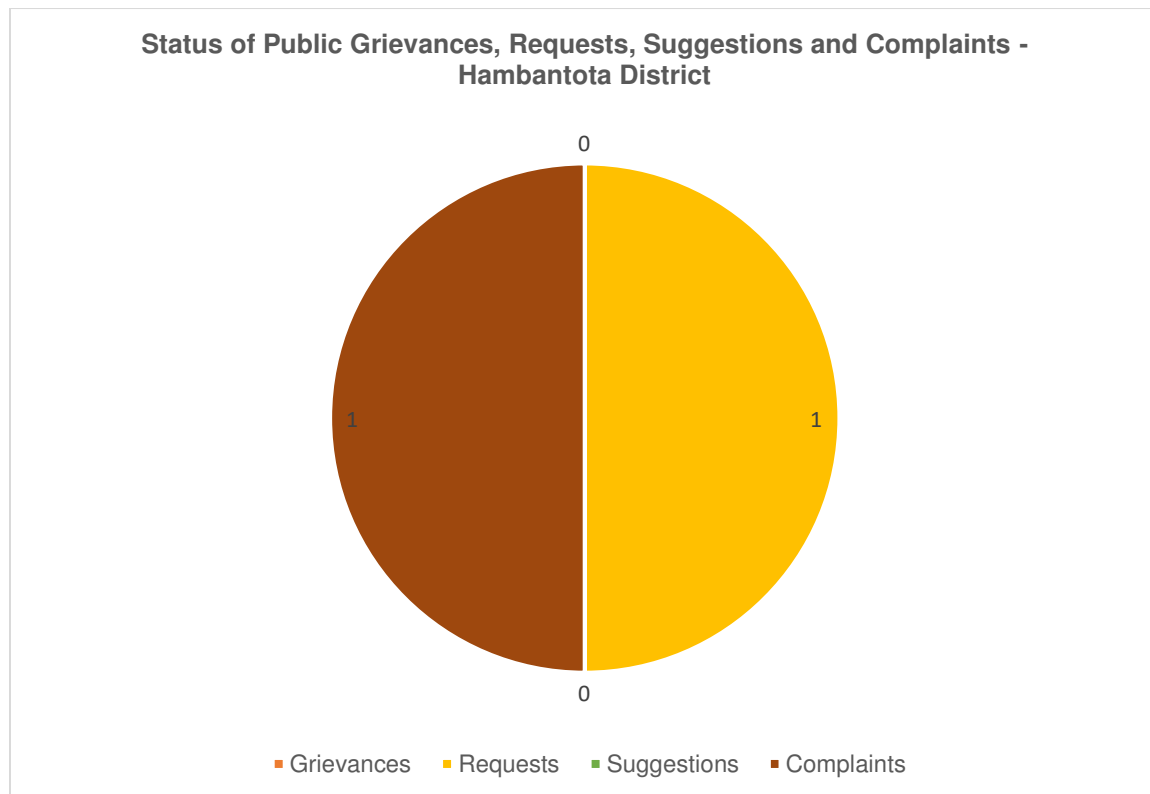
Graph 4.1 Status of Public Grievances, Requests, Suggestions and Complaints – Galle District



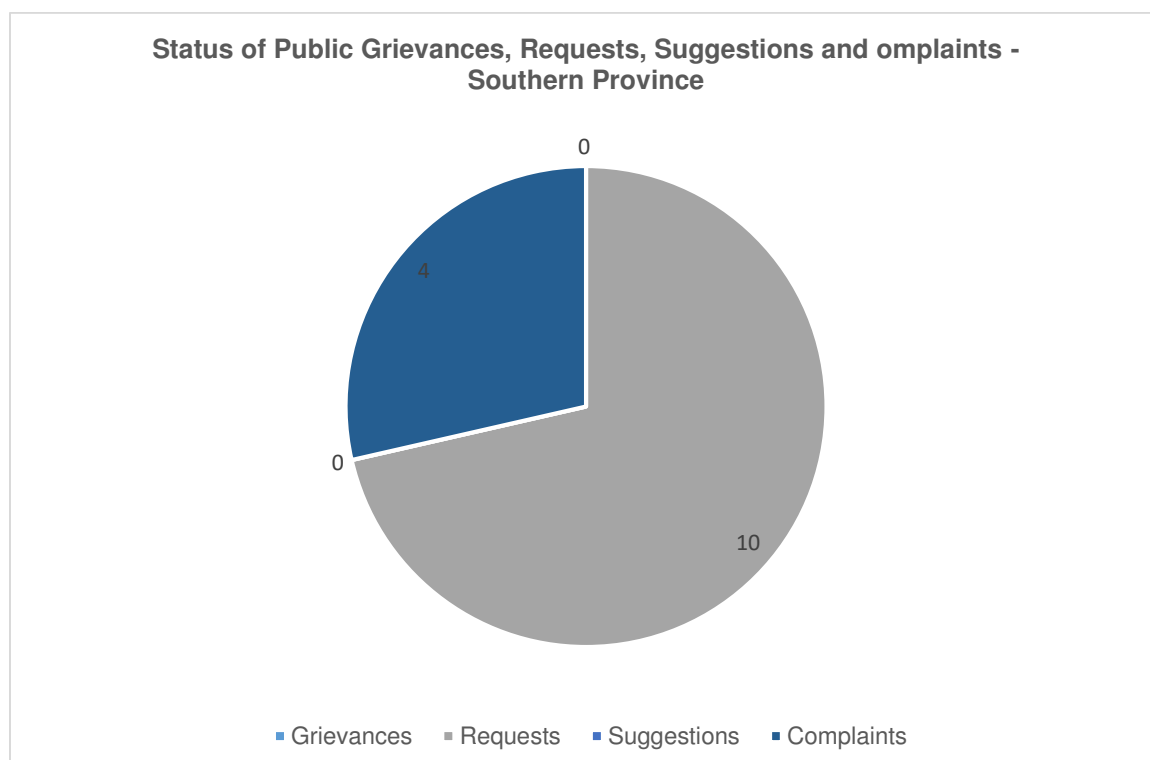
Graph 4.2 Status of Public Grievances, Requests, Suggestions and Complaints – Matara District



Graph 4.3 Status of public Grievances, Requests, Suggestions and Complaints – Hambantota District



Graph 4.4 Status of Public Grievances, Requests, Suggestions and Complaints – Southern Province



4.2.2.4 Number of GRC meetings held during July to December, 2018

The prime objective of forming GRCs is to accomplish the purpose of establishing grievance redress mechanism in the project. Hence, the functions of GRCs are confined to discuss only the project related public issues, requests, grievances, suggestions, complaints, proposals etc. Thereby, it is expected to find collective best solutions for such issues & arrive at decisions. GRC meets only when there is a public issue to be settled. The number of meetings of GRC depend on the number of issues to be settled and the complexity of those issues.

Table 4.4 Number of GRC meetings held (July – December, 2018)

District	Contract Package	No. of roads where GRCs held	No. of GRC meetings held			
			GND	DSD	PC	Sub Total
Galle	G1	00	00	00	00	00
	G2	01	01	00	00	01
	G3	01	01	00	00	01
Matara	M1	00	00	00	00	00
	M2	01	01	00	00	01
	M3	02	02	00	00	02
Hambantota	H1	01	01	00	00	01
	H2	00	00	00	00	00
	H3	00	00	00	00	00
Total		06	06	00	00	06



Picture 09. A GRC meeting held at GN level - Contract Package M2, Matara District

4.2.3 Addressing Grievances (Complaints, Grievances, Requests and Suggestions) at three (03) levels;

In order to address the public grievances efficiently and to the satisfaction of complainers, iRoad (SP) has established a mechanism to address those complaints at grassroots level, GND level GRCs and DSD level GRCs. The table 4.5 shows the solutions given for public complaints at different levels during the period under review.

Table 4.5 – Solutions given for Complaints at grassroots, GND and DSD levels

District	Contract Package	No. of Complaints (Grievances, Requests, Suggestions, Complaints)	Solution in progress	No. settled	No. Unattended	Settled at grass root level (1)	Settled at GND level (2)	Settled at DSD level (3)	Settled at PC level (4)
Galle	G1	01	00	01	00	01	00	00	00
	G2	02	00	02	00	02	00	00	00
	G3	02	00	02	00	01	01	00	00
Sub total		05	00	05	00	04	01	00	00
Matara	M1	02	00	02	00	01	01	00	00
	M2	02	00	02	00	02	00	00	00
	M3	03	00	03	00	02	01	00	00
Sub total		07	00	07	00	05	02	00	00
Hambantota	H1	02	00	02	00	01	01	00	00
	H2	00	00	00	00	00	00	00	00
	H3	00	00	00	00	00	00	00	00
Sub total		02	00	02	00	01	01	00	00
Total		14	00	14	00	10	04	00	00

The total number of public complaints received during the period under review is 14 and all the complaints have been attended and settled as depicted in the above table.

4.2.4 Design Changes made due to Public Requests;

In establishing the concept of Context Sensitive Design (CSD), the project has responded the public voices and accommodate their requests/grievances in to the road designs within the provisions of Loan Covenant.

A summary of design changes made to the original designs of roads due to public requests appear in the table 4.6

Table 4.6 Design changes made to the original design of roads due to public requests

District	Contract Package	Road ID	Name of the Road	Changes Made to the Original Design	Social/ Environment (S/E)	Discussed at GRC		Cost incurred (LKR)	
						GND (Y/N)	DSD (Y/N)	Employer	Contractor
Galle	G1			None					
	G2			None					
	G3			None					
Matara	M1			None					
	M2	40	Urawa - Pilikannahena Thalagasthenna Rotuba	Agreed to shift center line and to provide a culvert.	Social & Environment	Y		38065	
	M3			None					
Hambantota	H1			None					
	H2			None					
	H3			None					

4.2.4.1 Cost invested to accommodate Public Requests

A total amount of Rs. 389,700,175 has been invested to accommodate the public requests to the road designs in the three districts up to 31 December, 2018.

Details of cost invested to accommodate public requests are in the following Tables 4.7, 4.8 and 4.9

Table 4.7 Cost invested to accommodate Public Requests– Galle District

Public Requests	Contract Package G1	Contract Package G2	Contract Package G3	Total (Rs.)
House Access	1,835,400	5,195,630	997,398	8,028,428
Retaining Wall	3,126,090	2,637,041	19,096,549	24,859,680
Culvert	2,645,412	11,504,602	2,742,184	16,892,198
Concrete Dain	903,900	10,997,414	31,322,366	43,223,680
Service Ducts	1,051,560	-	-	1,051,560
Earth Drain	349,650	-	57,290	406,940
Curb & Channel	300,000	-	-	300,000
Property Damages	-	780,400	3,848,474	4,628,874
Cover Slab	-	152,100	-	152,100
ABC/Soil work	-	1,553,580	267,300	1,820,880
Pave Asphalt	-	226,383	-	226,383
Dish Drains	-	-	2,769,780	2,769,780
L Drains	-	-	2,409,244	2,409,244
Total (Rs.)	10,212,012	33,047,150	63,510,585	106,769,747

Table 4.8 Cost invested to accommodate Public Requests– Matara District

Public Requests	Contract Package M1	Contract Package M2	Contract Package M3	Total (Rs.)
House Access	-	2,526,962	3,686,853	6,213,815
Retaining Wall	45,094,086	17,298,696	16,224,445	78,617,227
Culvert	271,257	10,314,014	2,323,127	12,908,398
Concrete Dain	3,894,170	11,080,939	2,228,470	17,203,579
By Road	938,650	-	660,020	1,598,670
Earth Drain	-	-	86,520	86,520
Curb &Channel	1,314,698	2,482,258	-	3,796,956
Hard Shoulder	-	-	1,100,785	1,100,785
Turfing	-	-	5,940	5,940
Boundary Wall	-	-	18,594	18,594
Pave Asphalt	-	-	406,011	406,011
By pass			500,000	500,000
Total (Rs.)	51,512,861	43,702,869	27,240,765	122,456,495

Table 4.9 Cost invested to accommodate Public Requests– Hambantota District

Public Requests	Contract Package H1	Contract Package H2	Contract Package H3	Total (Rs.)
House Access	318,450	3,650,952	15,756,224	19,725,626
Retaining Wall	210,704	18,014,496	5,797,056	24,022,256
Culvert	20,980,789	493,673	6,471,339	27,945,801
Concrete Drain	13,821,850	17,083,230	29,233,828	60,138,908
Dish Drain	114,480	-	-	114,480
Service Ducts	213,720	-	-	213,720
By Road	-	779,965	-	779,965
Earth Drain	-	865,074	1,562,960	2,428,034
Kerb & Channel	-	-	11,914,791	11,914,791
Bell Mouth	580,000	-	-	580,000
Design Improvements	-	12,610,352	-	12,610,352
Total (Rs.)	36,239,993	53,497,742	70,736,198	160,473,933

4.3 HIV/AIDS prevention and Health awareness programs –Step 1 & 2

As per the Contract Document Volume 3 S.Cl.108.3 and Volume 5A BOQ pay item 108.3 (1) the contractors have to conduct HIV/AIDS prevention and Health programs to all site staff, labourers and the immediate local communities via an approved service provider, in accordance with the S.Cl.6.7 of Conditions of Contract and the need of providing awareness on STD including HIV/ AIDS and human trafficking for civil works employees and communities is also specified under item 1.6 of GAP. The project has made arrangements to implement the programs in two steps at each Contract Package:

Eighteen (18) HIV/AIDS prevention and Health awareness programs have been already conducted in each Contract Package before the period under review.

