



## Social Monitoring Report

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Project Number: 47273 - 004 /005 /006

Loan Numbers: Tranche 2 – 3221 /3222

Tranche 3 – 3325 /3326

Tranche 4 – 3610

Semiannual Report

January to June 2018

June 2018

### SRI: Integrated Road Investment Program

### PIC 03 – Sabaragamuwa, Central Provinces and Kaluthara District

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

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Asian Development Bank

DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA

MINISTRY OF HIGHWAYS & ROAD DEVELOPMENT

**ADB Funded Integrated Road Investment  
Program PIC03 - Central, Sabaragamuwa  
Provinces and Kalutara District of Western  
Province**

**SOCIAL SAFEGUARD MONITORING  
SEMI-ANNUAL REPORT**

[January – June 2018]



Submitted to  
Project Implementation Unit (PIU)  
Road Development Authority



Prepared by  
Egis International Joint Venture with  
Consulting Engineers and Architects Associated (Pvt.) Ltd  
(Egis-CEA JV)



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## **List of Abbreviations**

ADB	Asian Development Bank
AF	Affected Families
BOQ	Bills of Quantities
CBO	Community Based Organization
CRC	Conventional Road Contracts
CSD	Context Sensitive Design
CSR	Corporate Social Responsibility
DS	Divisional Secretary
DSD	Divisional Secretariat Division
ES	Environmental Specialist
EA	Executing Agency
EMP	Environment Management Plan
ESDD	Environmental and Social Development Division
ESU	Environment and Social Unit
FAM	Project Facility Administration Manual
FGD	Focus Group Discussion
GAP	Gender Action Plan
GN	Grama Niladari
GND	Grama Niladari Division
GOSL	Government of Sri Lanka
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
IEE	Initial Environment Examination
iRoad	Integrated Road Investment Program
LHS	Left Hand Side
MOH&RD	Ministry of Highways and Road Development
MFF	Multi tranche Financing Facility
MOU	Memorandum of Understanding
OPBC	Output and Performance Base Contracts
PBM	Performance Based Maintenance
PD	Project Director
PE	Project Engineer
PIC	Project Implementing Consultant
PIU	Project Implementing Unit
PPTA	Project Preparatory Technical Assistance
RDA	Road Development Authority
RE	Resident Engineer
RF	Resettlement Framework
RHS	Right Hand Side
RMC	Road Maintenance Contract
ROW	Right of Way
S&EDA	Social and Environment Development Assistant
SAPE	Survey and Preliminary Engineering (Works)
SGRS	Social Gender Resettlement Specialist
SPS	Safeguards Policy Statement, 2009 ADB
SSO	Social Safeguard Officer

## 1. INTRODUCTION

### 1.1 Background of the Project

Government of Sri Lanka is implementing the Integrated Road Investment Program (iRoad Program) to improve the connectivity between rural communities and socioeconomic centers by improving the transport efficiency of selected national provincial and local roads. Under this program, around 3000kms of rural roads in Southern, Sabaragamuwa, Central, North Central, North Western Provinces and Kalutara District will be developed and maintained for three years through 42 civil Contracts. Program is executed under the Ministry of Highways and Road Development (MOH&RD) while Road Development Authority (RDA) is the implementing agency. Three Projects Implement Consultants (PIC) teams have been recruited for project implementation including construction supervision, performance-based maintenance and contract management. There are three Project Implementing Units (PIUs) have established in provincial level and 325 Nos. of rural roads (1,344km) expect to be improved in six Districts (Matale, Kandy, Nuwaraeliya, Kegalle, Ratnapura, Kalutara) under PIC 3. Each District have been divided in to three civil contracts identified as contract packages. Description of all contracts under PIC 3 are summarized in Table 1.1.

**Table 1-1: Classification of Project Road Sections**

Province	District	No. of Packages	PS/(Km)	PRDA/(Km)	PS & PRDA/(Km)	MC/(km)	PS & MC/(Km)	UC/(Km)	Estate (Km)	PS & Estate (Km)	PS,PRDA & Estate (Km)	PRDA, PS, MASL (Km)	Total (Km)
Central Province	Matale	3	109.9	29.9	24.3	25.8						4.1	194.0
	Kandy	3	71.8	72.5	76.7								221.0
	Nuwara Eliya	3	61.05	12.5	32.9				2	62.05	9.5		180.0
Sabaragamuwa Province	Kegalle	3	108.36	66.65	41.24			0.87					217.0
	Ratnapura	3	28.01	149.44	77.55								255.0
Western Province	Kalutara	3	232.1	21.1	18.9	1.7	3.2						277.0
<b>Total Length/ Km</b>		<b>18</b>	<b>611.22</b>	<b>352.09</b>	<b>271.59</b>	<b>27.5</b>	<b>3.2</b>	<b>0.87</b>	<b>2</b>	<b>62.05</b>	<b>9.5</b>	<b>4.1</b>	<b>1344.0</b>

The iRoad program is currently in Tranche four and as per the Resettlement Framework (RF) for iRoad it is a requirement to prepare a compliance monitoring report with respect to Social Safeguard and Implementation of Gender Action Plan (GAP) on a semi-annual basis and this report is prepared to fulfill this requirement. This report covers the period from 01<sup>st</sup> January 2018 to 30<sup>th</sup> June 2018.

## 1.2 Objectives of the Project

Specific objectives of this project are:

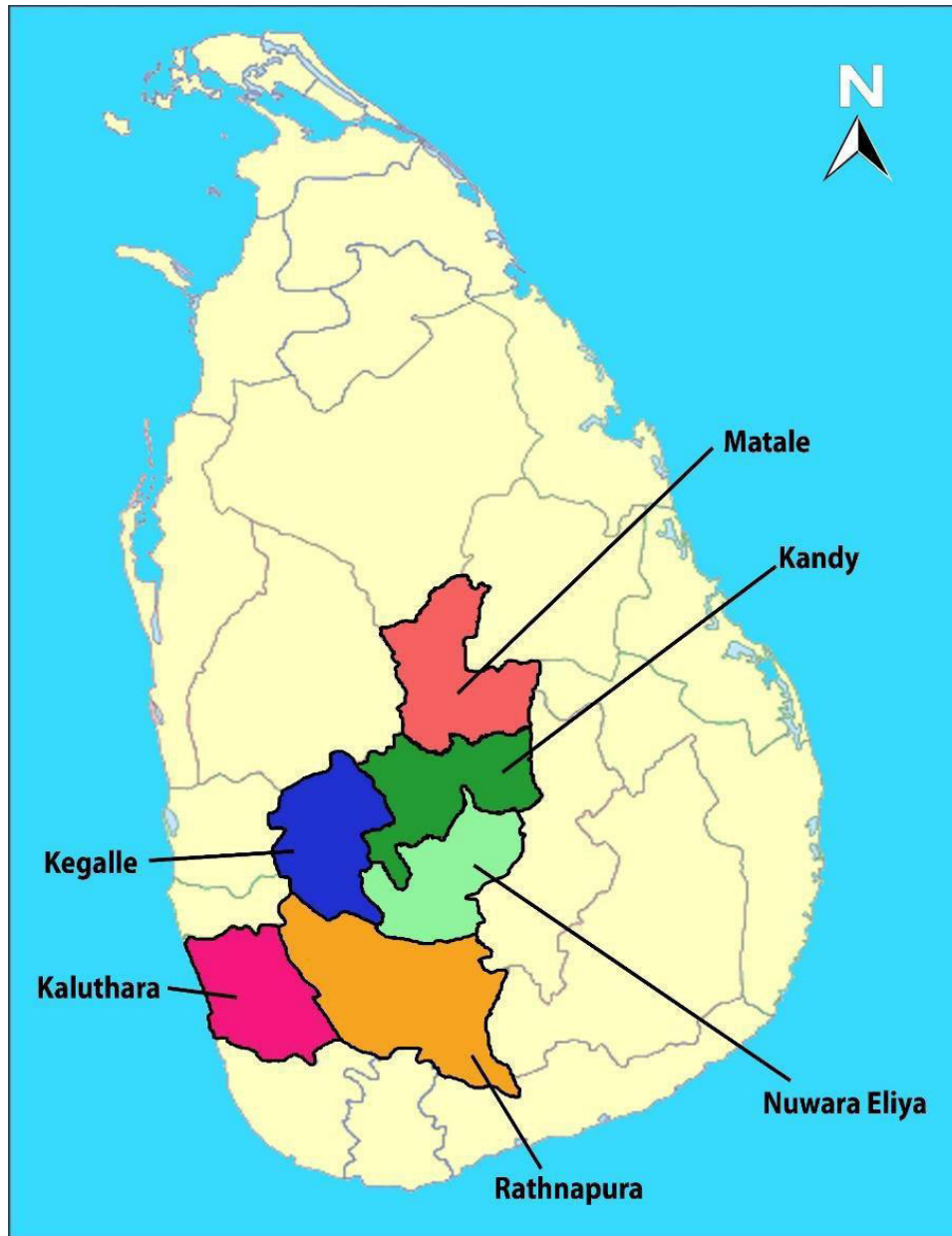
- To improve road condition between rural communities and socioeconomic centers of Sabaragamuwa, Central Provinces and Kalutara District of Western Province.
- To upgrade and maintain 1,344km of rural roads connecting rural communities to all-weather standard,
- To improve connectivity between production centers and market places and improve linkage with the other districts and provinces,
- To facilitate increase of mobility by improving road network which link up with other provinces,
- To open up rural areas for development,
- To facilitate and generate efficiency gains by lowering unit cost of individual producers through transport efficiency which will lead to increase their margins and profits thus making them generating another round of investments,
- To reduce rural poverty through improved access to markets and economic centers social, health, and education infrastructure and new employment opportunities.

By amplifying the benefits of the country's rural road network, the project will contribute to one of the Government of Sri Lanka's key development goals, which is to reduce all constraints for rapid economic growth and lower poverty levels in the country. It will also improve access to economic opportunities, as well as basic social, health, and education facilities.

In addition, the project will ensure that women are closely involved in the design, construction, and maintenance of these rural roads.

### 1.3 Project Location

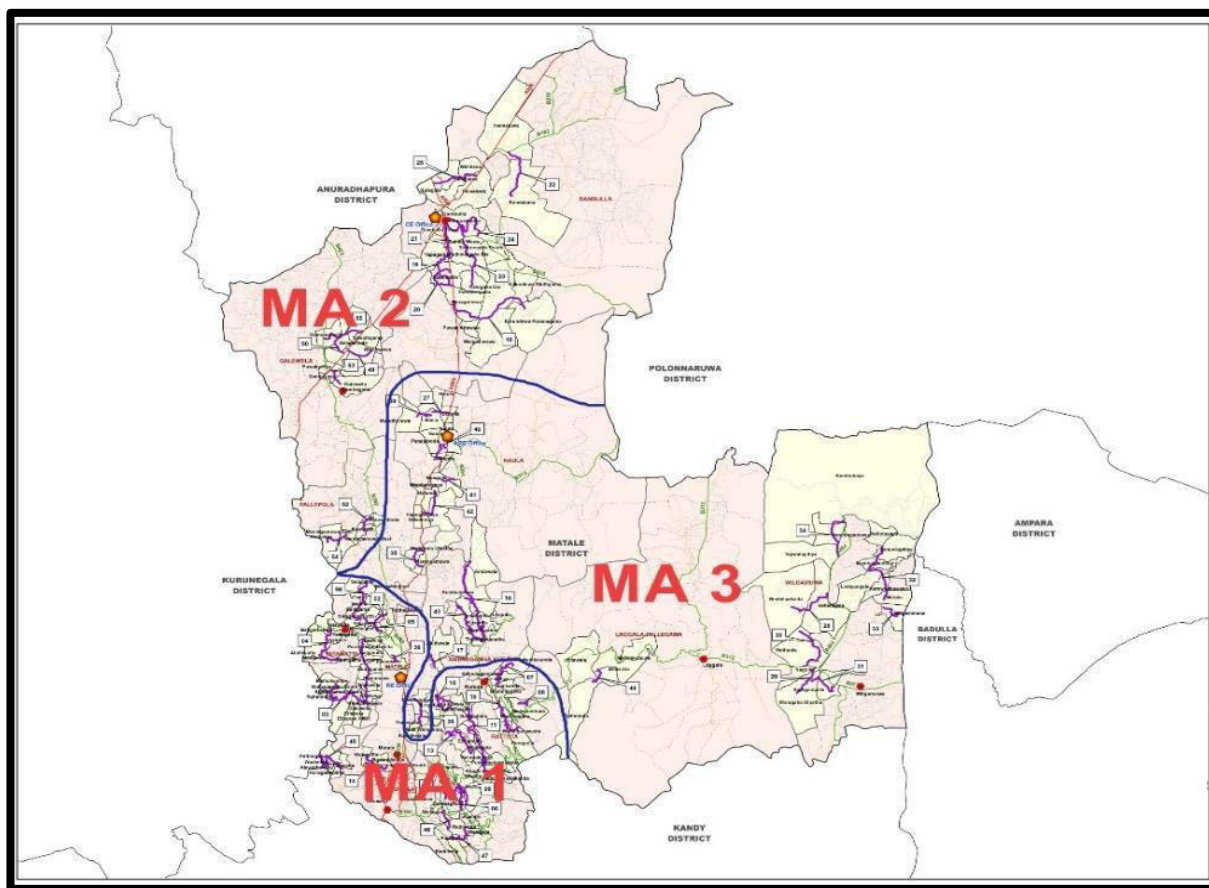
This map illustrates six-administrative Districts covered by PIC 3. They are Ratnapura and Kegalle Districts in Sabaragamuwa Province, Kalutara District in Western Province, Kandy, Matale and Nuwaraeliya Districts in Central Province.



**Map1.1: Project Location**

## 1.4 Conventional Road Contracts

Map 1.2 and Table 1.2 describes CRC packages in Matale District. A total of 51 roads with 194km have been listed under 3 CRC packages. They are named as MA1, MA2 and MA3



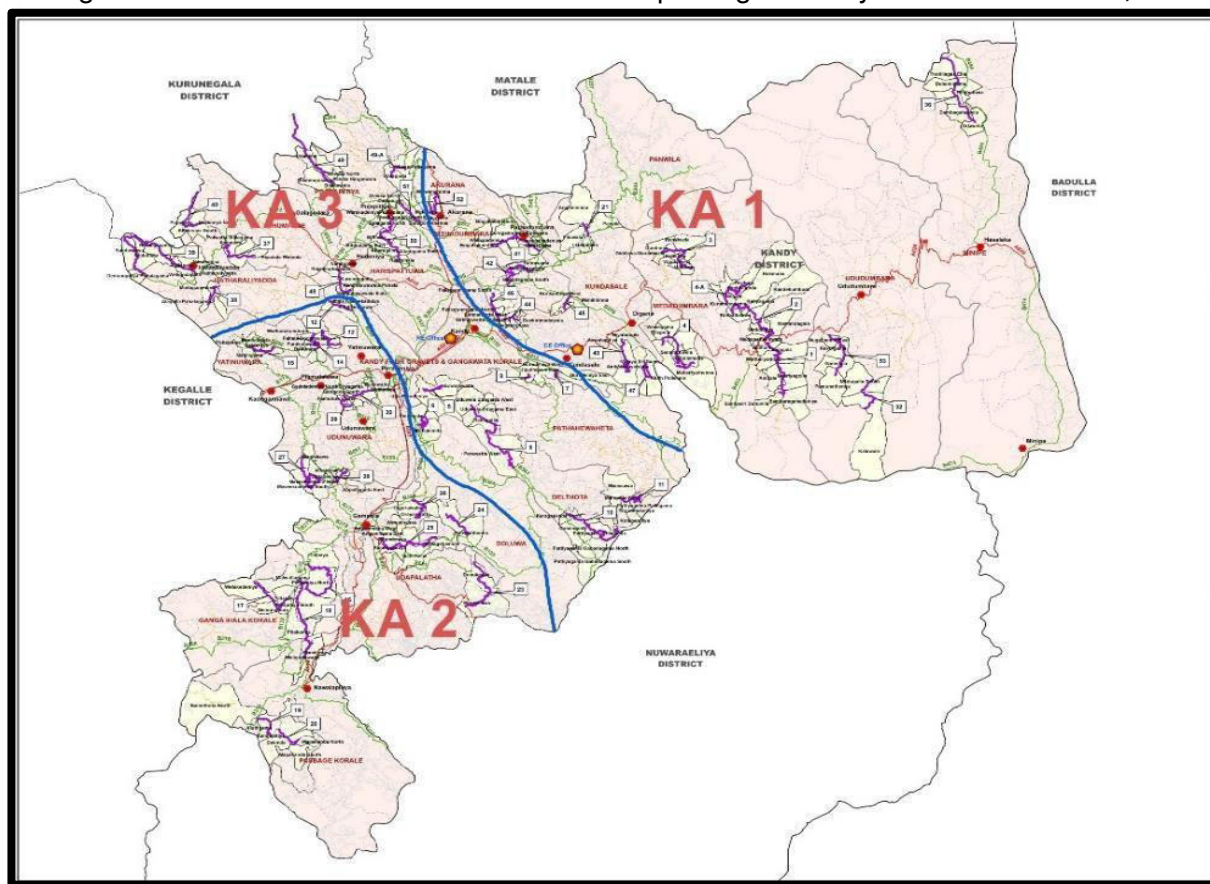
**Map1.2: Locations of 51 Nos. (194 km) roads in Matale District**

**Table 1.2 - CRCs in Matale District**

No.	Contractor	Accepted Contract Amount (Mn)	Commencement Date	No. of Roads	Total Road Length (km)	No of roads Civil Works in Progress	No. of Handed Over Roads (As at 30 <sup>th</sup> June 2018)
<b>MA1</b>	K. D. Ebert & Sons Holdings (Pvt) Ltd	1,622	17.12.2015	18	75.7	16	-
<b>MA2</b>	Edward and Christie	1,249	17.12.2015	14	57.0	-	14
<b>MA3</b>	CML-MTD Construction Ltd	1,408	17.12.2015	19	61.3	11	8
<b>Sub Total Matale District</b>		<b>4,279</b>	<b>-</b>	<b>51</b>	<b>194.0</b>	<b>27</b>	<b>22</b>



Map 1.3 and Table 1.3 describes the CRC packages in Kandy District. A total of 50 roads with length of 221km have been listed under 3 CRC packages. They are named as KA1, KA2 and KA3.

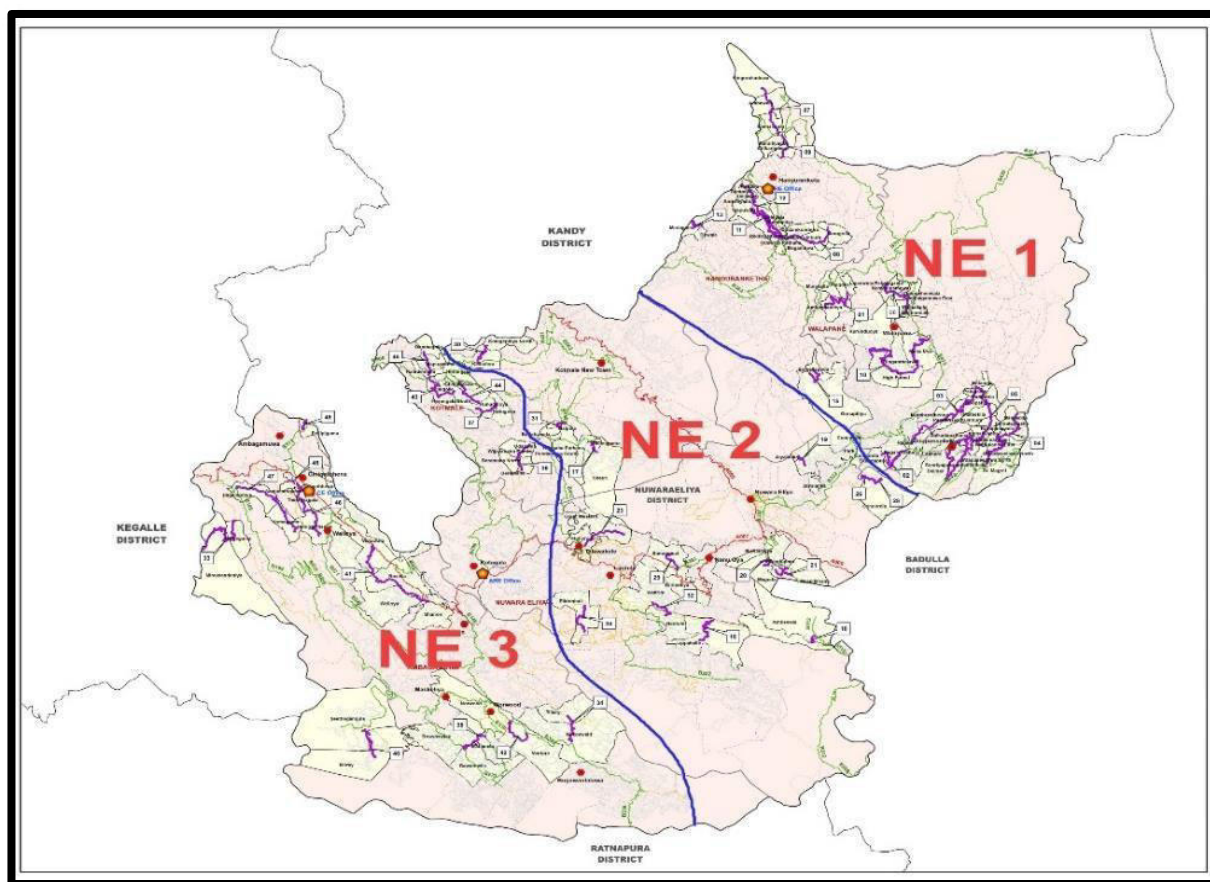


**Map1.3. Locations of 50 Nos. (221.0 km) roads in Kandy District**

**Table 1.3 - CRCs in Kandy District**

No.	Contractor	Accepted Contract Amount (Mn)	Commencement Date	No. of Roads	Total Road Length (km)	No of Roads Civil Works in Progress	No. of Handed Over Roads (As at 30 <sup>th</sup> June 2018)
KA1	Sierra Constriction (Pvt) Ltd	1,756	17.12.2015	17	76.2	12	5
KA2	Sierra Constriction (Pvt) Ltd	1,924	17.12.2015	17	70.85	13	4
KA3	Edward & Christie	2,097	17.12.2015	16	73.95	9	7
<b>Sub Total Kandy District</b>		<b>5,777</b>	<b>-</b>	<b>50</b>	<b>221.0</b>	<b>34</b>	<b>16</b>

Map 1.4 and Table 1.4 describes the CRC packages in Nuwaraeliya District. A total of 43 roads with length of 180km have been listed under 3 CRC packages. They are named as NE1, NE2 and NE3.

