



## Social Monitoring Report

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

### 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 Roads and Highways for the Asian Development Bank.

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Asian Development Bank

**DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA  
MINISTRY OF HIGHWAYS AND ROADS**

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

**SOCIAL SAFEGUARD MONITORING  
SEMI-ANNUAL REPORT**

**[January – June 2020]**



**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
CRE	Chief Resident Engineer
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
MOH	Ministry of Health
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
ROW	Right of Way
S&EDA	Social and Environment Development Assistant
SAPE	Survey and Preliminary Engineering (Works)
SGRS	Social Gender Resettlement Specialist
SLRM	Sri Lanka Resident Mission
SPS	Safeguards Policy Statement, 2009 ADB
SSO	Social Safeguard Officer

## 1. 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 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 Western Province will be developed and maintained for three years through 42 contracts awarded for civil works. Ministry of Roads & Highways (MOR&H) 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. Improvement of 328 rural roads (1,344 km) in six Districts Matale, Kandy, Nuwara Eliya, Kegalle, Ratnapura and Kalutara, comes under the purview of Project Implement Consultant (PIC) 03. A Project Implementation Unit (PIU) has been set up in the Central and Sabaragamuwa Provinces and Kalutara District in Western Province. Civil works in each district coming under PIC (03) are being covered by three contracts identified as contract packages. Table 1 presents types of roads that are covered by the project and their lengths.

**Table 1: Project road sections and their lengths in 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
<b>Total Length/ Km</b>		<b>18</b>	<b>611.22</b>	<b>352.09</b>	<b>271.59</b>	<b>27.5</b>	<b>3.2</b>	<b>0.87</b>	<b>2</b>	<b>62.05</b>	<b>9.5</b>	<b>4.1</b>	<b>1344.0</b>

Resettlement Framework (RF) of the Project requires a Social Safeguard Monitoring Report to be submitted to the ADB Semi-Annually. This report is to report progress made by the Project in Social Safeguard Monitoring and implementing its Gender Action Plan (GAP) for the period from 1<sup>st</sup> January 2020 to 30<sup>th</sup> June 2020.

## 1.2 Project Objectives

The specific objectives of the project that comes under the purview of PIC (03) 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 status of the rural road network in the country, 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 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 and construction of rural roads.

### 1.3 Project Location

The project that comes under the purview of PIC (03) is implemented in six administrative districts, namely Ratnapura and Kegalle Districts in Sabaragamuwa Province; Kalutara District in Western Province and Kandy, Matale and Nuwara Eliya Districts in Central Province.

Figure 1 shows the locations of six administrative districts.

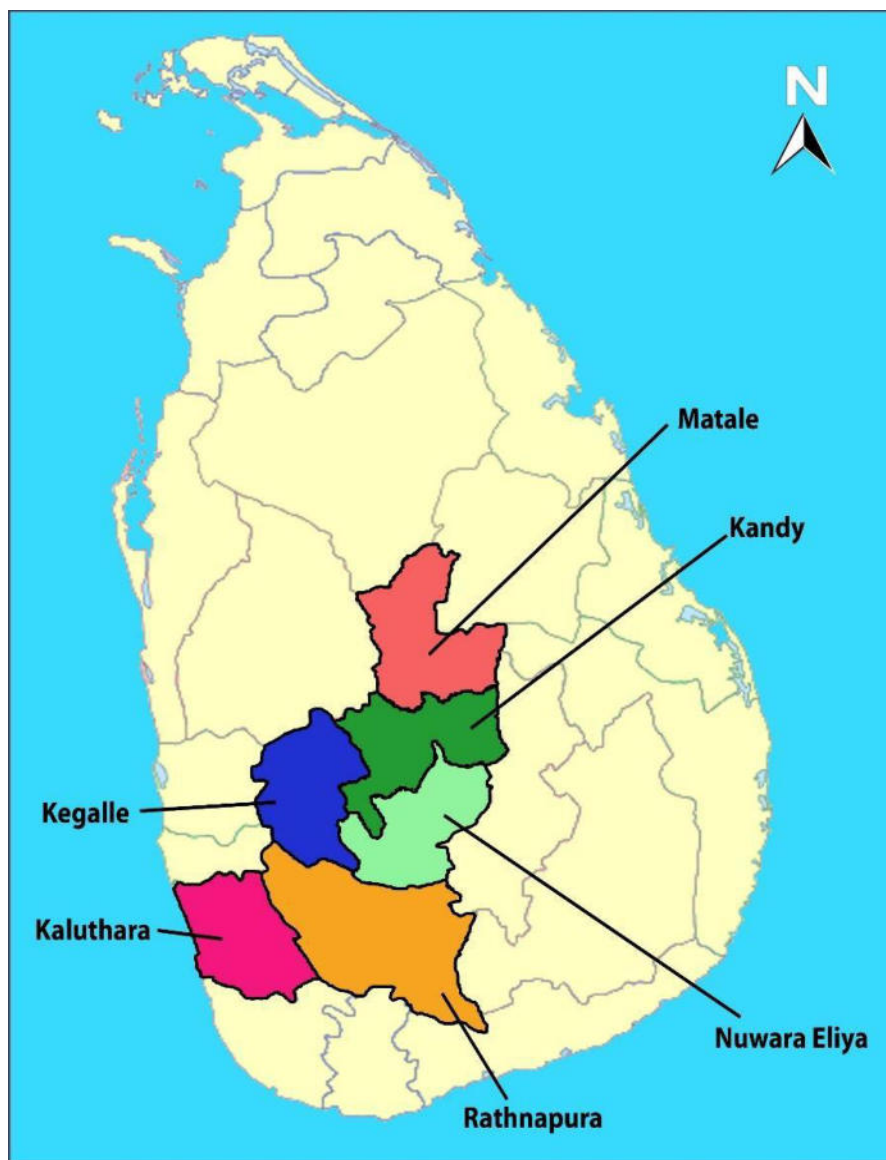


Figure 1: Districts covered by the Project

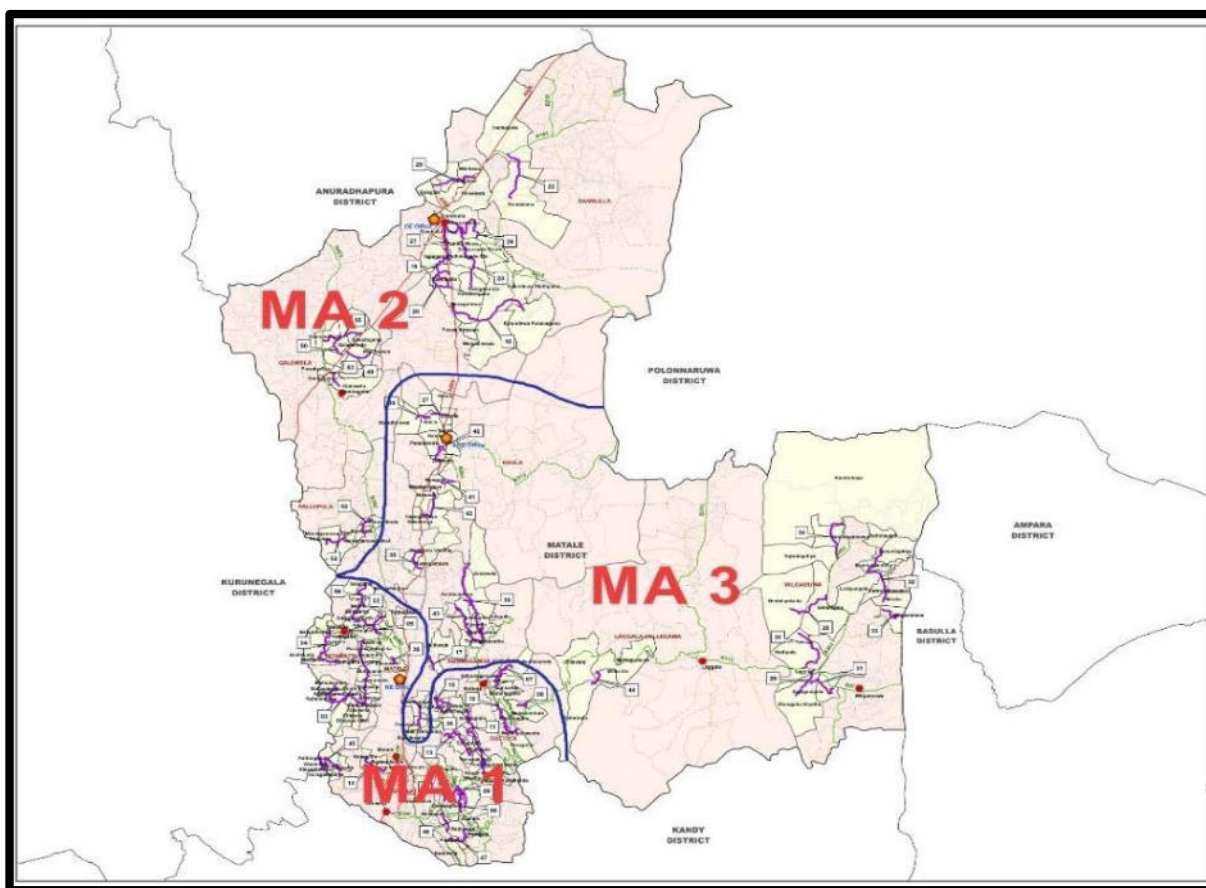
## 1.4 Conventional Road Contracts (CRCs)