4.4 Road Safety Awareness Programs (RSA for school community)

Road Safety Awareness (RSA) programs for community focusing on the school children, their parents and the communities in the project area who are the prime road users, have been conducted in selected nine schools in all Contract Packages of Galle, Matara and Hambantota districts in Southern Province as per instructions on Road Safety Awareness Campaigns under Appendix 3 of the Resettlement Framework (RF) and item 1.5 of the GAP in the FAM.

Nine (09) RSA programs have been already conducted in each Contract Package before the period under review.

4.5 Cooperate Social Responsibility (CSR) implemented by Contractors and PIC

In addition to the civil work construction, the Contractors have organized and conducted substantial number of CSR programmes with the support of PIC. The main objectives of conducting CSR programmes are;

- To identify the felt need 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 about the project and the Contractors

During the period under review only one CSR programme was conducted. That was Repair the Coconut Husk Mill, wire fence at 1+300-1+500 (LHS) (Kadigamuwa Palamkada Road) in Galle district.

The number of CSR programmes are declined since the project is at the closing stage.

Table 4.10 Cooperate Social Responsibility (CSR) Programmes conducted during the period under review

District	Contract Package	S/N	CSR Programs conducted	Objective/s	No. of participants / Beneficiaries			
					Male	Female	Total	Female %
Galle	G1			None				
	G2			None				
	G3			None				
Matara	M1			None				
	M2			None				
	M3			None				
Hambantota	H1			None				
	H2	1	Repair the Coconut Husk Mill wire fence at 1+300-1+500 (LHS) (Kadigamuwa Palamkada Road)	To enhance the safety	18	05	23	22
	H3			None				
Total					18	03	23	22

It is noteworthy that the average percentage of 22 beneficiaries were female from the total participants attended to the CSR programme.

4.6 Workshops Conducted

One workshop has been conducted on Insurance of Contracts during the period under review as shown in the table below;

Table 4.11 Workshops conducted during the period

Date	Nature of workshop	Venue	Objectives	Target group	Participants		Total
					Male	Female	
28.11.2018	Insurance of Contracts	Asiri Beach Hotel, Kamburugamuwa, Matara	Create awareness on Insurance of Contracts among key officials of the PIU, PIC-01 and Contractors	RDA staff (iRoad), PIC-01 team, Contractor staff	32	08	40
Total					32	08	40



Picture 10. Seminar on “Insurance of Contracts” held at Asiri Beach Hotel, Kamburugamuwa, Matara.

4.7 The Socio – Economic Impact Assessment (midterm) Survey -2018

The Socio – Economic Impact Assessment (midterm) Survey has been carried out with the objective of assessing the output, outcome and the impact of the implementation of iRoad Project, PIC – 01 in Southern Province.

Under the guidance of ADB, SLRM and with the approval of the iRoad Project Director, an external Service Provider (Institute for Development of Community Strengths [INDECOS]) has been selected through a competitive bidding process to implement the Socio – Economic Impact Assessment (midterm) survey. INDECOS was entrusted to collect data from the sample households using the questionnaire provided them by the project and to enter the collected data in to the specific data format which was also provided by the project. Mr. Saranga Gajasinghe, CSD and Safeguards Coordination Specialist, (TA 8473) and SLRM has closely monitored the data entering process.

The total sample of 1023 HHs were selected using stratified sampling technique coupled with random sampling technique. The sample is comprised of 402 HHs from Galle district, 307 HHs from Matara district and 314 HHs from Hambantota district. have been used to select the Sample.

As per to the TOR, INDECOS, the Service Provider has submitted the entered data with an electronic copy and hard copies of all the filled questionnaires related to the Socio Economic Impact Assessment (mid – term) Survey on 13 December, 2018 and finally handed all the documents to the Project Management Unit. (More details on the Survey is in Annexure 02)



Picture 11. Interim discussion on implementation of survey at ADB office, Colombo



Picture 12. Progress monitoring meeting on implementation of survey at TL office, Matara



Picture 13. Administering the questionnaire with a Householder, Contract Package G3, Galle District

5. LAND DONATION

Paragraph four (4) of the Resettlement Framework (RF) for the Integrated Road Investment Programme (iRoad) states 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. However, in paragraph eight (8) it states that voluntary land donation will be used if additional strip of private land is required. Appendix 3 of the RF further explains that land donation will be method if private land is required for the iRoad. Voluntary donation of land involves the contribution by individuals of land for the project that has the community benefits including rural 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

As per Appendix 3 of the Resettlement Framework (RF), written confirmation is required for the donation made by the land owners.

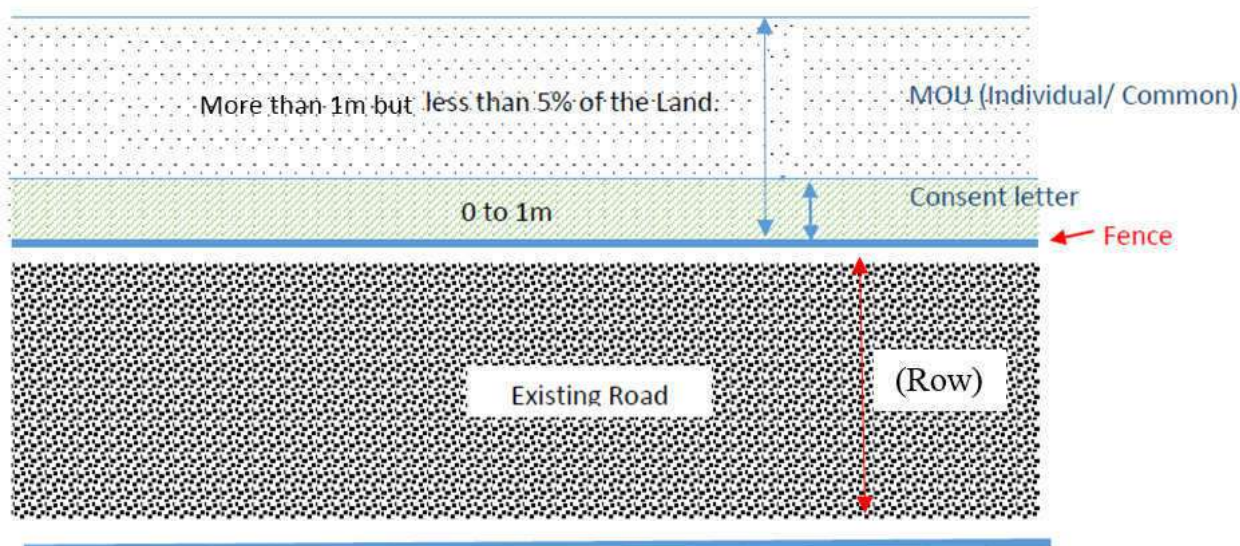
Written Confirmation of Land Donation

If any land owner is willing to donate a strip of his/her land for the improvement of roads that should be confirmed by a written document. As illustrated in the above diagram, if the width of such land strip is more than 01 meter, relevant Project Engineer (PE) shall have to enter in to a **Memorandum of Understanding (MOU)** with the land owner. In this regard, PE shall ensure that the donated land strip is less than 5% of the owner's entire land as per Resettlement Framework (RF).

If the width of such land strip is less than 01 meter, PE shall obtain a duly signed **letter of consent** from the land owner.

The above system has been adopted to avoid confusions as to what level the agreements will be signed. This system is currently practicing in other PICs also.

Figure 5. 1 Written confirmation of land donation



5.1 Status of Land Donation

In the implementation of the iRoad, it was identified that there had been occasions where additional land strips were needed to carry out the road improvement works.

Hence, the project has followed the procedure as per guidelines stipulated in the RF for land donation as follows;

- Disseminate information to all relevant agencies on project information and the land donation concept. Continuous public awareness on land donation process has encouraged people to involve in project activities positively. Methods that are being used to create awareness among public and other stakeholders are one on one discussions, Focus Group Discussions (FGD) and GRC meetings. A Public Notice has been developed in local language in accordance with the guidelines laid down under Appendix 3 of the Resettlement Framework (RF). The public notices are being displayed at notice boards of every Grama Niladhari offices located in the project area. As a result, land owner having understand the value of donating their pieces of lands for the purpose of improving/rehabilitation of roads.
- Raise awareness and undertake meaningful consultation and negotiation with APs.
- Signing of Memorandums of Understanding (MOUs) by the land owners and the relevant Project Engineers. (This activity ensures the transparency through written confirmation.)

Memorandums of Understanding (MOUs): The project has introduced two types of MOUs and translated in to local language.

- MOU to be signed by a single private owner and
- MOU to be signed by group of private land owners.

In addition, if the donated land is less than one meter, consent letters have been obtained from the land owners.

There was none of the MOU or consent letter signed as there was no need for land donation during the period under review.

Memorandums of Understanding (MOUs) –Common (1 July to 31 December, 2018);

None of the Individual MOU has signed during the period from July to December 2018

Memorandums of Understanding (MOUs) –Common (1 July to 31 December, 2018);

None of the common MOU has signed during the period from July to December 2018

Consent letters (1 July to 31 December, 2018);

None of the Consent letter has signed during the period from July to December 2018

6. STAKEHOLDER COORDINATION

The project has made successful effort to involve relevant stakeholders in the project activities. In addition to the involvement of Divisional Secretaries (DSS) and Grama Niladharies (GNN) through Grievance Redress Mechanism (GRM), the project has taken measures to maintain an effective coordination with stakeholders. It was evident that a better coordination among stakeholders leads to facilitate field activities efficiently

Sector coordination meeting organized by INDECOS (NGO), Matara district

Senior officials of the Police department, District Secretary office, Divisional Secretary office, Health Department, Education Department, iRoad-PIC 01, SP and NGO (INDECOS) in Matara district were present at the meeting.



Picture 14. SGRS speaks on iRoad performance at the meeting

Health Department,



Picture 15. Officers of health department involving at CSR programs Contract Package M2, Matara District

Community....



Picture 16. Community helps in sharing indigenous knowledge in project activities- Contract Package H2, Hambantota District

7. MONITORING

Project Implementation Consultants (PIC) has closely monitored the Social Safeguard process of the project through:

- Making site visits,
- Holding review meetings,

In addition, Project Implementation Consultants (PIC) and Environment and Social Development Division (ESDD) of Road Development Authority (RDA) have made joint field visits together with the relevant staff of the Contractors to monitor the social and environment progress in each district and held 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.

Furthermore, CSD and Safeguards Coordination Specialist of TA8473 has made frequent visits to the sites and held review meetings and supported with providing guidance to implement the social safeguards process in high standards.

The team of experts of ADB, Sri Lanka Resident Mission (SLRM) also visited the project areas during the period under review, and made an invaluable contribution to the successful implementation of social safeguards process of PIC-01, Southern Province.