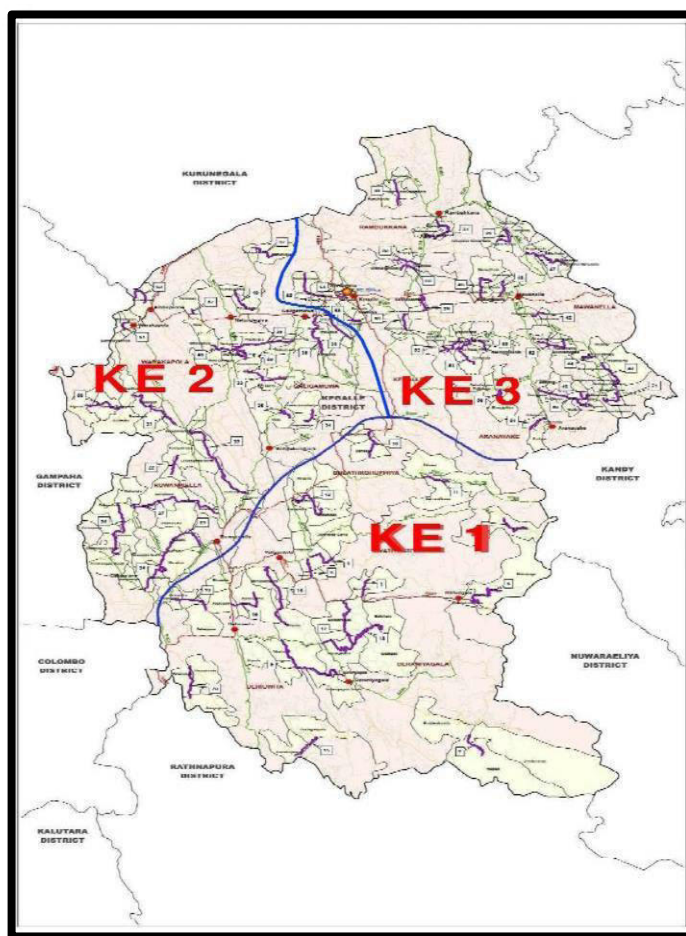


**Map1:4. Locations of 43 Nos (180.0 km) roads in Nuwara Eliya District**

**Table 1.4 - CRCs in Nuwara Eliya District**

No.	Contractor	Accepted Contract Amount (Mn)	Commencement Date	No. of Roads	Total Road Length (km)	No of Roads Civil Works in Progress	No. of Handed Over Roads (As at 30 <sup>th</sup> June 2018)
<b>NE1</b>	Sierra Constriction (Pvt) Ltd	2,298	17.12.2015	14	76.6	11	3
<b>NE2</b>	Sierra Constriction (Pvt) Ltd	1,242	17.12.2015	14	38.5	7	7
<b>NE3</b>	Sierra Constriction (Pvt) Ltd	2,070	17.12.2015	15	64.9	13	2
<b>Sub Total Nuwaraeliya District</b>		<b>5,610</b>	<b>-</b>	<b>43</b>	<b>180.0</b>	<b>31</b>	<b>12</b>

Map 1.5 and Table 1.5 describes the CRC packages in Kegalle District. A total of 63 roads with length of 217.0km have been listed under 3 CRC packages. They are named as KE1, KE2 and KE3.



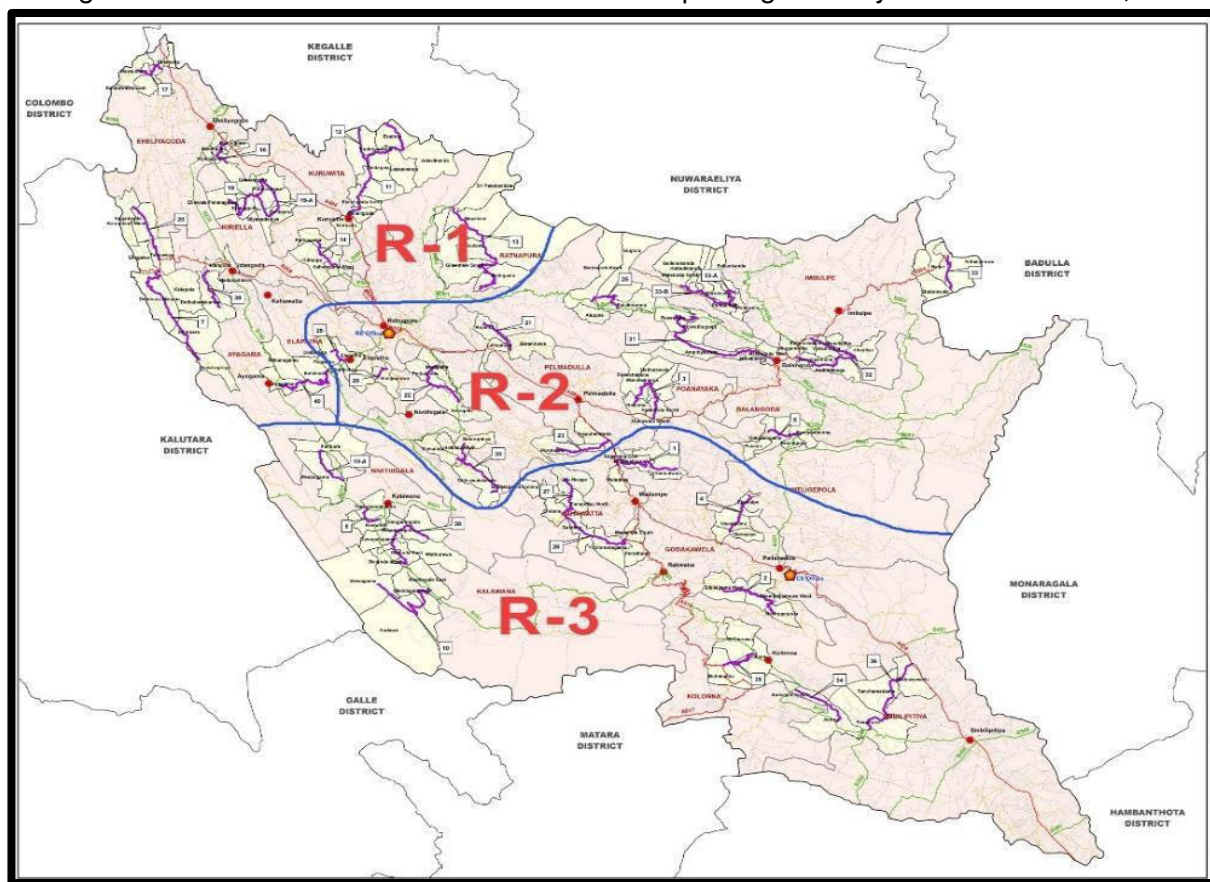
**Map1:5. Locations of 63 Nos. (217.0 km) roads in Kegalle District**

**Table 1.5. - CRCs in Kegalle District**

No.	Contractor	Accepted Contract Amount (Mn)	Commencement Date	No. of Roads	Total Road Length (km)	No of Roads Civil Works in Progress	No. of Handed Over Roads (As at 30 <sup>th</sup> June 2018)
<b>KE1</b>	K. D. Ebert & Sons Holdings (Pvt) Ltd	1,973	17.12.2015	17	74.75	13	-
<b>KE2</b>	Nawaloka Construction (Pvt) Ltd	1,817	17.12.2015	21	78.25	17	2
<b>KE3</b>	Nawaloka Construction (Pvt) Ltd	1,632	17.12.2015	25	64.12	21	-
<b>Sub Total Kegalle District</b>		<b>5,422</b>	<b>-</b>	<b>63</b>	<b>217.12</b>	<b>51</b>	<b>2</b>



Map 1.6 and Table 1.6 describes the CRC packages in Ratnapura District. A total of 38 roads with length of 255.0km have been listed under 3 CRC packages. They are named as R1, R2 and R3.

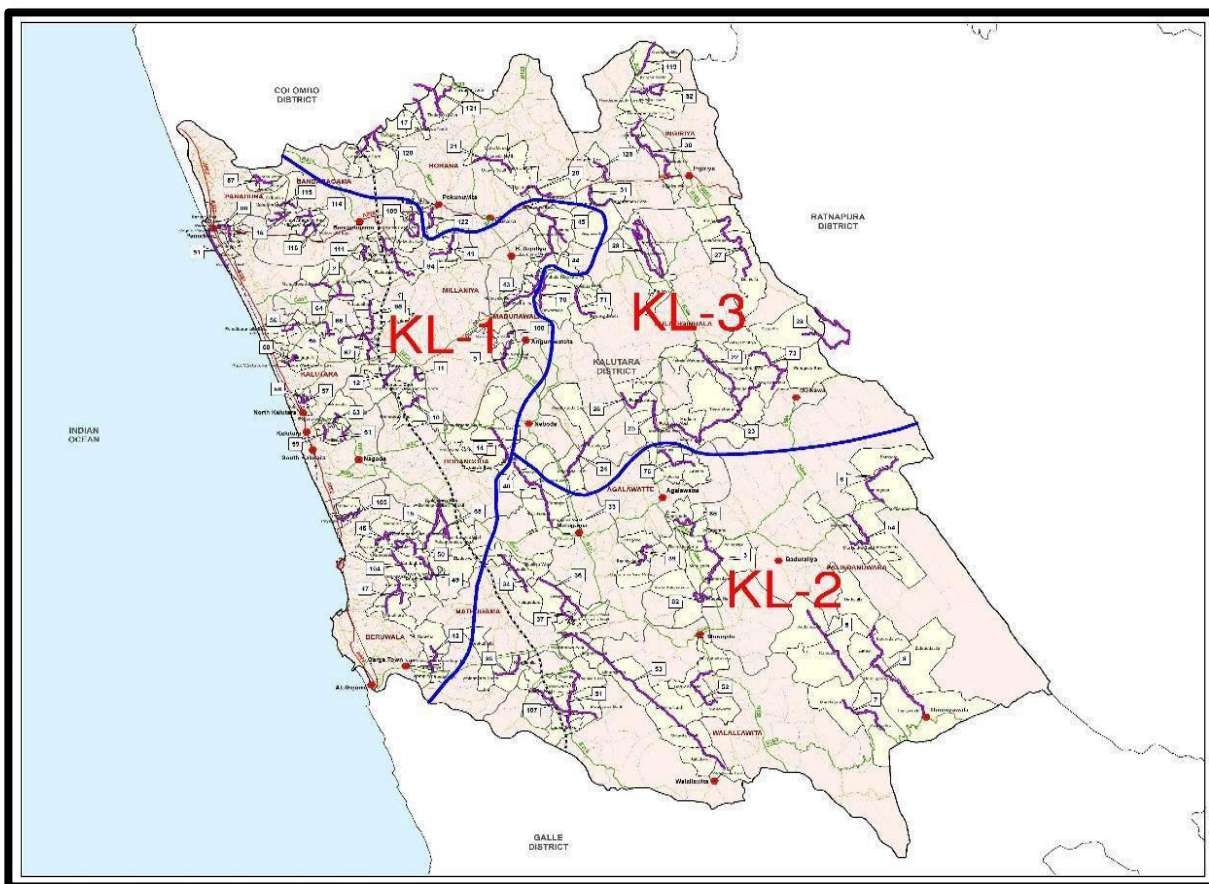


**Map1:6. Locations of 38 Nos (255.0 km) roads in Ratnapura District**

**Table 1.6 - CRCs in Ratnapura District**

No.	Contractor	Accepted Contract Amount (Mn)	Commencement Date	No. of Roads	Total Road Length (km)	No of Roads Civil Works in Progress	No. of Handed Over Roads (As at 30 <sup>th</sup> June 2018)
<b>R1</b>	K. D. Ebert & Sons Holdings (Pvt) Ltd	2,022	17.12.2015	12	<b>82.95</b>	10	-
<b>R2</b>	K. D. Ebert & Sons Holdings (Pvt) Ltd	2,384	17.12.2015	14	<b>91.7</b>	12	-
<b>R3</b>	RR Construction (Pvt) Ltd	2,021	17.12.2015	12	<b>80.35</b>	4	8
<b>Sub Total Ratnapura District</b>		<b>6,427</b>	-	<b>38</b>	<b>255.0</b>	<b>26</b>	<b>08</b>

Map 1.7 and Table 1.7 describes the CRC packages in Kalutara District. A total of 83 roads with length of 277.0km have been listed under 3 CRC packages. They are named as KL1, KL2 and KL3.



**Map1:7. Locations of 83 Nos. (277.0 km) roads in Kalutara District**

**Table 1.7 - CRCs in Kalutara District**

No.	Contractor	Accepted Contract Amount (Mn)	Commencement Date	No. of Roads	Total Road Length (km)	No of Roads Civil Works in Progress	No. of Handed Over Roads (As at 30 <sup>th</sup> June 2018)
KL1	Maga Engineering (Pvt) Ltd	1,912	28.08.2016	42	94	23	-
KL2	Olympus Construction (Pvt) Ltd with Rani Construction (Pvt) Ltd	1,811	29.09.2016	19	89	07	-
KL3	Olympus Construction (Pvt) Ltd with Rani Construction (Pvt) Ltd	1,817	29.09.2016	22	94	09	1
<b>Sub Total Kalutara District</b>		<b>5,540</b>	<b>-</b>	<b>83</b>	<b>277</b>	<b>39</b>	<b>01</b>

## 1.5 Consultancy Services for the Project Implementation

Egis-CEA (JV) has been appointed as the Project Implementation Consultant (PIC) for PIC 3 with effect from 15<sup>th</sup> November 2015.

PIC shall monitor and ensure that all requirements of the construction contracts are adhered by the contractors. In case of any discrepancy/ deviation the PIC shall instruct the contractors to undertake corrective actions. The contracts are governed under the International Federation of Consulting Engineers (FIDIC) Conditions of Contract for Building and Engineering Works Designed by the employer, DB Harmonized Edition, June 2010.

Duties and responsibilities of the consultants are being set out in the Terms of Reference (TOR) provided in the contract for Consultant's Services as follows:

- a) Oversee the activities of the Contractors during the design development and execution of the construction of the projects.
- b) Review and approve contractors' detailed designs and the cost for each civil work contract.
- c) Social Safeguard Compliance and Monitoring.
- d) Project Performance and Monitoring Survey.
- e) Prepare and implement local and overseas capacity development program for staff of the implementation agency.
- f) To train counterpart staff from the client's organizations.
- g) Reporting requirements.

## 1.6 Purpose and Structure of the Report

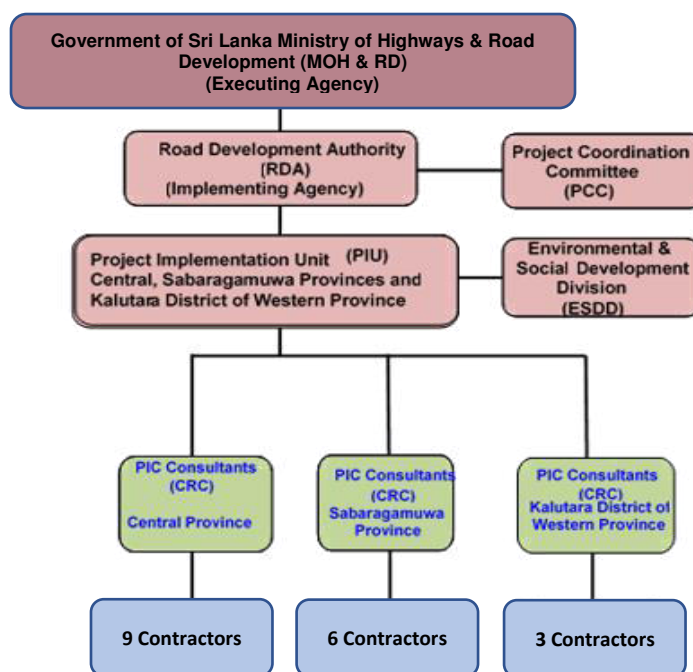
As stipulated under Section IX of Resettlement Framework (RF) on "Monitoring and Reporting" it is a requirement to prepare a Semi-Annual Monitoring Report on the Social Safeguard Compliance of the project. It overviews the land donation process conducted by the PIU and social safeguard activities conducted by Contractors and social safeguard monitoring activities executed by the PIC and PIU during the reporting period from 1<sup>st</sup> January 2018 to 30<sup>th</sup> June 2018.

## 1.7 Overview of Institutional Framework

Executing Agency (EA) of the iRoad Program is the Ministry of Highways and Road Development (MOH&RD) and the implementing agency is the Road Development Authority (RDA). Project Implementing Consultant (PIC) for Central, Sabaragamuwa Provinces and Kalutara District of Western Province is Egis-CEA JV. The overall project organization chart is given below.

**Figure 1. 1 - Overall Organizational Chart for Central, Sabaragamuwa Provinces and Kalutara District of Western Province**

### Project Implementation Consultants (PIC) for Conventional Road Contacts (CRC)



PIC is headed by Team Leader (TL) assisted by Environment Specialist, Contract & Claim Engineer, Resident Engineers for each District with Assistant Resident Engineers, Construction Engineers & Technical Officers. A full time **Social, Gender and Resettlement Specialist** directly assist the TL on social, gender and resettlement aspects. Two Resident Engineers are mobilized Performance Based Maintenance (PBM). One Engineer is in addition for Central Province and the other Engineer is for Sabaragamuwa Province and Kalutara District.

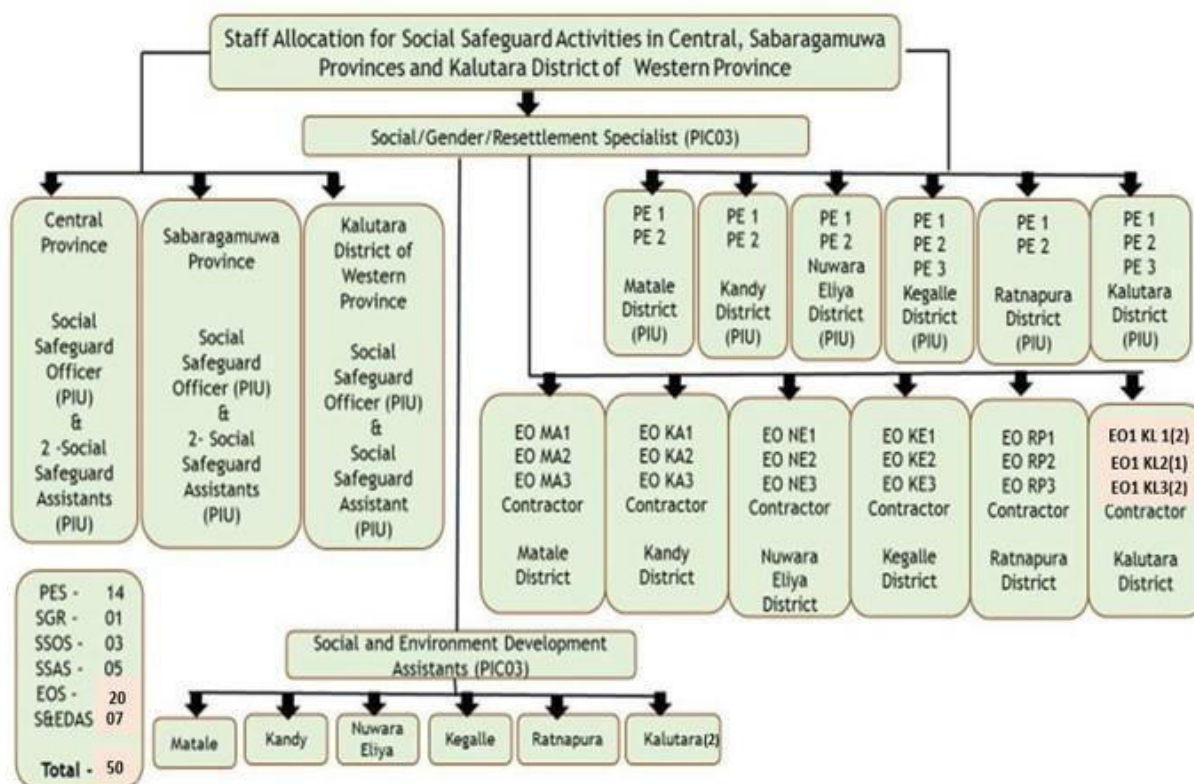
PIU headed by Project Director for each Province managed land donation, utility relocation, linkage, maintain with government/other external organizations and grievances addressing mechanism through Project Engineers, Social/Environment Safeguard Officers and their Assistants. Environment and Social Development Division (ESDD) of Road Development Authority (RDA) and CSD and Safeguard Specialist Consultant of ADB (TA 8473) guide and assist for implement social safeguard component of iRoad program by sharing experiences regularly, field inspection visits and review the Social Safeguard Semi-Annual Report.



## Duties of Social/Gender/Resettlement Specialist are;

1. Check and ensure detailed design prepared by civil works contractors have incorporated feasible features based on the outcome from transect walks.
2. During preparation of subsequent tranche, prepare due diligence reports on 20% of randomly selected sample of roads for all ongoing projects tranches.
3. Monitor and evaluate implementation of the community participation process prescribed in the RF and recommend improvements to the participatory process to ensure broader participation of rural population in project roads formulation.
4. Monitor the land donation process and conduct field visit on a monthly basis until land donation is finalized.
5. Conduct monitoring of all roads and prepare monitoring reports on a biannual basis for all project tranches during construction phase.
6. Conduct monitoring of all roads and prepare monitoring report on an annual basis for all project tranches during construction phase.
  - (i) Provide training and support to PIU on implementing the Gender Action Plan (GAP) activities at the field level.
  - (ii) Lead the implementation of specific gender-mainstreaming activities as detailed in the GAP.
  - (iii) Monitor and report overall implementation of relevant activities included in the GAP for all tranches on a semi-annual basis.

