



Involuntary Resettlement Due Diligence Report

Project Number: 47273-004 /005 /006
Loan Numbers: Tranche 2 – 3221 /3222
Tranche 3 – 3325 /3326
Tranche 4 – 3610
December 2020

SRI: Integrated Road Investment Program

– Tranche 2, 3 and 4

Improvement, Rehabilitation and Maintenance of Kandy – Jaffna Road (A009) from Naula to Dambulla

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

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MINISTRY OF HIGHWAYS
Road Development Authority



SRI: Integrated Road Investment Program

Road Management Contract

Rehabilitation of
Naula – Dambulla Section of Kandy – Jaffna (A009) Road

Involuntary Resettlement Due Diligence & Socioeconomic Assessment Report

FINAL REPORT

Submitted by
Institute for Participatory Interaction in Development

On behalf of
Road Development Authority

Submitted to
Asian Development Bank

December 2020

CURRENCY EQUIVALENTS

(as of 9th of December 2020)

Currency Unit – Sri Lanka Rupee (SLRs)

SLR 1.00 = \$ 0.005281

\$ 1.00 = SLRs 189.338

ABBREVIATIONS

ADB	Asian Development Bank
DS	Divisional Secretary
FGD	Focus Group Discussions
GoSL	Government of Sri Lanka
GIS	Global Information System
GN	Grama Niladari
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
HH	Household
iRoad	Integrated Road Investment Program
IR	Involuntary Resettlement
LHS	Left Hand Side
MFF	Multi Tranche Financing Facility
MOH	Ministry of Highways
RDA	Road Development Authority
RF	Resettlement Framework
RHS	Right Hand Side
RMC	Road Management Contracts
RoW	Right of Way
SAPE	Survey and Preliminary Engineering works

Contents

I. INTRODUCTION.....	4
A. Background	4
B. Objectives of the Study	5
C. Project Description	5
D. Methodology Used to Carry Out the Involuntary Resettlement due Diligence and Socio-Economic Profile Survey.....	7
II. INVOLUNTARY RESETTLEMENT AND DUE DILIGENCE.....	9
A. A Brief History of Pervious Developments and Land Acquisition along This Road	9
B. Involuntary Resettlement and Due Diligence With Respect to the Present Development Project.....	9
C. Anticipated Social Impacts and Proposed Mitigation Measures	24
III. SOCIO-ECONOMICS ASSESSMENT GENDER PARTICIPATION	28
A. Description of Socio-Economic Features of the Project Area.....	28
B. An Analysis of the Sample Socio-Economic Survey.....	29
IV. PUBLIC CONSULTATION AND COMMUNITY PARTICIPATION.....	38
A. One on One Interviews	38
B. Focus Group Discussions (FGDs)	40
V. CONCLUSION AND RECOMENDATIONS	46

List of Tables

Table 1.1: Proposed Improvements to the Naula to Dambulla Section of the A009 Road.....	6
Table 1.2: Project Location	6
Table 2.1: Temporary Structures Observed Along the Naula – Dambulla Section of the A009 Road.....	12
Table 2.2: Common Properties Located Close to the Naula - Dambulla Section of the A009 Road.....	24
Table 3.1: A Summary of Population, Population Density and Poverty Head Count Ratio	28
Table 3.2: Distribution of Population by Ethnicity	28
Table 3.3: Distribution of Project Population by Gender	28
Table 3.4: Names of the DSDs through which the Section of the A009 Road is Located and Number of Households Surveyed	29
Table 3.5: Distribution of Family Size of the Sample Households	29
Table 3.6: Age Distribution of Sample Household Members	30
Table 3.7: Population by Ethnicity.....	30
Table 3.8: Land Ownership.....	31
Table 3.9: Average Monthly Income of Sample Households.....	31
Table 3.11: A Summary of Household Assets (Values are in percentages with multiple answers).....	32
Table 3.12: Types of Housing Structures.....	33
Table 3.13: Details of Sanitary Facilities (Values are in Percentages)	33
Table 3.14: Availability of Electricity (Values are in percentages)	33
Table 3.15: Source of Water (Values are in Percentages)	33
Table 3.16: Details of Vulnerable Households.....	34
Table 3.17: Contribution of Female Members in Family Matters and Community Organizations	34
Table 3.18: Willingness of the Head of Households to Involve Female Family Members in the Project	35
Table 3.19: Type of Involvement of Female Family Members in the Project (A Multiple Response)	35
Table 3.20: Mode of Transport to Socio Economic Centres (Values are in Percentages)	35
Table 3.21: Main Mode of Transport for Different Purposes.....	36
Table 3.22: Frequency of Travelling for Different Purposes	36
Table 3.23: Condition of Existing Road to be Rehabilitated by the Project (Values are in Percentages)	36
Table 3.24: Willingness of Community to Participate in the Project	37
Table 3.25: Type of Contribution for the Project (Multiple responses)	37
Table 3.26: Perceived Benefits of the Project (Multiple Responses).....	37
Table 4.1: Key Points Discussed with Stakeholders.....	38
Table 4.2: The Summary of Attendance at FGDs.....	40
Table 4.3: Summary of Key Points Discussed in FGDs with Photographs	40

List of Figures

Figure 1.1: Location Map	8
Figure 2.1: Structures within the Existing Right of Way	10
Figure 4.1: Consultations during household surveys.....	38

List of Appendixes

Appendix 1	IR Categorization Checklist
Appendix 2	Additional Tables
Appendix 3	A sample of one on one interviews
Appendix 4	Attendance list of Focus Group Discussions

I. INTRODUCTION

A. Background

1. In Sri Lanka, the poverty headcount at national level is recorded as 4.1%. However, pockets of poverty still exist at provincial and district levels. The Northern Province records the highest poverty with 7.7% and the poverty headcount in Killinochchi district is 18.2%. Thus, it is obvious that the majority (82.2%) of rural population in the country, live in poverty (Department of Census and Statistics, 2016). Poverty is mostly concentrated in areas where connectivity to towns and markets, access to electricity, access to health, education and administrative facilities are relatively low.

2. The roads are the mainland-based transportation mode in Sri Lanka. The current road network of the country comprises of 271.676 km of expressways (in operation), 4217 km of “A class” roads and 8007 km of “B class” roads (source RDA, 2020). The length of the provincial roads maintained by provincial councils was approximately 16,000 km. Although Sri Lanka's road density is high, it needs upgrading to serve the emerging demand. Thus, development of rural roads and continuous maintenance in national roads are necessary to maintain a good network.

3. Taking initiative in this regard, the Road Development Authority (RDA) under the Ministry of Highways (MOH) introduced an investment program where an efficient road transport system will be established between rural communities and socio-economic centers. During the initial study for the program, it was agreed that around 1,000 rural communities would be connected to socio-economic centers. The program includes rehabilitation and upgrading of both rural and national roads. The program is implemented under a Multi Tranche Financing Facility (MFF) obtained from the Asian Development Bank (ADB). The program is officially termed as “Integrated Road Investment Program” or simply *iRoad Program*. The investment program will deliver two outputs:

- (i) improved road conditions between rural communities and socio-economic centers
- (ii) enhanced capacity of RDA in inclusive road operation and development.

4. The first iRoad program is already completed with rural roads in the Southern, Central, Sabaragamuwa, North Central, North Western Provinces and the Kalutara District in the Western Province. The second iRoad program is currently being implemented in the Northern, Eastern, Uva and Western Provinces (including more roads in the Kalutara District).

5. Under the ongoing iRoad program, national roads/road links have been selected for rehabilitation and improvements. These sections of the national roads will be developed as Road Management Contracts (RMC) where the rehabilitation and improvement work will be carried out for a period of two (2) years and maintained for another five (5) years. This type of contract significantly expands the involvement and responsibility of private sector civil contractors in infrastructure development, from a

simple execution of civil work to management and conservation of national assets (in this case, the road infrastructure).

6. During SAPE work for the iRoad program a Resettlement Framework (RF) was prepared to guide screening and selection of roads, social impact assessment, involuntary resettlement categorization and to monitor social safeguards during project implementation. This “Involuntary Resettlement Due Diligence and Socio-Economic Profile” report was prepared in accordance with the RF.

7. At the outset of the program, it was decided to avoid any acquisition of land which leads to any permanent physical or economic displacement of communities. Thus, RDA has decided to carry out the road rehabilitation work within the existing Right of Way (RoW). RDA will consider road widening only if there is sufficient RoW. However, the RF gives provision for land acquisition as mentioned in paragraph 8. Therefore, in case there is a need for land acquisition, a resettlement plan will be prepared complying with the principles outlined in the RF and the resettlement plan will be approved by the ADB prior to the award of contract.

8. This report is on involuntary resettlement due diligence and socio-economic profile of the communities living between Naula (58+000km) and Dambulla (72+710km) section of the A009 road. The length of this section of the road is 14+710km. The report presents the status of involuntary resettlement, due diligence and socio-economic aspects of the communities living along the road.

B. Objectives of the Study

- i. To identify whether IR is involved within the section of the road to be improved under this RMC
- ii. To identify a sample of potential beneficiary population focusing on GN divisions of two Divisional Secretariat (DS) divisions where the project road is located.
- iii. To establish a set of baseline data on the present demographic conditions in the project area.
- iv. To identify possible beneficial and adverse social impacts that may occur due to the project.
- v. To propose suitable mitigation measures to avoid, minimize or manage adverse social impacts generated by the project.

C. Project Description

9. The Naula (58+000km) – Dambulla (72+710km) section of the Kandy – Jaffna A009 Road is considered for rehabilitation and improvements under RMC of the iRoad program. The improvement to the road has four components adopting four different cross sections as mentioned in table 1.1 given below.

Table 1.1: Proposed Improvements to the Naula to Dambulla Section of the A009 Road

Road Section	Available RoW	Proposed Improvement
Two Lane Configuration from 58+000 to 70+750km	Width of Carriageway – 7 Width of RoW - 14.45m – 21.6m	Carriageway = $3.7 \times 2 = 7.4\text{m}$
		Hard Shoulder = $0.5 \times 2 = 1.0\text{m}$
		Total Asphalt = 8.4 m
		Soft Shoulder = $1.5 \times 2 = 3.0\text{ m}$
		Drains and Services = $1.5 \times 2 = 3.0\text{ m}$
		Total flexible width = 6.0 m
		Total 14.4 m
Same two-Lane Configuration from 70+750 to 71+800km	Width of Carriageway – 7 Width of RoW - 14.45m – 17.3m	It is proposed to adopt the similar cross section as mentioned in the section above from 58+000 – 70+750km. This will avoid possible negative impacts to the facilities related to the Dambulla Cave Temple which is located adjacent to the road on the left. However, the Department of Archaeology shall be consulted in advance in finalizing the cross section within this section during the detail design. Their recommendations shall be incorporated.
Four Lane Configuration from 71+800 to 72+025km	Width of Carriageway – 7 Width of RoW – 22m	Carriageway = $3.5 \times 4 = 14.0\text{ m}$
		Hard Shoulder = $1.4 \times 2 = 2.8\text{ m}$
		Total Asphalt = 16.8 m
		Center Median = 1.2 m
		Foot Walk and Drains = $2.0 \times 2 = 4.0\text{ m}$ 5.2 m
		Total width of cross section 22.0 m
Five Lane Configuration from 72+025 to 72+710km	Width of Carriageway – 7 Width of RoW – 24m - 25.1m	The Dedicated Economic Centre in Dambulla is located on the right of the road of this section, to which vehicles carrying vegetables need space to queue up for parking.
		Carriageway = $3.5 \times 4 = 14.0\text{ m}$
		Que up lane = $3.5 \times 1 = 3.5\text{ m}$
		Hard Shoulder = $0.5 \times 2 = 1.0\text{ m}$
		Total Asphalt = 18.5 m
		Center Median = 1.2 m
		Foot Walk and Drains = $2.0 \times 2 = 4.0\text{ m}$ 5.2 m
		Total 23.7 m

10. Table 1.2 below presents the administration divisions crossed by the section of the road while figure 1.1 presents the location map.

