



Social Monitoring Report

Project Number: 47273-004 /005 /006
Loan Numbers: Tranche 2 – 3221 /3222
Tranche 3 – 3325 /3326
Tranche 4 – 3610
Semi Annual Report
December 2018

SRI: Integrated Road Investment Program – Tranches 2, 3 & 4

PIC 03 – Sabaragamuwa, Central Provinces and Kaluthara District

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

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Asian Development Bank

DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA
MINISTRY OF HIGHWAYS AND ROAD DEVELOPMENT
AND PETROLEUM RESOURCES DEVELOPMENT

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

**SOCIAL SAFEGUARD MONITORING
SEMI-ANNUAL REPORT**

[July – December 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&PRD	Ministry of Highways and Road Development and Petroleum Resource 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

INTRODUCTION

1.1 Project Background

Integrated Road Investment Program (iRoad Program) funded by the Asian Development Bank (ADB) is a project implemented by the Government of Sri Lanka to improve connectivity between rural communities and socioeconomic centers by increasing the transport efficiency of several selected national, provincial and local roads. Under this program, which is now in Tranche 4, around 3000 km of rural roads in Southern, Sabaragamuwa, Central, North Central and North Western Provinces and Kalutara District in the Western Province will be developed and maintained for three years through 42 contracts awarded for civil works. Ministry of Highways and Road Development and Petroleum Resources Development (MOHRD & PRD) is the executing agency of the Project while Road Development Authority (RDA) is the implementing agency. Three teams of project implementation consultants (PICs) have been recruited for project implementation which includes construction supervision, performance-based maintenance and contract management. The improvement of 328 rural roads (1,344 km) in the six districts Matale, Kandy, Nuwara Eliya, Kegalle, Ratnapura and Kalutara, comes under the purview of PIC03. A project implementation unit (PIU) has been set up in the Central and Sabaragamuwa Provinces and Kalutara District in the Western Province. Civil works in each district coming under PIC03 are being covered by three contracts identified as contract packages. Table 1 presents the types of roads that are covered by the pProject and their lengths.

Table 1 Project road sections and their lengths in the six districts

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
Total Length/ Km		18	611.22	352.09	271.59	27.5	3.2	0.87	2	62.05	9.5	4.1	1344.0

The Resettlement Framework (RF) of the Project requires a Social Safeguard Monitoring Report to be submitted to the ADB semiannually. This report on the progress made by the Project in social safeguard monitoring and implementing its Gender Action Plan (GAP) is for the period July 2018 to 31 December 2018.

1.2 Project Objectives

The specific objectives of the project that comes under the purview of PIC03 are as follows:

- To improve road conditions between rural communities and socioeconomic centers of Sabaragamuwa and Central Provinces and Kalutara District in the Western Province
- To upgrade and maintain to all-weather standard, 1,344 km of rural roads connecting rural communities
- To improve connectivity between production centers and market places and linkage with other districts and provinces
- To facilitate increased mobility of people by improving road networks that link up with other provinces
- To open up rural areas for development
- To facilitate and generate efficiency gains by lowering the unit cost of individual producers through transport efficiency which will lead to increase their margins and profits thus generating to them 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 improving the status of the rural road network in the country, the Project will contribute to one of the key development goals of the Government of Sri Lanka, which is to reduce all constraints for rapid economic growth and lower the poverty levels in the country. It will also provide more economic opportunities to the people as well as basic social, health, and education facilities they require.

The Project will also ensure that women get closely involved in the design, construction, and maintenance of rural roads.

1.3 Project Location

The project that comes under the purview of PIC03 is implemented in six administrative districts, namely Ratnapura and Kegalle Districts in the Sabaragamuwa Province; Kalutara District in the Western Province and Kandy, Matale and Nuwara Eliya Districts in the Central Province.

Figure 1 shows the locations of the six administrative districts.

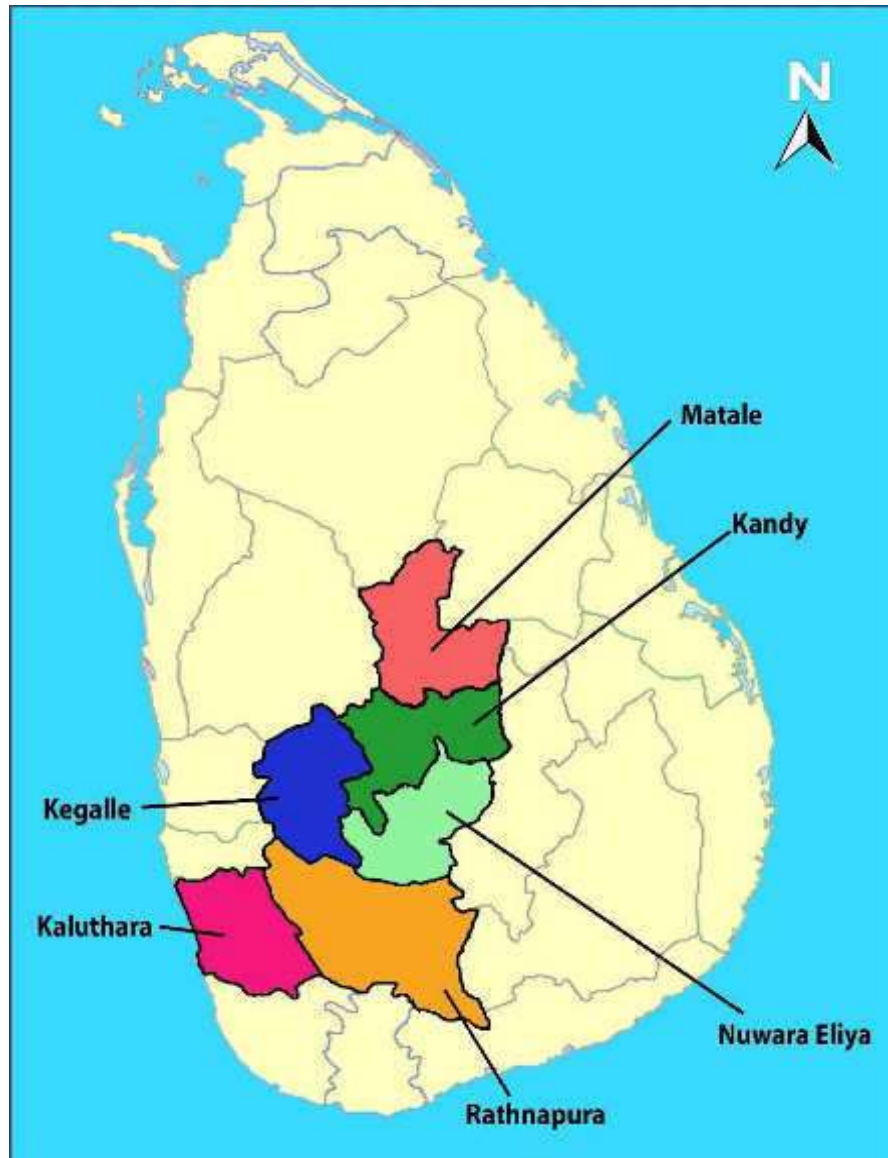


Figure 1 Districts covered by the Project

1.4 Conventional Road Contracts (CRCs)

Table 2 below presents the details of the three contract packages of each district.

Table 2 Details of the contract packages

District	Package number	Total number of roads	Total length of the roads (km)
Kalutara	KL 1, KL 2 and KL 3	83	277
Kandy	KA 1, KA 2 and KA 3	50	221
Kegalle	KE 1, KE 2 and KE 3	63	217
Matale	MA 1, MA 2 and MA3	51	194
Nuwara Eliya	NE 1, NE 2 and NE 3	43	180
Ratnapura	R 1, R 2 and R 3	38	255
Total		328	1344

Figures 2 – 7 Indicate the roads coming under the three contract packages of each district. The details of the three contract packages of each district are given in Tables 3-8.

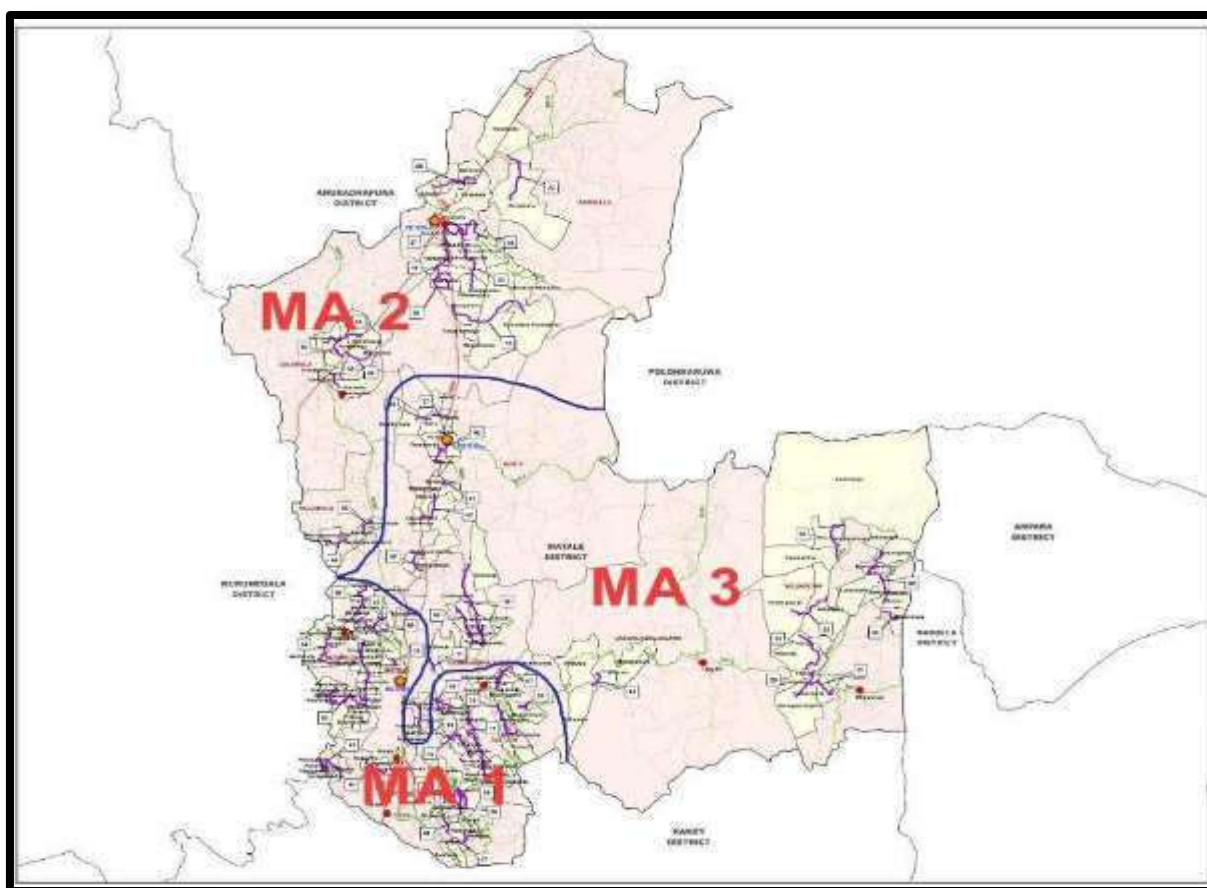


Figure 2 Roads coming under the three contract packages of the Matale District (51 Roads, 194 Km in Total Length)

Table 3 Details of the three contract packages of the Matale District

Contract package number	Contractor	Contract price (Rs. Mn)	Date of commencement	No. of roads	Total road length (km)	No of roads in which civil works are in progress	No. of roads handed over (as at 31 Dec. 2018)	No. of roads in which work has not yet commenced
MA1	K. D. Ebert & Sons Holdings (Pvt) Ltd	1,622	17 Dec. 2015	18	75.7	16*	-	2
MA2	Edward and Christie	1,249	17 Dec. 2015	14	57.0	-	14	-
MA3	CML-MTD Construction Ltd	1,408	17 Dec. 2015	19	61.3	-	19	-
Subtotal for the Matale District		4,279	-	51	194.0	16	33	2

Note. Progress of the construction work of the package is slow.

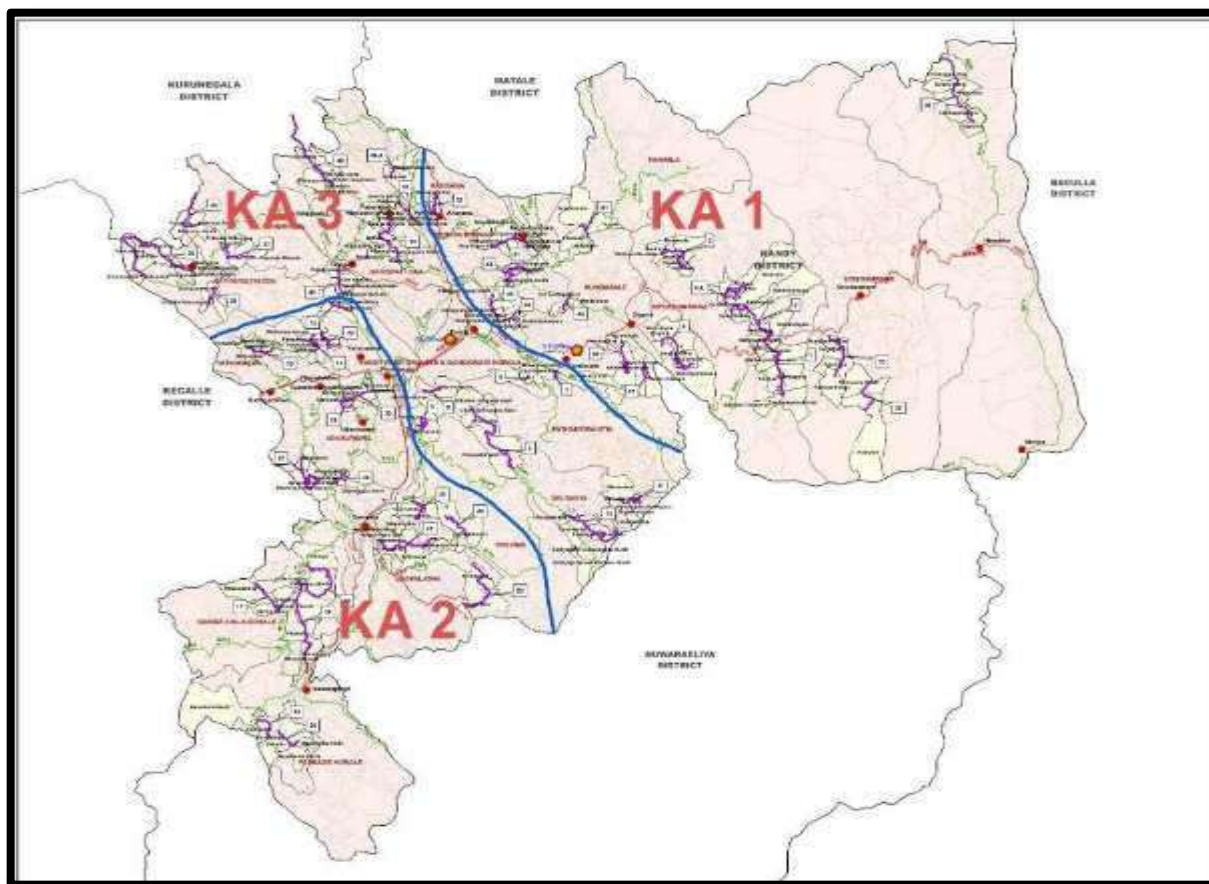


Figure 3 Roads coming under the three contract packages of the Kandy District (50 roads, 221 km in total length)

Table 4 Details of the three contract packages of the Kandy District

Contract package number	Contractor	Contract price (Rs. Mn)	Date of commencement	No. of roads	Total road length (km)	No of roads in which civil works are in progress	No. of roads handed over (as at 31 Dec. 2018)
KA1	Sierra Constriction (Pvt) Ltd	1,756	17 Dec. 2015	17	76.2	9	8
KA2	Sierra Constriction (Pvt) Ltd	1,924	17 Dec. 2015	17	70.85	8	9
KA3	Edward & Christie	2,097	17 Dec. 2015	16	73.95	5	11
Subtotal for the Kandy District		5,777	-	50	221.0	22	28

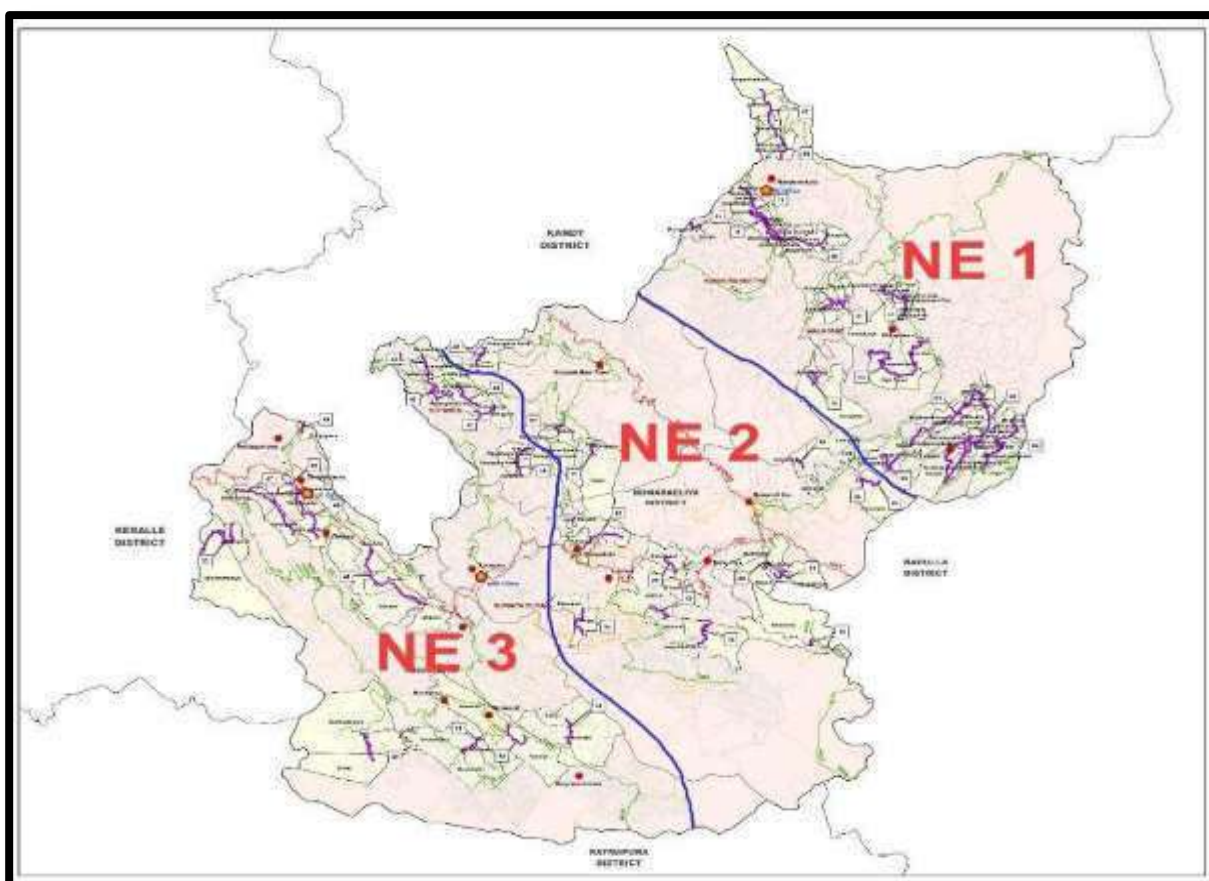


Figure 4 Roads coming under the three contract packages of the Nuwara Eliya District (43 roads, 180 km in total length)

Table 5 Details of the three contract packages of the Nuwara Eliya District

Contract package number	Contractor	Contract price (Rs. Mn)	Date of commencement	No. of roads	Total road length (km)	No of roads in which civil works are in progress	No. of roads handed Over (as at 31 Dec. 2018)
NE1	Sierra Constriction (Pvt) Ltd	2,298	17 Dec. 2015	14	76.6	11	3
NE2	Sierra Constriction (Pvt) Ltd	1,242	17 Dec. 2015	14	38.5	-	14
NE3	Sierra Constriction (Pvt) Ltd	2,070	17 Dec. 2015	15	64.9	12	3
Subtotal for the Nuwara Eliya District		5,610	-	43	180.0	23	20



Figure 5 Roads coming under the three contract packages of the Kegalle District (63 roads, 217 km in total length)

Table 6 Details of the three contract packages of the Kegalle District

Contract package number	Contractor	Contract price (Rs. Mn)	Date of commencement	No. of roads	Total road length (km)	No of roads in which civil works are in progress	No. of roads handed over (as at 31 Dec. 2018)	No. of roads in which work has not yet commenced
KE1	K. D. Ebert & Sons Holdings (Pvt) Ltd	1,973	17 Dec. 2015	17	74.75	13*	-	4
KE2	Nawaloka Construction (Pvt)	1,817	17 Dec. 2015	21	78.25	16	4	1
KE3	Nawaloka Construction (Pvt) Ltd	1,632	17 Dec. 2015	25	64.12	21	2	2
Subtotal for the Kegalle District		5,422	-	63	217.12	50	6	7

Note. Progress of the construction work of the package is slow.