**Figure 1. 2 - Staff Allocation for Social Safeguard Activities in Central, Sabaragamuwa Provinces and Kalutara District of Western Province**





## 1.8 Overall Physical Progress of Civil Contracts

There are 18 Civil Contract Packages in PIC 3 and they are named as follows;

### Civil Contract Packages in PIC 3

Province	Administration District	Contract Packages
Central Province	Matale	MA1, MA2, MA3
	Kandy	KA1, KA2, KA3
	Nuwaraeliya	NE1, NE2, NE3
Sabaragamuwa Province	Kegalle	KE1, KE2, KE3
	Ratnapura	R1, R2, R3
Kalutara District of Western Province	Kalutara	KL1, KL2, KL3

Civil Contract Packages from Central Province and Sabaragamuwa Province commence their civil works on 17<sup>th</sup> December 2016 (Except KE2 & KE3). KE2 and KE3 commenced their civil works on 29<sup>th</sup> March 2016. KL1 Contract package was commenced on 28<sup>th</sup> August 2016, while KL2 and KL3 Civil Contract packages commenced their civil works on 29<sup>th</sup> September 2016. Overall physical progress of 18 Civil Contract packages are describe in Table 1.8.2, 1.8.3 and 1.8.4.

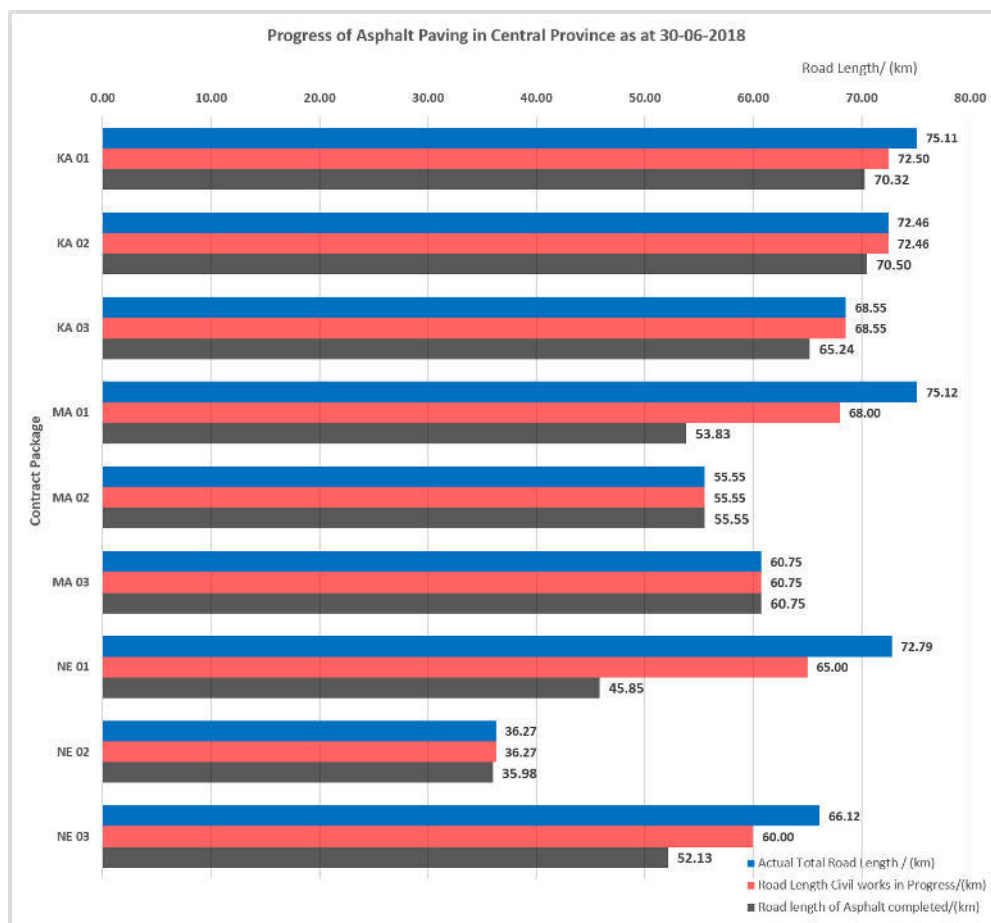
### 1.8.1. Overall Physical Progress of Civil Contracts in Central Province

**Table 1.8.1 - Overall Physical Progress of Civil Contracts in Central Province (Up to 30<sup>th</sup> June 2018)**

Package No.	Contractor	Accepted Contract Amount (Mn)	No. of Roads	Actual Total Road Length / (km)	No. of Roads Civil Works in Progress	No. of Roads Handed over (Up to 30 <sup>th</sup> of June 2018)	Physical Progress as at 31 <sup>st</sup> of May 2018 Actual (%)	Physical Progress Cumulative up to 30 <sup>th</sup> of June 2018 Actual ( % )	
								Target (Revised )	Actual
KA 01	Sierra	1,756	17	75.11	12	5	89.00%	100.00 (97.10)%	90.04%
KA 02	Sierra	1,924	17	72.46	13	4	97.10%	100.00 (97.50)%	97.37%
KA 03	Edward and Christie.	2,097	16	68.55	9	7	91.73%	100.00 (98.00)%	93.40%
MA 01	KD Ebert .	1,622	18	75.12	16	-	64.66%	100.00 (77.30)%	65.77%
MA 02	Edward and Christie.	1,249	14	55.55	-	14	100.00%	100.00%	100.00%
MA 03	CML-MTD	1408	19	60.75	11	8	98.80%	100.00 (99.00)%	99.30%
NE 01	Sierra	2,298	14	72.79	11	3	71.98%	100.00 (84.52)%	72.05%
NE 02	Sierra	1,242	14	36.27	7	7	98.00%	100.00 (99.00)%	98.10%
NE 03	Sierra	2,070	15	66.12	12	2	90.52%	100.00 (97.68)%	91.20%
<b>Total/Avg.</b>		<b>15,666</b>	<b>144</b>	<b>582.72</b>	<b>91</b>	<b>50</b>	<b>89.08%</b>	<b>94.45%</b>	<b>89. 7%</b>

## Graphical Presentation of Overall Physical Progress of Civil Contracts in Central Province

### Graph 1.1 - Overall Physical Progress of Civil Contracts in Central Province (Up to 30<sup>th</sup> June 2018)



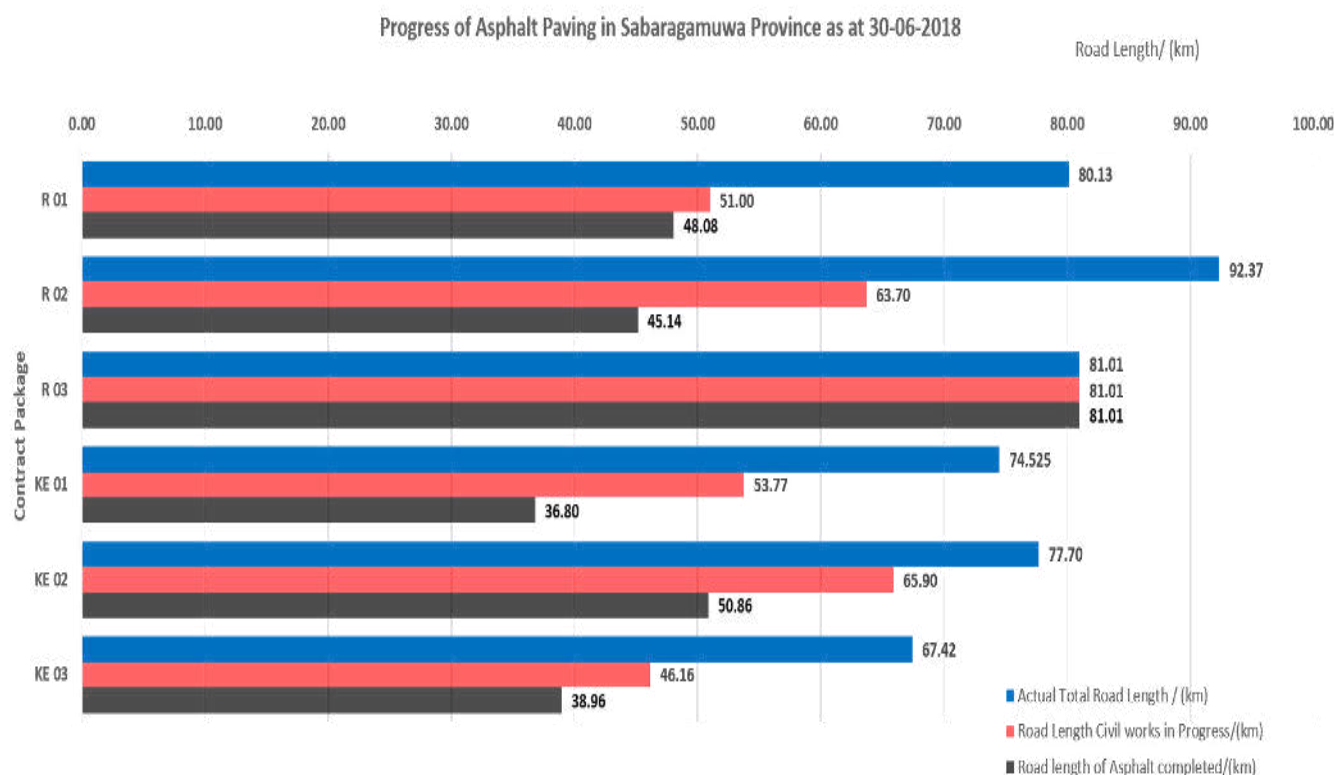
## 1.8.2 Overall Physical Progress of Civil Contracts in Sabaragamuwa Province

### Table 1.8.2 - Overall Physical Progress of Civil Contracts in Sabaragamuwa Province (Up to 30<sup>th</sup> June 2018)

Package No.	Contractor	Accepted Contract Amount (Mn)	No. of Roads	Actual Total Road Length / (km)	No. of Roads Civil Works in Progress	No. of Roads Handed over (Up to 30 <sup>th</sup> of June 2018)	Physical Progress as at 31 <sup>st</sup> of May 2018 Actual (%)	Physical Progress Cumulative up to 30 <sup>th</sup> of June 2018 Actual ( % )	
								Target (Revised )	Actual
R 01	KD Ebert	2,022	12	80.13	7	–	64.00%	100.00 (79.63)%	64.52%
R 02	KD Ebert	2,384	14	92.37	11	–	56.35%	100.00 (79.39)%	58.17%
R 03	R.R. Construction	2,021	12	81.01	4	8	99.93%	100.00 (99.95)%	99.94%
KE 01	KD Ebert	1,973	17	74.525	13	–	52.10%	100.00 (67.99)%	52.88%
KE 02	Nawaloka	1,817	21	77.70	19	2	64.21%	100.00 (96.95)%	67.55%
KE 03	Nawaloka	1,632	25	67.42	21	–	54.18%	100.00 (91.26)%	56.41%
Total/Avg.		11,849	101	473.15	75	10	65.12%	85.86%	66.57%

## Graphical presentation of Overall Physical Progress of Civil Contracts in Sabaragamuwa Province

**Graph 1.2 - Overall Physical Progress of Civil Contracts in Sabaragamuwa Province (Up to 30<sup>th</sup> June 2018)**



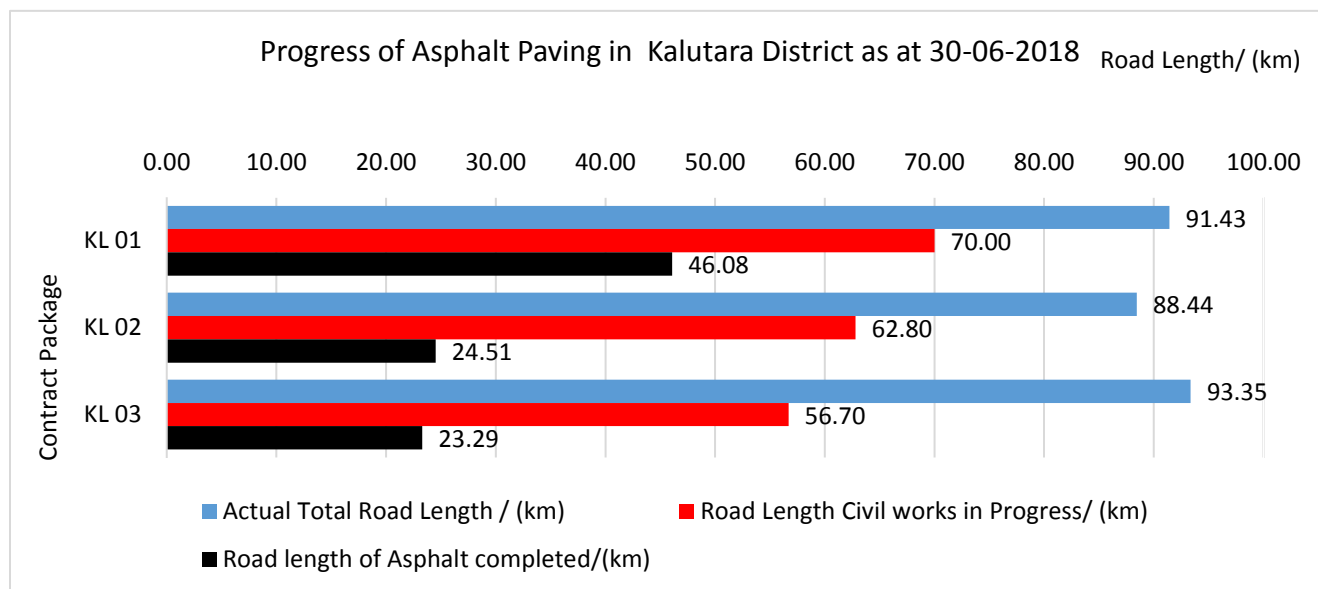
## 1.8.3 Overall Physical Progress of Civil Contracts in Kalutara District of Western Province

**Table 1.8.3 - Overall Physical Progress of Civil Contracts in Kalutara District of Western Province (Up to 30<sup>th</sup> June 2018)**

Package No.	Contractor	Accepted Contract Amount (Mn)	No. of Roads	Actual Total Road Length / (km)	No. of Roads Civil Works in Progress	No. of Roads Handed over (Up to 30 <sup>th</sup> of June 2018)	Physical Progress as at 31 <sup>st</sup> of May 2018 Actual (%)	Physical Progress Cumulative up to 30 <sup>th</sup> of June 2018 Actual (%)	
								Target (Revised)	Actual
KL 01	MAGA	1,912	42	91.43	34	–	67.87%	96.56 (93.15)%	71.01%
KL 02	OPCL JV RCPL	1,811	19	88.44	9	–	28.15%	98.22 (97.67)%	28.85%
KL 03	OPCL JV RCPL	1,817	22	93.35	14	1	41.48%	87.20 (95.60)%	43.07%
Total/Avg.		5,540	83	273.22	57	1	45.83%	95.47%	47.64%

## Graphical presentation of Overall Physical Progress of Civil Contracts in Kalutara District

**Graph 1.3 - Overall Physical Progress of Civil Contracts in Kalutara District of Western Province (Up to 30<sup>th</sup> June 2018)**



## **2. COMPLIANCE ON SOCIAL SAFEGUARDS REQUIREMENTS**

Facility Administrative Manual (FAM) and Resettlement Framework (RF) of the loan agreement of the iRoad Program describes about compliance and requirements on social safeguard under the existing legislations and policies of Government of Sri Lanka (GOSL) and Asian Development Bank (ADB). This section discusses about the compliance with respect to above documents.

### **2.1 Compliance with Loan Agreement (Social Safeguards & Gender)**

The requirements stipulated in the loan conditions of Tranche 4 have been or are being complied with as detailed in the below table.

**Table 2.1 - Compliance with Loan Covenant (Social Safeguards & Gender)**

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters	<p><b>Safeguards</b></p> <p>3. The Borrower shall ensure, or cause RDA to ensure, that the Project does not have any Indigenous Peoples Safeguards and Involuntary Resettlement Safeguards impacts, both within the meaning of SPS. In the event that the Project does have any such impact, the Borrower shall take all steps required to ensure that the Project complies with the RF and IPPF, applicable laws and regulations of the Borrower and with SPS.</p>	<p>Complied with respect to project 2 and 3 of iRoad program. Roads selected for CRC packages (or rural roads) have minimum Right of Way (ROW) not less than 2.5 m. Road improvement works have been carried out within the available road corridors and no widening of existing ROW has been done. Voluntary land donation process as indicated under Appendix 3 of RF has been utilized only at locations where additional strips of land was required to improve road user safety.</p> <p>No any road passing through or close to settlements of indigenous people have been selected in projects appraised under PIC 3.</p>
	<p>4. The Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any provincial or rural road is implemented in accordance with the procedures laid out in Appendix 3 of the RF, after meaningful consultation, prior and informed consultation and consent of the affected persons, provided that there shall be no voluntary land donation for national roads.</p>	<p>Road improvement works of CRC packages have been carried out mainly within the available road corridors. However, at certain locations additional small strips of lands from adjacent land lots have been required to improve the road user's safety and improve the leadaway drains.</p> <p>Obtaining such small land strips have followed the procedures stipulated under appendix 3 of the RF.</p>

Item/Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters		No incident has been reported of eminent domain or other state power used for taking of additional land strips.
	<p><b>Human and financial resources to implement safeguards requirements</b></p> <p>5. The Borrower shall make available, or cause RDA to make available, necessary budgetary and human resources to fully implement the SPS, IEE, EMP and any safeguard documents which may be prepared for the Project.</p>	<p><b>Being complied with for all projects appraised under PIC 3.</b></p> <p>Budgetary allocations are found in the contract documents. A Social Safeguards Officer has been appointed to each PIU established at Provincial level. (<b>Annexure 01-Duties of Social Safeguard Officers</b>)</p> <p>These Social Safeguards Officers are assisted by Safeguards Assistants appointed for PIU. With the Environment Safeguards Officer, the Social Safeguards Officer and their assistants make up the Environment and Social Unit (ESU) within each PIC.</p> <p>A <b>Social, Gender and Resettlement Specialist (SGRS)</b> has been appointed for PIC 3 and seven Social &amp; Environment Development Assistants who are stationed at Resident Engineer's offices have been appointed. (Two Social &amp; Environment Development Assistants have recruited for Kalutara District of Western Province because most of the improving roads are running through the highly congested urban and semi urban areas). (<b>Annexure 02- Duties of Social &amp; Environment Development Assistants</b>) CRC package contractors of all 18 CRC have appointed suitable Environmental Officers who assist the PIU and PIC in executing social safeguards related tasks.</p> <p>Employee turnover rate of the safeguard component of Employer, Consultant and Contractor are very high. During the reporting period 02 Safeguard Officers of the Employer, 02 Social &amp; Environment Development Assistants of the Consultant and 9 Environment Officers of the Contractors were resigned from their jobs. Past two years 5 Safeguard Officers, 07 Social &amp; Environment Development Assistants and 25 Environment Officers have been resigned from their jobs.</p>



Item/Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters	<p><b>Safeguards – Related provisions in bidding documents and civil works contracts</b></p> <p>6. The Borrower shall ensure, or cause RDA to ensure, that all bidding documents contain provisions that require contractors to:</p> <p>(a) comply with the measures relevant to the contractor set forth in any safeguards document, and any corrective or preventative actions set forth in the Safeguards Monitoring Report;</p> <p>(b) make available a budget for all such safeguard measures; and</p> <p>(c) provide the Borrower with a written notice of any unanticipated environmental, resettlement or small ethnic community peoples risks or impacts that arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP and any other safeguard plans.</p>	<p><b>Complied with for all projects appraised under PIC 3.</b></p> <p>Sabaragamuwa, Central Provinces and Kalutara District of Western Province under PIC3 are also categorized as Category “B” on Involuntary Resettlement Category “C” on indigenous people’s safeguards as per Tranche 4 social safeguard categorization.</p> <p>During this reporting period no incident of physical or economical displacement has been reported in CRC packages.</p>
	<p><b>Safeguards monitoring and reporting</b></p> <p>7. The Borrower shall do the following or cause RDA to do the following:</p> <p>(a) submit Semi-annual Safeguards Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission;</p>	<p><b>Being complied with six districts appraised under PIC 3.</b></p> <p>The PIC 3 has prepared and submitted four Semi-annual progress reports on social safeguards compliance as January to June 2016, July to December 2016, January to June 2017 and July to December 2017. This is the fifth Report which covers the period from January to June 2018.</p> <p>No any unanticipated social risks and impacts or cases of physical/ economic displacement including involuntary resettlement have arisen during construction works of the projects.</p>

Item/Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters	<p>(b) if any unanticipated environmental and/or social risks and impacts arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP, and any safeguard documents, promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and</p> <p>(c) report any actual or potential breach of compliance with the measures and requirements set forth in the IEE, EMP and any safeguard documents promptly after becoming aware of the breach.</p>	No any actual or potential breach of compliance on social safeguards were observed or reported during implementation of works contracts under PIC 3.
	<p><b><u>Prohibited List of Investments</u></b></p> <p>8. The Borrower shall ensure, or cause RDA to ensure, that no proceeds of the Loan are used to finance any activity included in the list of prohibited investment activities provided in Appendix 5 of the SPS.</p>	<p><b>Being complied with for all projects appraised under PIC 3.</b></p> <p>No incident was observed or reported where any proceeds of the loan has been used for any activity listed under the list of prohibited investment activities as indicated in Appendix 5 of SPS.</p>
	<p><b><u>Labour Standards</u></b></p> <p>9. The Borrower shall ensure that</p> <p>(a) all contractors under the Project comply with all applicable labor laws and regulations, do not allow employment of child labor for Project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites;</p> <p>(b) people directly affected by the Project are given priority to be employed by the Project;</p> <p>(c) contractors do not differentiate wages between men and women for work of equal value; and</p> <p>(d) specific clauses ensuring these shall be included in the contracts.</p>	<p><b>Being complied with for all projects appraised under PIC 3.</b></p> <p>Specific contract clauses have been included in Bidding documents of all CRC packages to avoid discrimination of labour, employment of child labour and to encourage women labour.</p>



