



# Social Monitoring Report

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Project Number: 47273

Loan Numbers: Tranche 1 – 3171

Tranche 2 – 3221 /3222

Tranche 3 – 3325 /3326

Semi Annual Report

July to December 2017

## SRI: Integrated Road Investment Program PIC 01 – Southern Province

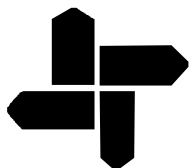
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# DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA

Ministry of Higher Education & Highways  
Road Development Authority



Asian Development Bank Funded  
Integrated Road Investment Program – iRoad  
**PIC-01– Southern Province**

## **SOCIAL SAFEGUARDS MONITORING SEMI- ANNUAL REPORT JULY - DECEMBER 2017**

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**Submitted to:**

Ministry of Higher Education & Highways  
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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
CSR	Corporate Social Responsibility
DSD	Divisional Secretary Division
EHS	Environmental, Health and Safety
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
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
PPA	Project Performance Assessment
PPTA	Project Preparatory Technical Assistance
RDA	Road Development Authority
RE	Resident Engineer
RF	Resettlement Framework
RMC	Road Management Contract
ROW	Right of Way
RSA	Road Safety Awareness
SGRS	Social Gender Resettlement Specialist
SP	Southern Province
SPS	Safeguards Policy Statement, 2009 of ADB
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 (i-Road), 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 will finance 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.

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.

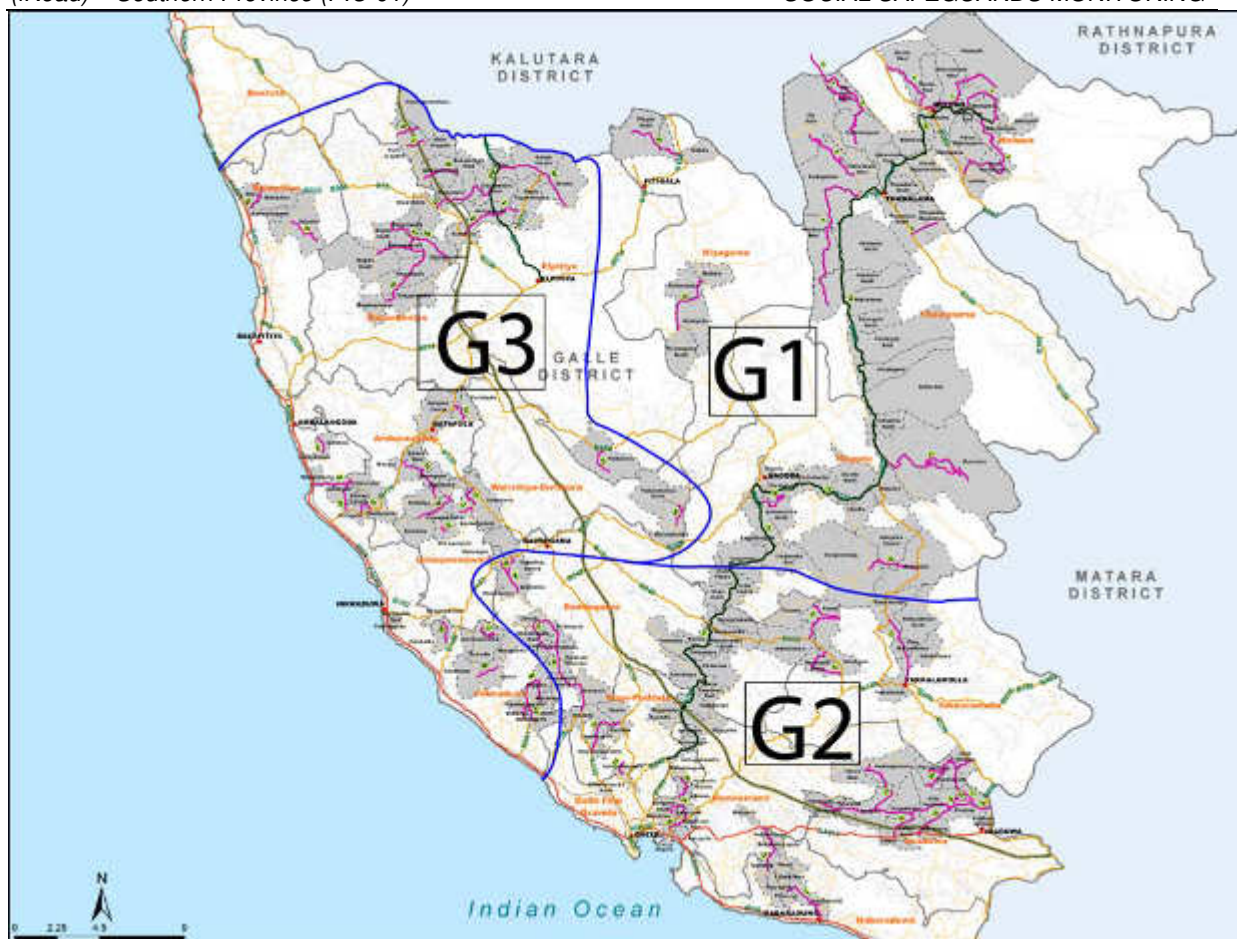
The Executing Agency of the Integrated Road Investment Program (iRoad) is Ministry of Higher Education and Highways and the Implementing Agency is the Road Development Authority.

### 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	46.1/24	73.2/29
<b>Sub Total Galle District</b>		<b>4,674,632,891.74</b>	<b>-</b>	<b>9.4/1</b>	<b>20.7/5</b>	<b>18.5/4</b>	<b>155.6/56</b>	<b>203.8/ 66</b>

The locations of the 203.8km (66 nos.) roads in Galle District are shown in Map1.1 below .



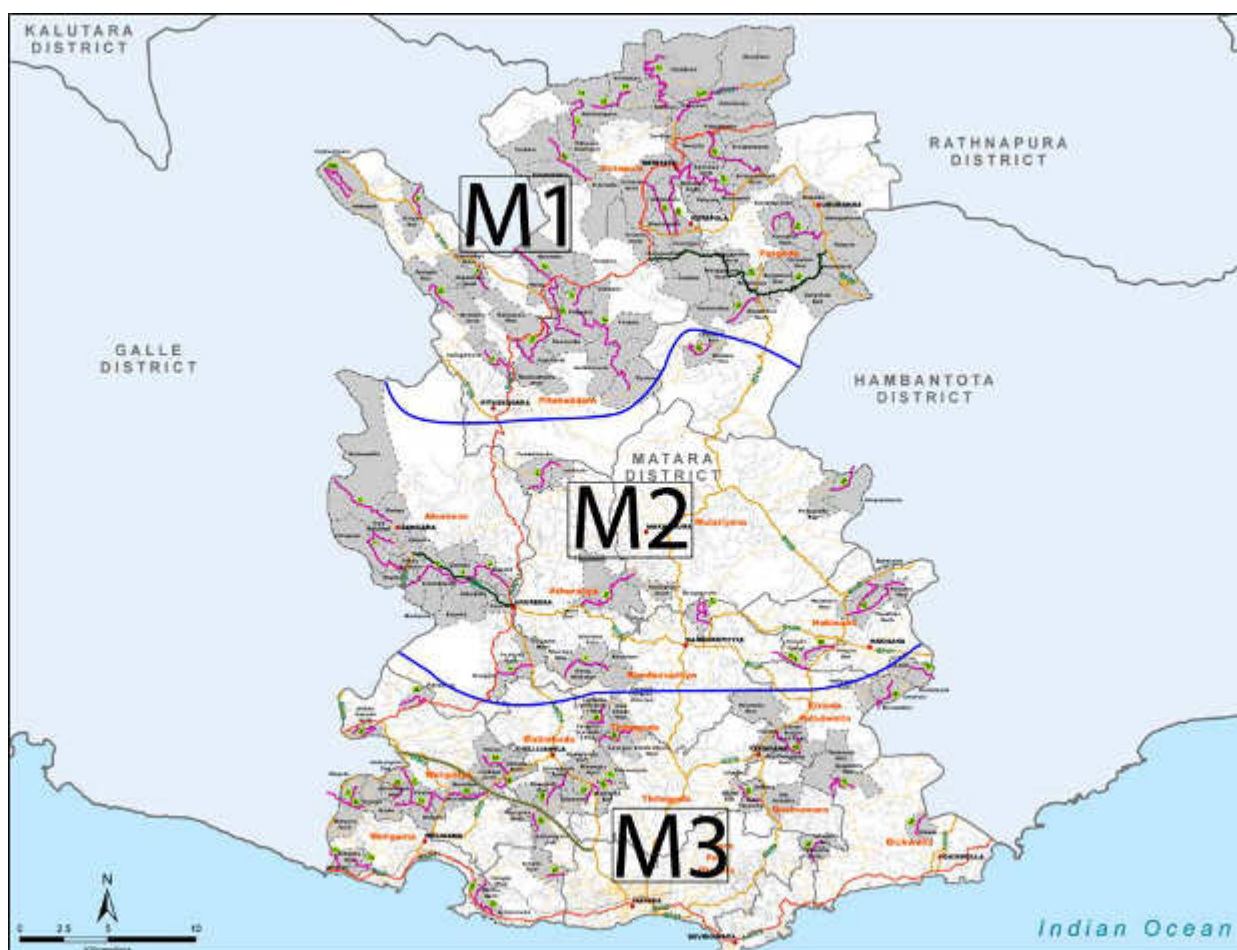
**Map1.1: Locations of 203.8km (66 nos.) roads in Galle District**

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)
<b>M1</b>	CML-MTD Construction Ltd	2,315,346,953.44	18.05.2015	6.3/1	29.4/5	-	61.8/16	97.5/22
<b>M2</b>	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
<b>M3</b>	K. D Ebert & Sons Holdings (Pvt.) Ltd	1,207,599,780.58	18.05.2015	-	4.8/2	-	48.6/23	53.4/25
<b>Sub Total Matara District</b>		<b>5,326,248,446.62</b>	<b>-</b>	<b>13.5/2</b>	<b>45.5/9</b>	<b>-</b>	<b>161.1/55</b>	<b>220.1/66</b>

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



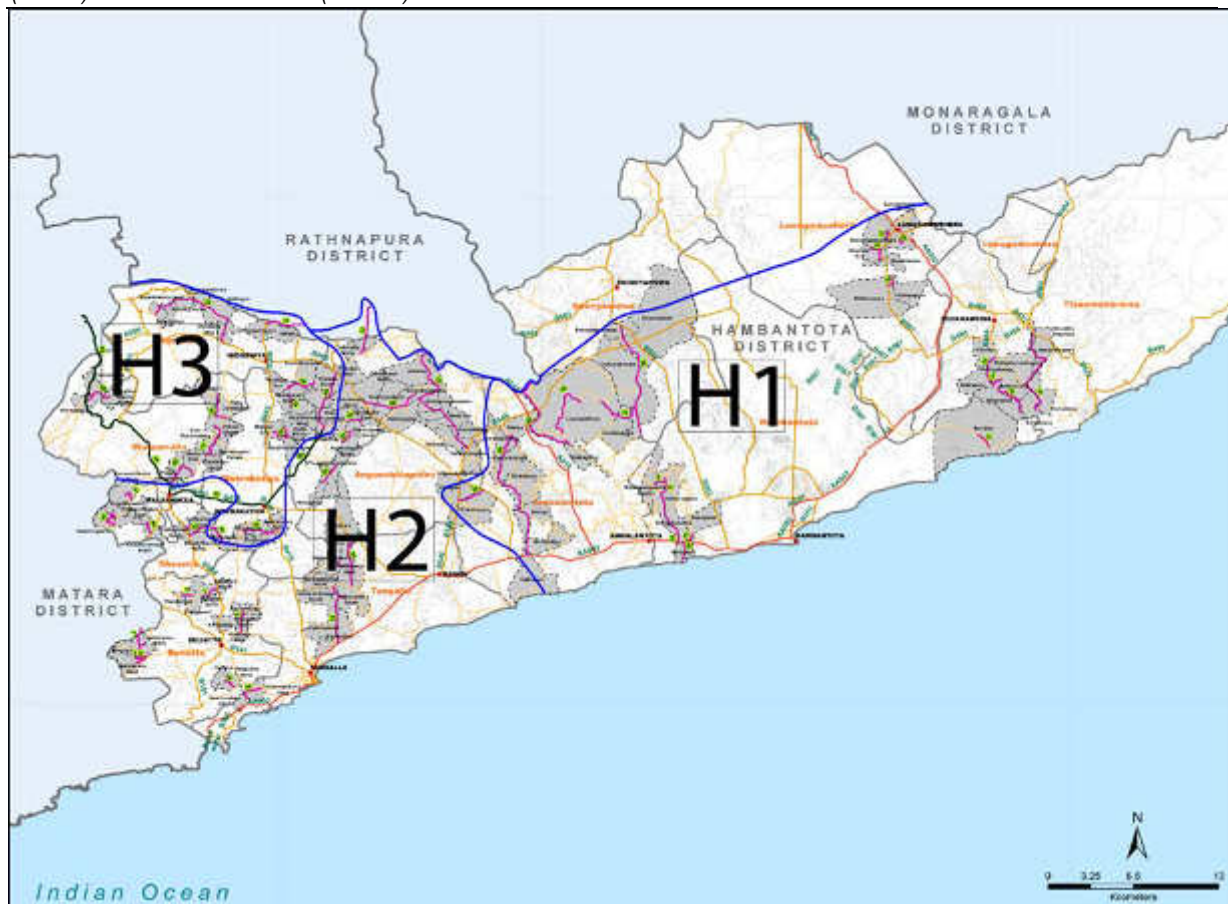
**Map1.2: Locations of 220.1km (66 nos.) roads in Matara District**

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	-	1/15.6	-	42.4/17	58.0/18
H3	RR Constructions (Pvt.) Ltd	1,052,141,503.89	18.05.2015	-	1/8.8	-	34.1/13	42.9/14
<b>Sub Total Hambantota District</b>		<b>3,846,066,450.13</b>	<b>-</b>	<b>-</b>	<b>43.7/6</b>	<b>-</b>	<b>124.3/45</b>	<b>168.0/51</b>

The locations of 168.0km (51 nos.) roads in Hambantota District are shown in Map1.3 below .



**Map1 3: Locations of 168.0km (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 was on 5<sup>th</sup> June 2015.

## 1.3 Scope of the pic services

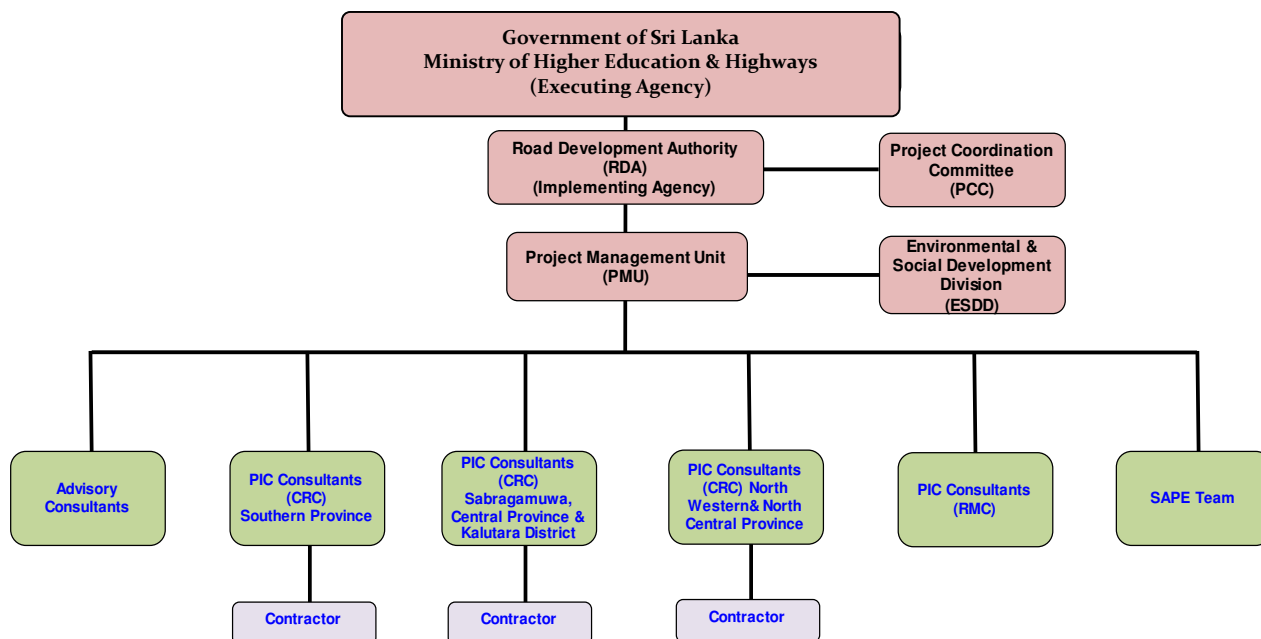
The main task of PIC-01 (CRC) is to assist RDA in supervising and/or implementing the civil works in the CRC component of the iRoad investment program:

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

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

## 1.4 Overview of Institutional Framework

The Executing Agency (EA) of the iRoad Investment Program is Ministry of Higher Education and Highways (MOHEH), 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 Overall Organization Chart for iRoad Programme

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 2017** for PIC-01, Southern Province.

