



Involuntary Resettlement Due Diligence Report

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SRI: Integrated Road Investment Program —Improvement, Rehabilitation and Maintenance of Pelmadulla (0.0km) - Padalangala (66.0km) section of Pelmadulla – Embilipitiya – Nonagama (A018) Road

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CURRENCY EQUIVALENTS

(as of November 2018)

Currency unit Sri Lanka rupee (SLR)

SLR 1.00 = \$ 0.0055

\$1.00 = SLR 180.36

ABBREVIATIONS

ADB	Asian Development Bank
DS	Divisional Secretary
ESDD	Environmental and Social Development Division
FGD	Focus Group Discussions
GoSL	Government of Sri Lanka
GIS	Global Information System
GN	Grama Niladhari
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&RD	Ministry of Highways and Road Development
RDA	Road Development Authority
RF	Resettlement Framework
RHS	Right Hand Side
RMC	Road Management Contracts
ROW	Right of Way
SAPE	Preliminary Engineering and Survey

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Chapter I – Introduction

A. Background

1. Sri Lanka being an island in the Indian Ocean has shown a positive economic growth in the recent years. Although there is an upward trend in urbanization and improving of living standards about 85% of the country's population still live in peri-urban and rural areas. And out of this population it has been estimated that around 85% is considered as poor. 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 main land based transportation mode in Sri Lanka. The current road network of the country comprises of 169.8 km of expressways (in operation), 4215 km of "A class" roads and 7994.7 km of "B class" roads (source: Annual Report of Road Development Authority 2015). The length of the provincial roads maintained by provincial councils was approximately 16,000 km. Although the Sri Lanka's road density is comparatively high in relation to the other countries in the region, it needs uplifting to serve the emerging demand. Thus, development of rural roads and continuous maintenance in national roads is necessary to maintain a good network.

3. Taking initiative in this regard, Road Development Authority (RDA) under Ministry of Highways and Road Development (MOH&RD) introduced an investment program where an efficient road transport will be established between rural communities and socio-economic centres. During the initial studies for the program it was agreed that around 1,000 rural communities would be connected to socio-economic centres. The program includes rehabilitation and upgrading of both rural and national roads. The program is implementing under a Multi Tranche Financing Facility (MFF) obtained from 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 socioeconomic centres, and (ii) enhanced capacity of RDA in inclusive road operation and development.

4. The iRoad program is currently implementing in rural roads in Southern, Central, Sabargamuwa, North Central, North Western Provinces and Kalutara District in Western Province. Preliminary Engineering and Survey (SAPE) works for selected roads (rural and national) in Northern, Eastern, Uva and Western Provinces (including more roads in Kalutara District) have been completed to be rehabilitated and improved under second iRoad program.

5. Under the ongoing iRoad program, five (5) national roads/road links have been selected for rehabilitation and improvements. Total length of these road sections will be around 300 km. The roads and road links are listed in table 1.1 below with the respective lengths proposed for rehabilitation and improvements.

Table 1.1: National road sections which are proposed for development

No.	Road/road link	Road Section	Length of the Road Section (km)
01	Pelmadulla – Ambilipitiya – Nonagama (A018) Road	Pelmadulla to Padalangala section	66.0
02	Maradankadawela – Habarana – Tirikondiadimadu (A011) Road	Maradankadawala to Habarana Section (0.0km to 25.0km)	25.0
03	Colombo – Kandy (A001) Road	Nittambuwa to Peradeniya section(39.750km to 108.700km)	68.95
04	Galle package roads	Karapitiya – Labuduwa – Wanduramba – Nagoda – Udugama – Hiniduma - Thawalama	51.92
05	Roads in North Central Province	Kekirawa – Thalawa, Thalawa – Ganewalpola, Ganewalpola - Dachchahalmillewa	89.0

Source: PIU, iRoad

6. These national road sections will be developed as Road Management Contracts (RMC) where the rehabilitation and improvement works 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 works to management and conservation of national assets (in this case the road infrastructure).

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

8. At the outset of the program it has been decided to avoid any acquisition of land which leads to any permanent physical or economic displacement of community. The RF give provision for land acquisition as mentioned in paragraph 8. However, RDA has decided to do the road rehabilitation works within the existing Right of Way (ROW).

9. Total length of Pelmadulla – Embilipitiya – Nonagama (A018) Road is 87.69km. The section from Pelmadulla to Padalangala which is 66km in length has been considered to be rehabilitate and improved under RMC package. This report is prepared to provide details as listed under paragraph 48 of RF, i.e. to provide evidence that there shall not be any issues of land acquisition related to this development works and to assess whether there are any outstanding grievances related to any land acquisition carried out previously with respect to this road section.

10. The report presents the status of involuntary resettlement due diligence of Pelmadulla to Padalangala section of A018 road and also the socioeconomic aspects of the communities living along road influence area and gender related aspects with community views on the project based on consultations carried out during the study.

B. Objectives of the study

11. This study aims to fulfil the following objectives;
- i. To verify that there is no IR involved within the road section to be improved under this RMC
 - ii. To identify a sample of potential beneficiary population focusing on 35 GN divisions and 5 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

12. Length of Pelmadulla (0.00km) to Padalangala (66.00km) section of Pelmadulla – Embilipitiya – Nonagama (A018) road is 66km.

13. Under the RMC of iRoad program, it has been proposed to rehabilitate the particular section in to standard two lanes configuration. The project will not involve acquisition of additional lands and all improvement activities will be restricted to the existing ROW. The proposed typical cross section consists of carriageway, hard shoulder, soft shoulder and side drains where necessary with following dimensions; Carriageway: 3.7m x 2, Hard shoulder: 1 - 2m x 2, Soft shoulder (maximum): 1m, Drain: 0.6m, with a total formation width of approximately 13m.

14. Proposed typical cross section is attached in Appendix 1. However the typical cross section will be modified based on the location specific contexts keeping the major components unchanged. Table 1.2 below presents the administration divisions crossed by this road section, while figure 1.1 presents the location map of the proposed road section.

Table 1.2: Administrative divisions within the project area

Province	District	DS Division	GN Division
Sabaragamuwa	Ratnapura	Pelmadulla	Pelmadulla town, Pelmadullagama, Panawenna, Kapuhenthota
		Kahawatta	Nugawela West, Nugawela East, Weldura, Atakalanpanna, Pahamunupanna,
		Godakawela	Kavuduwewa, Madampe North, Alpitiya, Galahitiya, Malwatta, Godakawela, Balavinna West, Thambgamuwa East,
		Embilipitiya	Pallebedda, Sankapala, Kolambage Ara, Thimboketiya, Udawalawa Track 2, Maduwanwela, Gangeyaya, Nindagampelessa, Ketagal Ara, Hingura Ara, Hamillaketiya, Thunkama, Halgala, Kuttigala, Padalangala, Pallegama, Udagama
Southern	Hambantota	Ambanlantota	Barawakumbura

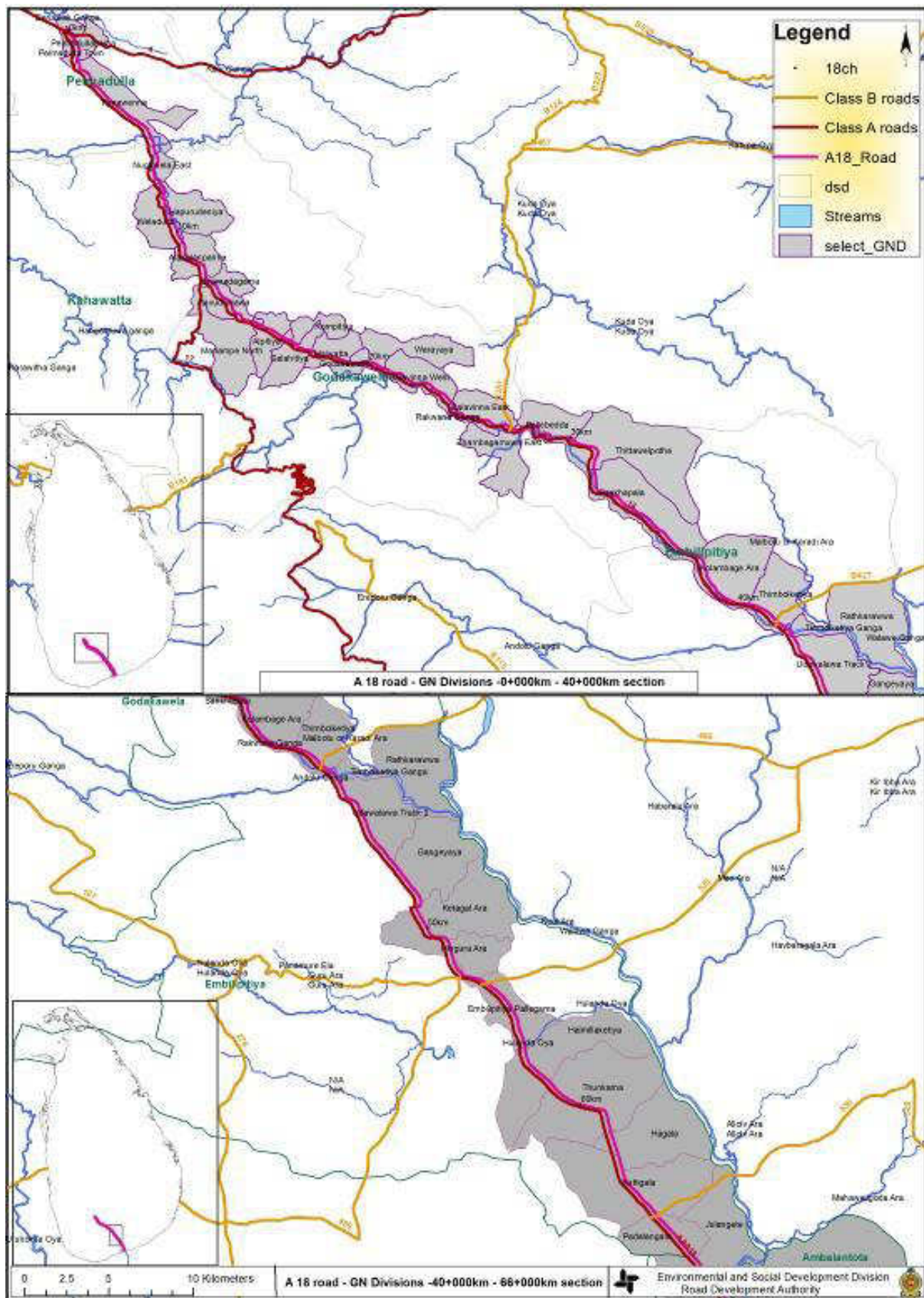


Figure 1.1: Project location map



Figure 1.2: Starting point of the road section



Figure 1.3: End point of the road section

D. Methodology of this study

15. In order to prepare Involuntary Resettlement Due Diligence & Socioeconomic Assessment Report, the field surveys were carried out from December 2016 to March 2017. IR due diligence, focus group discussions and public consultation were carried out by Environment and Social Development Division of RDA. A sample socioeconomic survey was also conducted as part of this study. A detail account of each assessment methodology is presented below.