Item/Section/ Schedule	Description	Status of Compliance
Schedule 5 – Execution of the project; Financial matters	<p><b><u>Performance Monitoring</u></b> <b><u>(Loan Agreement Tranche 1)</u></b></p> <p>18. The Borrower shall cause, within 3 months of effectiveness of the first loan under the Facility, MOH&amp;RD and RDA to establish baseline for performance indicators to be used for monitoring implementation of each project under the Facility.</p>	<p>PIC 3 has collected baseline standards (including baseline standards on socioeconomic aspects) as required in the Project Performance Monitoring System (PPMS). The TA Consultant for CSD and Safeguards (TA 8473) and Environment and Social Development Division (ESDD) of RDA assisted PIC 3 in completing this task. The documents have been submitted to ADB.</p>

## 2.2 Compliance with Requirements in the Resettlement Framework (RF)

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

**Table 2.2 - Compliance with RF with respect to PIC 3**

Item/ Section/ Schedule	Description	Status of Compliance
<b>A. Background</b>	<p><b>Rural Roads</b></p> <p>Paragraph 4: For the rural roads, there will be three contract packages per district. The contractor will be responsible for construction of the road over 2 years and performance-based maintenance for another 3 years. For the rural roads, the improvements will be undertaken completely within the existing right of way (ROW) which is between 2.5m to 5.5m. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways and bridges.</p>	<p>All road improvement works are being carried within the available ROW. Voluntary land donation process has been duly followed to obtain small strips of land from adjoining lots where required (for the purposes of road safety and drainage improvement).</p>
<b>E. Screening Criteria of Subsequent Projects</b>	<p>Paragraph 44. The PIU will be responsible for clearly documenting the answers to these questions in a table format. In addition, the PIU will submit to ADB the Involuntary Resettlement (IR) Impact Categorization Checklist in Appendix 1 for each subsequent tranche. Based on the screening, the tranche will be assigned to one of the following categories depending on the significance of probable involuntary resettlement impacts:</p> <p>(i) Category A – A proposed tranche is classified as Category A if it is likely to have significant involuntary resettlement impacts. A resettlement plan, including an assessment of social impacts, is required.</p> <p>(ii) Category B – A proposed tranche is classified as category B if it includes involuntary resettlement impacts that are not deemed significant. A resettlement plan, including assessment of social impacts, is required.</p> <p>(iii) Category C – A proposed tranche is classified as Category C if it has no involuntary resettlement impacts. No further action is required.</p>	<p>IR categorization checklists have been prepared on a province basis. During SAPE works which include Sabaragamuwa, Central Provinces and Kalutara District of Western Province.</p> <p>A public information leaflet is distributed to all living along a given road indicating the scope of work and how public could assist the program. A sample of this leaflet is in <b>Annexure 03</b>.</p>

Item/ Section/ Schedule	Description	Status of Compliance
	<p><b>2. Land Acquisition Due Diligence Report</b></p> <p>Paragraph 48: If no acquisition and resettlement impacts were identified during screening, the government will be required to prepare a due diligence report providing support and evidence that there is no impact on land and structures. The due diligence report should confirm whether there are outstanding grievances or issues from previous acquisition of land. The information in the report should be supplemented with findings and analysis from the socioeconomic survey comprising of 20% of households in the project affected area.</p>	<p><b>Complied with in during SAPE works.</b></p> <p>Involuntary Resettlement Due Diligence and Socioeconomic Assessment Reports are available Sabaragamuwa Province and for Kalutara District (Project 2) and Central Province (Project 3).</p> <p>These reports include two sections; section 1 on Involuntary Resettlement and section 2 on the socio-economic profile.</p>
	<p><b>3. Due Diligence Report for ongoing Tranche</b></p> <p>Paragraph 49: During preparation of subsequent tranche, a due diligence for existing on-going projects will be carried out by the PIC. The PIC report on all roads with land acquisition and donation and 10% sample of remaining roads.</p>	<p><b>Being complied with.</b></p> <p>A social safeguard compliance due diligence report was prepared and submitted to ADB during PFR for tranche 4.</p>

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

Updated version of the Project Facility Administration Manual (FAM), October 2015 includes sections on safeguards (Involuntary Resettlement, Indigenous Peoples and Grievance Redress Mechanism), gender and social dimensions and performance monitoring. These requirements are either complied or are being complied with under tranches one, two and three. Details of each item and status of compliance is summarized in below.

**Table 2.3 - Compliance with Facility Administration Manual**

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards	<p><b>B. Involuntary Resettlement</b></p> <p>Paragraph 55. Tranche 1 and 2 are classified as 'Category B' in accordance with SPS. The improvement of all project roads will be carried out within the existing alignment with no widening.</p> <p>However, for the 7-year road management contract of selected national roads, resettlement impact might be encountered at a late stage.</p> <p>Paragraph 56. Tranche 3 is classified as category "B" in accordance to SPS following the same categorization as the previous tranches.</p> <p>In project 2 (Sabaragamuwa Province and Kalutara District) Project 3 (Central Province) under Tranche Two and three.</p>	<p><b>Complied for project appraised under tranche one and two.</b></p> <p>A land donation due diligence was undertaken for all roads under project 2 &amp; 3 and did not identify any significant and permanent impact on land, structures, private trees, or community resource properties. Social impact assessment comprising at least 20% households and focused group discussions were also conducted during Survey and Preliminary Engineering works of roads selected under tranche two. This include Sabaragamuwa, Central Provinces and Kalutara District of Western Province which included projects 2 &amp; 3.</p> <p><b>Complied with in PIC 3.</b></p> <p>Tranche 4 only provided second slice of funds for civil works of projects 2 &amp; 3 appraised under tranche two (no new roads were included).</p> <p>All improvements of rural roads under CRC packages are carried out within the available road corridor or ROW. No permanent physical or economic displacement leading to involuntary resettlement has NOT occurred during implementation of civil works under PIC 3.</p>

Item/ Section/ Schedule	Description	Status of Compliance
<b>VII Safeguards</b>	<p><b>Pre-construction</b></p> <p>Paragraph 57: The RDA supported by its ESDD and CSD consultants will be responsible for conducting a transect walk for each rural road, during which the community will be consulted on how to (i) minimize construction impact, (ii) identify and minimize social and environment impact, and (iii) integrate road safety design. The community will also be briefed about the Grievance Redressal Mechanism. The results from the transect walk (report and map) will be submitted to the civil works contractor who will reconfirm the ground realities and integrate feasible features into the Level 1 final design. The PIC will review final design.</p>	<p><b>Complied in with during SAPE works for roads appraised under project 2 &amp; 3 of tranche 2.</b> Transect walk surveys and public consultations were conducted in all rural roads selected under projects 2 and 3. This information has been submitted to respective civil works contractors, who have reconfirmed the ground realities and integrated feasible features in to level 1 design. PIC3 has reviewed and approved such designs.</p>
	<p><b>Construction and maintenance</b></p> <p>Paragraph 58: During construction phase, the PICs will be responsible for conducting semi-annual onsite social safeguard monitoring. During maintenance phase, the PICs will be responsible for conducting annual onsite social safeguard monitoring. PICs should pay close attention to ensure that all grievances are addressed in a timely manner. Reporting templates can be found in the resettlement framework.</p>	<p><b>Being complied with</b> civil works of all CRC packages have now commenced and tranche three has provided the second slice of loan for works of projects 2 &amp; 3. PICs with respective PIUs, contractor staff are conducting regular onsite monitoring of social safeguards compliance. ESDD of RDA and the TA Consultant for Social Safeguards (TA 8473) also conduct periodic onsite visits to monitor the implementation of social safeguards practices by PIU, PIC and contractors of Sabaragamuwa, Central and Kalutara District of western Province.</p>
	<p><b>Preparation of subsequent tranches or unanticipated impact</b></p> <p>Paragraph 59: A resettlement framework has been prepared to guide the preparation of all tranches. For preparation of subsequent tranches, the PICs will carry out due diligence on the ongoing tranches.</p>	<p>PIC 3 on behalf of their PIUs of projects 2 and 3 have prepared and submitted semiannual monitoring reports on safeguards compliance for January-June 2016, July-December 2016, January-June 2017 and July-December 2017.</p>

Item/ Section/ Schedule	Description	Status of Compliance
	<p><b>C. Indigenous Peoples</b></p> <p>Paragraph 61: For Tranches 1 and 2, no indigenous people were identified during due diligence and are categorized as 'C' per ADB SPS. Tranche 3 will continue to finance the subprojects identified in the two earlier tranches, therefore, it will follow the categorization of 'C'. In case any adverse impacts are identified during implementation, the RDA will ensure that the indigenous peoples plan (IPP) is prepared in accordance with the IPPF and the IPP is reviewed and approved by ADB before commencement of the relevant section of the civil works contract.</p>	<p><b>Being complied with.</b></p> <p>There are no indigenous people's settlements or activities in 6 Districts under PIC 3.</p>
	<p><b>D. Grievance Redress Mechanism</b></p> <p>Paragraph 62: The Grievance Redress Mechanism (GRM) will be established consistent with the requirements of the EARF. Grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through the existing local administrative system. Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels. The first will be at the grass roots level where complaints will be directly received and addressed by the contractor, PIC or PIU representative on site. Grievances which are simple but still cannot be addressed at the grass roots level will be addressed at the Grama Niladhari division level. More complex grievances which cannot be addressed at the Grama Niladhari (GN) division level will be addressed at the Divisional Secretariat (DS) level. There will be a Grievance Redress Committee at both the Grama Niladhari Division and Divisional Secretariat levels.</p>	<p>100% of GRCs established at DS level and 99% of GND level GRCs have established up to June 2018 and during the reporting period 8 GND level GRCs have established.</p>
<b>VIII Safeguards</b>	<p><b>A. Gender and Development</b></p> <p>Paragraph 63: Tranches 1, 2, and 3 are categorized as "Effective Gender Mainstreaming" or EGM. During preparation of Tranches 1 and 2, separate Gender Action Plans (GAPs) were formulated since the two tranches covered different geographical areas. During preparation of Tranche 3, the GAP for the entire investment program was formulated since the entire scope of the investment program is now defined and subsequent tranches will finance the subprojects that were appraised in the first two tranches.</p>	<p><b>One consolidated GAP has been prepared for the entire investment program during preparation of tranche three.</b></p> <p>Implementation progress of GAP (Up to June 2018) has attached as <b>Annexure 04.</b></p>

Item/ Section/ Schedule	Description	Status of Compliance
	<p>Paragraph 64: To ensure that these and other gender issues are addressed and complied with, the project implementation consultant will include a social/gender development expert. The PICs will provide monitoring support and ESDD/RDA will be responsible for the overall implementation the GAP. Resource has been allocated for the recruitment of the four gender experts as part of the four different PIC packages. Semi-annual monitoring of the GAP shall be prepared and submitted to ADB for disclosure.</p>	<p>PIC 3 has a full time <b>Social, Gender and Resettlement Specialist (SGRS)</b> and seven assistants on District basis to assist the SGRS.</p> <p>ESDD of RDA and TA Consultant for CSD and Safeguards (TA 8473) is monitor implementation of requirement of the GAP in each province.</p> <p>The semi-annual report prepared on social safeguards by PIC 3 has included a separate section on implementation of GAP.</p>
	<p><b>B. HIV and AIDS</b></p> <p>Paragraph 66: RDA will ensure that all civil works contractors complete the following: (i) carry out awareness programs for labor on the risks of sexually transmitted diseases/AIDS and human trafficking; and (ii) disseminate information at worksites on the risks of sexually transmitted diseases and HIV/AIDS as part of health and safety measures for those employed during construction. Contracts for all subprojects will include specific clauses on these undertakings, and compliance will be strictly monitored by RDA, with the support of construction supervision consultants during project implementation.</p>	<p><b>Being complied with in 18 CRCs appraised under PIC 3.</b></p> <p>CRC package contractors with assistance from PIC 3 has conducted or are in the process of conducting training workshop for HIV/AIDS Prevention, Health Awareness and Human Trafficking. Details of the progress of these workshops are discussed separately in Section 3.1. Photo evidence of conducted awareness programs are in <b>Annexure 05</b>.</p>
	<p><b>D. Labor</b></p> <p><b>Paragraph 68:</b> The project construction is expected to generate employment opportunities for local communities during construction and maintenance phases. Men and women will be paid equally for equal work. Provisions are in the bidding documents for the contractors to ensure that all the civil works comply with core labour standards (e.g. no child labour; no bonded labour; no work discrimination regardless of gender, race, and ethnicity; and freedom of association and collective bargaining). Targets for employing women for construction and maintenance have been established in the GAP. The project implementation consultant will monitor the provisions.</p>	<p><b>Being complied with in 18 CRCs appraised under PIC 3.</b></p> <p>Details of implementing labour laws and requirements are discussed separately in Section 3.1 of this report and photo evidence of female labour participation are in <b>Annexure 06</b>.</p>



### 3. COMPLIANCE WITH GENDER ACTION PLAN (GAP)

A Gender Action Plan (GAP) has been formulated for iRoad Program as the program classified as Effective Gender Mainstreaming (EGM) project. The GAP includes;

- (i) Ensuring that at least 40% women are consulted in the final design of rural access roads.
- (ii) Integrating safety and elderly-women-children-disabled friendly features.
- (iii) Employing at least 30% of local employees hired for road maintenance are women and that they receive equal wages for equal work in project works.
- (iv) Providing training in routine road maintenance to all employed women Employees.
- (v) Encourage women's participation in road safety, STI and human trafficking awareness campaigns.

#### Story About the Women's Ability



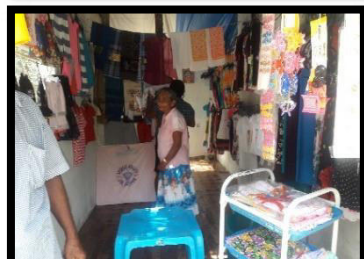
Rural Sri Lanka women are generally disadvantage and poor. They face economic difficulties because of limited resources and opportunities than their counterparts.

Panape-Ketagoda-Millaniya Road (Road ID. 83) in Kalutara District is developed by iRoad Program. Ms. Sriyani Chandramali (28) lives near the above road with her parents. Their family has no permanent income and they earn their income by working in a rubber plantation.

Ms. Sriyani Chandramali opened a small boutique on 04<sup>th</sup> of April 2018 for clothes, toys and ornaments.

Her mother said "Now she doesn't go to the Rubber Factory". Also, she said they earned higher income in the new year season. Moreover, they are happy that the income.

She thanked all persons who participated for road development and made all villagers living standard increase after the road development.



Reported By:

**A. W. Iresha Rodrigo**  
**Social & Environment Development Assistant**  
**Kalutara District**



**Table 3.1 - Status of Gender Composition of Consultants, Contactors' Staff and Labour Crew in iRoad Project - Central, Sabaragamuwa Provinces and Kalutara District of Western Province as at 30<sup>th</sup> June 2018.**

Working Location		Gender		Total Nos.	Female Percentage
		Male	Female		
TL Office	Eheliyagoda	18	6	24	25%
RE Offices	Matale (MA)	17	8	25	32%
	Kandy (KA)	14	4	18	22%
	Nuwara Eliya (NE)	11	2	13	15%
	Kegalle (KE)	9	3	12	25%
	Ratnapura (R)	6	5	11	45%
	Kalutara (KL)	14	6	20	30%
ARE Offices	Matale (MA)	9	4	13	31%
	Kandy (KA)	19	6	25	24%
	Nuwara Eliya (NE)	20	2	22	9%
	Kegalle (KE)	31	5	36	14%
	Ratnapura (R)	29	7	36	19%
	Kalutara (KL)	36	5	41	12%
Contractor's Offices	MA1	34	9	43	21%
	MA2	12	2	14	14%
	MA3	38	6	44	14%
	KA1	42	12	54	22%
	KA2	79	17	96	18%
	KA3	80	8	88	9%
	NE1	31	7	38	18%
	NE2	14	2	16	13%
	NE3	41	4	45	9%
	KE1	31	16	47	34%
	KE2	105	9	114	8%
	KE3	35	14	49	29%
	R1	27	6	33	18%
	R2	28	10	38	26%
	R3	25	7	32	22%
	KL1	93	7	100	7%
	KL2	17	5	22	23%
	KL3	36	4	40	10%
Contractor's Work Sites	MA1	50	6	56	11%
	MA2	22	3	25	12%
	MA3	74	12	86	14%
	KA1	158	12	170	7%
	KA2	352	12	364	3%
	KA3	197	12	209	6%
	NE1	109	24	133	18%
	NE2	70	2	72	3%
	NE3	165	3	168	2%
	KE1	32	10	42	24%
	KE2	175	20	195	10%
	KE3	131	15	146	10%
	R1	60	8	68	12%
	R2	138	13	151	9%
	R3	202	5	207	2%
	KL1	97	3	100	3%
	KL2	20	0	20	0%
	KL3	121	11	132	8%
<b>Total</b>		<b>3,174</b>	<b>379</b>	<b>3553</b>	<b>11%</b>

### 3.1 HIV / AIDS Prevention, Health & Human Trafficking Awareness Programs

Updated Facility Manual, Section B VIII-A of and according to the Contract Document Volume 3 S.EL.108.3, Volume 5A BOQ pay item 108(1), the Contractor has to conduct above program to all staff and the local communities near the road development sites by hiring a qualified service provider in accordance with the S.C.1.6.7 of Condition of Contract. The project has made arrangement to implement the program into two steps at each package.

- Step 1 – HIV / AIDS prevention, health awareness and human trafficking program for contract staff and labours.
- Step 2 - HIV / AIDS prevention health awareness and human trafficking for local communities near the road development sites.

PIC has assisted the Contractors to select the service providers for two provinces through competitive bidding procedure to conduct step 1 and 2 program with the intention of implementing more efficient and effective program for the benefit of target groups.

The program has been specially designed to cover following areas;

- Epidemiological and behavioral surveillance, complication of other health and data relevant to HIV risk.
- Health education and risk reduction activities, including individuals, groups and community level interventions.
- Build up linkages to diagnosis and treatment of other sexually Transmitted Disease (STD).
- Public information calculates on change the unhealthy attitudes.
- Health camp to the participant's checkup diabetic, Blood pressure condition and to make the participants aware of Dengue and other health risks.
- HIV prevention capacity building activities.
- Human Trafficking. (**Annexure 07**)

After receiving experience from service providers, PIC 3 has decided to conduct awareness programs directly with Provincial Medical Health Officers. This initiative has been successful at Nuwaraeliya District of Central Province in Step 2 Program (Contract Package – NE3) **Annexure 08** and Step 2 program at the Ratnapura District (Contract Package – R3) **Annexure 9**. Other Contractors of the PIC3 are planning to conduct HIV/AIDS prevention, health awareness and human trafficking programs with assistance of the Regional Medical Health Officers (MOH). Tentative program for conducting the HIV/AIDS prevention, health awareness and human trafficking program presented in Table 3.2.

**Table 3.2. Status of Conducting HIV / AIDS Prevention, Health Awareness & Human Trafficking Programs**

District	Package	Step 1		Step 2	
		Planned Date	Conducted Date	Planned Date	Conducted Date
Matale	MA1	27/11/2016	27/11/2016	19/08/2017	-
	MA2	09/11/2016	03/12/2016	24/06/2017	24/06/2017
	MA3	26/11/2016	26/11/2016	19/07/2017	19/07/2017
Kandy	KA1	08/12/2016	10/12/2016	22/07/2017	-
	KA2	19/11/2016	19/11/2016	15/07/2017	05/08/2017
	KA3	18/11/2016	18/11/2016	31/07/2017	29/09/2017
Nuwareliya	NE1	17/12/2016	20/12/2016	14/08/2017	-
	NE2	18/12/2016	21/12/2016	18/07/2017	-
	NE3	19/12/2016	22/12/2016	20/07/2017	06/04/2018
Kegalle	KE1	17/11/2016	17/11/2016	12/06/2017	15/06/2017
	KE2	21/11/2016	21/11/2016	26/09/2017	30/08/2017
	KE3	29/11/2016	29/11/2016	27/08/2017	07/11/2017
Ratnapura	R1	16/10/2017	18/10/2016	01/07/2017	-
	R2	10/11/2016	10/11/2016	21/08/2017	-
	R3	29/12/2016	29/12/2016	29/08/2017	16/02/2018
Kalutara	KL1	22/05/2017	22/05/2017	10/07/2018	-
	KL2	10/07/2017	10/07/2017	10/07/2017	10/07/2017
	KL3	11/08/2017	11/08/2017	Not Decided	-

Due to weak cash flow situation of two contractors, they were delayed conducting HIV / AIDS Prevention, Health Awareness and Human Trafficking Programs according to the fixed plans and they expect to conduct these programs during July to December 2018.

Two Contractors delayed conducting HIV/AIDS Prevention, Health and Human Trafficking Awareness Programs according to fixed plans due to cash flow situation and they expect to conduct these programs also during July to December 2018.

### 3.2 Gender Awareness Programs

In collaboration with Asian Development Bank technical and social safeguard staff participated for one day workshops on Integrating Gender Perspectives in to Analysis and Planning in the Transport Sector. Participation of this workshop describe under Table 3.3.

**Table 3.3. Participation of One Day Workshop on Integrating Gender Perspectives into Analysis and Planning in the Transport Sector.**

District	Conducted Date	Participants		Total
		Male	Female	
Kegalle	16-May-2018	41	7	48
Ratnapura	05-June-2018	33	15	48
Kalutara	13-June-2018	26	7	33
Matale	20-June-2018	48	15	63
Kandy	22-June-2018	32	11	43
Nuwaraeliya	29-June-2018	31	3	34
<b>Total</b>		<b>211</b>	<b>59</b>	<b>269</b>

Hand book and evaluation sheets distributed among the participants and photo Evidence are in **Annexure 10.**

### 3.3 Road Safety Awareness Programs

Under section 8-A, 65 of Facility Administration Manual Activity 1.5 of GAP is required to conduct eighteen (18) road safety awareness programs targeting local communities with special emphasis on women participation.