## 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 H2, Hambantota**

## 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><b><u>Safeguards</u></b></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><b>Complied with PIC-01, SP</b></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><b><u>Human and financial resources to implement safeguards requirements</u></b></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><b>Being complied with PIC-01, SP</b></p> <p>Budgetary allocations are found in the contract documents.</p> <p>A Social Safeguards Officer has been appointed to PIU establish in Southern Province (SP). This Social Safeguards Officer is assisted by Safeguards Assistants appointed for PIU. With the Environment Safeguards Officer, the Social Safeguards Officer and their assistants make up the Environment and Social Unit (ESU) of the PIU.</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><b><u>Safeguards – Related provinces in Bidding documents and works contracts</u></b></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><b><u>Safeguards monitoring and reporting</u></b></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><b>Complied with PIC-01, SP</b></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 of CRC packages under PIC-01</p> <p><b>Being complied with PIC-01, SP</b></p> <p>The PIC-01 has prepared and submitted Semi-annual progress reports on social safeguards compliance as follows;</p> <p>PIC-01 has compiled four reports as:</p> <p>July – December, 2015;</p> <p>January – June, 2016,</p> <p>July – December, 2016</p> <p>January – June 2017;</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 observed or reported during implementation of works contracts under PIC-01</p>

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters	<b><u>Prohibited List of Investments</u></b>	<b>Being complied with PIC-01, SP</b>
	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.	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 as indicated in Appendix 5 of SPS.
	<b><u>Labour standards</u></b>	<b>Being complied with PIC-01, SP</b>
	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.	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.
	<b><u>Performance monitoring (Loan agreement PIC-01)</u></b>	<b>Complied with PIC-01, SP</b>
	18. The Borrower shall cause, within 3 months of effectiveness of the first loan under the Facility, MOHPS and RDA to establish baseline for performance indicators to be used for monitoring implementation of each project under the Facility.	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.

## 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
<b>A. Background</b>	<p><b>Rural Roads</b></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><b>Complied with PIC-01, SP</b></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 October 2015 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>B. Involuntary Resettlement</b></p> <p>Paragraph 55. Tranche 1 and 2 are classified as 'Category B' in accordance with SPS. The improvement of all project roads will be carried out within the existing alignment with no widening.</p> <p>However, for the 7-year road management contract of selected national roads, resettlement impact might be encountered at a late stage.</p> <p>Paragraph 56. Tranche 3 is classified as category "B" in accordance to SPS following the same categorization as the previous tranches.</p>	<p><b>Complied with for all projects appraised under PIC-01.</b></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>
VII Safeguards	<p><b>Pre-construction</b></p> <p>Paragraph 57: The RDA supported by its ESDD and 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 impact, and (iii) integrate road safety design. The community will also be briefed about the Grievance Redressal 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 final design.</p> <p><b>Construction and maintenance</b></p> <p>Paragraph 58: During construction phase, the PICs will be responsible for conducting semi-annual onsite social safeguard monitoring. During maintenance phase, the PICs will be responsible for conducting annual onsite social safeguard monitoring. PICs should pay close attention to ensure</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><b>Complied in with during SAPE works of roads appraised under PIC-01</b></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,</p>

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards	<p>that all grievances are addressed in a timely manner. Reporting templates can be found in the resettlement framework.</p> <p><b>Preparation of subsequent tranches or unanticipated impact</b> Paragraph 59: A resettlement framework has been prepared to guide the preparation of all tranches. For preparation of subsequent tranches, the PICs will carry out due diligence on the ongoing tranches.</p>	<p>who has reconfirmed the ground realities and integrated feasible features in to level 1 design. PIC-01 has reviewed and approved such designs.</p> <p><b>Being complied with in PIC-01</b> 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. 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, 2017 is as follows;</p> <p>PIC-01 has compiled four reports as: July – December, 2015; January – June, 2016, July – December, 2016 January –June, 2017;</p>
	<p><b>C. Indigenous Peoples</b></p> <p>Paragraph 61: For Tranches 1 and 2, no indigenous people were identified during due diligence and are categorized as 'C' per ADB SPS. Tranche 3 will continue to finance the subprojects identified in the two earlier tranches, therefore, it will follow the categorization of 'C'. In case any adverse impacts</p>	<p><b>Being complied with.</b></p> <p>During the implementation stage (i.e. during civil works of the five projects) no settlements or activities of Indigenous Peoples (IP) were</p>

Item/ Section/ Schedule	Description	Status of Compliance
	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 approved by ADB before commencement of the relevant section of the civil works contract.	observed or reported near any road considered under PIC-01.
	<p><b>D. Grievance Redress Mechanism</b></p> <p>Paragraph 62: 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. The first will be at the grass roots level where complaints will be directly received and addressed by the contractor, PIC or PIU representative on site. Grievances which are simple but still cannot be addressed at the grass roots level will be addressed at the Grama Niladhari division level. More complex grievances which cannot be addressed at the Grama Niladhari (GN) division level will be addressed at the Divisional Secretariat (DS) level. There will be a Grievance Redress Committee at both the Grama Niladhari division and Divisional Secretariat levels.</p>	<p><b>Complied in PIC-01.</b></p> <p>PIC-01: Southern Province Grievance Redress Committees (GRCs) at DS level and GN level have been established for all CRC packages.</p>
VIII Gender and social dimensions	<p><b>A. Gender and Development</b></p> <p>Paragraph 63: Tranches 1, 2, and 3 are categorized as “Effective Gender Mainstreaming” or EGM. During preparation of Tranches 1 and 2, separate Gender Action Plans (GAPs) were formulated since the two tranches covered different geographical areas. During preparation of Tranche 3, the GAP for</p>	<p><b>One consolidated GAP has been prepared for the entire investment program</b></p> <p>PIC-01 has appointed a full time Social, Gender and Resettlement Specialist (SGRS). SGRS of PIC-01 has been assigned with a</p>

Item/ Section/ Schedule	Description	Status of Compliance
	<p>the entire investment program was formulated (Annex 6.1) 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 64: To ensure that these and other gender issues are addressed and complied with, the project implementation consultant will include a social/gender development expert. The PICs will provide monitoring support and ESDD/RDA will be responsible for the overall implementation the GAP. Resource has been allocated for the recruitment of the four gender experts as part of the four different PIC packages. Semi-annual monitoring of the GAP shall be prepared and submitted to ADB for disclosure.</p>	<p>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. The semi-annual report prepared on social safeguards by PIC-01 has included a separate section on implementation of GAP.</p>
	<p><b>B. HIV and AIDS</b></p> <p>Paragraph 66: 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 RDA, with the support of construction supervision consultants during project implementation.</p>	<p><b>Being complied with PIC-01</b></p> <p>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.</p>
	<p><b>C. Health</b></p> <p>Paragraph 67: 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</p>	<p><b>Being complied with PIC-01</b></p> <p>Awareness programs on safety including use of Personal Protective Equipment (PPE) are being held at field staff level.</p>

Item/ Section/ Schedule	Description	Status of Compliance
	an information and awareness raising campaign for construction workers on sexually transmitted diseases, HIV/AIDS, and human trafficking.	
	<p><b>D. Labor</b></p> <p><b>Paragraph 68:</b> The project construction is expected to generate employment opportunities for local communities during construction and maintenance phases. Men and women will be paid equally for equal work. Provisions are in the bidding documents for the contractors to ensure that all the civil works comply with core labour standards (e.g. no child labour; no bonded labour; 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.</p>	<p><b>Being complied with PIC-01</b></p> <p>Details of implementing labour laws and requirements are discussed separately.</p>

### 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. A full time Social Safeguards Officer (SSO) has been appointed in the PIU and working as the Social & Gender focal point.

#### 3.1 Gender involvement in Cooperate Social Responsibility (CSR) programs

The total number of CSR programmes conducted were 14 during the period under review in the Southern Province. The number of female beneficiaries were 2,327 out of the total number of 4,023 beneficiaries attended for the above programmes conducted during July to December, 2017. The average percentage of 58 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.

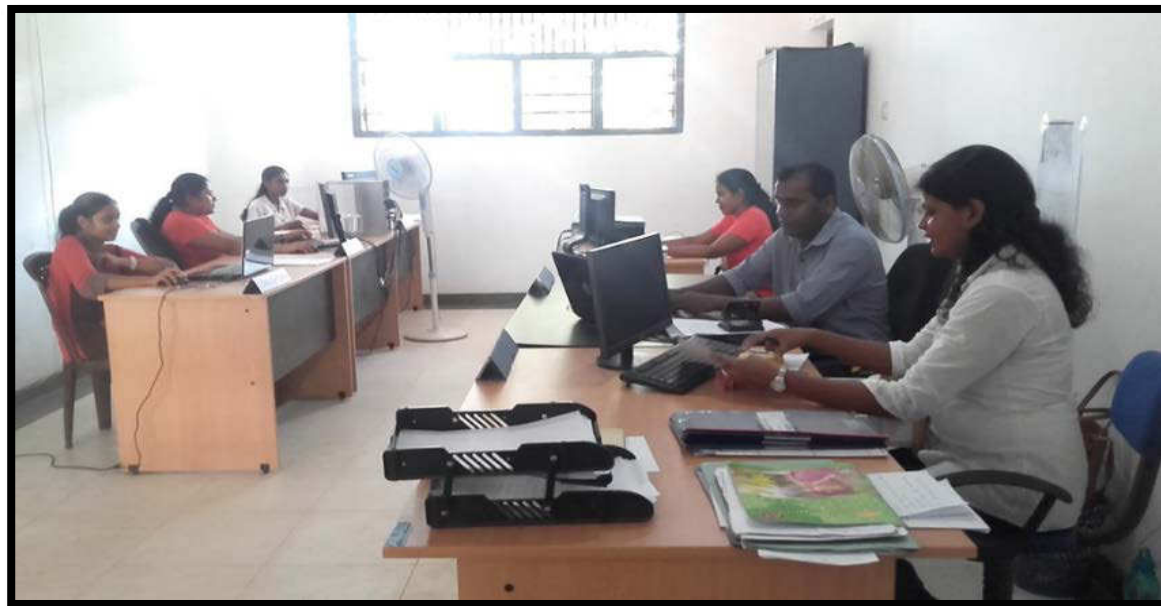
#### 3.2 Staff and labour involvement

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.

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, 2017

Working Location		Gender		Total Nos.	Female Percentage %
		Male	Female		
TL Office	Matara	10	05	15	33
RE Offices	Galle (G)	06	03	09	33
	Matara (M)	05	04	09	44
	Hambantota (H)	07	03	10	30
ARE Offices	G1	08	02	10	20
	G2	10	02	12	17
	G3	08	03	11	27
	M1	07	04	11	36
	M2	12	02	14	14
	M3	08	02	10	20
	H1	10	02	12	17
	H2	09	02	11	18

Working Location		Gender		Total Nos.	Female Percentage %
		Male	Female		
	H3	03	02	05	40
Contractor's Offices	G1	48	08	56	14
	G2	21	04	25	16
	G3	38	06	44	14
	M1	20	08	28	28
	M2	22	09	31	29
	M3	24	09	33	27
	H1	18	05	23	22
	H2	55	06	61	10
	H3	07	02	09	22
Contractor's Work Sites	G1	85	05	90	06
	G2	96	02	98	02
	G3	124	09	133	07
	M1	50	04	54	07
	M2	32	13	45	29
	M3	31	02	33	06
	H1	63	16	79	20
	H2	139	07	146	05
	H3	28	06	34	18
<b>Total</b>		<b>1004</b>	<b>157</b>	<b>1161</b>	<b>14</b>



**Picture 02. Women at office work, Contract Package M2, Matara**

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 2% with compared to the previous period under review.

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	30.06.2017	127	40	167	24%
	<b>31.12.2017</b>	<b>103</b>	<b>36</b>	<b>139</b>	<b>26%</b>
Contractor's Offices	30.06.2017	334	80	414	19%
	<b>31.12.2017</b>	<b>253</b>	<b>57</b>	<b>310</b>	<b>18%</b>
Contractor's Work Sites	30.06.2017	1117	90	1207	07%
	<b>31.12.2017</b>	<b>648</b>	<b>64</b>	<b>712</b>	<b>09%</b>
<b>Total</b>	30.06.2017	1578	210	1788	12%
	<b>31.12.2017</b>	<b>1004</b>	<b>157</b>	<b>1161</b>	<b>14%</b>



**Picture 03. Women workers involved with civil work at the site- Piyapala Rd. ID 21, Contract Package H1, Hambantota**

### 3.3 Public & Private Sector Involvement



**Picture 04. Divisional Secretary (DS) office assists in settling payments for house cracks. Weligama DS office, Contract Package M3, Matara.**



**Picture 05. Women took the lead role at CSR programmes - Contract Package H2, Hambantota**

### 3.4 Women participate actively at training workshops



**Picture 06. Social Safeguards Officer (PD office) comperes the PPA workshop.**

### 3.5 Elderly- Women- Children- Disabled (EWCD) Friendly Design

Section VIII of Facility Administration Manual (FAM) is on gender and social dimensions. Paragraphs 52, 53 and 54 of this section describes the gender aspects related to the project. Table 3 under this section presents the Gender Action Plan (GAP) developed for iRoad program. Item 1.1 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.



**Picture 07. Dumb parents living with two small children together with their old aged parents**

**Family of Mr. R.G. Munidasa, Mahena, Banagala, Opatha. Contract Package M1, Matara district**

The family of Mr. R.G. Munidasa (62 years old) has been identified as a vulnerable family living adjacent to Darangala – Dahayakanda Mahena road (Road ID 12) in Contract Package M1, Matara. Munidasa's family is consisted of his wife (Mrs. O.P. Malanilatha, 55 years old) and four membered family of his daughter (Mrs. R.G. Nadeeshani, 28 years old). They have 6 years old daughter and 3 months old son in their family. Mrs. Nadeeshani and her husband are disable due to dumb by born. The only source of income of this family is the income which derives from their small ( $\frac{1}{4}$  acre) tea cultivation. The monthly average income around Rs. 25,000.00. Mr. Munidasa,s only request is to refurbish their retaining wall which has been built 35 years ago, in lieu of donation of a land strip for the development of the road. The retaining wall is being built by the project.



**Picture 08. A concrete retaining wall is being built to respond the request of above family**

#### **4 SOCIAL SAFEGUARDS ISSUES AND MITIGATION MEASURES IMPLEMENTED**

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

Total length of 591.9 km of 183 roads are being rehabilitated/improved under PIC-01 and out of which civil works in progress in 590.7 km of 182roads during the period under review. 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 2017

Contract Package	Contractor	Accepted Contract Amount/ (Rs. Million)	No. of Roads	Road Length/ (Km)	No. of Roads; Civil Works in Progress	Asphalt Completed /(Km)	Physical Progress as at 30 June 2017 Actual (%)	No. of roads handed over for PBM	Physical Progress; Cumulative Status up to end of June - 2017 / (%)	
									Target	Actual
G1	K.D.Ebert & Sons Holdings (Pvt.) Ltd	1,458	15	64.6	14	40.1	69.0	None	100.0	69.0
G2	K.D.A. Weerasinghe & Co (Pvt) Ltd	1,483	22	66.0	22	65.6	95.5	08	100.0	96.5
G3	K.D.A. Weerasinghe & Co (Pvt) Ltd	1,733	29	73.2	29	73.0	95.0	04	100.0	96.0
M1	CML-MTD Construction Ltd	2,315	22	97.5	22	91.8	94.5	11	100.0	96.5
M2	K.D.Ebert & Sons Holdings (Pvt.) Ltd	1,803	19	69.2	19	50.5	79.0	None	100.0	79.0
M3	K.D.Ebert & Sons Holdings (Pvt.) Ltd	1,208	25	53.4	25	51.0	88.5	05	100.0	89.0
H1	K.D.A. Weerasinghe & Co (Pvt) Ltd	1,584	19	67.1	19	63.9	85.0	04	100.0	88.0
H2	CML-MTD Construction Ltd	1,210	18	58.0	18	58.0	97.5	13	100.0	100.0
H3	R.R Construction. (Pvt.) Ltd	1,052	14	42.9	14	42.9	100.0	14	100.0	100.0
<b>Total</b>		<b>13,847</b>	<b>183</b>	<b>591.9</b>	<b>182/ (590.7 km)</b>	<b>536.7 (91%)</b>	<b>89.0</b>	<b>59</b>	<b>100.0</b>	<b>90.2</b>



**Picture 09. Completed road in Contract Package G2, Galle**



**Picture 10. Completed road in Contract Package H2, Hambantota**

## 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.

### 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

All GN and DS level GRCs were completed during the previous reporting period.