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

**Table 2: Details of Contract Packages**

District	Package number	Total number of roads	Total length of the roads (km)
Matale	MA 1, MA 2 and MA3	51	194
Kandy	KA 1, KA 2 and KA 3	50	221
Nuwara Eliya	NE 1, NE 2 and NE 3	43	180
Kegalle	KE 1, KE 2 and KE 3	63	217
Ratnapura	R 1, R 2 and R3	38	255
Kalutara	KL 1, KL 2 and KL 3	83	277
Total		328	1344

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

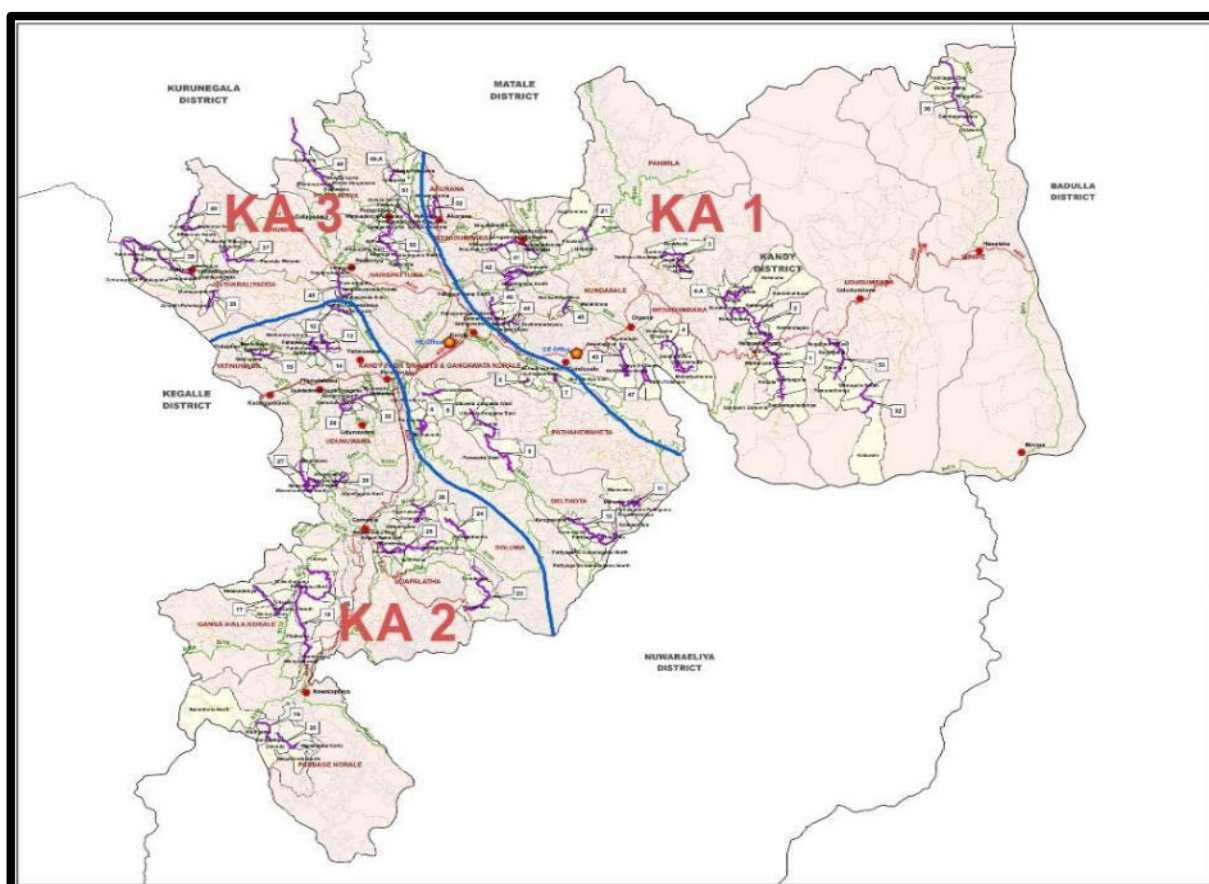


**Figure 2: Roads coming under three contract packages of Matale District (51 Roads, 194 Km in Total Length)**

**Table 3: Details of three contract packages of 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 30 June 2020)	No. of roads in which work has not yet commenced
<b>MA1*</b>	K. D. Ebert & Sons Holdings (Pvt) Ltd	1,622	17 Dec. 2015	18	75.7	16	-	2
<b>MA2</b>	Edward and Christie	1,249	17 Dec. 2015	14	57.0	-	14	-
<b>MA3</b>	CML-MTD Construction Ltd	1,408	17 Dec. 2015	18	61.3	-	18	-
<b>Subtotal for the Matale District</b>		<b>4,279</b>	<b>-</b>	<b>50</b>	<b>194.0</b>	<b>16</b>	<b>32</b>	<b>2</b>

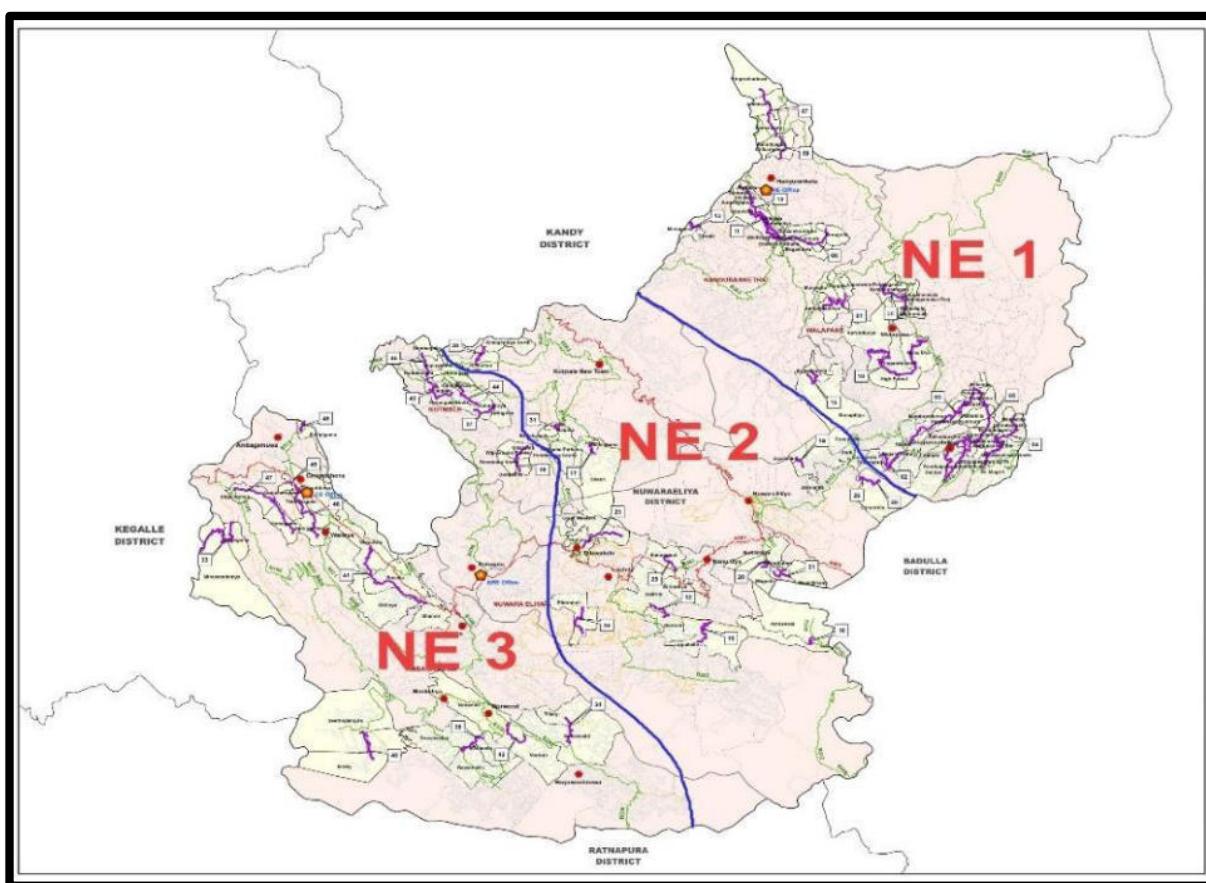
*Note.* \* No any Construction work has been conducted in this package during the period.