Table 1.2: Project Location

Province	District	DS Division	GN Division
Central	Matale	Naula	Serudandapola
		Dambulla	Lenadora South, Lenadora North, Pannampitiya, Embulambe, Kiralagolla, Moragollewa, Kapuwatta, Yapagama, Dambulla Town, Rathmalgahaela

D. Methodology Used to Carry Out the Involuntary Resettlement due Diligence and Socio-Economic Profile Survey

11. In order to fulfil the requirements under the Involuntary Resettlement, due diligence and socio-economic profile survey, the Institute for Participatory Interaction in Development (IPID) mobilised a Social Safeguards Specialist and a study team in the field in the month of July 2020. The study methodology was separated into three sections as IR due diligence, socio- economic profile, focus group discussions and public consultations.

12. The consultants and study team adapted to the situation in the country regarding the COVID 19 pandemic and took extra measures in data collection to safeguard the communities contacted in the project area and to safeguard themselves. The enumerators were selected from the project area. Prior to commencing the field work, a meeting with the Public Health Inspector was held. The survey activities and approvals were taken in this regard was explained to the PHI. When visiting the households, enumerators were taught to keep their distance and use face masks during the interview. When organising FGDs, the study team advised the participants to use face masks and keep the required 1m distance from each other.

13. Further, enumerator trainings were conducted remotely using the online platform by consultants to minimise the traveling of consultants to the project area. Prior to the training, questionnaires were sent to the enumerators. Training and question and answer sessions were conducted using the skype application. Guidelines were prepared for the field survey and consultations with the public. Consultants monitored the study team regularly and provided advice whenever necessary.

IR Due Diligence

14. Carrying out a field survey along the sections of the road identifying and recording the available RoW. Identifying and recording of any structure (permanent or temporary) located within the existing RoW. Existing socially important institutions located away from the RoW were also recorded with location information and chain age along the road.

Socio-Economic Profile

15. The survey was carried out for sample of HH selected from each GN division crossed by the road. The sample of 20% of HHs in each GN division was provided by the RDA PIU. During data collection, locations were recorded by Global Positioning System (GPS) for future reference. Household data were collected using GPS-enabled online data collection application using mobile telephones. Data storage was in a secure server, accessible to IPID. Special precautions were taken to ensure data privacy and loss. A total of 760 households were surveyed.

Focus Group Discussions (FGDs), Key Informant Interviews (KIs) and Public Consultation

16. Divisional Secretaries and Grama Niladaries along the road corridor were informed about the survey activities and their views were recorded on proposed road improvements. Further, KIIs were conducted with Officers of the Department of Archaeology, Department of Forestry, Dambulla Economic Center, Road Development Authority and the Department of Irrigation. During the survey, one on one interviews with the public were also conducted.

17. FGDs were arranged with the assistance of Grama Niladaries to obtain views of communities living along the road on proposed road improvement. A total of nine (8) FGDs were conducted representing the Naula – Dambulla section of A009 road.

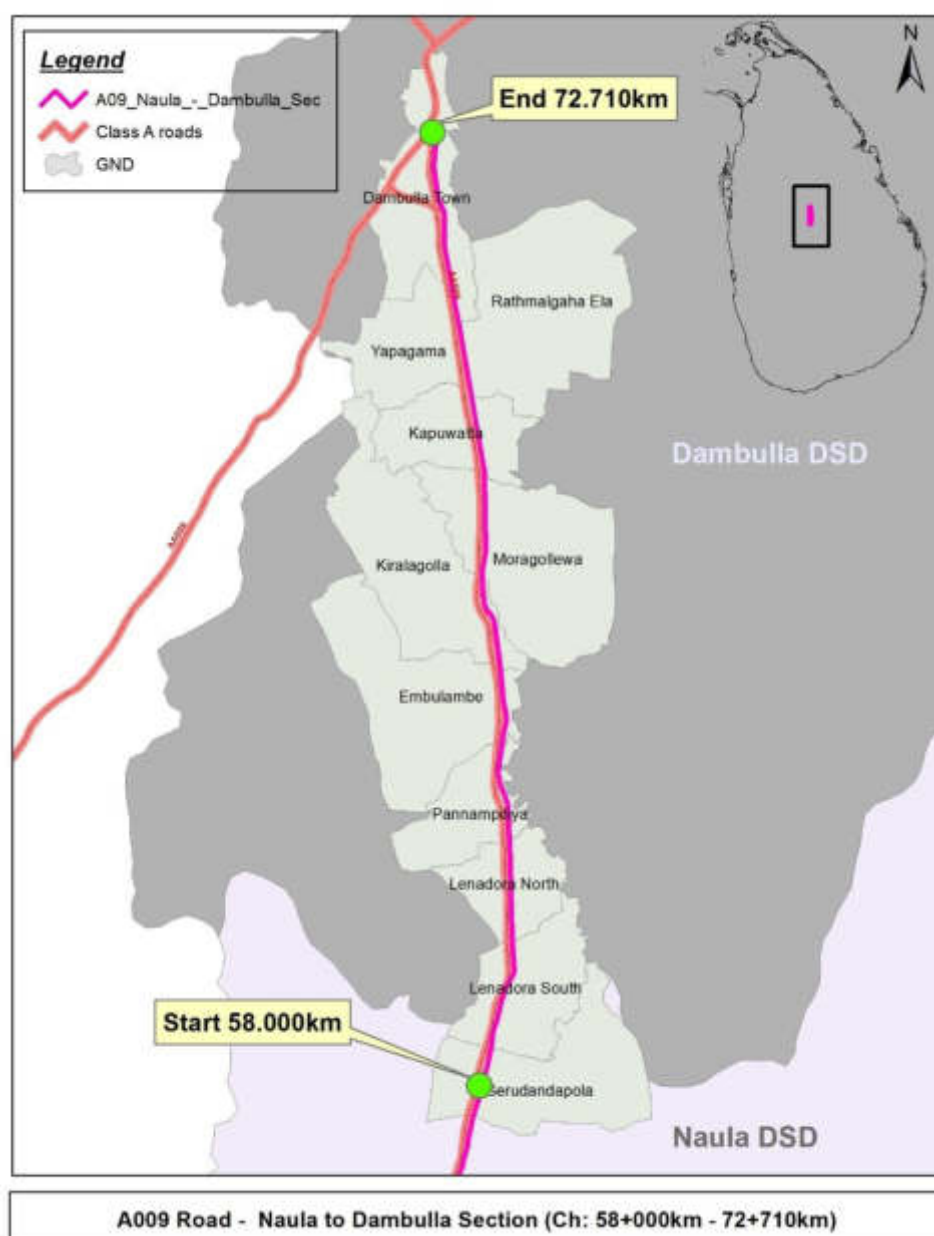


Figure 1.1: Location Map

II. INVOLUNTARY RESETTLEMENT AND DUE DILIGENCE

A. A Brief History of Pervious Developments and Land Acquisition along This Road

18. The Naula – Dambulla section of the Kandy - Jaffna A009 road was rehabilitated and improved in 1990 under a Korean Project. Since then, this section of the road was not rehabilitated. Public consultations confirmed the need of the development of this section of the road with improvement to the drainage system. The existing RoW of the road varies between 14.450m to 25.100m. The RoW is sufficient for the development of the section of the road as proposed in table 1.1 in Chapter 1. Incorporating five lanes in front of the Dambulla Economic Center is a needed improvement since daily, around 15,000 people and 1,500 to 2,500 vehicles come to the Center as mentioned in the KILs. However, it is important for the PMU to continue consultations and inform the officials of the Department of Archaeology, caretakers of the Dambulla temple, officers of the Dambulla Economic Center, officers from the Urban Development Authority, Divisional Secretary of Dambulla and the public about the proposed developments specially from 70+750km to 72+710km prior to detailed designs.

B. Involuntary Resettlement and Due Diligence With Respect to the Present Development Project

Field Observations

19. The section of the road from Naula (58+000km) to Dambulla (72+710km) starts passing 1km from the Naula town. The first 1km is already under construction with funds from Saudi Arabia. At 58+000km, the road between 60+000km to 61+000km passes through home gardens, small boutiques and shops. The vendors carrying out their businesses by the sides of the road are present throughout this section of the road selling fruits, vegetables, toys and household items such as pillows and carpets. There are temples, schools and government offices within the road. The road passes Lenadora junction between 60+km to 61+000km. This junction has a few shops and a parking area for three-wheelers.

20. The road passes a forest reserve at 64+300km – 65+100km. At this location, vendors selling king coconuts, orange juice and fruits by the sides of the road can be observed. From 69km onwards, there are many hotels along the road as Dambulla is popular as a tourist destination. Around 71km the Dambulla historical temple is located on the left side of the road. The road ends at 72+710km at the Dambulla town. The Dambulla Economic Center is located at the right side at the end of the road.



Starting point of the section of the road at 58+000km



Vendors along the section of the road on the right



Dambulla Historical Temple on the left at 71+000km



Dambulla Economic Center on the right at 72+400km



End of the section of the road at 72+710km

Figure 2.1: Structures within the Existing Right of Way

21. The existing RoW of the road varies between 14.450m to 25.100m. The RoW is sufficient for the development of the section of the road as proposed in table 1.1 in Chapter 1. There are two lanes within this section with lane markings. Earth drains are visible in most sections of the road and built up drains are available at towns.

22. The Kandy – Jaffna (A009) road is the main route to connect the Central Province with the North Central and Northern Provinces. Therefore, the vendors selling king coconuts, fruit juices, vegetables and fruits to long distance travelers is a common sight along this section of the road. The majority of these vendors are residents living by the sides of the road. Therefore, they sell the products they grow or make in front of their houses and in close proximity to the existing road. Thus, almost all structures are temporary. There are some structures that have been built projecting towards the existing RoW. Further, it was found out during consultations, that many temporary structures close to Dambulla have been established recently. This may be due to the impact of the COVID 19 pandemic on tourism. Dambulla is a main tourist destination and many livelihoods are based on tourism. Since there are no tourism activities due to the pandemic, people may have looked for alternative livelihoods.

23. The road improvement work is planned to be carried out within the existing RoW. Therefore, these temporary structures will not be permanently affected due to the development but would need to be shifted temporarily to accommodate the construction work. The contractor with the supervision of the RDA PMU will assist vendors prior to the period of construction. This includes the following process:

Step 1. Identification of vendors impacted temporarily by the Resettlement Officers and collecting their socio-economic information after the detailed designs.

Step 2. Notify vendors at least 30 days in advance, followed by a reminder in 7 days and again, 24 hours in advance.

Step 3. The RDA will discuss with the vendors to identify alternative locations nearby for them to continue business. If officers identify any temporary loss of income, the project will take measures to assist the vendors.



Step 4. Assistance will be given by the contractor to shift to new location. If any income is affected temporarily, the project will assist finding alternate livelihood measures.



Step 5. RDA will assist vendors to return to their original location after construction work is completed only if there is sufficient space to continue their businesses. In cases where it is not feasible, alternate places will be provided.