#### 4.2.2.2 Grievance Redress Committees (GRCs)

As shown in the below table 4.2 all 45 GRCs at Divisional Secretary (DS) level and 228 GRCs at Grama Niladhari (GN) level have been established by 31 December, 2017.

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>		<b>15</b>	<b>15</b>	<b>93</b>	<b>93</b>
Galle	G1	04	04	24	24
	G2	06	06	18	18
	G3	08	08	42	42
<i>Sub total</i>		<b>18</b>	<b>18</b>	<b>84</b>	<b>84</b>
Hambantota	H1	05	05	19	19
	H2	04	04	18	18
	H3	03	03	14	14
<i>Sub total</i>		<b>12</b>	<b>12</b>	<b>51</b>	<b>51</b>
<b>Total</b>		<b>45</b>	<b>45</b>	<b>228</b>	<b>228</b>

Establishment of all GRCs at GND and DS levels have been already completed during the previous reporting period.

#### 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 11. Complaint box installed at Contractor's office. Contract Package H1, Hambantota**

## 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 12. Office of Grama Niladhari, 361/C Ketanwila, Contract Package M2, Matara**

## 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 project coordinating PIU with assistance from ADB is developing an online system to receive public requests, comments and suggestions.

### (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 promptly 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;

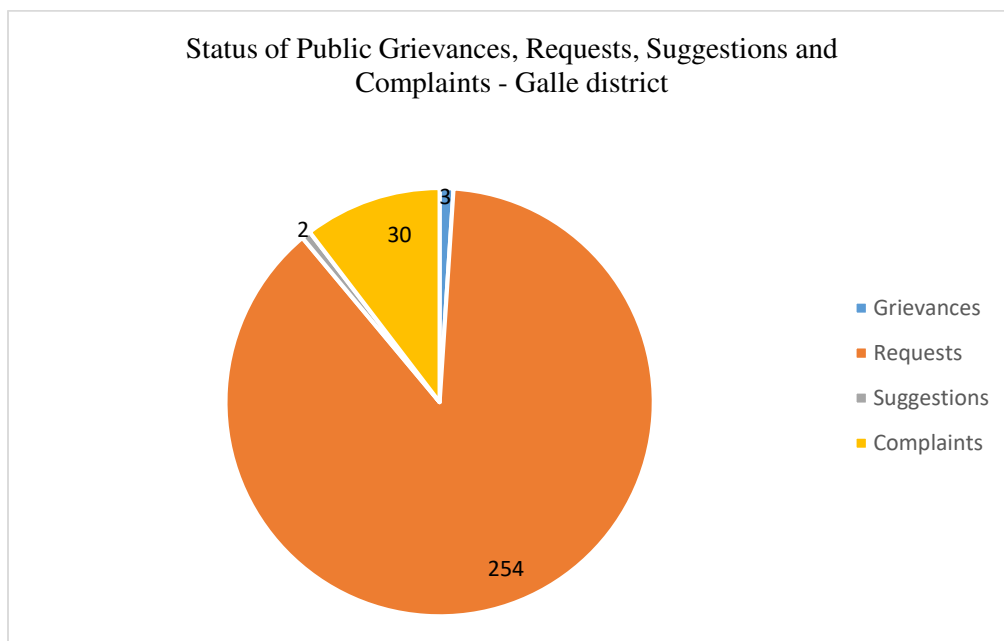
Table 4.3 Classified summary of Public Grievances, Requests, Suggestions and Complaints

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	04	00	02	00	03	05	05	00	04	01
	G2	19	03	58	02	25	88	88	00	77	11
	G3	29	00	194	00	02	196	196	00	179	17
<b>Sub Total</b>		<b>52</b>	<b>03</b>	<b>254</b>	<b>02</b>	<b>30</b>	<b>289</b>	<b>289</b>	<b>00</b>	<b>260</b>	<b>29</b>
Matara	M1	21	00	31	00	05	36	36	00	32	04
	M2	06	10	11	01	04	26	26	00	04	22
	M3	08	00	12	00	01	13	13	00	02	11
<b>Sub Total</b>		<b>35</b>	<b>10</b>	<b>54</b>	<b>01</b>	<b>10</b>	<b>75</b>	<b>75</b>	<b>00</b>	<b>38</b>	<b>37</b>
Hambantota	H1	06	00	13	00	00	13	13	00	11	02
	H2	09	00	32	00	02	34	34	00	29	05
	H3	03	00	26	00	06	32	32	00	32	00
<b>Sub Total</b>		<b>18</b>	<b>00</b>	<b>71</b>	<b>00</b>	<b>08</b>	<b>79</b>	<b>79</b>	<b>00</b>	<b>72</b>	<b>07</b>
<b>Total</b>		<b>105</b>	<b>13</b>	<b>379</b>	<b>03</b>	<b>48</b>	<b>443</b>	<b>443</b>	<b>00</b>	<b>370</b>	<b>73</b>

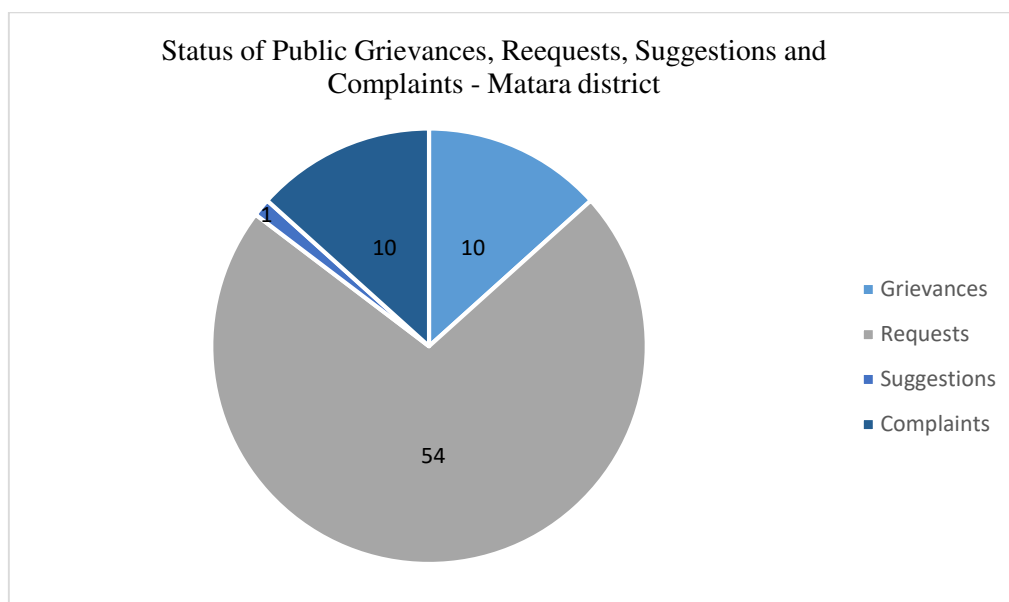
During the period under review (July – December, 2017), 443 grievances (grievances, requests, suggestions and complaints) received in nine (9) Contract Packages in the three districts out of which 370 have been completely settled to the satisfaction of the complainers and 73 are being processed.

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

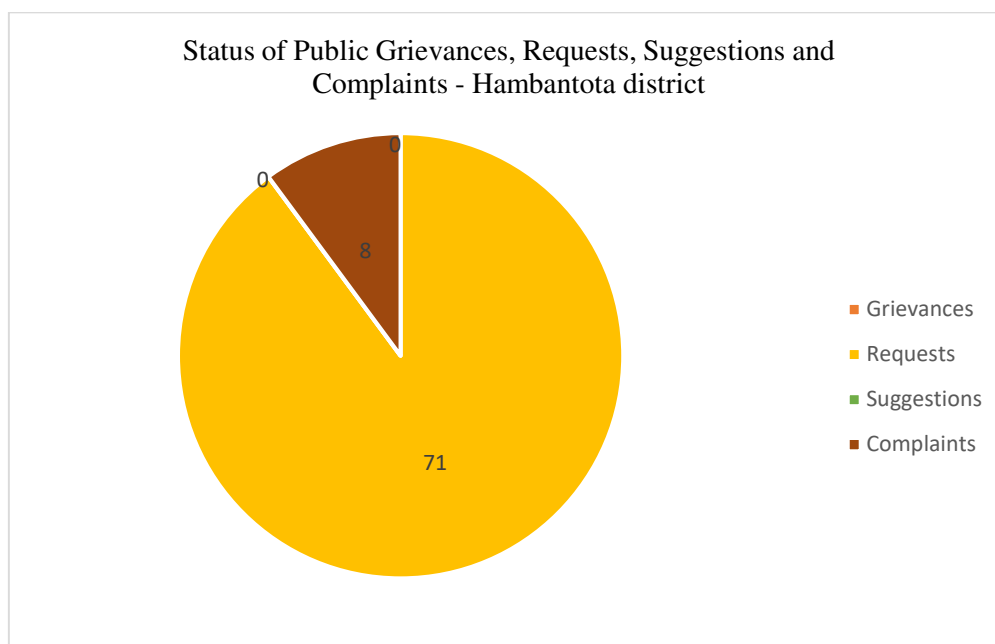
Graph 4.1 Status of Public Grievances, Requests, Suggestions and Complaints – Galle district



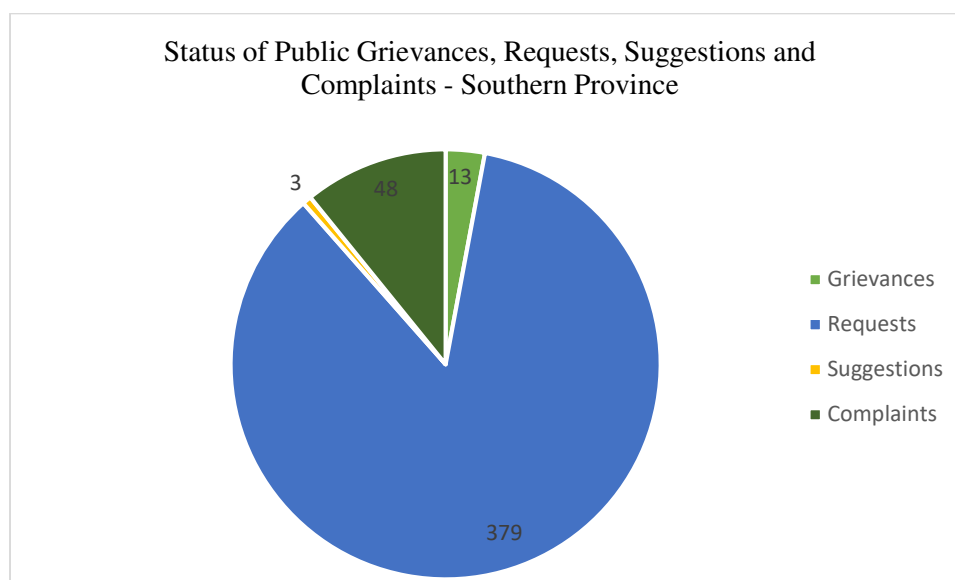
Graph 4.2 Status of Public Grievances, Requests, Suggestions and Complaints – Matara district



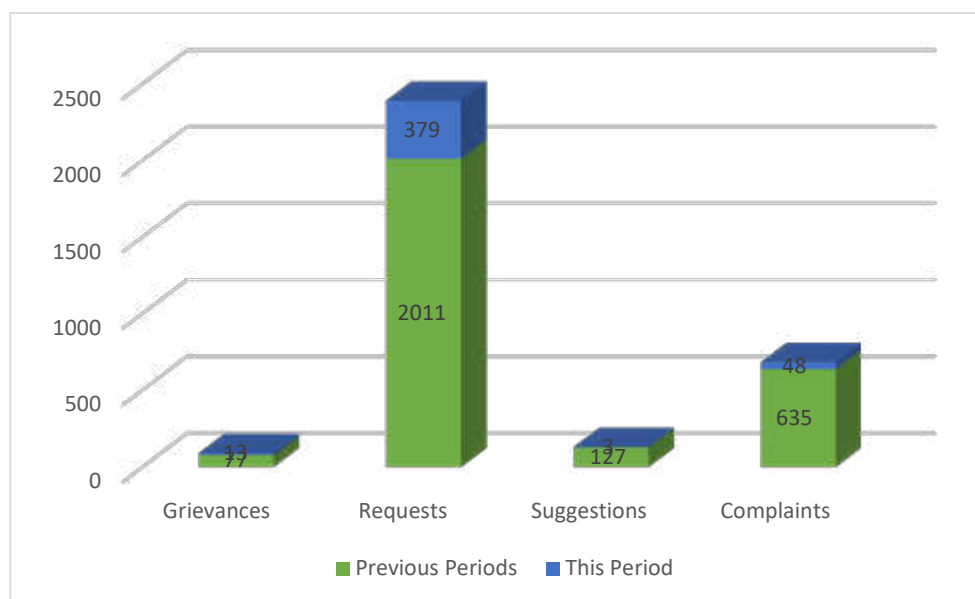
Graph 4.3 Status of public Grievances, Requests, Suggestions and Complaints – Hambantota district



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



Graph 4.5 Comparison between Public Grievances, Requests, Suggestions and Complaints during the previous periods & the period under review



#### 4.2.2.4 Number of GRC meetings held during July to December, 2017

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 4.3 Number of GRC meetings held (July – December, 2017)

District	Contract Package	No. of roads where GRCs held	No. of GRC meetings held			
			GND	DSD	PC	Sub Total
Galle	G1	01	03	00	00	03
	G2	05	12	00	00	12
	G3	29	38	29	00	67
Matara	M1	05	05	08	00	13
	M2	08	12	03	00	15
	M3	09	14	04	00	18
Hambantota	H1	06	09	01	00	10
	H2	04	03	01	00	04
	H3	03	04	01	00	05
<b>Total</b>		<b>70</b>	<b>100</b>	<b>47</b>	<b>00</b>	<b>147</b>



**Picture 13. GRC meeting at GN level - Contract Package M2, Matara**

#### 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)
Galle	G1	05	01	04	00	04	00	00
	G2	88	11	77	00	71	05	01
	G3	196	17	179	00	170	08	01
Sub total		289	29	260	00	245	13	02
Matara	M1	36	04	32	00	24	06	02
	M2	26	22	04	00	03	01	00
	M3	13	11	02	00	02	00	00
Sub total		75	37	38	00	29	07	02
Hamban tota	H1	13	02	11	00	07	03	01
	H2	34	05	29	00	22	06	01
	H3	32	00	32	00	27	04	01
Sub total		79	07	72	00	56	13	03
Total		443	73	370	00	330	33	07

The total number of public complaints received during the period under review is 443 and all the complaints have been attended. As depicted in the above table, 370 complaints have been completely settled and the rest, 73 complaints are being in the process of settling.

#### 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	No. of roads where designs changed	No. of design changed
Galle	G1	None	
	G2	01	01
	G3	01	01
Matara	M1	01	01
	M2	06	12
	M3	None	
Hambantota	H1	02	02
	H2	02	06
	H3	01	01
<b>Total</b>		<b>14</b>	<b>24</b>

***Design changes made to the original design of roads due to public requests appear in Annexure 02***

#### 4.2.4.1 Cost invested to accommodate Public Requests

A total amount of Rs. 345,454,041 has been invested to accommodate the public requests to the road designs in the three districts up to 31 December, 2017.