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

**Table 4: Details of three contract packages of Kandy District**

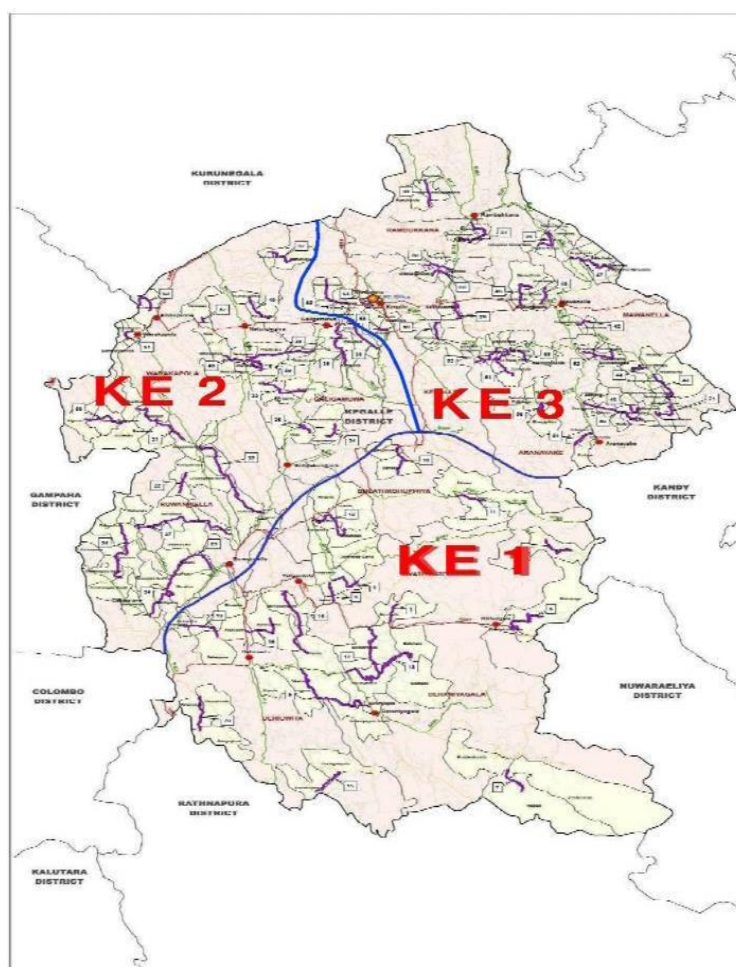
Contract package number	Contractor	Contract price (Rs. Mn)	Date of commencement	No. of roads	Total road length (km)	No of roads in which civil works are in progress	No. of roads handed over (as at 30 June 2020)
<b>KA1</b>	Sierra Constriction (Pvt) Ltd	1,756	17 Dec. 2015	17	76.2	-	17
<b>KA2</b>	Sierra Constriction (Pvt) Ltd	1,924	17 Dec. 2015	17	70.85	-	17
<b>KA3</b>	Edward & Christie	2,097	17 Dec. 2015	16	73.95	-	16
<b>Subtotal for the Kandy District</b>		<b>5,777</b>	-	<b>50</b>	<b>221.0</b>	-	<b>50</b>



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

**Table 5: Details of three contract packages of 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 30 June 2020)
<b>NE1</b>	Sierra Constriction (Pvt) Ltd	2,298	17 Dec. 2015	14	76.6	8	6
<b>NE2</b>	Sierra Constriction (Pvt) Ltd	1,242	17 Dec. 2015	14	38.5	-	14
<b>NE3</b>	Sierra Constriction (Pvt) Ltd	2,070	17 Dec. 2015	15	64.9	-	15
<b>Subtotal for the Nuwara Eliya District</b>		<b>5,610</b>	<b>-</b>	<b>43</b>	<b>180.0</b>	<b>8</b>	<b>35</b>

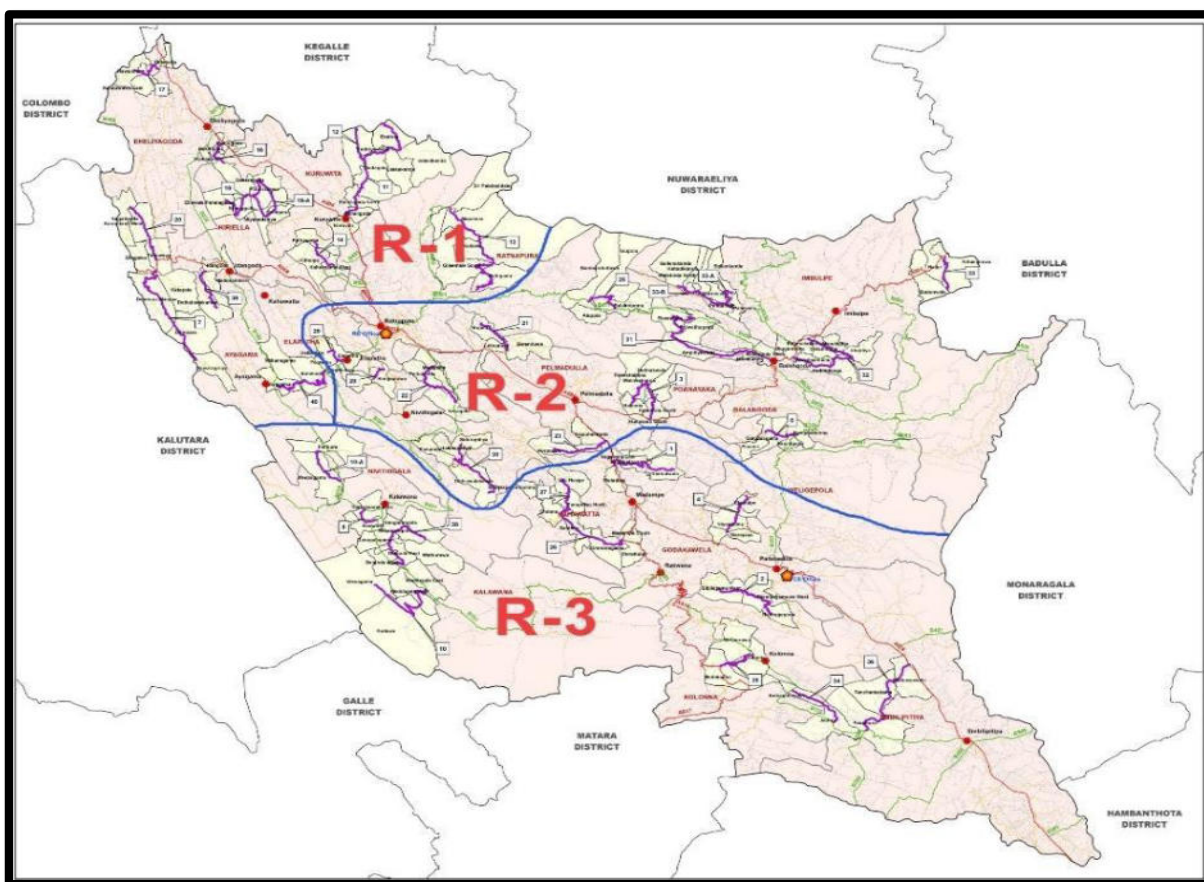


**Figure 5: Roads coming under three contract packages of Kegalle District (63 roads, 217 km in total length)**

**Table 6: Details of three contract packages of 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 30 June 2020)	No. of roads in which work has not yet commenced
<b>KE1*</b>	K. D. Ebert & Sons Holdings (Pvt) Ltd	1,973	17 Dec. 2015	17	74.75	13	-	4
<b>KE2</b>	Nawaloka Construction (Pvt) Ltd	1,817	17 Dec. 2015	21	78.25	03	18	-
<b>KE3</b>	Nawaloka Construction (Pvt) Ltd	1,632	17 Dec. 2015	25	64.12	18	7	-
<b>Subtotal for the Kegalle District</b>		<b>5,422</b>	<b>-</b>	<b>63</b>	<b>217.12</b>	<b>34</b>	<b>25</b>	<b>4</b>

Note. \* No any Construction work has been conducted in this package during the period.