24. The RDA PMU will closely monitor the assistance provided to the vendors at the forest reserve at 64+300km – 65+100km. These vendors will not be allowed to shift back their structures at this location as it will be encroaching the forest reserve. Vendors will be informed of the concerns raised by the officers of the Forest Department. They will not be allowed to dump waste into the forest reserve and be vigilant not to cause any forest fires.



25. Details of the temporary structures identified during field visits are summarized below.



Table 2.1: Temporary Structures Observed Along the Naula – Dambulla Section of the A009 Road



No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
1	I.T Anurasiri Chandana Niwasa, Gobella, Lenadora.	824	LHS	7° 44.640'N, 80° 39.530'E	58.750		<p>Temporary structure to sell fruits. Established one year ago in front of his land. He said he can easily take back the structure to his land, once the construction starts.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>
2	M.G.P Herath Lenadora	829	LHS	7° 45.147'N, 80° 39.678'E	59.700		<p>Ornamental Fish Shop. He is engaged in this business for one year and owns the land. This is located at the edge of the earth drain. The owner is willing take back the poles projecting towards the road when construction starts.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>



No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
3	D.M. Wijekoon Lenadora Junction	833	LHS	7° 45.339'N, 80° 39.713'E	60.100		<p>Corrugated iron structure used to sell snacks. The owner is willing to shift the structure for road construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>
4	H.M.C.B. Herath Lenadora junction	836	RHS	7° 45.426'N, 80° 39.709'E	60.330		<p>A food stall. He is carrying out his business in his land. The structure is located at the edge of the RoW with one section of the structure projecting towards the RoW. The owner is willing to shift back during construction if needed.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business/ livelihood.</p>



No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
5	Upali Perera 4 th Post, Dambulla	845	LHS	7° 47.208'N, 80° 39.623'E	63.600		<p>Toy shop projecting to the RoW. One toy shop projects towards the road. The owner is willing to shift back the structure if needed during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>
6	Lakshika Kiralagolla	847	RHS	7° 47.621'N, 80° 39.620'E	64.400		<p>A fruit Juice stall. She has been engaged in this business for three years. She is willing to move the structure to a side for the construction, if there is a need.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required. The project will monitor the location closely.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>



No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
7	Dinusha Sanjeewa Kiralagolla	848	RHS	7° 47.846'N, 80° 39.601'E	64.800		<p>Fruit vendor. Poles are placed within the RoW. The owner is willing to move during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required. The project will monitor the location closely.</p> <p>No IR was impact observed as she can continue the business/ livelihood.</p>
8	Nandani Ekanayake Kiralagolla	849	RHS	7° 47.887'N , 80° 39.599'E	64.850		<p>King coconut vendor. They have been engaged in this in this location for seven years. The owner will continue the business as there is sufficient space.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required. The project will monitor the location closely.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>



No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
9	Harshani Udeshika Kiralagolla	849	RHS	7° 47.986'N, 80° 39.585'E	64.950		<p>King coconut vendor. She is engaged in this business at this location for 3-4 years. She is willing to shift the structure to a side during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required. The project will monitor the location closely.</p> <p>No IR impact was observed as she can continue the business/ livelihood.</p>
10	M. A. Sarath Kiralagolla	849	RHS	7° 48.045'N, 80° 39.577'E	65.050		<p>Fruit vendor. He is engaged in this business for 4-5 years at this location. He is willing to shift the structure to a side during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required. The project will monitor the location closely.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>

No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
11	K.W Samanthi Kiralagolla	850	RHS	7° 48.048'N, 80° 39.576'E	65.100		<p>Fruit and King coconut vendor. She is engaged in this business for 4-5 years. She is willing to shift the structure to a side during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required. The project will monitor the location closely.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>
12	Douglas Kiralagolla	852	LHS	7° 48.645'N, 80° 39.454'E	66.300		<p>Fruit and coconut vendor. He has just started this business at this location. He is willing to shift the stall during construction period if needed.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>


No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
13	N.G.G. Kumuduni Moragollewa	853	LHS	7° 49.229'N, 80° 39.473'E	67.370		<p>Fruit stall. She is engaged in this business for one year and is willing to readjust the structure during construction if needed.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>
14	D.M. Ekanayake Moragollewa	854	LHS	7° 48.645'N, 80° 39.454'E	67.470		<p>Fruit stall. He is engaged in this business for one year. He is willing to adjust the structure during construction if needed.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>

No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
15	W. Anoma Kapuwatta Dambulla	859	LHS	7° 49.823'N, 80° 39.408'E	68.480		<p>Fruit stall constructed over the drain. She is engaged in this business for 10 years. She is willing to shift back the structure to her land during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>
16	Podimanike Kapuwatta Dambulla	859	RHS	7° 49.823'N, 80° 39.408'E	68.480		<p>Carpet and pillow shop. The poles are placed over the drain and this temporary structure projects towards the RoW. She has just started this business at this location. She is willing to shift back the structure during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>

No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
17	W. Anulawathi Kapuwatta Dambullate	859	RHS	7° 49.823'N, 80° 39.408'E	68.480		<p>Carpet and pillow shop. This temporary structure projects towards the drain and the poles are placed over the drain. She is engaged in this business for 30 years. She is willing to shift back the structure during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will labour support if required.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>
18	Premarathne Kapuwatta Dambulla	859	RHS	7° 49.823'N, 80° 39.408'E	68.480		<p>Pottery shop. This temporary structure projects towards the RoW. He is engaged in this business for 28 years. He has already shifted the structure and he is willing to shift it further back as necessary during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>

No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
19	Herath Manika Kapuwatta Dambulla	860	RHS	7° 50.598'N, 80° 39.278'E	69.925		<p>Fruit stall. This temporary structure is made over the drain. She has just started this business at this location. She is willing to shift back the structure onto her land during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>
20	Anura Herath Kapuwatta Dambulla	860	RHS	7° 50.598'N, 80° 39.278'E	69.925		<p>Pillow stall. This temporary structure projects towards the RoW. He has just started this business at this location. He is willing to shift back the structure onto his land during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>

No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
21	Sarath Herath Kapuwatta Dambulla	860	RHS	7° 50.598'N, 80° 39.278'E	69.925		<p>Fruit stall. This temporary structure projects towards the RoW. He has just started this business at this location. He is willing to shift back the structure onto his land during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>
22	Mallika In front the Dambulla Economic Center	862	RHS	7° 51.941'N, 80° 39.056'E	72.460		<p>Lottery booth. Placed within the RoW. She has just started this business. She is willing to move the structure as necessary during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as she can continue the business / livelihood.</p>

No	Details of the Owner	WPT	Side	Coordinates	Chain age(km)	Photo	Remarks
23	L.G. Chandrasiri In front the Dambulla Economic center	862	RHS	7° 51.941'N, 80° 39.056'E	72.460		<p>Lottery booth. Placed within the RoW. He is engaged in this business for 8 years. The Agent pays a tax to the Pradeshiya Sabahwa. He is willing to move the structure as necessary during construction.</p> <p>PMU/Contractor will notify the owner 30 days in advance and will provide labor support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>

26. Common or public properties such as schools and temples were observed on either side of this section of the road. Structures of these properties are located away from the existing RoW and will not be affected in the development work. Locations of these properties indicating the side of the road is presented in table 2.2 below. The Dambulla temple at 71+000km is an archeologically protected area.

Table 2.2: Common Properties Located Close to the Naula - Dambulla Section of the A009 Road

S/N	Chainage	Type of common/Government property	Road side
1	59+000	Temple	LS
2	59+400	Lenadora Primary school	LS
3	61+000	Pre School	RS
4	62+350	Anularamaya Temple	LS
5	62+800	Maliyadeva Primary School	LS
6	62+800	Pannampitiya Maha Vidyalaya	LS
7	65+100	Temple and Shrine	LS
8	65+700	Kiralagolla Primary School	RS
9	67+000	Sri Anandaramaya	RS
10	68+850	Thiitawelgolla Primary School	RS
11	71+000	Dambulla Historical Temple	LS

C. Anticipated Social Impacts and Proposed Mitigation Measures

27. Rehabilitation and improvement work on the Naula to Dambulla section of the A009 road will not cause any physical or economic displacement of people living along the road corridor. Thus, there will be no IR impacts. The IR categorization checklist for this section of the road is presented in Annexure 1.

28. The project will bring positive social impact to businesses alongside the road as well as for commuters. However, following temporary negative impacts which will cause disturbances to the public will need to be avoided and mitigated.

- **Temporary Disruption to Businesses Alongside the Road**

During the period of construction, there can be temporary disruption to temporary structures located within the RoW. The PMU will take action to inform owners of such structures in advance and assist them to readjust their structures as stated above. While providing assistance, if the PMU finds any owner of a business whose income is affected temporarily, the officers will have discussions on how the project can assist the owner. Assistance in finding alternate places for business, providing employment for the owner or family members in the project and liaising the owner with existing livelihood programs in the DS office are possible alternate solutions for temporary loss of income.

- **Measures to be Adopted to Fight Against Spreading of Communicable Diseases in Project Sites**

It is crucial to remain vigilant on the spread of communicable diseases such as COVID 19 and Dengue in all sites of the project including those of PIU, PIC, Contractors and Sub-Contractors, etc. Since a large number of people occupy project sites, it is important to take necessary precautions to stop the spread of this virus among all staff of the project. Thus, it is strictly recommended to comply with the following measures in order to prevent the spread of the corona virus.

- All relevant guidelines issued by the Ministry of Health of Sri Lanka including Gazette No. 2197/25 of 15th Oct 2020 issued under Quarantine and Prevention of Disease Ordinance of Sri Lanka in order to control spreading of COVID 19 shall be strictly complied. In addition, the project shall comply with the ADB guidelines for COVID 19 issued on 29th July 2020 and other guidelines related to the project such as FIDIC COVID 19 Guidance Memorandum to users of FIDIC Standard Forms of Works Contract, April 2020 in all project sites.
- Necessary instructions to be obtained from Medical Officers and Public Health Inspectors (PHI) of the area. All their recommendations shall be strictly followed and implemented in establishing and operating all project sites.
- Facilities as recommended by the medical staff (such as face masks and other PPE, hand washing facilities, sanitizers, regular disinfection of work sites, facilities to monitor body temperature etc.) shall be adequately provided to all staff of the project and visitors by the management of PIU, PIC and Contractor/s.
- Proper mechanisms shall be setup to inspect all sites of the project regularly by the respective PHI to monitor progress.
- If any suspected case for any communicable disease such as COVID 19 or Dengue is reported, it should be immediately informed to the respective Medical Officers and PHI. Their recommendations shall be strictly followed and implemented.
- Necessary facilities shall be adequately allocated to test the occurrence of communicable diseases among the project staff.

- **Temporary Disruption of Traffic Flow During Road Surface Improvement Work.**

The A009 road generally caters to a heavy traffic flow throughout the day. Therefore, closure of lanes and diversion of traffic to facilitate the road rehabilitation work will affect the traffic flow creating congestions. This will delay the day to day activities of the commuters such as schooling, attending to official work on time etc. Further, vehicles used for emergencies such as ambulances which use the road very often, will also be stuck in traffic congestions.