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	4,674,765	907,893	7,418,058
Retaining Wall	3,126,090	2,637,041	18,798,576	24,561,707
Culvert	2,645,412	11,504,602	1,986,269	16,136,283
Concrete Dain	903,900	10,554,275	30,111,840	41,570,015
Service Ducts	1,051,560	-	-	1,051,560
Earth Drain	349,650	-	41,735	391,385
Curb & Channel	300,000	-	-	300,000
Property Damages	-	444,100	216,910	661,010
Cover Slab	-	135,900	-	135,900
ABC/Soil work	-	1,490,580	-	1,490,580
Pave Asphalt	-	214,843	-	214,843
Dish Drains	-	-	2,654,808	2,654,808
L Drains	-	-	2,409,244	2,409,244
<b>Total (Rs.)</b>	<b>10,212,012</b>	<b>31,656,106</b>	<b>57,127,275</b>	<b>98,995,393</b>

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	-	2,239,500	2,915,733	5,155,234
Retaining Wall	44,290,224	13,913,431	8,063,965	66,267,621
Culvert	71,257	5,017,628	1,604,089	6,692,974
Concrete Dain	3,759,041	1,364,953	1,297,342	6,421,338
By Road	831,985	-	500,000	1,331,985
Earth Drain	-	-	86,520	86,520
Curb &Channel	1,314,698	1,220,160	-	2,534,858
Hard Shoulder	-	-	965,995	965,995
Turfing	-	-	5,940	5,940
Boundary Wall	-	-	18,594	18,594
Pave Asphalt	-	-	406,011	406,011
<b>Total (Rs.)</b>	<b>50,267,205</b>	<b>23,755,672</b>	<b>15,864,189</b>	<b>89,887,070</b>

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	3,488,282	15,756,224	19,562,956
Retaining Wall	1,884,030	16,830,032	5,797,056	24,511,118
Culvert	17,285,915	-	6,471,339	23,757,254
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
<b>Total (Rs.)</b>	<b>34,178,445</b>	<b>51,656,935</b>	<b>70,736,198</b>	<b>156,571,578</b>

### **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

A brief of information about the CSR programmes conducted is shown in the table below

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

District	Contract Package	No. of CSR Programs	No. of Participants / Beneficiaries				
			Male	Female	Total	Male %	Female %
	G1	02	25	12	37	68	32
Galle	G2	None					
	G3	01	35	52	87	41	59
	M1	04	892	1324	2216	40	60
Matara	M2	None					
	M3	None					
	H1	01	08	02	10	80	20
Hambantota	H2	06	736	987	1673	44	56
	H3	None					
<b>Total</b>		<b>14</b>	<b>1696</b>	<b>2327</b>	<b>4023</b>	<b>42</b>	<b>58</b>

It is noteworthy that the average percentage of 58 beneficiaries were female from the total participants attended to the social work programmes conducted in Galle, Matara and Hambantota during the period under review.



**Picture 14. Tree Planting program for Dhamma school students, Contract Package G3, Galle**

**Cooperate Social Responsibility (CSR) Programmes conducted are appeared in Annexure 03**

#### 4.6 Workshops Conducted

A workshop has been conducted during the period under review as shown in the table below;

Table 4.13 Workshops conducted during the period

Date	Nature of workshop	Venue	Objectives	Target groups	Participants				
					Male	Female	Total	Male %	Female %
28.11.2017	Project Performance Assessment Workshop	Sanaya Mansion Hotel (Pvt) Ltd, Matara.	Ascertain the effectiveness and the efficiency of iRoad PIC-01 (SP) project implementation & Identify the best practices and lessons learnt in civil works, Social, Gender and Environment.	ADB team, RDA staff (iRoad, ESDD), PIC-01 team, Representatives of PIC -02 & PIC-03 & Contractor staff.	69	15	84	82	18
<b>Total</b>					<b>69</b>	<b>15</b>	<b>84</b>	<b>82</b>	<b>18</b>



**Picture 15. PPA workshop held on 28.11.2017- Matara**

**Concise report on PPA workshop is appeared in Annexure 04**

## **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.

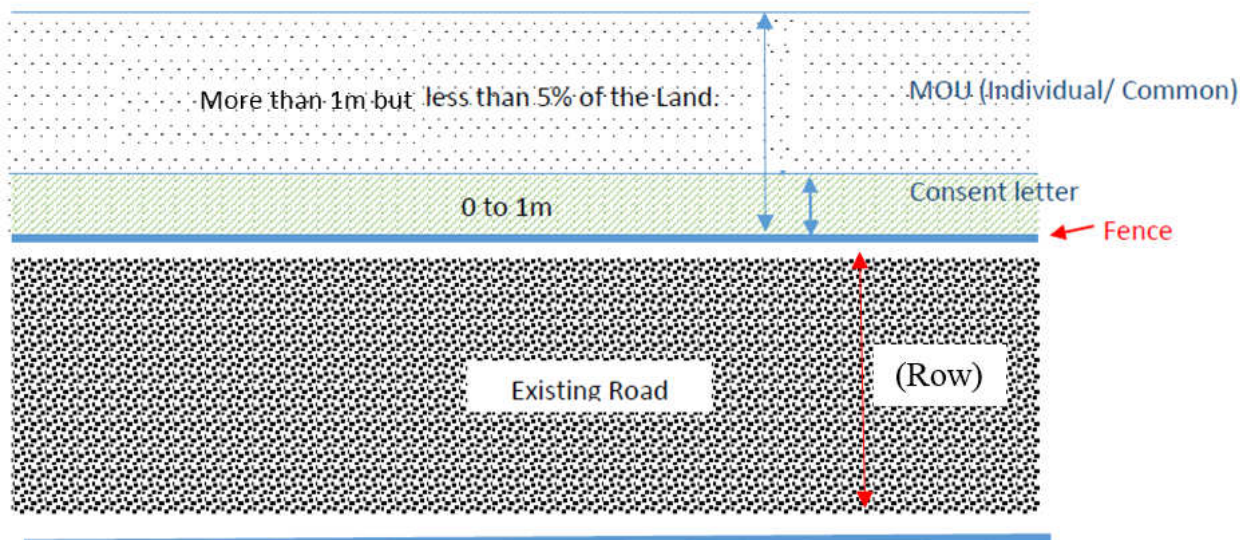
### **Written Confirmation of Land Donation**

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, 111 land owners have willingly agreed to donate their pieces of lands to meet the additional land requirement for the improvement of roads.
- Identify and verify the land to be donated.
- 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.

- a) MOU to be signed by a single private owner  
and
- b) 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.

A total of eleven (11) individual MOUs and 100 Consent Letters have been obtained during the period under review

***A sample of Data Base (H2) - Land Donation is appeared in Annexure***

Table: 5.1 Memorandums of Understanding (MOUs) –individual – (1 July to 31 December, 2017);

District	Contract Package	No. of roads where MOUs signed	No. of MOUs
Galle	G1		None
	G2		None
	G3		None
Matara	M1		None
	M2	01	07
	M3		None
Hambantota	H1		None
	H2	01	04
	H3		None
<b>Total</b>		<b>02</b>	<b>11</b>

**Memorandums of Understanding (MOUs) –Common (1 July to 30 December, 2017);**

None of the common MOU has signed during the period from July to December 2017

### Consent letters (1 July to 31 December, 2017)

Table: 5.2 Confirmation of land donation –Consent letters (1 July to 31 December, 2017)

District	Contract Package	No. of roads where Consent	No. of Consent Letters
Galle	G1	None	
	G2	None	
	G3	02	53
Matara	M1	None	
	M2	01	06
	M3	01	31
Hambantota	H1	01	02
	H2	02	08
	H3	None	
<b>Total</b>		<b>07</b>	<b>100</b>

***Status of Land Donation is appeared in Annexure 06***

## 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.

**Divisional Secretary.....**



***Picture 16. Divisional Secretary (Kotapola) assists in settling public complaint-  
Contract Package M1, Matara.***

**Religious leaders.....**



***Picture 17. Involvement of Religious leaders in settling public issues – Contract  
Package M1, Matara.***

## Irrigation Department.....



**Picture 18. Officers of irrigation department assists in settling public complaint-  
Contract Package M2, Matara.**

## Community....



**Picture 19. Community helps in sharing indigenous knowledge in project activities-  
Contract Package H3, Hambantota**

**A case study on barrel revetment is appeared in Annexure 07**

## 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 TA 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 20. Progress monitoring meeting conducted by TL – PIC-01 at TL office, Matara**



**Picture 21. Progress monitoring at Contract Package G2, Galle**



**Picture 22. Progress monitoring meeting on Social and Environment at TL office, Matara**



**Picture 23. SGRS monitors the maintenance of records related to public complaints – Contract Package G1, Galle**

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



**Picture 24. Monitoring visit by ESDD, RDA Uswewa Binkama Road, ID 22, Contract Package H2, Hambantota.**

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



**Picture 25. Mr. Saranga Gajasinghe, CSD & Safeguards coordination specialist, ADB reviews the progress**



**Picture 26. Field monitoring visit of CSD & Safeguards Coordination Specialist of TA8473 in Contract Package G3, Galle.**

## 8. CONCLUSION AND RECOMMENDATIONS

### 8.1 Conclusion

Semi-annual Social Monitoring Report for the period from July to December, 2017 has been compiled as per section 10 of Resettlement Framework (RF) on “Monitoring and reporting”. 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 October, 2015.

Under the Social Safeguard issues and mitigation measures, it 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, Cooperate Social Responsibility (CSR) Programmes and land donation process. Further, stakeholder co-ordination and monitoring process of social safety process have also been discussed in the report.

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. It was possible to identify the needs of vulnerable groups through building up of close relationship with communities in the project area and to serve them.

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 2% 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 58%)
- Women participation was encouraged in conducting Project Performance Assessments (PPA) workshop by the PIC - 01 (female participation was 18.0%)
- The Contactors were instructed and encouraged to employ, poor local women in particular.
- 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 have been discouraged to utilize child labour as per guidance of Loan Conditions. None of the Contractors have assigned child labour for the project activates.

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 the project. The significance of GRM is that the project could get the maximum cooperation of state authorities as well as other stakeholders in addressing social issues through Grievance Redress Committees (GRCs) at Grama Niladhri Division (GND) level as well as Divisional Secretary Division (DSD) level. It was also observed that the functioning of GRCs led to develop the trustworthiness in the minds of people on project activities and create a trusted way to voice and resolve the issues of the affected person. All GN and DS level GRCs 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 443 Public Complaints have been received in three districts out of which 370 Complaints have been completely settled to the satisfaction of complainers and 73 are being in the process of settling.

It is noteworthy, that a total amount of Rs. 345,454,041 has been invested to accommodate the public requests to the road designs in the three districts in Southern Province up to 31 December, 2017.

Table 8.1 Summary of cost invested to accommodate Public Requests

District	Amount (Rs)
Galle	98,995,393
Matara	89,887,070
Hambantota	156,571,578
<b>Total</b>	<b>345,454,041</b>

In addition to the civil construction work, the Contractors have also conducted fourteen (14) Cooperate Social Responsibility (CSR) programmes specially targeting at vulnerable groups in the project area. The total number of beneficiaries were 4,023 in which 2,327 were female and 1,696 were male at those CSR programmes conducted during the period under review.

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”. Therefore, voluntary land donation will be utilized, if additional strip of private land is required. Land donation process is being implemented and signed eleven (11) individual Memorandums of Understanding (MOUs), in addition hundred (100) consent letters have been obtained from land owners for the donated land which is less than one-meter width.

During the period under review, PIC-01 (SP) was able to establish strong coordination among stakeholders such as Divisional Secretaries, Assistant Directors of Planning, health staff, Department of Agrarian Services, Provincial Road Development Authority (PRDA), Mahaweli Authority, Local Government Department, Pradeshiya Sabhas, Non-Government Organizations (NGOs) etc.in the 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).

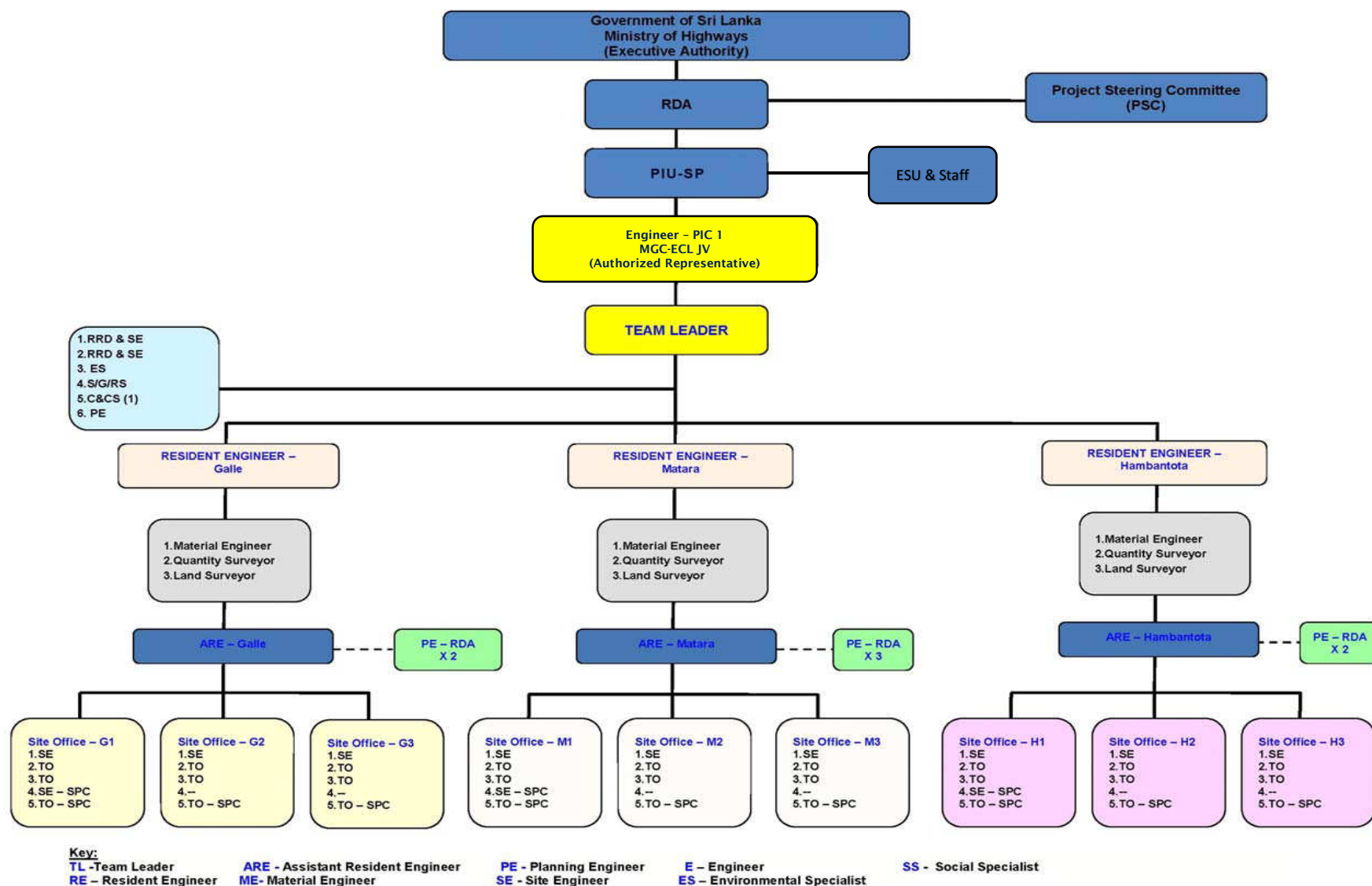
In addition, CSD & Safeguards coordination Specialist of TA8473 (ADB) have made frequent visits to the sites and held review meetings and supported with providing guidance to implement the social safeguards process in high standards.

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.

## 8.2 Recommendations

- Since the iRoad PIC-01 (SP) is implemented in the nature of a pilot project, it is suggested to draw more attention to provide guidance to document lessons learnt in the field, preferably in the form of Case Studies.
- It is also suggested to make adequate financial provision in the upcoming projects to implement gender related special programmes for the achievement of better results as per the GAP.
- It is also suggested to make provision to conduct community attracted activities such as lively hood programmes 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 and 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 future projects.