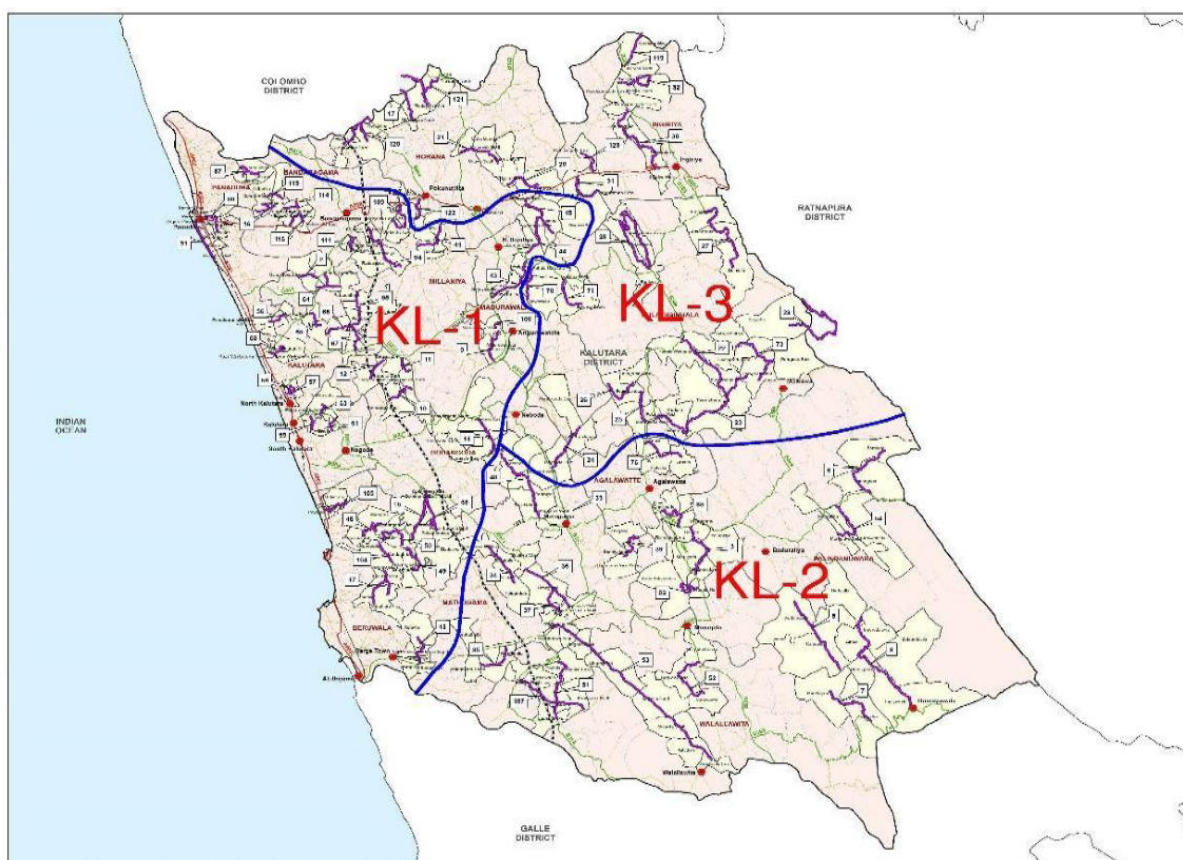


**Figure 6: Roads coming under three contract packages of Ratnapura District (38 roads, 255 km in total length)**

**Table 7: Details of three contract packages of 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 30 June 2020)	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	11	-	1
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	-
<b>Subtotal for the Ratnapura District</b>		<b>6,427</b>	<b>-</b>	<b>38</b>	<b>255.0</b>	<b>22</b>	<b>12</b>	<b>4</b>

Note. \* No any Construction works have been conducted in these packages during the period.



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

**Table 8: Details of three contract packages of 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 30 June 2020)	No. of roads in which work has not yet commenced
<b>KL1</b>	Maga Engineering (Pvt) Ltd	1,912	28.08.16	42	94	-	42	-
<b>KL2*</b>	Olympus Construction (Pvt) Ltd with Rani Construction (Pvt) Ltd	1,811	29.09.16	19	89	11	07	01
<b>KL3*</b>	Olympus Construction (Pvt) Ltd with Rani Construction (Pvt) Ltd	1,817	29.09.16	22	94	20	01	01
<b>Subtotal for the Kalutara District</b>		<b>5,540</b>	<b>-</b>	<b>83</b>	<b>277</b>	<b>31</b>	<b>50</b>	<b>02</b>

Note. \* Contract termination letters have been issued for both contract packages by the Employer.

### 1.5 Consultancy Services for Project Implementation

Egis-CEA (JV) was appointed as the project implementation consultants for PIC (03) on 15 November 2015.

PIC has to monitor and ensure that the Contractors adhere to all requirements of 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 PIC as set out in terms of reference provided in the contract for consultant's services are given below.

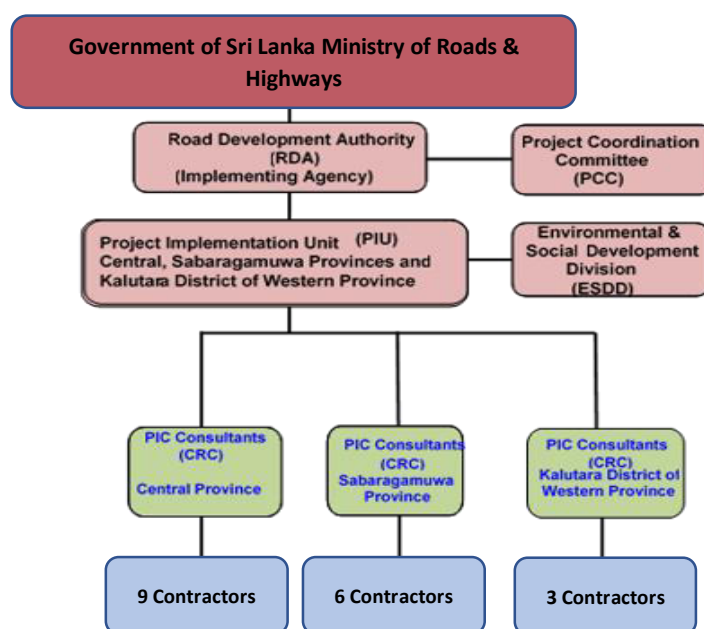
- Oversee activities of the Contractors during design, development and execution of construction of the projects.
- Review and approve Contractors' detailed designs and cost for each civil work contract.
- Social safeguard compliance and monitoring
- Project performance and monitoring survey
- Prepare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

## 1.6 Purpose and Structure of the Report

As stipulated in Section IX of Resettlement Framework (RF) on “Monitoring and Reporting”, a Monitoring Report on Social Safeguard compliance of the Project has to be submitted Semi-Annually. This report thus presents an overview of 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 January 2020 to 30 June 2020.

## 1.7 Institutional Framework

Organization structure of the Project is given in Figure 8.



**Figure 8: Organization structure of the Project**

Project Implementation Consultant Team was headed by the Team Leader up to 30 September 2019 and then the Chief Resident Engineer (CRE). He is assisted by an Environment Specialist, a Contract and Claim Engineer and three Resident Engineers, one Assistant Resident Engineer, nine Construction Engineers, one Material Engineer and Technical Officers. A full time Social, Gender and Resettlement Specialist assists the Chief Resident Engineer directly on social, gender and resettlement related matters.

There is a project implementation unit for each province headed by a Project Director who is responsible for land donation public complaint mitigation and utility relocation in the province; maintaining linkages with government/other external organizations; and grievance addressing mechanism. He is assisted by Project Engineers, Social/Environment Safeguards Officers and their assistants. Environment and Social Development Division (ESDD) of Road Development Authority (RDA). The TA Consultant of ADB, provided guidance and assistance for implementing social safeguard component of iRoad Program through regular experience sharing, field inspection visits up to 30<sup>th</sup> September 2019.

### 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 subsequent tranche.
3. Monitor and evaluate implementation of community participation process prescribed in the Resettlement Framework and recommend improvements to participatory process to ensure broader participation of 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 construction phase.
6. Provide training and support to project implementation units on implementing the Gender Action Plan (GAP) at field level.
7. Lead implementation of specific gender-mainstreaming activities as detailed in GAP.
8. Monitor and report overall implementation of relevant activities included in the GAP for all tranches on a Semi-Annual basis.

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 Central and Sabaragamuwa Provinces and Kalutara District in Western Province is shown in Figure 9.

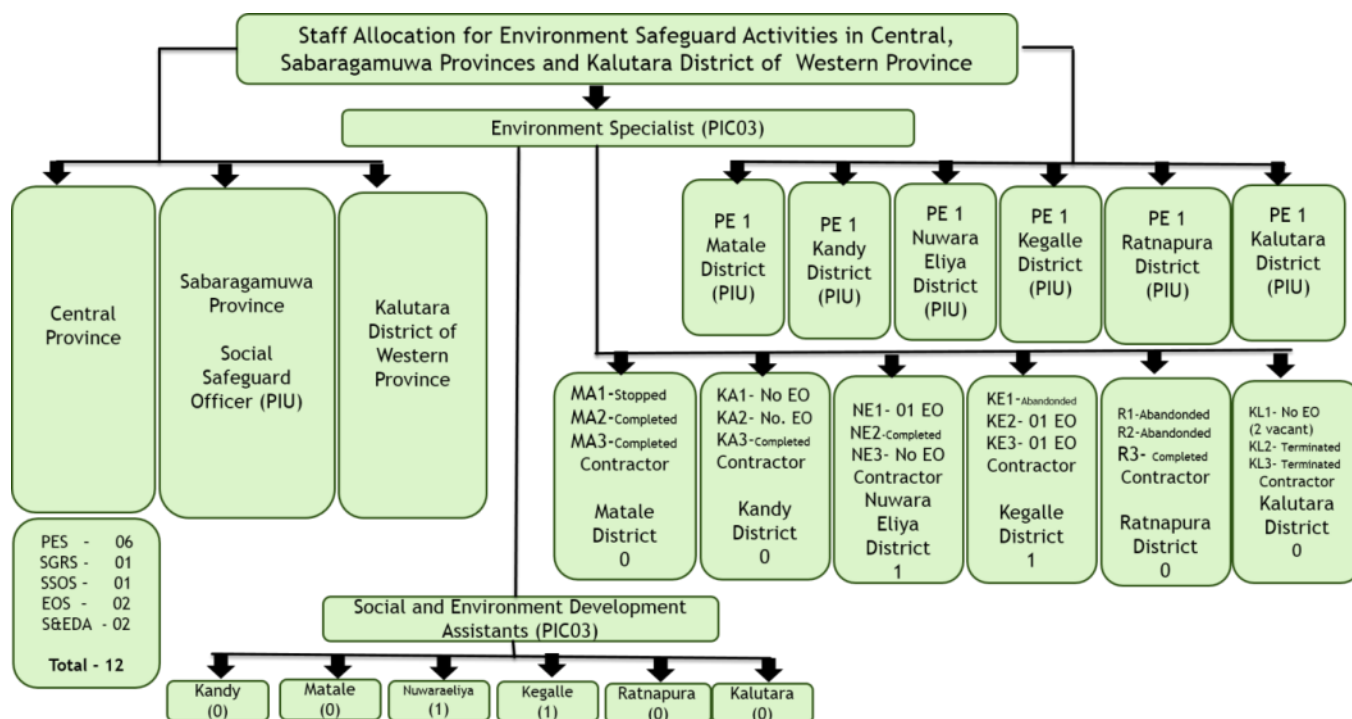


Figure 9: Assignment of staff for social safeguard activities (up to 20 June 2020)

In addition to the above-mentioned staff, TA Consultant of ADB and ESDD staff also extend their support to the Social/Gender/Resettlement Specialist to train field staff using experience they have gained from PIC (01).