Schools were selected to conduct the program because the parents, teachers and students of particular school usually use the developed roads and they can disseminate safety rules among other villagers. A report about conducted road safety awareness program has attached in **Annexure 11.** Progress of the Road Safety Awareness Program of school community is summarized in Table 3.3

**Table 3.4 Status of the Road Safety Awareness Programs**

District	PKg.	Venue	Conducted Date	Potential Participation							
				Students		Teachers		Parents		Total	
				M	F	M	F	M	F	M	F
Matale	MA3	Rathmalgahayaya	12/06/2017	48	51	04	07	06	12	58	70
Kegalle	KE1	Ke/De/Welangalla Central College	14/03/2017	41	30	03	05	03	04	47	39
	KE2	Waharaka Primary Scholl	07/06/2017	78	70	02	05	04	20	84	95
	KE3	Galathara Maha Vidyalya	19/05/2017	34	47	02	03	02	02	38	52
Ratnapura	R1	R/Sumana Saman Maha Viddyalaya	19/05/2017	41	23	03	02	01	01	45	26
	R3	R/Emb/Halmilla-Ara School	23/06/2017	80	88	02	05	03	01	85	94
Kalutara	KL1	Al-Gazaly Central College	31/10/2017	148	41	05	02	08	05	161	48
	KL2	Walagedara Naodya Maha Vidyala	17/06/2017	48	41	03	04	08	11	59	56
	KL3	Gurugoda Kanishta Vidyalaya	15/02/2018	38	43	07	06	06	02	51	51
<b>Total</b>				<b>556</b>	<b>434</b>	<b>31</b>	<b>39</b>	<b>41</b>	<b>58</b>	<b>628</b>	<b>531</b>

(M - Male, F - Female)

However due to cash flow problem during the past six months some contractors were not able to carry out the road safety awareness programs as scheduled. The rescheduled program is in table 3.4.

**Table - 3.5 Rescheduled Road Safety Awareness Work Plan for School Community**

Package	Venue	Date
MA1	Lalamsle Primary School	02.09.2018
MA2	Kapuwatta Primary School	18.09.2018
KA1	Poddalgoda Primary School	15.10.2018
KA2	Dodanwela Primary School	24.09.2018
KA3	Deltota Primary School	23.10.2018
NE1	Dimbulkumbura Vidyalaya	25.07.2018
NE2	Kandapola Vidyalaya	17.09.2018
NE3	Ginigathhena Primary School	30.10.2018
R2	Rathmalawinna Primary School	02.11.2018

### 3.4 Inclusion of Local Women in the Road Maintenance Works

Output item 1:3 of GAP states that inclusion of local women in road maintenance work and payment of equal wages for equal work done (At least 30% of local maintenance workers are women) in order to achieve this target contractors of all package have been advised to include local women in their labor force. Following table summarize the percentage of women workers in PBM contracts of PIC 3.

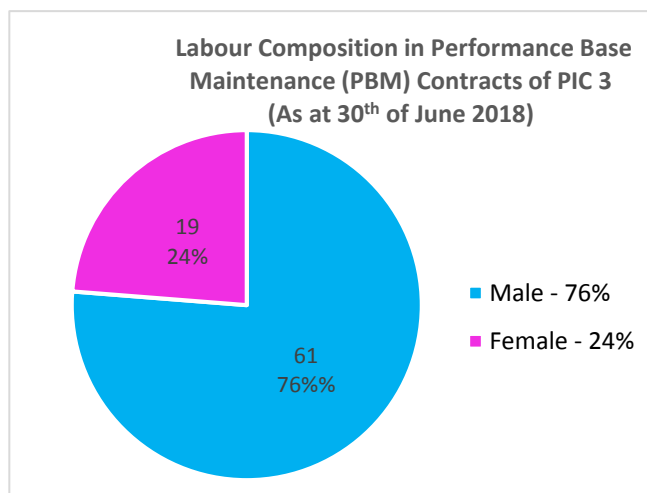
**Table 3.6 Labour Composition in Performance Base Maintenance (PBM) Contracts of PIC 3 (As at 30<sup>th</sup> of June 2018)**

District	Contract Package	Labour Force		Total	Percentage of Female
		Male	Female		
Matale	MA2	4	2	6	33%
	MA3	6	0	6	0
Kandy	KA1	7	0	7	0
	KA2	2	1	3	33%
	KA3	10	0	10	0
Nuwara Eliya	NE1	3	8	11	73%
	NE2	5	2	7	29%
	NE3	4	2	6	33%
Kegalle	KE2	3	3	6	50%
Ratnapura	R3	16	1	17	6%
Kalutara	KL3	1	0	1	0%
<b>Total</b>		<b>61</b>	<b>19</b>	<b>80</b>	<b>24%</b>

Photo Evidence of labour composition in Performance Based Maintenance (PBM) is attached as **Annexure 12**.

Graph 3.1 Status of the labour participation of PIC and Contractors.

**Graph 3.1 Status of Labour Composition in Performance Based Maintenance (PBM)**



### 3.5 Training Programs on Road Maintenance

Employer and the consultant jointly conducted 4 District level Road Maintenance Awareness Workshops in Central Province. Employer, Provincial Road Executing Agencies, Consultant and Contractor's staff have been participated for that workshops. (**Annexure 13**).

**Table 3.7 – Participation of Project Staff in the Performance Based Maintenance Awareness Workshops**

District	RDA	Consultant	Contractor	PRDA	PS	Other Organizations	No. of Male Participants	No. of Female Participants	Total Number of Participants
Matale	10	12	7	3	15	15	40	22	62
Kandy (Program 1)	20	22	19	0	0	0	44	17	61
Kandy (Program 2)	34	10	8	9	18	33	67	45	112
Nuwara Eliya	16	14	10	7	8	10	42	23	65
<b>Total</b>	<b>80</b>	<b>58</b>	<b>44</b>	<b>19</b>	<b>41</b>	<b>58</b>	<b>193</b>	<b>107</b>	<b>300</b>

Residents Engineers of Central Province conducted three training workshops for train local labours for road maintenance. Contractors of Central Province motivated their maintenance labours to participated these programs.

**Table 3.8 – Training of Local Women for Routing Road Maintenance During the Reporting Period**

District	Number of Participants		Total
	Male	Female	
Matale	15	04	19
Kandy	25	05	30
Nuwara Eliya	16	15	31
<b>Total</b>	<b>56</b>	<b>24</b>	<b>80</b>

#### 4. MONITORING OF SOCIAL SAFEGUARD COMPLIANCE AT FIELD LEVEL

Section vi of RF and sub section 'C' under section of EARF explain the need of handling public grievances especially during the project implementing period of iRoad program. Three Level Grievances Redressing Mechanism has been adopted in iRoad program to address public grievances.

- The first is at the grassroot level where complaints are directly received and addressed by the Contractor PIU and PIC representatives on site.
- Second level is grievances which are simple but still cannot be addressed at the grassroot level. These grievances are address at the GN level GRC committee which is chaired by the GN of the area and report by the PE (PIU). A sample report of level 01 Grievances Redress Committee has attached as **Annexure 14**.
- Level Three to solve more complex grievances which cannot be address at the level 1 and 2. This GRCs are chaired by the DS of the area and reported by the PE (PIU) of the package. A sample report of level 3 Grievances Redress Committee has attached as **Annexure 15**.
- Any complaint received to the GRC Level decision will be taken within 3 weeks of receipt of complaint. GRC level two also take the decision within same period and convey the decision to complainer according to the guidelines given in RF and EARF of iRoad program.
- Public are complaining the increasing of road accidents after the developing of the road that can be accepted, iRoad Program has taken sufficient measures to improve it.

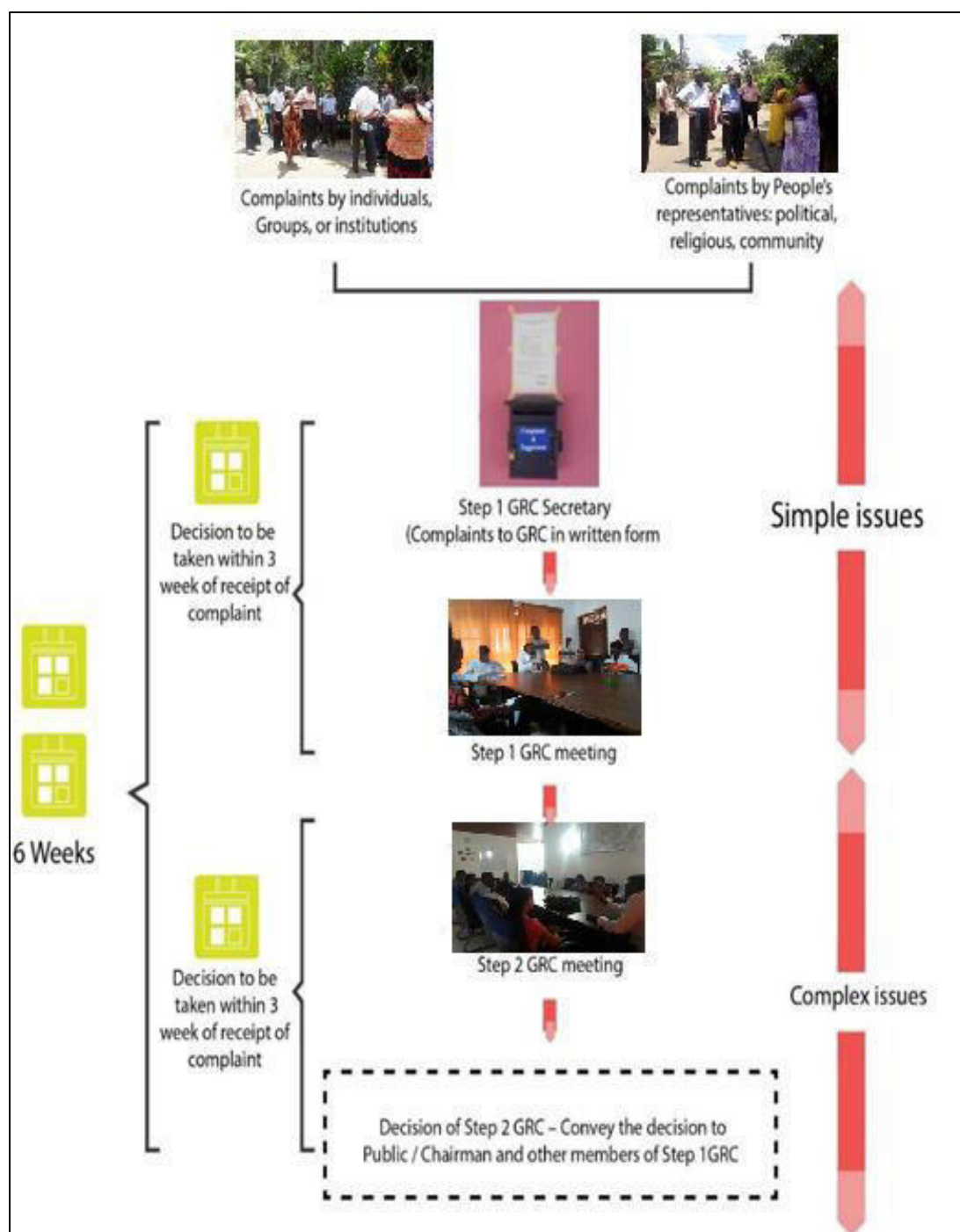
Procedure for meetings of GRC is well established in iRoad PIC 3 program. Due to this a few grievances had been directed to ADB SLRM. A report prepared by TA Consultant (TA 8473) and photo Evidence of field visits are attached in **Annexure 16**.

## 4.1 Handling of Public Complaints and Social Issues

During the reporting period PIC-3 of iRoad Program handled complaints and Social issues as stated in section VI of Resettlement Framework (RF) and subsection V of EARF.

Figure 4.1 shows Public Complaint Addressing Mechanism of PIC 3.

**Figure 4.1 - Public Complaint Addressing Mechanism of PIC 3**



4.2



## 4.2 Establishment of Grievances Redressing Committees

During the past reporting period civil work contractors under PIC 3 has completed the establishment of the DSD level GRCs and GND level, GRCs have been established out of 14 of GND level GRCs on progressive based of the progress civil works in each package on reporting period.

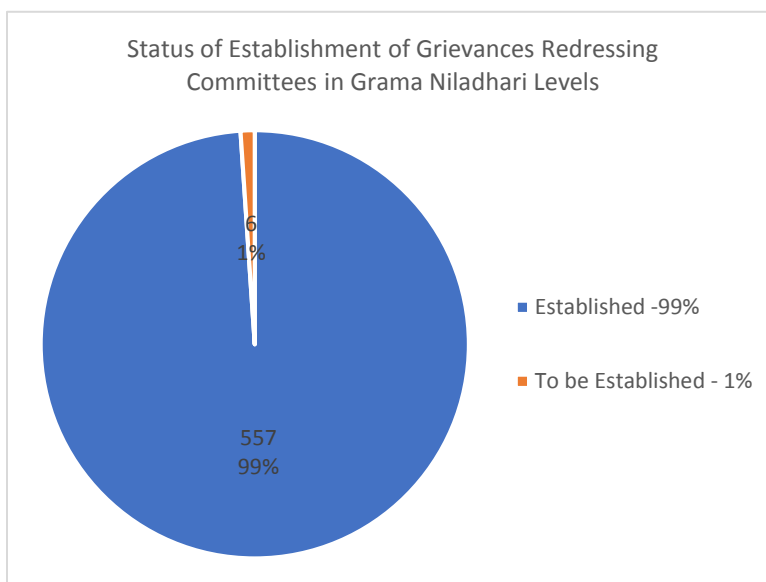
Table 4.1 shows the details of establishment of Grievances Redressing Committees in Divisional Secretariat & Grama Niladhari Levels in District and civil contract basis.

**Table 4.1 Establishment of Grievances Redressing Committees in Divisional Secretariat & Grama Niladhari Levels (Up to 30<sup>th</sup> of June 2018).**

District	Package	Total No. of DSDs	DSD level		Total No. of GNDs	GND level	
			Established	To be Established		Established	To be Established
Matale	MA1	3	3	0	34	34	0
	MA2	3	3	0	29	29	0
	MA3	5	5	0	19	19	0
Sub Total		11	11	0	82	82	0
Kandy	KA1	6	6	0	57	57	0
	KA2	6	6	0	20	20	0
	KA3	7	7	0	56	56	0
Sub Total		19	19	0	133	133	0
Nuwara Eliya	NE1	2	2	0	14	14	0
	NE2	2	2	0	18	18	0
	NE3	2	2	0	15	15	0
Sub Total		6	6	0	47	47	0
Kegalle	KE1	4	4	0	26	21	5
	KE2	3	3	0	38	37	1
	KE3	4	4	0	50	50	0
Sub Total		11	11	0	114	108	6
Ratnapura	R1	6	6	0	31	31	0
	R2	8	8	0	30	30	0
	R3	6	6	0	30	30	0
Sub Total		20	20	0	91	91	0
Kalutara	KL1	7	7	0	32	32	0
	KL2	4	4	0	42	42	0
	KL3	3	3	0	22	22	0
Sub Total		14	14	0	96	96	0
Total		81	81	0	563	557	6

Graph 4.1 shows the status of establishment of Grievances Redress Committees.

**Graph 4.1 Status of Establishment of Grievances Redressing Committees Grama Niladhari Levels. Under VI of RF and Sub Section V of EAPF.**



**Figure 4.2 – Practical Usage of the Public Complaint Mitigating Process of Kuruduppita Road (Road ID.35) KL2 Package Kalutara District of Western Province PIC 3**

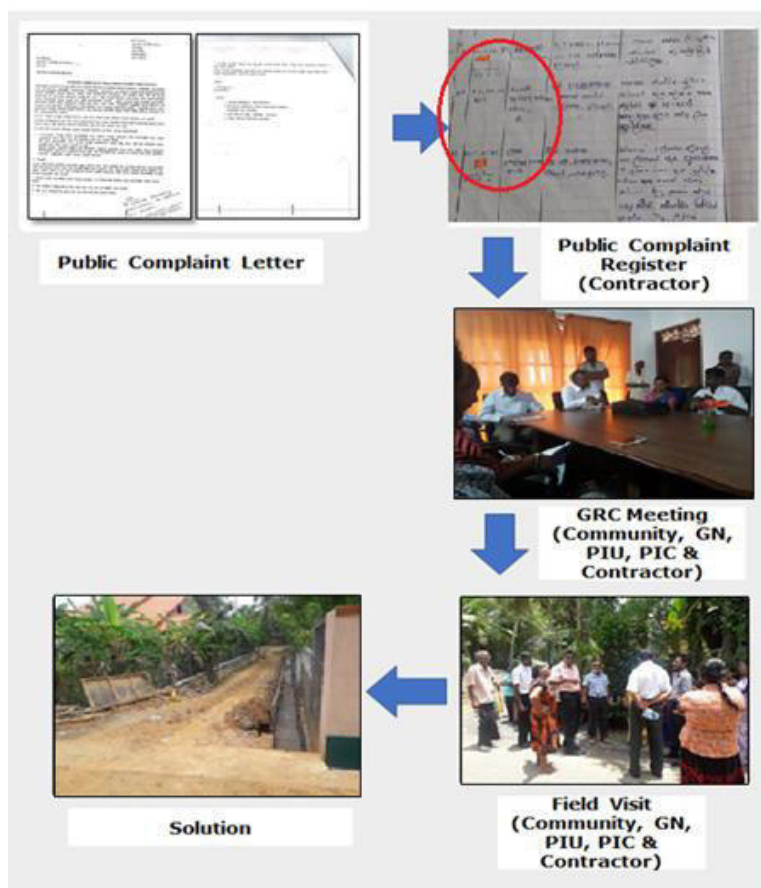


Table 4.2 shows the Summary of Public Suggestions, Complaints and Requests in Central, Sabaragamuwa Provinces and Kalutara District of Western Province.

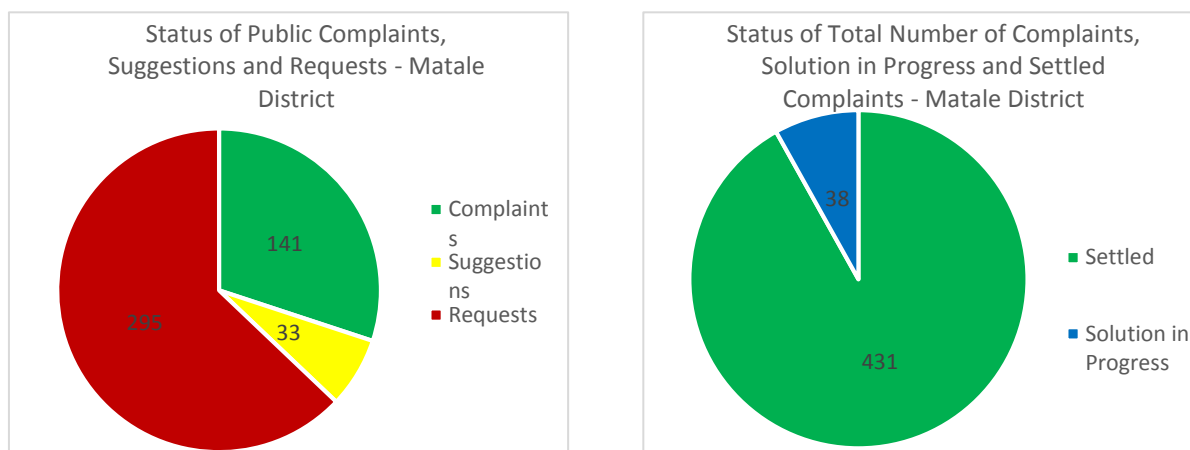
**Table 4.2 - Summary of Public Suggestions, Complaints and Requests in Central, Sabaragamuwa Provinces and Kalutara District of Western Province (Up to 30<sup>th</sup> June 2018)**

District	Package	No. of Roads Civil Works in Progress	No. of Requests	No. of Suggestions	No. of Complaints	Total	No. of Completely settled	Solutions in Progress
Matale	MA1	16	104	10	87	201	163	38
	MA2	-	106	22	30	158	158	0
	MA3	11	85	1	24	110	110	0
<b>Sub Total</b>		<b>27</b>	<b>295</b>	<b>33</b>	<b>141</b>	<b>469</b>	<b>431</b>	<b>38</b>
Kandy	KA1	12	122	0	31	153	131	22
	KA2	13	140	2	20	162	162	0
	KA3	09	270	1	26	297	260	37
<b>Sub Total</b>		<b>34</b>	<b>532</b>	<b>3</b>	<b>77</b>	<b>612</b>	<b>553</b>	<b>59</b>
Nuwara Eliya	NE1	11	140	3	3	146	85	61
	NE2	07	29	0	0	29	29	0
	NE3	13	129	4	14	147	111	36
<b>Sub Total</b>		<b>31</b>	<b>298</b>	<b>7</b>	<b>17</b>	<b>332</b>	<b>225</b>	<b>97</b>
Kegalle	KE1	13	34	5	55	94	55	39
	KE2	17	192	9	99	300	236	64
	KE3	21	88	9	41	138	91	47
<b>Sub Total</b>		<b>51</b>	<b>314</b>	<b>23</b>	<b>195</b>	<b>532</b>	<b>382</b>	<b>150</b>
Ratnapura	R1	10	56	11	41	108	103	5
	R2	12	42	11	39	92	76	16
	R3	04	456	14	31	501	457	44
<b>Sub Total</b>		<b>26</b>	<b>554</b>	<b>36</b>	<b>111</b>	<b>701</b>	<b>636</b>	<b>65</b>
Kalutara	KL1	23	105	2	123	230	171	59
	KL2	07	131	10	41	182	119	63
	KL3	09	109	5	34	148	126	22
<b>Sub Total</b>		<b>39</b>	<b>345</b>	<b>17</b>	<b>198</b>	<b>560</b>	<b>416</b>	<b>144</b>
<b>Total</b>		<b>208</b>	<b>2338</b>	<b>119</b>	<b>739</b>	<b>3196</b>	<b>2643</b>	<b>553</b>

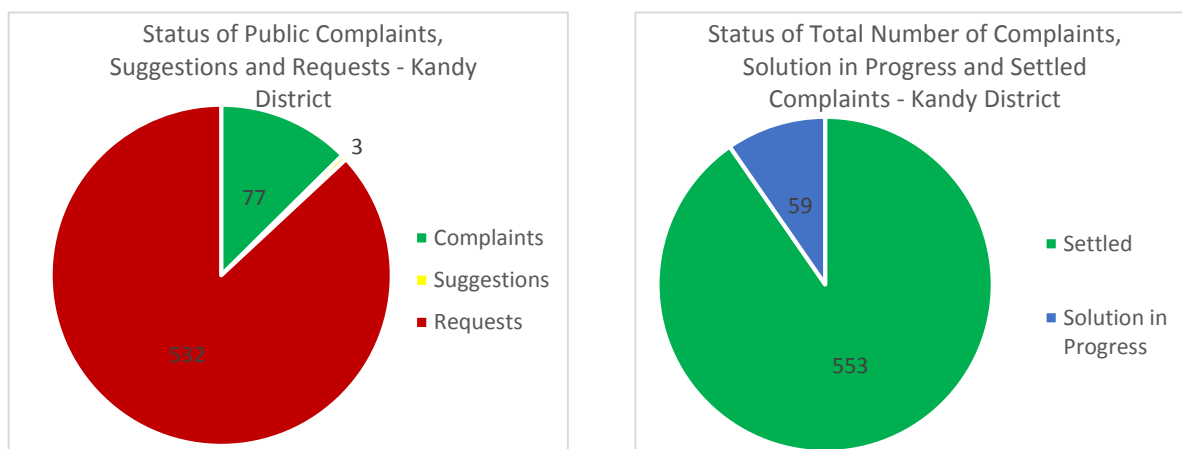
Past two years, 3196 Nos. of requests, complaints and suggestions received from 18 Packages of 06 Districts. Out of these 2643 Nos. have been addressed. Others are in progress.