## **Overall Organization Chart for PIC**



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

**Table: 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)	
						GN (Y/N )	DSD (Y/N )	Employer	Contractor
Galle	G1	None							
	G2	25	Poorwarama Road Bataduwa	Constructed the gabion wall at Ch. 1+474-1+479 (LHS)	E				
	G3	44A	Elpitiya -Awiththawa Road	Constructed the hard shoulders at Ch.3+483 (RHS)	S	N	N		300,000.00
Matara	M1	16	Kosmodara bodeniya	Concrete the section instead of asphaltting at Ch. 2+800-4+100	S	Y	Y		To be confirmed
	M2	1	Kohugoda Road	Constructed a (pidali) earthwork access for Temple	S	Y	Y		12000
		4	Akuressa - Katanvila	Concrete storm water drain channel with cover slab, in front of housing land	S	Y	Y	53,179,456.36	
		42	Urubokka - Pothdeniya	Constructed a Retaining wall	S	Y	Y	43,791.84	
				Constructed a Retaining wall	S	Y	Y	362,687.66	
				protected drinking water well from storm water runoff	E	Y	Y	278,651.42	
				Constructed a storm water drain channel above house 5+550	E			354,276.56	

Matara				Constructed cover slab above drain channel due to, access road narrowed after road construction.	S	Y	Y	840,667.31	
	M2	42	Urubokka - Pothdeniya	Increased the no. of cover slabs to cover house access	S	Y	Y	3,183.75	
		51	Agawaththa Thalagoda for Jayawardhanda	Constructed a Retaining wall	S	Y	Y	354,276.56	
		56	Kongala D.C Abeywickrama Road	Constructed a concrete storm water drain channel in front of house at Ch. 1+722 RHS	S	Y	Y	76,131.52	
		57	Obadakanda Badabadda Road	Constructed a relocate Culvert at Ch. 3+401	E	Y	Y	38,065.76	
				Constructed a asphaltting entrance of the temple at Ch. 2+950	S	Y	Y		729,864
	M3	None							
Hambantota	H1	26	Eraminiyaya Handunkatuwa road	Asphalt laying instead of concrete paving at Ch. 0+520	S	Y	Y		To be confirmed
		27	Goda koggalla road	Box culverts instead of causeways at Ch. 3+414 – 6+335	S	Y	N		2,352,710.00
	H2	41	Pallekanda Junction Udahatana Bimbaddala Road	Constructed the new retaining wall and changed the road alignment at Ch.0+050-0+110	S	N	N		To be confirmed
				Constructed the new retaining wall and changed the road alignment	S	N	N		To be confirmed
				Changed the Horizontal Alignment of the Additional Section Ch. 0+480 – 0+650 as to keep protect the adjacent house	S	Y	Y		To be confirmed

				Changed the Box Culvert to a cross drain at end of the Additional Section Ch. 0+730 as to keep protect the adjacent house	S	Y	Y		To be confirmed
Hambantota	H2	41	Pallekanda Junction Udahatana Bimbaddala Road	Changed the Horizontal Alignment of the Additional Section Ch. 0+700 – 0+737 as to keep protect the adjacent house	S	Y	Y		To be confirmed
		44	Rajapaksha Mawatha	Changed the cross drain from 0+960 to 0+950 to keep protect the adjacent paddy field by inundation.	S	Y	Y		To be confirmed
	H3	52	Watarauma Road	Constructed a hard shoulder with a shoe drain up to the culvert (2+100).	S	N	N		To be confirmed

**Cooperate Social Responsibility (CSR) programs  
conducted**

**Table: Cooperate Social Responsibility (CSR) Programmes conducted**

District	Contract Package	S/N	CSR Programs conducted	Objective/s	No. of participants / Beneficiaries			
					Male	Female	Total	Female %
Galle	G1	1	Excavation of irrigation canal at ID 28	To improve the efficiency of irrigation canal and facilitate to cultivate the paddy land	18	02	20	10
		2	Rehabilitated the well at ID 32 (0+560)	To rehabilitate the well which was damaged while culvert excavation	7	10	17	58.8
	G2	None						
	G3	3	Awareness program on importance of environment protection & tree planting for Dhamma School student at Ganegoda temple	To build environmental friendly attitudes among the student community	35	52	87	59.8
Matara	M1	4	Asphalted access road to Deniyaya police station	To develop the relationship between police dept. and the project	18	05	23	21.7
		5	Donated a library to Paragala school	To serve the school community	124	169	293	57.7
		6	Meal donation for Gatabaru Perahara	To strengthen a better relationship with the community	350	500	850	58.8
		7	Held an Esala Dansala on Esalaa Poya day	To build up better relationship with the community	400	650	1050	61.9
	M2	None						
	M3	None						
Hambantota	H1	8	Rehabilitated the temple access with providing concrete drain	To avoid the flooding during rainy season	08	02	10	20
	H2	9	Food donation to the 'Esala Dansala' (Tangalla Jaysingheramaya, Temple)	As a support for the 'Dansala' organizing committee to provide free food (rice) for the pilgrims.	150	320	470	68

District	Contract Package	S/N	CSR Programs conducted	Objective/s	No. of participants / Beneficiaries			
					Male	Female	Total	Female %
		10	Rehabilitated the school access bridge hand rails (Uswewa secondary Collage, Uswewa)	To enhance the road safety for the benefit of the school community	135	158	293	53.9
		11	School access road concreted (Gatamanna North collage )	To provide a proper entrance to the school, since, the whole area get mud and slippery during heavy rain.	86	94	180	52.2
		12	Supplied materials for the fence construction. (Tangalle, Jayasingheramaya Temple )	To make the pleasant surroundings to the pilgrims arriving to the temple and to secure the safety of the temple.	175	120	295	40.7
		13	Supplied machineries to improve the entrance to the temple. (Seelawathi Sri Pabbatha Raja maha Viharaya, Modarawana)	To make easy and safe access for pilgrims arriving to the temple.	70	65	135	48.1
		14	Supplied materials and financial assistance to construct the "Buddha Mandira". (At Ch.0+000 of Pattiyapola-Akkarawela Thalunna Road)	For the religious activities of Villagers	120	180	300	60
	H3	None						
<b>Total beneficiaries</b>					1696	2327	4023	57.8

**Concise report on Project Performance Assessment  
(PPA) workshop**

Road Development Authority  
Integrated Road Investment Program – iRoad  
PIC-01 – Southern Province

Project Performance Assessment (PPA)  
Workshop # 15

Concise Report

Directed by - Mr. Anil Perera, Team Leader, iRoad, PIC-01, SP  
Compiled by - Mr. Somathilaka Kindelpitiya, Social, Gender & Resettlement Specialist,  
PIC-01, SP  
Assisted by - Miss. Nishadi Rajapaksha, Social, Gender & Resettlement Assistant, PIC-  
01, SP  
- Mr. Tharindu Jayawardane, Assistant Quantity Surveyor I, PIC-01, SP



MGC - ECL JOINT VENTURE



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## 1. Introduction

As per the ADB guidance, workshop no. 15 on “Project Performance Assessment” (PPA) was held to share the project inputs, outcomes and impacts achieved during the past two years. And also to understand the efficiency and effectiveness of the strategies and approaches adopted to accomplish the designed targets.

The content discussed in the workshop were;

- Experience in addressing issues in the implementation of the project
- Positive and negative aspects of site experiences
- Lessons learnt
- Best practices
- Project outputs, outcomes and impacts

The workshop on “Project Performance Assessment (PPA)” was held on 28 November 2017, at Sanaya Mansion Hotel (Pvt) Ltd, No 511, Galle Road, Pamburana, Matara.

A total of 84 persons participated in the workshop as depicted in the table below;

Participants		Male	Female
ADB Team		01	-
RDA Staff	iRoad	07	04
	ESDD-RDA	01	01
PIC-01		37	09
PIC-02		01	-
PIC-03		01	-
Contractor staff		21	01
<b>Total</b>		<b>69</b>	<b>15</b>
<b>Percentage %</b>		<b>82</b>	<b>18</b>

## 2. Objectives

Objectives of the workshop were,

- Ascertain the effectiveness and the efficiency of iRoad PIC-01 (SP) project implementation.
- Identify the best practices and lessons learnt in civil works, Social, Gender and Environment.

### 2.1. Record of the Workshop Proceedings

The workshop commenced at 09.00 am and concluded around 16.30 pm, at Sanaya Mansion Hotel (Pvt) Ltd, No 511, Galle Road, Pamburana, Matara. The workshop proceedings as per the Agenda, followed for each session are summarized below;

## 2.2. Inaugural Session

### 2.2.1. Welcome address and opening remarks by Mr. Anil Perera, Team Leader, PIC-01, SP

Mr. Anil Perera emphasized the following matters;

Welcome:

- Welcomed all the participants warmly.
- Special attention was made Mr. S.R. Pathirana, Project Director.
- Mr. Saranga Gajasinghe, CSD and Social Safeguard Specialist, SLRM, ADB had been there from day one and guided through the ADB process.
- Mr. Malaka and Miss Lakmali of ESDD, RDA have also been with us from the inception and guided on RDA process.
- Mr. Asiri Goonathilaka, also has been a great help for us in establishing the project.



Picture 01. PPA workshop Matara

Special remarks:

- “The success of iRoad, PIC-01 Southern Province had been, PD office and TL office have always gone down in the same track/ one path”
- “Cooperation between Project Director and Team Leader and of course Contractors had been a corner stone of the project”
- “The project is not complicated engineering wise or technically challenging project but logistically this is one of the difficult projects”
- Out of nine packages of the project, H3 package is already handed over, another 5 packages that is H2, G2, G3, M1, & H1 in that order, expected to be finished by February, March latest 2018. Three Packages with KD Ebert going through a difficult time and being working with them.

### Objectives of the workshop

- One of the key objectives of this workshop is Project Performance Management System (PPMS). There is a three tier structure in PPMS; Outputs, Outcomes & Impact.
  - **Outputs;** Improved road conditions between the selected rural communities and socio economic centers in the Southern Province and enhance capacity of road agencies.
  - **Outcomes;** Increase road efficiency on project roads, measured in travel times.



Picture 02. Mr. Anil Perera - Team Leader, PIC-01 (SP)

- **Impact;** How the project impact on the society at last? What is the impact on the country? That is what ADB looking at - “improved connectivity between rural communities and socio economic centers”. That is the primary objective of the project.
- We have Environmental Monitoring and tree planting programs.
- This workshop will be the last gathering as a full team.

#### 2.2.2. “Safeguards and CSD in iRoad program SP”

##### **Presentation by Mr. Saranga Gajasinghe – CSD & Safeguards Coordination Specialist of TA8473 – ADB, SLRM**

The main points highlighted in the presentation;

- Looked back to the background and the past important dates and events of the project: viz. How developed the due diligence report for iRoad pilot project? And the first workshop held on CSD as well as safeguard need. Achievements between midterm review (14.07.2015) and today being at the last workshop (28.11.2017).
- What has been achieved? Immediate benefits to the public and how did it happen? viz.
  - Awareness programmes held at each level.
  - Tasks of each and every individual have been properly identified.
  - Effective communication among all team members.
  - Strong team spirit: ex. Environment and social issues arising during the project were considered as everyone’s responsibility.
  - Adopted an “advisory approach” rather than a “rigid method”.
  - Keeping proper track on developing reports and records.
  - Being available at any time to assist any team member. (Especially Environment Specialist (ES) and Social, Gender & Resettlement Specialist (SGRS)).
- There were complaints which were settled at grass roots level and GRC level. But within two years only four complaints went up to ADB from PIC-01, SP.
- Application of voluntary land donation concept was very effective in SP. Ex. “Very good records have been developed and even when a mission (Indian) visited the PIC-01 (SP) they have taken that as a sample to other similar projects which are being implemented in India”.
- Very effective implementation of safeguards.
- Many were trained on safeguard requirement.
- Proper maintenance of records is the beauty of this project.



Picture 03. Mr. Saranga Gajasinghe –  
CSD & SC Specialist (ADB, SLRM)

- The importance of availability of information to anyone.

### 2.2.3. Address by Mrs. K. R. D. J. K. Weerakoon, Project Director – iRoad

The main points highlighted were;

- Appreciated the wrap- up workshop.
- The best practices of this project could be replicated in the future.
- The project has a three-year maintenance period and team work is equally needed for the maintenance too.
- At the end of the maintenance, expecting to hold a similar kind of workshop.



Picture 04. Mrs. K.R.D.J.K. Weerakoon – Project Director – iRoad

### 2.2.4. Address by Mr. S.R. Pathirana, Project Director- iRoad (SP)

The main points highlighted;

- The basic purpose of the workshop is to ascertain the effectiveness and efficiency of this iRoad project implementation.
- This is specially targeted at environmental and social activities and lessons learnt to date.
- ADB extended their financial cooperation for the development of rural roads.
- The iRoad concept was introduced by ADB, first time in Sri Lanka and pioneered in the Southern Province.
- It was a big challenge to rural road construction, because they were narrow and scattered roads. We were able to overcome this challenge with the great enthusiasm and commitment of our project staff specially Team Leader & his staff, REs & ES, SGRS and with the support of PEs and SSOs of RDA and also all Contractors' staff.
- It is appreciated that Mr. Saranga who has extended his tremendous support specially to guide in settling environment and social issues from the ADB's point of view.
- The Chief Secretary of Southern Province has made a remarkable contribution to settle certain issues which could not be settled at GRCs at DS level.
- ADB should be appreciated for introducing concept of Context Sensitive Designs (CSD) for smooth implementation of the project in involving beneficiaries and addressing public grievances.



Picture 05. Mr. S.R. Pathirana – Project Director – iRoad (SP)

## 2.3. Technical Session -I

### 2.3.1. “Overall outcomes of the iRoad project in Galle district”

#### Presentation by Mr. K.K. Nanayakkara – Resident Engineer, Galle district

The main points highlighted in the presentation;

- General details of all three Contract Packages in Galle district, iRoad, PIC-01 (SP).
- Main concerns of outcomes;
  - Benefits to the road users.
  - Impact to the general public.
  - Influence to the economy.
- Overall outcomes
  - Attractive user friendly roads: Smooth, high visibility and safe passages have been formed in environmental friendly manner.
  - Road pavement durability: The sustainability of the road structure is confirmed with the strong pavement and the efficient drainage system, covered along the passage.
  - Reduce in Travel time: The travel time has been drastically reduced by 40-80% which has exceeded the expected values.
  - Innovative designs: In almost all the roads, it is clearly seen some innovative activities, utilized while proceeding the construction activities. Confirmed this statement with citing few examples. One such example; At road ID 37 of G2- Road centerline is slightly shifted away from the rows of trees with the concurrence of the land owners and protect/preserve them improving the harmony of the environment.
  - Gaining Public satisfaction: It is generally very difficult task, getting satisfaction of the public. However, we could harvest the public satisfaction in some events with various ways in appreciations including in writings.
  - Connectivity with main roads/Junctions: Few example have been discussed.
  - Proceeding work with regular restrictions: Several incidents have been quoted.
  - Effectiveness to the public and local road network: Since Karapitiya hospital is major place related to the public in their day to day life, iRoads are being used as a main, calm and as close route to visit patients in the hospital.
  - Also iRoad is doing major role as being alternative routes to the local road network.
  - It connects rural industrial centers with main economic hubs: ID 28 at G1- As a result of iRoad intervention, new factories are being coming up in the area and it contributes to the development of economy of the country.
  - Change the attitudes of the public: Public is dramatically motivated to construct new boundary walls, refurbish/ color wash their existing walls facing the improved roads and also to give better out look to their houses, planting flowers adjacent to the roads as a result of completing road works in a user friendly manner.
    - Importance of environment and social safeguards.
    - How could overall outcome have achieved: Conventional Contracts, running on strong platform, CSD, Addressing public grievances and GRCs.
    - Monitoring of construction progress.

### 2.3.2. “Overall outcomes of the iRoad project in Matara district”

#### **Presentation by Mr. W. Thiyambarawatta– Resident Engineer, Matara district**

The main points highlighted in the presentation;

- General details of three Contract Packages in Matara district.
- Travel time study in M1 Contract Package.

viz. A travel time study has been carried out on Deniyaya - Darangala road (14 km) which has been improved recently by the project and it has taken only 14 minutes to reach the destination whereas, before improvement it has taken 44 minutes by a similar vehicle. It shows that the road efficiency is more than 65%.

- Initially the Contractor was not aware the scope of work. However, when the Contractor realized the scope of work, immediately increased the resources as well as brought in Sub Contractor to attend the work load.
- Challenges faced in Matara district in the implementation of the project;
  - Unavailability of key staff members throughout the contract period and lack of cash flow management of the Contractor.
  - Short supply of materials such as soil, ABC etc.

Resulted in S.Cl.15.1 (Notice to Correct) being issued in M2 & M3 Contract Packages.