### 1.8 Physical Progress of Civil Works

There are altogether 18 civil contract packages coming under PIC (03). Dates on which work under each package commenced are given in Table 9.

**Table 9: Dates of commencement of civil works in six districts**

Province	District	Contract package	Date of commencement of civil works
Central	Kandy	KA1, KA2 and KA3	17 December 2015
	Matale	MA1, MA2 and MA3	17 December 2015
	Nuwara Eliya	NE1, NE2 and NE3	17 December 2015
Sabaragamuwa	Kegalle	KE1	17 December 2015
		KE2 and KE3	29 March 2016
	Ratnapura	R1, R2 and R3	17 December 2015
Western	Kalutara	KL1	28 August 2016
		KL2 and KL3	29 September 2016

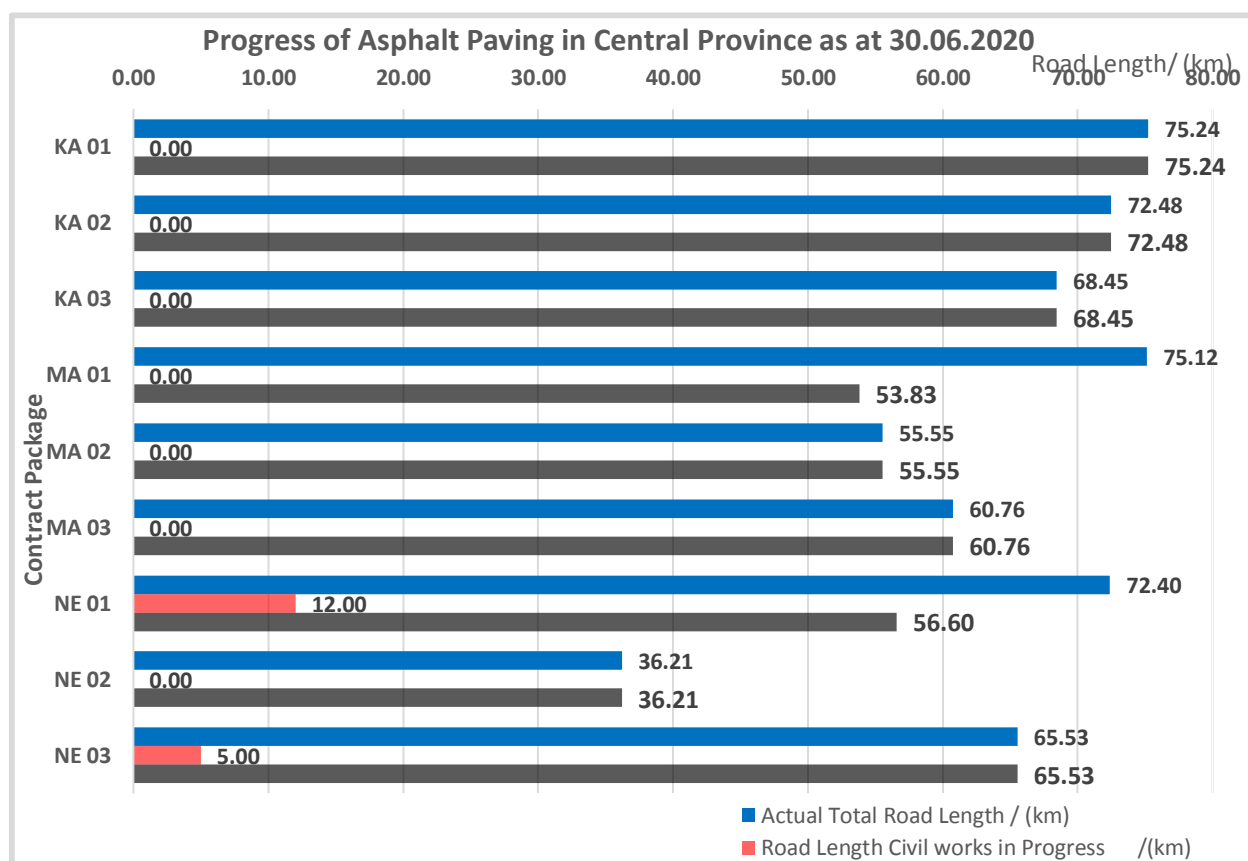
Physical progress of civil works in provinces is presented in Tables 10 to 12. Same information is graphically presented in Figures 10 to 12.

**Table 10: Physical progress of civil works in Central Province (as at 30 June 2020)**

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 30 <sup>th</sup> of June 2020)	Physical Progress as at 31 <sup>st</sup> of May, 2020 Actual (%)	Physical Progress; Cumulative Status up to 30 <sup>th</sup> of June 2020 (%)	
										Target (Revised)	Actual
KA 01	Sierra	1,756	17	75.24	-	-	-	17	100%	100.00 (100.00)%	100%
KA 02	Sierra	1,924	17	72.48	-	-	-	17	100%	100.00 (100.00)%	100%
KA 03	Edward and Christie.	2,097	16	68.45	-	-	-	16	100%	100.00 (100.00)%	100%
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%
MA 03	CML-MTD	1408	19	60.76	-	1	-	18	100.00%	100.00 (100.00)%	100%
NE 01	Sierra	2,298	14	72.40	8	-	-	6	88.68%	100.00 (100.00)%	90.01%
NE 02	Sierra	1,242	14	36.21	-	-	-	14	100.00%	100.00 (100.00)%	100%
NE 03	Sierra	2,070	15	65.53	3	-	-	12	100.00%	100.00 (100.00)%	100.0%
<b>Total/Avg.</b>		<b>15,666</b>	<b>144</b>	<b>581.74</b>	<b>11</b>	<b>3</b>	<b>16</b>	<b>114</b>	<b>95%</b>	<b>99.30%</b>	<b>95.16%</b>

*Note. \*Civil works of this contract has been temporary abandoned from June 2018.*

**Figure 10: Physical progress of civil works in Central Province (as at 30 June 2020)**

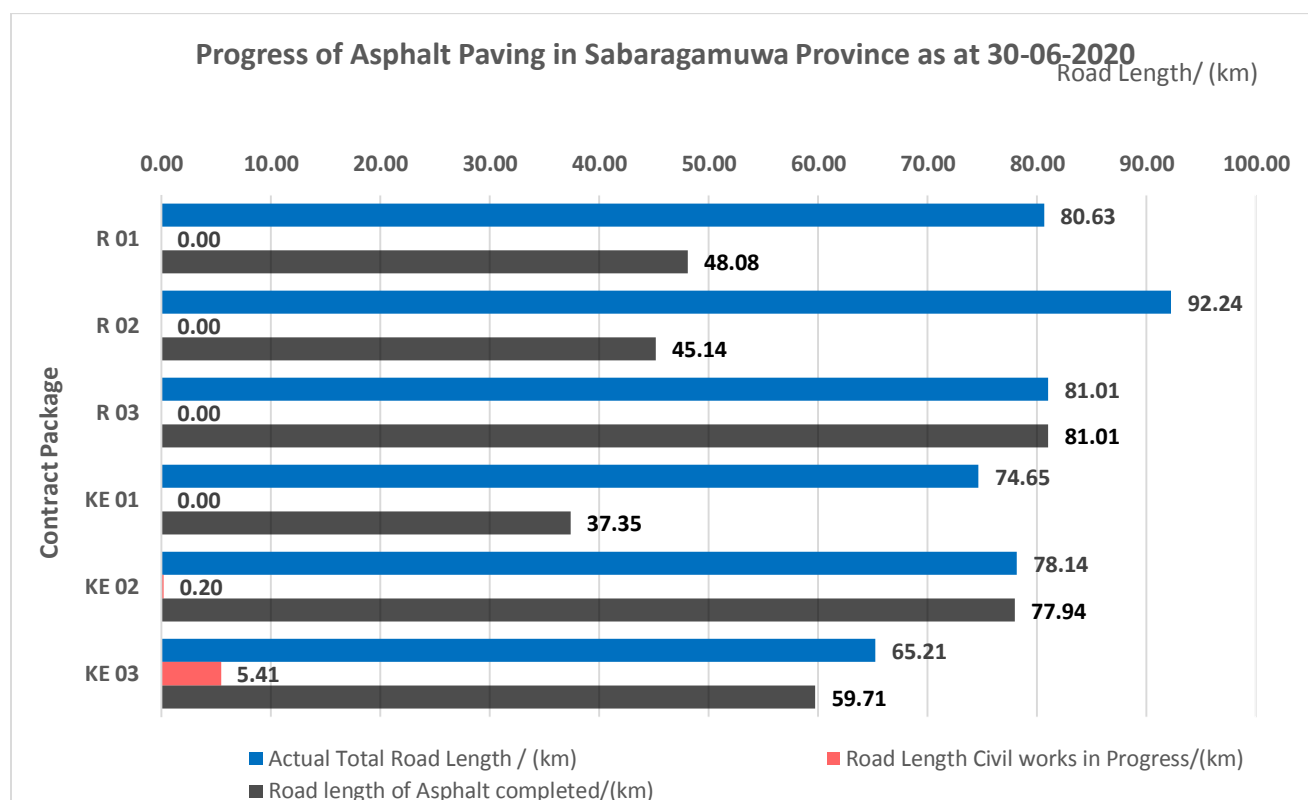


**Table 11: Physical progress of civil works in Sabaragamuwa Province (as at 30 June 2020)**

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 30 <sup>th</sup> of June 2020)	Physical Progress as at 31 <sup>st</sup> of May, 2020 Actual (%)	Physical Progress; Cumulative Status up to 30 <sup>th</sup> of June 2020 (%)	
										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	10	-	-	11	99.03%	100.00 (100.00)%	99.14%
KE 03	Nawaloka	1,632	25	67.62	19	-	-	6	96.05%	100.00 (100.00)%	96.07%
Total/Avg.		11,849	101	474.24	29	12	31	29	78.49%	97.99%	78.51%

*Note.* \*Civil works of the R1 & R2 contracts have been temporary abandoned from June 2017 and KE1 was from March 2018.