7.1 Monitoring – By Consultants (PIC-01)



Picture 17. Progress monitoring meeting conducted by TL – PIC-01 at TL office, Matara



Picture 18. Progress monitoring at Contract Package M2, Matara District



Picture 19. SGRS monitors the public complaint – Contract Package M3, Matara District

7.2 Monitoring – By Environment and Social Development Division (ESDD), RDA



Picture 20. Monitoring visit by ESDD, RDA at Orientation workshop of Socio Economic Impact Assessment (mid-term) Survey- 2018

7.3 Monitoring – By CSD & Safeguards Coordination Specialist, TA 8473, ADB



Picture 21. Mr. Saranga Gajasinghe, CSD & Safeguards coordination specialist of TA8473 in Contract Package M1, Matara District



Picture 22. Field monitoring visit of CSD & Safeguards Coordination Specialist of TA8473 in Contract Package M3, Matara District

7.4 ADB monitoring visit



Picture 23. Team Leader PIC-01, Addresses the ADB mission meeting – TL office, Matara



Picture 24. Social, Gender and Resettlement Specialist PIC-01, Addresses the ADB mission meeting – TL office, Matara



Picture 25. Transport Specialist of ADB, Addresses the ADB mission meeting – TL office, Matara



Picture 26. ADB mission made a monitoring visit - Contract Package H2, Hambantota District

8. CONCLUSION AND RECOMMENDATIONS

8.1 Conclusion

Semi-annual Social Monitoring Report for the period from July to December, 2018 has been compiled as per section 10 of Resettlement Framework (RF) in which includes the social safeguards activities carried out by iRoad, PIC 01, Southern Province (SP). The report consists of the status of compliance with the Social Safeguard requirements of Resettlement Framework (RF), Loan Conditions (social safeguards) and Facility Administration Manual (FAM) updated March, 2018.

Under the Social Safeguard issues and mitigation measures, it mainly discusses the gender involvement in project activities, integrating EWCD friendly design, practical application of Grievance Redress Mechanism (GRM), establishment of Grievance Redress Committees (GRCs), addressing public grievances, and land donation process. Further, implementation of socio economic impact (mid-term) survey also discusses in this report. Moreover, stakeholder co-ordination and monitoring process of social safety process are also discussed. In compliance with the loan conditions (Social Safeguards) and the Resettlement Framework (RF); recruitment of individual consultants for activities laid down in the Procurement Plan has already been completed. In relation to employment, Contractors were instructed and encouraged to follow the conditions laid down in the Schedule 5 – labour standards in the Loan Conditions.

As per Gender Action Plan (GAP) under the section VIII Gender and Social Dimensions of Facility Administration Manual (FAM), Elderly- Women- Children- Disabled (EWCD) friendly design has also been attended where requested.

Women involvement is encouraged and monitored while the implementation of the project activities and the female labour contribution for the construction work, office work, for CSR activities and other workshops conducted by the project during the period under review:

- As per the status of gender composition of the Consultants and Contactors' staff & labour crew in PIC-01 Southern Province, it was able to enhance the female contribution to the construction and office works by 8.5% with compared to the previous period under review.

- Women involvement is ensured in conducting Cooperate Social Responsibility (CSR) programmes by the Contractors under the patronage of iRoad PIC – 01 (female participation was 22%)
- Women participation was encouraged in conducting workshops by the PIC - 01 (female participation was 20%)
- The Contactors were instructed and encouraged to employ, poor local women in particular. They were also instructed to pay similar wage for similar work for all.
- All the gender related issues have been effectively addressed and complied by the Social, Gender and Resettlement Specialist of PIC-01 together with other relevant officers of the project.

The Contractors were strongly discouraged to utilize child labour as per the guidance of Loan Conditions. None of the Contractors have assigned child labour for the project activities during the period under review.

The report also describes the concept of Context Sensitive Design (CSD) and establishment of Grievance Redress Mechanism (GRM). The effective strategies have been applied to address social safeguard issues confronting during the period. As a result of establishment of GRM, the project could get the maximum cooperation of state authorities and other stakeholders in addressing social issues through Grievance Redress Committees (GRCs) formed at Grama Niladhari Division (GND) level as well as Divisional Secretary Division (DSD) level. Establishment of GRCs at all GNDs (228 GRCs) and DS areas (45 GRCs) in the project area were completed during the previous reporting period.

The report also discusses on public complaints, grievances, requests and suggestions received through the specific channels introduced by the project and the way those were classified and addressed effectively. During the period under review, a total of 14 Public Complaints have been received in three districts and all the complaints were attended and settled to the satisfaction of the complainers.

It is noteworthy, that a total amount of Rs. 389,700,175 has been invested to accommodate the public requests to the road designs in the three districts in Southern Province up to 31 December, 2018.

Table 8.1 Summary of cost invested to accommodate Public Requests

District	Amount (Rs)
Galle	106,769,747
Matara	122,456,495
Hambantota	160,473,933
Total	389,700,175

In addition to the civil construction work, one Contractor has also conducted one (01) Cooperate Social Responsibility (CSR) programme specially targeting at vulnerable groups in the project area. The total number of beneficiaries were 23, in which 05 were female at this CSR programme conducted during the period under review. The number of CSR programmes were declined since the project is at closing stage.

As per the Resettlement Framework (RF) for the Integrated Road Investment Programme (iRoad) "for the rural roads improvements will be undertaken completely within the existing Right of Way (ROW) which is between 2.5m to 5.5m". Since, PIC 01, SP is reaching its

completion, requirement of land donation was not occurred. It is resulted, none of the land strip was donated during the period under review.

PIC-01, SP is able to establish strong coordination mechanism among stakeholders such as Political Authority, Divisional Secretaries, Assistant Directors of Planning, health staff, Provincial Road Development Authority (PRDA), Local Government Department, Pradeshiya Sabhas, Department of Education, Police Department, Non-Government Organizations (NGOs) etc. in the Southern Province.

A Socio – Economic Impact Assessment (midterm) Survey has been carried out with the objective of assessing the output, outcome and the impact of the implementation of iRoad Project, PIC – 01 in Southern Province.

PIC-01 (SP) has given a pivotal attention to monitor the social safeguard process of the project. In addition to the frequent site visits, held substantial number of review meetings to monitor the progress at TL, RE, ARE levels and to identify the strengths and weaknesses of the process and taken remedial actions by the PIC-01, SP.

In addition, CSD & Safeguards coordination Specialist of TA8473 (ADB) have made frequent visits to the sites and held review meetings and supported with providing guidance to implement the social safeguards process in high standards.

Staff of the ESDD of RDA also made frequent visits to the project sites and review the progress and guided the staff to operate the system properly.

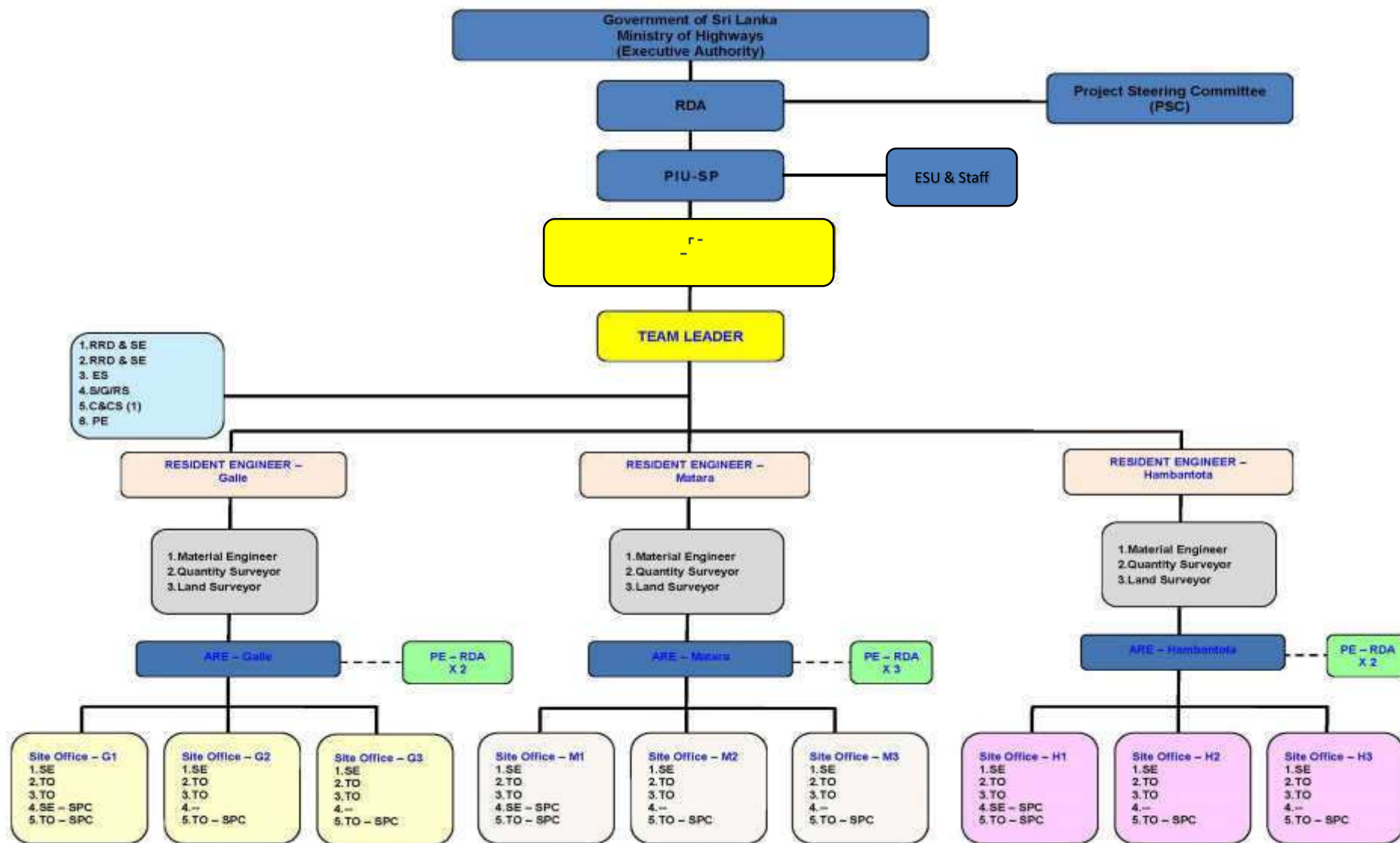
ADB mission members also paid visits to monitor the project performances.

The total number of roads under the project is 183, out of which 158 nos. of roads have been formally handed over by the Contractors as at 31 December 2018.

8.2 Recommendations

- It is more effective, if orientation programs on project process could be conducted for the relevant key state officials and NGOs functioning in the project area, prior to the commencement of the project.
- Since, the iRoad PIC-01 SP is implemented in the nature of a pilot project, it is suggested to provide necessary guidance to document lessons learnt through the project to enable to replicate in other forthcoming similar projects.
- It is proposed to make adequate financial provision in the upcoming projects to implement gender related special programs for the achievement of better results as per the GAP.
- It is suggested to make provision to conduct community attracted activities such as lively hood programs etc. to enable to ensure the active community involvement towards the project implementation.
- Through the experience gained during the period under review, it was observed, if field officers qualified in social science could have been assigned at Contract Package level to address social issues and to implement mitigation measures that would have been more beneficial to the communities as well as to achieve the project targets more effectively in respect of social safeguard component. Hence, it is recommended to assign field based social officers in upcoming similar projects.
- It is suggested that if GRM could pursue even during the maintenance period would be more effective.

Overall Organization Chart for PIC

**Key:**

TL - Team Leader

RE - Resident Engineer

ARE - Assistant Resident Engineer

ME - Material Engineer

PE - Planning Engineer

SE - Site Engineer

E - Engineer

ES - Environmental Specialist

SS - Social Specialist

**Status Report – Socio Economic Impact Assessment
(mid-term) Survey 2018**

Status Report

Integrated Road Investment Programme (iRoad), PIC-01, Southern Province **Socio Economic Impact Assessment (mid – term) Survey – 2018**

1.Introduction

Integrated Road Investment Programme (iRoad) is implemented by the Road Development Authority under the Ministry of Highways and Road Development with the financial assistance of the Asian Development Bank. The iRoad programme is intended to improve the accessibility of road network in the rural roads of Sri Lanka and its first tranche, PIC-01, is being implemented in the districts of Galle, Matara and Hambantota in the Southern Province. The iRoad programme has adopted an innovative participatory approach to ensure the involvement of communities in road rehabilitation /improvement activities with the intention of deliver user friendly roads.

Since the iRoad program is at nearing its completion, the project has decided to conduct a Socio Economic Impact Assessment (mid – term) Survey and implemented the first such Survey in iRoad PIC-01, Southern Province.