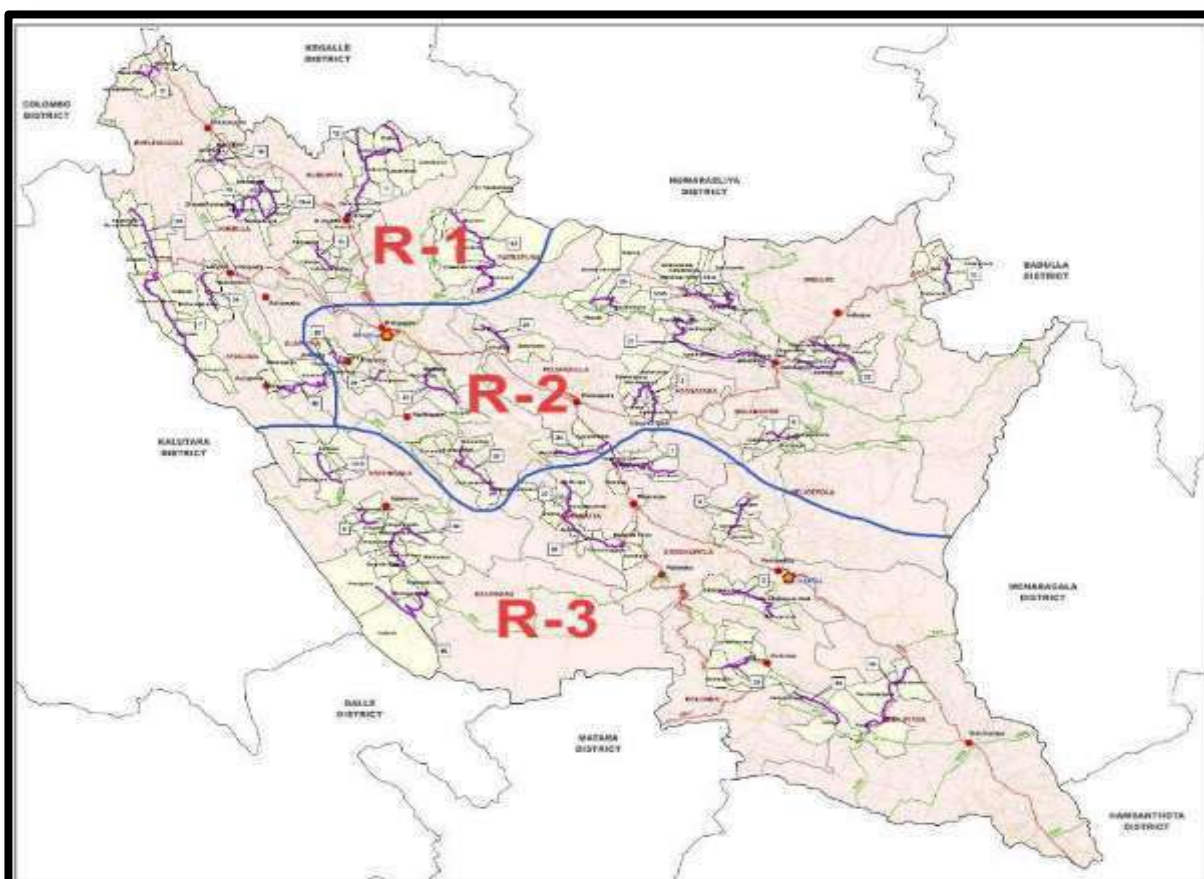


Figure 6 Roads coming under the three contract packages of the Ratnapura District (38 roads, 255 km in total length)

Table 7 Details of the three contract packages of the Ratnapura District

Contract package number	Contractor	Contract price (Rs. Mn)	Date of commencement	No. of roads	Total road length (km)	No of roads in which civil works are in progress	No. of roads handed Over (as at 31 Dec. 2018)	No. of roads in which work has not yet commenced
R1	K. D. Ebert & Sons Holdings (Pvt) Ltd	2,022	17 Dec. 2015	12	82.95	7*	-	5
R2	K. D. Ebert & Sons Holdings (Pvt) Ltd	2,384	17 Dec. 2015	14	91.7	11*	-	3
R3	RR Construction (Pvt) Ltd	2,021	17 Dec. 2015	12	80.35	-	12	-
Subtotal for the Ratnapura District		6,427	-	38	255.0	18	12	8

Note. Progress of the construction work of the package is slow.

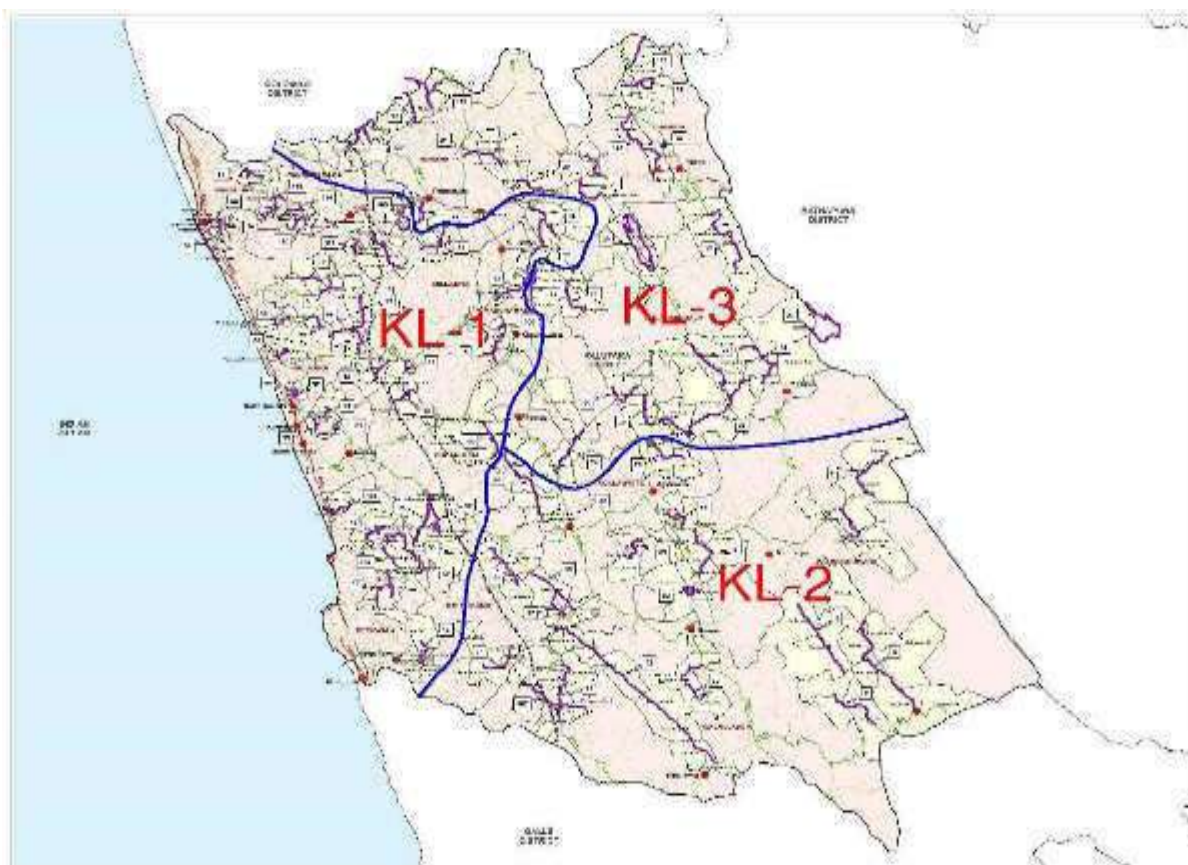


Figure 7 Roads coming under the three contract packages of the Kalutara District (83 roads, 277 km in total length)

Table 8 Details of the three contract packages of the Katutura District

Contract package number	Contractor	Contract price (Rs. Mn)	Date of commencement	No. of roads	Total road length (km)	No of roads in which civil works are in progress	No. of roads handed Over (as at 31 Dec. 2018)	No. of roads in which work has not yet commenced
KL1	Maga Engineering (Pvt) Ltd	1,912	28 August 2016	42	94	20	4	18
KL2	Olympus Construction (Pvt) Ltd with Rani Construction (Pvt) Ltd	1,811	29 September 2016	19	89	8	1	10
KL3	Olympus Construction (Pvt) Ltd with Rani Construction (Pvt) Ltd	1,817	29 September 2016	22	94	13	1	8
Subtotal for the Kalutara District		5,540	-	83	277	41	6	36

1.5 Consultancy Services for Project Implementation

Egis-CEA (JV) was appointed as the project implementation consultants for PIC03 on 15 November 2015.

PIC has to monitor and ensure that the Contractors adhere to all the requirements of the construction contracts. If there is any discrepancy/ deviation, PIC has to instruct the contractors to undertake corrective actions. Contracts are governed by the Conditions of Contract for Building and Engineering Works Designed by the Employer, DB Harmonized Edition, June 2010 published by the International Federation of Consulting Engineers (FIDIC).

Duties and responsibilities of the PIC as set out in the terms of reference provided in the contract for consultant's services are given below.

- Oversee the activities of the Contractors during design, development and execution of the construction of the projects.
- Review and approve Contractors' detailed designs and the cost for each civil work contract.
- Social safeguard compliance and monitoring
- Project performance and monitoring survey
- Prepare and implement local and overseas capacity development programs for staff of the implementation agency
- Train counterpart staff from the client's organizations
- Reporting requirements

1.6 Purpose and Structure of the Report

As stipulated in Section IX of the Resettlement Framework (RF) on “Monitoring and Reporting” , a monitoring report on social safeguard compliance of the Project has to be submitted semiannually. This report thus presents an overview of the land donation process followed by the Project Implementation Unit of the Project, social safeguard measures adopted by the Contractors and social safeguard monitoring carried out by Project Implementation Consultants and Project Implementation Units during the period from 1 July 2018 to 31 December 2018.

1.7 Institutional Framework

The organizational structure of the Project is given in Figure 8.

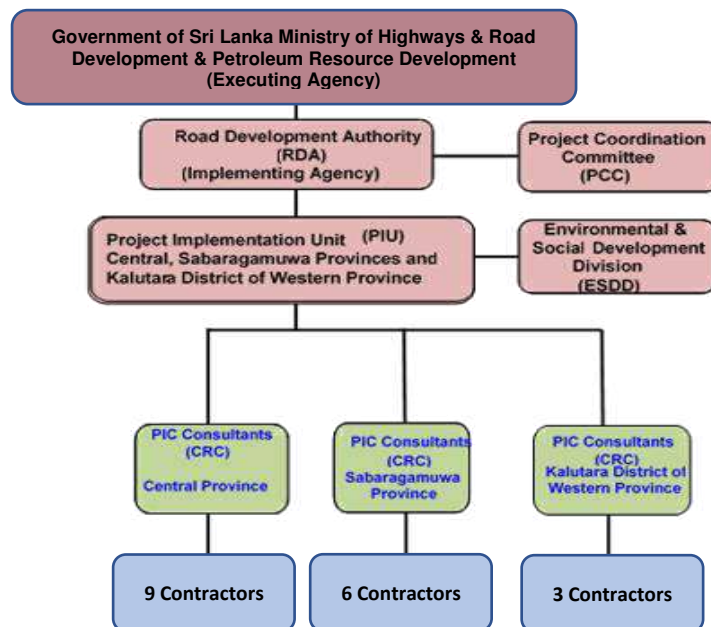


Figure 8 Organizational structure of the Project

Project Implementation Consultant Team is headed by a team leader (TL). He is assisted by an environment specialist, a contract and claim engineer and two resident engineers, assistant resident engineers, construction engineers and technical officers. A full time social, gender and resettlement specialist assists the Team Leader directly on social, gender and resettlement related matters. One of the resident engineers is attached to the Central Province while the other is attached to the Sabaragamuwa Province and Kalutara District and they are responsible for the performance-based maintenance (PBM) of their respective provinces/districts.

There is a project implementation unit for each province headed by a project director who will be responsible for land donation and utility relocation in the province; maintaining linkages with government/other external organizations; and grievance addressing mechanism. He will be assisted By project engineers, social/environment safeguards officers and their assistants. The Environment and Social Development Division (ESDD) of the Road Development Authority (RDA) and the Context Sensitive Design (CSD) and Safeguards Specialist Consultant of the ADB under TA 8473 provide guidance and assistance for implementing the social safeguard component of the iRoad Program through regular experience sharing, field inspection visits and reviewing of the Social Safeguard Semiannual Report.

Duties of the Social/Gender/Resettlement Specialist are given below.

1. Check and ensure that the detailed designs prepared by civil works contractors include feasible features based on the outcome from the transect walks.
2. Prepare due diligence reports on 20% of randomly selected road samples for all ongoing project tranches in preparation for the subsequent tranche.
3. Monitor and evaluate the implementation of the community participation process prescribed in the Resettlement Framework and recommend improvements to the participatory process to ensure broader participation of the rural population in project road formulation.
4. Monitor land donation process and make field visits on a monthly basis until land donation is finalized.
5. Monitor all roads and prepare monitoring reports on a biannual basis for all project tranches during the construction phase.
6. Monitor all roads and prepare monitoring reports on an annual basis for all project tranches during the maintenance phase.
7. Provide training and support to project implementation units on implementing the Gender Action Plan (GAP) at field level.
8. Lead the implementation of specific gender-mainstreaming activities as detailed in the GAP.
9. Monitor and report the overall implementation of the relevant activities included in the GAP for all the tranches on a semi-annual basis.

The Social/Gender/Resettlement Specialist will be assisted in his work by staff members of the PIU, PIC and Contractors. Staff allocation for social safeguard activities in the Central and Sabaragamuwa Provinces and Kalutara District in the Western Province is shown in Figure 9.

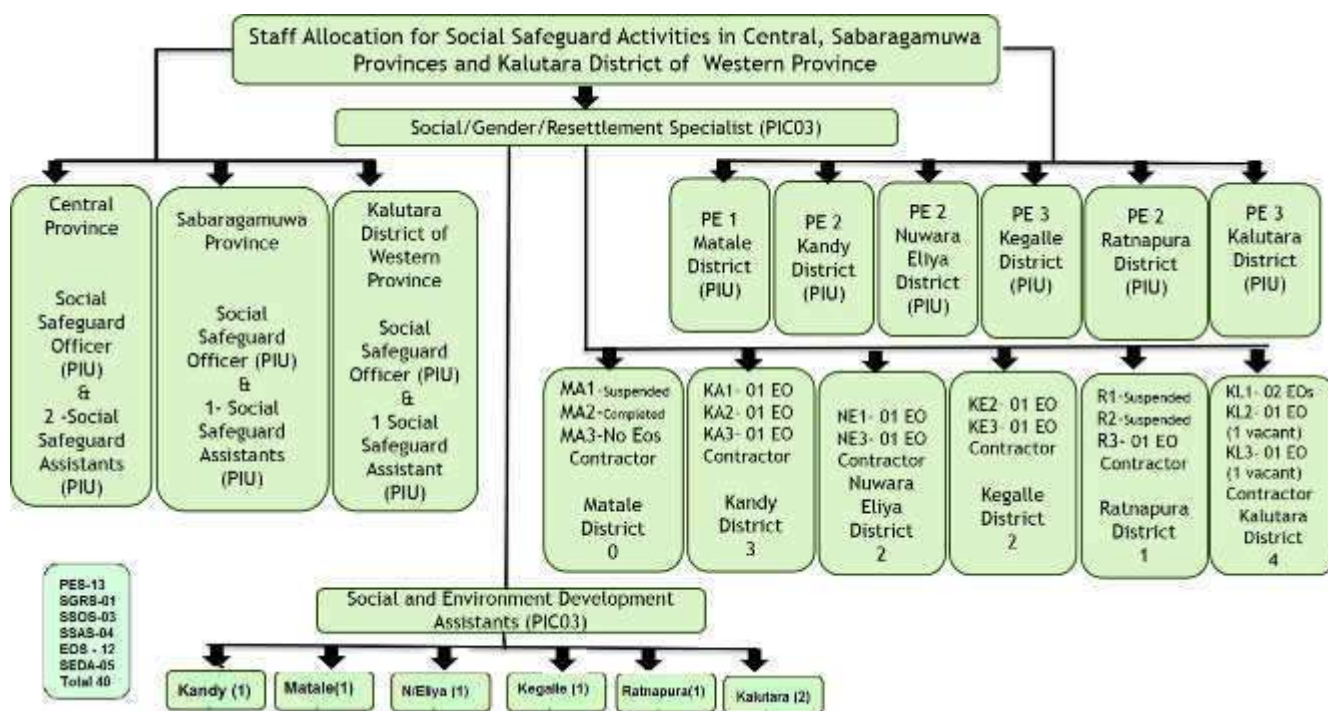


Figure 9 Assignment of staff for social safeguard activities (up to 31 December 2018)

In addition to the above-mentioned staff, CSD and Safeguards Specialist (Contract No. TA8473) and ESDD staff also extend their support to the Social/Gender/Resettlement Specialist to train field staff using the experience they have gained by working in PIC01 and PIC02.