**Figure 11: Physical progress of civil works in Sabaragamuwa Province (as at 30 June 2020)**

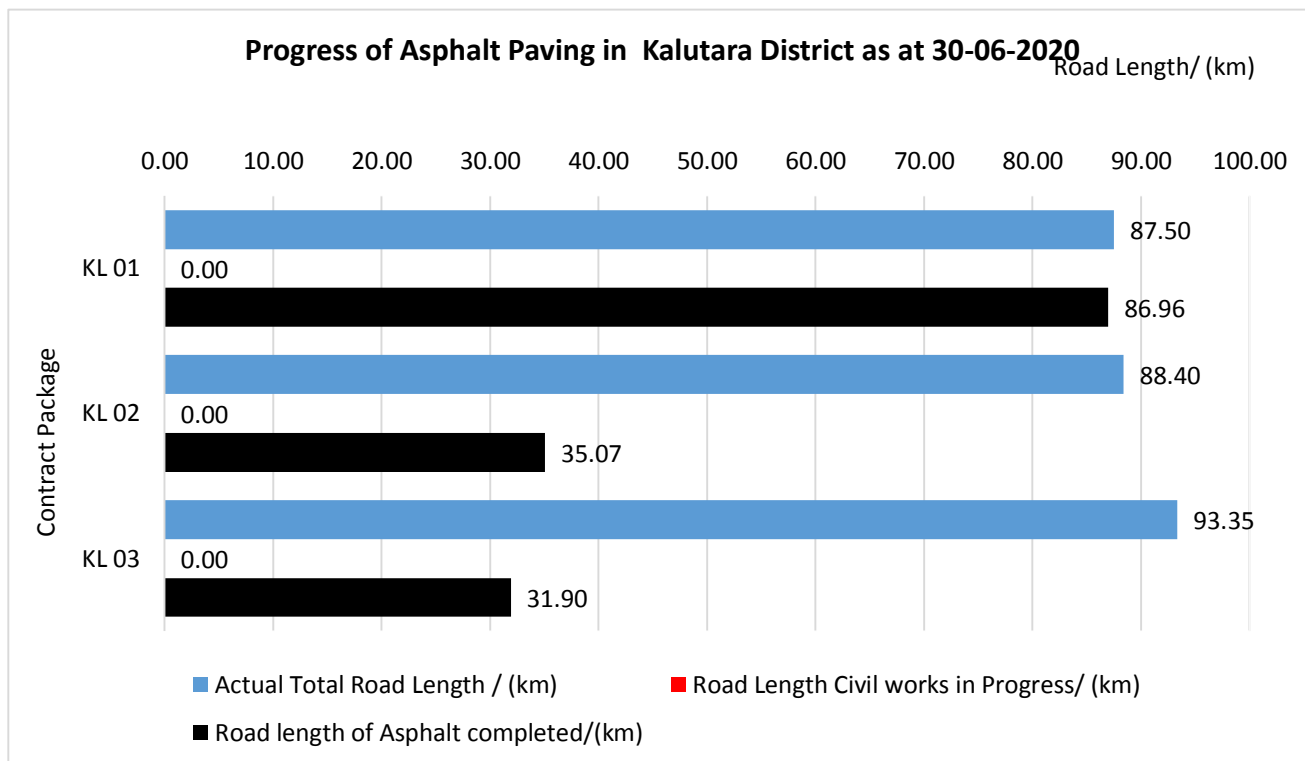


**Table 12: Physical progress of civil works in Kalutara District of Western Province (as at 30 June 2020)**

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	Abandoned after Civil Works Started	No. of Roads Handed over (Up to 30 <sup>th</sup> of June 2020)	Physical Progress as at 31 <sup>st</sup> of May, 2020 Actual (%)	Physical Progress; Cumulative Status up to 30 <sup>th</sup> of June 2020 (%)	
										Target (Revised )	Actual
KL 01	MAGA	1,912	42	91.43	-	-	-	42	100%	100.00 (100.00)%	100%
KL 02	OPCL JV RCPL	1,811	19	88.40	17	1	17	1	35.15%	100.00 (100.00)%	35.15%
KL 03	OPCL JV RCPL	1,817	22	93.35	20	1	20	1	51.83%	100.00 (100.00)%	51.83%
Total/Avg.		5,540	83	273.18	37	02	37	44	62.33%	92.35%	62.33%

\*The Contracts packages of KL2 and KL3 have been terminated.

**Figure 12: Physical progress of civil works in Western Province (as at 30 June 2020)**



## 2. SOCIAL SAFEGUARD COMPLIANCE

Facility Administrative Manual (FAM) and Resettlement Framework of the loan agreement of iRoad Program describe 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)

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 4 – Execution of the project; Financial matters	<p><b><u>Safeguards</u></b></p> <p>3. The Borrower and Ministry of Roads &amp; Highways shall ensure, or cause RDA to ensure, that the Project does not have any Indigenous Peoples safeguards and involuntary Resettlement Safeguards impacts, the Borrower through Ministry of Roads &amp; Highways and RDA 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 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.</p> <p>No roads passing through or close to settlements of indigenous people have been selected for the projects coming under PIC (03).</p>
	<p>4. The Borrower and Ministry of Roads &amp; Highways shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any provincial or rural road is implemented in accordance with the procedures laid out in Appendix 3 of the RF after free, prior and informed consultation and consent of the affected persons, provided that there shall be no voluntary land donation for national roads.</p>	<p>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><b>Human and financial resources to implement safeguards requirements</b></p> <p>5. The Borrower and Ministry of Roads &amp; Highways shall make available, or cause RDA to make available, necessary budgetary and human resources to fully implement the SPS, IEEs, EMPs and any safeguard documents which may be prepared for the Project.</p>	<p><b>Action is being taken to comply with this requirement as indicated below.</b></p> <ul style="list-style-type: none"> <li>• Budgetary allocations have been mentioned in the contract documents. An Environment and Social Unit (ESU) has been set up under PIC (03).</li> <li>• A Social Safeguards Officer has been appointed to PIU of each province. (<b>Annexure 01 - Duties of Social Safeguards Officers</b>). These officers are assisted by safeguards assistants.</li> <li>• Environment safeguards officer, social safeguards officers and their assistants make up the ESU.</li> <li>• A <b>Social, Gender and Resettlement Specialist (SGRS)</b> is attached to PIC (03). There are two Social &amp; Environment Development Assistants are working in Nuwaraeliya and Kegalle Districts. (<b>Annexure 02- Duties of Social and Environment Development Assistants</b>) 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.</li> <li>• Civil works of several civil contracts were completed KA1, KA2 &amp; KA3 - Kandy District, MA2 &amp; MA3 - Matale District, NE2 &amp; NE3 - Nuwaraeliya District, KL1 - Kalutara District .</li> <li>• Environment officers of the Contractor have resigned due to cash flow issues faced by the Contractor (KL2 &amp; KL3 Kalutara District).</li> <li>• Employees of the Contractors of R1 and R2 Packages in Ratnapura District, KE1 Package in Kegalle District and MA1 Package in Matale District have vacated their posts as the Contractor has abandoned their civil works.</li> </ul>

Item/ Section/ Schedule	Description	Level of compliance
	<p><b>Safeguards – Related provisions in bidding documents and civil works contracts</b></p> <p>6. The Borrower shall ensure, or cause RDA to ensure, that all bidding documents contain provisions that require contractors to:</p> <p>(a) comply with the measures relevant to the contractor set forth in any safeguards document, and any corrective or preventative actions set forth in the Safeguards Monitoring Report;</p> <p>(b) make available a budget for all such safeguard measures; and</p> <p>(c) provide the Borrower with a written notice of any unanticipated environmental, resettlement or small ethnic community peoples risks or impacts that arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP and any other safeguard plans.</p>	<p><b>Complied</b></p> <p>Sabaragamuwa and Central Provinces and Kalutara District in Western Province come under the Category “B” of involuntary resettlement and Category “C” of indigenous people’s safeguards in social safeguard categorization of Tranche 4.</p> <p>During the period under review, no physical or economic displacement has been reported.</p>
	<p><b>Safeguards monitoring and reporting</b></p> <p>7. The Borrower shall do the following or cause RDA to do the following:</p> <p>(a) submit Semi-Annual Safeguards Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission;</p> <p>(b) 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</p>	<p><b>Action is being taken to comply with this requirement.</b></p> <p>PIC (03) has already submitted Eight Social Safeguard Monitoring Semi-Annual Reports on social safeguard compliance for the periods, January to June 2016, July to December 2016, January to June 2017, July to December 2017, January to June 2018, July to December 2018, January to June 2019 and July to December 2019. This report which is the ninth such report covers the period from January to June 2020.</p> <p>No unanticipated social risks and impacts or cases of physical/ economic displacement including involuntary resettlement have been reported.</p>