2.The Objective

The objective of the Socio – Economic Impact Assessment (midterm) Survey is to assess the output, outcome and the impact of the implementation of iRoad Project, PIC – 01in Southern Province.

3.Collection of data and entering collected data

Under the guidance of ADB SLRM and with the “in principal approval” of the iRoad Project Director, an external Service Provider (Institute for Development of Community Strengths [INDECOS]) has been selected through a competitive bidding process. INDECOS was entrusted to collect data from the sample households using the questionnaire provided them by the project and to enter the collected data in to the specific data format which was also provided by the project. Mr. Saranga Gajasinghe, CSD and Safeguards Coordination Specialist, (TA 8473) and SLRM has closely monitored the data entering process.

The questionnaire which was used by Katahira & Engineers International & ECL for their original household survey during feasibility study phase, has been further developed by ADB, SLRM with few revisions. The questionnaire (Sinhalese & English versions) is in Annexure 01.

4.Analysis of data and Compilation of the Report

It was agreed at the meeting held on 26th March 2018 at the Project Management Unit (PMU) to undertake the responsibility of compilation of the report with analyzing the collected data by IT Specialist, PMU, iRoad, RDA.

5.The Sample

Selection of Sample for the survey: 1,000 House Holds (HHs) to be selected on the basis of every 5th house on a project road in line with the methodology used in the original household survey conducted by “Katahira & Engineers International in association with ECL” (Ref. “Involuntary Resettlement Due

Diligence & Socioeconomic Assessment Report, Southern province [Tranche one]” published in April 2014).

The total sample to be comprised of 400 HHs from Galle district, 300 HHs from Matara district and 300 HHs from Hambantota district. Stratified sampling technique coupled with random sampling technique have been used to select the Sample. In the selection of 58 nos. completed roads for the Sample, it was also considered to accommodate the reasonable representation of all nine Contract Packages in the project area.

Table 01- Selection of the Sample

S/N	Description	Galle	Matara	Hambantota	Total
01	No. of completed roads	53	49	49	151
02	No. of Selected roads	22	17	19	58
03	No. of Households selected	402	307	314	1023

The total Households Surveyed – 1,023.

More details of the Sample selected are in Annexure 02.

The original completion date in the TOR issued to INDECOS was August 2018. However due to adverse cash flow situation experienced by the M2 Package Contractor, through whom the payment for the survey was implemented, the practical completion date extended to 13 December 2018.

As per to the TOR, INDECOS, Service Provider assigned has submitted the entered data with an electronic copy and hard copies of all the filled questionnaires related to the Socio Economic Impact Assessment (mid – term) Survey on 13 December, 2018.

The electronic copy and the hard copy of household data entered in the standard format together with the hard copies of filled questionnaires have been handed over to the Project Director, iRoad Project, Project Management Unit, Sethsiripaya, Baththaramulla on 14th December, 2018.

අනු අංකය:

ඒකාබද්ධ මාර්ග ආයෝජන වැඩසටහන (අයිරෝඩ්)
මාර්ග සංවර්ධන අධිකාරිය
මහා මාර්ග හා මාර්ග සංවර්ධන අමාත්‍යාංශය



සමාජ ආර්ථික බලපෑම් තක්සේරු කිරීමේ සමීක්ෂණය - දකුණු පළාත
ප්‍රශ්නාවලිය

(නිම කරන ලද මාර්ග වල පමණක් සමීක්ෂණය සිදු කෙරේ)
ප්‍රශ්න වලට අදාළ ප්‍රතිචාරය ඉදිරියෙන් “✓” ලකුණ යොදන්න

1.0 සාමාන්‍ය තොරතුරු

- 1.1 දිස්ත්‍රික්කය: 1.2 ප්‍රා.ලේ. වසම: 1.3 ග්‍රා.නි. වසම:
- 1.4 මාර්ග සංකේත අංකය: 1.5 දිග: කි.මී. 1.6 මාර්ගයේ නම:
- 1.7 ජී.පී.එස්. බාණ්ඩංකය:NE 1.8 ගෘහ මූලිකයාගේ නම:
- 1.9 හැඳුනුම්පත් අංකය: 1.10 ස්ත්‍රී පුරුෂභාවය:

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 1.11 වයස:
- 1.12 රැකියාව: 1.13 ලිපිනය:
- 1.14 දුරකථන අංකය: 1.15 තොරතුරු සපයන්නාගේ නම:
- 1.16 ස්ත්‍රී පුරුෂ භාවය

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 1.17 වයස : 1.18 රැකියාව:
- 1.19 ගෘහ මූලිකයාට ඇති සම්බන්ධතාවය :

2.0 ගෘහාශ්‍රිත තොරතුරු

2.1.

අ/අ	2.1.1. පවුලේ සාමාජිකයන් (කේත අංක 1 භාවිතා කරන්න)	2.1.2 ස්ත්‍රී පුරුෂ භාවය.	2.1.3. වයස	2.1.4. අධ්‍යාපනය (කේත අංක 2 භාවිතා කරන්න)	2.1.5 ප්‍රධාන රැකියාව (කේත අංක 3 භාවිතා කරන්න)	2.1.6 ද්විතියික රැකියාව (කේත අංක 3 භාවිතා කරන්න)	2.1.7 සාමාන්‍ය වාර්ෂික ආදායම (රුපියල්)

කේත අංක 1

1. ස්වාමිපුරුෂයා
2. භාර්යාව
3. පුතා/ දුව
4. මව/ පියා
5. මුණුබුරා/ මිණිබිරිය

6. අනෙකුත් ඥාතීන්
7. ගෘහ සේවක

කේත අංක 2

1. නැත (වයස අවුරුදු 5ට අඩු)
2. 1-5 ශ්‍රේණිය
3. 6-10 ශ්‍රේණිය
4. අ.පො.ස. සාමාන්‍ය පෙළ
5. අ.පො.ස. උසස් පෙළ
 - 5.1. කලා/ වාණිජ
 - 5.2. ගණිත/ විද්‍යාව / තාක්ෂණ
6. වෘත්තීය පුහුණු
7. විශ්වවිද්‍යාල
8. පාසල් අධ්‍යාපනය නොලත්

කේත අංක 3

1. ගොවිතැන
2. රාජ්‍ය
3. පෞද්ගලික සේවා
4. පුහුණු ශ්‍රමික
5. ව්‍යාපාර
6. ස්වයං රැකියා
7. කම්කරු
8. විදේශ රැකියා

2.2 ඔබේ පවුලේ කිසියම් ආකාරයක ආබාධ සහිත පුද්ගලයන් සිටිද? ඔව් නැත

(එක් අයෙකුට වඩා ආබාධිත පුද්ගලයන් සිටි නම් වෙනම සටහන් කරන්න)

ආබාධ සහිත පුද්ගලයන් සිටි නම්.

2.2.1. ආබාධිත පුද්ගලයාගේ ස්ත්‍රී පුරුෂ භාවය :

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2.2.2. ආබාධිත පුද්ගලයාගේ වයස :

2.2.3. ආබාධ තත්ත්වයේ ස්වභාවය:

අන්ධ		බිහිරි		ගොළු		ශාරීරික ආබාධ සහිත	
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2.3. නිවසේ මාසික වියදම්

අ/අ	වියදම් අයිතමය	මාසික වියදම් (රුපියල්)
1	ආහාර	
2	ඇඳුම්	
3	වාහන හා ප්‍රවාහනය	
4	අධ්‍යාපනය	
5	සෞඛ්‍ය	
6	කෘෂිකාර්මික/ සත්ව ගොවිපළ	
7	ව්‍යාපාර	
8	නිවාස අළුත්වැඩියා/ ගෙදර දොර ආම්පන්න	
9	විනෝද කියා	
10	බදු/ උගස් වියදම්	
11	ඉතිරි කිරීම්	
12	සුබසාධන	
13	සංනිවේදන කටයුතු	
14	විදුලිය	
15	ජලය	
16	ශ්‍රමිකයන් බඳවා ගැනීම	
17		
එකතුව		

3.0 වත්කම් විස්තර

3.1. පදිංචි ඉඩමේ ප්‍රමාණය

අ/අ	ඉඩම් වර්ගය	අයිතිය (කේත අංක1 භාවිත කරන්න)	ප්‍රමාණය (අක්කර)
1	පදිංචි		
2	වාණිජමය		
3	වි වගාව		
4	තේ/ රබර්/ පොල්/ කුරුඳු/ කුළු බඩු		
5	මිශ්‍ර වගාව		
6	මුඩු බිම්		
7			
	එකතුව		

කේත අංක1
a. තනි අයිතිය
b. Tenant
c. බදු
d. අනවසර
e. බලපත්‍ර
f. අද ගොවි

3.2. නිවාස හා සනීපාරක්ෂක තත්ත්වය

1	නිවාස	ස්ථිර		අර්ධ ස්ථිර		තාවකාලික		කුලී	
2	සනීපාරක්ෂක	Flush		ජල මුද්‍රිත		වල වැසිකිළි		නැත	

3.3. ජලය හා විදුලිය

1	ජලය	NWSDB		ළි/ නල ලිං		පොදු ජල මූලාශ්‍ර		ප්‍රජා ජල	
2	විදුලිය	ලංචිම සම්බන්ධතා		සූර්ය කෝෂ මගින්		නැත			

3.4. නිවසේ ඇති ජංගම වත්කම් පිළිබඳව විස්තර

අ/අ	වත්කමේ වර්ගය	සංඛ්‍යාව
1	රූපවාහිනී	
2	ගුවන්විදුලි/ CD player	
3	මහන මැෂින්	
4	විදුලි පංකා	
5	ශීතකරණ	
6	ගෑස් උදුන්	
7	භූමිතෙල් උදුන්	
8	වායු සමීකරණ	
9	මෝටර් බයිසිකල්	

අ/අ	වත්කමේ වර්ගය	සංඛ්‍යාව
10	පාපැදි	
11	ත්‍රිරෝද රථ	
12	මෝටර් රථ/ කැබ්	
13	බස් / වෑන්	
14	චතුර පොම්ප	
15	රෙදි සෝදන යන්ත්‍ර	
16	දුරකථන	
	16.1 ස්ථිර	
	16.2 ජංගම	

4.0 ප්‍රවාහන විස්තර

4.1. “අයිරෝඩ්” ව්‍යාපෘතිය ග්‍රාමීය මාර්ග වැඩිදියුණු කිරීම සඳහා ක්‍රියාත්මක වන බව ඔබ දන්නේද?

ඔව් නැත

4.2. ප්‍රවාහන මාධ්‍ය

4.2.1

අ/අ	මාධ්‍ය	පාසල	සති පොළ/ නගරය	රෝහල/ සායනය	රැකියා ස්ථානය
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		වියළි කාලය	වැසි කාලය	වියළි කාලය	වැසි කාලය	වියළි කාලය	වැසි කාලය	වියළි කාලය	වැසි කාලය
1	ඇවිද යාම								
2	මෝටර් බයිසිකල්								
3	ත්‍රිරෝද රථ								
4	මෝටර් රථ								
5	පොදු ප්‍රවාහන සේවා								
6	ලොරි රථ								
7	ට්‍රැක්ටර								
8	Head Carry								
9	බෝට්ටු / ඔරු								
10									

4.2.2.