1.8 Physical Progress of Civil Works

There are altogether 18 civil contract packages coming under PIC03 (Table 1). The dates on which the work under each package commenced are given in Table 9.

Table 9 Dates of commencement of civil works in the six districts

Province	District	Contract package	Date of commencement of civil works
Central	Kandy	KA1, KA2 and KA3	17 December 2016
	Matale	MA1, MA2 and MA3	17 December 2016
	Nuwara Eliya	NE1, NE2 and NE3	17 December 2016
Sabaragamuwa	Kegalle	KE1	17 December 2016
		KE2 and KE3	29 March 2016
	Ratnapura	R1, R2 and R3	17 December 2016
Western	Kalutara	KL1	28 August 2016
		KL2 and KL3	29 September 2016

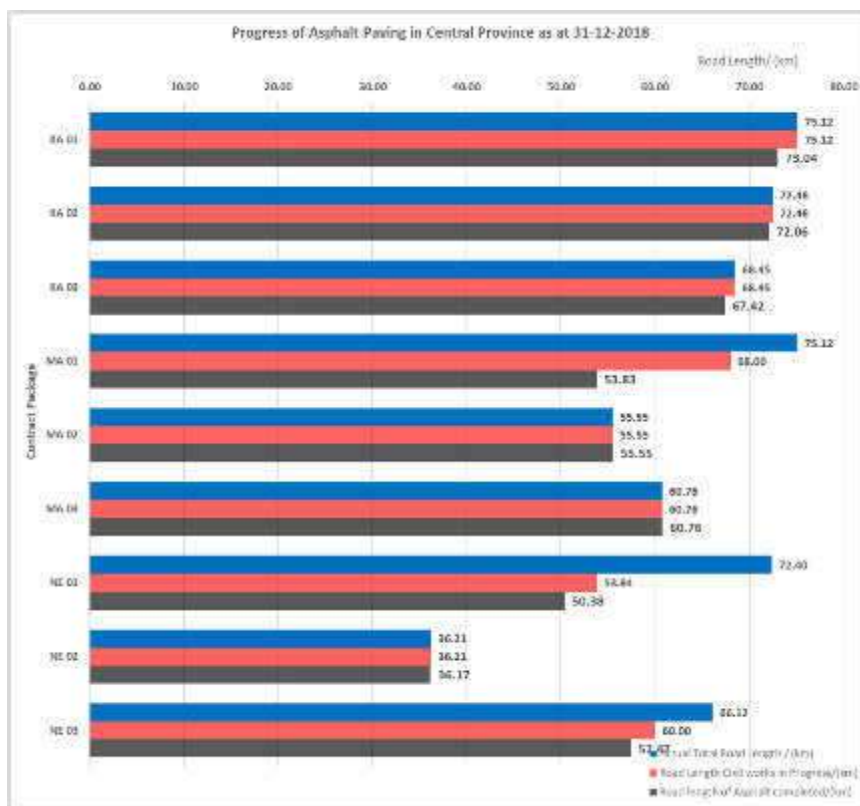
The physical progress of the civil works in the provinces is presented in Tables 10-12. The same information is graphically presented in Figures 10-12.

Table 10 Physical progress of the civil works in the Central Province (as at 31 December 2018)

Package No.	Contractor	Accepted Contract Amount (Mn)	No. of Roads	Actual Total Road Length / (km)	No. of Roads Civil Works Started	No. of Roads Civil Works Not Started	No. of Roads in Slow Progress	No. of Roads Handed over (Up to 31 st of December 2018)	Physical Progress as at 30 th of November 2018 Actual (%)	Physical Progress; Cumulative Status up to 31 st December 2018 (%)	
										Target (Revised)	Actual
KA 01	Sierra	1,756	17	75.12	9	-	-	8	94.61%	100.00 (100.00)%	95.00%
KA 02	Sierra	1,924	17	72.48	8	-	-	9	99.25%	100.00 (100.00)%	99.25%
KA 03	Edward and Christie.	2,097	16	68.45	5	-	-	11	98.50%	100.00 (100.00)%	98.70%
MA 01	KD Ebert.	1,622	18	75.12	-	2	16	-	66.49%	100.00 (100.00)%	66.49% *
MA 02	Edward and Christie.	1,249	14	55.55	-	-	-	14	100.00%	100.00%	100.00%
MA 03	CML-MTD	1408	19	60.76	-	1	-	18	99.80%	100.00 (100.00)%	100.00%
NE 01	Sierra	2,298	14	72.40	11	-	-	3	75.20%	100.00 (100.00)%	76.10%
NE 02	Sierra	1,242	14	36.21	-	-	-	14	99.50%	100.00 (100.00)%	100.00%
NE 03	Sierra	2,070	15	66.12	12	-	-	3	93.13%	100.00 (99.42)%	93.48%
Total/Avg.		15,666	144	582.21	45	3	16	80	91.83%	99.94%	92.11%

Note. Civil works of this contract have been temporary suspended from June 2018.

**Figure 10 Physical progress of the civil works in the Central Province
(as at 31 December 2018)**



**Table 11 Physical progress of the civil works in the Sabaragamuwa Province
(as at 31 December 2018)**

Package No.	Contractor	Accepted Contract Amount (Mn)	No. of Roads	Actual Total Road Length / (km)	No. of Roads Civil Works Started	No. of Roads Civil Works Not Started	No. of Roads In Slow Progress	No. of Roads Handed over (Up to 31 st of December 2018)	Physical Progress as at 30 th of November 2018 Actual (%)	Physical Progress; Cumulative Status up to 31 st December 2018 (%)	
										Target (Revised)	Actual
R 01	KD Ebert	2,022	12	80.63	-	5	7	-	64.54%	100.00 (100.00)%	64.54% *
R 02	KD Ebert	2,384	14	92.24	-	3	11	-	58.18%	100.00 (100.00)%	58.18% *
R 03	R.R. Construction	2,021	12	81.01	-	-	-	12	100.00%	100.00 (100.00)%	100.00%
KE 01	KD Ebert	1,973	17	74.65	-	4	13	-	53.18%	100.00 (100.00)%	53.18% *
KE 02	Nawaloka	1,817	21	78.09	16	1	-	4	83.22%	100.00 (93.76)%	85.92%
KE 03	Nawaloka	1,632	25	67.62	21	2	-	2	68.29%	100.00 (86.85)%	71.72%
Total/Avg.		11,849	101	474.24	37	15	31	18	71.24%	96.77%	72.26%

Note. Civil works of the R1& R2 contracts have been temporary suspended from June 2017 and those of KE1 from March 2018.

Figure 11 Physical progress of the civil works in the Sabaragamuwa Province (as at 31 December 2018)

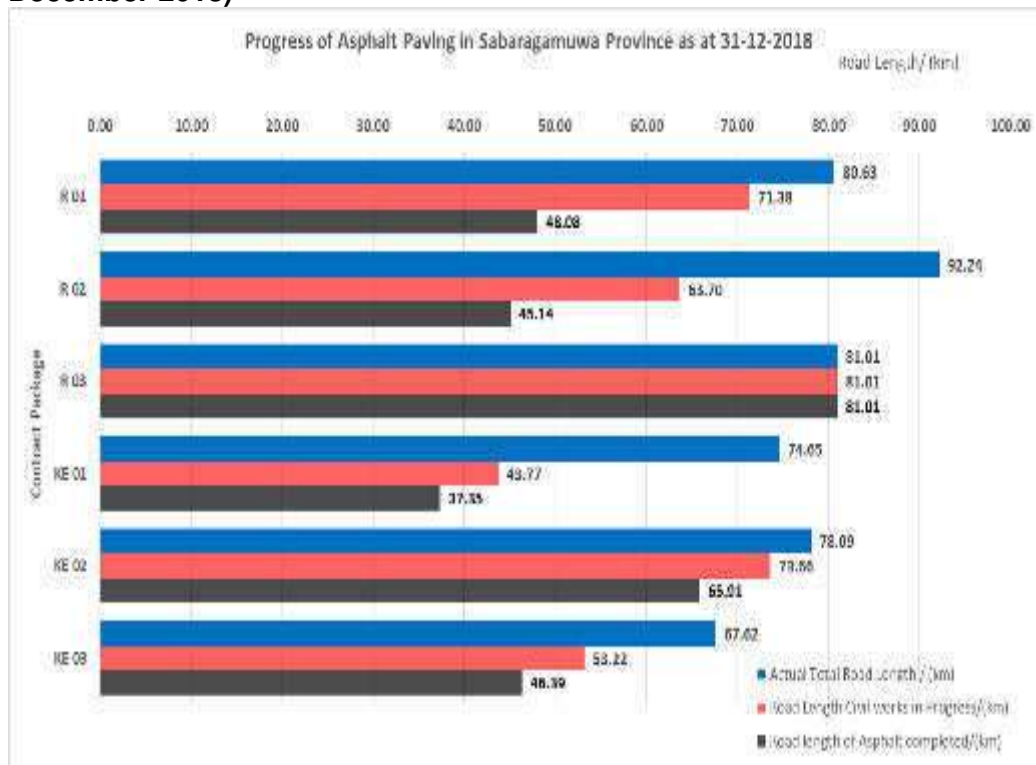
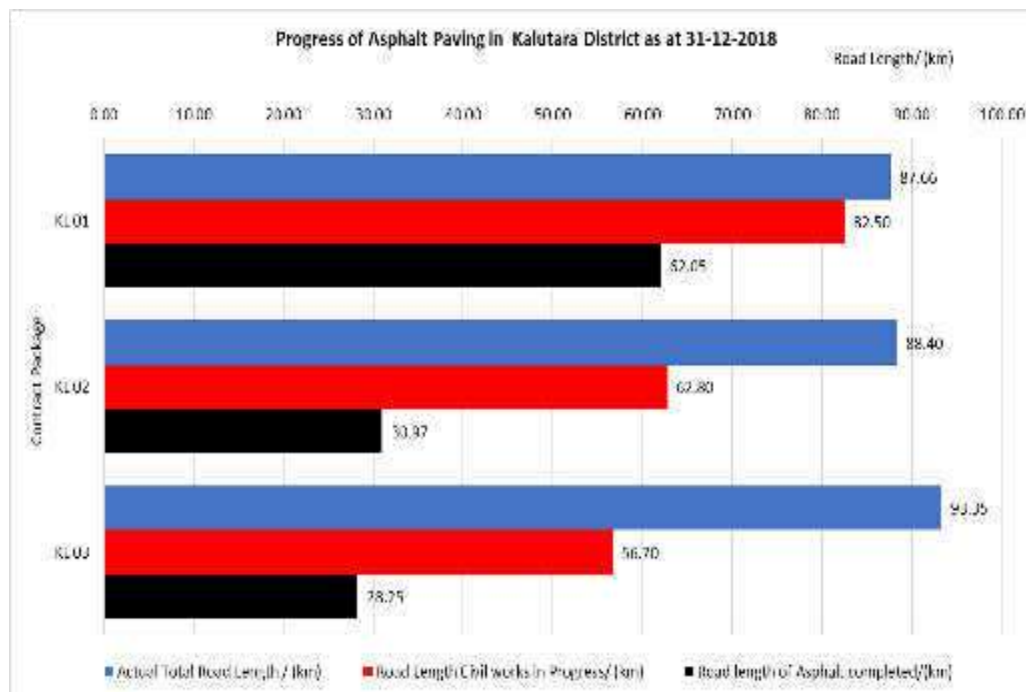


Table 12 Physical progress of the civil works in the Kalutara District in the Western Province (as at 31 December 2018)

Package No.	Contractor	Accepted Contract Amount (Mn)	No. of Roads	Actual Total Road Length / (km)	No. of Roads Civil Works Started	No. of Roads Civil Works Not Started	No. of Roads In Slow Progress	No. of Roads Handled over (Up to 31 st of December 2018)	Physical Progress as at 30 th of November 2018 Actual (%)	Physical Progress; Cumulative Status up to 31 st December 2018 (%)	
										Target (Revised)	Actual
KL 01	MAGA	1,912	42	91.43	20	18	-	4	77.91%	100.00 (86.56)%	80.65%
KL 02	OPCL JV RCPL	1,811	19	88.40	8	10	-	1	31.84%	100.00 (100.00)%	32.06%
KL 03	OPCL JV RCPL	1,817	22	93.35	13	8	-	1	47.15%	100.00 (51.80)%	47.58%
Total/Avg.		5,540	83	273.18	41	36	-	6	52.30%	79.45%	53.43%

Figure 12 Physical progress of the civil works in the Western Province (as at 31 December 2018)



2. SOCIAL SAFEGUARD COMPLIANCE

The Facility Administrative Manual (FAM) and Resettlement Framework of the loan agreement of the iRoad Program describe the social safeguards required under the legislation and policies of the Government of Sri Lanka (GOSL) and Asian Development Bank (ADB).

2.1 Compliance with Loan Covenants (social safeguards & gender requirements)

The requirements indicated under the loan conditions of Tranche 4 have already been met or are being met as indicated in Table 13 below.

Table 13 Compliance with loan covenants (social safeguards and gender requirements)

Item/ Section/ Schedule	Description	Level of compliance
Schedule 5 – Execution of the project; Financial matters	<p><u>Safeguards</u></p> <p>3. The Borrower shall ensure, or cause RDA to ensure, that the Project does not have any Indigenous Peoples Safeguards and Involuntary Resettlement Safeguards impacts, both within the meaning of SPS. In the event that the Project does have any such impact, the Borrower shall take all steps required to ensure that the Project complies with the RF and IPPF, applicable laws and regulations of the Borrower and with SPS.</p>	<p>Complied in Projects 2 and 3 of the iRoad Program. The roads selected for CRC packages (or rural roads) have a minimum Right of Way (ROW) which is not less than 2.5 m. Road improvement works have been carried out within the available road corridors and no widening of the existing ROWs has been done. Voluntary land donation (Appendix 3 of RF) was arranged only in locations where additional strips of land were required to improve road user safety. No roads passing through or close to settlements of indigenous people have been selected for the projects coming under PIC03.</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, small strips of land from adjacent blocks of land were required to improve road user safety and lead away drains.</p> <p>These small land strips were obtained following the procedures stipulated in Appendix 3 of the RF.</p>

Item/ Section/ Schedule	Description	Level of compliance
	<p>Human and financial resources to implement safeguards requirements</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>Action is being taken to comply with this requirement as indicated below.</p> <ul style="list-style-type: none"> Budgetary allocations have been mentioned in the contract documents. An Environment and Social Unit (ESU) has been set up under PIC03. A Social Safeguards Officer has been appointed to PIU of each province. (Annexure 01 - Duties of Social Safeguards Officers). These officers are assisted by safeguards assistants. Environment safeguards officer, social safeguards officers and their assistants make up the ESU. A Social, Gender and Resettlement Specialist (SGRS) is attached to PIC03. <p>One social & environment development assistant has been appointed to each district except Kalutara District. They are stationed at the offices of the respective resident engineers. Two social and environment development assistants have been recruited to Kalutara District since most of the roads that are being improved run through highly congested urban and semi urban areas. (Annexure 02- Duties of Social and Environment Development Assistants) CRC Contractors of all 18 CRCs have initially appointed environment officers to assist the PIUs and PIC in executing social safeguards related tasks. However, some of these officers have vacated their positions for reasons given below.</p> <ul style="list-style-type: none"> Civil works of several civil contracts were completed before December 2018 (MA2 - Matale District, NE2 Nuwara Eliya District and R3 Ratnapura District). Environment officers of the Contractor have resigned due to cash flow issues faced by the Contractor (MA3 - Matale District)

Item/ Section/ Schedule	Description	Level of compliance
		<ul style="list-style-type: none"> Employees of the Contractors of the R1 and R2 Packages in the Ratnapura District, KE1 Package in the Kegalle District and MA1 Package in the Matale District have vacated their posts as the latter have suspended their civil works <p>Staff turnover of the Consultant and Contractors and Employer, handling social safeguards is found to be very high. During the period under review, 01 safeguard officer of the Employer, 02 social and environment development assistants of the Consultant and 10 environmental officers of the Contractors resigned. During the last two years alone six safeguards officers, seven social and environment development assistants and 35 environment officers have resigned from their positions.</p>
	<p>Safeguards – Related provisions in bidding documents and civil works contracts</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>Complied</p> <p>Sabaragamuwa and Central Provinces and the Kalutara District in the Western Province come under the Category “B” of involuntary resettlement and Category “C” of indigenous people’s safeguards in the social safeguard categorization of Tranche 4.</p> <p>During the period under review, no physical or economic displacement has been reported.</p>

Item/ Section/ Schedule	Description	Level of compliance
	<p>Safeguards monitoring and reporting</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) 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</p>	<p>Action is being taken to comply with this requirement.</p> <p>PIC03 has already submitted four semiannual progress reports on social safeguard compliance for the periods, January to June 2016, July to December 2016, January to June 2017 and July to December 2017. This report which is the fifth such report covers the period from January to June 2018.</p> <p>No unanticipated social risks and impacts or cases of physical/ economic displacement including involuntary resettlement have been reported.</p> <p>No actual or potential breach of compliance on social safeguards has been observed or reported during the implementation of the works contracts.</p>
	<p><u>Prohibited List of Investments</u></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>Action is being taken to comply with this requirement.</p> <p>No incident has been observed or reported where any proceeds of the loan have been used for any prohibited investment activity listed in Appendix 5 of SPS.</p>
	<p><u>Labor Standards</u></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</p>	<p>Action is being taken to comply with this requirement.</p> <p>Specific contract clauses have been included in the bidding documents of all CRC packages to avoid discrimination of labor and employment of child labor and to promote employment of women.</p>

Item/ Section/ Schedule	Description	Level of compliance
	<p>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><u>Performance Monitoring (Loan Agreement Tranche 1)</u></p> <p>18. The Borrower shall cause, within 3 months of effectiveness of the first loan under the Facility, MOH&RD and RDA to establish baseline for performance indicators to be used for monitoring implementation of each project under the Facility.</p>	<p>Complied.</p> <p>PIC03 has collected baseline standards (including those on socioeconomic aspects) as required in the Project Performance Monitoring System (PPMS). The TA Consultant for CSD and Safeguards (TA 8473) and the Environment and Social Development Division (ESDD) of the RDA assisted PIC03 in this task. The documents have already been submitted to ADB.</p>

2.2 Compliance with Resettlement Framework Requirements

The initial selection of the rural roads was carried out based on information collected through divisional secretaries, district secretariats, and civil societies. These roads were then inspected to verify the availability of land (i.e. Right of Way). Other requirements stipulated in the RF have already been complied or are being complied as stated below in Table 14.