Graph 4.2.1 to Graph 4.2.8 – Graphs show the Graphical Presentation of Public Complaints, Suggestions and Requests of Six Districts and present status of them.

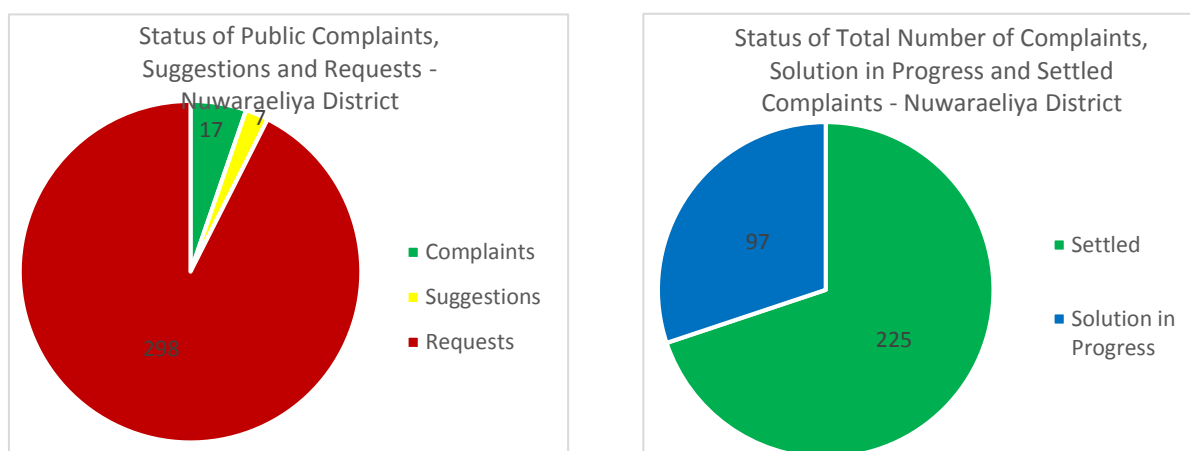
**Graph 4.2.1 – Graphical Presentation of Public Complaints, Suggestions and Requests – Matale District**



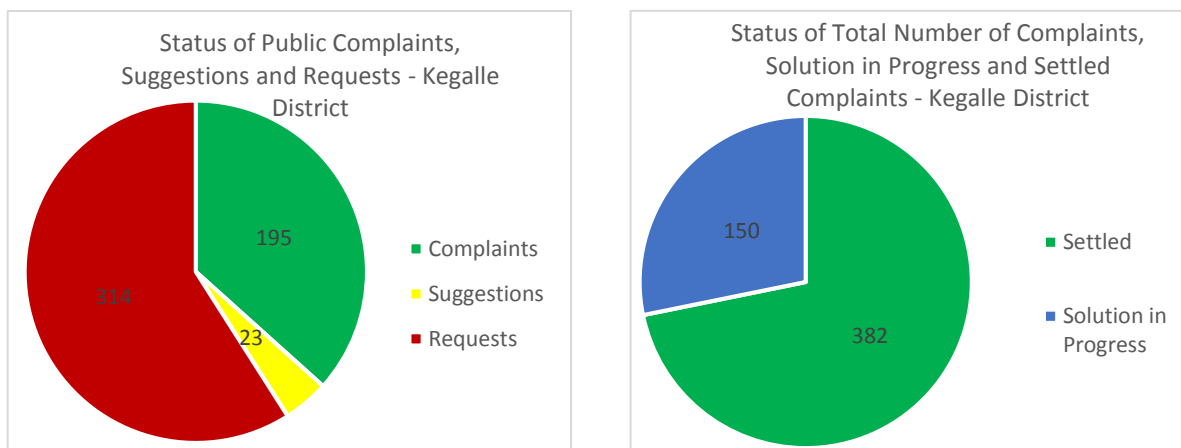
**Graph 4.2.2 – Graphical Presentation of Public Complaints, Suggestions and Requests – Kandy District**



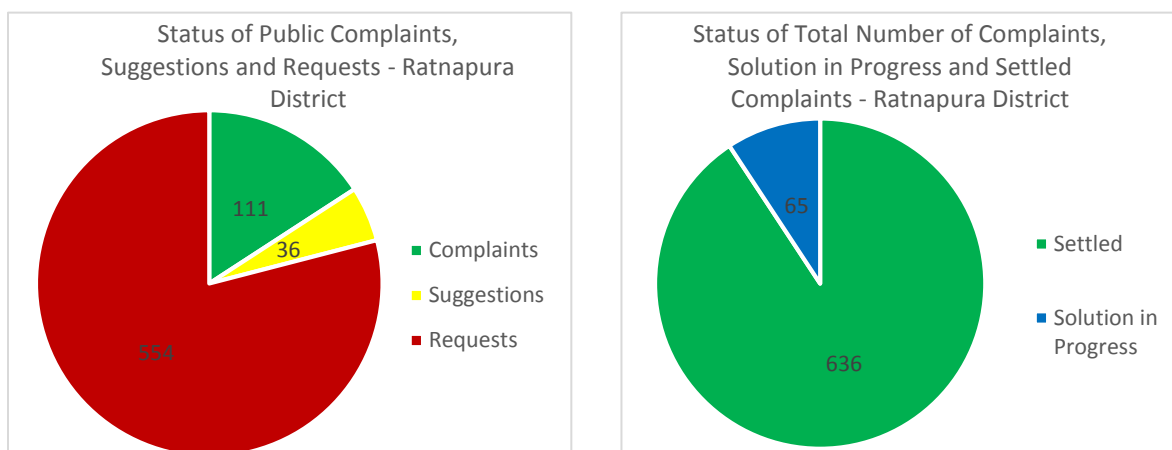
**Graph 4.2.3 - Graphical Presentation of Public Complaints, Suggestions and Requests – Nuwaraeliya District**



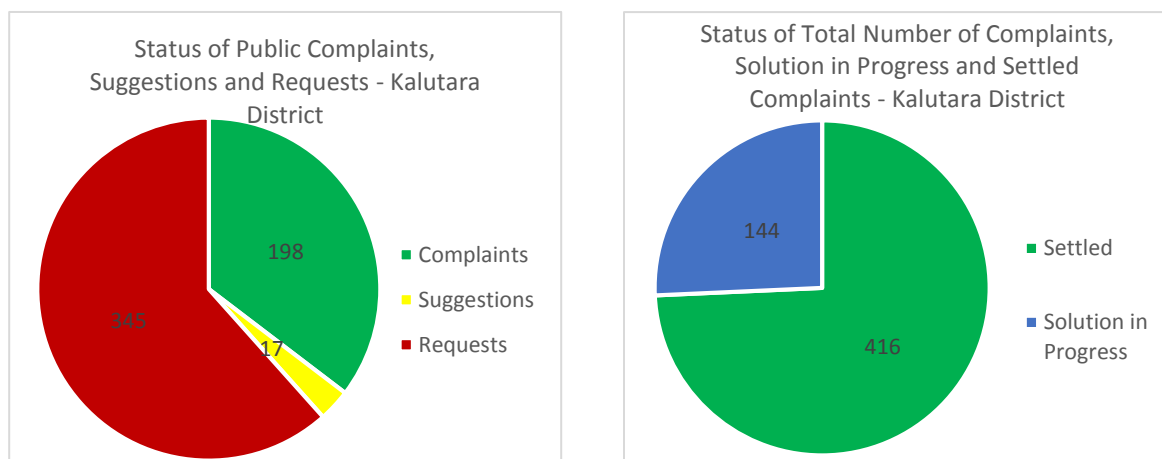
**Graph 4.2.4 - Graphical Presentation of Public Complaints, Suggestions and Requests – Kegalle District**



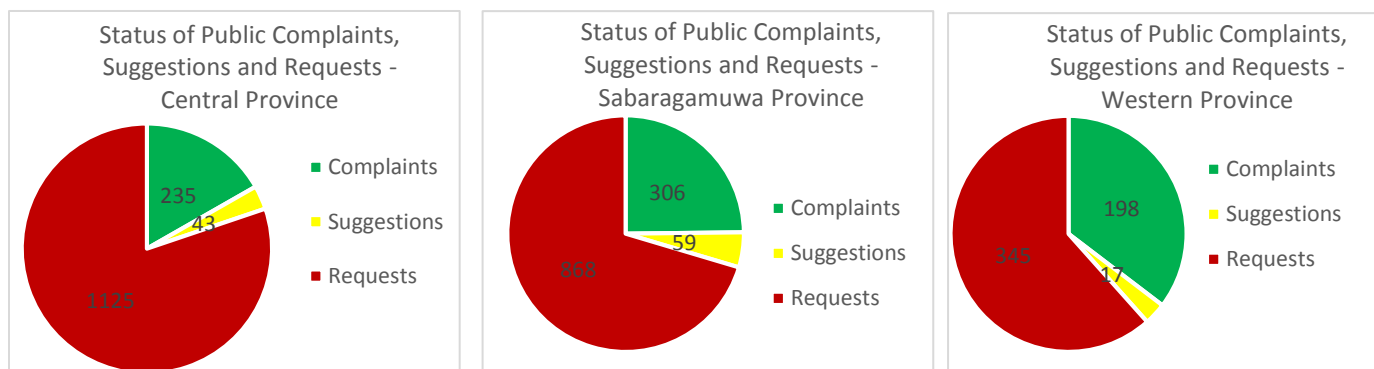
**Graph 4.2.5 – Graphical Presentation of Public Complaints, Suggestions and Requests – Ratnapura District**



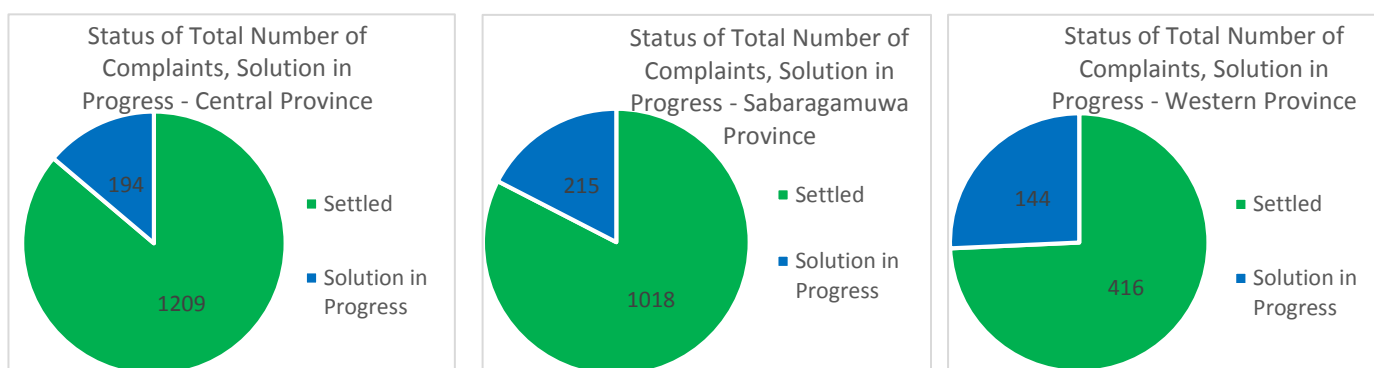
**Graph 4.2.6 – Graphical Presentation of Public Complaints, Suggestions and Requests – Kalutara District**



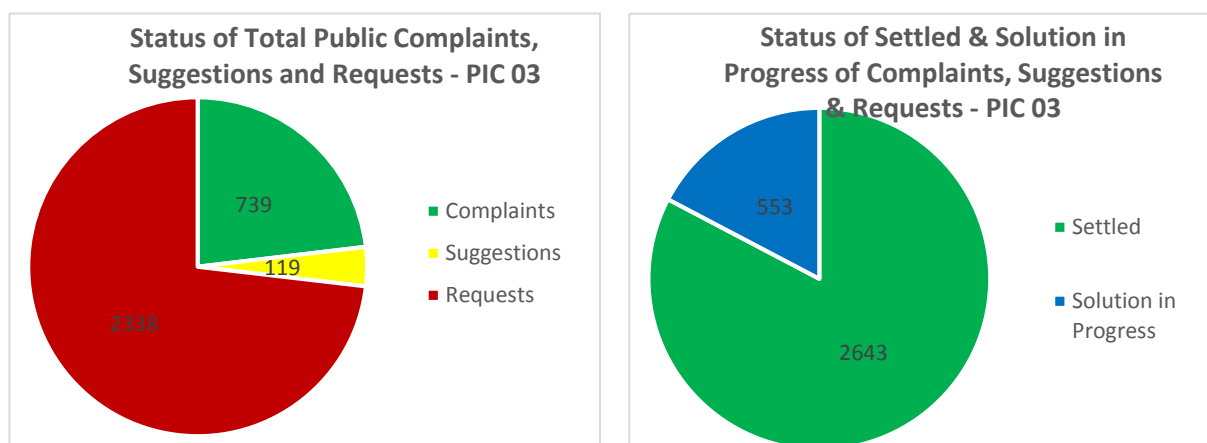
**Graph 4.2.7- Graphical Presentation of Public Complaints, Suggestions and Requests, – Central & Sabaragamuwa Provinces and Kalutara District of Western Province**



**Graph 4.2.8 - Graphical Presentation of Total Number of Complaints Solution in Progress and Settled Complaints- Central & Sabaragamuwa Provinces and Kalutara District of Western Province**



**Graph 4.2.9 - Graphical Presentation of Total Number of Public Complaints, Suggestions, Requests & Solution in Progress and Settled Complaints - PIC 03**



### 4.3 Carrying out Awareness Programs Before Commencement of Civil Contract Works (DS/GND Level)

These meetings are organized by the PIUs with participation of road users, representatives from Contractors, PIC officers and Government Officers (Divisional Secretary, Grama Niladhari and other officers relevant to the road related area) before the commencement of civil works. During this awareness meetings special emphasis is giving on GRM, GRC and conducting of civil works.

Table 4.3 Shows the summary of conducted awareness programs (DS/GND Levels) Central, Sabaragamuwa Provinces and Kalutara District of Western Province up to 30<sup>th</sup> June 2018.

**Table 4.3 - Summary of Conducted Awareness Programs (DS/GND Levels) Central, Sabaragamuwa Provinces and Kalutara District of Western Province (Up to 30<sup>th</sup> June 2019).**

Province	District	Package	Conducted Awareness Programs	
			GN Level	DS Level
Central	Matale	MA1	34	03
		MA2	29	03
		MA3	19	05
	Kandy	KA1	57	06
		KA2	20	06
		KA3	56	07
	Nuwara Eliya	NE1	16	02
		NE2	18	02
		NE3	15	02
Sub Total			264	36
Sabaragamuwa	Kegalle	KE1	27	04
		KE2	40	03
		KE3	53	04
	Ratnapura	R1	32	06
		R2	30	08
		R3	30	06
Sub Total			212	31
Western	Kalutara	KL1	36	07
		KL2	44	04
		KL3	22	03
Sub Total			102	14
Total			578	81

Photo Evidence in field visit of Employer, Consultant and Contractor's Staff is attached as **Annexure 17**.



#### 4.4 Display of Public Information Notices and Placing of Request, Suggestions and Complaints Boxes

In addition to the awareness meetings conducted before the commencement of civil works a public information notice has been developed in local languages and displayed at community attracted places in the project area. Main purposes of these notices are to create awareness among communities on the project, understand to what extent the community can involve in the project activities and how to make complaints, suggestions and requests to the project authorities. The public information notice brings the key information about the project and contact numbers of relevant officers of the project responsible for social and environment issues. A sample of such notice is **Annexure 18 & 19**.

Contact details of following PIC and PIU staff is also displayed a mean of entertaining suggestions, requests and complaints from public.

PIC	PIU
<ul style="list-style-type: none"> <li>✦ Environment Specialist</li> <li>✦ Social/Gender/Resettlement Specialist</li> </ul>	<ul style="list-style-type: none"> <li>✦ Project Engineer</li> <li>✦ Environment Safeguard Officer</li> <li>✦ Social Safeguard Officer</li> </ul>

Another information flyer is also distributed among the public who lives along the road corridor. This leaflet contains information on road survey markings to make the public aware of the procedure.

Complaint/Suggestion and Request Boxes at the work sites have been identified as one of the effective methods to share views of public in Design Stage and Construction Stage.

These boxes are installed at Contractor's Site Offices, Grama Niladhari Offices of the road and public places of within the construction sites. These boxes are open once a week to collect any Requests, Suggestions or Complaints put in to these boxes. Photo Evidence in complaint boxes installing and displaying of awareness notices are in **Annexure 20**.

PIC has introduced a common design for Complaints/Suggestions and Request boxes. This is to avoid any confusion among the public and have uniform set of Complaints, Suggestions and Requests boxes within the Project. Design of this box is given in **Annexure 21**.

Monitoring fixed the complaint boxes and displayed awareness notices in work sites are important duty of the Social and Environment Assistant employed by the PIC. They report on monthly basis to the SGRS on any development of above measures using the format in **Annexure 22** on monthly basis.

Table 4.4 shows the summary of placed Complaint/Suggestions and Request boxes and displayed awareness posters in 18 contract packages of six Districts.

**Table 4.4 - Summary of Displayed Public Information Notices and Placed Complaint/Suggestions and Request Boxes – Central, Sabaragamuwa Provinces and Kalutara District of Western Province (As at 30<sup>th</sup> of June 2018)**

Province	District	Package	No. of Roads Civil works in Progress	Placed C/S/R Boxes	Displayed Notices
Central	Matale	MA1	16	29	12
		MA2	-	-	-
		MA3	11	-	04
	Kandy	KA1	12	24	28
		KA2	13	21	30
		KA3	9	20	27
	Nuwara Eliya	NE1	11	32	44
		NE2	7	15	10
		NE3	13	28	27
Sabaragamuwa	Kegalle	KE1	13	26	31
		KE2	17	26	52
		KE3	21	21	59
	Ratnapura	R1	10	16	10
		R2	12	25	13
		R3	4	35	10
Western	Kalutara	KL1	23	71	44
		KL2	7	15	41
		KL3	9	19	36
Total			208	423	478

*Note: Public awareness poster and compliant boxes have been removed in handed over roads with the agreement of PIU.*

Maintaining displayed awareness notices at public places is difficult for contractor. Under the weather conditions (rain, sunlight) the information in the notices are faded and human activities like fixing another notice on the road information notices are the main issues. Therefore, iRoad Program have to consider about these issues.

#### 4.5 Maintenance of Records for Public Complaints

Maintenance of sufficient record about public complaints is considered as a prime requirement of this project. All received complaints, suggestions and requests with PIU and PIC are being registered at the Project Manager's Office of the Contractor and attended. Master Register is monitored by Social Safeguard Officer of PIU and PIC Officers during the site visits. Monthly summary of this register is present by the Project Manager of the Contractor at the monthly progress review meetings. All the complaints received through different avenues are classified and the statues of action taken are summarized in Table 4.1.

Contractor's representatives at the monthly progress monitoring meetings present a detailed summary of request, suggestions and complaints received during the month and measures taken to address them. Project Directors and TL (PIC 3) pays special attention on this item. This is presented in **Annexure 23**.

To regulate the public request, suggestions and complaints process PIC3 has developed a new format and presented in **Annexure 24, 25**. This format is used from July 2017 for reporting the progress with the assistance of PIU.

Instructions have been given to the Contractors to maintain a public complaint register and a file to conduct public grievances addressing mechanism for the handed over roads. A sample of public complaint register is in **Annexure 26**.

Cost of accommodating public complaints in PIC 3 is around Rs. 152,338,857.49 up to 30<sup>th</sup> June 2018. Detailed of this cost on contract package basis is given in Table 4.5.

**Table 4.5 - Fund Disbursement for Address the Public Complaints**

Province	District	Package	Cost of Civil Construction (Rs.)
Central	Matale	MA1	1,850,000.00
		MA2	1,250,000.00
		MA3	2,425,000.00
	Kandy	KA1	5,886,351.54
		KA2	20,530,980.00
		KA3	7,736,637.00
	Nuwara Eliya	NE1	9,469,563.00
		NE2	4,414,450.00
		NE3	8,224,800.00
Sabaragamuwa	Kegalle	KE1	5,050,000.00
		KE2	5,500,000.00
		KE3	3,000,000.00
	Ratnapura	R1	3,445,304.95
		R2	1,317,000.00
		R3	39,200,000.00
Western	Kalutara	KL1	13,800,000.00
		KL2	13,700,000.00
		KL3	5,538,771.00
Total Amount			152,338,857.49

There are 12 GND level GRC meetings and 01 DSD level GRC meetings conducted to address the public complaints during the reporting period. PIU, PIC, Contractors organized and participated with relevant GN, DS or his Assistant participated in these meetings and resolved the complaints.