අ/අ	මාධ්‍ය	රාජ්‍ය ආයතන		කෘෂිකාර්මික ද්‍රව්‍ය මිලදී ගැනීමේ/ අලෙවි කිරීමේ ස්ථානය		සමාජ සේවා	
		වියළි කාලය	වැසි කාලය	වියළි කාලය	වැසි කාලය	වියළි කාලය	වැසි කාලය
1	ඇවිද යාම						
2	මෝටර් බයිසිකල්						
3	ත්‍රිරෝද රථ						
4	මෝටර් රථ						
5	පොදු ප්‍රවාහන සේවා						
6	ලොරි රථ						
7	ට්‍රැක්ටර						
8	Head Carry						
9	බෝට්ටු / ඔරු						
10							

4.3. මාර්ගයේ ගමනාගමනය වැඩිදියුණු කිරීම පිළිබඳව ඔබ සැහීමකට පත් වන්නේද:

ඉතා සතුටුදායකයි		සතුටුදායකයි		අසතුටුදායකයි	
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4.4. සියලු කාළගුණ තත්ත්වයන් යටතේ මාර්ගය භාවිතා කිරීමේ හැකියාව පවතීද : ඔව්

නැත

4.5. මාර්ගයේ එක් කෙළවරක සිට අනෙක් කෙළවර දක්වා ගමන් කිරීමට ගත වන කාලය

මාධ්‍ය	කාලය (මිනිත්තු)							
	5-15		16-30		30-45		45-60	>60

(මාධ්‍ය = තොරතුරු සපයන්නාගේ ප්‍රවාහන මාධ්‍ය)

4.6. ප්‍රවාහන කටයුතු වැඩිදියුණු වූයේද: ඔව්

නැත

4.7. වැඩිදියුණු කරන ලද මාර්ගයන්හි ගමන් කිරීමේදී පවතින මාර්ග ආරක්ෂක තත්ත්ව

	නිතරම	සමහර අවස්ථා වලදී	කලාතුරකින්	කිසි විටකදී සිදු නොවේ
පදිකයන් – වාහන අනතුරු				

වාහන - වාහන අනතුරු				
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4.8. මාර්ගය වැඩිදියුණු කිරීමෙන් අනතුරුව ගම්මුත්ට ඇති ප්‍රතිලාභ

(ප්‍රමුඛතාවය අනුව අංක යොදන්න. ඉහළම ප්‍රමුඛතාවයට අංක 1 වන ලෙසද ප්‍රමුඛතාවය අඩු වන පිළිවෙලට අනෙකුත් අංකද යොදන්න)

1	කෘෂිකාර්මික කේෂ්ත්‍රයේ දියුණුව	
2	අධ්‍යාපන පහසුකම් වල දියුණුව	
3	සෞඛ්‍ය හා සනීපාරක්ෂක තත්ත්වයන්ගේ දියුණුව	
4	ගම්මුත්ගේ රැකියා අවස්ථා වැඩි වීම	
5	කාන්තාවන් වැඩිහිටියන් හා ළමුන් සඳහා මාර්ග ආරක්ෂාව	
6	ගම්මුත් සඳහා පොදු/ පෞද්ගලික ප්‍රවාහන අංශයන්හි දියුණුව	
7	රාත්‍රී කාලයේ පවා ගමන් පහසුව	
8	කාර්මික කේෂ්ත්‍රයේ දියුණුව	
9	ගමන් වියදම් හා ගත වන කාලය අඩු වීම	
10	සංස්කෘතික චටිනාකම වර්ධනය	
11	ගම්මුත් හා රාජ්‍ය ආයතන අතර සංනිවේදන පහසුකම් වර්ධනය	
12	මාර්ගය නිරන්තරයෙන් ජලයෙන් යටවීම අඩුවීම	
13	ජීවන තත්ත්වය නැංවීම	
14		

5.0 ප්‍රජා සහභාගිත්වය

5.1. මාර්ග සංවර්ධන කටයුතු සඳහා ඔබ/ ඔබේ පවුලේ සාමාජිකයන් සම්බන්ධ වූයේද: ඔව්

නැත

5.2. ඔබ සම්බන්ධ වූයේ කුමන ආකාරයෙන්ද?

5.2.1. ඉඩම් පරිත්‍යාගය	5.2.2. කායික ශ්‍රමය යෙදීම	5.2.3. කුසලතා සැපයීම	5.2.4. අභ්‍යන්තර කටයුතු/ සංග්‍රහ හා නවාතැන් සැපයීම	5.2.5. ද්‍රව්‍ය සැපයීම	5.2.6. බැහැර ස්ථාන ලබා දීම	5.2.7. යෝජනා ඉදිරිපත් කිරීම

5.3. පවුලෙන් සම්බන්ධ වූ ස්ත්‍රී පුරුෂ සාමාජික සංඛ්‍යාව :

පිරි ගැ

6.0 මැසිවිලි සහන යාන්ත්‍රණය, ඒඩ්ස් රෝගයෙන් ආරක්ෂා වීමේ හා මාර්ග ආරක්ෂාව පිළිබඳව දැනුවත් කිරීමේ වැඩසටහන්

6.1. ඔබ/ ඔබේ පවුලේ සාමාජිකයන් මැසිවිලි සහන යාන්ත්‍රණය පිළිබඳව දැන සිටියාද: ඔව්

නැත

6.1.1. මැසිවිලි සහන යාන්ත්‍රණය පිළිබඳව දැන සිටි සාමාජිකයන් ගණන:

පිරි ගැ

6.2. ඔබ/ ඔබේ පවුලේ සාමාජිකයන් මැසිවිලි සහන කමිටුවට සහභාගී වූයේද: ඔව්

නැත

6.3. ඔබ/ ඔබේ පවුලේ සාමාජිකයන් මැසිවිලි සහන කමිටුවට මැසිවිල්ලක් යොමු කළේද: ඔව්

නැත

පිළිතුර "ඔව්" නම් එම ගැටළුව සතුටුදායකව විසඳුනේද :

නැත

6.4. ඔබ/ ඔබේ පවුලේ සාමාජිකයන් මැසිවිලි සහන කමිටුවේදී පාරිසරික ගැටළු පිළිබඳව සාකච්ඡා කළේද :

ඔව්

නැත

පිළිතුර “ඔව්” නම් එම ගැටළුව සතුටුදායකව විසඳුනේද: ඔව්

නැත	
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6.5. ඔබ/ ඔබේ පවුලේ සාමාජිකයන් ව්‍යාපෘතිය මගින් පවත්වන ලද ඒඩ්ස් රෝගයෙන් ආරක්ෂා වීමේ වැඩසටහනකට සහභාගී වූයේද: ඔව් නැත

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6.5.1. “ඔව්” නම් සහභාගී වූ සාමාජිකයන් ගණන:

පි		ගැ	
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6.6. ඔබ/ ඔබේ පවුලේ සාමාජිකයන් ව්‍යාපෘතිය මගින් පවත්වන ලද මාර්ග ආරක්ෂාව පිළිබඳව දැනුවත් කිරීමේ වැඩසටහනකට සහභාගී වූයේද: ඔව් නැත

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6.6.1. “ඔව්” නම් සහභාගී වූ සාමාජිකයන් ගණන:

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7.0 ස්ත්‍රී පුරුෂ සමාජභාවය

7.1. ඔබේ පවුලේ කාන්තා සාමාජිකාවන් ව්‍යාපෘතිය පිළිබඳව දැනුවත් කිරීමේ වැඩසටහනකට සහභාගී වී ඇත්ද:

ඔව්		නැත	
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7.2. මෙම මාර්ගයේ පෙර පැවති තත්වය කාන්තාවන්ට ළමුන්ට හා වැඩිහිටියන්ට ආරක්ෂාකාරීව ගමන් කිරීමට හැකි තත්ත්වයක පැවතියේ යැයි ඔබ සිතන්නේද: ඔව් නැත

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පිළිතුර “නැත” නම් කරුණාකර හේතු දක්වන්න:

1	මාර්ගය අබලන් වී පැවතීම	
2	මාර්ගය දෙපස කැලෑ වැවී තිබීම	
3	මාර්ගයේ කාණු පද්ධතිය නඩත්තු කර නොතිබීම	
4	බෝක්කු හා පාලම් වල පැති බැම්/ ඇදී අබලන් වී පැවතීම	
5	මාර්ග උරහිස් වල වලවල් තිබීම	
6	මාර්ගය ජලයෙන් යට වී තිබීම	
7	නියුණු වංගු හේතුවෙන් ඉදිරිය නොපෙනීම	
8		

7.3. වර්තමානයේ වැඩිදියුණු කර ඇති මාර්ගය කාන්තාවන්ට ළමුන්ට හා වැඩිහිටියන්ට ආරක්ෂාකාරීව ගමන් කිරීමට සුදුසු තත්ත්වයේ පවතීද: ඔව් නැත

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පිළිතුර “ඔව්” නම් කරුණාකර හේතු දක්වන්න

1	ප්‍රමාණවත් පරිදි මාර්ග සංඥා සවිකර තිබීම	
2	මාර්ග උරහිස් ප්‍රමාණවත් වීම	
3	මගී පියමංකඩ සංඛ්‍යාව ප්‍රමාණවත් වීම	
4	රාත්‍රී කාලයේදී ගමන් කිරීමට හැකි වන සේ අවශ්‍ය පහසුකම් තිබීම	
5	මාර්ගය විධිමත් අයුරින් වැඩිදියුණු කර තිබීම	
6		

පිළිතුර “නැත” නම් කරුණාකර හේතු දක්වන්න

1	අධික වේගයෙන් වාහන පැදවීම	
2	මාර්ග සංඥා ප්‍රමාණවත් නොවීම	
3	මාර්ග උරහිස් ප්‍රමාණවත් නොවීම	
4	මගී පියමංකඩ සංඛ්‍යාව ප්‍රමාණවත් නොවීම	
5	රාත්‍රී කාලයේදී ගමන් කිරීමට හැකි වන සේ අවශ්‍ය පහසුකම් නොතිබීම	
6	මාර්ගය ජලයෙන් යට වීම	
7		

7.4. මාර්ගය නිම කිරීමෙන් පසුව කාල භාවිතය

අ/අ	කාර්ය	ගැහැණු පැය	පිරිමි පැය
ප්‍රවාහනය සඳහා ගත වන කාලය			
1	රැකියා ස්ථානයට		
2	වෙළඳපොළට		
3	පාසලට		
4	රෝහලට		
5			

8.0 පාරිසරික

- 8.1. මාර්ග ඉදිකිරීම් හේතුවෙන් කිසියම් පරිසර දූෂණ තත්ත්වයකට ඔබ මුහුණ දුන්නේද : ඔව් නැත
- 8.2. පළිතුර “ඔව්” නම් කුමන වර්ගයේ දූෂණයක් සිදුවීද: ගබ්දා දූවිලි ජලය දෙදරිමි
- 8.3. මාර්ගය ඉදිකිරීමේදී සපයන ලද පරිසර ආරක්ෂාව පිළිබඳව ඔබ සැහිමකට පත් වූයේද: ඔව් නැත
- 8.4. ඔබ/ ඔබේ පවුලේ සාමාජිකයකු ගස්/ පැළ සිටුවීමේ වැඩසටහනකට සහභාගී වී තිබේද: ඔව් නැත
- 8.5. පාරිසරික හා මාර්ග ආරක්ෂණ වැඩසටහනක් සඳහා ඔබගේ දරවකු සහභාගී වී තිබේද: ඔව් නැත

දත්ත සමීක්ෂකගේ නම:

දුරකථන අංකය:

දිනය:

අත්සන:

සම්පූර්ණ කරන ලද ප්‍රශ්නාවලිය පරීක්ෂා කිරීම: ඔව්

නැත

නම:

අත්සන:

S. No:

Integrated Road Investment Program (iRoad)

Road Development Authority

Ministry of Highways and Road Development

Socio Economic Impact Assessment (mid-term) Survey – Southern Province



1. General information

1.1 District: 1.2 DS Division: 1.3 GN Division:

1.4 Road ID: 1.5 Length:km 1.6 Road Name:

1.7 GPS Coordinates:N.....E 1.8 Name of head of Household:

1.9 NIC No: 1.10

M		F	
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 Sex: 1.11 Age:

1.12 Occupation: 1.13 Address:

1.14 Contact No: 1.15 Name of respondent:

1.16 Sex:

M		F	
---	--	---	--

 1.17 Age: 1.18 Occupation:

1.19 Relationship to HH head:

1.20 Does the road under construction: Yes ☐ No ☐

2.0 Household details

2.1. Household information

S/N	2.1.1. Family Members (use code 1)	2.1.2. Sex M/F	2.1.3. Age	2.1.4. Education (use code 2)	2.1.5 Primary occupation (use code 3)	2.1.6 Secondary occupation (use code 3)	Average annual income (Rs)

Code 1

1. Husband

Code 2

1. No schooling (Age less than 5)

Code 3

1. Farmer

- | | | |
|--------------------|---------------------------------------|---------------------------|
| 2. Wife | 2. Grade 1-5 | 2. Public/ Privet Service |
| 3. Son/ Daughter | 3. Grade 6-10 | 3. Skill labour |
| 4. Mother/ Father | 4. O/L | 4. Business |
| 5. Other relatives | 5. A/L | 5. Self-employment |
| | 5.1. Arts/ Commerce | |
| | 5.2. Mathematics/ Science/ Technology | |
| 6. Servant | 6. Technical/ Vocational Training | 6. Wage labour |
| 7. Other | 7. University | 7. Foreign job |