IR due diligence

16. Carrying out a field survey along the road verifying and recording the existing 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 with respect to chainage along the road. The study was aided with Google online maps, typical cross sections developed by RDA.

Socioeconomic profile

17. A sample survey covering 20% of the Households (HH) living along the road was carried out using a structured questionnaire which was developed under SAPE works of iRoad (with few improvements to suit the present condition of societies). The survey was outsourced to Institute for Development Research and Consultancy and the survey was enumerated by graduates of university of Kelaniya. The study sample included 2869 of potential beneficiary households. A total of 2869 questionnaires were filled, entered and analysed by the same institute.

Focus Group Discussions and public consultation

18. Focus Group Discussions (FGDs) and public consultation was carried out during month of January to March of 2017. Divisional Secretaries and Grama Niladharis along the road corridor were informed about the project and their views were recorded on proposed road improvements.

19. FGDs were arranged with the assistance of Grama Niladharis to obtain views of communities living along the road on proposed road improvements. A total of six (6) FGDs were conducted within Pelmadulla to Padalangala section of A018 road.

Chapter 2 - Involuntary resettlement and due diligence

A. A brief history of previous developments and land acquisition along this road

20. Pelmadulla – Nonagama road was rehabilitated and improved during year 2002 under ADB financing. During this development the rehabilitation and improvement works were carried out within the existing ROW, hence no land acquisition was envisaged.

21. In year 2013, the Urban Development Authority (UDA) had initiated a town development program along this road. Under this program the town areas of Kahawatta, Godakawela, and Embilipitiya were to be improved including four lane status, road side drains and other related facilities. In order to facilitate this development the UDA had informed the occupants of buildings and structures inside the building limits (as defined under the Throughfares Ordinance) to remove such structures. The community within these town areas had responded differently to this request, where some occupants mainly business operators in Kahawatta and Godakewela towns had demolished their structures while some others had filed a case against UDA, RDA and other line agencies responsible for the proposed development works. The main issue that had been raised was that the authorities had not secured budgetary provisions for compensation and had not followed the procedures stipulated under land acquisition act. In 2015, the court of appeal gave its decision regarding this case and it has instructed the respondents of the court case to follow due procedure for acquisition of lands as mentioned in the land acquisition act, and the case had been settled. The proposed improvements to these towns had not yet been carried out, therefore the road within town sections still remains as two lanes.

B. Involuntary Resettlement and Due Diligence with respect to present development project

22. Pelmadulla to Padalangala section of A018 road is 66km in length. The existing land use on either side of road consists of residential lands with home gardens, paddy lands, and townships. Average ROW within the town limits is around 15m and beyond the town area it is around 16m. RDA boundary markers demarcating the ROW could be observed along the road. Two lanes are available within this section with lane marking. Width of each lane is 3.7m with soft shoulder of 1m and 2m hard shoulder especially in town areas. Built up drains (0.5m) are visible in most sections of the road (especially within town areas). Few examples of present land use on either side of the road is presented in below figures.



Figure 2.1: The road traverse through New Town Embilipitiya





Figure 2.2: A paddy land adjacent to the road



23. The towns located along this road section are Pelmadulla (0km), Kahawatta (6km – 7km), Weldura (9km – 10km), Kalal Ella (12km – 13km), Godakawela (20km – 22km), Pallebedda (28km – 29km), Kolambage Ara (40km – 41km), Udawalawa (42km – 43km), and New Town Embilipitiya (53km – 54km). As stated above built up drains with cover slabs have been provided along the road passing these towns.


24. During the field visit few temporary structures were observed at Kahawatta town area (between Clock tower and bridge). The present occupants of these structures (about 20 in number) were consulted during the visit. All these structures had been constructed over the Gabion structure to the Left hand Side (LHS) of the road. On average the offset between these structures and the existing road edge was around 1m on the LHS while there is more than 2 m distance between the existing road edge and the structure line on to the Right Hand Side (RHS) of the road. Existing road width at this location is 14m. Therefore the available ROW within this section of the road is more than 15 m. As per the design requirements the width required to each side from the existing center line is 7.3 m (i.e. a formation width of 14.6 m). These temporary structures on the LHS need not to be removed for the proposed road development works. Therefore there shall be no permanent impact (need of relocation) to these structures. During the field reconnaissance visits carried out along this road the details of the present occupants of these structures and their views were recorded. These details are presented in table 2.1.



25. Other than these structures, no any other structures (permanent or temporary) were observed to be within the existing ROW (as marked by RDA boundary markers) during these field reconnaissance visits.

Table 2.1 - Structures observed within Kahawatta town section



PPN	Location	Type of structure	Owner/renter Name and address	Photo	Remarks
A018-01	N 06. 5827° E 80.5734°	Temporary Hut	Owner A. M. M. Nizar Rentee Ramalingam Krishnamali Lellupitiya, Beranduwa, Hunukotuwa		I have rented this shop from Mr. Nizar. Daily rental fee is Rs. 600. My daily income is about Rs 5000. Here I am doing business from 2015. This is my sole income source. This road development is very good. During the construction period dust problem will arise.
A018 -02	N 06. 5827° E 80.5834°	Lotery stall	Owner Pushpawardana Renteer T.H. Rathnawathi Irangani Pushpawardhana Lottery Agency, Kahawaththa		I am a renter and I started this lottery stall in 2006. Monthly rental amount is Rs 500. I open the shop around 7 a.m. and close around 5 p.m. Monthly income is about Rs 10000. This road development is very good. It is good if this road develop without impacting to our business.



A018 -03	N 06. 5827° E 80.5734°	Temporary Hut	Owner Bodhipala		Could not contact
A018 -04	N 06. 5826° E 80.5735°	Temporary Hut	Owner L.A.Wickramasing he Ashoka Uyana, Kalansooriyagama , Kahawatta		Here I sell goods such as coconut, manioc, etc. I do business about 15 days per month. Profit is about Rs 500 per day. I do not pay any tax. This road development is very good.



A018 - 05	N 06. 5826° E 80.5735°	Temporary Hut - wade stall	Owner L A Wickramapala Panawenna (south), Kahawatta		My Name is Manjula. I am working in this shop. Shop owner is L.A. Wickramapala.
A018 - 06	N 06.5825° E 80.5835°	Temporary Hut- Toys stall	Owner Kamal Padmasiri Panawinna (south), Batahena, Kahawatta		Could not contact



A018 - 07	N 06° 5826° E 80.5735°	Wade shop	<p>Owner Samantha</p> <p>Renter A. M. Selwam Ella Wanguwa, South Pannawenna Rd ,Kahawatha</p>		I am a renter. I started this business in 2010. Monthly rental amount is Rs 8000. Monthly Income is about RS 30000. I Open the shop 9.30 a.m. to 5.30 p.m. This road development is good. During the construction period our business will be decreased.
A018 - 08	N 06° 5826° E 80.5735°	Temporary Hut- Bite selling center	<p>Owner Denard</p> <p>Renter Mohan RajaHawpe Watta, Lower section, Kahawatta</p>		I am a renter. I started this business in 2005. I sell gram productions. Delivery van supply gram productions for us. Daily rental is Rs 300. Daily income is Rs700. Annually I pay Rs 825 as tax to Pelmadulla Pradeshiya Saba. This road development is good.



A018 - 09	N 06. 5825° E 80.5835°	Wade stall	<p>Owner Moreen</p> <p>Renter Mohan Raja Hawpe Watta, Lower section, Kahawatta</p>		<p>I started this business in 2004. I sell Wade and gram production. This is mobile shop. Daily rental is Rs 300. Daily income is Rs700. Annually I pay tax amount of Rs 825 to Pelmadulla Pradeshiya Saba.</p>
A018 - 10	N 06. 5825° E 80.5735°	Sweet Center	<p>Owner D. Wijekumar</p> <p>Renter M. P. G. Dishantha Sweet Center Main Street Kahawatha</p>		<p>I started this shop in 2014. Monthly rent Rs 10000. I sell sweet items. Monthly income is about 35000. I open shop around 6.30 a.m. and close around 6.30 p.m. This road development is very good. During the construction period dust problem will arise.</p>

A018 - 11	N 06. 5825° E 80.5735°	Betel stall	<p>Owner J M Jayapala</p> <p>Renter Kanagarathnam Panawinnasouth, Kahawatta</p>		I am the shop owner. This land belongs to RDA. In 2011, shop was rented out to Mr. Kanagarathnam. There he operates a betel shop. I received Rs 400 as daily rental.
A018 - 12	N 06.5824° E 80.5735°	Vegetable stall	<p>Owner Donald Jayasundara No.56, Sandasilugama, Kahawatta</p>		I started this business in 2013. I earn about Rs. 80,000 per month. There are three workers here. I pay Rs 700 pay daily for each worker. We pay, annually Rs. 825 for tax to Pelmadulla Pradeshiya Sabha. The shop is open from 7 am to 8pm. We have no electricity facilities. This road development is good. (The red colour circle shows the shop belongs to Mr. Donald Jayasundara)

A018 - 13	N 06.5824° E 80.5735°	Vegetable stall	<p>Owner G. Padmasiri Poranuwa Road, Udahadeniya, Kahawatta</p> <p>Renter Paul Jayaprakash Nawelikanda, Wellandura, Kahawatta</p>		I am a renter. I have been here since 2016. I pay Rs 500 as rental amount per day. This is a great place for our business. I operate this shop about 20 days per month. Daily profit is about Rs 1500.
A018 - 14	N 06.5823° E80.5735°	Plastic Item shop	<p>Owner G. Padmasiri Poranuwa Road, Udahadeniya, Kahawatta</p>		I started this shop in 1997. I have built this shop. This land belongs to RDA. Monthly income is about Rs. 30000. I Pay 1500 tax to Pelmadulla Pradeshiya Saba. This road development is good.

A018 - 15	N 06.5823° E 80.5735°	Vegetable stall	<p>Owner G Padmasiri Poranuwa Road, Udahadeniya, Kahawatta</p> <p>Renter N. K. Ranjith Endana, Kahawatta</p>		I am operating a vegetable shop here. I have started this business in 2014. This is ideal place for our business. Monthly income is around Rs.290,000. There are 03 workers in our shop. I pay Rs 1200 for each worker daily. Daily rent is Rs 600. This road development is good.
A018-16	N 06.5823° E 80.5735°	Fruit stall	<p>Owner Lenard Harsha Priyadarshana</p> <p>Renter Pushpan Pemanath Thalaovita Panawenna Kahawaththa</p>		Here I operate a fruit shop. I started this shop 2006. Monthly rental is Rs 9000. I bring fruits from Embilipitiya. Annually I Pay Rs 825 to Pelmadulla Pradeshiya Saba as annual rent.