The following measures shall be implemented to minimize the impact on existing traffic;

- Preparation and implementation of a traffic management plan in collaboration with the Police during the construction phase. The traffic management plan shall be updated as necessary. Assistance of Police shall be obtained to ensure that traffic will comply with the traffic management plan.
- Providing information well in advance to the public about the planned construction work.
- Providing properly marked by-passes and one-way sections of the road including barriers, reflectors, and night illumination.
- Use of well-trained flagmen to control traffic flows at construction sites, including safe crossing for pedestrians especially near town areas and schools.
- Public shall be made aware about alternative roads that can be used to bypass construction areas using media and sign boards
- Flagmen shall be instructed to pay especial attention to emergency vehicles in order to allow to cross the construction sites without delay

- **Loss of Access**

Loss of access to houses, shops, common properties and other lands located alongside the road will occur due to excavations and other road improvement activities. To minimize the impact;

- Convenient and safety access to all existing residential and commercial lands located along the section of the road shall be ensured.
- Access to houses, shops and public utilities should be clearly marked within the road reservation and safe temporary access will be maintained until the permanent solution is in place.

- **Dust, noise and Vibration Impacts**

Excavation for shoulders and other earthwork, pavement improvement and operations for quarry, asphalt plant, batching plant and construction vehicles during the period of construction will release aerial contaminants (dust and fumes) increasing local air pollution. Heavy machinery used for construction work will create noise and vibration which will cause disturbances to residents in settlements and animals. Excessive vibration can damage buildings located near the road. Locations such as schools and places of worship as given in table 2.2 above are particularly vulnerable to disturbances from noise. The Dambulla temple in particular is vulnerable to high vibration levels. Damages to the site can be possible if heavy construction activities resulting in high levels of vibration will

be carried out at the site. The impact of noise of the construction, vibration and emissions at sensitive areas shall be mitigated by;

- Limiting operations to times when they have least impact on settlement areas, especially near schools and places of worship.
- Ensuring that the construction plant and equipment are maintained to high operable standards and that exhaust baffles are fitted and maintained in a high serviceable condition.
- Vibration should be controlled with the agreement of the Project Implementation Consultant (PIC) at locations where sensitive receptors are found.
- Regular sprinkling of water to dampen the construction surface will reduce the emission of dust.
- Implementation of all construction activities in compliance with acceptable levels of noise which are specified in the National Environmental (Noise Control) Regulations 1996 stipulated by C amendments act 924/12 to mitigate the impact of noise.
- A property condition survey will be conducted along the trace within a corridor as specified by PIC. The survey shall record all details related to cracks and construction failures existing in structures along this corridor.
- Buildings cracked due to construction activities should be compensated or repaired to the satisfactory level (which is agreed by the PIC) of the affected person. Here, the pre-condition survey conducted for surrounding buildings located within an agreed area and a corridor with the PIC will be helpful in identifying cracks caused by construction activities.
- All machinery, plants and vehicles used for the project shall be well maintained and regularly monitored in order to keep emissions below the threshold levels (as specified in NEA) in order to minimize degradation of the quality of air.
- At archaeologically protected sites, the recommendations given by the Department of Archaeology shall be adhered to avoid any damages to such sites. Precautionary measures such as using small compactors without vibration, avoiding use of heavy machinery, maintaining the air quality below the standards at such sites should be practiced in order to avoid impacts.

III. SOCIO-ECONOMICS ASSESSMENT GENDER PARTICIPATION

A. Description of Socio-Economic Features of the Project Area

29. The Naula – Dambulla section of the Kandy - Jaffna (A009) road traverses through the Matale district. According to Department of Census and Statistics, the population in the district is 484,531. The population density is recorded as 248 persons/km². Poverty headcount of the district is recorded as 3.9%. Table 3.1 below summarizes this information.

Table 3.1: A Summary of Population, Population Density and Poverty Head Count Ratio

District	Population (Census 2012)	Population Density (person/ km ²)	Poverty head count (2016)
Matale	484,531	248	3.9%

Source: Department of Census and Statistics, 2012/2016

30. Population distribution by ethnicity in the district is presented in table 3.2 below. Around 80.7% population in the district are Sinhalese while 9.8% are Sri Lankan and Indian Tamils. Around 9.2% are Moor.

Table 3.2: Distribution of Population by Ethnicity

District	Sinhala	Sri Lankan Tamil	Indian Tamil	Moor	Burgher	Other
Matale	391,305	24,279	23,238	44,786	386	537

Source: Department of Census and Statistics, 2012

31. The road impacts two Divisional Secretariat divisions in the district. The DS divisions are identified as Naula and Dambulla. In 2012, the total populations in these DSDs were 103,190 persons. The highest population is reported from Dambulla DSD which is 72,306 persons.

Table 3.3: Distribution of Project Population by Gender

DS Division	Male		Female		Total
	No.	%	No	%	
Naula	15,088	29.4	15,796	30.5	30,884
Dambulla	36,307	70.6	35,999	69.5	72,306
Total	51,395	100	51,795	100	103,190

Source: Department of Census and Statistics, 2012

B. An Analysis of the Sample Socio-Economic Survey

32. The socio-economic survey was conducted by selecting 760 houses located within the two DS divisions along the road. The sample was conducted in all GNDs as presented in table 3.4.

Table 3.4: Names of the DSDs through which the Section of the A009 Road is Located and Number of Households Surveyed

District	Name of DSD	Location	No. of households surveyed
Matale	Naula	Serudandapola	50
	Dambulla	Dambulla Town	127
		Embulambe	45
		Kapuwatta	61
		Kiralagolla	54
		Lenadora North	53
		Lenadora South	63
		Moragollewa	99
		Pannampitiya	71
		Yapagama	137
Total			760

Source: Sample HH survey, July 2020

33. Findings of the household survey are presented below. The results are discussed under sub topics on key demographic features, housing condition, sanitary and energy, vulnerable groups and gender, connectivity to Socio-economic centres and perception of the community towards the project.

KEY DEMOGRAPHIC FEATURES OF THE SAMPLE HOUSEHOLDS SURVEYED

Distribution of Households by Family Size and Age

34. Distribution of family size and ages of family members in each district and DS are presented in below table 3.5 and 3.6.

Table 3.5: Distribution of Family Size of the Sample Households

District	DSD	Family Size (No. of members)		
		1-2	3-4	More than 5
Matale	Naula	13	25	12
	Dambulla	185	392	133

Source: Sample HH survey, July 2020

35. Out of 760 households, most households have an average family size of 3-4 members. Around 25 households in the Naula DSD and 392 households in the Dambulla DSD come under this category.

Table 3.6: Age Distribution of Sample Household Members

District	DSDs	Age group (Years)						Total
		0-14		15-59		Above 60		
		Male	Female	Male	Female	Male	Female	
Matale	Naula/ Dambulla	263	255	952	753	162	230	2615

Source: Sample HH survey, July 2020

36. With regard to the age category of household family members, the highest number falls within the age limit of 15 to 59 years which is the economically active population of a country. The next highest percentage falls within the age limit of 0 to 14 years.

Table 3.7: Population by Ethnicity

DSD	Total	Sinhala	Tamil	Other
Naula	50	48	0	2
Dambulla	710	697	12	1
Total	760	745	12	3

Source: Sample HH survey, July 2020

37. With regard to ethnicity, the major ethnic group in the survey sample are Sinhalese i.e. 745 households. The next highest ethnic group are the Tamils i.e. 12 households. Although, there is a Moor population in the district level data, there seems to be no Moor population living along the section of the road in the project area,

Educational Achievements

38. Table 2.1 in Appendix 2 presents the levels of education of the sample population.

39. According to the data collected, the majority of the population in the sample survey, 731 people, have studied up to the GCE Ordinary level examination, 401 people up to the GCE Advanced level examination and 523 people have studied between grades 5-10. It is also recorded that 70 people have not been schooled. The levels of education achieved by the community is a positive factor if labour is to be hired from the project area. The workforce will be easy to handle. The instructions given for the work to be done will also be easily understood by these people.

Occupation of Heads of Households

40. Table 2.2 and Appendix 2 summarize the occupation of the heads of households. In the Matale district, the majority of heads of households are engaged in businesses, i.e. 212 HHs in the Dambulla DS and 15 in the Naula DS. The second highest category is casual labour, i.e. 112 persons in both DSDs. The third highest category is farming which involves 103 persons in both DSDs.

Land Ownership, Average Household Income, Expenditure and Movable Assets

41. Table 3.8 shows the land ownership status of surveyed households. The majority in both DS divisions are sole deed titleholders. E.g. 62% in Naula and 54% in Dambulla. The second highest category is permit holders, which is 32% in the Naula DSD and 17.7% in the Dambulla DSD. The sample population owns different types of land such as residential, commercial, paddy, plantation, and mixed crop. The land areas are given in table 2.3 of appendix 2.

Table 3.8: Land Ownership

Type of Land Tenure	Naula		Dambulla	
	No of HHs	%	No of HHs	%
Sole deed/Titleholder	31	62.0	384	54.1
Claims ownership but without title	0	0	61	8.6
Lessee/Renter	1	2.0	28	3.9
Permit holder	16	32.0	126	17.7
Shares ownership with another person	0	0	34	4.8
Squatters	0	0	11	1.5
Tenant	2	4	66	9.4
Total	50	100	710	100

Source: Sample HH survey, July 2020

42. Table 3.9 presents the distribution of monthly average income among the sample households in the project area.

Table 3.9: Average Monthly Income of Sample Households

Income Category (SLR)	Average Monthly Income
Less than 5,000	455
5,001 – 14,999	2
15,000 – 49,999	54
50,000 – 74,999	75
75,000 – 100,000	174
Total	760

Source: Sample HH survey, July 2020

43. Table 3.9 depicts that the majority of surveyed households have a monthly income of less than SLR 5,000.00. The second highest income category is SLR 75,000.00 – 100,000.00. Table 3.10 shows the distribution of monthly average expenditure among the surveyed household.

Table 3.10: Average Monthly Expenditure of Sample Households

Income Category	Average Monthly Expenditure (SLR)
Less than 5,000	9
5,001 – 14,999	48
15,000 – 49,999	599
50,000 – 74,999	83
75,000 – 100,000	16
More than 100,000	5
Total	760

Source: Sample HH survey, July 2020

44. On contrary to the income, it is observed that the majority of households', (i.e. 599 households) average monthly expenditure is between Rs.15,000.00 – 49,999.00. This indicates the situation of debt in the sample population. The monthly expenditure exceeds Rs 100,000.00 in only 5 households. Table 3.11 presents a summary of household assets in each DSD sample.

Table 3.11: A Summary of Household Assets (Values are in percentages with multiple answers)

Type of Asset	Naula	Dambulla
Television	93.8%	94.3%
Radio / CD player	79.2%	90.1%
Sewing machine	37.5%	45.9%
Electric fan	60.4%	69.7%
Refrigerator	60.4%	57.6%
Gas stove	72.9%	79.3%
Kerosene stove	6.3%	1.6%
Air conditioner	0.0%	2.7%
Motor cycle	60.4%	55.1%
Bicycle	8.3%	12.9%
Three wheeler	16.7%	16.3%
Motor car/ cab	12.5%	5.9%
Motor bus/ van	4.2%	3.7%
Water pump	8.3%	6.9%
Washing machine	10.4%	12.3%
Other	2.1%	1.1%

Source: Sample HH survey, July 2020

45. As per the above table 3.11, the majority of the households have televisions, radio / CD players, sewing machines, electric fan, fridges, gas cookers and motorcycles. The most common type of household vehicle in these DS divisions is the motorcycle. About 16.7% and 16.3% households in the Naula and Dambulla DS divisions respectively have three wheelers as well.