High number of tree cuttings (1,400 trees), shifting utility (300 nos. CEB posts, 122 nos. Telecom posts and pipe borne water line 6.8km).

As a result of having a strong stakeholder coordination mechanism we were able to face all the challenges successfully.

- Best practices in attending public complaints / grievances.

viz. Grievance Redress Mechanism (GRM) which was introduced by the ADB, has worked in a very successful manner in settling public issues. There were 227 nos. public complaints received and out of which 190 nos. complaints have already been settled to the satisfaction of complainants. The procedure followed; established GRCs at GN level and settled substantial number of issues at this level and in failing which settled at DS level GRCs. There were only few cases that went up to the Chief Secretary (SP) level and were able to settle them.

- Adoption of indigenous technical methods;

viz. There had been a need of a retaining wall at a place where 30 m depth on Morawaka- Deniyaya road which was practically difficult to construct in concrete or other type of retaining wall due to many reasons. However, through the discussion had with the beneficiaries it was found “barrel revetment with bamboo plant method” as an alternative appropriate technology. This was really successful.

### **2.3.3. “Overall outcomes of the iRoad project in Hambantota district”**

**Presentation by Mrs. W.L. Deepika Wijesinghe– Resident Engineer, Hambantota district**

The main points highlighted in the presentation;

- Project details in brief, Hambantota district.
- The improvement of roads has been carried out as the designed standard of the Contract.
- Certain changes have been made to suit with the site requirements;  
viz. Concreting has been introduced instead of asphaltting at flood risk areas in considering the long term sustainability.
- Reduced travel time;  
viz. Pre and post constructions travel time studies have been carried out in completed roads. The findings of such studies revealed the travel time is generally reduced by 50%.
- Interconnecting socio economic centers;  
viz. Improved link to rural hospitals and safety arrangement at hospital premises. Through improving pedestrian crossings at schools it was able to improve the link to education.
- Attending public grievances successfully; Established Grievance Redress Mechanism (GRM) through formation of Grievance Redress Committees at GND level and DS levels.
- Establishment of proper coordination mechanism among community and stakeholders;  
viz. A strong coordination mechanism has been built with Irrigation Department, Education Department (schools), Health Department, PS, DSs, GNN, Mahaveli Authority and Agrarian Services Department.
- Gender Action Plan; the project has made 100% opportunity for women to be employed with similar wages for similar work as for men.
- Ensured the Social and Environmental safety.

### **2.3.4. Monitoring experience in Environmental and Social safeguard”**

#### **2.3.4.1. Presentation on environment**

**By Mr. Malaka Wijesinghe – Hydrologist, ESDD, RDA**

The main points highlighted in the presentation on environment;

- Role of Environmental and Social safeguards.
- ESDD prepared the initial environment and social safeguard documents.
- ESDD played the role of environmental and social safeguards staff of PMU with the assistance of PIC-01, SP and ADB.
- Responsibility of ESDD, RDA;
  - Conducting safeguards training workshops for environmental and social safeguards staff of Contractor

- Environmental and social safeguards monitoring committee and its role
- Compliance with Environmental Assessment and Review Framework
- Workshops to enhance knowledge on environment
- Compliance with Resettlement Framework
- Compliance with Gender Action Plan
- Environmental and Social safeguards monitoring of ADB missions
- Reporting of Environmental and Social Safeguards monitoring

#### **2.3.4.2. Presentation on social safeguards**

##### **Miss. Lakmali Liyanage – Social Safeguard Officer, ESDD, RDA**

The main points highlighted in the presentation on social safeguards:

- Experience on land donation process implemented in PIC-01, SP.
- Best practices on establishing GRCs and addressing public grievances. “...Though, handling public complaints is not that easy task, PIC-01, SP has addressed public complaints in a successful manner. The staff of PIC-01 and Project Engineers (PE) have done a marvelous job in respect of settling public issues...”.
- Introduction of public awareness tools; viz. public notices, posters and complaint boxes which have been introduced by ESDD together with PIC-01, SP have been very successful and ESDD has later shared these experience with other provinces.
- Gender Action Plan (GAP) has been implemented in PIC-01, SP. ESDD could do more on GAP in Southern Province.
- Most fascinating event is Road Safety Awareness (RSA) programs conducted in Southern Province. The RSA programs were very effective, especially for the people who are using rural roads.
- Conducting of HIV/AIDS prevention and Health Awareness programs and EWCD friendly features were introduced in some roads and that are really good.
- In the case of monitoring, Indian team of mission visited the project frequently, especially visited PIC-01, SP than any other province and made good comments on the process followed by the PIC-01.
- Submission of reports; ESDD monitors the project process through field visits and reviewing environmental safeguards and semiannual reports on Social Safeguards. “.... I always like to wait for Social Safeguards Semiannual report to read all the case studies from Mr. Somathilaka (SGRS). They were really interesting, of good quality and always up to date...”

### **2.3.5. “Lessons learnt and best practices in G1 Contract Package”**

#### **Presentation by Mr. S.H.P. Udayanga- Environmental Officer, Contract Package, G1**

The main points highlighted in the presentation;

- General details of G1 Contract Package.
- Experience in civil works.
- Design changes.
- Social components; Grievance Redress Committees have played a very effective role in settling public complaints and sharing indigenous knowledge in road improvement.

### **2.3.6. Lessons learnt and best practices in G2”**

#### **Presentation by Mr. Ravishka Premathilake – Planning Engineer, Contract Package G2**

The main points highlighted in the presentation;

- General details of G2 Contract Package.
- Key map of G2 Contract Package.
- Experience in civil works.
- Design changes; viz. Construction of a new causeway by removing the existing pipe culvert in responding to a public request. As a result, flood affected time has been reduced.
- Land donation. viz. Several land owners have donated their land strips with utmost good faith to increase visibility, improve road safety, prevent possible accidents and reduce bends of roads. (Ex. Nagashandiya road etc.)
- Social component; The Contractor was motivated through the project to attend many social work in the area with the intention of establishing goodwill among beneficiaries towards the project as well as the Contractor.
- Environmental; save some trees. Ex. In respecting to the public saved a Na tree at Nagashandiya road. The Na tree is being treated as the National Tree in Sri Lanka.

### **2.3.7. “Lessons learnt and best practices in G3”**

#### **Presentation by Mr. P.L.S. Viduranga - Environmental Officer, Contract Package, G2**

The main points highlighted in the presentation;

- Introduction on project details of G3 Contract Package.
- Environmental safeguard: Tree planting programs, Environmental friendly design changes and identified environmental issues and mitigation actions.
- Social safeguard: Land donation and the benefits received, Cooperate Social Responsibility (CSR) activities, design changes made in responding to public requests, improved connectivity between rural hubs to socio economic centers and compensation settlements for third party property damages.

### **2.3.8. “Lessons learnt and best practices in M1”**

#### **Presentation by Mr. D.G.A.K. Ranaweera - Environmental Officer, Contract Package, M1**

The main points highlighted in the presentation;

- Brief project details of M1 Contract Package.
- Displayed the site map.
- Major component of civil works: retaining walls, barrel revetment, drainage system.
- Design changes: avoid tree removing in responding to public request.
- Social component: CSR activities, improved connectivity between rural hubs to socio economic centers.
- Environmental component: Tree planting and environmental friendly structures.

### **2.3.9. “Lessons learnt and best practices in M2”**

#### **Presentation by Mr. Mohomad Salahudeen - Environmental Officer, Contract Package, M2**

The main points highlighted in the presentation;

- Brief introduction on project details in M2 Contract Package.
- Lessons learnt on civil works.
- Lessons learnt on design changes.
- Social component.
- Environmental component.
- Lessons learnt on environmental impact of flooding, 2017.
- Best practices on CSR activities, GAP and EWCD; viz. provided house access road to a vulnerable family at Akuressa –Ketanwila road.
- Improved connectivity between rural hubs to socio economic centers.
- Travel time study in pre and post constructions.

### **2.3.10 Lessons learnt and best practices in M3”**

#### **Presentation by Miss. I.N. Wijesuriya - Environmental Officer, Contract Package, M3**

The main points highlighted in the presentation;

- General details of M3 Contract Package.
- Comparison of roads: before and after construction.
- Safety and environmental: borrow pits and disposal sites, summary of GRCs, Summary of public complaints, summary of land donations, environmental management at site, safety arrangement at site and GAP.

### **2.3.11“Lessons learnt and best practices in H1”**

#### **Presentation by Mr. M.S. Andrahennadi - Environmental Officer, Contract Package, H1**

The main points highlighted in the presentation;

- Design changes: Design changes have been made as per site conditions and in responding to public requests.
- Environmental conservation: Enhance the environment friendly appearance and improve the attitudes of public regarding tree planting

### **2.3.12“Lessons learnt and best practices in H2”**

#### **Presentation by Mr. Roshan Wijesuriya - Environmental Officer, Contract Package, H2**

The main points highlighted in the presentation;

- Project details of H2 Contract Package.
- Comparison of roads condition: before and after constructions. viz. reduced travel time, Uswewa – binkama road.
- Civil works: viz. improving of road sections of Kadigamuwa – Palamkada road to avoid possible accidents.
- Design changes in accordance with the public requirement.
- Social component: Improved connectivity between rural hubs to socio economic centers.
- Implementation of Cooperate Social Responsibility (CSR) activities.
- Environmental component: tree planting program.
- Safety aspects.
- Appreciated the opportunity given to younger project staff in making presentation.

### **2.3.13 “Lessons learnt and best practices in H3”**

#### **Presentation by Mr. J.M.S. Jayasinghe – Project Manager, Contract Package, H3**

The main points highlighted in the presentation;

- Project details in brief, H3 Contract Package.
- Experience in civil works.
- Design changes were made as per to the beneficiary need.
- Comparison of before and after road constructions.
- Social component: land donations, signing of MOUs and CSR activities. Communities are highly satisfied with the additional benefits they received against their land donations.
- Environmental safeguard: environmental friendly designs.
- Socio - Economic development: viz. improvement of road access to the hospital. A substantial number of commercial ventures have begun after improvement of roads in the area

## 2.4. Warm up Session

### 2.4.1. “The Sloth Bears in Sri Lanka”

**Presentation by Mr. Amith Banadara – Environmental Officer, PIC-01**

The main points highlighted in the presentation;

An experience with Sloth Bears in Sri Lanka

- A brief introduction on experiences gained through the only research conducted in Sri Lanka on Sloth Bear Conservation.
- “*Melursus ursinus*” is a sub-species of Sloth Bear.
- Waasgamuwa and Yala National Parks have been selected for the research since it is one of the high Sloth Bear population found in Sri Lanka.
- The characteristics of Sloth Bears.
- Behaviour of Sloth Bears.
- The food of Sloth Bears.
- Body weight of Sloth Bears.
- Human- Sloth Bear conflict and injuries cause by the Bear attack.
- Home ranges of male and female Sloth Bears at Wasgamuwa National Park.

## 2.5. Technical Session – II

### 2.5.1. “Rehabilitations/ improvements of rural roads in Hambantota and Matara districts”

**Presentation by Mr. Upul Jayarathne – Project Engineer, Contract Packages, M2 and H3**

The main points highlighted in the presentation;

- Comparison of experience in M2 and H3 Contract Packages.
- Pattern of public issues.
- The procedures followed to settle public issues.
- Free land donation pattern of solving issues and agreed solutions.
- The importance of establishing GRCs under CSD concept.

### 2.5.2. “Best practices and lessons learnt on shifting of utilities”

**Presentation by Mr. P.C. Ranasinghe – Project Engineer, Contract Package, G2**

The main points highlighted in the presentation;

- General details of G2 Contract Package.

- Lessons learnt through refurbishment of NWS & DB water lines along Hapugala – Eriyagaha road.
- Lessons learnt on pipe burst in Hapugala – Eriyagaha road.
- Lessons learnt through shifting of utilities.
- The importance of having a close coordination among relevant stakeholders in the implementation of road projects

### **2.5.3. “Experience in project coordination and documentation”**

#### **Presentation by Mrs. Kumudu Wickramasuriya – Project Engineer, Contract Package, G3**

The main points highlighted in the presentation;

- General details of G3 Contract Package.
- Scope of responsibilities;
  - Coordination in utility shifting, tree cutting and tree planting.
  - Coordination and getting approval for extraction, transportation and storage of construction material.
  - Getting temporary approval; road closure, road diversion and construction of bypass.
  - Formation of Grievance Redress Committee (GRCs) and attending public grievances.
  - Attending land donation process.
  - Maintaining the construction quality standards.
  - Attending design implementation issues and ensuring safety measures.
  - Resolving property damage issues.
  - Attending community and staff meetings.
  - Road handing over process.
  - Performance based road maintenance.
- Lessons learnt in the project process;
  - Getting approval for gravel transportation.
  - Process of obtaining gravel transportation permit.
  - Difficulties faced in getting approval for gravel transportation.
  - Strategies used for resolving gravel transportation issue.
- Proposals for smooth implementation of road improvement work;
  - Identification and mapping of borrow areas during the initial stage of the project.
  - Finding borrow pits within the surrounding area.
  - Planning and organizing of construction activities by considering the weather pattern.
  - Maintaining buffer stocks of construction material.

- Reuse of excavated materials and improved marginal materials.
- Coordination with utility agencies before the commencement of work.
- Correct decision making, effective communication and teamwork.
- Consideration of road cutting and filling at design stage forming smooth road profile.
- Build up credibility and sensitivity among Contractor, Engineer and general public.
- Adhering with policy decisions and equal treatments.
- Flexibility in changing designs within design criteria considering affected parties.

**2.5.4. “Why we need information on best practices and lessons learnt” Speech by Mr. Somathilake Kindelpitiya – Social, Gender & Resettlement Specialist, PIC-01, SP**

The main points highlighted in the speech;

- iRoad PIC-01, SP is implemented as a pioneering, unique project in the form of a pilot project.
- Why this project is considered as a unique and pilot project? Because the Context Sensitive Design (CSD) approach has been adopted for the first time in iRoad project in Sri Lanka.
- Since iRoad PIC-01, SP is a pilot project, all the lessons learnt and best practices should be kept in black & white (documented).
- How the project has accomplished its targets as well as outputs, outcomes and impact of the project, have already been discussed in the presentations made at the workshop in detail.
- Reasons for keeping records for lessons learnt and best practices;
  - (a) ADB, being the Funding Agency and RDA being the Implementing Agency, they need information with regard to the outputs, outcomes, impact and best practices of the project.
  - (b) ADB (SLRM) Sri Lanka needs to be aware the workshop findings;
  - (c) Compilation of Project Performance Evaluation report; it is needed to compile a report after completion of the project including the following areas.
    - (i) Relevance; viz. to what extent the project influences the national economy of the country (Sri Lanka)
    - (ii) Effectiveness; viz. how best the project could utilize the resources to achieve the Goals of the project.
    - (iii) Efficiency; viz. what are the outcomes achieved.
    - (iv) Sustainability; viz. how strong is the mechanism that has been established to ensure the long term sustenance of the project benefits.
- Self-satisfaction; Since all the members of project team worked hard and devoted to implement the project in a successful manner, hence, they need to satisfy themselves with the results of their effort. They need information to understand the achievements of the project.

- Information about lessons learnt and best practices of the project are also important for the scholars who are interested in conducting Researches, Studies etc.

#### **2.5.5. “Why PPA wrap-up is important”**

**Presentation by Mr. Roshan K. Rodrigo– Environmental Specialist, PIC-01, SP**

The main points highlighted in the presentation;

- Why this type of workshop is needed to collect information?
- Why we closely monitored iRoad (SP)?
- CSD, was it useful? Public participation, Environment, transportation safety is blended in CSD concept.
- Why PPA wrap-up is important.
- Whether we produce a quality work?