Table 14 Compliance with Resettlement Framework requirements

Item/ Section/ Schedule	Description	Level of compliance
A. Background	<p>Rural Roads</p> <p>Paragraph 4: For the rural roads, there will be three contract packages per district. The contractor will be responsible for construction of the road over 2 years and performance-based maintenance for another 3 years. For the rural roads, the improvements will be undertaken completely within the existing right of way (ROW) which is between 2.5m to 5.5m. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways and bridges.</p>	<p>Complied.</p> <p>All road improvement works are being carried within the available ROW. Small strips of land from adjoining lots have been obtained (for road safety and drainage improvement) where necessary following the voluntary land donation process.</p>
E. Screening Criteria of Subsequent Projects	<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> <ul style="list-style-type: none"> (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. (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>Complied.</p> <p>An involuntary resettlement impact categorization checklist has been prepared for each province during Survey and Preliminary Engineering (SAPE) works.</p> <p>In respect of each road to be developed, a public information leaflet is distributed to all those who live along the road indicating the scope of work and how public could assist the program. A sample of this leaflet is given in Annexure 03.</p>

Item/ Section/ Schedule	Description	Level of compliance
	(iii) Category C – A proposed tranche is classified as Category C if it has no involuntary resettlement impacts. No further action is required.	
	<p>2. Land Acquisition Due Diligence Report</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>Complied during SAPE works.</p> <p>Involuntary Resettlement Due Diligence and Socioeconomic Assessment Reports are available for the Sabaragamuwa Province, Kalutara District (Project 2) and Central Province (Project 3). Section 1 of these reports is on involuntary resettlement while Section 2 is on the socio-economic profile.</p>
	<p>3. Due Diligence Report for ongoing Tranche</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>Action is being taken to comply with this requirement.</p> <p>A social safeguard compliance due diligence report was submitted to ADB during the periodic financing request (PFR) of Tranche 4.</p>

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

The 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 have already been complied or are being complied under Tranches 1, 2 and 3. Details are summarized in Table 15 below.

Table 15 Compliance with Facility Administration Manual requirements

Item/ Section/ Schedule	Description	Level of compliance
VII Safeguards	<p>B. Involuntary Resettlement</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>Complied in the projects of Tranches 1 and 2</p> <p>Land donation due diligence was undertaken for all roads under Projects 2 and 3 and no significant and permanent impact on land, structures, private trees, or community resource properties could be identified. A social impact assessment covering at least 20% of the households was conducted and focused group discussions were held during the survey and preliminary engineering works of the roads of Tranche 2. This included Sabaragamuwa and Central Provinces and Kalutara District in the Western Province coming under Projects 2 and 3.</p> <p>Complied in the projects of Tranche 4</p> <p>Tranche 4 only provided the second installment of funds for civil works of Projects 2 and 3 of Tranche 2 (no new roads were included).</p> <p>All improvements of rural roads are carried out within the available road corridors or ROWs. No permanent physical or economic displacements leading to involuntary resettlement have taken place during the implementation of civil works.</p>

Item/ Section/ Schedule	Description	Level of compliance
VII Safeguards	<p>Pre-construction</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>Complied during SAPE works for roads of Projects 2 and 3 of Tranche 2</p> <p>Transect walk surveys and public consultations were conducted for all rural roads coming under Projects 2 and 3. This information was submitted to the respective civil works contractors, who have reconfirmed the ground realities and integrated feasible features into Level 1 designs which have been reviewed and approved by the PIC.</p>
	<p>Construction and maintenance</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>Action is being taken to comply with this requirement.</p> <p>Civil works of all CRC Packages have now commenced and Tranche 3 has provided the second installment of the loan for Projects 2 and 3. PICs along with their PIUs and their staff do regular onsite monitoring of social safeguard compliance. ESDD of RDA and the TA Consultant for Social Safeguards (TA 8473) also make periodic onsite visits to monitor the implementation of social safeguards practices by PIUs, PIC and Contractors.</p>
	<p>Preparation of subsequent tranches or unanticipated impact</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>Complied.</p> <p>PIC03 on behalf of the PIUs of Projects 2 and 3 have prepared and submitted semiannual monitoring reports on safeguard compliance for the periods January-June 2016, July-December 2016, January-June 2017, July-December 2017, January -June 2018.</p>

Item/ Section/ Schedule	Description	Level of compliance
	Paragraph 60: Construction and maintenance During the construction phase the PICs will be responsible for conducting semi-annual on-site social safeguard monitoring. During the maintenance phase the PICs will be responsible for conducting annual on- site social safeguard monitoring. The PICs should pay close attention to ensuring that all grievances are addressed in a timely manner. Reporting templates can be found in the resettlement frame work.	Grievances that can be mitigated through minor maintenance work are addressed under the maintenance budget. However, complaints that involve construction are not addressed.
	C. Indigenous Peoples 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.	Action is being taken to comply with this requirement. There are no indigenous people’s settlements or activities within the six districts coming under PIC03.
	D. Grievance Redress Mechanism 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.	Complied. During the past two and a half years, 81 Grievance Redress Committees at DS level and 560 committees at GND level have been set up and during the reporting period three GRCs at GND level have been established. Details are given in Table 19.

Item/ Section/ Schedule	Description	Level of compliance
VIII Safeguards	<p>A. Gender and Development</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>Complied.</p> <p>One consolidated GAP has been prepared for the entire investment program during the preparation of Tranche 3.</p>
	<p>Paragraph 64: To ensure that these and other gender issues are addressed and complied with, the project implementation consultant will include a social/gender development expert. The PICs will provide monitoring support and ESDD/RDA will be responsible for the overall implementation of the GAP. Resources have been allocated for the recruitment of four gender experts as parts of the four different PIC packages. Semi-annual monitoring of the GAP shall be prepared and submitted to ADB for disclosure.</p>	<p>Complied</p> <p>PIC03 has a full time Social, Gender and Resettlement Specialist (SGR) who works with five assistants in the six districts.</p> <p>The ESDD of RDA and TA Consultant for CSD Safeguards (TA 8473) and Gender Specialist from ADB monitor the implementation of the GAP in each district.</p> <p>There is a separate section on the GAP in this report.</p>
	<p>B. HIV and AIDS</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>Action is being taken to comply with this requirement.</p> <p>Some contractors of CRC Packages with assistance from PIC03 have already conducted or are in the process of conducting training workshops on HIV/AIDS prevention, health awareness and human trafficking. Details are provided in Section 3.1. Pictorial evidence of the awareness programs already conducted are given in Annexure 04.</p> <p>The contractor of NE2 has achieved 100% progress in civil works. However, he has not yet conducted an awareness workshop on HIV/AIDS prevention, Health Awareness &</p>

Item/ Section/ Schedule	Description	Level of compliance
		Human Trafficking due to financial problems he is facing. SGRS have noted this situation in the semiannual reports of June to Dec. 2017 and January to June 2018 and have reported it at the progress meetings held monthly.
	D. Labor Paragraph 68: 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 labor standards (e.g. no child labor; no bonded labor; no work discrimination regardless of gender, race, and ethnicity; and freedom of association and collective bargaining). Targets for employing women for construction and maintenance have been established in the GAP. The project implementation consultant will monitor the provisions.	Action is being taken to comply with this requirement. Details regarding the implementation of labor laws and requirements are given separately in Section 3.1 and pictorial evidence of female labor participation is given in Annexure 05 .

3. GENDER ACTION PLAN

A Gender Action Plan (GAP) addressing the following has been prepared for the iRoad Program as the program has been classified as an Effective Gender Mainstreaming (EGM) Project:

- (i) At least 40% of women are consulted in the final design of the rural access roads.
- (ii) Safety and elderly-women, children and disabled friendly features are integrated into the roads that are improved.
- (iii) At least 30% of the local employees hired for road maintenance are women who will receive equal wages as their male counterparts for equal work.
- (iv) Training in routine road maintenance is provided to all women employees.
- (v) Women are encouraged to participate in road safety, STD and human trafficking awareness campaigns.

Story about one Beneficiary of the Kopiyawaththa - Uthumgama Road



Gallage Champa is 52 years old and lives at Walallawita Division. She has four children and all of them are married. Her husband has no permanent occupation. He works at times as a laborer. One of her children is a widow with a child who attends Nawodya Central College. Gallage Champa is looking after that child. Her sons also are not permanently employed. One son is working at a metal quarry and one daughter is working in a garment factory.

Gallage Champa opened a boutique at Kopiyawaththa - Uthumgama Road in the Walallawita Division (CH:10+050 LHS), a road rehabilitated by the iRoad Program of the Kalutara District. A neighbor, Mr. Nimal Jayantha, has given her the block of land for the boutique along with some raw material required to build the boutique. She sells bananas, hoppers, bread etc. and earns around 500 rupees per day.

She is happy that she can now travel very comfortably for her business activities. According to her, the rehabilitation of the Kopiyawaththa - Uthumgama Road has been beneficial for vendors like her and travelling along the road is now very quick.

Reported By:

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



The number s of male and female employees employed by the Project are given in Table 16.

Table 16 Gender composition as at 31 December 2018- iRoad Program of the Central and Sabaragamuwa Provinces and Kalutara District in the Western Province

Working Location		Construction		PBM		Total Nos.	Female Percent age
		Male	Female	Male	Female		
TL Office	Kegalle	18	5			23	22%
RE Offices	Matale (MA)	5	7			12	58%
	Kandy (KA)	18	6			24	25%
	Nuwara Eliya (NE)	21	2			23	7%
	Kegalle (KE)	15	3			18	16%
	Ratnapura (R)	6	6			12	50%
	Kalutara (KL)	14	6			20	30%
ARE Offices	Matale (MA)	0	0			0	0%
	Kandy (KA)	8	5			13	38%
	Nuwara Eliya (NE)	18	2			20	10%
	Kegalle (KE)	22	6			28	21%
	Ratnapura (R)	13	3			16	19%
	Kalutara (KL)	30	7			37	19%
Contractor's Offices	MA1	4	0			4	0%
	MA2	4	0			4	0%
	MA3	6	1			7	14%
	KA1	42	12			54	22%
	KA2	21	7			28	25%
	KA3	64	6			70	9%
	NE1	27	7			34	20%
	NE2	14	1			15	7%
	NE3	67	3			70	4%
	KE1	0	0			0	0%
	KE2	78	9			87	10%
	KE3	34	15			49	31%
	R1	0	0			0	0%
	R2	0	0			0	0%
	R3	25	3			28	11%
	KL1	14	4			18	22%
	KL2	12	3			15	20%
	KL3	13	2			15	4%
Contractor's Work Sites	MA1	0	0			0	0%
	MA2	2	0	24	6	32	19%
	MA3	4	0	15	2	21	9%
	KA1	158	12	12	1	183	7%
	KA2	90	6	11	3	110	8%
	KA3	165	8	13	0	186	4%
	NE1	112	17	6	8	143	17%
	NE2	70	2	12	3	87	5%
	NE3	140	0	7	3	150	2%
	KE1	0	0			0	0%
	KE2	222	21	7	3	253	9%
	KE3	118	18	4	2	142	14%
	R1	0	0			0	0%
	R2	0	0			0	0%
	R3	18	0	16	2	36	5%
	KL1	190	2	15	4	211	3%
	KL2	100	0	1	1	102	1%
	KL3	59	2	2	0	63	3%
Total		2,061	219	145	38	2,463	10%

3.1 HIV / AIDS Prevention and Health and Human Trafficking Awareness Programs

According to Section B VIII-A of the updated Facility Manual and Volume 3 S.EL.108.3, Volume 5A BOQ pay item 108(1) of the Contract Document, the Contractors have to conduct the above-mentioned programs to all staff and to the communities who live near road development sites by hiring a qualified service provider in accordance with S.C.1.6.7 of the Conditions of Contract.

Thus, arrangements have been made to conduct two programs under each contract package: one for contract staff and laborers and the other for communities living near road development sites.

To ensure two efficient and effective programs for the two target groups, PIC03 has worked closely with the Contractors to select service providers through competitive bidding.

The Programs have been designed, in particular, to cover the following areas:

- Epidemiological and behavioral surveillance, complications that arise from other health problems and data relevant to HIV risks
- Health education and risk reduction for individuals, groups and community level interventions
- Building up linkages for the diagnosis and treatment of other sexually transmitted diseases (STDs)
- Public information gathering on unhealthy attitudes
- Health camps to test the participants for diabetics, high blood pressure etc., and to make them aware of dengue and other health risks
- HIV prevention capacity building activities
- Human Trafficking (**Annexure 06**)

Using the experience gained by working with service providers, PIC03 now conducts awareness programs in collaboration with provincial medical health officers. Two such programs conducted in the Kalutara District (Contract Package – KL1, **Annexure 07**) and Kandy District (Contract Package – KA1, **Annexure 08**) for communities living near road development sites have been successful. Other contractors are also planning to conduct similar programs with assistance from Regional Medical Health Officers (MOH). Schedule of the planned programs is presented in Table 17.

Table 17 Schedule of the HIV / AIDS Prevention, Health Awareness & Human Trafficking Programs

District	Package	Contract staff and laborers		Communities	
		Scheduled date	Date on which the program was held	Scheduled date	Date on which the program was held
Matale	MA1	27 November 2016	27 November 2016	Not Decided	*
	MA2	09 November 2016	03 December 2016	24 June 2017	24 June 2017
	MA3	26 November 2016	26 November 2016	19 July/2017	19 July 2017
Kandy	KA1	08 December 2016	10 December 2016	22 July 2017	11 Aug. 2018
	KA2	19 November 2016	19 November 2016	15 July 2017	05 Aug. 2017
	KA3	18 November 2016	18 November 2016	31 July 2017	29 Sep. 2017
Nuwara Eliya	NE1	17 December 2016	20 December 2016	Not Decided	*
	NE2	18 December 2016	21 December 2016	Construction completed	
	NE3	19 December 2016	22 December 2016	20 July /2017	06 April 2018
Kegalle	KE1	17 November 2016	17 November 2016	12 June 2017	15 June 2017
	KE2	21 November 2016	21 November 2016	26 Sep. 2017	30 Aug. 2017
	KE3	29 November 2016	29 November 2016	27 Aug. 2017	07 Nov. 2017
Ratnapura	R1	16 October 2017	18 October 2016	01 July 2017	*
	R2	10 October 2016	10 November 2016	21 Aug. 2017	*
	R3	29 December 2016	29 December 2016	29 Aug. 2017	16 Feb. 2018
Kalutara	KL1	22 May 2017	22 May 2017	10 July 2018	11 July 2018
	KL2	10 July 2017	10 July 2017	Not Decided	-
	KL3	11 August 2017	11 August 2017	Not Decided	-

*Contractors of these packages have delayed the conduct of the awareness programs. The Social/Gender/Resettlement Specialist has reported about the delay in the two previous semiannual reports.

3.2 Road Safety Awareness Programs

Eighteen road safety awareness programs with special emphasis on women's participation were conducted in schools for the local communities as required in Section 8-A, 65 of the Facility Administration Manual Activity 1.5 of the GAP. The audience consisted of parents, teachers and students who were in a position to disseminate safety rules among other villagers with their experience in using roads that have already been developed. Table 18 presents the details of the road safety awareness programs so far conducted.

Table 18 Details 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	Rathmaigahayaya	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 School	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/Suriana 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 Vidyalya	15/02/2018	38	43	07	06	06	02	51	51
Total				556	434	31	39	41	58	628	531

(M - Male, F - Female)

Given their current financial situations, Contractors of MA1, MA2, KA1, KA2, KA3, NE1, NE2 and R2 Packages are not interested in conducting road safety awareness programs for road users. Although the Social Safeguard Group of PIC03 has requested these contractors to conduct the programs no positive response has so far been received. Therefore, no such program has been conducted during the reporting period

4. FIELD MONITORING OF SOCIAL SAFEGUARD COMPLIANCE

Section vi of the Resettlement Framework and Subsection 43 of Section “C” of the Environmental Assessment Review Framework (EARF) insist on the need for handling public grievances especially during the project implementation period. Three levels of grievance redress mechanisms as indicated below have been adopted in the iRoad Program to address public grievances.

- Level 1 – At this level, which is the grass root level, complaints can be received directly by the contractor and PIU and PIC representatives on site.
- Level 2 - At this level, grievances that cannot be addressed at the grass root level although they are still simple are addressed. The Grievance Redress Committee of this level is chaired by the Grama Niladhari of the area and the project engineer of the relevant PIU will serve as the secretary to the committee. A sample report submitted by the Grievance Redress Committee of this level is given in **Annexure 09**.
- Level 3 - At this level, more complex grievances which cannot be solved at the first two levels are addressed. The Grievance Redress Committee of this level is chaired by the divisional secretary of the area and the project engineer of the relevant PIU will serve as the secretary to the committee. A sample report submitted by the Grievance Redress Committee of this level is given in **Annexure 10**.

Grievance Redress Committees of the first two levels have to take decisions on the complaints they receive within 3 weeks of the receipt of the complaints. Decisions of the committees will be conveyed to the complainants in accordance with the guidelines given in the Resettlement Framework and Environmental Assessment Review Framework of the iRoad Program.

Since public is complaining about the increase in the number of road accidents, iRoad Program has taken appropriate measures to address this situation.

Since the procedure that has to be followed in conducting the affairs of the Grievance Redress Committees is clearly stated in the iRoad Program, only a few complaints about it have so far been received by the Sri Lanka Resident Mission of the ADB. A report prepared by the Technical Assistance Consultant (TA 8473) and pictorial evidence of the field visits for such events are presented in **Annexure 11**.

4.1 Public Complaints and Social Issues

During the period under review, PIC03 handled complaints and social issues in accordance with the Section VI of the Resettlement Framework and Subsection V of the EARF. Figure 13 shows the public complaint addressing mechanism of PIC 3.