**Table 4.6 –GND Level and DSD Level GRC Meetings Conducted for Address the Public Complaints During the Reporting Period.**

Province	District	Package	Level of GRC (DS/GN)	No. of Meetings	Participants	
					Male	Female
Central	Nuwaraeliya	NE3	DS Level	01	19	01
Sabaragamuwa	Kegalle	KE3	GN Level	01	19	19
Western	Kalutara	KL1	GN Level	03	24	15
		KL2	GN Level	05	38	18
		KL3	GN Level	03	27	06
Total				13	127	59

When handing over a road by the Contractor a certified copy of the completed public complaint register relevant to the road is needed to be submitted to the PIC including original complaint letters. These letters are attached with a format signed by authorized officers (Project Engineer, Construction Engineer and Project Manager) of the project. A sample complaint register is in **Annexure 27**. Finally, these documents are handed over to the employer with handing over documents.

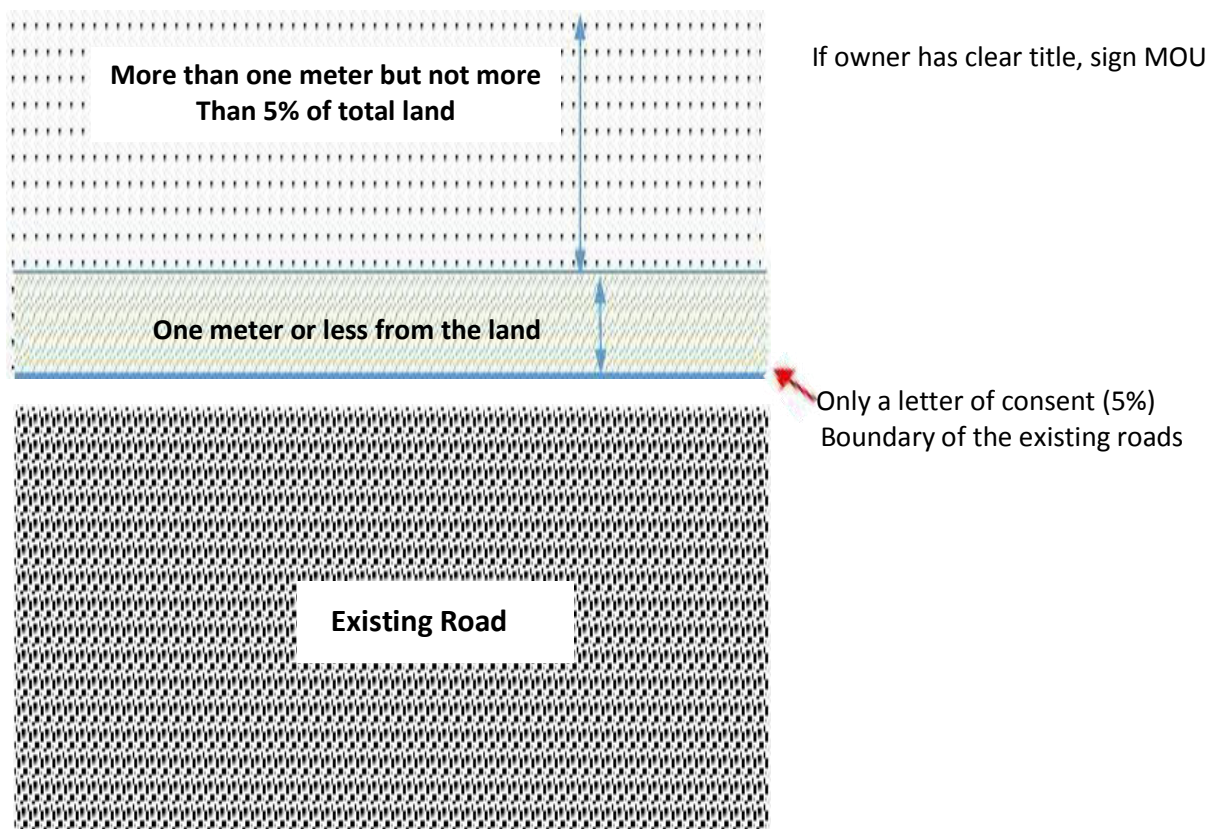
## 5. LAND DONATION

Paragraph four (4) of RF for iRoad program states that rural road improvements will be undertaken completely within the existing right of way (ROW) which is between 2.5m to 5.5m. Paragraph eight (8) states that voluntary land donation will be used if additional strip of private land is required for the road improvement. Basic guidelines for land donations are as follows.

- The project benefits will realistically offset the size of donated land.
- If the negotiation for voluntary lands donation fail eminent domain other powers of the state will not be used.
- A maximum of 5 % of land can be donate particularly for the voluntary households and for house hold donating lands, no physical displacement take place.

In RF Appendix 3 written confirmation is obtain through the process guidance jointly developed by PIC 1 iRoad program and TA Consultant. A diagram of this guidance is shown below.

**Figure 5.1 - Diagram Show Where/How MOU will be Signed for Land Donation**



## 5.1 Status of Land Donation Activities

When implementing the iRoad Program in Sabaragamuwa, Central Provinces and Kalutara District of Western Province it was identified that some contractors are in need of additional land strips to carry out the road improvement to the required standards.

Hence the project has instructed to follow the following steps during Land donation process

- Disseminate the information to all relevant agencies on project information and land donation concept. Continued public awareness on Land donation among road related community through public awareness notice displayed in notice boards at community sensitive places. (Religious Centers, GN office post office or Village Centers). GRC meetings and focus group discussions. Public awareness notice has been developing in local language as per the guide line of Resettlement Framework.
- Obtaining written confirmation for donating lands from the land owner.
- Identified and verify land ownership through deeds.
- Consent letter or Memorandum of Understanding (MOU) reporting on the situation have been signed by respective GN as a proof of transparency. Two types of MOU have been introduced. They are;

(a) Individual MOU – Signed by the private land owner and Project Engineer (PE) of PIU.

(b) Common MOU – Signed by the group of land owners and Project Engineer (PE) of PIU.

Land donation status during the reporting period are given in Table 5.1.

**Table 5.1 Land Donation Status (1<sup>st</sup> January 2018 – 30<sup>th</sup> June 2018)**

Province	District	Package	Consent Letters		MOU		Land Transfer (Land from Gov. Institutions) <sup>2</sup>
			Individual <sup>1</sup>	Common	Individual	Common	
Central Province	Matale	MA1	58	-	-	-	-
		MA2	03	-	-	-	-
		MA3	06	-	-	-	-
	Kandy	KA1	10	-	-	-	-
		KA2	07	-	-	-	01
		KA3	05	01	-	-	-
	Nuwara Eliya	NE1	26	-	01	-	-
		NE2	14	-	-	-	-
		NE3	02	-	-	-	-
Sabaragamuwa Province	Kegalle	KE1	71	-	-	-	-
		KE2	187	-	01	-	-
		KE3	83	-	-	-	-
	Ratnapura	R1	77	-	-	-	-
		R2	32	-	-	-	-
		R3	96	-	-	-	-
Western Province	Kalutara	KL1	57	24	05	13	-
		KL2	12	06	-	06	-
		KL3	14	13	01	11	-
Total			760	44	08	30	01

<sup>1</sup>Consent for new culvert leadaway also included for this number.

<sup>2</sup>Government institutions are Divisional Secretariat, Department of Agrarian services, Janatha Estate Development Board, State Plantation Corporation and Land Reform Commission.

## 5.2 Keeping Records of Land Donations

A record keeping system has been developed to maintain all records related to land donation process. This system includes keeping information on the following;

- Initial letter of willingness to donate land
- Photographs taken during the awareness meeting
- Plan or sketch of the land to be donated
- A copy of the land title
- Consent letter or MOU
- Photographs taken after the improvement of the road section

An electronic database of land donation is maintaining by the PIU at respective Project Director's Offices. Photo evidence of land donation process in six Districts are in **Annexure 28**.

Although land donation process has been followed by the project, an incident reported that a third party has initial action to clear a land without the consent of the land owner. However, the Contractor has reported to this to the relevant authority this irregular practice and continue the road works with the in ROW.

Team Leader instructed to the Project Manager (KL 1) to report it to Resident Engineer and Resident Engineer should be reported it to Employer. Finally, PIU, PIC and Contractor concluded to rehabilitate the road to existing width



### **Report of Public Issue on Land Donation in Walathara - Munhena - Kurudugasmulla Road (Road ID. 47) KL1 Package in Kalutara District**

Asian Development Bank funded iRoad Program operation in Kalutara District, cover 82 roads that will be rehabilitated and improved allowing efficient transportation and connectivity between rural communities and socioeconomic centers. There are 3 contract packages in the district. Walathara - Munhena - Kurudugasmulla Road (Road ID. 47) is a one of such roads improved under KL1 Package. This is a Pradeshiya Saba road having a length of about 4.20 km. The road users and Chairman of Pradeshiya Saba in Beruwala, requested to increase the road width between 2+540 to 2+560 on to the LHS as need to improve the safety of road users, but the owner of the land resides in USA the consent for land donation could not be obtained. But Chairman of the Pradeshiya Saba and some road users wanted to improve that road section. They told PIU and PIC, they can clear the land as a third party. Then PIU and PIC proposed to arrange a GRC meeting but they didn't accept it. Then PIC immediately visited the location on 04<sup>th</sup> June 2018 and met Chairman of Pradeshiya Sabha, road users and made awareness that, PIU, PIC or Contractor have no authority to acquire/ clear any land without owner's consent and a third party can't involve in land donation without concurrence of the land owner. And doing so shall violate the conditions laid in the Resettlement Framework of iRoad program. But Chairman of the Pradeshiya Saba and Villagers did not accept this explanation.

At the progress review and monitoring meeting of the month of June, Project Manager of the Contractor (KL1) mentioned the Villagers have removed the Mango Tree and clear from CH:2+540 to CH: 2+560 of Road ID. 47.

Team Leader instructed to the Project Manager (KL 1) to report it to Resident Engineer and to the Project Engineer.



Public consultation on  
Chairman of Pradeshiya  
Sabha on 04/06/2018



After widening the Road on  
11/06/2018



Logs of removed Mango  
Tree on 11/06/2018

Reported By:

**A. W. Iresha Rodrigo**  
Social & Env. Development Assistant  
Kalutara District



## 6. COORDINATING PROCESS WITH LINE AGENCIES

The Employer, Consultant and Contractor have built proper coordination with following government and semi government organizations for fulfil the project objectives. That process has increase the efficiency and effectiveness of the iRoad program.

Table 6.1 describes how iRoad program in Sabaragamuwa, Central Provinces and Kalutara District of Western Province link with other organizations.

**Table 6.1 - Coordination within Other Organizations for Social Safeguard Activities**

No.	Coordinated Activity (Social Safeguard)	Organization	Status of the Activity/ Activities
1.	Redressing public Grievances and Land Donation Process	DS, GN, Assistant Director-Planning	On going
2.	Activate the land donation process	DS, GN, Officers from Department of Agrarian Services, State Plantation Corporation, Janatha Estate Development Board, Land Reform Commission, Pradeshiya Shaba, Ministry of Plantation.	On going
3.	Utility Shifting	Telecom, Ceylon Electricity Board, National Water Supply & Drainage Board, Community Water Supply Department, Pradeshiya Saba	On going
4.	Health awareness program	Medical Health office o f Health Department	On going
5.	Support for road closer	PS, DS, Department of Health Department of Police	On going
6.	Conflict resolution with public	Department of Police, DS, GN	On going
7.	Conduct road safety awareness program at school level	Department of Police, Department of Education	75% Completed
8.	Conduct project awareness programs for senior government officers and semi government officers of 6 districts	Provincial Council, Provincial Road Development Authority, Pradeshiya Sabha	100% Completed
9.	Conduct the HIV/AIDS, Health Awareness & Human Trafficking Programs	Provincial Medical Health Officers (MOH)	75% Completed

## 7. PUBLIC CONSULTATION AND INFORMATION DISSEMINATION

PIUs of Sabaragamuwa Central Provinces and Kalutara District of Western Province with the support of PIC have establish efficient GRM for public request suggestions and complaints and following key activities carried out to make consultation and information dissemination effective.

- Awareness Meetings.
- Grievances Redress Committees.
- Public Awareness Notices.
- Public Complaint Suggestion and Request Boxes.
- Public Consultations (Group/Individual).
- Field Visit Before Construction Comments and during construction.

Under above public consultation and information dissemination process have conducted efficiently during the reporting period. According to survey conducted by the PIC the community of the program area have achieved sufficient benefit from the iRoad Program. Survey Questionnaire of the public consultation process are attached as **Annexure 29**.

Some benefits that community have received from the iRoad Program.

- Develop public/private transport for villagers.
- Reduce travel time (Avoid unnecessary time and money wasting during traveling).
- Improve travel comfort.
- Increase income that they received from their agricultural products (Tea, minor export crops, vegetables).
- Prevented dust generation when traveling and avoid air pollution.
- Decrease wastage of green products when transport to the market.
- Increase land values of the road related areas.
- Decrease vehicle maintaining cost of the vehicles.
- Increase family health and sanitary facilities due to link with suburban centers.
- Increase job opportunities for villagers.
- Increased cultural values of the road related area.
- Improved communication facilities between villagers and government/private organizations.

## **iRoad Program that Illuminated the Villages**

Riladola- Amunukara Junction (Road ID.26) is a developed road under the iRoad Programme. It is situated in Kahawatta Divisional Secretariat Division of Rathnapura District and connect Boyagoda - Uda Hawpe – Panapitiya – Nawaklakanda - Endana villages to the Kahawatta and Rakwana town centers.

Villagers use this road for day to day travelling, transport their agriculture products such as Green Tea, Black Pepper plantation and vegetables, obtain rice and others day to day essentials. District Hospital, Medical Centers, Banks, Central Colleges, Tuition Classes Weekly Fair, Police Stations, Court are also situated in the above-mentioned town centers. Therefore, the standard of living of the villagers related Riladola - Amunkara Road was lied on quality of this road.

Before Developed this road was narrow and with potholes on surface. There was no proper drainage system or signages at least Three-wheeler couldn't be moved during rainy days. Therefore, the villagers couldn't reach for schools, hospitals, bank and other public utility services or sell their products and there is a scarcity of the essential food items in rainy days.

The poor condition of the road had cause some maternal deaths too. Since it is a very difficult task to travel during rainy season.

After developing this road, the travel time of buses have been changed. Earlier the people had to wait 1 ½ hours to go to the town centers by bus. Now it has been reduced in to 30 minutes. Three-wheel chargers also has been reduced. The number of green tea collectors and other crops collectors visiting this area have been increased. And there is no scarcity of consumer items in rural market. The students of the area are enjoying travelling facilities to go to the schools and tuition classes. New business avenues and employment opportunities have been explored. Important thing is establishing garment factory in the area.

From these social and economical changes of the villagers related to Amunukara-Endana road will gain bright future in next two or three years.

Reported by:

**Mangala Wijesinghe**  
**Social & Environment Development Assistant**  
**Ratnapura District**

## 8. PROGRAMS TO ENHANCE PUBLIC PARTICIPATION

### 8.1 Corporate Social Responsibility Activities (CSR)

In addition to civil works construction, the contractors of all 18 packages under PIC 3 organized and implemented number of social activities at the project area with the assistance of PIC and PIU. During the reporting period. They are listed below.

1. PIC has conducted two workshops about importance of CSR programs with the participation of the key officers of PIU, PIC and Contractors. These workshops are conducted by **CSD / Safeguards Consultant Specialist** of TA8473. After this workshop all participants change their attitude on CSR projects.
2. PIC 3 has identified proper reporting system for CSR activities.
3. Social and Environment Assistants monitored the CSR programs

Through the CSR programs PIC 3 expected following benefit for the iRoad program,

1. To identify the suffering of vulnerable groups in the project area and to serve them with tangible /intangible benefits.
2. To build up public relation with communities of road areas.
3. To enhance good will of the construction companies.
4. To build up public participation process for the road project.
5. To develop use of freely provide government facilities.

Contractors of PIC-3 has conducted 26 CSR Programs during the reporting period. It helps the Contractors to meet the above purposes. (**Annexure 30**)

Conducted CSR programs during reporting period and their productivity is appear in table 8.1.

**Table 8.1 - CSR Programs Conducted During the Reporting Period**

District	Package	Nature of the CSR Activity	Approximate Cost (Rs.)	No. of Benefited Families
Matale	MA1	Delivering a lecture on Non-Communicable Diseases (NCD), Junk food habit and eco nutrition at Kaikawala Madya Maha Vidyalaya	20,000.00	450
Kandy	KA1	Renovated a Playground for villagers of Meeriyagolla, Madamahanuwara Road.	32,800.00	300
	KA2	Conducting of Ice Cream “Dansal”.	25,000.00	350
		Provided 3 Cubes of ABC to Police Station, Nawalapitiya.	30,000.00	-
		Provided a tractor for the Muththumari Amman Devalaya,	4,152.00	-
		Back filled and compacted the playground at Sri Dharmarathna College, Dekinda,	5,413.00	200
		Site clearing of Panvilathenna “Sewapiyasa”.	23,000.00	32
		Constructed access road to Panvilathenna Temple	49,880.00	240
		Site clearing of Sri Agrabodhi Viharaya, Agaraoya.	11,500.00	300
		Cleaned the “Santana Ground”.	28,250.00	250
Nuwaraeliya	NE2	Solid Waste Management Program that conducted by Education Office & supported by NE2 Package in Nuwaraeliya District	5,000.00	-
	NE3	Earth work for School Play Ground at Harangala Secondary School, Harangalagama, Nawalapitiya.	12,000.00	300
Kegalle	KE1	Asphalting a three-wheel park at Theligama	28,000.00	200
		Reconstruction of access road of meditation centre, Warakapola	22,000.00	60
		Conducting of ‘Manioc Dansal ‘	10,000.00	200
	KE2	School awareness programme on solid waste management and demonstration on compost preparation method for Pindeniya Tamil School	5,000.00	200
	KE3	Constructed gravel Road to transport materials for building Buddha’s statue	17,600.00	150
		Cleared the ground & flattened for Volleyball ground	6,200.00	200
		Constructed a by road at Hathgampola-Elangapitiya road at CH: 0+470 RHS.	11,200.00	500

District	Package	Nature of the CSR Activity	Cost (Rs.)	No. of Benefited Families
Ratnapura	R3	Improved School Play Ground – Polwaththa School – Pinnakanda-Godakawela	18,000.00	260
		Improved School Play Ground – Henaggegoda School – Palamkotte Road	24,000.00	300
Kalutara	KL1	Provided soil for volley ball ground preparation at Millaniya DS office	8,000.00	40
		Provided Pneumatic roller and JCB for access road preparation at Millaniya DS office	24,000.00	3000
		Provided soil for volley ball ground preparation at Millaniya DS office	18,000.00	6000
	KL2	Conducted Dengue Prevention awareness and Shramadana Campaign.	15,000.00	300
		Provided test cube blocks to reconstruct Army Camp, Yatadolawatta, Mathugama	20,000.00	-



### **Helping a Differently Able Child**

Tharuka Nilmini Samarasinghe is suffering an inborn physical disability. She is thirteen years old and the youngest of a family with three female children. Her elder sister is an undergraduate in a government University, the other is studying for O/L examination. Their father is working for daily wages, while their mother is a housewife.

Her house is situated in CH:1+200 LHS closer by the Ranwala-Kahagalla-Nawagamuwa (KE-65) road, that is developed under iRoad project. There isn't a proper road to enter the house and it is even difficult to walk 15m to their residence on the stony road.

This girl has to attend for a monthly specialist clinic in Kegalle government hospital. Her father has to hold her for 15 meters of distance to get a three-wheeler from the developed road. It is the same way that they should practice when they return home.

The situation becomes worst when Tharuka becomes older. This situation was realized by the Contractor and flattened the road of 15 meters filling ABC and planned to concrete.

Now the Three-wheeler can arrive up to the doorstep of Tharuka's house and even her mother can take her to the hospital without the help of her father. This is a great relief to Tharuka's family.

Reported by;

**D. M. C. Bandara**  
**Social & Environment Development Assistant**  
**Kegalle District**



### **Improvement of the Play Ground of Polgahawatta School**

R/Polgahawatta Vidyalaya is a primary school which is located at the Pinnakanda, Godakawela. This village is in very remote area of Ratnapura District. Seventy-five students were studying in this school. These students have to face number of difficulties due to non-availability of resources. Main issue is not available a school playground.

School Principal requested from us to improve the school playground. According to their request RR Construction (Pvt) Ltd., was agreed to improve the ground by using own resources.

Ground was rehabilitated and improved by all damaging and weak places of the ground surface filled with suitable rock and soil, filled material was compacted and levelled uniformly. Then boulder packing was constructed along with the ground bottom. Finally, ground surface and slope were covered by turfing.

Ground improvement was completed within two months and handed over to the school. School staff, students and their parents highly appreciated this work and they sent a letter to the company. Now it consists with proper condition and students do their physical activities very happily.



Reported by:

**Aruna Gunathilaka**  
**Social & Environment Officer – R3 Package**  
**RR Construction (Pvt) Ltd.**

## **8.2 Context Sensitive Design Works**

As per the ADB, safeguard policy placement (SPS 2009) and national law and policies any development of the country should not leave a set of people negatively affected in economic or physical term. As this report is linked with rural community it is a good system where participation of community is considered at various stages of the project. Such approach enables to ensure the sustainability of the project. The concept and approach of Context Sensitive Design (CSD) helps in involving stakeholders in a more efficient way in the project cycle. A better designing approach that is sustainable in terms of socioeconomic and environmental aspect.