A018-17	N 06.5823° E 80.5735°	Shoe repairing shop	Owner W Jayasooriya Renter M S M Suresh 1st lane, Walawwatta, Kahawatta		<p>Here I am operating a shoe repairing shop. I started this business in 2008. This land belongs to RDA. There are two workers in the shop. I pay Rs. 20000 monthly for each worker. Monthly income is about Rs 45000. Monthly rent is Rs 10000. I have Electricity and water supply facilities.</p>
A018-18	N 06.5822° E 80.5735°	Betel shop	Owner L.H. Priyadarshana Renter W. A. premarathna Talowita Panawenna Kahawatha		<p>This is a betel shop. I started this shop in 2008. Monthly rent is Rs 8000. Monthly income is Rs 20000. Shop is open from 7.30 a.m. to 5.30 p.m. I Pay Rs 200 as tax amount to Pelmadulla Pradeshiya Saba. This road development is good.</p>

A018-19	N 06.5821° E 80.5736°	Temporary Hut -Fruit stall	<p>Owner J M Thushan Jayasooriya</p> <p>Renter Subramaniam Harischandra Hunuwala Opanayaka (No: 01 Section)</p>		Here I am operating a fruit stall. I am a renter. I came here 2017. Monthly income is Rs 18000. Daily rent amount is Rs 500.
A018-20	N 06.5821° E 80.5735°	Permanent structure - vegetable shop	<p>Owner Faizan</p> <p>Renter A. N. Murugesu Weladura Kahawatta</p>		I started this business 2006. Monthly income is Rs 100000. Monthly rental is Rs 30000. There are two workers in this shop. I Pay Rs 15000 monthly for each worker. I bring Vegetable from Bandarawela. I appreciate this road development.

26. Common properties such as schools, temples, shrines and mosques were observed on either side of this road section. Structures of these properties are located away from the existing road ROW. Locations of these properties with side of the road is presented in table 2.2 below.

Table 2.2 - Common properties located close to the road along Pelmadulla to Padalangala section of (A018) road.

Chainage	Type of common property	Side the of road
0+000	Bo tree and Buddhas statue	LHS
0+000	Hospital	RHS
0+300	Dharmaloka Navodya school	RHS
2+500	Tamil school	LHS
2+600	Temple	LHS
5+000	Bo tree	RHS
5+400	Jayathilaka Wijerathnarama Temple	LHS
5+750	Hospital	LHS
6+400	Mosque	RHS
6+700	Basic Hospital	LHS
6+800	Shrine	LHS
7+400	Bo tree	LHS
8+100	Cemetery	RHS
8+400	Kahawatta Muslim school	RHS
9+300	Ruwanpura National College of Education	LHS
11+560	Bo tree	RHS
12+000	Mosque	RHS
12+200	Temple	RHS
12+900	Fish market	LHS
14+000	Pre -school	LHS
16+500	Temple	LHS
20+000	School	LHS
20+700	Temple	RHS
21+400	District Hospital	LHS

Chainage	Type of common property	Side the of road
21+700	Cemetery	LHS
21+700	Temple	RHS
24+600	Balawinna school	RHS
26+400	Play ground	LHS
27+750	Bo tree	RHS
28+100	Temple	RHS
28+400	Maha vidyala school Palledbedda	RHS
29+850	Bo tree	RHS
31+000	Temple	RHS
31+850	Bo tree	LHS
34+400	Temple	RHS
35+200	Community hall	LHS
36+400	Pussadewa Cemetery	LHS
36+500	Community hall	RHS
37+000	Sri Gunarathana school	RHS
37+300	Sankapala ancient Temple	LHS
38+500	Pre - School	LHS
39+100	Colambage Ara Maha Vidyalaya	LHS
40+725	Bo tree	RHS
41+500	Shrine	LHS
42+075	Bo tree	LHS
42+200	Thibolketiya school	LHS
42+600	Buddhist Shrine	LHS
44+375	Crematorium	LHS
46+200	Bodhimaluwa School	LHS
46+450	Bodhimaluwa temple	LHS
48+100	Anandha Bodhiraja School	LHS
51+975	Children's Home and Bodhiraja Temple	LHS

Chainage	Type of common property	Side the of road
53+200	Mahavidyala school Embilipitiya	LHS
53+975	Junior school Embilipitiya	LHS
54+775	DA Rajapaksha Mamorial hall	LHS
56+225	Bo tree	RHS
58+950	Buddhas Statue	LHS
60+100	Bo tree	RHS
60+200	Thunkama School	RHS
60+550	Buddhas Statue	LHS
60+900	Fair	LHS
64+950	Dhamma school	LHS
65+500	District Hospital	LHS

Source: Field survey in December 2016

27. Field observations verified that the boundaries of these common property places are located well outside the existing ROW. Hence these common properties shall not be affected due to this road rehabilitation and improvement works.

28. Even the structures located at Kahawatta town shall not have any adverse impacts due to the proposed rehabilitation and improvement works. There will be no permanent physical or economic displacement of people living along the road corridor, thus there will be no IR impacts. A summary of due diligence on Involuntary Resettlement is presented in table 2.3, while IR categorization checklist for the road is presented in Appendix 2.

Table 2.3 - A summary of due diligence on IR for RMC works on Pelmadulla to Padalangala section of A018 Road

Km	Present condition	Type of activity	IR Due diligence categorization
0 - 20	Not improved	Full rehabilitation and improvement works and routing maintenance thereafter.	No IR impact
20 - 40	Not improved	Full rehabilitation and improvement works and routing maintenance thereafter.	No IR impact
40 - 66	Not improved	Full rehabilitation and improvement works and routing maintenance thereafter.	No IR impact

C. Anticipated social impacts and proposed mitigation measures

29. The construction activities will be carried out within the available ROW, and no acquiring of additional land strips shall be required. Therefore no impacts of physical and economical displacement shall occur due to the proposed development works. However, during construction period, there will be temporary impacts to the structures located close to road edge and communities living close to the road. This section discuss such possible impacts and measures that need to be taken to avoid, minimize or mitigate such issues.

Impacts to roadside structures

30. There are no structures observed within the ROW as mentioned in the IR due diligence section. However, about 20 temporary structures located in Kahawatta town area will be affected by dust and noise during construction period.

31. There will also be positive impact of increase in customers to roadside business places providing services during construction period.

Increase of dust, noise and vibration

32. Excavation for shoulders and other earthworks, pavement improvement operations, quarry operations, operation of asphalt plant, batching plant, operation of construction vehicles during construction period will increase dust impact in the project area. Heavy machinery used for construction work will create noise and vibration which will cause nuisance to residents in settlements and excessive vibration can damage buildings located nearby to the trace.

The impact of dust, noise, and vibration shall be mitigated by;

- Limiting operations times when they have least impact in settlement areas, especially near schools and other sensitive locations such as hospitals and places of worship.
- 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.
- 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.

Loss of Access

33. There are commercial, residential, government and community places located close to the road. There will be temporary loss of access during construction period due to construction of the hard shoulder and/or drains. This will be a disturbance to owners of structures and public.

34. This impact will be mitigated by providing temporary access during construction period until permanent access are provided.

Disruption to Traffic/Transportation

35. Disruption of access to infrastructure due to construction activity will cause nuisance and to a certain extent additional cost to the public in terms of longer travel period due to diversion or traffic. It will also pose risk of accident to motorist at night if these blockages and disruption are not clearly demarcated. Following measures should be considered to minimize the impacts on existing traffic;

- Providing advance information to the public about the planned construction works,
- Providing properly marked by-passes and one-way section including barriers, reflectors, and night illumination
- Use of flagmen to control traffic flows at constricted sites, including safe crossing for pedestrians especially near town areas and schools

Safety of Workers and Public

36. Construction activities pose potential hazards to both workers and public. Safety to workers and the public will be enhanced by;

- Continuous proper briefing and training of workers on safety precautions, and their responsibilities for the safety of themselves and others.
- Provision of hazard warning signals around construction sites, and directing vehicle and pedestrian traffic away from work sites.

Social Impacts due to Establishment of Labour Camps

37. Stagnant water at the labour camps, wastewater and solid waste generated from such camps can create mosquito breeding which will be vectors for communicable diseases to the workers and host communities. Such materials have the potential to cause deterioration of surface water and ground water sources if they are released to adjacent water bodies.

38. Social conflicts may arise due to use of illicit liquor and unpleasant behaviour which causes inconvenience to local community.

39. Maximizing recruiting of local labour will minimize the need for migrant workers and avoid potential and health conflicts with the host community.

40. Awareness programs should be conducted targeting workers as well as local community in order to minimize and avoid health issues and conflicts.

41. Workers will be educated to minimize generation of wastewater and solid waste from the site. Generated solid waste will be separated and degraded material will be used for composting and plastic and other polythene material will be handed over to the relevant collectors or to the local authority. Site specific measures such as filters, settling tanks shall be introduced to increase the quality of wastewater before disposed to the open environment.

Pedestrian and commuter safety

42. During the operational period, improved road surface will be conducive to safe vehicle driving at desired speeds. However unsafe driving conditions on the improved road such as speeding exceeding the speed limits may increase the incidences of accidents. Incorporating the following measures could offset this negative impact;

- Provision of hard shoulders, centreline road marking where possible, edge delineation etc.
- Provision of clearly marked signing at townships, sensitive areas such as schools, temples
- Enforcement of speed limits and other traffic rules, especially within the town limits

Improved connectivity and socio economic conditions of the community

43. The development of Pelmadulla to Padalangala section of Pelmadulla – Embilipitiya – Nonagama road will improve connectivity and assist the communities living in the project area to reach the market places with less travel time to sell their produce.

Anticipated social impacts during the road maintenance period

44. Road maintenance work will not include any activity beyond the existing ROW. Therefore, any significant social impacts will not be occurred during routing and periodic maintenance period under RMC.

Chapter 3 - Socioeconomic assessment and gender participation

A. Description of Key Physical and Socioeconomic Features of the Project Area

45. A018 road traverses through the Sabaragamuwa and Southern Provinces. Sabaragamuwa province has an area encompassing 4,968 km² and population of 1,918,880 persons. This province comprises of two districts namely Ratnapura and Kegalle. Southern Province consisting with Galle, Matara and Hambantota districts and it has 5,444km² and 2,464,732 of population. Table 3.1.below presents details on land area, population, population density and poverty head count ratio of the two districts where this road section is located.