2.2 Any differently abled members in the family? Yes ☐ No ☐

If yes

2.2.1. Sex of the member: ☐ M ☐ F ☐

2.2.2. Age of the member:

2.2.3. Type of disability: ☐ Blind ☐ Deaf ☐ Dumb ☐ Physically handicapped ☐

2.3. Monthly household expenditure

S/N	Expenditure item	Monthly Expenditure (Rs)
1	Food	
2	Cloths	
3	Vehicle and transportation	
4	Education	
5	Health	
6	Agriculture/ livestock	
7	Business	
8	House repair/ home appliance	
9	Entertainment	
10	Lease/ mortgage recovering	
11	Saving	
12	Welfare	
13	Communication	
14	Electricity	
15	Water	
16	Hiring of labour	
17		
Total		

3. Property Details

3.1. Extent of land occupied

S/N	Land type	Ownership (use code 1)	Extent (Acre)
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1	Residents		
2	Commercial		
3	Paddy		
4	Tea/ rubber/ coconut/ cinnamon/ Spicy		
5	Mix crop		
6	Barren Land		
7			
	Total		

Code 1

- a. Sole ownership
- b. Tenant
- c. Rent
- d. Encroacher
- e. Permit holder
- f. Anda govi

3.2. House and sanitary condition

1	House		Permanent		Semi-Permanent		Temporary		Rent out	
2	Sanitary		Flush		Water sealed		Pit latrine		None	

3.3. Water and Electricity

1	Water		NWSDB		Well / Tube		Common source		Community water	
2	Electricity		CEB Connection		Solar Power		None			

3.4. Details of household movable assets

S/N	Type of Asset	No. of item
1	Television	
2	Radio/ CD player	
3	Sawing machine	
4	Electric fan	
5	Refrigerator	
6	Gas stove	
7	Kerosene stove	
8	Air conditioner	
9	Motor Bicycle	

S/N	Type of Asset	No. of item
10	Bicycle	
11	Three wheeler	
12	Motor car/ cab	
13	Motor bus / van	
14	Water pump	
15	Washing machine	
16	Telephones	
	16.1 Land phones	
	16.2 Mobile phones	

4.Transport details

4.1. Do you know about the iRoad project implemented for improvement of rural roads?

Yes No

4.2. Mode of transport

4.2.1

S/N	Mode	School		Weekly fair /		Hospital / clinic		Work place	
		Dry season	Wet season	Dry season	Wet season	Dry season	Wet season	Dry season	Wet season
1	Walking								
2	Motor Bicycle								
3	Three wheeler								
4	Public transportation								
5	Lorry								
6	Tractor								
7	Head Carry								
8	Boat / Oruwa								
9									

4.2.2.

S/N	Mode	To government institution		Purchase/ Marketing of agricultural		Social work	
		Dry season	Wet season	Dry season	Wet season	Dry season	Wet season
1	Walking						
2	Motor Bicycle						
3	Three wheeler						
4	Public transportation						
5	Lorry						
6	Tractor						
7	Head Carry						
8	Boat / Oruwa						
9							

4.3. Are you satisfied with the improved ride ability of the road?

Very satisfactory		satisfactory		Unsatisfactory	
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4.4. Ability to use road during all-weather condition: Yes ☐ No ☐

4.5. Time taken to travel from one end to the other end of the road under consideration

Mode	Time (min)							
	515		16-30		30-45		45-60	>60 min

(Mode = Respondents mode of transport)

4.6. Increase of public transport facilities: Yes ☐ No ☐

4.7. Road safety in the improved roads

	Frequently	Sometimes	Hardly	Never
Pedestrian – Vehicle accidents				
Vehicle – Vehicle accidents				

4.8. What are the benefits (tangible and intangible values) to villagers after the road development?

1	Develop agriculture sector	
2	Develop education facilities	
3	Develop health and sanitary facilities	
4	Increase job opportunities for villagers	
5	Road safety for women, elders and children	
6	Develop public/ private transport for villagers	
7	Easy travel even night	
8	Develop industrial sector	
9	Reduce the travel cost and time	
10	Increase cultural values	
11	Standard living condition	
12	Develop communication with villagers and government institutions	
13		

5. Public participation

5.1. Did you/ your family member get involved in road development: Yes ☐ No ☐

5.2. How did you involve?

5.2.1. Donation of land	5.2.2. Manual labor	5.2.3. Skill transfer	5.2.4. Logistic assistance	5.2.5. Assist in material supplying	5.2.6. Providing disposal sites	5.2.7. Providing suggestions

5.3. Involved person: Sex ☐ M ☐ F ☐

6. Grievance Redress Mechanism (GRM), HIV-AIDS and Road Safety Awareness (RSA) Program

6.1. Are you/ your family member aware of the GRM: Yes ☐ No ☐

6.1.1. No. of representatives: ☐ Male ☐ Female ☐

6.2. Have you/ your family member participated at GRC meetings: Yes ☐ No ☐

6.3. Did you/ your family member forward any grievance to GRC: Yes ☐ No ☐

If "Yes" whether the issue was resolved satisfactory: Yes ☐ No ☐

6.4. Did you/ your family member discuss about Environmental Matters: Yes ☐ No ☐

If "Yes" whether the issue was resolved satisfactory: Yes ☐ No ☐

6.5. Have you/ your family member participated at HIV/AIDS prevention and Health awareness Programme conducted by the project: Yes ☐ No ☐

6.5.1. No. of representatives:

Male		Female	
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6.6. Have you/ your family member participated at RSA Programme conducted by the project:
Yes ☐ No ☐

6.6.1. No. of representatives:

Male		Female	
------	--	--------	--

7. Gender

7.1. Any female member participated the awareness meetings conducted by the project:

Yes ☐ No ☐

7.2 Do you think existing road was (previous road condition) safe for the women, children and elders to move: Yes ☐ No ☐

If "No" please mention the reasons for it:

1	Damaged road condition	
2	Shrub jungle grown on both sides of the roads	
3	Road side drains not maintained	
4	Wing walls of culverts and bridges are damaged	
5	Pot holes on the shoulders	
6	Road get inundated	
7	Sharp bends with poor site distance	
8		

7.3. Do you think the improved road is safe for the women, children and elders to move:

Yes ☐ No ☐

If "Yes" please mention the reasons for it:

1	Adequate warning sign boards	
2	Adequate shoulder size	
3	Adequate No. of pedestrian crossings	
4	Rich night time facilities	
5	Road is properly improved	
6		

If "No" please mention the reasons for it:

1	Fast moving vehicles	
2	In-adequate warning sign boards	
3	In-adequate shoulder size	
4	In-adequate No. of pedestrian crossings	
5	Poor night time facilities	
6	Road get inundated	
7		

7.4. Time Consumption

S/N	Task	Female hours	Male hours
Time consumption for transport			
1	To the work place		
2	Marketing		
3	To the school		
4	To the hospital		
5			

8. Environmental

8.1. Did you experience any inconvenience cause by environmental pollution due to construction:

Yes ☐ No ☐

8.2. If "yes" what type of pollution:

Noise ☐ Dust ☐ Water ☐

8.3. Are you satisfied about roadside protection provided: Yes ☐ No ☐

8.4. Have you/ your family member ever participated tree planting program: Yes ☐ No ☐

8.5. Have your child ever participated environmental and safety program: Yes ☐ No ☐

Name of Enumerator:

Contact No:

Date:

Signature:

Re check the questionnaire: Yes ☐ No ☐

Name:

Signature:

Integrated Road Investment Programme (iRoad) PIC-01 – Sothern Province (SP)

Socio Economic Impact Assessment (mid-term) Survey – 2018

Completion of administering the Questionnaires -28.10.2018

District: Galle

Total No. of Roads: 66

No. of Completed Roads: 53

No. of Roads Selected for the Sample: 22

No. of Roads Selected for the Sample: 22						
Contract Package	S/N	Rd ID	Name of the road	Road Length (Km)	DSD	No. of HHs
G1	1	01	Mavita - Doolialla	6.2	Neluwa	30
	2	04	Danawala - Mavita	3.7		20
Sub Total (Contract Package G1)						50
G2	3	35	Hiyare East - School Road via Kaluwala Badipita Hawpe Road	1.30	Akmeemana	10
	4	13	Kabaragala Badipita Puswelkada Unagaswita Galpoththa Kombala Junior Road	7.118	Habaraduwa - Imaduwa	30
	5	15	Galkatiya - Jayasumanaramaya, Goviyapana Junction Road	1.50		10
	6	14	Taramulla – Allalagoda Road	2.30		15
	7	18	Dodampe – Padinnoruwa Road	2.74		15
	8	25	Poorwarama Road Bataduwa	1.537	Akmeemana	11
	9	23	Edirisinghe Mawatha – Navinna	0.90	Bope - Poddala	10
	10	22	Hapugala - Eriyagaha Junction	2.90	Baddegama	15
	11	37	K. G. Palis Mawatha	2.00		15
	12	39	Nagashandiya – Halpathota Road	1.15		10
Sub Total (Contract Package G2)						141
G3	13	44	Opatha - Omatta – Bulugaha Road	4.79	Elpitiya	25
	14	44A	Elpitiya - Awiththawa	9.40		25
	15	40	Goluwamulla – Atakohota Road	2.20		15
	16	42	Amuna Junction – Maitrigama Road	3.90		20
	17	65	Kaluwalagoda Road	6.15	Karandeniya	31
	18	66	Madakubura Junction - Kaluwalagoda Road	4.52		25
	19	58	Boosa Kekilla Mandiya Regjipura Madawala Rd	3.36	Hikkaduwa	20
	20	64	Galduwa Aranya road	2.30		15
	21	43	Pinikahana – Puwakdola Road	2.72	Elpitiya	15
	22	54	Nindana School to 05th mile post via Wathurawila	4.91	Ambalangoda	20
Sub Total (Contract Package G3)						211
Total No. of HHs (Galle district)						402

District: Matara

Total No. of Roads: 66

No. of Completed Roads: 49

No. of Roads Selected for the Sample: 17

Contract Package	S/N	Rd ID	Name of the road	Road Length (Km)	DSD	No. of HHs
M1	1	13	Batayaya- Kandilpana- Bewaraliya Road	13.5	Kotapola- Morawaka	30
	2	19	Kiriwelladola Junction to Hinguruhen Road	2.10		10
	3	20	Keeriwaldola – Keeriwalgama Road	2.29		19
	4	17	Pathewala – Naadakanda – Keeriwallagama Road	2.82		29
	5	16	Kosmodara – Bodeniya Road	4.12		15
	6	21	Porupitiya –Annasi galawila Road	1.40		28
	7	10	Morawka – Millawa Road	2.90	Pitabaddara	36
8	12	Derangala 10 Kanda Mahena Road	3.80	33		
Sub Total (Contract Package M1)						200
M2	9	42	Urubokka - Pothdeniya Road	6.50	Pasgoda	13
Sub Total (Contract Package M2)						13
M3	10	37	Kotavila – Kudawella - Sulthanagoda Road	2.01	Weligama - Welipitiya	05
	11	26	Dehigahahena – Udukawa Road	2.51		10
	12	31	Ibbawala – Ranamaduuragama Road	1.31		10
	13	32	Welipitiya Junction - Addarawela	2.26		10
	14	33	Jaburegoda - Bodhirukkaramaya Road - (Jamburugoda – Bodhirukkaramaya)	2.31		04
	15	27	Denuwala – Kapuwatta Jaya Wijayagama Road	2.19		16
	16	45	10 th Mile Post – Hakmana Gedara Kade	3.48	Kirinda - Puhulwella	19
	17	58	Sri Piyarathana Mawatha (Kakuluwangoda Mawatha)	1.91	Devinuwara	20
Sub Total (Contract Package M3)						94
Total No. of HHs (Matara district)						307