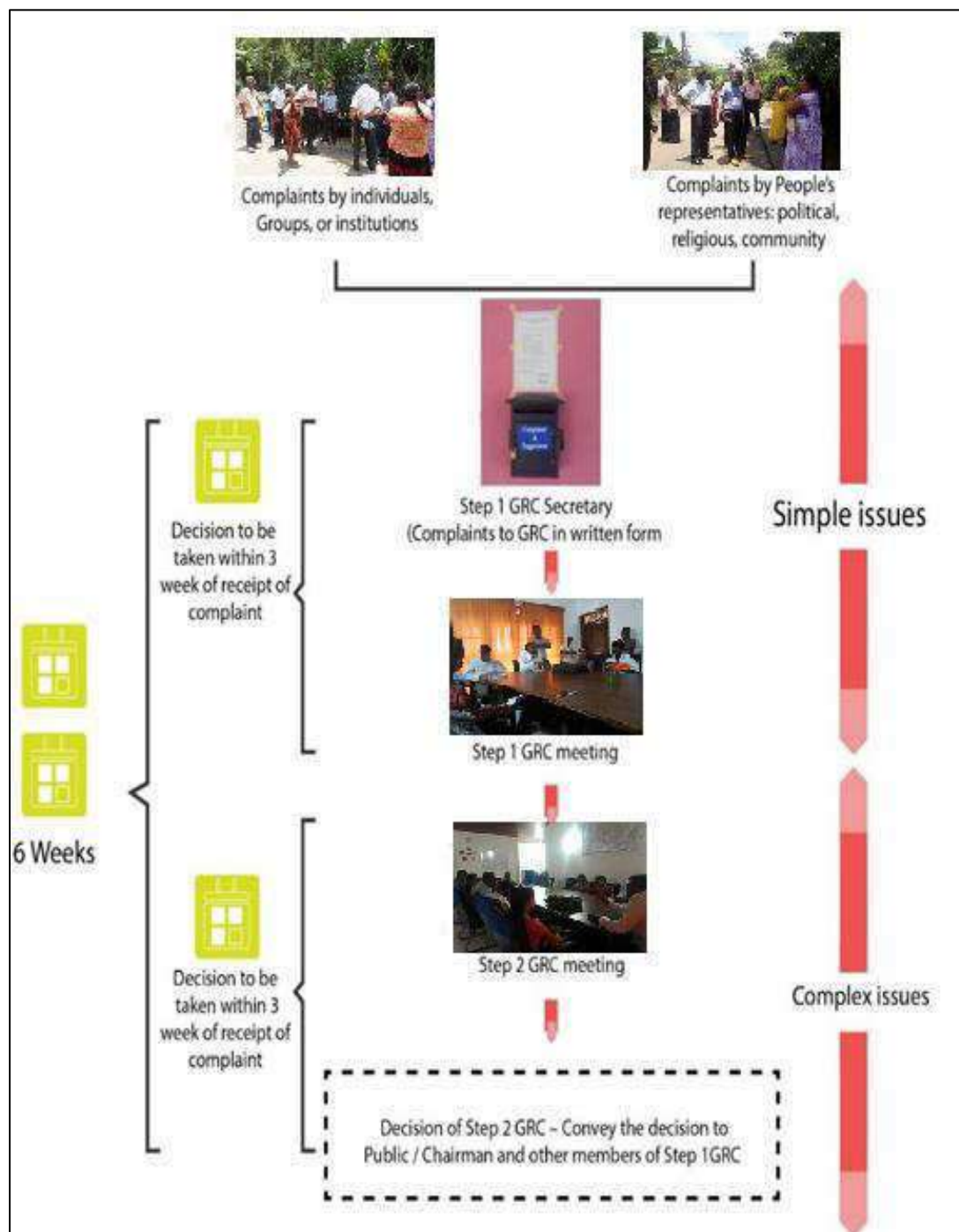


Figure 13: Public complaint addressing mechanism

4.2 Grievance Redress Committees

During the last period of review, civil works contractors have set up Grievance Redress Committees (GRCS) in Divisional Secretariat Divisions (DSDs) and Grama Niladhari Divisions (GNDs) (Table 19). Figure 15 shows the percentage number of Grievance Redress Committees set up in the Grama Niladhari Divisions.

Table 19 Grievance Redress Committees set up/ to be set up in Divisional Secretariat and Grama Niladhari divisions (up to 31 December 2018).

District	Package	Total number of DSDs	DSD level		Total number of GNDs	GND level	
			Already set up	To be set up		Already set up	To be set up
Matale	MA1	3	3	0	34	34	0
	MA2	3	3	0	29	29	0
	MA3	5	5	0	19	19	0
Subtotal		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
Subtotal		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
Subtotal		6	6	0	47	47	0
Kegalle	KE1	4	4	0	26	23	3
	KE2	3	3	0	38	38	0
	KE3	4	4	0	50	50	0
Subtotal		11	11	0	114	108	3
Ratnapura	R1	6	6	0	31	31	0
	R2	8	8	0	30	30	0
	R3	6	6	0	30	30	0
Subtotal		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
Subtotal		14	14	0	96	96	0
Total		81	81	0	563	560	3

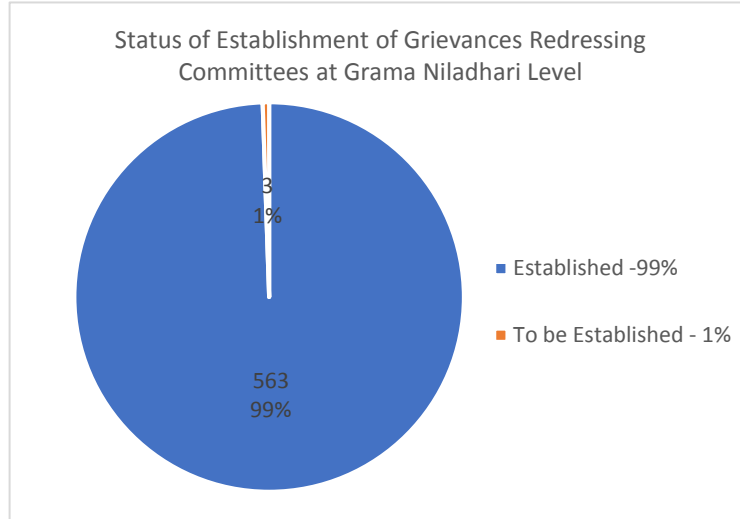


Figure 14: Grievance Redress Committees set up in Grama Niladhari Divisions

Figure 15 depicts the process followed in handling public complaints relating to Kuruduppita Road in the Kalutara District.

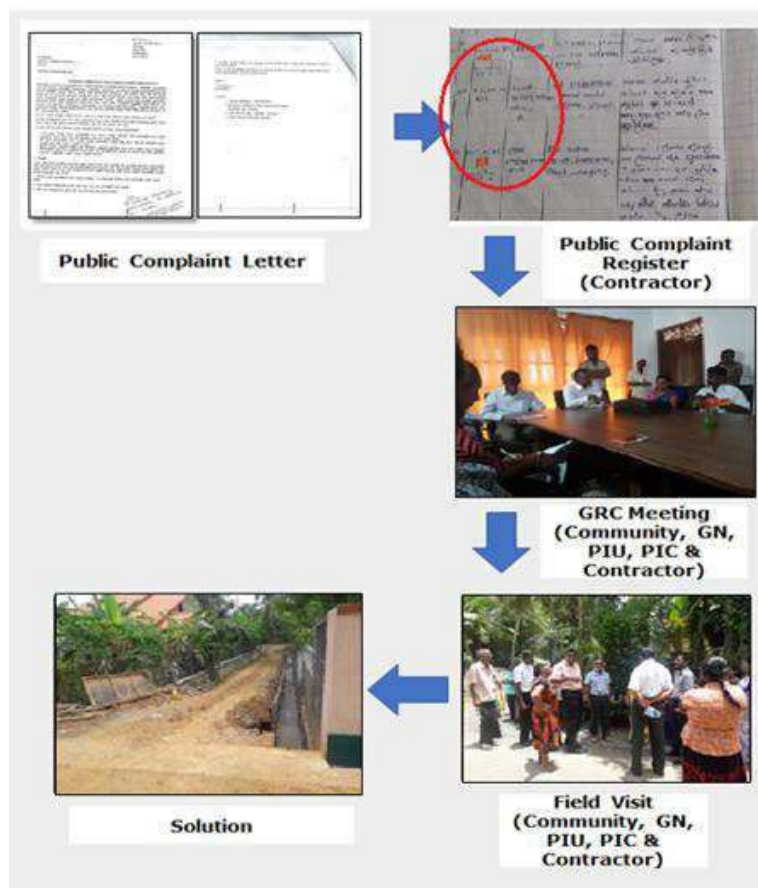


Figure 15: Public Complaint Mitigation on Kuruduppita Road (Road ID.35) - KL2 Package

During the last two years, a total of 3935 public requests, complaints and suggestions have been received from 6 districts. Out of these, 3265 have been addressed (Table 20)

Table 20 Details of the public suggestions, complaints and requests received (up to 31 December 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
Kandy	KA1	11	148	0	51	208	186	22
	KA2	8	174	2	23	199	190	9
	KA3	5	307	1	27	340	310	30
Sub Total		24	629	3	101	747	686	61
Matale	MA1	16	115	10	82	237	169	68
	MA2	-	106	22	36	170	159	11
	MA3	3	85	1	45	170	92	78
Sub Total		19	306	33	163	577	420	157
Nuwara Eliya	NE1	8	173	3	3	179	150	29
	NE2	7	14	7	8	29	29	0
	NE3	12	117	25	78	220	215	5
Sub Total		27	304	35	89	428	394	34
Ratnapura	R1	11	50	8	42	100	97	3
	R2	11	42	11	43	100	76	24
	R3	-	479	14	49	549	542	7
Sub Total		22	571	33	134	749	715	34
Kegalle	KE1	13	31	5	53	89	47	42
	KE2	16	131	10	258	400	302	98
	KE3	21	122	29	60	219	196	23
Sub Total		50	284	44	371	708	545	163
Kalutara	KL1	38	136	2	170	321	230	91
	KL2	9	148	7	73	251	153	98
	KL3	14	89	0	65	154	122	32
Sub Total		61	373	9	308	726	505	221
Total		203	2467	157	1311	3935	3265	670

Figures 16 -21 show the number of complaints, suggestions and requests received district-wise.

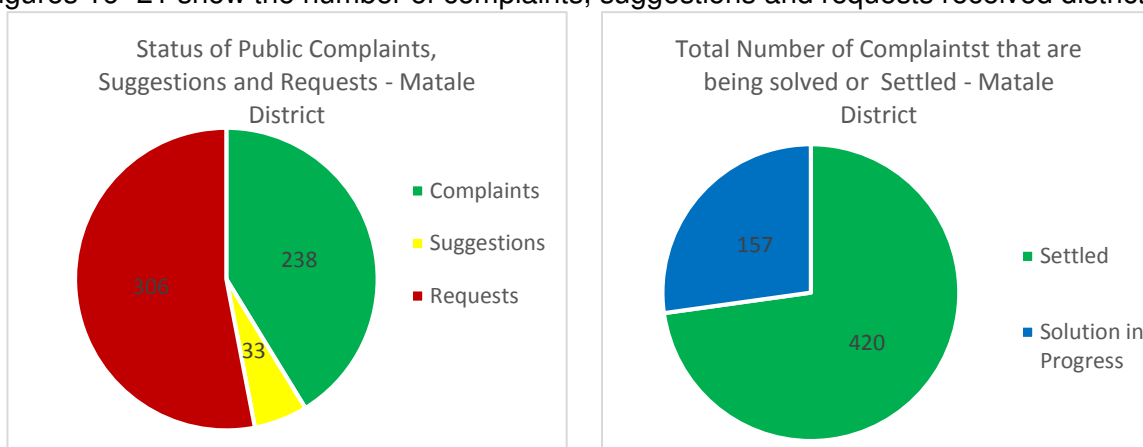


Figure 16 Number of complaints, suggestions and requests received in the Matale District

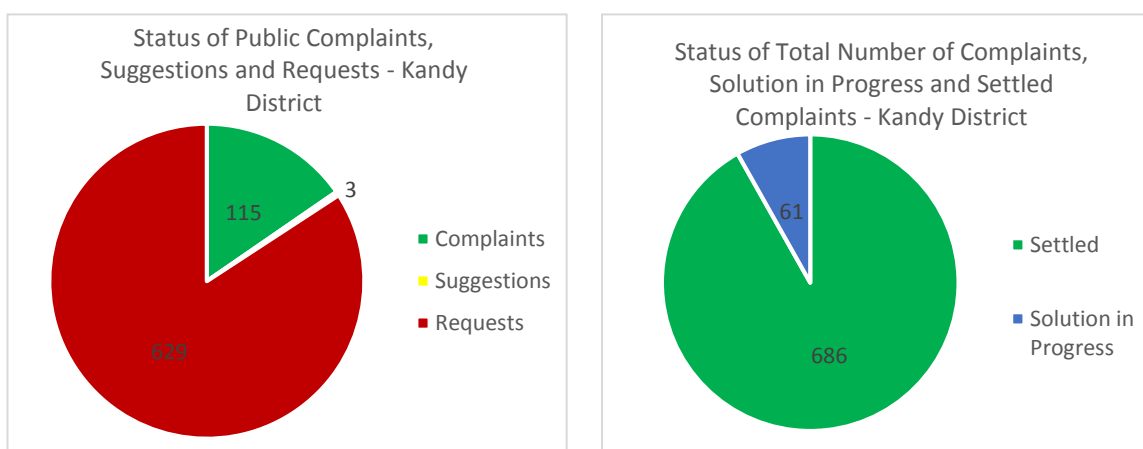


Figure 17 Number of complaints, suggestions and requests received in the Kandy District

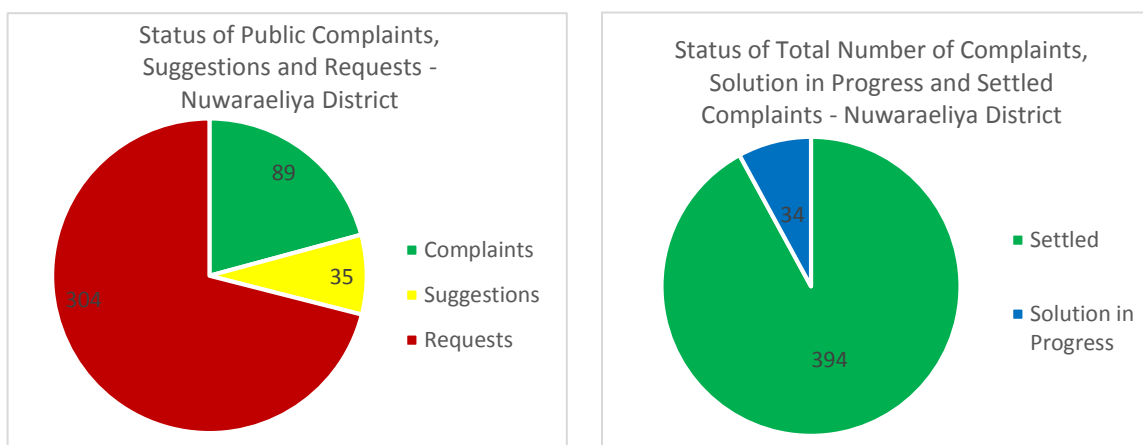


Figure 18 Number of complaints, suggestions and requests received in the Nuwara Eliya District

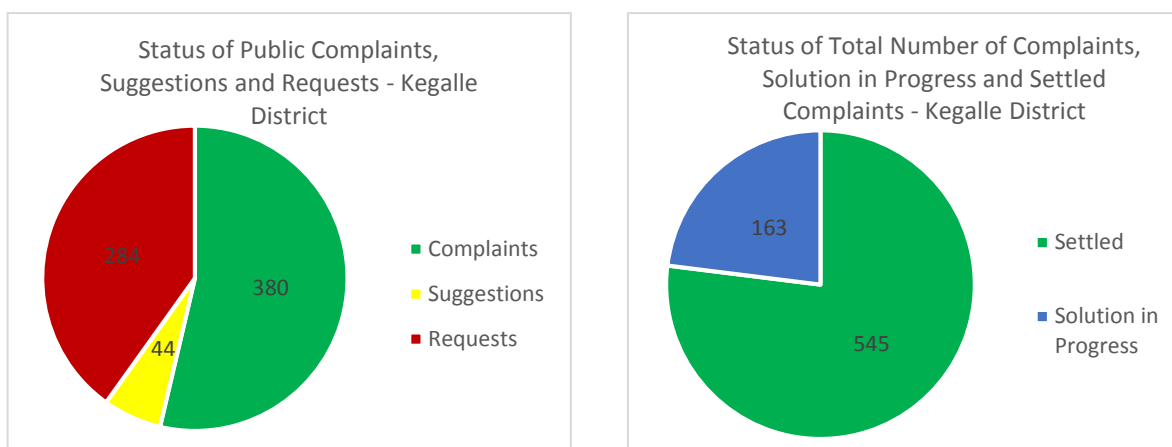


Figure 19 Number of complaints, suggestions and requests received in the Kegalle District

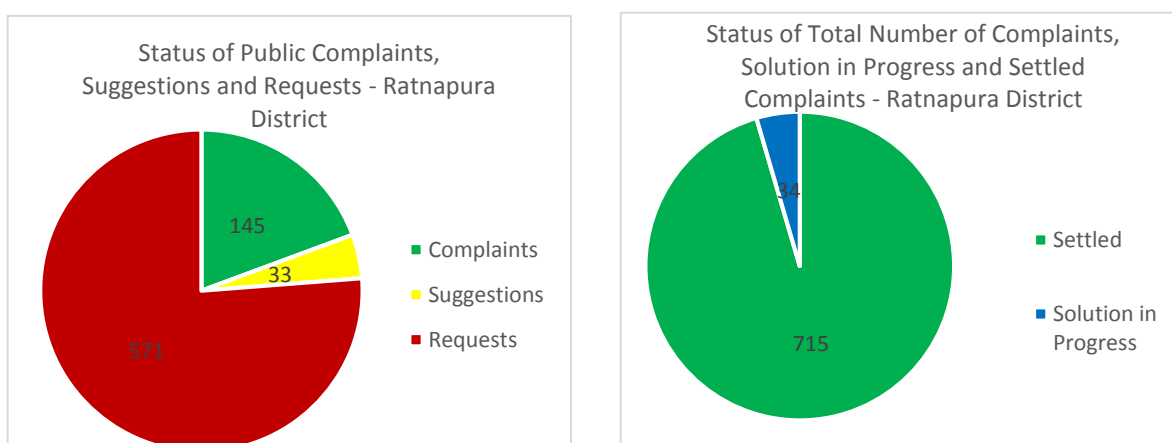


Figure 20 Number of complaints, suggestions and requests received in the Ratnapura District

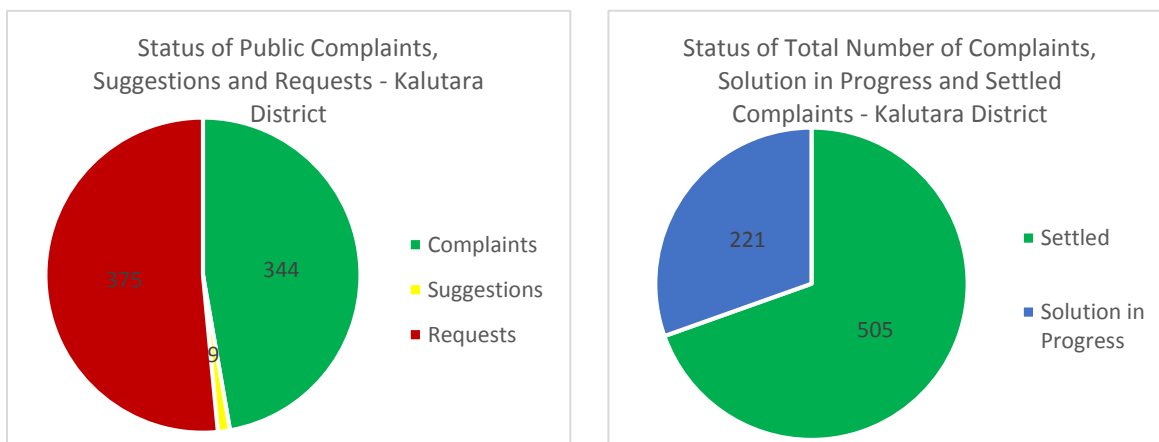


Figure 21 Number of complaints, suggestions and requests received in the Kalutara District

Figures 22-23 show the number of complaints, suggestions and requests received province-wise.