#### **2.5. 6. “Vote of thanks and concluding remarks”**

**By Mr. Anil Perera– Team Leader – PIC-01, SP**

The main points highlighted in the presentation;

- Congratulate all the presenters for excellent presentations on varied topics.
- Extremely happy and proud about the group for making very clear presentations.
- Everybody is having a good understanding about the concept of safeguards.
- Especially REs have touched about the outcomes.
- Many presenters have discussed on the outcomes of travel time reduction.
- The total impact of this project is measured by safeguard.
- It is worth mentioning that you have finally contributed something to the society and economic enhancement of the country.
- Unique system of GRCs has been established.
- “Thank you” to the staff of Team Leader’s office for organizing this work

**A sample of Data Base (H2) – Land Donation**

Package No: H2  
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 agreement	MOU	Date Signing of agreement	Photo document ation reference No.	Special requests of occupent	Comment of PE/ SSO
			PS	PRDA	RDA	Name of PS	Name of DSD	Name and No. of GND	From (CH)	To (CH)		Northing	Easting		Clear Title	Title NOT Clear											
LD/SP/H2 /ID05/01	Siyabalapa Hena	5	Yes	No	No	Beliatta	Beliatta	Palapotha- West	0+620	0+960	LHS	496,236	391,570	1.15	Yes	No	K. Athapattu	Araliya Uyana, Nakulugamuwa	Improve the sholders and Road Pavement	11.10.2016	Positive	No	Yes (Individual)	16.11.2016	<a href="#">H2/05/01</a>	No	No
LD/SP/H2 /ID23/01	Dambaralla-Kanabadihara	23	Yes	No	No	Agunukola Pellasa	Agunukola Pellasa	Dabarella-North	0+380	0+440	LHS	#####	#####	0.85	Yes	No	Nilmini Renuka	Beligalla Gedara, Dambaralla	Canter Line changed to smoothen the curves	17.03.2016	Positive	Yes	No	08.04.2016	<a href="#">H2/23/01</a>	No	No
LD/SP/H2 /ID23/02	Dambaralla-Kanabadihara	23	Yes	No	No	Agunukola Pellasa	Agunukola Pellasa	Dabarella-North	0+740	0+800	LHS	506514	418118	0.75	Yes	No	W. A. K. Piyadasa	258/4, Murugasayaya Gedara, Dambaralla	Canter Line changed to smoothen the curves	17.03.2016	Positive	Yes	No	07.04.2016	<a href="#">H2/23/02</a>	No	No
LD/SP/H2 /ID23/03	Dambaralla-Kanabadihara	23	Yes	No	No	Agunukola Pellasa	Agunukola Pellasa	Dabarella-North	1+640	1+720	LHS	#####	418984.84.8	0.69	Yes	No	W. G. Premachandra	280, Dambaralla, Kariyamadiththa	Canter Line changed to smoothen the curves	17.03.2016	Positive	Yes	No	07.04.2016	<a href="#">H2/23/03</a>	No	No
LD/SP/H2 /ID 33/01	Pattiyapola-Marakolli	33	Yes	No	No	Tangalle	Tangalle	Witharandeniya-North	2+750	2+870	RHS	#####	#####	0.6	Yes	No	K. P. Yajith	No: 109/2, Thuduwa Road, Thalathuduwa	Existing ROW is not enough to provide 1m shoulder in RHS	25.02.2016	Positive	Yes	No	28.03.2016	<a href="#">H2/33/01</a>	No	No
LD/SP/H2 /ID 33/02	Pattiyapola-Marakolli	33	Yes	No	No	Tangalle	Tangalle	Witharandeniya-North	0+930	1+011	RHS	#####	#####	1.8	Yes	No	M. G. Ranjith	"Nugasewana", Medagama, Netolpitiya	CL shifting (To have to avoid the water line shifting at LHS)	25.02.2016	Positive	No	Yes (Individual)	31.10.2016	<a href="#">H2/33/02</a>	To complete the Fence after the land donation	Agreed
LD/SP/H2 /ID34/01	Kadurupokuna-Seenimodara Road	34	Yes	No	No	Tangalle	Tangalle	Seenimodara-East	2+020	2+100	RHS	498122	391137	0.4	Yes	No	N. C. G. Punchihera,	"Siriniwas", Senimodara, Nakulugamuwa	CL shifting (To have to avoid a step slope at LHS)	17.03.2016	Positive	Yes	No	21.04.2016	<a href="#">H2/34/01</a>	Retaining Wall	Completed
LD/SP/H2 /ID41/01	Pallekandajunction-Udahatana Gambadala	41	Yes	No	No	Walasmulla	Okewela	Kanumuldeniya - North	0+550	0+706	LHS	489020	406878	0.3	Yes	No	Kolanchige Nandawathi	Dikhen, Alawathu, Walasmulla	Improve the sholders and Road Pavement	23.06.2017	Positive	Yes	No	25.07.2017	<a href="#">H2/41/01</a>	No	No
LD/SP/H2 /ID41/02	Pallekandajunction-Udahatana Gambadala	41	Yes	No	No	Walasmulla	Okewela	Kanumuldeniya - North	0+710	0+723	LHS	489155	406886	0.3	Yes	No	Gamage Amarasingha	Horakadadena, Galhen Koratuwa, Yahalmulla, walasmull	Improve the sholders and Road Pavement	22.06.2017	Positive	Yes	No	25.07.2017	<a href="#">H2/41/02</a>	No	No
LD/SP/H2 /ID41/03	Pallekandajunction-Udahatana Gambadala	41	Yes	No	No	Walasmulla	Okewela	Kanumuldeniya - North	0+548	0+598	RHS	489017.2	406834.4	0.5	Yes	No	M. Herath	Galwalahe, Dikhen, Walasmulla	Improve the sholders and Road Pavement	29.05.2017	Positive	Yes	No	14.07.2017	<a href="#">H2/41/03</a>	No	No
LD/SP/H2 /ID41/04	Pillekandajunction-Udahatana Gambadala	41	Yes	No	No	Walasmulla	Okewela	Kanumuldeniya - North	0+480	0+548	LHS	488964	406826.3	0.32	Yes	No	Piyasena Garusingha	"Ranthiliina", Dikhen, Walasmulla	Provide the retaining wall	02.06.2017	Positive	Yes	No	14.07.2017	<a href="#">H2/41/04</a>	No	No

Package No: H2  
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 agreement		Date Signing of agreement	Photo document ation reference No.	Special requests of occupent	Comment of PE/ SSO
			PS	PRDA	RDA	Name of PS	Name of DSD	Name and No. of GND	From (CH)	To (CH)		Northing	Easting		Clear Title	Title NOT Clear											
LD/SP/H2 /ID41/05	Pallekan da junction-Udahatana Gambad dala	41	Yes	No	No	Walasmu lla	Okewela	Kanumul deniya - North	0+706	0+710	LHS	489151.3	406880.3	0.28	Yes	No	Wijamuni Arachchi ge Ariyathilaka	Ashoka,Di khena,Wa lasmulla	Improve the sholders and Road Pavement	06.06.20 17	Positive	Yes	No	25.07.20 17	<a href="#">H2/41/05</a>	No	No
LD/SP/H2 /ID41/06	Pallekan da junction-Udahatana Gambad dala	41	Yes	No	No	Walasmu lla	Okewela	Kanumul deniya - North	0+160	0+216	RHS	488700.6	406757.6	0.34	Yes	No	K.Chandr apala	Willahena ,Pallekand a,Walasm ulla	Improve the sholders and Road Pavement	15.01.20 17	Positive	Yes	No	26.02.20 17	<a href="#">H2/41/06</a>	No	No
LD/SP/H2 /ID41/07	Pallekan da junction-Udahatana Gambad dala	41	Yes	No	No	Walasmu lla	Okewela	Kanumul deniya - North	0+217	0+247	RHS	488734.3	406763.4	0.3	Yes	No	W.M.Su mamawa thi	Manel,Mil lahena,Pal lekanda	Improve the sholders and Road Pavement	17.01.20 17	Positive	Yes	No	26.02.20 17	<a href="#">H2/41/07</a>	No	No
LD/SP/H2 /ID41/08	Pallekan da junction-Udahatana Gambad dala	41	Yes	No	No	Walasmu lla	Okewela	Kanumul deniya - North	0+678	0+697	LHS	489126.4	406874.4	0.38	Yes	No	H.R.A.C.R anepura	Uthuru Kanumuld eniya,Dikh ena,Walas mulla	Improve the sholders and Road Pavement	05.06.20 17	Positive	Yes	No	25.07.20 17	<a href="#">H2/41/08</a>	No	No
LD/SP/H2 /ID42/01	Sumihirig amaCo-op city- Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmu lla	Okewela	umihirigam	0+347	0+450	RHS	486289.7	404439.1	0.35	Yes	No	L.K.Kulaw ansha	Yakadagal pala,Maha madiththa ,Mella	Improve the sholders and Road Pavement	12.01.20 17	Positive	Yes	No	18.02.20 17	<a href="#">H2/42/01</a>	No	No
LD/SP/H2 /ID42/02	Sumihirig amaCo-op city- Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmu lla	Okewela	umihirigam	0+320	0+389	LHS	486264.2	404468.3	0.38	Yes	No	W.A.Thila karatha	Yakadagal pala,Maha madiththa ,Mella	Improve the sholders and Road Pavement	13.01.20 17	Positive	Yes	No	18.02.20 17	<a href="#">H2/42/02</a>	No	No
LD/SP/H2 /ID42/03	Sumihirig amaCo-op city- Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmu lla	Okewela	umihirigam	0+389	0+478	LHS	486327.1	404468.3	0.38	Yes	No	K.W.Abe wardhan a	Yakadagal pala,Maha madiththa ,Mella	Improve the sholders and Road Pavement	15.01.20 17	Positive	Yes	No	18.02.20 17	<a href="#">H2/42/03</a>	No	No
LD/SP/H2 /ID42/04	Sumihirig amaCo-op city- Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmu lla	Okewela	umihirigam	0+911	0+971	LHS	486718.8	4045514	0.3	Yes	No	W.M.Pre mawathi	No: 37,Dolew aththa,Bd dahena,M iella	Improve the sholders and Road Pavement	03.01.20 17	Positive	Yes	No	15.02.20 17	<a href="#">H2/42/04</a>	No	No
LD/SP/H2 /ID42/05	Sumihirig amaCo-op city- Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmu lla	Okewela	umihirigam	0+800	0+906	LHS	486625	4045502	0.3	Yes	No	Widanag amage Bandula	Kadagawa ththa,Mah amadithth a,Miella	Improve the sholders and Road Pavement	12.01.2017	Positive	Yes	No	18.02.20 17	<a href="#">H2/42/05</a>	No	No

Package No: H2  
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 agreement		Date Signing of agreement	Photo document ation reference No.	Special requests of occupent	Comment of PE/ SSO
			PS	PRDA	RDA	Name of PS	Name of DSD	Name and No. of GND	From (CH)	To (CH)		Northing	Easting		Clear Title	Title NOT Clear											
LD/SP/H2 /ID42/06	SumihirigamaCo-op city-Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmulla	Okewela	umihirigama	0+709	0+798	RHS	486543.6	404453.1	0.3	Yes	No	Widanagama Saman Priyantha	Kadagawaththa, Mahamadiththa, Miella	Improve the sholders and Road Pavement	23.01.2017	Positive	Yes	No		<a href="#">H2/42/06</a>	No	No
LD/SP/H2 /ID42/07	SumihirigamaCo-op city-Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmulla	Okewela	umihirigama	0+478	0+548	LHS	486407.4	404566.4	0.32	Yes	No	B.V.G.Kusumalatha	Kadagawaththa, Mahamadiththa, Miella	Improve the sholders and Road Pavement	12.01.2017	Positive	Yes	No	17.02.2017	<a href="#">H2/42/07</a>	No	No
LD/SP/H2 /ID42/08	SumihirigamaCo-op city-Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmulla	Okewela	umihirigama	0+026	0+045	LHS	488616.9	406630.2	0.3	Yes	No	Mala Manathunga	Poogahakoratuwa, Pallekanda, Walasmulla	Improve the sholders and Road Pavement	12.03.2017	Positive	Yes	No	02.04.2017	<a href="#">H2/42/08</a>	No	No
LD/SP/H2 /ID42/09	SumihirigamaCo-op city-Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmulla	Okewela	umihirigama	0+090	0+098	LHS	486268.2	404228	0.29	Yes	No	B.L.K.Jemisappu	206/1, Mahamadiththa, Miella	Improve the sholders and Road Pavement	20.05.2017	Positive	Yes	No	15.07.2017	<a href="#">H2/42/09</a>	No	No
LD/SP/H2 /ID42/10	SumihirigamaCo-op city-Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmulla	Okewela	umihirigama	0+080	0+090	LHS	486267.2	404230	0.31	Yes	No	B.L.K.Adarahami	No.206, Mahamadiththa, Miella	Improve the sholders and Road Pavement	26.05.2017	Positive	Yes	No	15.07.2017	<a href="#">H2/42/10</a>	No	No
LD/SP/H2 /ID42/11	SumihirigamaCo-op city-Kukula Mandiya Hena Mahama diththa	42	Yes	No	No	Walasmulla	Okewela	umihirigama	0+700	0+800	LHS	486535.6	404452.5	0.3	Yes	No	M.D.Gunasena	No: 36, Dolewaththa	Improve the sholders and Road Pavement	04.01.2017	Positive	No	Yes (Individual)	15.03.2017	<a href="#">H2/42/11</a>	No	No
LD/SP/H2 /ID43/01	Kadigamuwa Palamakada to Ekamuthu Mawatta to Bathalawatta	43	Yes	No	No	Walasmulla	Okewela	Modarawana	0+020	0+160	LHS	#####	#####	1.1	Yes	No	P. R. Ranaweeera	"Champa Uyana", Kadigamuwa, Modarawana	Improve the sholders and Road Pavement	15.12.2016	Positive	No	Yes (Individual)	31.01.2017	<a href="#">H2/43/01</a>	No	No

## **Status of Land Donation**

**(i) Memorandums of Understanding (MOUs) –Individual – (1 July to 31 December, 2017)**

Table: A - Memorandums of Understanding (MOUs) –Individual – (1 July to 31 December, 2017)

District	Contract Package	S / N	Name of the Road	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
Galle	G1		None						
	G2		None						
	G3		None						
Matara	M1		None						
	M2	01	Akuressa – Katanvila Road	04	1+262	LHS	Private	For road improvement	K.G.N. Rupika, No119, Imbulgoda, Akurassa,
		02			1+277	LHS	Private	For road improvement	W.A. Mahinda, Ananda, Imbulgoda, Akurassa,
		03			1+280	RHS	Private	For road improvement	S.L. Devika, Devinda, Imbulgoda Akurassa,
	M2	04	Akuressa – Katanvila	04	1+296	LHS	Private	For road improvement	H.K.C.Danushka, No.100, Imbulgoda Akurassa,





**Contract Package M2- Road ID 04- Ch. 1+262 (LHS)**



**Contract Package M2- Road ID 04- Ch. 1+277 (LHS)**



**Contract Package M2- Road ID 04- Ch. 1+280 (RHS)**



**Contract Package M2- Road ID 04- Ch. 1+296 (LHS)**



**Contract Package M2- Road ID 04- Ch. 1+297 (RHS)**



**Contract Package M2- Road ID 04- Ch. 1+310 (RHS)**



***Contract Package M2- Road ID 04- Ch. 1+308 (LHS)***



***Contract Package H2- Road ID 44- Ch. 0+830-0+960 (LHS)***



***Contract Package H2- Road ID 44- Ch.0+ 137-0+ 160 (RHS)***



***Contract Package H2- Road ID 44- Ch.0+090.5-0+ 137 (RHS)***



***Contract Package H2- Road ID 44- Ch. 0+120-0+160 (LHS)***

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**(ii) Memorandums of Understanding (MOUs) –Common (1 July to 30 December, 2017);**

None of the common MOU has signed during the period under review.