Housing Condition, Sanitary Facilities, Energy and Water Sources of Sample Households

Table 3.12 describe the types of housing structures within sample households. (Values are in percentages)

Table 3.12: Types of Housing Structures

District	DSD	Type of Housing Structure %		
		Permanent	Semi-permanent	Temporary
Matale	Naula	74.0	26.0	0.0
	Dambulla	82.8	16.1	1.1

Source: Sample HH survey, July 2020

46. As per above information, more than 70% of households surveyed had permanent types of housing structures in the the Naula and Dambulla DS divisions. About 1.1% of housing units in the Dambulla DS division are temporary houses.

Table 3.13: Details of Sanitary Facilities (Values are in Percentages)

District	DSD	Type of Sanitary System %			
		Flush	Water sealed	Pit latrine	None
Matale	Naula	0.0	96.0	0.0	4.0
	Dambulla	3.4	94.4	1.5	0.7

Source: Sample HH survey, July 2020

47. Most of the surveyed households have water sealed toilets. E.g. 96% in the Naula DS division and 94.4% of the households in the Dambulla DS division. Around 4% households in the Naula DS division and 0.7% households in Dambulla DS division do not have access to toilet facilities.

Table 3.14: Availability of Electricity (Values are in percentages)

District	DSD	Source of Electricity %		
		National Grid	Solar Power and Other Sources	No Electricity
Matale	Naula	98.0	0.0	2.0
	Dambulla	98.6	0.8	0.6

Source: Sample HH survey, July 2020

48. As per table 3.14, all most all surveyed households are dependent on electricity through the national grid. It was observed that about 2.0% of households in Naula and 0.6% households in Dambulla have no electricity.

Table 3.15: Source of Water (Values are in Percentages)

District	DSD	Source of Water %		
		NSW & DB	Well/ tube well	Community well
Matale	Naula	70.0	12.0	18.0
	Dambulla	83.0	13.1	3.90

Source: Sample HH survey, July 2020

49. As per above table 3.15, most of the surveyed households in Naula and Dambulla DS divisions depend on the water supply system of National Water Supply and Drainage

Board (NWS & DB). Meanwhile, 12% households in Naula and 13.1% households in Dambulla take water from well/tube wells.

Analysis of Vulnerable Households and Gender Related Details

50. The current socio-economic study also focused on vulnerable families in the project area. Details of the findings are summarized below.

Table 3.16: Details of Vulnerable Households

Type of Vulnerability	No. of Households
Family with elderly household head (age > 60 years)	234
Family with monthly income < SLR 5,000	455
Female headed families	122
Families with disabled members	19

Source: Sample HH survey, July 2020

51. Table 3.16 presents the vulnerable households in the Matale district. There are 455 families with a monthly income of less than SLR 5,000.00. This is the major vulnerable category. Families with elderly heads of households are the next highest vulnerable category.

52. Table 3.17 summarizes the findings of the survey on the contribution of female members in family matters and community organizations in two DS divisions in the Matale district.

Table 3.17: Contribution of Female Members in Family Matters and Community Organizations

District	DSD	Type of Involvement	Contribution of Female Members in Family Matters %
Matale	Dambulla / Naula	Decision making in family matters	68.0
		Bread winners	17.4
		Participation in CBO activities	68.7
		Organizing community programs	26.4

Source: Sample HH survey, July 2020

53. According to table 3.17, the majority of female family members in two DS divisions have the opportunity to play a key role in decision making in family matters and community organizations. The opportunity for the female members getting involved in the project was also analysed as a gender perspective for the project. Table 3.18 summarize the analysis of this aspect.

Table 3.18: Willingness of the Head of Households to Involve Female Family Members in the Project

District	Agree to Involve	Do Not Agree to Involve
Matale	297	463

Source: Sample HH survey, July 2020

54. According to table 3.18, the majority of the heads of households in the Matale district are reluctant to let their female family members get involved in the project. However, out of 760 heads of households, 463 are willing to let their female family members get involved in the project.

Table 3.19: Type of Involvement of Female Family Members in the Project (A Multiple Response)

Type of Involvement	No.
Provide labour during construction	70
Provide labour for maintenance of road	138
Provide meals to work force as a small business	89

Source: Sample HH survey, July 2020

55. As per table 3.19, family members' first preference is to provide labour during the period of construction. The next preference is to provide meals to the workforce as a small business.

CONNECTIVITY TO SOCIO -ECONOMIC CENTRES

56. Table 3.20 summarizes the different types of transport modes used among the surveyed households. According to the results of the survey, the major transportation mode in the project area is the motor cycle. Private vehicles such as three wheelers and public transport are also popular transportation modes in the project area.

Table 3.20: Mode of Transport to Socio Economic Centres (Values are in Percentages)

Mode	Socio- Economic Centres %				
	School	Government Institutions	Weekly Fair/ Town	Place of Work	Hospital/ Clinic
Walking	19.9	12	10.4	9.7	8.8
M/Bicycle	27	36.1	30.8	30.7	17.1
Bicycle	11.1	14.2	15.9	13.3	11.4
3-Wheel	8	12.9	19.5	15.7	23.9
Public TP	11.1	19.2	19.9	18.3	20.8
Motor vehicle (Tractor, Lorry...etc.)	0.1	0.4	0.7	0.5	0.5

Source: Sample HH survey, July 2020

57. Table 3.21 presents modes of transport used for different purposes. The majority of people in the project area use public transport for their day today activities. The

business community use their own private vehicles to transport goods from the market to their places of business.

Table 3.21: Main Mode of Transport for Different Purposes

Purpose	Main Mode of Transport			
	Public Transport	Own Private Vehicle	Hired Vehicle	Other
Agriculture	2	5	18	0
Business	24	39	11	6
Tourism	2	1	0	0
Day today activities	402	96	10	242

Source: Sample HH survey, July 2020

58. Table 3.22 shows the frequency of travelling for different purposes. For Agriculture purposes, people mainly travel twice a week or once a month. Daily travelling seems necessary for business activities and tourism. However, people travel daily for day today activities.

Table 3.22: Frequency of Travelling for Different Purposes

Purpose	Frequency of Travelling				
	Daily	Twice a Week	Once a Week	Once a Month	In Two Months or More
Agriculture	1	7	1	14	2
Business	36	1	3	17	23
Tourism	2	0	1	0	0
Daily activities	382	8	13	137	210
Other	0	0	1	2	0

Source: Sample HH survey, July 2020

59. The survey also focused on the community perception on the present condition of the road. The findings are summarized in table 3.23.

Table 3.23: Condition of Existing Road to be Rehabilitated by the Project (Values are in Percentages)

District	Condition of the Existing Road Surface %					
	Good	Fair	Bad	Very Bad	Easy Travel Only During the Dry Season	Bad During the Rainy Season
Matale	2.6	74.3	17.6	4.1	0.3	1.1

Source: Sample HH survey, July 2020

60. According to Table 3.23, the majority (more than 74%) of the respondents' opinion was that the existing condition of the road is fair.

61. Table 3.24 summarizes the willingness of the community to participate in the project.

Table 3.24: Willingness of Community to Participate in the Project

District	Willing to participate	Unwillingness
Matale	31.4%	68.6%

Source: Sample HH survey, July 2020

62. As per the above table the majority of the communities in the Matale district (surveyed households) do not want to participate in the project construction activities. However, as per the table 3.25, it is clear that most people are willing to be involved in road maintenance and progress monitoring activities.

Table 3.25: Type of Contribution for the Project (Multiple responses)

District	Type of Contribution %			
	Community Awareness Creation	Involve in Progress Monitoring	Involve in Maintenance	Other
Matale	20.0	43.3	74.2	5.4

Source: Sample HH survey, July 2020

63. Table 3.26 summarizes the perceived benefits of the project. The majority (48.8%) of people in the surveyed households perceive that road safety will improve for women, children and elders. Around 44.3% believe that the project will create job opportunities for villagers.

Table 3.26: Perceived Benefits of the Project (Multiple Responses)

Perceived Benefits	%
Develop the agriculture sector	21.3%
Develop education facilities	33.3%
Develop health and sanitary facilities	42.6%
Increase job opportunities for villagers	44.3%
Road safety for women, elders and children	48.8%
Develop public/private transport for villagers	36.8%
Easy travel even at night or in times of poor visibility	18.2%
Develop the industrial sector in rural areas	16.4%
Reduced travel cost and time	16.2%
Increase cultural values	8.7%
Improve standards of living	15.1%
Develop communication with villagers and government institutes	6.1%
Other	2.6%

Source: Sample HH survey, July 2020

IV. PUBLIC CONSULTATION AND COMMUNITY PARTICIPATION

64. It is very important to consult the public and other stakeholders regarding project activities. This helps to understand the viewpoints of stakeholders and to respond to their concerns and suggestions during the early stages of the project. This will result in incorporating their valuable suggestions to the designs and reducing objections to the project. One on one interviews and Focus Group Discussions were conducted along the proposed section for rehabilitation of the A009 road.

A. One on One Interviews



Figure 4.1: Consultations during household surveys

65. Key stakeholders of the project were consulted during the field survey. This included Divisional Secretaries of Naula and Dambulla, Grama Niladaries, Officers of the Departments of Irrigation, Archaeology and Forestry, the Executive Engineer of the Road Development Authority and Officers at the Economic Center. The information provided by these officers are summarized below. Refer Appendix 3 for details.

Table 4.1: Key Points Discussed with Stakeholders

Stakeholder	Key Points Discussed
Divisional Secretary, Dambulla	Development is good and there is no issue as there is no acquisition. It is good to have a meeting with all stakeholders and public prior to developing the road close to the Dambulla town and near the temple. The drainage system at 72km and in front of the temple needs to be rehabilitated and storm water needs to be diverted to the Thammanna stream.
Divisional Secretary, Naula	The road has not been developed for many years. There are many heavy vehicles traveling along the A009 road, especially in transporting vegetables to the Economic Centre and transporting sand from Manampitiya and Mahiyangana. The bridge located between 59-60km, and close to the Serudandapola temple, is narrow, and gets flooded during the rainy season.

Stakeholder	Key Points Discussed
Irrigation Engineer Dambulla	There is one river crossing A009, which is the Dambulu Oya belonging to the Mahaweli Authority. The road gets flooded due to lack of maintenance.
Zonal Officer, Department of Archaeology, Dambulla	The Dambulla temple is a world heritage site and is located close to the A009 road. Thus, road development should be carried out without affecting the green belt in front of the temple. There needs to be an impact assessment carried out. This can be done prior to the construction of the road. The design should be submitted to the department with an application. Approval will be granted after discussions are held.
Site Forest Officer, Naula	The forest reserve is Dambulu Oya and it is a commercial plantation. There are no animal crossings. Waste should not be disposed on forest land. The RDA need to take the responsibility not to let laborers adversely impact the forest.
President, Chamber of Commerce, Economic Center, Dambulla	Around 15,000 people and around 1,500 to 2,500 vehicles come to the Economic Center daily. The parking area belongs to the UDA. It is important to develop the road in front of the Center to five lanes. There is sufficient space to do this. One lane should be dedicated to park vehicles coming to the Economic Center. The road development plan in the Dambulla town area needs to be discussed with the Officers of the Economic Center, prior to implementation.
Executive Engineer, RDA	There's enough RoW to develop the road. The central expressway and proposed railway projects will cross the road at Yapagama.
Grama Niladari, Dambulla Town	Developing a drainage system only is not sufficient for road development. Leader way canals should be provided in places where required. Accidents take place at Kandalama, and Kapuwatta junctions and close to the Yapagama temple. Most of the culverts should be replaced with more capacity. The drains along the road from Naula to Dambulla should be developed.
Grama Niladari, Naula	Consider about leader way canals as well as the drainage system along the road. Suggest felling the trees by the road as when the roots of one side is removed, the trees can easily fall. The road gets flooded when two lakes near Bibila junction overflows.