Table 3.1- A summary of land area, population, population density and poverty head count ratio

District	Population (Census 2017)	Land area (km ²)	Population Density (person/ km ²)	Poverty head count ratio (2016)
Ratnapura	1,151,000	3,275	335	6.5
Hambantota	647,000	2,609	211	1.2

Source: Department of Census and Statistics, 2012

46. Population distribution by ethnicity, sex and age and labour force in two districts are presented below.

Table 3.2 - Population by ethnicity in each district

District	Sinhala	Sri Lankan Tamil	Indian Tamil	Moor	Burgher	Other
Sri Lanka	74.9	11.2	4.2	9.2	0.2	0.4
Ratnapura	87.1	5.0	5.7	2.1	0.1	0.1
Hambantota	97.1	0.4	0.1	1.1	0.1	1.4

Source: Department of Census and Statistics, 2012

Table 3.3 - Population by sex and age in each district

District	Total number of persons	Sex		Age		
		Male	Female	Less than 15 years	15-59 years	60 years and over
Sri Lanka	20,359,439	9,856,634	10,502,805	5,131,666	12,707,200	2,520,573
	100	48.41	51.59	25.21	62.41	12.38
Ratnapura	1,088,007	536,401	551,606	263,218	684,236	140,553

District	Total number of persons	Sex		Age		
		Male	Female	Less than 15 years	15-59 years	60 years and over
	100	49.3	50.7	24.2	62.9	12.9
Hambantota	599,903	294,736	305,167	154,983	374,006	70,914
	100	49.1	50.9	26	62	12

Source: Department of Census and Statistics, 2012

Table 3.4 - Labour force distribution in each district

Labour Force/ Employment/ Unemployment	District		Province		Sri Lanka
	Ratnapura district	Hambantota	Sabaragamuwa Province	Southern Province	
Percentage of Labour Force	59.3	56.5	57.5	54.0	53.8
Percentage of Employment	95.8	96.7	92.4	94.2	95.3
Percentage of Unemployment	4.2	6.3	5.9	5.8	4.7

Source: Sri Lanka Labour force survey, Annual report – 2015- Department of Census and Statistics

B. An analysis of the Sample Socioeconomic Survey

47. The socio economic survey was conducted selecting 2869 houses located within the five DS divisions along the road. The sample distribution among DS Divisions is presented table 3.5.

Table 3.5 - Names of the DSDs through Pelmadulla to Padalangala section of A018 road is located and number of households surveyed

DSD	GND	Total House holds	Surveyed Households	Percentage of surveyed Households
Pelmadulla	Pelmadulla town	322	83	25.78
	Pelmadullagama	325	83	25.54
	Panawenna	309	80	25.89
	Kapuhenthota	336	84	25.00
Kahawatta	Nugawela west	333	80	24.02
	Nugawela east	228	66	28.95
	Weldura	357	87	24.37
	Atakalanpanna	333	80	24.02
	Pahamunupanna	181	44	24.31
Godakawela	Kavuduwwewa	329	84	25.53

DSD	GND	Total House holds	Surveyed Households	Percentage of surveyed Households
	Madampe north	350	84	24.00
	Alpitiya	302	78	25.83
	Galahitiya	305	80	26.23
	Malwatta	340	84	24.71
	Godakawela	185	51	27.57
	Balavinna west	599	170	28.38
	Thambgamuwa east	227	63	27.75
Embilipitiya	Pallebedda	299	85	28.43
	Sankapala	298	82	27.52
	Kolambage ara	289	81	28.03
	Thimboketiya	309	85	27.51
	Udawalawa track 2	296	80	27.03
	Maduwanwela	290	80	27.59
	Gangeyaya	314	84	26.75
	Nindagampelessa	341	89	26.10
	Ketagal ara	331	81	24.47
	Hingura ara	300	81	27.00
	Hamillaketiya	336	84	25.00
	Thunkama	306	83	27.12
	Halgala	342	84	24.56
	Kuttigala	338	82	24.26
	Padalangala	310	80	25.81
	Pallegama	312	81	25.96
	Udagama	313	85	27.16
Ambalantota	Barawakumbura	330	81	24.55
Total		11015	2869	26.04

Source: Sample HH survey, January 2017

48. 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 community towards the project.

C. Distribution of households by family size and age

49. Distribution of family size and age distribution of family members in each district and DS are presented in below table 3.6 and 3.7.

Table 3.6 - Distribution of family size of the sample households

District	DSD	Family size (No. of members)						Total
		1 - 2		3 - 4		5 >		
		No	%	No	%	No	%	
Ratnapura	Pelmadulla	52	16.2	168	50.6	110	33.1	330
	Kahawatta	46	12.8	199	55.7	112	31.4	359
	Godakawela	111	15.9	388	55.9	195	28.1	694
	Embilipitiya	238	16.9	762	54.1	407	28.9	1407
Hambanthota	Ambalantota	10	12.3	40	49.3	31	38.3	81
Total		457	16.0	1557	54.2	855	29.8	2869

Source: Sample HH survey, January 2017

50. Out of 2869 households 54.2% of households have an average family size with 3-4 members. 54.1% households in Embilipitiya DSD and 55.9% households in Godakawela DSD belong to this category.

Table 3.7: Age distribution of sample household members

District	DSD	0 - 14		15 - 59		Above 60	
		Male	Female	Male	Female	Male	Female
Ratnapura	Pelmadulla	13.9	18.5	66.3	63.9	19.7	17.5
	Kahawatta	22.4	22.3	62.1	63.3	15.4	14.4
	Godakawela	19.9	24.1	65.2	63.4	14.9	12.4
	Embilipitiya	26.7	23	60	64.4	13.2	12.5
Hambanthota	Ambalantota	24.4	20.5	66.5	71.1	9.2	8.4

Source: Sample HH survey, January 2017

51. With regard to age category of household family members, the highest percentage falls within the age limit of 15 to 59 years, which is the economically active population of a country.

Table 3.8 - Household Head by Ethnicity

District	DS	Sinhala		Tamil		Muslim		Other		Total
		No	%	No	%	No	%	No	%	No
Ratnapura	Pelmadulla	312	94.5	8	2.4	9	2.7	1	0.3	330
	Kahawatta	306	85.7	9	2.5	42	11.8	0	0	357
	Godakawela	691	99.6	3	0.4	0	0	0	0	694
	Embilipitiya	1398	99.4	8	0.6	0	0	1	0.1	1407
Hambanthota	Ambalantota	81	100	0	0	0	0	0	0	81
Total		2788	97.2	28	1.0	51	1.8	2	0.1	2869

Source: Sample HH survey, January 2017

52. With regard to ethnicity major of surveyed household heads are Sinhalese, i.e. 97.2%.

D. Educational Attainment

53. Table 3.9 present the educational attainment of the population in the project area.

Table 3.9 - Level of educational attainment

Education Level	Gender	DS Division				
		Pelmadulla	Kahawatta	Godakawela	Embilipitiya	Ambalanthota
Age<5 Years	Male	3.2	5.7	4.7	8.8	4.8
	Female	5.8	6.6	7.9	7.6	6.0
No schooling	Male	0.7	1.5	0.9	1.3	0.6
	Female	1.4	1.4	0.8	1.3	0.0
Grade 1-5	Male	15.0	19.9	14.5	16.1	12.1
	Female	15.0	16.7	13.9	15.1	12.7
Grade 6-10	Male	17.0	20.8	20.2	24.9	25.5
	Female	15.2	21.1	19.5	23.5	22.3
Up to G.C.E. O/L	Male	30.5	26.0	27.5	22.2	27.3
	Female	30.8	27.7	22.7	23.7	22.9
G.C.E. O/L Pass	Male	10.1	11.4	10.5	13.0	17.6
	Female	7.2	10.9	12.1	12.4	17.5
Up to G. C. E. A/L	Male	12.3	9.7	12.9	7.1	5.5
	Female	10.9	9.4	12.2	8.3	12.7
G.C.E. A/L Pass	Male	9.4	3.6	5.7	5.0	4.8
	Female	9.4	4.6	6.2	5.6	5.4
Undergraduate/ Graduate	Male	1.5	1.0	2.4	1.4	1.2
	Female	3.4	1.4	4.2	2.1	0.6
Post Graduate	Male	0.3	0.0	0.4	0.0	0.6
	Female	0.4	0.0	0.1	0.1	0.0
Other	Male	0.0	0.3	0.4	0.2	0.0
	Female	0.4	0.1	0.3	0.2	0.0
Total	Male	100	100	100	100	100
	Female	100	100	100	100	100

54. According to data, majority of population in the surveyed sample have studied up to G.C.E. Ordinary Level. E.g. In Pelmadulla DS division this is 30%. Also considerable number of people have completed G.C.E. Advanced level. This is a positive factor for the project if labor is to be secured from the project area itself. The work force will be easy to handle and give guidance in the work.

E. Occupation of Household heads

55. Table 3.10 describe the distribution of employed population within the different employment categories.

Table 3.10 - Occupation of household heads

Employment	Gender	DS Division				
		Pelmadulla	Kahawatta	Godakawela	Embilipitiya	Ambalantota
Farming	Male	4.7	3.9	12.2	30	44.6
	Female	12.5	6.3	6.3	26.3	33.3
Public Sector	Male	7.1	6.5	15.2	10.8	7.1
	Female	0	6.3	25	10.5	0
Private Sector	Male	6.6	10.8	8.4	9.6	3.6
	Female	0	12.5	15.6	7.9	11.1
Skill Labour	Male	26.1	22	23	21.3	21.4
	Female	12.5	12.5	3.1	1.3	0
Unskilled Labour	Male	28.9	28	15.6	10.8	5.4
	Female	12.5	18.8	18.8	11.8	11.1
Commercial activity	Male	24.2	22.4	19	12	12.5
	Female	31.3	25	9.4	17.1	0
Self employment	Male	0.5	1.7	1.4	1.2	0
	Female	6.3	0	0	7.9	0
Wage Labour	Male	0	0	1.8	0.9	1.8
	Female	0	0	3.1	1.3	0
Animal husbandry/ Fishing	Male	0	0	0	0.1	1.8
	Female	0	0	0	0	11.1
Foreign employment	Male	1.4	2.2	0.8	1.3	0
	Female	6.3	0	0	0	0
Other	Male	0.5	2.6	2.4	1.9	1.8
	Female	18.8	18.8	18.8	15.8	33.3

56. In these five DS divisions majority of household heads are skilled and unskilled labors, persons. Farming and Commercial activity are also very important livelihood activities in the project area.

F. Land Ownership, average household income, expenditure and movable assets

57. Table 3.11 shows the land ownership status of surveyed households. There are 4190 land lots belonging to 2869 surveyed households. For e.g. there are 2869 residential land lots, 172 paddy lands and 48 commercial lands. Most of the land owners have deed for their lands.

Table 3.11 - Ownership of different land properties

Type of Land Tenure	Residential	Commercial	Paddy	Plantation	Mix Crop	Abandoned Land
Sole deed/ Titleholder	1888	34	120	242	176	332
Claims ownership but without title	176	2	8	28	17	31
Shares ownership with another person	162	1	7	13	21	34
Owner, but has mortgaged the property	3					
Lessee	70	4	2	15	4	2
Renter	55	1	1	4	1	5
Tenant	2					
Other	513	6	34	47	82	45
Total	2869	48	172	350	301	450

Source: Sample HH survey, January 2017

58. Below table 3.12 presents the distribution of monthly average income among the sample households in Ratnapura and Hambantota districts.