**(iii) Confirmation of land donation –Consent letters (1 July to 31 December, 2017)**

Table: B - Confirmation of land donation –Consent letters (1 July to 31 December, 2017)

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
Galle	G1	None							
	G2	None							
	G3	01	Batapola Dorala Junction - Kirimatiara	53	0+02- 0+64	LHS	Private	For road improvement	W.Anushi, Dangaha Junction, Dorala, Batapola
		02			0+02 - 0+128	RHS	Private	For road improvement	S.Dharmasena, Dorala, Batapola
		03			0+150 - 0+262	LHS	Private	For road improvement	I. Senevirathne, "Asiri", Kondagala, Batapola.
		04			0+225 - 0+275	RHS	Private	For road improvement	K.A.M. Karunarathne

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
		05			0+396 - 0+436	LHS	Private	For road improvement	Waduge Ariyapala, Kondagala, Batapola.
Galle	G3	06	Batapola Dorala Junction - Kirimatiara	53	0+440 - 0+453	LHS	Private	For road improvement	K.K. Sadeepa Jayasanka, Kondagala, Batapola.
		07			0+430 - 0+493	RHS	Private	For road improvement	M. Anil Jinarathne, Kondagala, Batapola
		08			0+560 - 0+590	LHS	Private	For road improvement	P.H. Indraseeli, Kondagala, Batapola
		09			0+590 - 0+665	LHS	Private	For road improvement	A.H Premarathne, Kondagala, Batapola.
		10			0+672 - 0+692	LHS	Private	For road improvement	G. Piyathunga, Kondagala, Batapola
		11			0+493 - 0+544	RHS	Private	For road improvement	B.K.G. Jean Noona, Kondagala, Batapola
		12			0+665 - 0+690	RHS	Private	For road improvement	M.H. Chandima Prabath, Kondagala, Batapola
		13			0+690 - 0+720	RHS	Private	For road improvement	D.S Somadasa, Kondagala, Batapola
		14			0+712 - 0+760	LHS	Private	For road improvement	S.T. Padmalatha Gunawardena, Kondagala, Batapola.
		15			0+760 - 0+778	RHS	Private	For road improvement	M.G Premawathi De Silva, Kondagala, Batapola

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
		16			0+740 - 0+755	RHS	Private	For road improvement	D.S Renuka, Kondagala, Batapola
		17			0+740 - 0+755	RHS	Private	For road improvement	D.S Renuka, Kondagala, Batapola
		18			0+810 - 0+822	RHS	Private	For road improvement	S. Priyanka Sanjeewani, Kondagala, Batapola
Galle	G3	19	Batapola Dorala Junction - Kirimatiara	53	0+890 - 0+910	RHS	Private	For road improvement	H.D Sunimal ,30 Acre, Kirimatiya, Batapola
		20			1+000 - 1+015	LHS	Private	For road improvement	W. Nandasiri, Kondagala, Batapola.
		21			1+040 - 1+077	RHS	Private	For road improvement	M.H Gayantha Raveendra, Kondagala, Kirimatiya Junction, Batapola
		22			1+077 - 1+091	LHS	Private	For road improvement	H.W. Namal Pushpakumara, No."4", Studio 3, Kondagala Road, Kirimatiya, Batapola
		23			1+111 - 1+133	RHS	Private	For road improvement	M.H Padmakeerthi, Kirimatiya, Batapola.
		24	Dudly Senanayake Mawatha	62	0+498 - 0+525	LHS	Private	For road improvement	W.K Renuka Pushpakumari, Doleewaththa, Veeragoda, Meetiyagoda
		25			0+480 - 0+525	RHS			
		26			0+525 - 0+555	LHS	Private	For road improvement	K.B.G Jayalath, Dolewatta, Veeragoda

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
		27			0+555- 0+ 595	LHS	Private	For road improvement	W.K. Nandasiri, Dolewaththa, Veeragoda, Meetiyagoda
		28			0+525 - 0+607	RHS	Government	For road improvement	Government reservation Land
		29			0+447 - 0+474	RHS	Private	For road improvement	Wimal Kariyawasam, Madanayaka Watta, Veeragoda, Meetiyagoda
		30			0+330 - 0+357	LHS			
		31			0+390 - 0+415	RHS			
Galle	G3	32	Dudly Senanayake Mawatha	62	0+410 - 0+460	LHS	Private	For road improvement	K.A. Prasanna Manjula, Dudly Senanayake Mawatha, Veeragoda, Meetiyagoda
		33			0+415 - 0+447	RHS	Private	For road improvement	Nandalatha Kannangara, Dudly Senanayake Mawatha, Veeragoda, Meetiyagoda
		34			0+035 -0+110	RHS	Private	For road improvement	K.B.G.W. Kulaseekara, Veeragoda, Meetiyagoda
		35			0+100 - 0+250	RHS	Private	For road improvement	Champaani Hasanathi Panditha, Batapola Rd, Veeragoda, Meetiyagoda
		36			0+100- 250	RHS	Private	For road improvement	M.A Iresha Navodha, "Navodha", Addarawatta, Veeragoda, Meetiyagoda

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
		37			0+120	LHS	Private	For road improvement	W. K sriyalatha, Dudly Senanayake Rd, Veeragoda, Meetiyagoda
		38			0+367 - 0+416	RHS	Private	For road improvement	W.K. Piyasena, "Sepali", Veeragoda, Meetiyagoda
		39			0+228 - 0+270	RHS	Private	For road improvement	A.V.K.P Nanayakkara, Dudly Senanayake Mawatha, Veeragoda, Meetiyagoda
		40			0+000- 0+ 067	RHS	Private	For road improvement	Heema Jayanthi Madanayake, Guruwatta, Veeragoda, Meetiyagoda
		41			0+352 - 0+362	RHS	Private	For road improvement	K.A. Nalani, Veeragoda, Kahawa
Galle	G3	42	Dudly Senanayake Mawatha	62	0+387 - 0+410	LHS	Private	For road improvement	Gnawathi Weerathunga, Dodly Senanayake Rd, Veeragoda, Meetiyagoda
		43			0+296 - 0+315	LHS	Private	For road improvement	H.P. Samarasinghe, Dudly Senanayake Rd, Veeragoda, Meetiyagoda
		44			0+165 - 0+193	RHS	Private	For road improvement	D.S.P. Zoysa, Dudly Senanayake Road, Veeragoda, Meetiyagoda
		45			0+018 - 0+030	LHS	Private	For road improvement	R.Wanigaseekara, "Siri Sewana", Veeragoda, Meetiyagoda

[illegible]

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
	<b>M2</b>	54	Wilpita - Ukgashena via Galpothta Ransagoda Road	50 A	0+500-0+850	LHS	Private	For road improvement	D.K. Robert De Silva, Saranguwatta, Wilpita, Akuressa
		55			0+850-0+890	LHS	Private	For road improvement	W.K. Nandasiri, Saranguwatta, Uggashena, Wilpita, Akuressa
		56			0+600-0+750	LHS	Private	For road improvement	W.K.Thilakasiri, Sathumina, Saranguwatta, Wilpita, Akuressa
		57			0+750-0+820	LHS	Private	For road improvement	Kodiththuwakku arachchige Wilson, Parmila, Ukgashena, Wilpita
		58			0+850	LHS	Private	For road improvement	W.K.Hemachandra, Ukgashena, Wilpita, Akuressa.
		59			0+000-1+830	LHS	Private	For road improvement	Wathu Adikaari, Mathurata Wawili Samagama, Wilpitawatta, Akuressa.
	<b>M3</b>	60	Samagimawatha via Siridewapriya Mawatha	48	0+000-0+080	LHS	Private	For road improvement	Uyangoda ganhewa kankanamge Wimal Gunarathna, Upasakage watta, Pahala Witiyala, Thihagoda
<b>Matara</b>	<b>M3</b>	61	Samagimawatha via Siridewapriya Mawatha	48	0+080-0+100	LHS	Private	For road improvement	Pahammuge Somawathi, Kokmaduwa watta, Pahala Witiyala
		62			0+100-0+130	LHS	Private	For road improvement	U.P.K. Ariyadasa, Galla madulla watta, Pahala Witiyala

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
		63			0+130-0+150	LHS	Private	For road improvement	U.K.P. Nandadasa, Galla madulla watta, Pahala Witiyala
		64			0+150-0+200	LHS	Private	For road improvement	U.G.K. Ghanawathi, Galla madulla meda gedara, Pahala Witiyala
		65			0+200-0+240	LHS	Private	For road improvement	U.G.K. Ariyasena, Galla mulla watta, Pahala Witiyala
		66			0+240-0+275	LHS	Private	For road improvement	U.G.K. Yasawathi, Jayaniwasa, Pahala Witiyala
		67			0+275-0+280	LHS	Private	For road improvement	U.U.K. Jayananda, Jayaniwasa, Pahala Witiyala, Thihagoda
		68			0+290-0+320	LHS	Private	For road improvement	U.G.K. Bandusena, Jayaniwasa, Pahala Witiyala
		69			0+320-0+360	LHS	Private	For road improvement	Hettiarachchige Gunawathi, Polwatta gedara, Pahala Witiyala
		70			0+375-0+450	LHS	Private	For road improvement	Asoka Pinnapola, Kadegedara, samagimawatha, Pahala Witiyala, Thihagoda
Matara	M3	71	Samagimawatha via Siridewapriya Mawatha	48	0+480-0+505	LHS	Private	For road improvement	D.K. Pemalatha (instead of D.K. Thilakarathna), "Shantha", Pahala Witiyala, Thihagoda

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
		72			0+505-0+570	LHS	Private	For road improvement	D.K. Pemalatha, "Shantha",Pahala Witiyala, Thihagoda
		73			0+570-0+600	LHS	Private	For road improvement	D.K. Jinadasa, Jinapriya sewana, Pahala Witiyala, Thihagoda
		74			0+580-0+630	RHS	Private	For road improvement	H.P. Gunadasa, Paluwatta kade, samagi mawatha, Pahala Witiyala, Thihagoda
		75			0+540-0+580	RHS	Private	For road improvement	H.P. Amaradasa, Paluwatta kade, Pahala Witiyala, Thihagoda
		76			0+505-0+540	RHS	Private	For road improvement	H.P. Piyadasa, "samagi",samagi mawatha, Pahala Witiyala
		77			0+480-0+505	RHS	Private	For road improvement	Dhanapala Wellappili, "Madushanka",Pahala Witiyala, Thihagoda
		78			0+425-0+460	RHS	Private	For road improvement	Jagath Premalal Pinnapola, "Prasadi", Samagi mawatha, Pahala Witiyala
		79			0+460-0+480	RHS	Private	For road improvement	H.P. Indika, "Ranahansa", Pahala Witiyala,Thihagoda
		80			0+410-0+425	RHS	Private	For road improvement	H.P. Dayasili, 'wandana',samagi mawatha, Pahala Witiyala, Thihagoda

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
Matara	M3	81	Samagimawatha via Siridewapriya Mawatha	48	0+200-0+310	RHS	Private	For road improvement	H.P. Amaradasa, Paluwatta , Pahala Witiyala, Thihagoda
		82			0+200-0+310	RHS	Private	For road improvement	U.U.K. Bandusena, jayaniwasa, Pahala Witiyala, Thihagoda
		83			0+200-0+310	RHS	Private	For road improvement	U.U.K. Ghanawathi, Galla madulla watta, Pahala Witiyala, Thihagoda
		84			0+200-0+310	RHS	Private	For road improvement	U.U.K. Ariyapala, Kokmaduwa watta, Pahala Witiyala, Thihagoda
		85			0+200-0+310	RHS	Private	For road improvement	U.G.K.Yasawathi, "Jayaniwasa", Pahala Witiyala, Thihagoda
		86			0+200-0+310	RHS	Private	For road improvement	K.A. Gunawardana, Aluthgei, Pahala Witiyala, Thihagoda
		87			0+310-0+320	RHS	Private	For road improvement	U.U.K. Ariyadasa, Galla madulla wattawatta, Pahala Witiyala, Thihagoda
		88			0+320-0+375	RHS	Private	For road improvement	H.H. Anil Sanjeewa, Aluthgei, Pahala Witiyala, Thihagoda
		89			0+160-0+200	RHS	Private	For road improvement	W.A. Dayawathi, Polpelakoratuwa, Ihala witiyala

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
		90			0+000-0+080	RHS	Private	For road improvement	U.U.K. Sunil Piyarathna, Pahala Witiyala, Thihagoda
Hambantota	H1	91	Goda koggalla road	27	03+414	RHS	Private	For road improvement	K.K. Sunil, No 142, Ridiyagama, Ambalanthota
Hambantota	H1	92	Goda koggalla road	27	06+335	RHS	Private	For road improvement	W.A.P. Ariyadasa, No 95, Habaraththawala, Koggalla
	H2	93	Pallekandda Road	41	0+678-0+697	LHS	Private	For road improvement	H.R.D.C. Ranepura, Kanumuldeniya North, Walasmulla.
		94			0+550-0+706	LHS	Private	For road improvement	T. Nandawathi, Dikhenā, Walasmulla
		95			0+710-0+723.5	LHS	Private	For road improvement	G. Amarsinghe, Horakadahena, Galgaha Kotu Paara, Yahalmulla, Walasmulla.
		96			0+706-0+710	LHS	Private	For road improvement	W.A. Ariyathilaka, Ashoka, Dikhenā, Walasmulla.
		97			0+548-0+598	RHS	Private	For road improvement	M. Herath, Galwalahena, Dikhenā, Walasmulla.
		98			0+480-0+548	LHS	Private	For road improvement	Piyasena Garusinghe, Ranthilina, Dikhenā, Walasmulla

District	Contract Package	S / N	Road Name	Road ID	Chainage	Side of the road	Ownership of land (Government / Private)	Reason for additional land requirement	Name & Address of the land owner
		99	Sumirigama Road	42	0+090- 0+098	RHS	Private	For road improvement	B.L.K. Jemis Appu, 206/1, Mahamadiththa, Mee-Ella
		100			0+080- 0+090	RHS	Private	For road improvement	B.L.K. Adarahami, No.207, Mahamadiththa, Mee Ella
	H3	None							

## **A case study on barrel revetment**

## **BARREL REVETMENT AS A COST EFFECTIVE EARTH RETAINING STRUCTURE**

Barrel revetment has been introduced in iRoad, PIC 01 southern Province as an alternative technology for reinforcement concrete retaining walls.

Retaining walls are relatively rigid walls used for supporting the soil mass laterally so that the soil can be retained at different levels on the two sides. Retaining walls are structures designed to restrain soil to a slope that it would not naturally keep to typically a steep, near-vertical or vertical slope. They are used to bound soils between two different elevations often in areas of terrain possessing undesirable slopes or in areas where the landscape needs to be shaped severely and engineered for more specific purposes like hillside farming or roadway overpasses.



**Reinforcement concrete Retaining wall - M1 Package**

In considering the site specific situations and responding to the community proposals based on their indigenous knowledge, the project has applied barrel revetment technology in several places appropriately. A case study of one such location is discussed below in brief:

### **Morawaka – Paragala Diyadawa road (ID 14), M1 Contract Package, Matara**

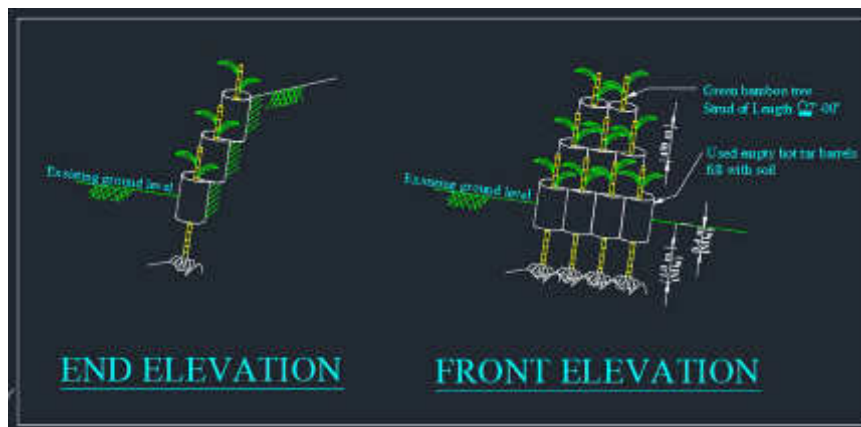
A verbal request has been made by group of villagers in Diyadawa village, to construct a retaining wall at a narrow shoulder with soft ground at bottom of embankment at Morawaka – Paragala Diyadawa road (ID 14), M1 Contract Package in Matara district.

Due to the limitations of land availability reinforce concrete wall was originally proposed, but cost is seemingly high. The project field team discussed this matter at a GRC meeting held under the chairmanship of Grama Nildhari of Diyadawa .During the discussion, the idea of a barrel revetment came out from a member of GRC who is an old villager, Mr. D.R. Munidasa, 78 years old. This suggestion was discussed in detail at the GRC meeting and jointly agreed to introduce barrel revetment instead of reinforcement concrete retaining wall, to protect the embankment slope at this location.



**Before construction**

Furthermore, the villagers agreed to supply local manual labour for construction work and also they informed about the places where local materials (barrels etc.) are available for the constructions.



**Design of the barrel revetment**

Construction of barrel revetment at Morawaka – Paragala Diyadawa road (ID 14), M1 Contract Package, Matara



***Under construction***

After construction of barrel revetment



*After construction*

**Advantages of introducing Barrel Revetment to prevent soil erosion:**

- More appropriate and simple technology
- Indigenous knowledge is used
- Local material could be utilized
- Easy access to construction materials
- Local labour could be accommodated
- Low cost method
- Less time consuming for Construction
- Environment friendly
- Easy maintenance
- Low maintenance cost
- More safety
- Sustainability is assured
- Waste material could be reused