66. One on one interviews were conducted with all the people contacted through the household survey. All most all the people welcomed the development project. A sample of ideas expressed is provided in Appendix 3. Many people highlighted the issue of not having proper drainage systems along the road. People also expressed the need of road safety features and issues that can arise during the period of construction.


B. Focus Group Discussions (FGDs)


67. The FGDs were conducted to get the ideas of the community. Around eight (8) FGDs were conducted with the public living alongside the road. Table 4.2 below presents the information gathered during FGDs conducted with a number of people who participated according to their gender. The attendance lists are attached as Appendix 4.


Table 4.2: The Summary of Attendance at FGDs



Item No.	Date	Location	Target Group	Total Number of Participants	Males	Females
1	27.06.2020	Serudhandatota	Community Members	19	16	3
2	26.07.2020	Dambulla Town		14	12	2
3	27.07.2020	Kapuwaththa		12	9	3
4	27.07.2020	Kiralagolla		14	6	8
5	27.07.2020	Moragollewa		12	11	1
6	26.07.2020	AmbulAmbe		16	7	9
7	26.07.2020	Yapagama		8	5	3
8	27.07.2020	Pannampitiya		11	8	3


Table 4.3: Summary of Key Points Discussed in FGDs with Photographs


Location	Key Points	Photographs
Serudhandatota	<ul style="list-style-type: none"> The section of the road between 58km to the culvert near Sumanaramaya is on a higher elevation than the lands on both sides of the road. The capacity of the drainage system in this section is not sufficient. Due to this, the water flows to the lands on both sides. This needs to be considered when developing the road. The culverts in the section of the road (4/59 and other culverts) need to be replaced as it lacks the required capacity. Water flows on to lands nearby causing soil erosion. The culverts need to be protected with guard rails. Pedestrian crossings are needed in front of the temple and at the Mahaweli junction. Bus bays are needed for both sides of the road at the Mahaweli junction and there is sufficient space for this. Concrete slabs for the access roads are needed. 	


Location	Key Points	Photographs
	<ul style="list-style-type: none"> • Speed boards need to be placed in appropriated places. • Prior to the commencement of road construction, the community leaders and shop owners on both sides of the road need to be informed. • Road safety sign boards and nighttime visibility need to be considered during the period of construction. • The unsafe trees along the road need to be cut. • The RDA needs to coordinate with other organizations like the Water and Electricity Boards regarding construction. • During construction, there can be traffic issues, dust and possible loss of income for vendors as vehicles do not stop. RDA needs to mitigate these issues. 	
Dambulla Town	<ul style="list-style-type: none"> • Around the 71-72km section, the culverts do not have enough capacity and water flows in to houses of residents. This needs to be considered. • The drainage system along the sides of the road need to be properly constructed and maintained. • When providing access, at least 15 feet concrete slabs need to be provided. • Residents in this section have deeds for their lands. However, lands belong to the Dambulla temple and lands are limited to 80p. Thus, if there is any land acquisition required, we do not like to give lands. • The section of the road between 71km-72km is narrow and accidents take place due to this. • The section of the road in front of temple should provide parking for customers who come to the shops established at the temple premises. 	

Location	Key Points	Photographs
	<ul style="list-style-type: none"> • There needs to be guard railings and pedestrian crossings with sign boards in front of the temple. • During construction, there will be dust and it will affect the businesses close to the road. Thus, controlling dust is necessary. • The public should be aware of the road development and RoW. • The green belt can be protected if the road is developed for one-way traffic. The new Padeniya road also can be considered. 	
Kapuwashttha	<ul style="list-style-type: none"> • Kapuwashttha village is situated around 67-69km. • When the road was developed by a Korean company, the culverts have been changed. The culverts on this section of the road do not have enough capacity. • The drainage system needs to be constructed properly and concrete slabs should be provided for the access roads. • The road gets flooded between 67-68km and the culvert between 68-69km overflows on rainy days. • Accidents take place around 67km. It will be good if the bend at this km is straitened. Sign boards also need to be placed. • There are vendors by the roadside in this section and they can take back the structures for the development. • When taking decisions on road construction, people in the area need to be informed. • The road should not be damaged when other constructions take place after the development. • The dust during the period of construction may cause negative impact on the health of the residents. There will be negative impact on the shops as well. The dust needs to be controlled properly. It is good if the 	

Location	Key Points	Photographs
	<p>period of construction can be shortened.</p>	
Kiralagolla	<ul style="list-style-type: none"> The section of the road in this village is around 65-67km. Road development is necessary. The number of vehicles using this road has drastically increased compared to a decade ago. By developing the road, all users will benefit. The drainage system must be constructed properly. The water flows along the road on rainy days. Some business establishments along this section of the road have been constructed over 40 years ago. If land is acquired, compensation needs to be paid. Accidents take place near the bridge in this section. There needs to be a system to control dust, manage traffic and discipline laborers during construction period. It is good to provide opportunities to local people to gain employment in the project. Sign boards are required for narrow culverts. It is important to inform the public about road construction. 	
Moragollewa	<ul style="list-style-type: none"> The drainage system is not properly maintained. Due to lack of capacity in existing culverts, the water flows on to the road on rainy days. There are five culverts between Dambullu Oya and Kapuwatta temple. These culverts need to be replaced. Some sections of the road get flooded on rainy days (62km to Kapuwatta temple) Road sign boards should be placed. Road development is good. Pedestrians face lot of issues during the rainy season. Accidents will reduce once the road is widened. 	

Location	Key Points	Photographs
	<ul style="list-style-type: none"> • Pedestrian crossings are required close to the Kapuwatta temple and Polysac Company. • There will be traffic and dust during construction. These issues need to be controlled. • The public need to be informed about the road construction work. • The Electricity and Water Boards must not damage the road after construction. • It is good if the project can provide opportunities for employment to local casual laborers. • Vehicles transporting soil for the project should be covered. 	
Ambulambe	<ul style="list-style-type: none"> • The Ambulambe village is located around 63-65km.area. • Heavy vehicles cannot get to the shoulder of the road, as it has sunk. It is said that when the A009 road is constructed, a part of a lake was there and that is why it has sunk. • The road is not properly maintained. • The drainage system of the road is not good. The culverts do not have enough capacity and water flows on to the road on rainy days. The water needs to be diverted to Meedanda Oya (63-64km). • The shops can be shifted back. However, the road needs to be developed with the shoulder to facilitate commercial activities. • Accidents take place close to the Timber cooperation due to the bend. This needs to be straightened and road signs should be placed. • The construction of the road is important for daily activities and livelihood activities. • A pedestrian crossing is needed for the area where there are shops. • There will be traffic and dust during construction. This needs to be controlled. 	

Location	Key Points	Photographs
	<ul style="list-style-type: none"> • Tree replantation is important in place of the trees that have been cut. The responsibility of maintaining trees can be given to residents in the vicinity. • It is good if the project can provide sheltered bus halts near schools. • It is good to finish construction activities as soon as possible. 	
Yapagama	<ul style="list-style-type: none"> • This village is located within 70-71km. area. • The road maintenance is not good. Many culverts in this section are broken. • The drainage system along the road is not good. This needs to be taken into consideration when developing the road. • Concrete slabs should be provided for access. • Accidents take place at the Idigolla junction. • The water that flows onto the road needs to be diverted to the Thammananna stream. • Shops can be shifted back if needed for the development work. • The road development is good. When the road is developed, the shops can be renovated. • Pedestrian crossings are needed at the Sumangala and Mahaweli junctions and close to the Ayurveda clinic. Road sign boards are also needed. • The dust during construction will have a negative impact on the health of the public. The items displayed in shops will also be affected. • The directions of the water flow have been changed. Therefore, it is better to study this before construction of the road. • The road construction should be monitored. 	

Location	Key Points	Photographs
Pannampitiya	<ul style="list-style-type: none"> • This village is located around the 62-64km.area. • The section of the road between Lenadora junction and the Timber cooperation was developed on what was a lake a long time ago. Due to this, the road has sunk in some locations. • The culverts and drains need to be renovated. • There are three lakes close to the road and when the lakes overflow, the water flows along the road. This needs to be considered when developing the road. • Accidents take place between the Pannampitiya junction and Athabandi Wewa road. • The bend in front of the Aramaya needs to be straightened. • Road sign boards and/or an overhead bridge is required near the school. • The impact of the vendors by the roadsides will be impacted during construction as people do not like to stop their vehicles. There will be dust as well. These impacts need to be considered during the period of construction. • It is better to finish construction activities within a short period. • Priority should be provided to local laborers in the project. 	

V. CONCLUSION AND RECOMENDATIONS

68. In general, it is expected that the national roads selected under the RMC package will assist in improving the connectivity of rural areas with economic centers of the country. Thus, the proposed rehabilitation and improvement of the Naula to Dambulla section of the Kandy - Jaffna (A009) road under the RMC component of the iRoad program will have a positive impact on the rural and regional socio-economic development of the people living particularly in the Matale district and Central Province in Sri Lanka.

69. There will be no permanent physical or economic displacement due to the proposed improvements identified during field inspection. However, the project team observed temporary structures within the RoW, established close to the drains on either side of the road. The majority of these vendors are residents live alongside the road. They are willing to shift back the structures to their land. The Contractor with the supervision of RDA PMU will assist vendors prior to commencing the construction to shift back the structures following a five-step process. In any cases of temporary loss of income, the project with the officers of PMU will conduct discussions on how the project can assist the owner. RDA PMU will closely monitor the vendor assistance at the forest reserve, located at 64+300km – 65+100km. The vendors will not be allowed to shift back and encroach the forest reserve. In the event that there is no place to continue the business, the project team will look for alternate places.

70. The road will be improved in each section as follows: 58+000 to 70+750 km to 14.4m, 70+750 to 71+800 to 14.4m, 71+800 to 72+025 km to 22m and 72+025 km to 72+710km to 23.7m. The existing RoW of the road is sufficient for the development of the proposed section of the road. Incorporating five lanes including a queue up lane in front of the Dambulla Economic Center is a needed since approximately 15,000 people and 1,500 to 2,500 vehicles come to the Center daily as mentioned in the KIIs. However, it is important for the PMU to continue consultations and inform the Officials of the Department of Archaeology, caretakers of the Dambulla temple, Officers of the Dambulla Economic Center, Officers from the Urban Development Authority, Divisional Secretary of Dambulla and the public about the proposed developments from 70+750km to 72+750km prior to detailed designs.

71. The consultation with the public and stakeholders highlighted the need of improving the drainage system along this section of the road. The culverts need to be replaced according the required capacity and drains need to be renovated. Further, the public highlighted the need of placing necessary sign boards and pedestrian crossings. These suggestions will greatly improve the development of the road and reduce the existing drainage issues in the project area. Moreover, the consultation with the Department of Forestry highlighted the need of protecting the forest reserve at 64+300km – 65+100km.

72. The establishment of the Grievance Redress Committees before commencement of road development is also an important aspect with regard to social safeguards compliance. As revealed in the socio-economic analysis, the public welcome this project as a positive factor in economic development.

INVOLUNTARY RESETTLEMENT IMPACT CATEGORIZATION CHECKLIST

Project: Improvement of the Naula to Dambulla section of the Kandy - Jaffna (A009) road.