Table 3.12 - Average monthly income of sample households

Income category	Average monthly income (SLR)	
	No. of HHs	Percentage
Less than 5,000	31	1.1
5,001 – 14,999	264	9.2
15,000 – 49,999	2005	69.9
50,000 – 74,999	403	14.1
75,000 – 100,000	122	4.3
More than 100,000	44	1.5
Total	2869	100.0

Source: Sample HH survey, January 2017

59. Table 3.12 depicts that majority of surveyed households belong to income category of SLR 15,000-49,999. However monthly average salary of 31 households is less than Rs. 5000 and these households can be considered as poor households. According to the Department of Census and Statistics, Poverty line for Ratnapura district Rs 4546 and Hambantota Rs 4397 (per person).

Table 3.13 shows the distribution of monthly average expenditure among the surveyed households.

Table 3.13 - Average monthly expenditure of sample households

Income category	Average monthly expenditure (SLR)	
	FRQ	Percentage
Less than 5,000	22	0.8
5,001 – 14,999	367	12.8
15,000 – 49,999	2048	71.4
50,000 – 74,999	301	10.5
75,000 – 100,000	89	3.1
More than 100,000	42	1.5
Total	2869	100.0

Source: Sample HH survey, January 2017

60. It could be observed that the majority of households, (i.e. 2048 households) average monthly expenditure is between Rs15,000 – 49,999. Monthly expenditure is more than Rs 100,000 only for 42 households. Table 3.14 presents a summary of household assets in each DSD.

Table 3.14 - A summary of household assets (Values are in percentage with multiple answers)

Type of asset	Pelmadulla	Kahawatta	Godakawela	Embilipitiya	Ambalantota
Television	98.8	94.1	96.3	94.9	98.8
Radio	78.8	70.3	78.8	77.6	84
Sawing Machine	54.5	44	40.1	30.1	32.1
Ceiling fan/Fan	79.5	75.9	78	65.5	61.7
Refrigerator	72.1	54.1	56.8	48.8	46.9
Kerosene cooker	1.8	6.4	3.5	1	2.5
Gas cooker	66.1	48.2	55.2	34.5	32.1
Air Conditioner	0.6	0.8	0.3	0.6	0
Motor cycle	19.1	14.8	24.8	35.3	35.8
Bicycle	6.7	4.5	5	9.3	17.3
Three wheeler	15.5	13.4	15.3	16.8	12.3
Car/cab	9.1	3.1	7.5	4.8	8.6
Bus /van	2.4	2	3.2	1.6	2.5
Water motor	15.8	24.6	12.5	2.3	8.6
Washing Machine	8.5	2.5	6.3	2	4.9

Source: Sample HH survey, December 2016

61. As per the above Table 3.14 many of the households have televisions, radios and Fans. Most common type of household vehicles in these DS divisions are motor cycle and three wheelers.

G. Housing condition, sanitary facilities, energy and water sources of sample households

62. Below Table 3.15 describe the type of housing structures within sample households.

Table 3.15 - Details of type of housing structure (Values are in percentage)

DS Division	Type of housing structure						Total
	Permanent		Semi-Permanent		Temporary		
	FRQ	%	FRQ	%	FRQ	%	
Pelmadulla	310	93.9	8	2.4	12	3.6	330
Kahawatta	344	96.4	8	2.2	5	1.4	357
Godakawela	662	95.4	11	1.6	21	3.0	694
Embilipitiya	1380	98.1	12	0.9	15	1.1	1407
Ambalantota	79	97.5	2	2.5	0	0.0	81

Source: Sample HH survey, January 2017

63. As per the above information more than 93% of households surveyed had permanent type of housing structures in all DS divisions. Around 3.6% and 3.0% of housing units in Pelmadulla and Godakawela DS division are temporary houses respectively.

Table 3.16 - Details of sanitary facilities (Values are in percentage)

DS Division	Type of sanitary system available							
	Commode		Water Seal		Pit		No Toilet	
	FRQ	%	FRQ	%	FRQ	%	FRQ	%
Pelmadulla	54	16.4	273	82.7	0	0.0	3	0.9
Kahawatta	24	6.7	325	91.0	0	0.0	8	2.2
Godakawela	89	12.8	595	85.7	8	1.2	2	0.3
Embilipitiya	89	6.3	1284	91.3	18	1.3	16	1.1
Ambalantota	3	3.7	77	95.1	1	1.2	0	0.0

Source: Sample HH survey, January 2017

64. Most of the surveyed households have water sealed toilets. E.g. 95.1% of households in Ambalantota DS division and 91.3% of households in Embilipitiya DS division have water sealed toilets.

Table 3.17 - Availability of electricity (Values are in percentage)

DS Division	Source of electricity					
	National grid		Solar/Bio/Mini hydro		No Electricity	
	FRQ	Percentage	FRQ	Percentage	FRQ	Percentage
Pelmadulla	327	99.1	2	0.6	1	0.3

DS Division	Source of electricity					
	National grid		Solar/Bio/Mini hydro		No Electricity	
	FRQ	Percentage	FRQ	Percentage	FRQ	Percentage
Kahawatta	350	98.0	1	0.3	6	1.7
Godakawela	688	99.1	3	0.4	3	0.4
Embilipitiya	1392	98.9	3	0.2	12	0.9
Ambalantota	77	95.1	2	2.5	2	2.5

Source: Sample HH survey, December 2016

65. As per the table 3.17, all most all surveyed households are dependent on electricity through the national grid. Very few households use solar energy. It was also observed that about 2.5% of households in Ambalantota DS division have no electricity facilities.

Table 3.18 - Source of water (Values are in percentage)

DS Division	Source of water					
	Water Board		Well/Tube well		Common Source	
	FRQ	%	FRQ	%	FRQ	%
Pelmadulla	211	63.9	106	32.1	13	3.9
Kahawatta	178	49.9	142	39.8	37	10.4
Godakawela	524	75.5	122	17.6	48	6.9
Embilipitiya	1015	72.1	227	16.1	165	11.7
Ambalantota	49	60.5	27	33.3	5	6.2

Source: Sample HH survey, January 2017

66. As per the above table 3.18, majority of the surveyed households in all DS division depend on the water supply system of National Water Supply and Drainage Board (NWS & DB). Meanwhile, 32.1% households in Pelmadulla and 33.3% households in Ambalantota DS division take water from Well/Tube wells.

Analysis of vulnerable households and gender related details

67. The current socioeconomic study also focused on vulnerable families in the project area. Details of the findings are summarized below.

Table 3.19 - Details of vulnerable households (Values are in percentage)

Type of Vulnerability	District			
	Ratnapura	%	Hambantota	%
Family with elderly household head (age 60 and above)	893	62.1	19	50.0
Family with monthly Income less than Rs. 5000	29	2.0	2	5.3
Female headed families	445	30.9	16	42.1
Families with disable members	72	5.0	1	2.6

Type of Vulnerability	District			
	Ratnapura	%	Hambantota	%
Total	1439	100.0	38	100.0

Source: Sample HH survey, December 2016

68. Table 3.19 presents the vulnerable households in two districts. Families with elderly household heads (age above 60 years) are the major vulnerable category. As a percentage this is 62.1%, and 50%, for Ratnapura, and Hambantota districts respectively. Female headed families are the next highest vulnerable category.

69. Tables 3.20 (a), and 3.20 (b) summarize survey findings with regard to contribution of female members in family matters and community organizations in three districts.

Table 3.20 (a) - Contribution of female members in family matters and community organizations – Ratnapura

Type of involvement	Always		Sometime		Rarely		If Request		Do not Participate	
	FRQ	%	FRQ	%	FRQ	%	FRQ	%	FRQ	%
Decision making in family matters	2316	83.7	71	2.6	17	0.6	316	11.4	46	1.7
Bread earner	502	25.9	155	8.0	53	2.7	218	11.2	1011	52.1
Participation in CBO activities	990	36.3	204	7.5	204	7.5	641	23.5	689	25.3
Organize community programs	1061	38.6	292	10.6	296	10.8	720	26.2	380	13.8

Table 3.20 (b) - Contribution of female members in family matters and community organizations – Hambantota district

Type of involvement	Always		Sometime		Rarely		If Request		Do not Participate	
	FRQ	%	FRQ	%	FRQ	%	FRQ	%	FRQ	%
Decision making in family matters	71	87.7	0	0.0	0	0.0	9	11.1	1	1.2
Bread earner	7	12.7	5	9.1	0	0.0	5	9.1	38	69.1
Participation in CBO activities	34	42.0	0	0.0	3	3.7	19	23.5	25	30.9
Organize community programs	36	44.4	5	6.2	12	14.8	21	25.9	7	8.6

Source: Sample HH survey, January 2017

70. According to above tables it is clear that above 83% of female family members in these two districts have opportunity to play a key role in decision making in family matters. The opportunity for the female members getting involved in the project was also analysed as a gender perspective for the project. Below table 3.21 summarizes the analysis on this aspect.

Table 3.21 - Willingness of household head to involve female family members in the project

District	Agree to involve		Do not agree to involve	
	FRQ	%	FRQ	%
Ratnapura	759	27.3	2024	72.7
Hambantota	23	28.4	58	71.6

Source: Sample HH survey, January 2017

71. According to table 3.21 more than 70% of heads of sample families in these two districts are not willing to let their female family members to get involved in the project. For e.g. in Ratnapura district out of 2783 households 72.7% are not willing to let their female family members to get involved in the project.

Table 3.22 - Type of involvement of female family members in the project (a multiple response)

Type of involvement	Ratnapura		Hambantota	
	FRQ	%	FRQ	%
Provide wage labour during construction	295	10.6	7	8.6
Provide wage labour for maintenance of road	128	4.6	2	2.5
Provide meals to work force as a small business	607	21.8	20	24.7

Source: Sample HH survey January 2017

72. As per the table 3.22, family members' first preference is to provide meals to work force as a small business. Next preference is to Provide wage labour during construction period.

H. Connectivity to Socio Economic centres

73. Below table 3.23 summarizes the different types of transport modes among the surveyed households. According to the survey results major transportation mode in the project area is public transportation. When considering the private vehicles Motor Bicycle and three wheel are the prominent transportation mode in the project area.