Item/ Section/ Schedule	Description	Level of compliance
	<p>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>No actual or potential breach of compliance on social safeguards has been observed or reported during the implementation of the works contracts.</p>
	<p><b><u>Prohibited List of Investments</u></b></p> <p>8. The Borrower shall ensure, or cause RDA to ensure, that no proceeds of the Loan are used to finance any activity included in the list of prohibited investment activities provided in Appendix 5 of the SPS.</p>	<p><b>Action is being taken to comply with this requirement.</b></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><b><u>Labor Standards</u></b></p> <p>9. The Borrower shall ensure that</p> <p>(a) all contractors under the Project comply with all applicable labor laws and regulations, do not allow employment of child labor for Project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites;</p> <p>(b) people directly affected by the Project are given priority to be employed by the Project;</p> <p>(c) contractors do not differentiate wages between men and women for work of equal value; and</p> <p>(d) specific clauses ensuring these shall be included in the contracts.</p>	<p><b>Action is being taken to comply with this requirement.</b></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><b><u>Performance Monitoring (Loan Agreement Tranche 1)</u></b></p> <p>18. The Borrower shall cause, within 3 months of effectiveness of the first loan under the Facility, MOH&amp;RD and RDA to establish baseline for performance indicators to be used for monitoring implementation of each project under the Facility.</p>	<p><b>Complied.</b></p> <p>PIC (03) has collected baseline standards (including those on socioeconomic aspects) as required in the Project Performance Monitoring System (PPMS). Now our team has planned to collect data for final PPMS. TA Consultant of ADB and the Environment and Social Development Division (ESDD) of RDA assisted PIC (03) in this task. The documents have already been submitted to ADB.</p>

## 2.2 Compliance with Resettlement Framework Requirements

Initial selection of 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
<b>A. Background</b>	<p><b>Rural Roads</b></p> <p>Paragraph 4: For the rural roads, there will be three contract packages per district. The contractor will be responsible for construction of the road over 2 years and performance-based maintenance for another 3 years. For the rural roads, the improvements will be undertaken completely within the existing right of way (ROW) which is between 2.5m to 5.5m. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways and bridges.</p>	<p><b>Complied.</b></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>
<b>E. Screening Criteria of Subsequent Projects</b>	<p>Paragraph 44. The PIU will be responsible for clearly documenting the answers to these questions in a table format. In addition, the PIU will submit to ADB the Involuntary Resettlement (IR) Impact Categorization Checklist in Appendix 1 for each subsequent tranche. Based on the screening, the tranche will be assigned to one of the following categories depending on the significance of probable involuntary resettlement impacts:</p> <p>(i) Category A – A proposed tranche is classified as Category A if it is likely to have significant involuntary resettlement impacts. A resettlement plan, including an assessment of social impacts, is required.</p> <p>(ii) Category B – A proposed tranche is classified as category B if it includes involuntary resettlement impacts that are not deemed significant. A resettlement plan, including assessment of social impacts, is required.</p>	<p><b>Complied.</b></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 <b>Annexure 03</b>.</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><b>2. Land Acquisition Due Diligence Report</b></p> <p>Paragraph 48: If no acquisition and resettlement impacts were identified during screening, the government will be required to prepare a due diligence report providing support and evidence that there is no impact on land and structures. The due diligence report should confirm whether there are outstanding grievances or issues from previous acquisition of land. The information in the report should be supplemented with findings and analysis from the socioeconomic survey comprising of 20% of households in the project affected area.</p>	<p><b>Complied during SAPE works.</b></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).</p> <p>Section 1 of these reports is on involuntary resettlement while Section 2 is on the socio-economic profile.</p>
	<p><b>3. Due Diligence Report for ongoing Tranche</b></p> <p>Paragraph 49: During preparation of subsequent tranche, a due diligence for existing on-going projects will be carried out by the PIC. The PIC report on all roads with land acquisition and donation and 10% sample of remaining roads.</p>	<p><b>Action is being taken to comply with this requirement.</b></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

Updated version of the Project Facility Administration Manual (FAM), March 2018 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>B. Involuntary Resettlement</b></p> <p>57. Tranches 1 and 2. Both tranches are classified as category B in accordance with ADB's SPS. The improvement of all project roads will be carried out within the existing alignment with no widening. A land acquisition due diligence was undertaken for all roads and did not identify any impact on land, structures, private trees, or community resource properties. Social impact assessments comprising at least 20% households and focused group discussions were also conducted. However, for the 7-year road management contract of selected national roads, the resettlement impact might be encountered at a late stage.</p> <p>58. Tranches 3 and 4. Both tranches are classified as category B in accordance with ADB's SPS following the same categorization as the previous tranches. A due diligence report covering all subprojects was prepared, which confirms that safeguard impacts are minimal as was envisaged during appraisal and that tranches 1,2 and 3 are compliant with the social safeguard requirements outlined in the resettlement framework prepared for the MFF.</p>	<p><b>Complied in the projects 2 and 3</b></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 Western Province coming under Projects 2 and 3.</p> <p><b>Complied in the projects of Tranche 4</b></p> <p>Tranche 4 only provided 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
<b>VII Safeguards</b>	<p><b>Pre-construction</b></p> <p>Paragraph 59: The RDA supported by its ESDD and CSD consultants will be responsible for conducting a transect walk for each rural road, during which the community will be consulted on how to (i) minimize construction impact, (ii) identify and minimize social and environment impact, and (iii) integrate road safety design. The community will also be briefed about the Grievance Redressal Mechanism. The results from the transect walk (report and map) will be submitted to the civil works contractor who will reconfirm the ground realities and integrate feasible features into the Level 1 final design. The PIC will review final design.</p>	<p><b>Complied during SAPE works for roads of Projects 2 and 3 of Tranche 2</b></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 ground realities and integrated feasible features into Level 1 designs which have been reviewed and approved by the PIC.</p>
	<p><b>Construction and maintenance</b></p> <p>Paragraph 60: During construction phase, the PICs will be responsible for conducting Semi-Annual onsite social safeguard monitoring. During maintenance phase, the PICs will be responsible for conducting annual onsite social safeguard monitoring. PICs should pay close attention to ensure that all grievances are addressed in a timely manner. Reporting templates can be found in the resettlement framework.</p>	<p><b>Action is being taken to comply with this requirement.</b></p> <p>Civil works of all CRC Packages have now commenced and Tranche 3 has provided 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 of ADB up to 30<sup>th</sup> September 2019 also make periodic onsite visits to monitor the implementation of social safeguards practices by PIUs, PIC and Contractors.</p>
	<p><b>Preparation of subsequent tranches or unanticipated impact</b></p> <p>Paragraph 59: A resettlement framework has been prepared to guide the preparation of all tranches. For preparation of subsequent tranches, the PICs will carry out due diligence on the ongoing tranches.</p>	<p><b>Complied.</b></p> <p>PIC (03) on behalf of the PIUs of Projects 2 and 3 have prepared and submitted Semi-Annual Monitoring Reports on safeguard compliance for periods January-June 2016, July-December 2016, January-June 2017, July-December 2017, January - June 2018, July-December 2018, January - June 2019, July-December 2019, January-June 2020.</p>

Item/ Section/ Schedule	Description	Level of compliance
	<p>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.</p>	<p>Because PBM works of PIC 03 are conducted by Provincial Director of RDA from 01 July 2019 above activities will perform by them.</p>
	<p><b>C. Indigenous Peoples</b></p> <p>Paragraph 62: For Tranches 1 and 2, no indigenous people were identified during due diligence and are categorized as ‘C’ per ADB SPS. Tranche 3 will continue to finance the subprojects identified in the two earlier tranches; therefore, it will follow the categorization of ‘C’. In case any adverse impacts are identified during implementation, the RDA will ensure that the indigenous peoples plan (IPP) is prepared in accordance with the IPPF and the IPP is reviewed and approved by ADB before commencement of the relevant section of the civil works contract.</p>	<p><b>Action is being taken to comply with this requirement.</b></p> <p>There are no indigenous people’s settlements or activities within the six districts coming under PIC (03).</p>
	<p><b>D. Grievance Redress Mechanism</b></p> <p>Paragraph 64: The Grievance Redress Mechanism (GRM) will be established consistent with the requirements of the EARF. Grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through the existing local administrative system. Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels. The first will be at the grass roots level where complaints will be directly received and addressed by the contractor, PIC or PIU representative on site. Grievances which are simple but still cannot be addressed at the grass roots level will be addressed at the Grama Niladhari division level. More complex grievances which cannot be addressed at the Grama Niladhari (GN) division level will be addressed at the Divisional Secretariat (DS) level. There will be a Grievance Redress Committee at both the Grama Niladhari Division and Divisional Secretariat levels.</p>	<p><b>Complied.</b></p> <p>During the past three 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.</p>