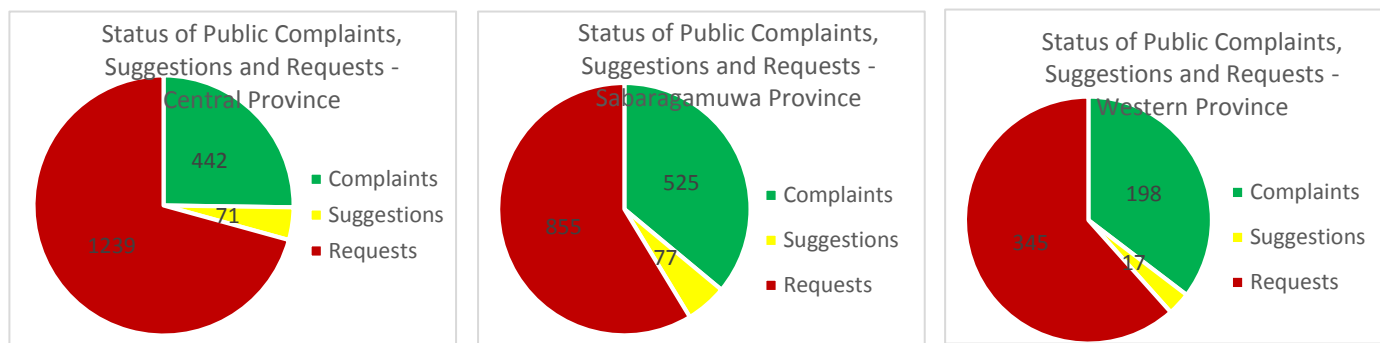


Figure 22 Number of public complaints, suggestions and requests received province-wise

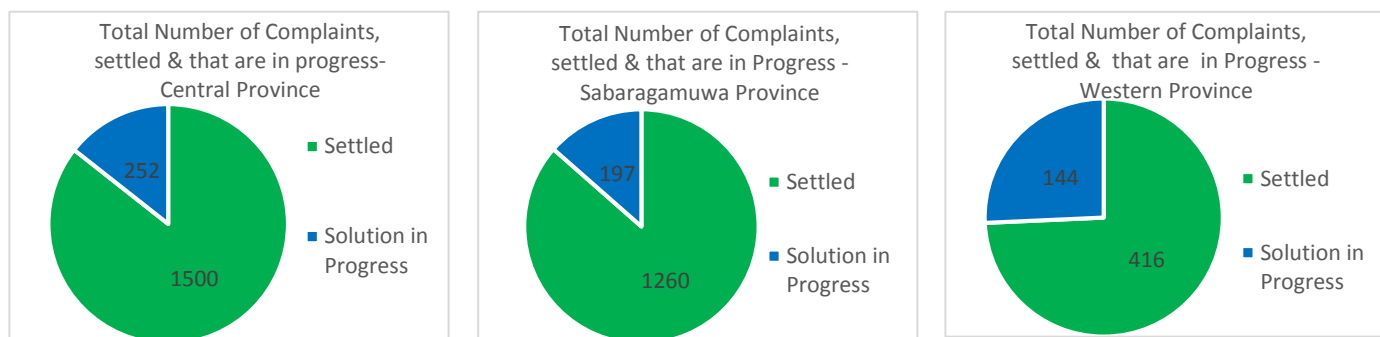


Figure 23 Status of complaints settled or being settled – Province-wise

The current status of the complaints, suggestions and requests received in the Central and Sabaragamuwa Provinces and Kalutara District in the Western Province is shown in Figure 24.

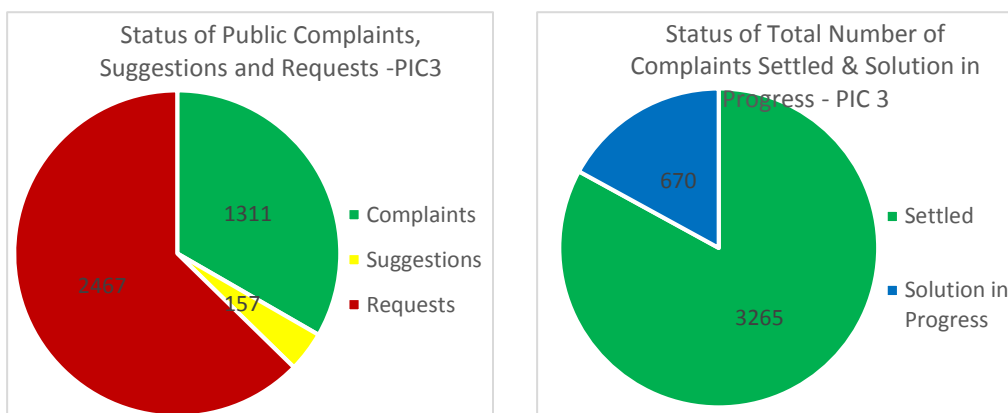


Figure 24: Status of Complaints, Suggestions, Requests & settled, solution in progress – PIC03

Social & Environmental Safeguard Awareness Program – Kegalle District

The iRoad Program of the Kegalle District commenced on 17 December 2016. Contractors are KD Ebert Holdings (KE1) and Nawaloka Construction Company (KE2, KE3). Construction work of the KE1 Package was suspended from March 2018 due to cash flow problems encountered by the Contractor. Construction work of the KE2 and KE3 Packages have progressed in 37 roads with a simultaneous increase in the public grievances (unattended complaints, requests and suggestions). Kegalle has got the highest number of grievances in the PIC03.

This situation was highlighted during the visit of the ADB Mission during 23 -27 October 2018. This was discussed at the monthly progress meetings also. After highlighting these issues, social safeguard staff of PIC03 in the Sabaragamuwa Province analyzed this situation in depth. The reasons for receiving the highest number of complaints were found to be as follows:

- Contractor's field staff members have been changing regularly. (high employee turnover) Their knowledge about Context Sensitive Designs and ADB Social Safeguard Policy was inadequate. Contractor's field staff mainly pay their attention to the progress of construction at work sites.
- Public relationships maintained by the construction staff of the Contractors are low.
- Field Officers of the Contractors always direct public complaints to the Employer or Consultants without trying to solve them at field level in consultation with the construction engineer or their supervisors.

To reduce the above-mentioned issues, the Social and Environmental Safeguard Team of PIC03 in the Sabaragamuwa Province have initiated the following process.

1. Categorization of the grievances under the following subjects road-wise.

- Access issues
- Drainage issues
- Stormwater issues
- Protection wall related issues
- Lead-away related issues
- Culvert construction issues
- House cracks related issues
- Road construction works delay issues
- Air pollution, noise quality and vibration issues
- Disposal of debris and wasted material issues
- Issues related to suggestions and requests made by the community and which cannot be implemented

The following practical measures were recommended by the Social and Environment Safeguard Team as solutions to bring down the number of complaints received:

1. For the contractor to take immediate action to mitigate issues that do not require much funds, e.g., issues related to lead away drains and debris disposal
2. Prioritizing in each package at least 20 complaints and requests which are overdue for not having being solved for more than two months and the social safeguard team of the relevant district to monitor the progress in addressing the complaints and requests.
3. Conducting two separate awareness workshops for technical staff of the two packages, one by the Social/Gender/Resettlement Specialist and the Construction Engineer and the other by the Environment Specialist and the Construction Engineer. The following subjects to be discussed at the workshops:

- Social Safeguard Policy of the ADB
- Basics of the concept of Context Sensitive Design
- Importance of following a safety construction and using PP equipment in the worksites.
- Basis of public relations
- Land donation, tree removal, and debris removal policy of the iRoad Program.
- Importance of maintaining healthy public relationships with external organizations, e.g., schools, Police and the estate sector.

These training programs were conducted on 28 November 2018 and 05 December 2018 at Project Manager's Office (KE2) and Resident Engineer's Office of Kegalle respectively. All field staff and the Project Manager participated in the training programs and they were appreciative of the training provided.

Although there was not sufficient time to assess the effectiveness of the training programs, the number of unsolved complaints had decreased. The number of public complaints had decreased by 21% in the KE2 package and 40% in the KE3 package during December 2018.



Reported by:

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

4.3 Awareness Programs Conducted before Commencing Civil Works

Before the commencement of civil works in each district, the Project Management Unit organizes meetings with road users, Contractors, Project Implementation Consultants and government officers (Divisional Secretary, Grama Niladhari and other officers relevant to the area). Table 21 presents the details. During the meetings, special emphasis is given to the grievance redress mechanism, grievance redress committees and the way the civil works are conducted.

Photographs taken during field visits made by the representatives of the Employer, Consultant and Contractor are given in **Annexure 12**.

Table 21 Awareness programs conducted in the provinces (up to 31 December 2018).

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

4.4 Public Information Notices and Request, Suggestion and Complaint Boxes

In addition to the awareness meetings, public information notices in local languages are displayed at places frequented by the community living in the project area. The main purpose of these notices is to create awareness about the Project among the communities, make them understand the extent to which they can get involved in project activities and how they can make complaints, suggestions and requests to project authorities. Public information notice contains key information about the Project and the contact numbers of the officers responsible for social and environmental issues. Two sample notices have been provided in **Annexures 13 and 14**.

Contact details of the following staff attached to the PIC and the PIU are also displayed for the information of the public so that they can make their suggestions, complaints and requests to these officers directly.

Project Implementation Consultants	Project Implementation Unit
<ul style="list-style-type: none">✦ Environmental Specialist✦ Social/Gender/Resettlement Specialist	<ul style="list-style-type: none">✦ Project Engineer✦ Environmental Safeguards Officer✦ Social Safeguards Officer

Another flyer containing information on road survey markings is also distributed for the information of the public.

Complaint, Suggestion and Request Boxes placed at work sites have been identified to be one of the most effective methods of obtaining the views of the public during the design and construction stages of the Project. These boxes are installed at the site offices of the Contractors and the offices of the Grama Niladharis in charge of the road and public places coming within the construction sites (Table 22). These boxes are opened once a week to collect any requests, suggestions or complaints that have been placed inside them. Photographs showing the installation of the complaint boxes and display of awareness notices are given in **Annexure 15**.

PIC has introduced a common design for the Complaint, Suggestion and Request Box. This is to avoid any confusion among the public and ensure uniformity in the Complaint, Suggestion and Request Boxes placed at different locations within the area coming under the Project. Its design is shown in **Annexure 16**. Monitoring of the installation of the complaint boxes and displaying of the awareness notices in the work sites is an important duty of the social and environmental assistants employed by the PIC. They report monthly to the SGRS using the format given in **Annexure 17** on the developments that have arisen from the two measures adopted.

Table 22 Number of public information notices displayed and Complaint, Suggestion and Request Boxes placed in the provinces (as at 31 December 2018)

Province	District	Package	No. of Roads Civil works in Progress	No. of Roads that Handed Over	Placed C/S/R Boxes	Displayed Notices
Central	Matale	MA1	-	-	Construction Suspended	
		MA2	-	14	Construction completed	
		MA3	3	15	-	04
	Kandy	KA1	11	8	24	28
		KA2	8	9	21	30
		KA3	5	11	20	27
	Nuwara Eliya	NE1	8	3	32	44
		NE2	-	14	Construction completed	
		NE3	12	3	28	27
Sabaragamuwa	Kegalle	KE1	-	-	Construction Suspended	
		KE2	16	4	26	52
		KE3	21	2	21	59
	Ratnapura	R1	-	-	Construction Suspended	
		R2	-	-	Construction Suspended	
		R3	-	11	Construction completed	
Western	Kalutara	KL1	38	4	71	44
		KL2	9	1	15	41
		KL3	14	1	19	36
Total			145	100	277	392

Note 1. With the agreement of the Project Implementation Unit, public information notices and compliant boxes pertaining to roads that have already been handed over to the Employer have been removed.

Note 2. MA1, KE1, R1 and R2 Packages have suspended their civil works due to cash flow problems. The public complaint process has therefore been inactive in these packages.

The maintenance of the notices displayed at public places has become a difficult task for the Contractors since the notices get faded with time and other notices are at times pasted over them. iRoad Program will have to address these issues in the future.

4.5 Records of Public Complaints

A prime requirement of this project is the maintenance of records of public complaints received. All complaints, suggestions and requests received by the PIUs and the PIC are registered at the office of the project manager of the contractor and attended to. The master register is monitored by the Social Safeguard Officers of the PIU and PIC during their site visits. A monthly summary of entries made in this register is presented at the progress review meetings held every month by the Project Manager (**Annexure 18**). Project Directors and the Team Leader seriously consider the information presented. All complaints received through various avenues are classified and actions taken are summarized (Table 21).

PIC03 has developed new formats to streamline the process of receiving public requests, suggestions and complaints and these are given in **Annexures 19 and 20**. These formats have been in use for reporting since July 2017.

4.6 Complaint on House Cracks

Some contractors of PIC 03 pay little attention to mitigate complaints related to house cracks. Table 23 shows province-wise, the number of unsolved complaints on house cracks.

Table 23: Unsolved complaints about house cracks

Province	District	Package	No. of Unsolved House Cracks
Central	Matale	MA1	30*
		MA2	06
		MA3	39*
	Kandy	KA1	09
		KA3	05
Sabaragamuwa	Kegalle	KE2	01
		KE3	08
	Ratnapura	R2	04*
Western	Kalutara	KL1	13
		KL2	23
Total			138

(Source: Public Complaint Register of each package)

Financial problems faced by the Contractors have become a barrier to mitigating these complaints.

The cost of accommodating public complaints during the period ending on 31 December 2018 has been around Rs. 168,474,686.74 and their details are given in Table 24.

Table 24 Cost of addressing public complaints in the provinces

Province	District	Package	Cost of Civil Construction (Rs.) (Up to June 2018)	Cost of Civil Construction (Rs.) (From July to Dec. 2018)	Cost of Civil Construction (Rs.) (Up to Dec. 2018)
Central	Matale	MA1	1,850,000.00		1,850,000.00
		MA2	1,250,000.00		1,250,000.00
		MA3	2,425,000.00		2,425,000.00
	Kandy	KA1	5,886,351.54	820,228.46	6,706,580.00
		KA2	20,530,980.00	1,074,576.00	21,605,556.00
		KA3	7,736,637.00		7,736,637.00
	Nuwara Eliya	NE1	9,469,563.00	1,002,723.00	10,472,286.00
		NE2	4,414,450.00	108,542.49	4,522,992.49
		NE3	8,224,800.00		8,224,800.00
Sabaragamuwa	Kegalle	KE1	5,050,000.00	40,000.00	5,090,000.00
		KE2	5,500,000.00	455,000.00	5,955,000.00
		KE3	3,000,000.00	1,450,000.00	4,450,000.00
	Ratnapura	R1	3,445,304.95		3,445,304.95
		R2	1,317,000.00		1,317,000.00
		R3	39,200,000.00	544,000.00	39,744,000.00
Western	Kalutara	KL1	13,800,000.00	9,025,800.00	22,825,800.00
		KL2	13,700,000.00	500,000.00	14,200,000.00
		KL3	5,538,771.00	1,114,959.30	6,653,730.30
Total Amount			152,338,857.49	16,135,829.25	168,474,686.74

Eleven meetings of the Grievance Redress Committees set up in Grama Niladhari Divisions and two meetings of the Grievance Redress Committees set up in the Divisional Secretariat Divisions have been held during the period under review. Representatives of the Project Implementation Unit and Project Implementation Consultants and Contractors along with the relevant Grama Niladharis, Divisional Secretaries or their assistants have attended these meetings. The details of the meetings are presented in Table 25.

Table 25 Details of the meetings of the Grievance Redress Committees held in the provinces

Province	District	Package	Level of GRC (DS/GN)	No. of Meetings	Participants	
					Male	Female
Central	Nuwaraeliya	NE1	DS Level	02	24	06
Sabaragamuwa	Kegalle	KE2	GN Level	01	20	12
Western	Kalutara	KL1	GN Level	04	52	16
		KL2	GN Level	03	42	26
		KL3	GN Level	03	28	24
Total				13	166	84

When a contractor hands over a road to the Employer, a certified copy of the relevant duly completed public complaint register also has to be submitted to the Project Implementation Consultants along with the original letters received regarding the complaints. The letters carrying the complaints have to be signed by the authorized officers: project engineer, construction engineer and project manager and duly completed public complaints registers have to be signed by the social/gender/resettlement specialist along with the above-mentioned officers. A sample complaint register is given in **Annexure 21**. These documents are finally handed over to the Employer along with the other relevant documents. The MA3 Package in the Matale District has handed over only 4 public complaint registers. They have to complete another 14 public complaint registers up to the period ending 31 December 2018.