District: Hambantota

Total No. of Roads: 51

No. of Completed Roads: 49

No. of Roads Selected for the Sample: 19

Contract Package	S/N	Rd ID	Name of the road	Road Length (Km)	DSD	No. of HHs
H1	1	14	Magama Road	8.40	Tissa	15
	2	17	Ikkapallama School Road	1.90		15
	3	19	Weeravila Ara 01st Cross Road	1.20	Lunugamwehera	20
	4	8	Boralukanda Junction Uda Beragama to mahaa ara Junction Road	3.20	Hambantota	20
	5	13	Manchgawa Layma Handiya Road	0.80		17
	6	28	Hathagala handiya - Deniya Pingama to Athbatuwa to Hadunkatuwa Gamaralagama Handiya Road	9.70	Ambalantota	16
Sub Total (Contract Package H1)						103
H2	7	22	Uswewa Binkama Road	15.6	Agunukolapalassa	19
	8	42	Sumihirigama Co-op City - Kukula Mandiya Hena Mahamadiththa Road	1.90	Okewella	11
	9	6	Anamaduwa – Aranwela Road (Angulmaduwa – Aranwela Road)	1.90	Beliatta	10
	10	2	Upasakagoda well- Water tank Road	1.20		12
	11	3	Edirisinghe Mawatha Road	1.20		17
	12	34	Kadurupokuna - Seenimodara Road	2.60	Tangalle	17
Sub Total (Contract Package H2)						86
H3	13	47	Kudabibula Lidagawa Road	1.10	Weerakatiya	16
	14	48	Okandayaya Paluwaththa Road	1.50		16
	15	37	Ela Banteka Road (Ela Banteka Para)	4.50	Walasmulla	16
	16	38	Bariyar Junction to Galwadiya 4th Mile Post Road	2.60		10
	17	40	School to Ela Banteka Para	2.30		22
	18	50	Perahara Mawatha / Mulkirigala School Road	1.40	Weerakatiya	20
	19	51	Katuwewa to Mulgirigala School Road	2.80		25
Sub Total (Contract Package H3)						125
Total No. of HHs (Hambantota district)						314

A sample of Data Base (H3) – Land Donation

Contract Package : H3
District: Hambanthota

File Serial No.	Road Information (Section 1)								Location Details (Section 2)						Present Occupant's Details (Section 3)				Reason for additional land requirement (Section 4)	Progress of land donation (Section5)						Remarks (Section 6)	
	Name of Road	ID of Road	Road Category			Adminstrative details			Chainage		Side (LHS/ RHS)	GPS log		Average width of strip (m)	Ownership		Name	Address		Date of initial discussion	View of occupent	Type of agreemen Consent letter	MOU	Date Signing of agreement	Photo document ation reference	Special requests of occupent	Comment of PE/ SSO
			PS	PRDA	RDA	Name of PS	Name of DSD	Name and No. of GND	From	To		Northing	Easting		Clear Title	Title NOT Clear											
LD/SP/H3/ID32/01	Welipitiya Ambagasara via Siyarapitiya	32	Yes	No	No	Katuwana	Katuwana	Welipitiya West	1+398	1+426	RHS	6.277553	80.73652	0.3	No	Yes	K. E. Premakumara	173, Welipitiya-West, Middeniya	Improve the shoulders and road pavement	23.11.2016	Positive	Yes		15.02.2017	H3/32/01	No	No
LD/SP/H3/ID32/02	Welipitiya Ambagasara via Siyarapitiya	32	Yes	No	No	Katuwana	Katuwana	Welipitiya West	6+030		LHS	6.294847	80.70586	0.36	No	Yes	H. K. C. Premakuma	32/8, Thennawatta, Kohomporuwa, Katuwana	Improve the shoulders and road pavement	23.11.2016	Positive	Yes		19.12.2016	H3/32/02	No	No
LD/SP/H3/ID37/01	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	0+150		RHS	6.209802	80.73639	0.3	No	Yes	M.A. Jayathilaka	Katakalahawahattha,Malhewage Ayina, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	06.08.2016	H3/37/01	No	No
LD/SP/H3/ID37/02	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	2+620	2+760	LHS	6.206463	80.74724	0.3	No	Yes	M.A. Siripala	Bowalage Gedara, Malhewage Ayina, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	NO	17.05.2016	H3/37/02	No	No
LD/SP/H3/ID37/03	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+305	3+360	RHS	6.208334	80.7466	0.3	No	Yes	J.A. Ariyadasa	Pol Koratuwa, Malhewage Ayina, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	07.06.2016	H3/37/03	No	No
LD/SP/H3/ID37/04	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+360	3+420	RHS	6.211828	80.74709	0.32	No	Yes	W.A.R. Gunasena	Kinchigune Gedara, Malhewage Ayina, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	07.06.2016	H3/37/04	No	No
LD/SP/H3/ID37/05	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+420	3+532	RHS	6.212895	80.74749	0.3	No	Yes	S. Rohini	Omare Gedara, Malhewage Ayina, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	07.06.2016	H3/37/05	No	No
LD/SP/H3/ID37/06	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+544	3+600	LHS	6.214285	80.74731	0.25	No	Yes	A.G. Sirisena	Pare Kade, Heen Koratuwa, Malhewage Ayina,	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/06	No	No
LD/SP/H3/ID37/07	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+544	3+600	RHS	6.214285	80.74731	0.35												No	No
LD/SP/H3/ID37/07	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+685	3+705	LHS	6.214925	80.74683	0.3	No	Yes	M.A. Himali	"Pahanmi", Malhewage Ayina, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	27.05.2016	H3/37/07	No	No
LD/SP/H3/ID37/08	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+720	3+745	LHS	6.215191	80.7468	0.3	No	Yes	H.P. Chandrasiri	"Isuru (Akkaraya)", Malhewage Ayina, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	27.05.2016	H3/37/08	No	No
LD/SP/H3/ID37/09	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+790	3+895	LHS	6.215543	80.74678	0.32	No	Yes	R.U. Somasiri	Gahalakola Ara Kade, Palle Julampitiya, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	27.05.2016	H3/37/09	No	No
LD/SP/H3/ID37/10	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+745	3+790	LHS	6.215959	80.74686	0.28	No	Yes	K.U. Saman	"Samangiri", Palle Julampitiya, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	27.05.2016	H3/37/10	No	No
LD/SP/H3/ID37/10	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+705	3+720	LHS	6.215639	80.74703	0.3													
LD/SP/H3/ID37/10	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+920	3+990	LHS	6.215831	80.74635	0.3													
LD/SP/H3/ID37/11	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+825	3+920	RHS	6.216428	80.74663	0.32	No	Yes	Nelum Indika	Dena Gedara, Palle Julampitiya, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/13	No	No
LD/SP/H3/ID37/12	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+895	3+920	LHS	6.216034	80.74578	0.26	No	Yes	A. Silawathi	Walasamlarla Gedara, Palle Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/14	No	No
LD/SP/H3/ID37/13	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+920	3+990	RHS	6.215831	80.74635	0.3	No	Yes	W.R. Saman Indika	KopiWaththa, Palle Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/15	No	No
LD/SP/H3/ID37/14	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+990	4+250	LHS	6.216716	80.74475	0.32	No	Yes	R. Ranaweera	Kanamke Gedara, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/16	No	No
LD/SP/H3/ID37/14	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	3+990	4+070	RHS	6.216428	80.74646	0.25													
LD/SP/H3/ID37/15	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	4+070	4+145	RHS	6.216236	80.7447	0.31	No	Yes	A.Gunadasa	Walawwe Waththa, Palle Julampitiya, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/17	No	No
LD/SP/H3/ID37/16	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	4+145	4+250	RHS	6.216615	80.74345	0.28	No	Yes	J.A. Karolis	Bathala Waththa, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/18	No	No
LD/SP/H3/ID37/17	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	4+250	4+390	RHS	6.216588	80.743	0.32	No	Yes	W.P. Chandrani	Muruthawela Gedara, Palle Julampitiya, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/19	No	No
LD/SP/H3/ID37/18	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	4+337	4+429	LHS	6.21678	80.74146	0.3	No	Yes	H.M. Priyangika	Udaha Muruthawela Gedara, Palle Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	28.05.2016	H3/37/18	No	No
LD/SP/H3/ID37/19	Ela Bund Road	37	Yes	No	No	Walasmulla	Walasmulla	Julampitiya	4+440	4+580	RHS	6.217544	80.74089	0.3	No	Yes	W.G. Shanthi	Wathukande Gedara, Palle Julampitiya, Julampitiya	Improve the shoulders and road pavement	12.03.2016	Positive	Yes	No	31.05.2016	H3/37/19	No	No
LD/SP/H3/ID39/01	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	0+000	0+100	LHS	6.22465	80.64265	0.4	No	Yes	J.G. Suramya Diluka	Bathala Koratuwa, Rammala - Warapitiya	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	08.08.2016	H3/39/01	No	No
LD/SP/H3/ID39/02	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	0+260	0+300	LHS	6°13'34.7"	80°38'33.6"	0.35	No	Yes	J. G. Gunapala	Malvilahena, Rammala, Warapitiya	Improve the shoulders and road pavement	17.08.2016	Positive	Yes	No	01.10.2016	H3/39/02	No	No
LD/SP/H3/ID39/03	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	0+280	0+330	RHS	6°13'36.6"	80°38'33.8"	0.35	No	Yes	J.E.P.Dinesh	Gurugodella, Rammala, Warapitiya	Improve the shoulders and road pavement	17.08.2016	Positive	Yes	No	01.10.2016	H3/39/03	No	No
LD/SP/H3/ID39/04	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	0+320	0+380	LHS	6°13'35.2"	80°38'33.6"	0.4	No	Yes	J. T. Nimal	Malvilahena, Rammala, Warapitiya	Improve the shoulders and road pavement	17.08.2016	Positive	Yes	No	19.10.2016	H3/39/04	No	No
LD/SP/H3/ID39/05	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	0+350	0+400	LHS	6°13'31.0"	80°38'33.2"	0.45	No	Yes	D. Gunasekara	Malvilahena, Rammala, Warapitiya	Improve the shoulders and road pavement	17.08.2016	Positive	Yes	No	19.10.2016	H3/39/05	No	No
LD/SP/H3/ID39/06	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	0+400	0+460	RHS	6°13'34.9"	80°38'33.8"	0.4	No	Yes	J. Deepika	Kosmandiya, Rammala, Warapitiya	Improve the shoulders and road pavement	17.08.2016	Positive	Yes	No	27.09.2016	H3/39/06	No	No
LD/SP/H3/ID39/07	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	0+597	0+645	LHS	6°13'25.0"	80°38'34.5"	0.25	No	Yes	A. Chaminda	Bathalakoratuwa, Rammala, Warapitiya	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	29.08.2016	H3/39/07	No	No
LD/SP/H3/ID39/07	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	0+520	0+560	RHS	6°13'24.4"	80°38'53.5"	0.25													
LD/SP/H3/ID39/08	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	1+020	1+060	RHS	6°13'37.5"	80°38'43.6"	0.27	No	Yes	M. B. S. Upananda	Saru, Doledeniya, Rammala, Warapitiya	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	28.0.2016	H3/39/09	No	No
LD/SP/H3/ID39/07	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	1+510	1+720	RHS	6.22888	80.64857	0.3	No	Yes	H.P. Karuna Ayarin	Pallaththarawaththa, Warapitiya	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	29.08.2016	H3/39/10	No	No
LD/SP/H3/ID39/07	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	1+510	1+640	LHS	6°13'41.5"	80°38'53.7"	0.3													
LD/SP/H3/ID39/08	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	1+640	1+780	LHS	6°13'38.7"	80°39'00.3"	0.25	No	Yes	Siris										