Table 3.23 - Mode of Transport to Socio Economic Centres (Values are in percentage)

Mode	Socio economic centres									
	School		To government Institutions		Weekly fair/ town		Working place		Hospital/ clinic	
	FRQ	%	FRQ	%	FRQ	%	FRQ	%	FRQ	%
walk	374	25.1	210	9.2	334	11.9	204	10.7	273	9.9
Motorcycle	139	9.3	177	7.7	219	7.8	208	10.9	218	7.9
Bicycle	13	0.9	24	1.0	36	1.3	28	1.5	28	1.0
Three Wheel	126	8.5	155	6.8	213	7.6	116	6.1	218	7.9

Mode	Socio economic centres									
	School		To government Institutions		Weekly fair/ town		Working place		Hospital/ clinic	
	FRQ	%	FRQ	%	FRQ	%	FRQ	%	FRQ	%
Common Transport	805	54.0	1684	73.5	1943	69.4	1292	67.9	1973	71.3
Lorry	7	0.5	6	0.3	13	0.5	9	0.5	10	0.4
Tractor	2	0.1	1	0.0	0	0.0	1	0.1	0	0.0
Car	17	1.1	29	1.3	33	1.2	38	2.0	39	1.4
Van	8	0.5	4	0.2	6	0.2	4	0.2	6	0.2
Other		0.0	2	0.1	2	0.1	2	0.1	2	0.1
Total	1491	100.0	2292	100.0	2799	100.0	1902	100.0	2767	100.0

Source: Sample HH survey January 2017

74. Table 3.24 presents mode of transport used for different purposes. About 66% of people in the project area use hired vehicles to transport their agricultural production to the nearest markets. Meanwhile, about 47% of Business community use own private vehicles to transport goods from market to their business places. For day today activities main mode of transportation is public transport service, which is 69%.

Table 3.24 - Main mode of transport for different purposes (Values are in percentage)

Purpose	Main mode of transport								Total
	Public transport		Own Private vehicle		Hired vehicle		Other		
	FRQ	%	FRQ	%	FRQ	%	FRQ	%	
Agriculture	58	16.0	42	11.6	239	66.0	23	6.4	362
Business	6	16.7	17	47.2	6	16.7	7	19.4	36
Tourism	17	37.0	13	28.3	4	8.7	12	26.1	46
Day today activities	1939	69.0	405	14.4	37	1.3	431	15.3	2812
Other	7	38.9	0	0.0	5	27.8	6	33.3	18

Source: Sample HH survey January 2017

75. Table 3.25 shows frequency of travelling for different purposes. For business purposes, people mainly travel every day or twice a week. Daily travelling seems necessary for day today activities and tourism.

Table 3.25 - Frequency of Travelling for different purposes (Values are in percentage)

Purpose	Frequency of travelling										Total
	Everyday		Twice a week		Once a week		Once a month		In two months or more		
	FRQ	%	FRQ	%	FRQ	%	FRQ	%	FRQ	%	
Agriculture	11	3.0	9	2.5	70	19.4	57	15.8	214	59.3	361
Business	11	31.4	11	31.4	6	17.1	2	5.7	5	14.3	35
Tourism	18	41.9	3	7.0	5	11.6	5	11.6	12	27.9	43
Day today activities	1363	48.6	401	14.3	860	30.6	175	6.2	7	0.2	2806
Other (Specify)	2	11.8	2	11.8	3	17.6	10	58.8	0	0.0	17

Source: Sample HH survey, January 2017

I. Community perception about the project

76. The survey focused to collect information about community's knowledge of the project. Below table presents the percentage of households who had knowledge about the project.

Table 3.26 - Community awareness about the project (Values are in percentage)

District	Know about the project		Do not know about the project	
	FRQ	Percentage	FRQ	Percentage
Ratnapura	1285	46.4	1486	53.6
Hambantota	35	43.2	46	56.8

Source: Sample HH survey, January 2017

77. According to above table 3.26, in both districts, majority of the community do not know about the project. In Ratnapura district this is 53.6%. Therefore it is necessary to carry out more focus group discussions and information dissemination activities during detailed design stage of the project and even during construction stage.

78. The survey also focused on the community perception on the present road condition. The findings are summarized in table 3.27

Table 3.27 - Condition of existing road to be rehabilitated by the project (Values are in percentage)

District	Condition of the existing road surface											
	Good		Fair		Bad		Very bad		Easy travel only dry season		Bad in rainy season	
	FRQ	%	FRQ	%	FR Q	%	FR Q	%	FR Q	%	FR Q	%
Ratnapura	1025	36.8	1098	39.5	554	19.9	87	3.1	4	0.1	15	0.5
Hambantota	35	43.2	14	17.3	30	37.0	2	2.5	0	0	0	0

Source: Sample HH survey, January 2017

79. According to Table 3.27, in Ratnapura district, about 40% of respondent's opinion was that existing road condition is fair and in Hambantota district 43% of respondent opinion was that it is good.

Table 3.28 - Impact of existing road condition on day to day activities of women, children and elderly persons (Values are in percentage)

District	Affect the activities		Do not affect the activities	
	FRQ	Percentage	FRQ	Percentage
Ratnapura	1224	44.1	1554	55.9
Hambantota	32	39.5	49	60.5

Source: Sample HH survey, January 2017

80. Table 3.28 shows about 44% of respondents in Ratnapura district and about 40% in Hambantota district express existing road condition affect their day today activities. However, more than 55% of respondents in both districts express that it do not affect their day today activities.

81. Table 3.29 summarizes the willingness of community to participate in the project.

Table 3.29 - Willingness of community to participate in the project

District	Willing to participate		Do not want to participate	
	FRQ	Percentage	FRQ	Percentage
Ratnapura	890	31.9	1898	68.1
Hambantota	24	29.6	57	70.4

Source: Sample HH survey January 2017

82. As per the above table, majority of the community in these two districts (surveyed households) are not willing to participate in the project activities.

Table 3.30 - Type of contribution for the project (Multiple responses)

District	Type of contribution					
	Community awareness creation		Involve in progress monitoring		Involve in maintenance	
	FRQ	%	FRQ	%	FRQ	%
Ratnapura	558	33.0	889	52.6	243	14.4
Hambantota	17	34.0	24	48.0	9	18.0

Source: Sample HH survey, January 2017

83. As per the table 3.30, it is clear that most of people are willing to involve in progress monitoring and community awareness creation activities.

84. Table 3.31 summarizes the perceived benefits of the project.

Table 3.31: Perceived benefits of the project (Multiple responses)

District	Ratnapura		Hambanthota	
	FRQ	%	FRQ	%
Develop agriculture sector	1308	46.9	50	61.7
Develop education facilities	1479	53.0	35	43.2
Develop health and sanitary facilities	1519	54.5	48	59.3
Increase job opportunities for villagers	1788	64.1	60	74.1
Road safety for Women, Elders and children	1602	57.5	48	59.3
Develop Public/privet transport for villagers	2062	74.0	62	76.5
Easy travel even at night time or time with poor visibility	1911	68.5	59	72.8
Develop industrial sector in rural areas	1171	42.0	34	42.0
Reduced the travel cost and time	2047	73.4	66	81.5
Increase cultural values	1166	41.8	46	56.8
Improve standards of living	1233	44.2	43	53.1
Develop communication with villagers and government institutes	1944	69.7	57	70.4
Other	2787	100.0	81	100.0

Source: Sample HH survey, January 2017

Chapter 4 - Public consultation and community participation

85. It is important to consult public and other stakeholders regarding project activities. This helps to understand viewpoints of stakeholders and to respond to their concerns and suggestions during the early stages of the project, thereby incorporating 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 to be developed in A018.

A. One on One Interviews



Figure 4.1: Interviewing a pedestrian



Figure 4.2: Interviewing commercial shop owner

86. The key stakeholders of the project were consulted during the field survey. This included Divisional secretaries, Grama Niladharis, Government officers and public. The Divisional Secretaries and other government officers expressed that this development is good and they highlighted the main concerns that need to be addressed during project implementation. Few such concerns were providing sign boards and bus bays, providing speed boards, providing road side drains, culverts...etc.

87. One on one interviews were conducted with the persons living in the project area. All most all the people welcomed the development project. A sample of ideas expressed are provided in Appendix 3. The females have specially highlighted the road safety issues.


B. Focus Group Discussions (FGDs)


88. The FGDs were conducted to get the ideas of the community. Six (6) FGDs were conducted with government officers and public. The table 4.1 below presents the information on FGDs conducted with number of people participated according to gender. The attendance lists are attached as Appendix 4.



Table 4.1 - The summary of attendance to FGDs


Item No.	Date	Location	Target Group	Total number of participants	Males	Females
1	11.01.2017	Pelmadulla Divisional Secretariat Office	Government Officers	26	10	16
2	11.01.2017	Godakawela Divisional Secretariat Office	Government Officers	23	7	16
3	11.01.2017	Embilipitiya Divisional Secretariat Office	Government Officers	10	7	3
4	22.02.2017	Gramaniladhari Office - Atakalampanna	Public	9	3	6
5	22.02.2017	Community hall – Kawduwawa GN Division	Public	17	12	5
6	22.02.2017	Thunkama fair located in Thunkama GN Division Thunkama	Public	9	9	0

Table 4.2 - Summary of Key points discussed in FGDs with photographs

Location	Key points	Photographs
Pelmadulla DS Division	<ul style="list-style-type: none"> This road needs to be developed with parallel to the urban development plan. More traffic congestion could be seen during school times (7.00am to 7.30am and 12.30 pm to 2.00pm). Fatal accidents are occurring at Bogoda Arama junction. It is better to construct a overpass at Lellupitiya junction in Pelmadulla town. Meegahamulla bridge is too narrow and there is a sharp bend near Disanayaka stors in Welimaluwa. Attention need to be paid for these two thins when developing the road. A bridge closer to the Panawenna Samurdhi Bank need to be reconstructed due to it poor condition. 	

Location	Key points	Photographs
	<ul style="list-style-type: none"> • Even within the town sections, cycle lane need to be provided. • In this road there are some road crossings closer to the road bends. This is unsafe for the road users. • At the starting point of this road, it is better to provide a roundabout. • Road side drains need to be properly maintained. 	
Godakawela DS Division	<ul style="list-style-type: none"> • There is a sharp bend closer to the Vidanta Centre in Balavinna. It is better to align this bend when developing the road. • Parking areas need to be provided even within the town areas. • Road side drains need to be provided where necessary and properly maintain. • Numbers of people use this road to reach Godakawela Pirivena and Balavinna ancient temple. Therefore this road development is very good. • During rainy days some road section getting inundated. E.g. near Otec Service Centre. When developing this road attention need to be given for such locations. • Bus holts need to be provided properly. • Speed limit Signboards should be placed on suitable locations. • Foot walk need to be provided. 	
Embilipitiya DS Division	<ul style="list-style-type: none"> • A bend, named as Galwanguwa is a sharp bend located in this road and a pedestrian crossing is located closer to this bend. Therefore, there is a high risk to leading to road accident here. • To reduce traffic congestion and road accidents it is better to make it one way road within Embilipitiya town area. • Daily number of heavy vehicles are traversing from Hambanthota harbor and to the harbor. • Embilipitiya is a big town. Number of people coming to this town for different purposes. Therefore this road development is very good. • Some road sections getting inundated during rainy days. E.g. closer to the Pallededda bend, Koopiwaththa bend, Wellewa, etc. • Bus holts need to be provided properly. • There is an unsafe pedastrian crossing near KudaRahula Primary school at Verahera junction. • There two sharp bends closer to Galahitiya junction and near Ambalanwatta Bo tree. These bends should be aligned. 	