5. LAND DONATION

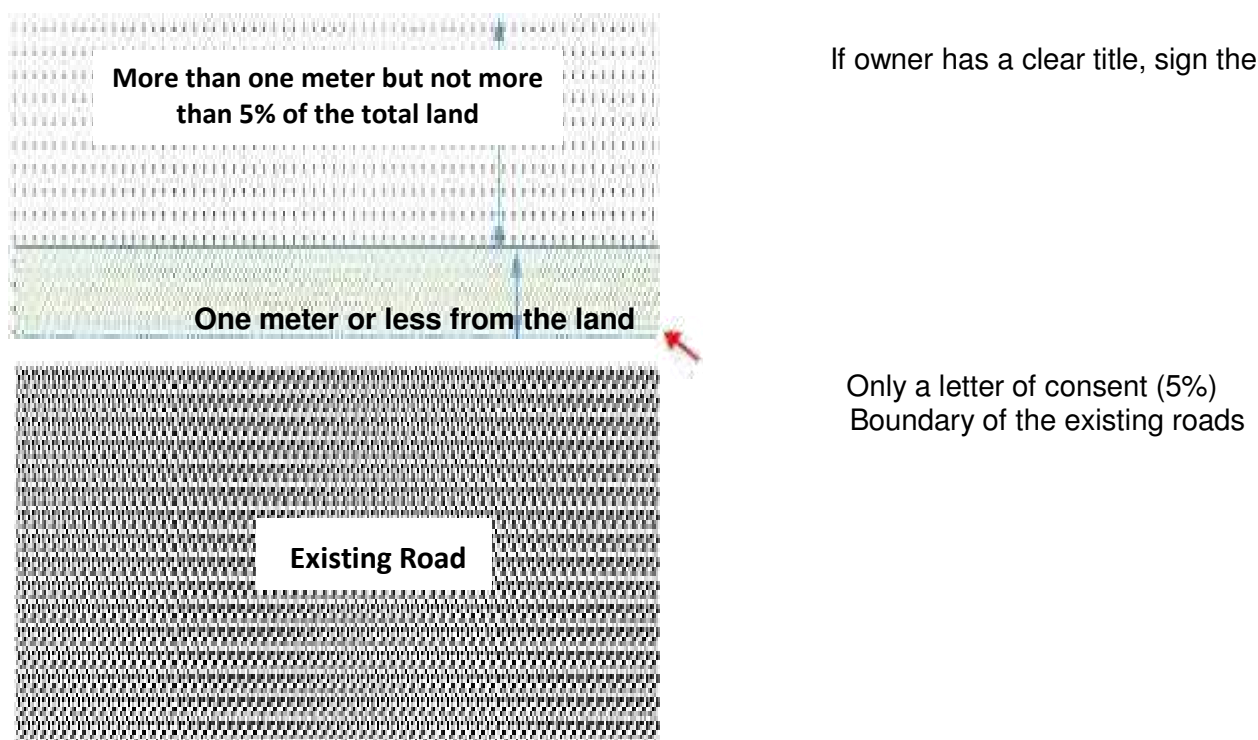
Paragraph 4 of the Resettlement Framework of the iRoad Program states that rural road improvements have to be undertaken completely within the existing right of way (ROW) which has to be between 2.5 m to 5.5 m. Paragraph 8 of the same document states that voluntary land donation has to be made use of if an additional strip of private land is required for road improvement.

Basic guidelines set out for land donation are as follows:

- Project benefits have to offset realistically the size of the land donated.
- “Eminent domain” and other powers of the state should not be used in the event of failing negotiations for voluntary land donation.
- A maximum of 5 % of land can be donated voluntarily by households in particular and for the households donating such land, no physical displacement should take place.

According to Appendix 3 of the Resettlement Framework, written confirmation from the land owner has to be obtained for land donation based on the guidelines developed by the Social Safeguard Specialist (TA 8473) of ADB and the Technical Assistance Consultant of the iRoad Program. A diagram indicating the steps involved in the process is shown below in Figure 25.

Figure 25 Steps Involved in the land donation process



5.1 Land Donation Activities

When implementing the iRoad Program in Sabaragamuwa and Central Provinces and Kalutara District in the Western Province, it was revealed that some contractors would need additional strips of land to carry out road improvements in order to meet the required design standards.

Hence, the following process has been developed for land donation:

- Disseminate information to all relevant agencies on the Project and land donation concept within the road related community through public awareness notices displayed on notice boards at places visited by the community such as religious centers, Grama Niladhari offices, post offices and village centers and during the meetings of the Grievance Redress Committees and discussions of focus groups. Public awareness notice has to be developed in local languages as stated in the guidelines provided in the Resettlement Framework.
- Obtain written confirmation from the land owner about the land to be donated.
- Identify and verify the land ownership by examining deeds.
- Ensure as a proof of transparency that the consent letter or the relevant Memorandum of Understanding (MOU) out of the two given below has been signed by the respective Grama Niladhari. The following two types of MOUs have been introduced:

- (a) Individual MOU signed by DS, private land owner and the project engineer of the Employer.
- (b) Common MOU signed by DS, a group of land owners and the project engineer of the Employer.

The progress made on land donation is given in Table 26.

Table 26 Land Donation Progress (1 July 2018 – 31 December 2018)

Province	District	Package	Consent Letters		MOU		Land Transfer (Land from Gov. Institution) ²
			Individual ¹	Common	Individual	Common	
Central	Matale	MA1	-	-	-	-	-
		MA2	-	-	-	-	-
		MA3	-	-	-	-	-
	Kandy	KA1	-	-	-	-	-
		KA2	01	-	-	-	-
		KA3	01	-	-	-	-
	Nuwara Eliya	NE1	07	-	02	-	01
		NE2	09	-	-	-	-
		NE3	-	-	-	-	01
Sabaragamuwa	Kegalle	KE1	-	-	-	-	-
		KE2	10	-	-	-	-
		KE3	27	-	-	-	-
	Ratnapura	R1	-	-	-	-	-
		R2	-	-	-	-	-
		R3	01	-	01	-	-
Western	Kalutara	KL1	30	05	05	02	-
		KL2	01	05	-	03	-
		KL3	-	-	-	-	-
Total			87	10	08	05	02

¹ Consent given for the new lead away culvert is also included.

² Divisional Secretariat, Department of Agrarian Services, Janatha Estate Development Board, State Plantation Corporation and Land Reform Commission

5.2 Land Donation Records

A system to maintain all records related to land donation which includes the following has been developed.

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

An electronic database of the lands donated is maintained by the PIU at the offices of the respective project directors. Photographs related to land donation are given in **Annexure 22**.

Land Ownership and Grievances of the iROAD Program in the Central Province

Issues related to the ownership of land is causing grievances among the community which takes the direct benefit from the Project. iROAD Program in the Central Province covers the districts of Kandy, Matale and Nuwara Eliya. The land use patterns of these three districts are different. Accordingly, the number of grievances reported in the three packages are different from one another.

NE 02 Package is located within a tea plantation area and has received the lowest number of public complaints, requests or suggestions when compared to the other packages. Land in the tea plantation areas in the hill country does not belong to the community who live in the tea estates. Plantation company owns the land. Therefore, people are not much concerned caused by excavations etc. They are not interested in making requests for retaining walls, concrete drains, hard shoulders etc. This is all because they do not own the land where they live. This also reveals the hidden socio-economic plight of the plantation community.

However, the number of grievances received in the packages of Kandy and Matale are high. People in these two districts are quite keen on requesting retaining walls, concrete drains, hard shoulders etc. They are also quick to complain if they face any adverse effect from project activities. This is mainly because of the high value of the land they own. The titles of the lands are clear and they are not hesitant to spend their money on house maintenance and cultivation activities. Consequently, people in the area are always on the look out to reap benefits from the Project as much as possible to enhance the values of their properties. As a result, they have many grievances and demands.

However, it is necessary to minimize the adverse effects of the Project on the community and ensure social safeguard compliance by addressing their grievances. Furthermore, it is good to study linkage that these grievances have with the geographical locations of the districts.



Reported by:

Sandaruwani Sumanapala
Social Safeguards Officer – iROAD Program (Central Province)

6. PERFORMANCE BASED MAINTENANCE (PBM)

Performance Based Maintenance (PBM) works of the Central Province commenced in September 2016 and the works in the Sabaragamuwa Province and Kalutara District in the Western Province commenced in November 2017. Seventy-seven roads in the Central Province, and 24 roads in the Sabaragamuwa Province and Kalutara District in the Western Province have been taken over. Contractors have organized PBM teams for maintenance work and they have been trained by the staff of the Consultant and Contractors. Staff of the Employer, provincial road agencies, Consultant and Contractors participated in these workshops.

Table 27 Details of the participants of the workshops on road maintenance

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
Total	80	58	44	19	41	58	193	107	300

The Consultant has employed one resident engineer in the Central Province and another resident engineer in the Sabaragamuwa Province and Kalutara District in the Western Province for monitoring PBM works. Two technical officers have been employed in each district for the PBM works. They carry out the assessment of the conditions of the roads.

A table and a graph indicating the monthly percentage coefficient of conformity of the 12 roads in the Central Province are given in **Annexure 23**.

6.1 Organization of PBM (Contractors)

Contractors of PIC03 have conducted PBM during the past two years and their monthly percentage of coefficient of conformity is around 90%. These contractors have organized their PBM units efficiently under the guidance of PIC. PIC monitors these programs at field level through the Resident Engineer (Maintenance) and technical officers and at monthly progress review meetings. A PBM organizing chart of one selected contractor (R3) is given in **Annexure 24**.

6.2 Involvement of Women in Performance Based Maintenance

Appendix 6 III-A of the updated Facility Administrative Manual and Output Item 1:3 of the GAP require involvement of women in road maintenance work for the same wages as those of the male workers, with women forming at least 30% of the maintenance work force. Contractors have therefore been advised to include women in their labor force.

Table 29 and Figure 13 below present the percentage of women workers engaged in performance-based maintenance works in the contract packages.

Table 28 Gender-wise distribution of workers in performance-based maintenance (PBM) works (as at 31 December 2018)

District	Contract Package	Labour Force		Total	Percentage
		Male	Female		
Kandy	MA2	24	6	30	20%
	MA3	15	2	17	11.7%
	KA1	12	1	13	7.6%
	KA2	11	3	14	21.4%
	KA3	13	-	13	-
Nuwara Eliya	NE1	6	8	14	57.1%
	NE2	12	3	15	20%
	NE3	7	3	10	30%
Kegalle	KE2	7	3	10	30%
	KE3	4	2	6	33.3%
Ratnapura	R3	16	2	18	11.1%
Kalutara	KL1	15	4	19	21%
	KL2	1	1	2	50%
	KL3	2	-	2	-
Total		145	38	183	20.7%

Pictorial evidence of the labor force is presented in **Annexure 25**.

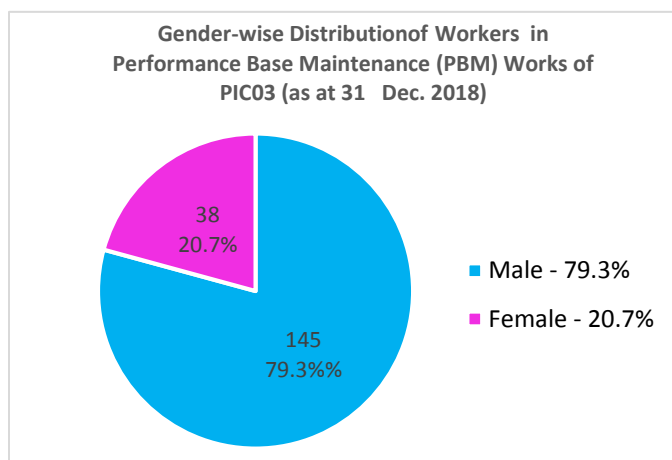


Figure 26 Gender-wise distribution of workers in performance-based maintenance works (as at 31 December 2018)

Table 29 Gender-wise participation at the workshops on road maintenance conducted in the Central Province

District	Number of Participants		Total
	Male	Female	
Matale	8	4	12
Kandy	21	-	21
Nuwaraeliya	12	8	20
Total	41	12	53

7. COORDINATION WITH LINE AGENCIES

The Employer, Consultant and Contractors have been able to maintain good coordination with the relevant government and semi-government organizations in order to fulfill project objectives and increase the efficiency and effectiveness of the iRoad Program. Details of the social safeguard activities carried out are presented in Table 30.

Table 30 Details of the social safeguard activities carried out

No.	Activity (Social safeguard)	Organization	Status
1.	Redressing public grievances and land donation	DS, GN, Assistant Director-Planning	On going
2.	Activating the land donation process	DS, GN, Officers from the Department of Agrarian Services, State Plantation Corporation, Janatha Estate Development Board, Land Reform Commission, Pradeshiya Shaba and Ministry of Plantation.	On going
3.	Shifting utilities	Telecom, Ceylon Electricity Board, National Water Supply & Drainage Board, Community Water Supply Department, Pradeshiya Saba	On going
4.	Conducting health awareness programs	Medical Health office of the Health Department	On going
5.	Road closures	PS, DS, Department of Health Department of Police	On going
6.	Conflict resolution with public	Department of Police, DS, GN	On going
7.	Conducting road safety awareness programs in schools	Department of Police, Department of Education	75% Completed
8.	Conducting project awareness programs for senior government officers and semi-government officers of the 6 districts	Provincial Council, Provincial Road Development Authority, Pradeshiya Sabha	100% Completed
9.	Conducting HIV/AIDS, health awareness and human trafficking programs	Provincial Medical Health Officers (MOH)	84% Completed

8. PUBLIC CONSULTATION AND INFORMATION DISSEMINATION

Project implementation units with support received from Project Implementation Consultants have established an efficient grievance redress mechanism to deal with public requests, suggestions and complaints. Activities relating to the following have already been undertaken:

- Awareness meetings
- Grievance Redress Committees
- Public Awareness Notices
- Public Complaint, Suggestion and Request Boxes
- Public consultations (Group/Individual)
- Field visits before and during construction
- Transect walks

Public consultation and information dissemination process was conducted efficiently during the period under review. According to the survey conducted by the Project Implementation Consultants, the community living in the program area has gained many benefits from the iRoad Program. The questionnaire used for the public consultation process is given in **Annexure 26** and the awareness notice and the report on the Transect Walk are given in **Annexure 27** and **Annexure 28** respectively.

Given below are some of the benefits that the community has gained from the iRoad Program.

- Improved public/private transport
- Improved travel time (avoiding unnecessary time and money wasted on traveling)
- Travel comfort
- Higher income received from selling agricultural products (tea, minor export crops, fruits, vegetables etc.)
- Prevention of dust generation during traveling and avoidance of air pollution
- Minimizing wastage of milk and green products while they are transported
- Higher land values
- Lower vehicle maintaining costs
- Improved family health and sanitary facilities due to links established with suburban centers
- Increased job opportunities for villagers
- Increased cultural value of the area
- Improved communication facilities between villagers and government/private organizations

9. SOCIAL IMPACTS ENCOUNTERED DUE TO POOR PHYSICAL PROGRESS OF CONTRACTS

Due to cash flow problems of the Contractors MA1, KE1, R1 and R2, there were delays in implementing road construction works in 61 roads as shown in Table 31.

Table 31 Poor physical progress of the MA1, KE1, R1 and R2 Packages

Province	District	Package	Number of Roads			% of Physical Progress	
			No. of roads to be developed	No. of roads in which work commenced by 31 May 2017	Date on which the work was suspended	Up to 30 May 2017	Up to 31 Dec. 2018
Central	Matale	MA 1	18	16	Nov. 2018	53.48%	66.49%
Sabaragamuwa	Kegalle	KE 1	17	13	March 2018	47.10%	53.18%
	Rathnapura	R1	12	11	June 2017	53.96%	64.54%
		R2	14	12	June 2017	45.68%	58.18%
Total			61	52			

Source: Presentations made by project managers at the monthly progress review meetings

Key issues that are being faced by the public due to delay in the road works are as follows:

Economic Impacts

- Increase in the transport cost of local products such as rice, raw tea leaves, milk, vegetables, pepper, cloves, nutmeg and mace, and fertilizer; and export crops
- High cost of travel and longtime taken to travel to and from work places
- Difficulties faced in transporting agricultural and domestic products (products of entrepreneurs), increased transport costs of these products and increased vehicle maintenance costs
- Increased number of accidents related to motor bicycles and three wheelers
- Higher market prices of consumer items in the area compared to urban areas caused by the difficulties encountered in transporting them
- Filling up of private land with gravel or ABC materials during rainy days

Social Impacts

- Increased difficulties encountered in the participation in social events (cultural events like Peraheras)
- Isolation of villagers from friends and relatives due to road conditions
- Delays in communications (postal)
- Difficulties faced by road site settlers due to the absence of a proper access to their dwellings
- High cost of travel to the government and other officers, banks and entertainment centers in the nearby owns.
- Inconvenience caused to school children, government officers (midwives, doctors, postal officers, development officers, Grama Niladharis etc.) due to failure in public transport
- Inconvenience caused to the public, especially senior citizens due to absence of doctors and other relevant officers who opt to avoid coming to the dispensaries regularly because of travelling difficulties and limit their services to only few hours per week.

Health Related Impacts

- a) Increased transport cost for consulting doctors in nearby towns or visiting hospitalized relatives
- b) Decreased attendance of supporting doctors and supporting staff which lowers the service qualities of rural hospitals.
- c) Respiratory difficulties experienced due to dust by children, elders, pregnant mothers, asthma patients, disabled persons and bedridden patients
- d) Threat of dengue caused by water stagnating in culverts or drains which can cause air pollution as well with a bad smell.

Education Related Impacts

- a) Teachers who get transferred or who are newly appointed to the government schools in the areas trying to get transfers to other areas or not reporting to their schools at all.
- b) Difficulties faced by students in attending schools or tuition classes in urban areas
- c) Under developed or permanently closed schools in the area

Scattered Dream of the Poranuwa Villagers

'Panawenna Rubber Factory Poranuwa Road via South Poronuwa' (Road ID.23) is a rural road that has been selected for developing under the iRoad Program. It is situated in the Kahawatta Divisional Secretariat Division of the Ratnapura District and passes through villages and a vast rubber estate. Both Sinhala and Tamil people use this road for their day to day travelling to transport their agricultural products and collect their essentials. The hospital and medical centers, banks, central college, tuition classes, police station, courts and other government offices are situated near the Kahawatta Junction. Therefore, the standard of living of the villagers and workers of the rubber estate depend on the quality of the road.

Before the development of the road commenced through the iRoad Program, this road was narrow and had potholes on its surface. It had no proper drainage system or signages, and even three-wheelers could not use it during rainy days. The villagers also could not use the above-mentioned utility centers on rainy days without paying three-wheelers a fare almost double their usual fare.

villagers prevailed upon the regional politicians of the government to commence the road development activities to mitigate this situation. Upon the directives received from the government and local politicians, the Employer (RDA) instructed the Contractor to commence the road development work. At that time, the Contractor was facing a cash flow problem. However, on 06 February 2018 he commenced work to develop 6.2 km of the road but could lay asphalt only up to a distance of 3.76 km. He suspended his work on 30 June 2018. This inconvenienced the public using the road and caused difficulties to them as stated below.

- Poor maintenance of the road sections that are to be constructed leading to difficulties in the movement of vehicles and pedestrians
- Poor safety arrangements which could easily cause fatal accidents to the public and road users (especially three-wheelers and motor bicycles) and those who reside by the road side
- Inconvenience caused to road side residents for not been able to have a proper access to their houses.
- Damage caused to already completed road surfaces due to not completing the shoulders and road side drains.
- Non-restoration of the sites that were used for dumping and disposal of waste material with the principal of the Tamil School, Poronuwa also making a complaint about it

The above-mentioned difficulties describe how the dreams of the Poronuwa villagers had about using a developed road shattered.