**Table 8.2 Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)**

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
MA1	3	Mathalapitiya - Aluthgama Road	The hairpin bend at CH: 2+950 has been improved beyond the design due to public request.	Satisfied
	9	Udahapuwida - Keselwatta Road	Road has been extended and connected to the existing village road. Proposed concrete pavement section (90 m) has been asphalted due to public request.	Satisfied
MA2	55	Dammunumulla Yatigalpoththa road	Replace house access using Hume Pipes (450 mm dia.) at CH: 0+906 LHS, CH:0+936 LHS, CH:1+003 LHS, CH:1+035 LHS and CH:1+188 LHS with 600 mm dia. Hume pipes	Satisfied
MA3	33	Malgammanna Gangayaya Road	Placing additional row of pipes to improve culvert at CH: 2+200	Satisfied
	43	Kosgolla Muduna to Loluwela Junction via Imbulgolla Road	Widening of existing culvert at CH: 1+260 Re-locate guard stone and head wall at CH: 1+260 culvert.	Satisfied
KA1	32	Madugalla Kalawala Road	Road length extended by 120m.	Satisfied
	36	Parana Polonnaruwa Road	Width of the road increased from 3m to 4m.	Satisfied

**Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)**

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
NE1	3	Ragala Starpet - Panditha kumbura - Kotambe Road	Center line realignment from CH: 7+960 to CH: 7+985 (to reduce due to rock blasting at LHS) Center line realignment from CH: 8+480 to CH: 8+540 (to reduce due to rock blasting at LHS)	Satisfied
	10	Mahauwa - Highforest Road	Center line realignment from CH: 8+610 to CH: 8+700 (to liaising with Irrigation Canal at LHS)	Satisfied
	11	Rikillagaskada - Hapuwela Road	Center line realignment from CH: 2+330 to CH: 2+355 (to provide Filter Drain at LHS)	Satisfied
	13	Pallebowala - Medagama - Deltota Road	Center line realignment from CH: 1+250 to CH: 1+310 (to reduce RHS Embankment filling of paddy field)	Satisfied
NE3	33	Hitiyegama - Udapolagahawaththa Minuwandeniya Road	Center line realign from CH: 8+400 to CH: 8+470 (On request of villagers for save 6 trees and avoid excavation of playground). Land donation issue - Center line realignment from CH:0+000 to CH: 0+080 and provide hard shoulder.	Satisfied
	49	Abagamuwa - Shilalekana Road	Asphalt pavement was converted to concrete from CH: 0+340 to CH: 0+349 (Community Water line is close to the designed road surface. Members of Community line not agreed to shift the water line).	Satisfied

### Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
KE1	16	Athulugama Junction to Kanangama Udukumbura PRDA Road (ID16)	Marked a Pedestrian Crossing at CH. 0+118.5	Satisfied
	3	Nawata to Parusella PRDA Road (ID03)	Crash Barriers to be constructed from CH. 1+650 to CH. 1+701 RHS	Satisfied
	1	Theligama to Ganepalla PRDA Road (ID01)	Rumble Strips to be constructed in front of KE/Dehi/Ganepalla/Theligama School	Satisfied
KE2	21	Kithalangamuwa Batuwana Road	Kerb and channel drain instead of earthen shoulder to avoid storm water entering to weak existing slope at CH: 0+815 to 0+850 LHS.	Satisfied
	26	Pamankade - Mahadeniya Road	Inner limb raised concrete drain instead of earth drain (CH: 3+468 to 3+490 LHS)	Satisfied
	27	Imbulana - Weddawala - Gonagaldeniya Road	Slope protection concrete structure by road realignment at CH: 5+510 RHS	Satisfied
	36	Etikeeriyagolla - Nabariyawa – Atugoda Road	Concrete leadaway within house area (CH: 0+140 RHS)	Satisfied
	36	Etikeeriyagolla - Nabariyawa – Atugoda Road	Slope protection wall in addition to kerb and channel drain CH: 1+190 - 1+195 RHS	Satisfied
	38	Imbulgala to Ambanpitiya - Kumarage Mawatha	Carriageway width was increased to 5.5m including LHS channel drain (CH: 0+000 to CH: 0+070).	Satisfied

**Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)**

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
KE2	38	Imbulgala to Ambanpitiya - Kumarage Mawatha	Carriageway width was increased to 4.0m instead of 3.5m (CH: 0+550 to CH: 0+770).	Satisfied
	38	Imbulgala to Ambanpitiya - Kumarage Mawatha	Change the new culvert location at CH: 2+370.	Satisfied
	39	Alawattenna - Dedigama	Kerb and channel drain with occupying earth shoulder space instead of earth drain due to land acquiring (CH: 4+517- CH:4+575 RHS).	Satisfied
	39	Alawattenna - Dedigama	Slope protection wall instead of open cut slope (CH: 4+113 to CH: 4+140 LHS).	Satisfied
	39	Alawattenna - Dedigama	Outerlimb raised concrete drain instead of earth drain (CH:3+470- CH:3+480 LHS)	Satisfied
	39	Alawattenna - Dedigama	Parking bay with 0.5m hard shoulder+1.0m earthen shoulder at CH: 0+050 - CH: 0+120 LHS.	Satisfied
	40	Palapoluwa - Kumbalgama	Deleting of new culvert at CH: 0+072	Satisfied
	59	Dedigama - Veneriwaththa - Koongahamula Pitadeniya Road	CL shifting from CH: 3+040 to CH: 3+120 (Towards RHS)	Satisfied
	59	Dedigama - Veneriwaththa - Koongahamula Pitadeniya Road	CL shifting from CH: 2+820 to CH: 2+880 (Towards RHS)	Satisfied
	60	Dedigama - Herathgoda - Othnapitiya Road	Slope protection wall instead of open slope (CH:0+830 to CH: 0+865 LHS).	Satisfied

**Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)**

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
KE3	29	Kempitiya Muslim Palliya-Kempitikanda Temple	CH:0+470 RHS L Drain instead earth drain	Satisfied
			CH:0+510-0+570 RHS Build Up Drain instead earth drain	Satisfied
			CH:1+750-1+810 RHS L Drain instead earth drain	Satisfied
			CH:1+810-1+870 RHS U Drain instead earth drain	Satisfied
			CH:1+910-1+965 RHS U Drain instead earth drain	Satisfied
	31	Daluggala Bathabure	CH:2+740 RHS U Drain Access	Satisfied
			CH:2+730 RHS U Drain for Protect well	Satisfied
	42	Waduragoda Temple to Aluthnuwara	CH:0+340 LHS Dish Drain instead earth drain	Satisfied
			CH:0+350-0+370 RHS U Drain instead earth drain	Satisfied
	45	Heendeniya Danagama	CH:2+175-2+195 LHS L Drain instead earth drain	Satisfied
R1	47	Kappitipola Makehelwala	CH:4+550 LHS U drain Access	Satisfied
	52	Thalgamuwa Attapitiya	CH:0+020 LHS L Drain near to MOH office	Satisfied
	14	Near Saman Dewalaya Kataliyanpalla-New-Town up to Muttetupita via Prince College	Agreed to provide a line drain with outer wall raising (CH:3+120 RHS)	Satisfied
	17-II	Muruthangala Deurampitiya Estate via Kaluandura & Muruthangala Tempal via Deurampitiya Road	Agreed provide a retaining wall (CH: 0+190 RHS)	Satisfied



### Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
R1	39	Nammuniyawatta-Nammunuthanna Gangodakanda Road	Omitted road section between CH:0+370- CH:2+640 of original scope and provided an alternate section.	Satisfied
R2	22	Near Dakunu Panawenna Rubber Factory to Poronuwa Road	Original design proposes road width 3.5 m and road width change as 3.7 m due to public request	Satisfied
R2	22	Near Dakunu Panawenna Rubber Factory to Poronuwa Road	CH:1+733 location proposed new construction culvert cancel and proposed concrete line drain from CH:1+733 to CH:1+806 due to public request (Water divert through concrete drain to next culvert).	Satisfied
R3	35	Nawaneliya temple to Iththekanda via Nedola road	Location: CH: (5+350 ~ 5+430) km road section Original design Maximum available gradient of the road section - 30.8% Pavement type - Asphalt concrete (wearing course)  Revised design (based on the public request-gradient reduced and pavement type changed) Maximum available gradient of the road section - 28% Pavement type - Concrete pavement	Satisfied
KL1	9	New Chattle Tamil School Road	CH: 0+000 - CH: 0+180, Constructed "L" drain to prevent storm water flow in to the factory.	Satisfied
	12	From Diyagama Serupita Road to Liyanagoda Junction	CH: 0+380, Amended the vertical alignment to prevent the flooding.	Satisfied
	44	From Kandana to Ilimba Road	CH: 1+900 - CH:2+000 (LHS), shoulder cross fall to prevent rain water flow in to the land	Satisfied

**Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)**

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
KL1	47	Walathara - Munhena Kurudugasmulla Road	CH: 0+230 (RHS), Constructed house access to prevent the water flow in to the shop	Satisfied
			CH: 1+180 - 1+210, Constructed "U" drain	Satisfied
			CH: 2+640 - 2+870 & CH:2+325 - 2+390, Binder overlay on existing concrete road section.	Satisfied
	65	From Thibiriya Junction to Moranthuduwa Ayurweda Junction	CH: 0+000 - 0+070 (RHS), Construct "L" drain to protect the school boundary wall.	Satisfied
			CH: 0+180 - 0+230 (LHS), Change cross fall to prevent rain water flow in to the land.	Satisfied
			CH: 1+100 - 1+150, Amended the vertical alignment to prevent alignment of the house access	Satisfied
	66	From Kalapugama Junction to Palpola Road	CH: 0+000, Junction improvement	Satisfied
	67	From Paraduwa Bogaha Junction to Gunagoda Road	CH: 1+000 - 1+100, Overlay binder on initially decided keep as it is road section.	Satisfied

**Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)**

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
KL1	76	From Galthude Samagi Mawatha - Rathanagiriya Watta Road to Hirana Temple	CH: 0+150 (RHS), Construct retaining structure to prevent soil erosion.	Satisfied
			CH: 0+460 - 0+540, Overlay binder course on existing concrete pavement.	Satisfied
			CH: 1+360, Constructed concrete pavement for proposed new culvert location	Satisfied
	85	Thumminigoda Road (From Madurawala 458 Bus Route to Raigama Anguruwathoda Bus Route)	CH: 0+490 (RHS), Constructed leadaway to prevent water flow in to the common well.	Satisfied
	92	Bellanthudawa Galkade Junction to Panadura Rathnapura Nambapana Road	CH: 1+370, Junction improvement	Satisfied
			CH: 2+100, Constructed new cross drain and leadaway	Satisfied
	96	From Rukgaha Bus Road - Retiyalagoda Belikele via Alubomulla Road	CH: 0+780, Constructed new cross drain to prevent water stagnation in by road at (LHS).	Satisfied
KL2	34	Katugahahena to Kosgahakanda Junc.	Retaining wall for protecting house at CH. 1+020 RHS	Satisfied
	36	Mahawatta to Soldarakade junction	Raise the road section to improve the visibility and easy approaches to the main road and bridge at CH: 0+065	Satisfied

**Design Changes Made to the Original Designs due to Public Requests - (From 01<sup>st</sup> January 2018- 30<sup>th</sup> June 2018)**

Package	Road ID	Name of the Road	Changes Made to Original Design	Satisfaction
KL2			Concreted road section due to inundation (CH. 0+450 to CH:0+750)	Satisfied
	51	Pannila Kannangara Mwt via Galatara Road	CH: 3+984 culvert leadaway was built up for 8m due to scour the small land with small house	Satisfied
			Culvert widened to provide curve widening at sharp bend (CH.4+220) to reduce the possibility of accidents.	Satisfied
	53	Kopiwatta Uthungama Walallwita Road	Raised road due to inundate (CH. 8+050 to CH:8+170)	Satisfied
			Additional concrete drains were provided after inspection with RE, SPE, ARE, PE & PM (CH:4+650 to CH:4+850)	Satisfied
	88	Malliwatta to Elagiriya Road	Center line shifted 750mm away from houses (CH: 4+640 to CH: 4+850)	Satisfied
KL3	24	lhalakudaligama Iddagoda Road	Provide a concrete pavement (CH:0+700- CH:0+350)	Satisfied
	30	Sagarapalansooriya College Via Batugampola Road	Provide buildup drains (CH:1+00- CH:1+140) LHS	Satisfied
	31	Manana Sudarshabaramaya Road	Raised the road section to mitigate the flood issue (CH: 0+290- CH: 0+480)	Satisfied
	70	Pahala Naragala Dewamulla Gangaramaya Road	Provide a concrete pavement (CH: 0+700- CH: 0+750)	Satisfied

## **Social Complications Encountered with Rehabilitation/Reopen or New Formation of Culverts in Rural Roads**

A culvert is a transverse and fully enclosed drainage structure that runs under a road or portion of land. Some culverts can also serve as roadway surfaces, but they will always serve to convey water through a pipe or channel. This seems like technical requirement of road engineering but there are some sorts of social or communal problems which have been come for nearly development practices. During the construction, culvert has three way of improvement processes like rehabilitation of existing culvert, reopen of congested culvert and new formation of culvert according to road water capacity plus terrestrial condition. Problems or snags are derived from villagers when these developments started. Issues are convoluted in rural roads when comparing with national roads.

### **Rehabilitation of Existing Culvert/ Reopen of Blocked Culvert**

Roads in countryside run adjacent to rural settlements where the roads which its boundaries or its reservations are not defined properly. No actual reservation area for roads as well as culverts or its canals. This makes chances to community to acquire the culvert location/reservation area and it results to culvert blocking and permanent structure developments like houses, small scale shops or steps. Almost certainly, as per the observations, culvert is blocked and its canal used for house access with making steps or foot paths by villagers. Meantime, such reservations are demarcated as their own property.

During the construction, people who using these reservations for other priorities, are making problems by way of grievances, complaints or requests when reopening or rehabilitating of culvert if it is not functioned. Followings are highlights which faced during iROAD.

#### **1. Usage of Culvert Reservations for Personal Priorities**

##### ***Case No.1 – Hapugasthalawa - Dabagala Road (NE03)***

Complaint was made by M.S.M. Roshan who lives Ahaswewa, Hapugasthalawa. His sturdy objected to the reconstruction of culvert at CH.1+000. His main argument was that culvert is not with canal if it is having with proper head wall. But according to technical view point, culvert cannot be developed without waterway. Roshan pointed, if the culvert open, houses and tea cultivations will be damaged due to road drainage water in the area where, previous lead away functioned. The situation is, the canal was blocked in past, now the space is consumed for permeant structures and other requirements hence, canal path is invisible. As a result of that, technical team faced challenge to overcome this problem and they need to take up most suitable decision to divert the road water to suitable location. The culvert is at sag point but now its reservation is acquired. Roshan strongly protest to the culvert reconstruction and does not accept that there was a lead away.

##### ***Case No.2 - Siyambalangoda - Omandel Sikurapotha Road(KA02)***

Sikurapotha road runs along parallel to linear settlement expansion with highest dense of population in Kandy District. Consequently, it is another opportunity to make people mind to acquiring road properties for personal requirements. The culvert at CH. 1+653 obstructed and currently, its canal used for house access. There are no remains of culvert instead of its smashed hole. But according to road condition and identification of sag location, decision was that there was a culvert.

Priyantha Anura Ankotuwa from Dodamwala Ihala, Muruthalawa against at the initial stage of culvert reconstruction because he is the person who use the lead away for house access. But villagers need to open the culvert and they forced to technical team to take suitable actions. Mrs. H.P. Kamalawathi who lives adjacent to the Priyantha's land agreed to open the culvert. Due to that, Priyantha started dispute with villages finally the fight ends up at Police inquiry.

#### **Action Taken**

- Decision was taken to temporary termination of roads construction works at mentioned location until problem getting solved. Because if any construction at site, it will cause for problematic condition in village community.
- Taken up the institutional involvement through joint inspections plus transect walks with Yatinuwara Divisional Secretary, Pradeshiya Sabha and relevant persons who objected to construction. Government institutions suggested to make new culvert but Mr. Priyantha disagree for it. As a result of that, reconstruction is failure and culvert is not functioned.
- Public consultation for target community and ensure no physical displacement.

#### **Formation of New Culverts**

##### **Finding of new land for lead away**

iROAD is basically on the point of rehabilitation and improvement of rural roads and ensuring the villages' livelihood climax. There are three transition stages of rural road development such as, Foot path stage, Waggon or Cart stage finally rural road. In this transition, proper culvert placement, drainage formations are rare to identify. This situation is totally different with Estate Roads. Of that, during the construction, technically evaluated some locations and such are suited to formation of new culverts. In iROAD there is no land acquisition only allow for voluntary land donation. Also, RDA is not allowed to provide any compensation. Accordingly, for the new culvert there should be a new land for its canal. Here, finding of new land for lead away is bit challenging.

Main reason is, people are supposing some value for lands instead of voluntary donation. But most of time due to strong public consultation donation process can be success. Some people willing to donate land with some conditions such as, 20m length of concrete drains from culvert inlet.

#### **Conclusion & Recommendation**

Sometimes, Public consultation was not success and institutional contribution is not powerful. Further, no legal action for the issue and it is neglected by Pradeshiya Sabhas and other organizations. But it should be more commitment task to overcome the problems with middle way.

It is bit difficult to find new lands for lead away because people are expecting some benefits. Therefore, for the iROAD, strong public partnership is essential.

Reported by:

**M.R.N. Sandaruwani Sumanapala**  
**Social Safeguards Officer – iROAD (Central Province)**

## **9. CONCLUSION AND RECOMMENDATIONS**

### **9.1 Conclusion**

This report is the Semi-Annual Report for the Social Safeguard Monitoring from January 2018 to June 2018 in Central, Sabaragamuwa Provinces and Kalutara District of Western Province under PIC 03. It provides details of steps taken by the Project Implementation Unit (PIU), Project Implementation Consultants(PIC) and Contractors in compliance with Resettlement Framework(RF), loan conditions and Facility Administration Manual (FAM).

This report deliberates measures taken by the project management for social safeguards component and practical usage of Grievances Redressing Committees (GRC), Gender Action Plan (GAP), Land Donation Process, Plan of HIV/AIDS Prevention, Health Awareness and Human Trafficking Camps, other social activities conducts by the contractor's staff as Cooperate Social Responsibility Projects and process of Performance Based Maintenance of handed over roads.

During the reporting period 1332 of land strips have been donated by the land owners in six districts. Land donation process is administrated by the PIU with the assistance of GN, DS and staff of Agrarian Services Department and PIC 3.

Public Awareness Poster, Complaint, Suggestions and Requests Boxes are the main sources receive the public responses for the iRoad program in Sabaragamuwa, Central Provinces and Kalutara District of Western Province of the relevant area.

Corporate Social Responsibilities (CSR) programs are used as a public relation promotion measure in this program. PIC 3 conducted two training workshops for the staff of PIU, PIC and Contractor's at TL office and PD office of Central province. Through these workshops, Project Managers of 18 CRC packages positively change their attitude about the CSR programs and conducted 26 CSR programs during the reporting period. There is a significant decrease of such programs in reporting period ehn comparing past two years due to cash flow problems of some Contractors and others gave priority to finalize their civil construction works.

During the period under review PIC 3 was able to establish strong coordination with stakeholders such as Provincial Councils, Pradeshiya Sabha, Divisional Secretariats, Planning Division of DS Office, Department of Education, Department of Police, Department of Agrarian Services, Provincial Road Development Authority, Ceylon Electricity Board, National Water Supply and Drainage Board, Community Water Supply Department, Regional Medical Office of Health, State Plantation Corporation, Janatha Estate Development Board and Land Reform Commission and other government institutions. Under gender sensitive policy of ADB six Districts Level Gender Mainstreaming workshops were conducted with the guidance of ADB Gender Specialist. They are fruitful and praise by the technical staff of iRoad program.

PIC 3 has given special attention on monitor its Social Safeguard Process of the project, in addition to site visits. This was discussed at the monthly progress meetings, weekly meetings and fortnight meetings with the Contractor's staff. Other than above meetings, social and environment team of the PIC 3 conduct monthly meetings, field visits and discuss about monthly progress and next month program. At these meetings they share their experience also. The ADB-CSD Social Safeguard Specialist (TA 8473) also made frequent field visit and provide guidance to improve quality of Social Safeguard works.



## 9.2 Recommendations

1. The Consultant recommends following cause of action with regard to maintaining of road development awareness notices in public places.
  - a. To paste a sticker which consists of project communication information, straight on the "Project Introduction Notice Board" erected at the ends of the construction site by the Contractor, as directed by the Employer.
  - b. To replace the awareness notices in every 2 months, placed in public places and road side notice boards erected every 2km.
  - c. Continue to distribute leaflets which contain project description and Contact numbers of the relevant offices for make complaints at the initial stage of the road development.
2. PIU and PIC encourage the Contractors to employ poor women and discourage employment of child labor as per guideline of Loan Conditions. However certain challenges have been faced by the Contractors in employment of female workers for road sites. Women employers ratio in 18 work sites in 6 Districts are 11% in month of June 2018. This condition need to be amended. It is also proposed to increase the women membership in level 2 and level 3 GRCs and increase the women participation in road development activities.
3. Due to the high turnover of Technical Staff (of Employer, Consultant, and Contractors) Training programs about Safeguard Component of the iRoad program must be carried out to every new batch of recruits as and when necessary to ensure safeguard standards of iRoad program.
4. Gender Action Plan (GAP) of iRoad program is not adequate to address its objectives. Therefore, the GAP of iRoad program is suggested to be reconsidered for better relevancy to the local context of the program.
5. Conduct more workshops on sharing experiences among Social/Gender and Resettlement Specialists of PIC 01 and PIC 02 iRoad programs and awareness programs to change the attitudes of Technical Staff of Employer, Consultant and Contractors about Safeguard Component of the iRoad program.
6. During this period, it is recommended to hold capacity building programs for female members to improve the capacity of the communities. As part of iRoad program this should be a billing item or with the other line agencies. This program can be activated as a family income, family food security, business links, and a family cordiality development program. This program will improve the developed road use as an effective economic development tool.
7. Pay more awareness for conducting Road Safety Awareness Programs for developed road users with special attention with motorbike riders and three-wheeler drivers and exhibit sufficient amount of non-conventional signage boards with warning slogans with regional mother language. (Limiting 25kmph speed).

**The next reporting period is from July 2018 to December 2018 where it is forecasted that substantial amount of civil works contracts will be reach to end and they will commence the maintenance process.**