Location	Key points	Photographs
	<ul style="list-style-type: none"> • There are narrow bridges closer to the Ambalanwatta Bo tree and another one is Embilipitiya <i>sudu palama</i>. These bridges need to be widened. • Some road sign boards are covered by advertising boards. • There are many sharp bends in this road. About 4 months ago a school child was died by a road accident. • Road signboards need to be placed where necessary. • It is propose to construct overpass at Rahula primary school. • Road side drains need to be provided where necessary. • Road need to be widened. • Some culverts need to be widened. E.g. near 38km post. • In Kottethenna area, road accidents are occurring due to bad road surface condition. • There is a improper fish market at Madampe junction. 	
Atakalampanna GN office	<ul style="list-style-type: none"> • Side drains need to be properly maintained • Some existing bridges are too narrow. E.g. Bridge near Shelton garage, Welladura bridge. • Street lamps need to be installed where necessary. E.g. Between Ambalanwatta Bogaha junction to Ambalanwatta town. • It is necessary to provide pedestrian crossing near Ambalanwatta Bogah junction (closer to Chinese restaurant) • There are unsafe pedestrian crossings at Atakalampanna Maha widyalaya and Ambalanwatta town. • Pedestrian crossing at Madampe junction is faded. • No adequate bus holts along the road • Daily number of heavy vehicles coming from Hambantota harbour use this road, so existing road width is not sufficient. • No enough road Sign boards including speed limits. • Culverts need to be provided where necessary. 	
Community hall in Kawduwawa GN division	<ul style="list-style-type: none"> • Culverts need to be provided where necessary, E.g. closer to Deiyandara road. • Road crossings need to be provided in Bicycle repair centre in Kawduwawa and tuition class in Delgoda road. • When developing this road foot walk need to be constructed. 	

Location	Key points	Photographs
	<ul style="list-style-type: none"> • Road side drains need to be provided where necessary and properly maintain. • Some street lamps are not operating. • Fatal accidents are occurring at Gayan hotel. In such locations road sign boards need to be installed to reduce road accidents. • When developing this road access need to be provided for houses and commercial institutes located on either side of the road. • The existing road surface is damaged. • Bus halts need to be provided at Malsha Garment Institute and Bicycle repair centre in Kawduwawa. • Water board need to be informed regarding this project. 	
Thunkama public fair located in Thunkama GN Division Thunkama	<ul style="list-style-type: none"> • This fair is taking place 3 days in a week. • Business people transport Banana from this fair to Colombo along this road. • Road surface is damaged, so road need to be developed. • During heavy rainy days some road sections getting inundated. • Culverts need to be provided where necessary. • When developing this road Sign boards need to be installed. • Road side drains need to be provided where necessary and properly maintain. • Road need to be widened. 	

C. Special Consultation

89. It was informed in the field that there had been previous land acquisition and demolition of structures. The UDA officials, Divisional Secretaries, provincial officers of RDA and officials of local government were consulted to get information on previous acquisition. All the officials expressed that there's a need of developing this road and informed about the court decision on land acquisition.

90. The business community in Kahawatta and Godakawela towns were also consulted and one meeting was held with officials of business societies of at the head office of RDA with the chairman to get their views on the proposed developments. They expressed the need for developing the road including Kahawatta and Godakawela towns and expressed that they have no issue in developing the road in existing ROW. And if additional land is required they are willing to provide such land, but RDA should follow the due procedure of land acquisition and pay prompt compensation before taking position of land.

D. Proposed Grievance Redress Mechanism (GRM) for the project

91. Chapter VI of the Resettlement Framework give reference to the proposed Grievance Redress Mechanism. The proposed system consist of three levels. The first will be at the grass roots level where complaints will be directly received and addressed by the contractor, PIC or PIU representative on site. Grievances which are simple but still cannot be addressed at the grass roots level will be addressed at the Grama Niladhari (GN) level. More complex grievances which cannot be addressed at the GN level will be addressed at the Divisional Secretariat (DS) level. There will be a Grievance Redress Committee (GRC) at the GN and DS levels.

At the GN level the GRC members will be:

i)	Grama Niladhari of the area	Chairman
ii)	Representative of PIU	Secretary
iii)	Representative of Supervision Consultant	Member
iv)	Representative of Contractor	Member
v)	A community member/religious leader	Member
vi)	Woman representative from the local community	Member

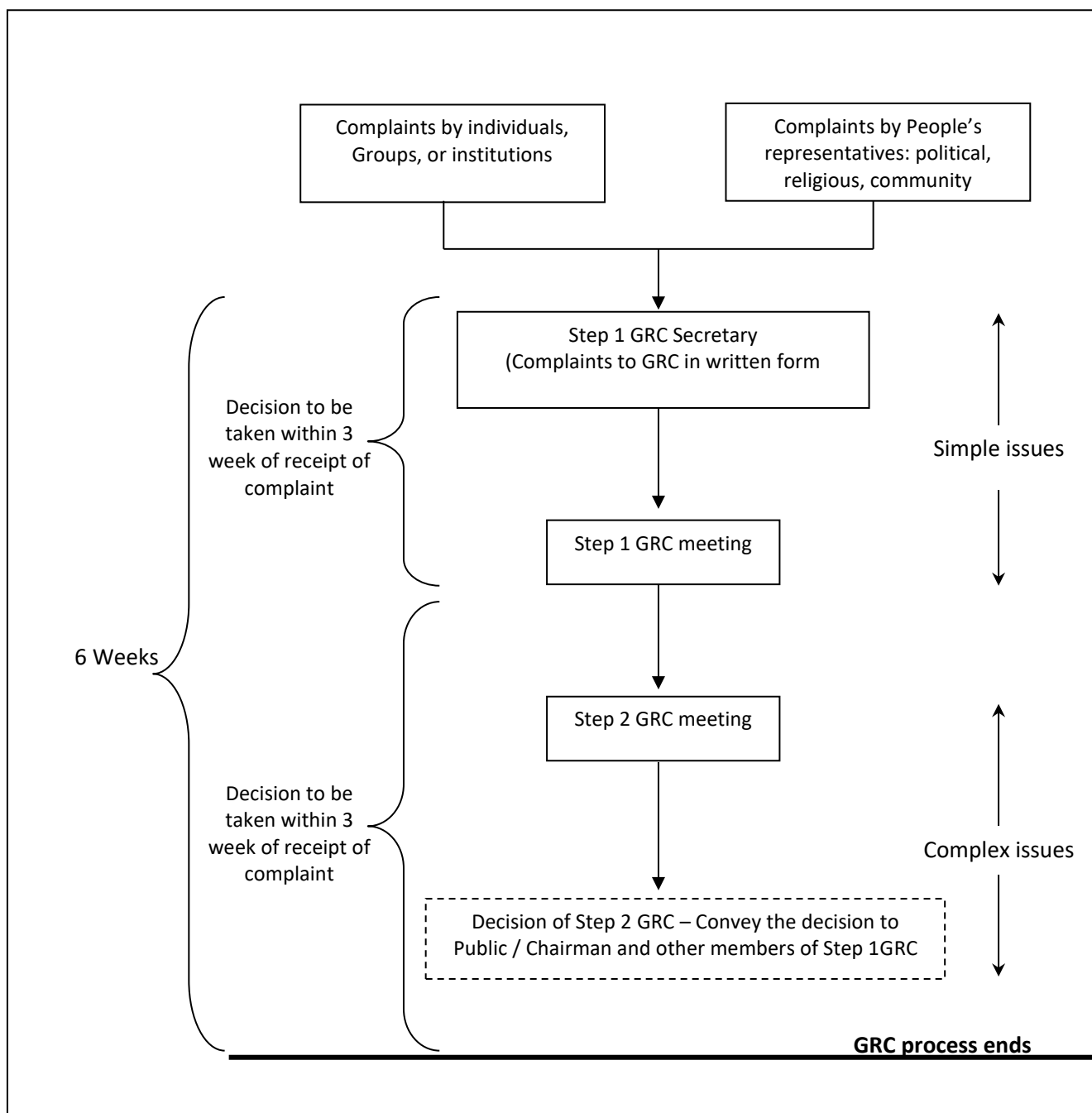
At the DS Level GRC members will be:

i)	Divisional Secretary of the area	Chairman
ii)	Representative of PIU	Secretary
iii)	Grama Niladhari	Member
iv)	Representative of Supervision Consultant	Member
v)	Representative of Contractor	Member
vi)	Representative of a social organization (NGO/CBO) of the area	Member
vii)	A community member/religious leader	Member
viii)	Woman representative from the local community	Member

92. To make the GRM process gender responsive the GRC will include one female member to represent the local community women. Further when grievances or complaints are submitted to the GRC, both women and men complainants will be treated equally and necessary measures will be taken to address the grievance in the best way possible.

93. Recommended steps with timeline on the operation of the GRM is provided in Figure 4.3. The complaints contact person will be designated within the PIU to help address all concerns and grievances of the local communities and affected parties. Contact details of this person will be provided in the project information display board that will be placed at the project site.