Contract Package : H3
District: Hambanthota

File Serial No.	Road Information (Section 1)								Location Details (Section 2)						Present Occupant's Details (Section 3)				Reason for additional land requirement (Section 4)	Progress of land donation (Section5)						Remarks (Section 6)	
	Name of Road	ID of Road	Road Category			Adminstrative details			Chainage		Side (LHS/ RHS)	GPS log		Average width of strip (m)	Ownership		Name	Address		Date of initial discussion	View of occupent	Type of agreemen Consent letter	MOU	Date Signing of agreement	Photo document ation reference	Special requests of occupent	Comment of PE/ SSO
			PS	PRDA	RDA	Name of PS	Name of DSD	Name and No. of GND	From	To		Northing	Easting		Clear Title	Title NOT Clear											
LD/SP/H3/ID39/09	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	1+682	1+699	LHS	6°13'39.0"	80°38'33.3"	0.3	No	Yes	K. Malathie Kandambi	Thilaka Sewana, Rammala - Warapitiya	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	18.08.2016	H3/39/13	No	No
LD/SP/H3/ID39/10	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	1+730	1+790	RHS	6°13'37.1"	80°39'01.5"	0.35	No	Yes	A.D. Janaka Mahesh Senevirathna	"Rathna", Karadeniya, Kirama	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	25.08.2016	H3/39/14	No	No
LD/SP/H3/ID39/11	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	1+905	2+000	LHS	6°13'32.5"	80°39'04.3"	0.3	No	Yes	G. Wimalasiri	Eriyagahena, Karadeniya	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	25.08.2016	H3/39/15	No	No
LD/SP/H3/ID39/12	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	2+245	2+340	RHS	6°13'30.2"	80°39'13.7"	0.32	No	Yes	O.A. Jayasiri	"Rathna Niwasa", Karadeniya, Kirama	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	20.09.2016	H3/39/16 H3/39/17	No	No
								Karadeniya	2+245	2+365	LHS	6°13'27.9"	80°39'15.4"	0.32													
LD/SP/H3/ID39/13	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	2+345	2+367	LHS	6°13'28.8"	80°39'14.8"	0.3	No	Yes	K.G. Nadeesha	Bathala Waththa, Karadeniya, Kirama	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	20.09.2016	H3/39/18	No	No
LD/SP/H3/ID39/14	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	2+367	2+383	LHS	6°13'29.6"	80°39'15.8"	0.3	No	Yes	H.W. Dharmasiri	Bathala Waththa, Karadeniya, Kirama	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No		H3/39/19	No	No
LD/SP/H3/ID39/15	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	2+383	2+440	LHS	6°13'30.9"	80°39'19.0"	0.28	No	Yes	N.P. Kulathunga	"Manohara", Bathala Waththa, Karadeniya,	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	20.09.2016	H3/39/20 H3/39/21	No	No
								Karadeniya	2+245	2+450	RHS	6°13'30.3"	80°39'17.0"	0.3													
LD/SP/H3/ID39/16	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	2+440	2+560	LHS	6°13'30.3"	80°39'19.2"	0.3	No	Yes	A.B. Sirisena	Bathala Waththa, Uthuru Aggithakanda, Kirama	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No	20.09.2016	H3/39/22	No	No
LD/SP/H3/ID39/17	Warapitiya Hospital to Karadeniya Road	39	Yes	No	No	Walasmulla	Walasmulla	Karadeniya	2+530	2+612	LHS	6°13'30.9"	80°39'20.7"	0.35	No	Yes	W.P. Lakmal Pradeep	Bathala Waththa, Uthuru Aggithakanda, Kirama	Improve the shoulders and road pavement	29.03.2016	Positive	Yes	No		H3/39/23	No	No
LD/SP/H3/ID40/01	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	0+833	0+985	LHS	6.174838	80.71038	0.28	No	Yes	J.A. Piyadasa	"Padma Sewana", Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	20.09.2016	H3/40/01	No	No
LD/SP/H3/ID40/02	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	0+898	0+940	RHS	6.17701	80.71128	0.3	No	Yes	W.K. Rupawathi	Naranwaththa, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No		H3/40/02	No	No
LD/SP/H3/ID40/03	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	0+940	0+990	RHS	6.175839	80.71093	0.32	No	Yes	Wickramarathna Ranjith	"Nelligaha Koratuwa", Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	05.08.2016	H3/40/03	No	No
LD/SP/H3/ID40/04	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	0+985	1+070	LHS	6.175218	80.71049	0.3	No	Yes	Wickramage Gnawathi	"Netol Gedara", Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	04.08.2016	H3/40/04	No	No
LD/SP/H3/ID40/05	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	0+995	1+110	RHS	6.176122	80.71126	0.3	No	Yes	A. jayawickrama	Pahalawaththa, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	04.08.2016	H3/40/05	No	No
								Omaara East-452	1+070	1+155	LHS	6.175986	80.71142	0.3											H3/40/06		
LD/SP/H3/ID40/06	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+110	1+262	RHS	6.176684	80.71147	0.3	No	Yes	Somawathi Ekanayaka	"Paluwaththa", Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	04.08.2016	H3/40/07	No	No
LD/SP/H3/ID40/07	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+260	1+320	LHS	6.177455	80.71119	0.3	No	Yes	P.D. Karunawathi	Naranwaththa, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	03.08.2016	H3/40/08	No	No
LD/SP/H3/ID40/08	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+262	1+408	RHS	6.177826	80.71232	0.3	No	Yes	H.A. Andriyas	Polkoratuwa, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	03.08.2016	H3/40/09	No	No
LD/SP/H3/ID40/09	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+925	2+068	RHS	6.181236	80.71386	0.3	No	Yes	G. K. Nikulas	Egodawatta, Omaara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	30.07.2016	H3/40/10	No	No
LD/SP/H3/ID40/10	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+158	1+260	LHS	6.176663	80.71135	0.3	No	Yes	P. Sirisena	Ruppawaththa, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	03.08.2016	H3/40/11	No	No
LD/SP/H3/ID40/11	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+320	1+370	LHS	6.177879	80.71192	0.25	No	Yes	S.I. Shriyani Kumari	Naranwaththa, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	03.08.2016		H3/40/12	No
LD/SP/H3/ID40/12	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+368	1+383	LHS	6.178685	80.71172	0.28	No	Yes	K.L. Premadasa	Udawaththa,Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	06.08.2016	H3/40/13	No	No
LD/SP/H3/ID40/13	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+690	1+730	LHS	6.179781	80.7139	0.28	No	Yes	M.A.K. Wasantha	Udaha Gedara, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	31.07.2016	H3/40/14	No	No
LD/SP/H3/ID40/14	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+690	1+730	RHS	6.179781	80.7139	0.25	No	Yes	G. A. Mangalika	Molaobagahawatta, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	31.07.2016	H3/40/15	No	No
LD/SP/H3/ID40/15	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-455	1+838	1+993	LHS	6.178931	80.71226	0.32	No	Yes	K.L. Nandasena	Kapu Imbula Hena, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	30.07.2016	H3/40/16	No	No
								Omaara East-455	2+068	2+115	RHS	6.182409	80.71419	0.3											H3/40/17		
								Omaara East-455	2+133	2+213	LHS	6.183348	80.71454	0.3											H3/40/18		
LD/SP/H3/ID40/16	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+840	1+925	RHS	6.1813	80.71392	0.34	No	Yes	K.L. Ariyapala	Ukwaththa, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	30.07.2016	H3/40/19	No	No
LD/SP/H3/ID40/17	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-452	1+993	2+113	LHS	6.182548	80.7141	0.28	No	Yes	S.A. Thilak Samantha	147/2, Paluwaththa, Omara	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	30.07.2016	H3/40/20	No	No
LD/SP/H3/ID40/18	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-453	2+213	2+270	LHS	6.184123	80.71456	0.3	No	Yes	Saman Rajapaksha	Ilukkatiya Waththa, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	01.08.2016	H3/40/21	No	No
LD/SP/H3/ID40/19	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-453	2+115	2+250	RHS	6.182996	80.71449	0.3	No	Yes	L. G. P. Jayasinghe	Halpandeniya Gedara, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	30.07.2016	H3/40/22	No	No
LD/SP/H3/ID40/20	School- Ela Bund Road	40	Yes	No	No	Walasmulla	Walasmulla	Omaara East-453	2+250	2+270	LHS	6.184399	80.71462	0.25	No	Yes	H. M. Hendrik	Medawatta, Omara, Walasmulla	Improve the shoulders and road pavement	26.05.2016	Positive	Yes	No	31.07.2016	H3/40/23	No	No
LD/SP/H3/ID47/01	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+000	0+110	LHS	6.204091	80.77644	0.3	No	Yes	R. Madduma Arachchi	Akkara 4, Kudabibula, Julampitiya	Improve the shoulders and road pavement	04.01.2016	Positive						

Contract Package : H3
District: Hambanthota

File Serial No.	Road Information (Section 1)								Location Details (Section 2)						Present Occupant's Details (Section 3)				Reason for additional land requirement (Section 4)	Progress of land donation (Section5)						Remarks (Section 6)	
	Name of Road	ID of Road	Road Category			Adminstrative details			Chainage		Side (LHS/ RHS)	GPS log		Average width of strip (m)	Ownership		Name	Address		Date of initial discussion	View of occupent	Type of agreemen	MOU	Date Signing of agreement	Photo document ation reference	Special requests of occupent	Comment of PE/ SSO
			PS	PRDA	RDA	Name of PS	Name of DSD	Name and No. of GND	From	To		Northing	Easting		Clear Title	Title NOT Clear											
LD/SP/H3/ID47/08	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+340	0+507	RHS	6.202136	80.77712	0.3	No	Yes	L.A. Anoma Priyanthi	Lindagawa Waththa, Kudabibula, Julampitiya	Improve the shoulders and road pavement	11.01.2016	Positive	Yes	No	23.03.2016	H3/47/10	No	No
LD/SP/H3/ID47/09	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+386	0+415	LHS	6.201609	80.77771	0.36	No	Yes	Somawathi Wijesinghe	Thawana Koratuwa, Kuda Bibula, Julampitiya	Improve the shoulders and road pavement	04.01.2016	Positive	Yes	No	23.03.2016	H3/47/11	No	No
LD/SP/H3/ID47/10	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+415 0+750	0+450 0+847	LHS	6.201764 6.198788	80.77793 80.77857	0.3	No	Yes	Nadika Sewwandi	Walapotha Gedara, Kudabibula, Julampitiya	Improve the shoulders and road pavement	08.01.2016	Positive	Yes	No	27.03.2016	H3/47/12 H3/47/13	No	No
LD/SP/H3/ID47/11	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+510	0+586	RHS	6.20184	80.77789	0.3	No	Yes	W. Chathuranga	26/2, Kudabibula, Julampitiya	Improve the shoulders and road pavement	11.01.2016	Positive	Yes	No	23.03.2016	H3/47/14	No	No
LD/SP/H3/ID47/12	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+550	0+610	LHS	6.100646	80.77804	0.32	No	Yes	K.G. Chithra Nishanthi	57/A/2, Kudabibula, Julampitiya	Improve the shoulders and road pavement	08.01.2016	Positive	Yes	No	02.04.2016	H3/47/15	No	No
LD/SP/H3/ID47/13	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+615	0+650	RHS	6.199862	80.77833	0.35	No	Yes	Gunapala Wijesinghe	482/3, Meegas Ara, Madamulana	Improve the shoulders and road pavement	11.01.2016	Positive	Yes	No	06.04.2016	H3/47/16	No	No
LD/SP/H3/ID47/14	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+650	0+750	RHS	6.19982	80.77829	0.35	No	Yes	Kusumawathie Wijesinghe	26/A/3, Thawana Waththa, Kudabibula Dakuna, Julampitiya	Improve the shoulders and road pavement	11.01.2016	Positive	Yes	No	27.03.2016	H3/47/17	No	No
LD/SP/H3/ID47/15	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+690	0+750	LHS	6.19942	80.77839	0.3	No	Yes	M.A. Piyadasa	Akkara 4, Kudabibula, Julampitiya	Improve the shoulders and road pavement	08.01.2016	Positive	Yes	No	02.04.2016	H3/47/18	No	No
LD/SP/H3/ID47/16	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+750	0+825	RHS	6.198892	80.77849	0.3	No	Yes	R.A. Ariyathna	Galle Gedara, Siyabala Haddawa, Madamulana	Improve the shoulders and road pavement	11.01.2016	Positive	Yes	No	29.03.2016	H3/47/19	No	No
LD/SP/H3/ID47/17	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+847	0+910	LHS	6.198052	80.77849	0.34	No	Yes	J. Prabhath Lakmal	Palle Mulana Koratuwa, Siyambala Haddawa, Madamulana	Improve the shoulders and road pavement	08.01.2016	Positive	Yes	No	02.04.2016	H3/47/20	No	No
LD/SP/H3/ID47/18	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+872	0+897	RHS	6.197852	80.77855	0.3	No	Yes	Jeewa Malkanthi	Palle Mulana Koratuwa, Siyambala Haddawa, Madamulana	Improve the shoulders and road pavement	11.01.2016	Positive	Yes	No	29.03.2016	H3/47/21	No	No
LD/SP/H3/ID47/19	Kudabibula Lidagawa Road	47	Yes	No	No	Weeraketiya	Weeraketiya	Kudabibula	0+900	1+010	RHS	6.197685	80.77854	0.3	No	Yes	Ajith Weerathunga	Meegaha Hena, Kudabibula, Julampitiya	Improve the shoulders and road pavement	11.01.2016	Positive	Yes	No	05.04.2016	H3/47/22	No	No