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		√		The existing average RoW varies between 14.4m – 25.1m. The existing RoW is sufficient to carry out the proposed improvement to the road. Therefore, no land acquisition is required.
2. Is the site for land acquisition known?				Not Applicable
3. Is the ownership status and current usage of land to be acquired known?				Not Applicable
4. Will easement be utilized within an existing Right of Way (ROW)?		√		
5. Will there be loss of shelter and residential land due to land acquisition?		√		The road improvement work is to be carried out within the existing RoW without affecting any permanent or temporary structures. However, the owners of temporary structures may have to shift their structures temporarily until the development work is completed.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		
7. Will there be losses of crops, trees and fixed assets due to land acquisition?	√			The trees within the existing RoW may have to be cut.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		The road improvement work is to be carried out within the existing RoW without affecting any permanent or temporary structures. However, the owners of businesses may have to shift their structures temporarily until the development work is completed.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?	√			The shifting of temporary structures may cause loss of income. However, the Project will take necessary action to prevent temporary loss of income.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		There may be temporary disturbances during construction.

11. If land use is changed, will it have an adverse impact on social and economic activities?		√		
12. Will access to land and resources owned communally or by the state be restricted?		√		
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? <input type="checkbox"/> No <input type="checkbox"/> Yes If yes, approximately how many? <u>Not Applicable</u>				
Are any of them poor, female-heads of households or vulnerable to poverty risks? <input type="checkbox"/> No <input type="checkbox"/> Yes Not Applicable				
Are any displaced persons from indigenous or ethnic minority groups? <input type="checkbox"/> No <input type="checkbox"/> Yes Not Applicable				
Proposed IR category for the Project: Category C				

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

Additional Tables

Table 2.1: Education Achievements of the Sample Population

No schooling		Minor		Grade 1-5		Grade 5-10		Up to G.C.E. O/L		Passed G.C.E. O/L		Up to G.C.E. A/L		Passed G.C.E. A/L		Graduate		Post Graduate		Other	
M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
37	33	79	76	179	187	248	275	339	392	52	57	172	229	66	85	66	41	0	2		

Table 2.2: Occupations of the Heads of Households d

Occupation	Naula		Dambulla	
	Male	Female	Male	Female
Farmer	5	1	84	13
Skilled Labour	7	0	54	0
Business	12	3	173	39
Self-Employment	0	0	12	6
Forces	2	0	27	0
Foreign Employment	1	0	3	0
Driver	5	0	49	1
Government Officer	2	0	18	2
Housewife	0	0	0	3
Casual Labour	1	0	84	27
Retired	1	1	37	2
Teacher	0	0	9	1
Employed by a Private Institute/Company	6	1	35	2
Unemployed	0	2	11	18
Total	42	8	596	114

Table 2.3: Land (Types/Details of Land) belonging to the Sample Population (Perches)

Type of Land Tenure	Residential	Commercial	Paddy	Plantation	Mixed Crop	Abandoned Land
Sole deed/Title holder	26235.00	1024.00	4071.50	3411.00	816.00	5.00
Claims ownership but without title deeds	1175.00	20.00	160.00	160.00	1.00	0.00
Lessee/Renter	6713.00	151.00	1080.00	3130.00	80.00	60.00
Permit holder	1422.00	75.00	340.00	0.00	0.00	0.00
Shares ownership with another person	1422.00	75.00	340.00	0.00	0.00	0.00
Squatters	244.00	0.00	0.00	0.00	0.00	0.00
Tenant	3387.00	152.00	360.00	540.00	100.25	6.00
Total	2553.00	77.00	320.00	300.00	70.00	0.00

A Sample of One on One Interviews Carried Out with Stakeholders and Public during the Preparation of Social Assessments for the Work to be done on the Naula - Dambulla Section of the Kandy – Jaffna (A009) Road

Name of the Respondent	Sex	Designation/ Address	Date	Views
B.M. Piyal Jayasuriya	Male	Divisional Secretary, Dambulla	31.07.2020	It is good to develop the road after many years. There will be no issue as there is no need to acquire land. It is good to have a meeting with all stakeholders and public prior to commencing the road development close to Dambulla town and near the temple. It is important to discuss and agree on the proposed development and land areas. There are issues in these two places that need to be settled. The road is narrow, and accidents take place due to this. The road was developed in 1990's. The drainage system at 72km in front of the temple needs to be rehabilitated and the storm water diverted to the Thammanna stream. The drains should be widened considering the capacity of the storm water. It is better if the hydrology assessment is carried out to study the water flow in the area. There is a forest reserve called Dambu Oya sanctuary and it is around 20 ha. Most of the population living along the sides of the road are engaged in businesses. There are also farmers, daily wagers and government and private sector employees.
Sajini Dassanayaka	Female	Divisional Secretary, Naula	31.07.2020	It is important to develop the road as there is a heavy flow of daily traffic and this road is not been developed for many years. There are many heavy vehicles traveling along the A009 road especially for the transportation of vegetables to the Economic Centre, and sand from Manampitiya and Mahiyangana. Further, public and private vehicles use this road to reach Kandy, Matale, the North Central and Northern provinces daily. The public have complained to us about accidents taking place due to not covering drains in the ongoing road development activities close to Kapuwatta and Bibila junctions. Make sure that this will not happen in this development work. Between 59-60km, close to the Serudandapola temple, the bridge is narrow and gets flooded during the rainy season. In the Serudandapotha village, many people are engaged in small and medium businesses. A few people are employed in government and private sectors, farming, skilled and unskilled labour and self-employment.
R.M.P. Rathnayaka	Male	Executive Engineer, RDA, (Naula/Dambulla),	31.07.2020	The RoW is sufficient to develop the road and around 72km. Land is available for development. RDA has estimated that there will be 1.4 billion rupees for the development and expects to develop 4.2m on either side of the centreline. The

Name of the Respondent	Sex	Designation/ Address	Date	Views
		Nalanda		lands in front of the Economic Center belong to the UDA. The road was rehabilitated in the 1990's under a Korean project. The central expressway and proposed railway projects will cross the road at Yapagama. Thus, the development of this area is complex.
R.P. Weerasuriya	Male	Irrigation Engineer, Irrigation Office, Dambulla	31.07.2020	There is one river crossing A009, which is Dambulu Oya belonging to Mahaweli authority. There are no flood risk areas along the road. However, the road gets flooded when water flow is blocked, and it happens in many locations along the road. This happens as drains and culverts are not maintained properly.
D.A.N.D. Boopali	Female	Zonal Officer, Archaeology Office, Dambulla	31.07.2020	The Dambulla temple is a world heritage site and it is located close to the A009 road. It is important to carry out the road development work without affecting the green belt in front of the temple. There needs to be an impact assessment, and this can be done prior to the construction of the road. The road design should be submitted to the department with an application. Approval will be granted after discussions are held. The RDA needs to consult Rahula thero, the Chief Incumbent of the temple. Information can be taken from the Secretary of the Department of Archaeology.
E.M.J.K. Ekanayaka	Male	Grama Niladari, Dambulla Town, Dambulla	31.07.2020	Road development is good as there is a lot of traffic on this road. The Water Board damaged the surface of the road while maintenance work was done. During road construction work, developing a drainage system only is not enough. The leader way canals should be provided in places where required. If not, the water overflows onto the road. Even the section where the road development is ongoing, this issue is prevalent. It is better to cut the unnecessary trees along the road. There are accidents taking place at the Kandalama and Kapuwatta junctions and close to Yapagama temple. There are two lakes located close to the Pannampitiya junction. When these lakes overflow, the road gets flooded. Therefore, the canals need to be built to address this. Most of the culverts should be replaced with more capacity. During rainy seasons, the water in the Dambulla town flows to the Nawapadeniya colony. There are 144 families living in this area and their houses get flooded during rainy seasons. Therefore, this water should be diverted to the Thammannna stream. The drains along the road should be developed from Naula to Dambulla.

Name of the Respondent	Sex	Designation/ Address	Date	Views
E.M.K. Ekanayaka	Male	Grama Niladari – Administration, Naula DSD	31.07.2020	The road needs to be developed as it not been developed for a long time and the traffic flow has increased. It is important to consider leader way canals and the drainage system along the road. I suggest cutting the trees by the sides of the road as when the roots of one side is removed, the tree can easily fall. It has already happened in Naula. This need to be considered in this project. The Bobella slope is dangerous and accidents take place there. There is no pedestrian crossing at the CD junction and the bus bay is located away from the road. The pedestrian crossing at the Naula – Bibila junction needs to be shifted away from the junction. There are two lakes located close to Bibila junction and these lakes overflow and floods the road.
M.U.G. Jayakody	Male	Site Forest Officer, Forest Office, Naula	31.07.2020	There is a forest reserve along this section of the road, which is Dambulu Oya. It is located between 63 – 65km. It is a commercial plantation of the Forest Department. Although the forest is fragmented, animals do not cross the road. The Forest Department has placed boundaries and the road development work should not damage these. If there is a need to park construction vehicles or store construction material, approval needs to be obtained from the district forest office. If there is a need to cut trees, it needs to be informed to the Executive Engineer and the Department of Timber. Waste should not be disposed onto forest land. RDA needs to take the responsibility not to let workers cause harm to the forest. Eg. Possibility of throwing cigarettes after smoking causing fire.
Channa Areula	Male	President of the Chamber of Commerce – Special Economic Centre, Dambulla	31.07.2020	Around 15,000 people come to the Dambulla Economic entre daily. There are 50 lorries arriving from Jaffna and Vavuniya. Around 400 vehicles arrive from Anuradhapura and Polonnaruwa while there are 70 vehicles coming from the Kurunegala and Puttalam districts. Around 300 vehicles arrive from Nuwaraeliya and Badulla, 500 vehicles come from Matale and Kandy. Daily, around 1500 to 2500 vehicles arrive at the Economic Centre. The development of A009 road is important as 50% of vehicles arriving to the Economic Centre use the A009 road. The parking area belongs to the UDA. It is important to develop the road in front of the Centre to five lanes as there is sufficient space. One lane should be dedicated to park vehicles coming to the Economic Centre. When vehicles arrive from Nawala on the A009 road, there needs to be a proper procedure followed for vehicles to enter. The drains in front of Economic

Name of the Respondent	Sex	Designation/ Address	Date	Views
				Centre should be covered with concrete slabs. Further, there needs to be a system to divert storm water coming from drains away from the town. There should be road sign boards. The road development plan in the Dambulla town area needs to be discussed with the officers of the Economic Centre prior to implementation.
H.G. Upali Aththanayaka	Male	Community Member, No.166, Wihara Junction, Dambulla (GND - Dambulla Town)	15.07.2020	The road construction is good. The road has not been developed for many years. The drainage system along the road need to be properly constructed when the development work is carried out. Accidents take place near 71-72km as the road is very narrow. During construction, dust needs to be controlled.
D.G. Kusumawathi	Female	Community Member, 117/5, Moragollewa, Dambulla (GND - Moragollewa)	19.07.2020	The development work is good. When developing the road, the drains and culverts along the road should be replaced. It is good if the project can provide job opportunities for local people. During construction, there will be dust and noise. This should be controlled.
W. Wimalarathna	Male	Community Member, No108/11, Yapagama, Dambulla. (GND - Yapagama)	18.07.2020	Accidents take place at the Idigolla junction, the main issue with the road is the lack of maintenance of the drainage system. Due to this, water flows onto the road on rainy days. This made it difficult to walk and for vehicles to travel. Therefore, the road should be developed with a proper drainage system.
A.G. Nandawathi	Female	Community Member, Aluthgedara, Kapuwatta. (GND - Kapuwaththa)	25.07.2020	During construction, noise and dust will be an issue. Dust will cause health issues. This will be an issue for the shops along the sides of the road as well. This needs to be controlled properly. Priority should be given local to the locals when hiring is done for labour work.
K.M. Nilantha Jayalath	Male	Community Member, No 109, 37 Mile post, Lenadora. (GND – Lenadora south)	19.07.2020	The development work is good. The road has not been developed for decades. The main problem are the drains and culverts. The capacity of these are not sufficient. This should be considered in the development work.
I. T. Anurasiri	Male	Vendor by the roadside Gobarella, Lenadora	09.06.2020	The drainage system is not good. During rainy days, the water flows along the road up to the culvert. The culvert also needs to be repaired.