Figure 4.3: GRM process



Chapter 5 - Conclusion and recommendation

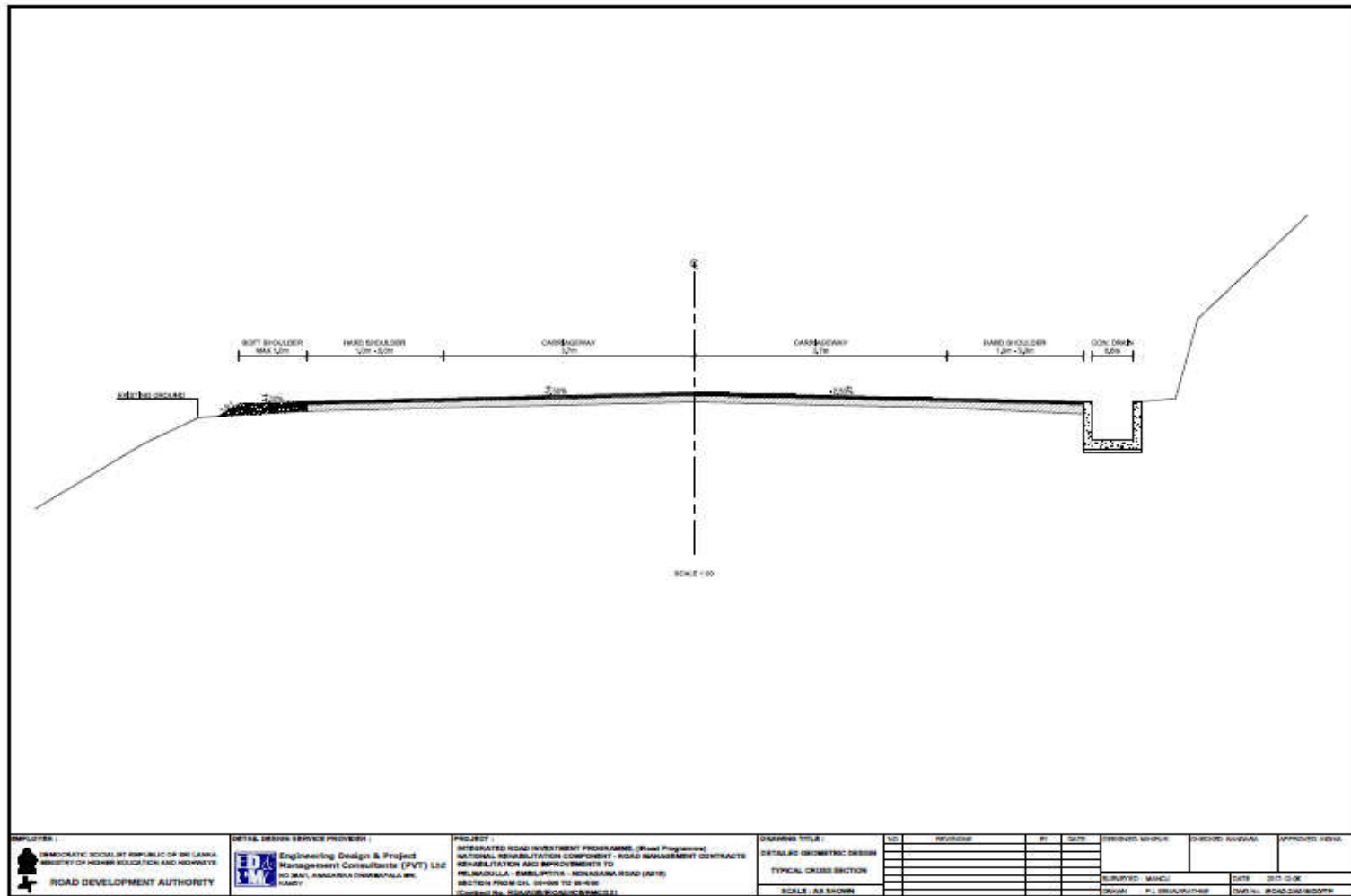
94. In general it is expected that the national roads selected under RMC packages will assist in improving the connectivity of rural areas with economic centres of the country. As such proposed rehabilitation and improvement of Pelmadulla to Padalangala section of Pelmadulla – Embilipitiya – Nonagama (A018) road under RMC component of iRoad program will have a positive impact on the rural and regional socioeconomic development of the people living particularly in Ratnapura and Hambantota districts in Sabaragamuwa and Southern Provinces in Sri Lanka.

95. Consultation with public revealed that the communities require a safe road with placing necessary sign boards and speed limits. These suggestions will greatly improve the safety of all road users. Consultations with public and shop owners/ operators at Kahawatta, Godakawela and Embilipitiya towns revealed that they do not have any objections on developing the road within the existing ROW.

96. The road side drainage is another aspect that needs to be considered even if the main focus will be on maintenance. The point of improving road side drainage was pointed out by many during the one on one interviews and in FGDs. The necessity of proper drainage was also observed by the field team.

97. Establishment of the Grievance Redress Committees before commencement of improvements and maintenance works is also an important aspect with regard to social safeguards compliance.

98. There will be no cases of involuntary resettlement due to the proposed improvements. The temporary disturbances to people living close to the road and for community organisations along the road will be mitigated during construction period.



Appendix 2

INVOLUNTARY RESETTLEMENT IMPACT CATEGORIZATION CHECKLIST

Project: Improvement of Pelmadulla (0.0km) - Padalangala (66.0km) section of Pelmadulla – Embilipitiya – Nonagama (A018) Road

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		√		
2. Is the site for land acquisition known?			NA	The existing ROW is 16m. Land acquisition is not required.
3. Is the ownership status and current usage of land to be acquired known?			NA	Land acquisition is not required.
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?		√		
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?		√		
8. Will there be loss of businesses or enterprises due to land acquisition?		√		There will be temporary impact during construction period to the structures located at the edge of the road.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		
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?		√		However, there will be temporary disruptions 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? [] No [] Yes If yes, approximately how many? <u>Not Applicable</u>				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [] No [] Yes Not Applicable				
Are any displaced persons from indigenous or ethnic minority groups? [] No [] Yes Not Applicable				

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

NA: Not Applicable

A sample of One on one interviews Carried out with Stakeholder and Public during the Preparation Involuntary Resettlement and Due Diligence Assessment for Pelmadulla - Padalangala section of Pelmadulla – Embilipitiya – Nonagama (A018) Road

Name of the Respondent	Age	Sex	Designation/ Address	Views
Mr.B S G Ruwansiri		Male	Divisional Secretary, Divisional Secretariat office, Godakewela	There is a sharp bend closer to the vidatha Centre in Balavinna. It is better to align this bend when developing the road. Parking areas need to be provided even within the town areas. During rainy days some road section getting inundated. When developing this road attention need to be given for such locations. Bus halts need to be provided properly. Speed limit Signboards should be placed on suitable locations.
Mr. Wasantha Gunararathna		Male	Divisional Secretary, Divisional Secretariat office, Embilipitiya	A bend, named as Galwanguwa is a sharp bend located in this road and a pedestrian crossing is located closer to this bend. Therefore , there is a high risk to leading to road accident here. Daily number of heavy vehicles are travelling from Hambanthota harbour. Embilipitiya is a big town. Number of people coming to this town for different purposes. Therefore this road development is very good. Some road sections getting inundated during rainy days. E.g. closer to the Palledbedda bend, Koopiwiththa bend, Wellewa, etc... There is an unsafe pedestrian crossing near Rahula Primary school at Verahera junction. There two sharp bends closer to Galahitiya junction and near Ambalanwatta Bo tree. These bends should be aligned. There are narrow bridges closer to the Ambalanwatta Bo tree and another one is Embilipitiya <i>sudu palama</i> . These bridges need to be widened. Some road sign boards are covered by advertising boards. About 4 months ago a school child was died by a road accident. Road signboards need to be placed where necessary. It is propose to construct overpass at Rahula primary school. Some

Name of the Respondent	Age	Sex	Designation/ Address	Views
				culverts need to be widened. E.g. near 38km post. There is a improper fish market at Madampe junction.
Mr.M K L Jayasinghe		Male	Assistant Director - Planning ,Divisional Secretariat office, Pelmadulla	This road needs to be developed with parallel to the urban development plan. More traffic congestion could be seen during school times (7.00am to 7.30am and 12.30 pm to 2.00pm). It is better to construct an overpass at Lellupitiya junction in Pelmadulla town. Meegahamulla bridge is too narrow and there is a sharp bend near Disanayaka stores in Welimaluwa. A bridge closer to the Panawenna Samurdhi Bank need to be reconstructed due to it poor condition. In this road there are some road crossings closer to the road bends. This is unsafe for the road users.
Mrs. K.D.D. Nidarshanie		Female	Gramaniladari, Atakalampanna GN division	Some existing bridges are too narrow. E.g. Bridge near Shelton garage, Welladura bridge. Street lamps need to be installed where necessary. E.g. Between Ambalanwatta Bogaha junction to Ambalanwatta town. There are unsafe pedestrian crossings at Atakalampanna Maha widyalaya and Ambalanwatta town. Pedestrian crossing at Madampe junction is faded. Daily number of heavy vehicles coming from Hambantota harbour use this road, so existing road width is not sufficient. No enough road Sign boards including speed limits.
Mr.Janaka Kumarasiri	48	Male	Post Master, Post office, Pelmadulla	Big traffic congestion could be seen in Pelmadulla town. Therefore this road development is very good. In Pelmadulla town at the starting point of this road it is necessary to provide a roundabout.
Mr. Witharana	42	Male	A Three wheel driver, Pelmadulla	This road Development is very good. When developing the road sharp bends need to be aligned. Adequate pedestrian crossings and parking space should be provided.

Name of the Respondent	Age	Sex	Designation/ Address	Views
Mrs. Anoma	39	Female	Kawduwawa, Atakalampanna	When developing this road access need to be provided for houses and commercial institutes located on either side of the road. The existing road surface is damaged. Bus halts need to be provided at Malsha Garment Institute and Bicycle repair centre in Kawduwawa. Water board need to be informed regarding this project.
Mrs. Chandrika	45	Female	Kawduwawa, Atakalampanna	When developing this road foot walk need to be constructed. Road side drains need to be provided where necessary and properly maintain. When developing this road access need to be provided for houses and commercial institutes located on either side of the road. Some street lamps are not operating. Fatal accidents are occurring at Gayan hotel. In such locations road sign boards need to be installed to reduce road accidents.
Mr. Mahindapala	50	Male	Karawilayaya, Thunkama	During heavy rainy days some road sections getting inundated. Culverts need to be provided where necessary. When developing this road Sign boards need to be installed. Road side drains need to be provided where necessary and properly maintain. Road need to be widened.
Mr.M K Gunadasa	53	Male	10 Ela, Thunkama	This is not only a fair but also commercial center Because businessman in Colombo, Galle and Matara come to this fair to buy vegetables and Banana. People live around this area come to this fair to buy their day today needs. So it is important to develop this road. This fair hold every Wednesday , Thursday and Friday.
Mrs.Damayanathi Gamage	39	Female	6 Ela, Thunkama	Road accidents are the major issue in this road. Speed limit sing boards need to be installed. Street lamps need to be provided. This road development is very good.
Mrs.Karunawathi	66	Female	Lelwala Kade, Ketethenna	Development of road is good. Road accidents are seen near the Ketethenna . In such locations road sign boards need to be installed to reduce road accidents. bridge.

Name of the Respondent	Age	Sex	Designation/ Address	Views
Mr. Nuwan Gunathilake	28	Male	Chandra Food City, Godakewela	There are two schools in Godakewela town. During the heavy rainy days road getting inundate. Therefore school children and other road users face difficulties. drainage system needs to be improved when develop this road. Every day In school time, big traffic congestion are seen in Godakewela town.
Mrs. Kusum Hettiarachchi	58	Female	Near the Sorowwa, Halmilla, Thunkama	We appreciate this development project. During public fair days, It can be seen a heavy traffic congestion. Therefore this road need to be developed.
Mrs. Wimala Abeynayake	47	Female	Sarath Stores, Padalangala Junction, Padalangala	About 1/2 km road section from Padalangala junction not been developed. That road section is very damaged, so we request to develop that section also.
Mr. Thalagahage Gamini	48	Male	Madampe, Atakalampanna	About 21 fish vendors are here. There are enough space to shift back these structures. However new fish market is under constructing, which is about 40m away from the road. This road development is very good.
Mr. H.A. Rathnayaka	45	Male	Polisiya para, Kethethenna, Kahawaththa	Parking areas need to be provided even within the town areas. Bus holts need to be provided properly. Speed limit Signboards should be placed on suitable locations. Foot walk need to be provided.
Mr. Ekanayaka	41	Male	A Bus driver, Kahawatta	This road development is very good. It is very important to install road sign boards to reduce road accidents. Adequate bus holts, pedestrian crossings, street lamps need to be provided. It is necessary to construct road side drains and it need to be properly maintained to avoid road inundations.