Reported by:

M. W. M. Mangala Wijesinghe
Social & Environment Development Assistant
Kandy & Matale Districts

10. PROGRAMS ENHANCING PUBLIC PARTICIPATION

10.1 Corporate Social Responsibility Activities (CSR)

All contractors with assistance from the PIC and their respective PIUs have undertaken several social activities in their respective areas. Two workshops by **CSD / Safeguards Consultant Specialist** of TA8473 on the importance of CSR Programs were organized for the key officers of the PIUs, PIC and Contractors. They brought about a change in the attitudes of the participants towards CSR Projects. CSR Programs were monitored by social and environment assistants and a proper reporting system for the activities was established.

Objectives of the CSR Programs are listed below.

1. To identify hardships undergone by public in the project area and provide them with tangible /intangible benefits
2. To build up public relations with communities living by the roads that are developed
3. To enhance goodwill of the construction companies
4. To build public participation in the Project
5. To promote the use of freely available government facilities

Contractors have conducted 7 CSR programs during the period under review (**Annexure 29**) and their details are provided in Table 32. Compared to the past two and half years there has been a decrease in the CSR Programs conducted by the Contractors this year because of cash flow problems encountered by some of them.

Table 32 Details of the CSR programs conducted

District	Package	CSR activity	Approximate cost (Rs.)
Kegalle	KE2	Distribution of pepper plants in collaboration with the Department of Export Agriculture	8,000.00
	KE3	Providing a new main gate to the Galathara Uduwewala School	35,000.00
Ratnapura	R3	Repairing and re-Painting of the Preschool Building – Demuwatha Village (Near RN 27)	90,000.00
	R3	Construction of a new access road to Gabbela Maha Vidyalaya	30,000.00
	R3	Improving the surrounding area of the temple-Anandaramaya, Digandala, Demuwatha	25,000.00
Kalutara	KL2	Preparing land to build for a Stupa at Siri Dharmarama Temple, Dodampitiya, Kopyawatta.	20,000.00
	KL3	Conducting a Dengue prevention campaign in the Pelawaththa town area	16,100.00

Extending a Helping Hand to the Poor People of the Katulanda Village

Katulanda is a remote village situated in the Dehiowita DS Division in the Kegalle District in the Sabaragamuwa Province. The living conditions of the villagers have got worsened because of the difficulties they experience in reaching the village. When the development work on the Boralankada-Katulanda Road (Road ID. 18) commenced it was considered as a huge consolation by the villagers. This road connects Deraniyagala town to Katulanda village via Boralankada. The collection and distribution center of the area is located in Deraniyagala. The contractor for the road development work which commenced in January 2016 was KD Ebert & Company.

Villagers receive their main income from rubber tapping in a large rubber estate. They also earn an additional income by growing minor export crops and tea in their home gardens. According to the reports of DS (Dehiowita), Katulanda is the poorest village in his division.

To improve the living conditions of the villagers of Katulanda, the iRoad program decided to conduct a CSR Project in the village with financial assistance from KD Ebert & Company. A social and economic survey among 60 households to identify deserving families whose income and livelihoods could be improved, was conducted by the students of the Management Faculty of the Sri Jayawadhanapura University. The survey identified 32 households for livelihood development using pepper cultivation among others. Most of the families identified for this opted to cultivate pepper as an intercrop in their tea small holdings. After the survey, the organizers arranged awareness programs on pepper cultivation for the people with the assistance of Samurdhi officers and export agriculture officers. Six-hundred plants were purchased from government approved nurseries and distributed among the people on 10 November 2016. Cost of the plants and their transport which totaled to about Rs. 23,000 was borne by KD Ebert & Company. The Environment and Social Divisions of the Employer (RDA) Consultant and Contractor participated in all of the activities of the training program. The organizers and extension officers of the Export Agriculture Department visited the villagers regularly to give instructions to them.

After two years, each household was receiving an income of Rs. 8,000.00 from their pepper cultivations, and the total income of all those who receive plants was about Rs. 250,000.00. This income is expected to increase annually by about 50%, i.e., by about Rs. 375,000.00 next year and by about Rs. 560,000.00 the year after. They are expecting a bigger harvest in the next season.

The iRoad Program has thus helped the villagers, especially the tea small holders to earn an additional income. The villagers of Katulanda are therefore happy about the Program and they are grateful to the iRoad program team.



Reported by:
D. M. C. Bandara
Social & Environment Development Assistant
Kegalle District

10.2 Context Sensitive Design Works

According to the Safeguard Policy Statement (SPS 2009) of the ADB, no development of a country should leave any set of people negatively affected either economically or physically. This is important, especially when community participation is required at various stages of a project to ensure the sustainability of the project. Context Sensitive Designs (CSDs) help to involve all stakeholders of a project in it.

At the request of the public, some changes to the original designs of civil works had to be made and their details are given in Table 33.

Improvement of the Water Channel System in the Bodhimaluwa Wihara **Mawatha**

Elamalpe-Godakawela Road is a remote road included in the R3 Package. It has a total length of about 2 km and the by road “Bodhi-Maluwa Wihara Mawatha” starts at CH: 0+040 RHS. The by road access was done by the project. The lead way drain was towards the by road. Water flow was blocked in the middle of the by road because the stream was a little away from the end point of the lead away drain. Villagers using the by road requested the iRoad Program to improve the water channel system without disturbing the by road.

RR Constructions (Pvt) Ltd helped to design a proper water channel system to resolve this problem. A cross drain was constructed as a first step. Then the first half of the lead way drain was connected to the cross drain and the other half of the lead away drain was connected to the stream. Then the three sections (two sections of the lead away drain and the cross drain) were combined as one channel. Finally, the drain was covered with slabs. Now the lead away drain is functioning properly and the villagers are using the by road without any inconvenience. RR Constructions (Pvt) Ltd which had to spend a considerable amount of money on the work undertook it as a social project of the iRoad Program.



Reported by:

Aruna Gunathilaka
Social & Environmental Officer – R3 Package
RR Constructions (Pvt) Ltd.

Table 33 Design changes made to the original designs at the request of the public - (From 01 July 2018- 31 December 2018)

Package	Road ID	Name of the road	Changes made to the original design	Outcome
NE1	1	Abagaspitiya - Ladupita - Liyanawela	PS (Pradesiya Saba) requested to remove the concrete surface as wanted by the villagers. Therefore, the surface was crushed to remove the concrete and it was replaced with a layer of ABC Asphalt from CH: 2+456 to 3+480 and from CH: 4+268 to 4+412.	Satisfied
KE2	20	Atalawaththa Wangedimole Ela Hedungama Puhulwala Salgala Welhella	A kerb and a channel drain were introduced to replace the earthen shoulder to prevent storm water surface runoff entering the nearby houses (CH: 6+873-6+910 LHS)	Satisfied
	36	Etikeeriyagolla - Nabariyawa – Atugoda Road	A kerb and channel drain were introduced to replace the earthen shoulder to prevent storm water surface runoff entering nearby houses (CH: 0+050-102 RHS)	Satisfied
			RRM slope protection wall+Kerb & channel drain were introduced (CH: 0+312-342 R) at the down side of the embankment	Satisfied

Table 33 Design changes made to the original designs at the request of the public - (From 01 July 2018- 31 December 2018)

Package	Road ID	Name of the road	Changes made to the original design	Outcome
KE2	38	Imbulgala to Ambanpitiya - Kumarage Mawatha	A concrete "U" drains with a 1.0 m raised outer limb was introduced to replace the earth drain+open cut slope (CH: 1+600-616 LHS) of an adjacent house.	Satisfied
			RCC retaining wall (CH: 1+189-1+192R) was introduced to replace the open embankment of a nearby down side house.	Satisfied
	39	Alawattenna - Dedigama	A Kerb and channel drain were introduced to replace the earthen shoulder to prevent storm water surface runoff entering a nearby house (CH: 4+960-5+010R).	Satisfied
			The centerline was shifted from CH: 0+000 to CH: 0+050 (towards RHS) to avoid it falling over the properties of a Buddhist temple.	Satisfied
	40	Palapoluwa - Kumbalgama	Causeways were introduced to replace new culverts (CH: 2+580, 2+806)	Satisfied

Table 33 Design changes made to the original designs at the request of the public - (From 01 July 2018- 31 December 2018)

Package	Road ID	Name of the road	Changes made to the original design	Outcome
KE2	58	Algama - Dikdeniya Road (Algama Kanista Vidyalaya, lhalagama Road)	Safety arrangements were made for the outer curve side considering the steep embankment (i.e. Guard stones or Guard rail at -CH: 0+830-900. Super elevation was also increased because of the presence of sharp bends with steep vertical gradients.	Satisfied
	59	Dedigama - Veneriwaththa - Koongahamula Pitadeniya Road	A concrete pavement was introduced as a causeway in place of the asphalt pavement to avoid flooding.	Satisfied
	60	Dedigama - Herathgoda - Othnapitiya Road	A protection wall was introduced in place of the open embankment at the downside access road near the main road connection to avoid soil erosion.	Satisfied
			A concrete "U" drains with a 0.6 m raised outer limb was introduced in place of the earth drain+open cut slope (CH:1+140-156 RHS) because of the collapsible soil present near rubber plants	Satisfied
			A kerb and channel drain were introduced in place of the earthen shoulder to prevent storm water surface runoff entering a house nearby (CH: 0+615-638 RHS)	Satisfied
KE3	29	Kempitiya Muslim Palliya - Kempitiya Temple	CH:2+510-2+600 Center Line was shifted to prevent disturbance to the existing community well	Satisfied

Table 33 - Design changes made to the original designs at the request of the public - (From 01 July 2018- 31 December 2018)

Package	Road ID	Name of the road	Changes made to the original design	Outcome
KE3	47	Keppitipola - Mahakehelwala Ihagama - Galpotta Pasal junction - Kiriyaeteuna - Beddewela	At CH:4+500 a U drain was proposed	Satisfied
	51	Thuththiripitiya Junction - Wattegadara	At CH:1+895-1+909 LHS, a U Drain was proposed by raising the outer wall up to 1.3 m	Satisfied
	66	Randeniya Graselin Janapadaya - Dimbulgamuwa Road	At CH:1+500-1+570 LHS, a drain was proposed to prevent soil erosion	Satisfied
			At CH:1+010-1+060 LHS, a curb and channel drain were proposed	Satisfied
			At CH:1+130-1+140 L a wall was proposed to prevent soil erosion	Satisfied
KL1	10	Wellahandiya Main Road Lomant Watta Galketiya via Gamagoda	At CH:1+435-1+465 L, a wall was proposed to prevent soil erosion	Satisfied
	14	From Thebuwana Arappalakanda Factory to Ayurweda Hospital	Vertical alignment was amended to block flood water from CH: 0+200-0+280 to 0+880-0+930	Satisfied
	43	Yala Junction to Werawaththa Naragala Road	A hard shoulder was constructed in front of the hospital from CH: 1+540-1+640 onwards	Satisfied
			A binder overlay was proposed on the existing asphalted road section from CH: 1+100-2+200	Satisfied

Table 33 - Design changes made to the original designs at the request of the public - (From 01 July 2018- 31 December 2018)

Package	Road ID	Name of the road	Changes made to the original design	Outcome
KL1	44	From Kandana to Ilimba Road	A catch pit was proposed for agricultural purposes at CH: 0+950, CH: 3+171.	Satisfied
	45	From Ilimba Junction to Ilimba Thotupola Road	Road length was extended by 100 m starting at CH: 3+300	Satisfied
	48	Danwattagoda Kalawila Main Road	Road length was extended by 100 m starting at CH: 2+500	Satisfied
	50	Yatadola Krushikarma Junction to Ragalawela Bothaldeniya via Dewalakanda Halkandawila Road	A new culvert was introduced for agricultural purposes at CH: 1+257.	Satisfied
	57	Wilegoda Rosawatta By Road	Pavement design was changed (concrete pavement to asphalt pavement) at CH:0+180-0+520.	Satisfied
	58	From Wijemanna Mawatha to Pushparama Road	Pavement design was changed (concrete pavement to asphalt pavement) at CH:0+350-0+500.	Satisfied
	59	From Duwa Temple Road Vilegoda Via Aluth Para	A retaining structure was constructed for the by road at CH:0+270(RHS).	Satisfied
	95	From Arukgoda Indrasara Mawatha to (Pulungas Junction) Thimbiriya Junction	Initial route was amended (130 m) at CH: 1+300.	Satisfied

Table 33 Design changes made to the original designs at the request of the public - (From 01 July 2018- 31 December 2018)

Package	Road ID	Name of the road	Changes made to the original design	Outcome
KL1	96	From Rukgaha Bus Road Retiyalagoda Belikele via Alubomulla	Pavement design was changed (concrete pavement to asphalt pavement) at CH:2+400-2+600	Satisfied
KL2	51	Pannila Kannangara Mw via Galathara Road	A concrete drain with a raised outer wall was provided to protect land prone to earth slips (Ch:0+690 to 0+710)	Satisfied
	53	Kopiwathththa Uthumgama Walallawita Road	Road section was raised to prevent inundation (Ch:11+200 to 11+400)	Satisfied
			Road section was raised to prevent inundation (Ch:12+600 to 12+820)	Satisfied
			A concrete drain with a raised outer wall was provided to protect land prone to earth slips (Ch:07+170 to 07+200)	Satisfied
			A retaining wall was provided to protect the road at Ch:09+450-RHS	Satisfied
	88	Malliwaththa to Elagiriya Road	Road section was raised to prevent inundation (Ch:02+700 to 02+920)	Satisfied
KL3	30	Sagarapalansooriya College Via Batugampola Road	Built up drains were provided at CH: 6+300-6+410LHS	Satisfied
			Built up drains were provided at CH:1+400-1+452	Satisfied
	82	Rathmalgoda Deerananda Mawatha	A concrete built up drain was introduced for the lead away at CH:0+570LHS	Satisfied

11. CONCLUSION AND RECOMMENDATIONS

11.1 Conclusion

The report highlights the measures taken by the project management in relation to social safeguard activities of the Project, Grievances Redress Committees (GRCs), Gender Action Plan (GAP), land donation process, HIV/AIDS prevention, health awareness and human trafficking camps and other social activities conducted by the Contractors as Corporate Social Responsibility Projects and the performance-based maintenance of roads that have been handed over to the RDA.

During the period under consideration, 112 land strips have been donated by land owners of the six districts. Land donation process is administrated by the PIU with assistance from the GN and DS of the area, staff of the Agrarian Services Department and PIC03.

The main sources for receiving public responses for the iRoad Program in the Sabaragamuwa and Central Provinces and in Kalutara District in the Western Province are the Complaint, Suggestions Requests Boxes and Awareness Notices installed in the relevant areas.

Corporate Social Responsibility (CSR) Programs are being used to promote public relations. PIC03 conducted two training workshops for the staff of PIU, PIC and the Contractor at the TL office and PD office of the Central Province. Through these workshops, project managers of 18 CRC packages could change their attitudes towards the CSR Programs positively. Seven CSR Programs were also conducted during the period. There was a significant decrease in the number of such programs conducted during the period under consideration as compared to the number in the last two and half years due to cash flow problems faced by some of the contractors and because others were giving priority to finalizing their civil construction works.

During the period under review, PIC03 was able to establish strong links with the relevant stakeholders such as Provincial Councils, Pradeshiya Sabhas, Divisional Secretariats, Planning Divisions of the DS Offices, 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 Officer of Health, State Plantation Corporation, Janatha Estate Development Board and Land Reform Commission as well as several other government institutions. In accordance with the gender sensitive policy of the ADB, six district level gender mainstreaming workshops were conducted under the guidance of the ADB Gender Specialist. They were fruitful and were appreciated by the technical staff of the iRoad Program. The service provider conducted a program on productivity as an awareness program by conducting 50 telephone conversations with the participants who have collected and reported 20 stories about the gender sensitivity of the iRoad PIC03.

PIC03 paid special attention to the monitoring of the social safeguard process of the Project in addition to making site visits. This was discussed at the monthly progress meetings, weekly meetings and fortnightly meetings held with the staff of the Contractors. The social and environmental team of the PIC03 had monthly meetings and field visits to discuss the monthly progress and the program of the following month. These meetings gave an opportunity for the participants to share their experience. ADB-CSD Social Safeguard Specialist (TA 8473) also made frequent field visits and provided guidance to improve the quality of the social safeguards work.

The construction work of four civil contract packages had to be suspended because of the cash flow problems faced by the Contractors while there were 3 other contractors working for 8 civil contracts

who were slow in their construction works. This has increased the number of social issues in the road related areas.

11.2 Recommendations

1. PIU and PIC encourage Contractors to employ women and discourage the employment of child labor in order to fall in line with the guidelines provided in the loan conditions. However, several challenges had to be faced by the Contractors in employing female workers on road sites. The percentage of women employees who worked in 18 work sites in the 6 districts was only 10% in December 2018. This situation has to be improved. It is also proposed to increase the membership of the women in Level 2 and Level 3 GRCs and increase the participation of women in road development activities.
2. Because of the high turnover of technical staff of the Employer, Consultant, and Contractors, training programs on the safeguard component of the iRoad Program have to be carried out for every new batch of recruits as and when necessary to ensure that safeguard standards of the iRoad Program are maintained.
3. More workshops on sharing experience among Social/Gender and Resettlement Specialists of PIC01, PIC02 and PIC03 of the iRoad Program and awareness programs to change the attitudes of the technical staff of the Employer, Consultant and Contractors about the safeguard component of the iRoad Program have to be conducted.
4. Capacity building programs have to be organized for the female members to improve the capacity of the communities. This has to be either a billing item or conducted in collaboration with other line agencies. This program can be activated in relation to family income, family food security, business link identification of new business opportunities after the road development and as a family cordiality development program. It will improve the use of the developed roads making it an effective economic development tool.
5. More attention has to be paid to the safety of road users and employees of the Contractors using the following:
 - a) Increased supervision by Employer and Consultant during the construction stage
 - b) Increased 'monthly safety payments' to Contractors to motivate them to comply with the safety requirements (road safety and PP).
 - c) Conducting more road safety awareness programs for the users of the developed roads with special attention paid to motorbike riders and three-wheeler drivers.
 - d) Installing a sufficient number of non-conventional signage boards including those indicating the stipulated speed limit of 25 kmph together with warning road safety slogans in the regional ethnic languages.
6. A community mobilization training program for technical staff of the Project (Employer, Consultant & Contractor) has to be organized before initiating the construction works of the next iRoad Programs.

The next reporting period will be from January 2019 to June 2019. A substantial quantum of civil works will be completed by this time giving way to the maintenance process.

ANNEXURES ARE AVAILABLE ON REQUEST