**Signature Sheets of the Focus Group Discussions from the Naula to Dambulla Section
of the Kandy – Jaffna (A009) Road**

Sample Socio Economics survey – FGD

Road : A9 (Naula to Dambulla)

Venue and address: අගමඩුව - පළමුවැනි පාර

Date : 27.06.2020

No.	Name of participants	Signature	Gender	
			Male	Female
1	D.M. අනුරාධ පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	P.K.R.M. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	D.M. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	H.G. වික්‍රම පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	R.M.H. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	W.B. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	A.M. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	P.R. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	A.M. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	H.M. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	T.A. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	H.A. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	A.M. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	W.B. පාලන		<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	Sumith		<input checked="" type="checkbox"/>	<input type="checkbox"/>

(2) of (2)

ATTENDANCE REGISTER

Integrated Road Investment and Development Programme (iRoad - OPRC) - Stage 1

Sample Socio Economics survey - FGD

Road : A9 (Naula to Dambulla)

Venue and address: අමතරාම - බණ්ඩාරනායකDate: 27. 06. 2020

CD බණ්ඩාර

No.	Name of participants	Signature	Gender	
			Male	Female
1	අ. ඩයානා සමරසිංහ	<i>[Signature]</i>		✓
2	T.H.A. සුමනි පෙරේරා	<i>[Signature]</i>		✓
3	H.A.K.C. Magashan.	<i>[Signature]</i>	✓	
4	K. V. S. S. S.	<i>[Signature]</i>	✓	✓
5	නරේන් ආනන්ද	<i>[Signature]</i>	✓	
6	නරේන් ගුණසේන	<i>[Signature]</i>	✓	
7				
8				
9				
10				
11				
12				
13				
14				
15				

ATTENDANCE REGISTER
 Integrated Road Investment and Development Programme (iRoad - OPRC) - Stage 1
 Sample Socio Economics survey - FG 2

Road : A9 (Naula to Dambulla)

Venue and address: පොදු බස් රථ (පොදුබස්)

Date: 26.07.2020

No.	Name of participants	Signature	Gender	
			Male	Female
1	G.M.A. සමග සාකච්ඡා	[Signature]	✓	✓
2	J.M. සමග සාකච්ඡා	[Signature]	✓	
3	වි.සී. සමග සාකච්ඡා	[Signature]	✓	
4	A.G.C.R.N. සමග සාකච්ඡා	[Signature]	✓	
5	M.H.J. සමග සාකච්ඡා	[Signature]	✓	
6	V. සමග සාකච්ඡා	[Signature]	✓	
7	අමර සමග සාකච්ඡා	[Signature]	✓	
8	G.H.D. සමග සාකච්ඡා	[Signature]	✓	
9	J.M.P.K. සමග සාකච්ඡා	[Signature]	✓	
10	චන්දන සමග සාකච්ඡා	[Signature]	✓	
11	ආ.ස. සමග සාකච්ඡා	[Signature]	✓	
12	R.B. සමග සාකච්ඡා	[Signature]	✓	
13	S.M.W.P. සමග සාකච්ඡා	[Signature]	✓	✓
14	සමග සාකච්ඡා	[Signature]	✓	
15	සමග සාකච්ඡා	[Signature]	✓	

16. ව.ස. සමග සාකච්ඡා
 17. E.M. සමග සාකච්ඡා
 18. සමග සාකච්ඡා
 19. සමග සාකච්ඡා
 20. සමග සාකච්ඡා

[Signatures and marks for items 16-20]

ATTENDANCE REGISTER
Integrated Road Investment and Development Programme (iRoad - OPRC) - Stage 1

Sample Socio Economics survey - FGD

Road : A9 (Naula to Dambulla)

Venue and address: 68-69 K.M. - Kapuwastota GND

Date : 27.07.2020

No.	Name of participants	Signature	Gender	
			Male	Female
1	සමන්ත ප්‍රසාද විජේ	Samantha		HA/
2	සමන්ත ප්‍රසාද	ant		HA/
3	L.A. පෙරේරා ප්‍රසාද	Koala		HA/
4	L.A. පෙරේරා ප්‍රසාද	පෙරේරා	✓	HA/
5	හ.ප. ප්‍රසාද ප්‍රසාද	Pra	✓	
6	H.M.T. ප්‍රසාද ප්‍රසාද	HA/		✓
7	L.A. ප්‍රසාද	HA/	✓	
8	L.A. ප්‍රසාද	ප්‍රසාද		✓
9	L.A. ප්‍රසාද	L	✓	
10	V. ප්‍රසාද	Samantha	✓	
11	A. ප්‍රසාද	HA/	✓	
12	හ.ප. ප්‍රසාද	HA/	✓	
13	හ.ප. ප්‍රසාද	ප්‍රසාද	✓	
14	හ.ප. ප්‍රසාද	ප්‍රසාද		
15	හ.ප. ප්‍රසාද	ප්‍රසාද		

ATTENDANCE REGISTER
Integrated Road Investment and Development Programme (IRoad - OPRC) - Stage 1

Sample Socio Economics survey - FGD

Road : A9 (Naula to Dambulla)

Venue and address: පාලම, පාලම

Date: 27.07.2020

No.	Name of participants	Signature	Gender	
			Male	Female
1	කේ.ඒ. ස. කාමරේ			✓
2	L.A. ප්‍රයාන ආචාර්ය			✓
3	P. ස. සිංහ		✓	
4	වි. ඒ. ඩබ්ලිව්		✓	✓
5	කේ. ඒ. සෙනරත්			✓
6	M. G. සෙනරත්		✓	
7	P. G. S. ගුණසිංහ		✓	
8	කේ. ඒ. ඩබ්ලිව්		✓	✓
9	W. M. සෙනරත්			✓
10	H. M. සෙනරත්			✓
11	M. A. සෙනරත්			
12	කේ. ඒ. සිංහ			
13	කේ. ඒ. සිංහ		✓	
14	M. W. P. සෙනරත්			✓
15	කේ. ඒ. සිංහ			

16. සෙනරත් සිංහ
17. සෙනරත් සිංහ
18. සෙනරත් සිංහ

ATTENDANCE REGISTER
Integrated Road Investment and Development Programme (iRoad - OPRC) - Stage 1

Sample Socio Economics survey - FGD

Road : A9 (Naula to Dambulla)

Venue and address:

Date : 28.07.2020

No.	Name of participants	Signature	Gender	
			Male	Female
1	සුභසිරි පී. දිසානායක		✓	
2	කේ. ඩී. සේනසේන		✓	
3	මහේෂ්වරී මානසිංහ		✓	
4	හේමා පාරමසිංහ මහේෂ්වරී		✓	
5	පී. ඩී. ආර්ථික		✓	
6	බී. ඩී. ආර්ථික මහේෂ්වරී		✓	
7	මහේෂ්වරී මහේෂ්වරී		✓	
8	සුභසිරි පී. දිසානායක		✓	
9	කේ. ඩී. සේනසේන			✓
10	හේමා පාරමසිංහ මහේෂ්වරී		✓	
11	පී. ඩී. ආර්ථික		✓	
12	බී. ඩී. ආර්ථික මහේෂ්වරී		✓	
13	මහේෂ්වරී මහේෂ්වරී			
14	සුභසිරි පී. දිසානායක			
15	කේ. ඩී. සේනසේන		✓	

Road : A9 (Naula to Dambulla)

Venue and address:

Date: 26-07-2020

No.	Name of participants	Signature	Gender	
			Male	Female
1	R. A. ...	...		✓
2	P. G. S. C. ...	...		✓
3	P. G. ...	...		✓
4	W. M. ...	...		✓
5	H. ...	...		✓
6	...	...		-
7	K. M. ...	...		-
8	H. M. ...	...		-
9	...	...		-
10	R. G.	✓	
11	✓	
12	R. M.		
13	W. M.	✓	
14	E.	✓	
15	H. M.	✓	

१६ मी. चौ. २०००

17. $\frac{1}{2}$ of 100 = 50

B. 24th Nov 1966

19. $\frac{1}{2}$ වන දින

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ATTENDANCE REGISTER

Integrated Road Investment and Development Programme (iRoad - OPRC) - Stage 1

Sample Socio Economics survey - FGD

Road : A9 (Naula to Dambulla)

Venue and address: Warakumbura.Date : 26.07.2020

No.	Name of participants	Signature	Gender	
			Male	Female
1	සමරසිංහ - විමලසිංහ	විමලසිංහ	මි	-
2	පී.සී. සුමන	සු	ම	-
3	D.S.U හුමාඩින	හුමා	ම	-
4	සාමන්ත නිලන් සමරසිංහ	සමරසිංහ	ම	-
5	P.K.D. තනතුරු	පී.කේ.ඩී.	ම	-
6	කේ.පී. ප්‍රසාද් සමරසිංහ	ප්‍ර.	ම	-
7	P.M. සමරසිංහ	සමරසිංහ	ම	-
8	ආ.ස. සමරසිංහ	සමරසිංහ	ම	-
9	නාමයක් නැති පුද්ගලයෙක්	නාමයක් නැති	ම	-
10	සමරසිංහ	සමරසිංහ	ම	-
11	නාමයක් නැති පුද්ගලයෙක්	නාමයක් නැති	ම	-
12				
13				
14				
15				

ATTENDANCE REGISTER
Integrated Road Investment and Development Programme (iRoad - OPRC) - Stage 1

Sample Socio Economics survey - FGD

Road : A9 (Naula to Dambulla)

Venue and address: දැවැන්දොර

Date: 27.07.2020

No.	Name of participants	Signature	Gender	
			Male	Female
1	අ.බ.ස. ආ. ඩිසල්	අ.බ.ස. ඩිසල්		✓
2	K. G. ප්‍රසාද්	ප්‍රසාද්		✓
3	කුමාර දිසානායක	කුමාර	✓	
4	T.G.R. ප්‍රදීප්	ප්‍රදීප්		✓
5	බ.ප. ප්‍රසාද්	ප්‍රසාද්	✓	
6	ආ.පී.පී. කේ. බණ්ඩාර	කේ. බණ්ඩාර		✓
7	NA දිසානායක බණ්ඩාර	දිසානායක	✓	✓
8	I.Y.D. W. Jayasinghe	ජේ. ඩී. ඩී.	✓	-
9	P.A. ප්‍රසාද්	ප්‍රසාද්	✓	
10	උ.බ. ප්‍රසාද්	ප්‍රසාද්	✓	✓
11	H.K.P. ප්‍රසාද්	ප්‍රසාද්	✓	
12	කුමාර දිසානායක	කුමාර		
13	කුමාර බණ්ඩාර	කුමාර		
14	කුමාර ප්‍රසාද්	ප්‍රසාද්	✓	
15				