Item/ Section/ Schedule	Description	Level of compliance
<b>VIII Safeguards</b>	<p><b>A. Gender and Development</b></p> <p>Paragraph 65: Tranches 1, 2, and 3 are categorized as Effective Gender Mainstreaming (EGM). During preparation of Tranches 1 and 2, separate Gender Action Plans (GAP) were formulated since the two tranches covered different geographical areas. During preparation of Tranche 3 and 4 the GAP for the entire investment program was formulated since the entire scope of the investment program is now defined, and subsequent tranches will finance the subprojects that were appraised in the first two tranches.</p>	<p><b>Complied.</b></p> <p>One consolidated GAP has been prepared for the entire investment program during preparation of Tranche 3.</p>
	<p>Paragraph 66: 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><b>Complied</b></p> <p>PIC (03) has a <b>Social, Gender and Resettlement Specialist (SGRS)</b> who works with three Assistants in the four districts from 01 January to 30 May 2020 and with two Assistants from May to June 2020.</p> <p>The ESDD of RDA and Gender Specialist from ADB monitor the implementation of GAP in each district.</p>
	<p><b>B. HIV and AIDS</b></p> <p>Paragraph 68: RDA will ensure that all civil works contractors complete the following: (i) carry out awareness programs for labor on the risks of sexually transmitted diseases/AIDS and human trafficking; and (ii) disseminate information at worksites on the risks of sexually transmitted diseases and HIV/AIDS as part of health and safety measures for those employed during construction. Contracts for all subprojects will include specific clauses on these undertakings, and compliance will be strictly monitored by RDA, with the support of construction supervision consultants during project implementation.</p>	<p><b>Action is being taken to comply with this requirement.</b></p> <p>Some contractors of CRC Packages with assistance from PIC (03) 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.</p> <p>Contractor of NE2 has achieved 100% progress in civil works. However, it has not yet conducted an awareness workshop on HIV/AIDS prevention, Health Awareness &amp; Human Trafficking due to financial difficulties. SGRS have noted this situation in the Semi-</p>

Item/ Section/ Schedule	Description	Level of compliance
		Annual reports of June to Dec. 2017 and January to June 2018 and have reported at the progress meetings held monthly.
	<b>D. Labor</b> <b>Paragraph 70:</b> The project construction is expected to generate employment opportunities for local communities during construction and maintenance phases. Men and women will be paid equally for equal work. Provisions are in the bidding documents for the contractors to ensure that all the civil works comply with core 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.	<b>Action is being taken to comply with this requirement.</b>  Details regarding implementation of labor laws and requirements are given separately in Section 3.1 and pictorial evidence of female labor participation is given in <b>Annexure 04.</b>

### 3. GENDER ACTION PLAN

A Gender Action Plan (GAP) addressing following has been prepared for iRoad Program as this 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 local employees hired for road maintenance are women who will receive equal wages as their male counterparts for equal work. Monitoring of handed over roads are under Provincial Director, RDA from 1<sup>st</sup> of July 2019 by the Employer.
- (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.

### **Assured to Enjoy the World for a Differently Abled Young Person**

K. G. Anjana Tharukelum (18 years) who resides D/130 Bodhi Rajarama Junction, Koongamuwa Mawanella in Wanduragoda - Aluthnuwara Temple Road ( ID No. 42) Kegalle District of Sabaragamuwa Province (0+500-0+600 LHS) which in developed by the i-Road programme. He is the only child of the family lives with mother and father. His father employs in a private company as a security officer. Mother is a self-employee.

His mother said he has become disable person because of Polio (Juvenile Paralysis) and lost his walking ability at the age of eight. After that he use a wheel chair. His mother is the caregiver for him. She also said that because of the dilapidated road, Anjana was trapped in house and always upset about the situation.

When developing the road, the iRoad project constructed the drain with covered slabs in front of his house for easy access. Now every day, Anjana visit surrounding environment and village temple with his mother.

This situation makes the Anjana's family happy and his mother thanks to the i-Road Project.





**Prepared by:**

D. M. C. Bandara  
Social and Environmental Assistant  
Kegalle District

Number of male and female employees employed by the Project are given in Table 16.

**Table 16: Gender composition as at 30 June 2020 - iRoad Program of Central and Sabaragamuwa Provinces and Kalutara District of Western Province**

Working Location		Gender Male		Total Nos.	Female Percentage
		Male	Female		
TL Office	Kegalle	20	3	23	13%
RE Offices	Matale (MA)	0	0	0	0%
	Kandy (KA)	10	7	17	44%
	Nuwara Eliya (NE)	21	4	25	16%
	Kegalle (KE)	20	3	23	13%
	Ratnapura (R)	2	4	6	67%
	Kalutara (KL)	6	3	9	33%
ARE Offices	Matale (MA)	0	0	0	0%
	Kandy (KA)	0	0	0	0%
	Nuwara Eliya (NE)	0	0	0	0%
	Kegalle (KE)	0	0	0	0%
	Ratnapura (R)	0	0	0	0%
	Kalutara (KL)	0	0	0	0%
Contractor's Offices	MA1	0	0	0	0%* 1
	MA2	0	0	0	0%
	MA3	0	0	0	0%
	KA1	24	6	30	20%
	KA2	21	7	28	25%
	KA3	0	0	0	0%
	NE1	26	4	30	13%
	NE2	0	0	0	0%
	NE3	16	2	18	11%
	KE1	0	0	0	0%* 2
	KE2	45	8	53	15%
	KE3	30	14	44	32%
	R1	0	0	0	0%* 3
	R2	0	0	0	0%* 4
	R3	0	0	0	0%
	KL1	20	3	23	13%
	KL2	0	0	0	0%* 5
	KL3	0	0	0	0%* 6
Total		261	68	329	20%

\* 1, 2, 3, 4 Contract packages have been abandoned by the Contractor.

\* 5 and 6 Contract packages are terminated by the Employer.

### 3.1 HIV / AIDS Prevention, 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, 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, PIC (03) has worked closely with the Contractors to select service providers through competitive bidding.

The Programs have been designed, 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 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

Eighteen such programs for Contractors' staff and twelve programs for communities (Table 17) have been conducted during the time frame of 15<sup>th</sup> June 2017 to 11<sup>th</sup> July 2018.

**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	Construction works abandoned
	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	Slow progress in construction works
	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	Construction works abandoned
	R2*	10 October 2016	10 November 2016	21 Aug. 2017	Construction works abandoned
	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	These contract packages are terminated by the Employer
	KL3*	11 August 2017	11 August 2017	Not Decided	

\*Contractors of these packages have delayed the conduct of awareness programs. Social/Gender/Resettlement Specialist has reported about the delay in the three previous Semi-Annual Reports.

**Table 18: Sex Disaggregation of participants of HIV-AIDS Prevention, Health Awareness and Human Trafficking Program.**

Province	District	Package	Step 1		Step 2	
			Male	Female	Male	Female
Central	Matale	MA1	159	18	*	*
		MA2	266	39	31	29
		MA3	90	15	232	92
	Kandy	KA1	127	13	136	42
		KA2	103	12	98	61
		KA3	131	23	130	75
	Nuwara Eliya	NE1	157	24	*	*
		NE2	158	27	*	*
		NE3	144	36	47	38
Sabaragamuwa	Kegalle	KE1	67	05	45	30
		KE2	44	11	56	57
		KE3	54	13	70	59
	Ratnapura	R1	46	03	*	*
		R2	47	08	*	*
		R3	47	04	58	56
Western	Kalutara	KL1	128	28	78	29
		KL2	141	33	*	*
		KL3	125	14	*	*
Total Amount			2034	326	981	568

\* These awareness programs were not conducted due to cash flow problems of contractors.

### 3.2 Road Safety Awareness Programs

Eighteen road safety awareness programs with special emphasis on women's participation were conducted in schools for local communities as required in Section 8-A, 65 of the Facility Administration Manual Activity 1.5 of the GAP. 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. The program have been designed to cover the following areas.

- The importance of road safety.
- The purpose of the traffic signs.
- The important rules for using the rural roads.
- How to ensure safety of motorcyclists.
- Reasons for accidents in rural roads and social impact of them.
- Important safety manners when using of public transport (especially for females).

Table 19 presents the details of the road safety awareness programs so far conducted.

**Table 19: Details of Road Safety Awareness Programs**

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

(M - Male, F - Female)

Due to their current financial issues, 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 PIC (03) has requested these contractors to conduct the programs no positive response has so far been received.

#### 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 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. Grievance Redress Committee of this level is chaired by the Grama Niladhari of the area and Project Engineer of relevant PIU will serve as the secretary to the committee.
- Level 3 - At this level, more complex grievances which cannot be solved at the first two levels. Grievance Redress Committee of this level is chaired by the Divisional Secretary of the area and the Project Engineer of relevant PIU will serve as the secretary to the committee.

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

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

Since the procedure that has to be followed in conducting affairs of 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 (SLRM) of the ADB. There are no any complaints delivered up to ADB (SLRM) during this reporting period.

#### 4.1 Public Complaints and Social Issues

During the period under review, PIC (03) handled complaints and social issues in accordance with Section VI of the Resettlement Framework and Subsection V of the EARF. Figure 13 shows public complaint addressing mechanism of PIC (03).

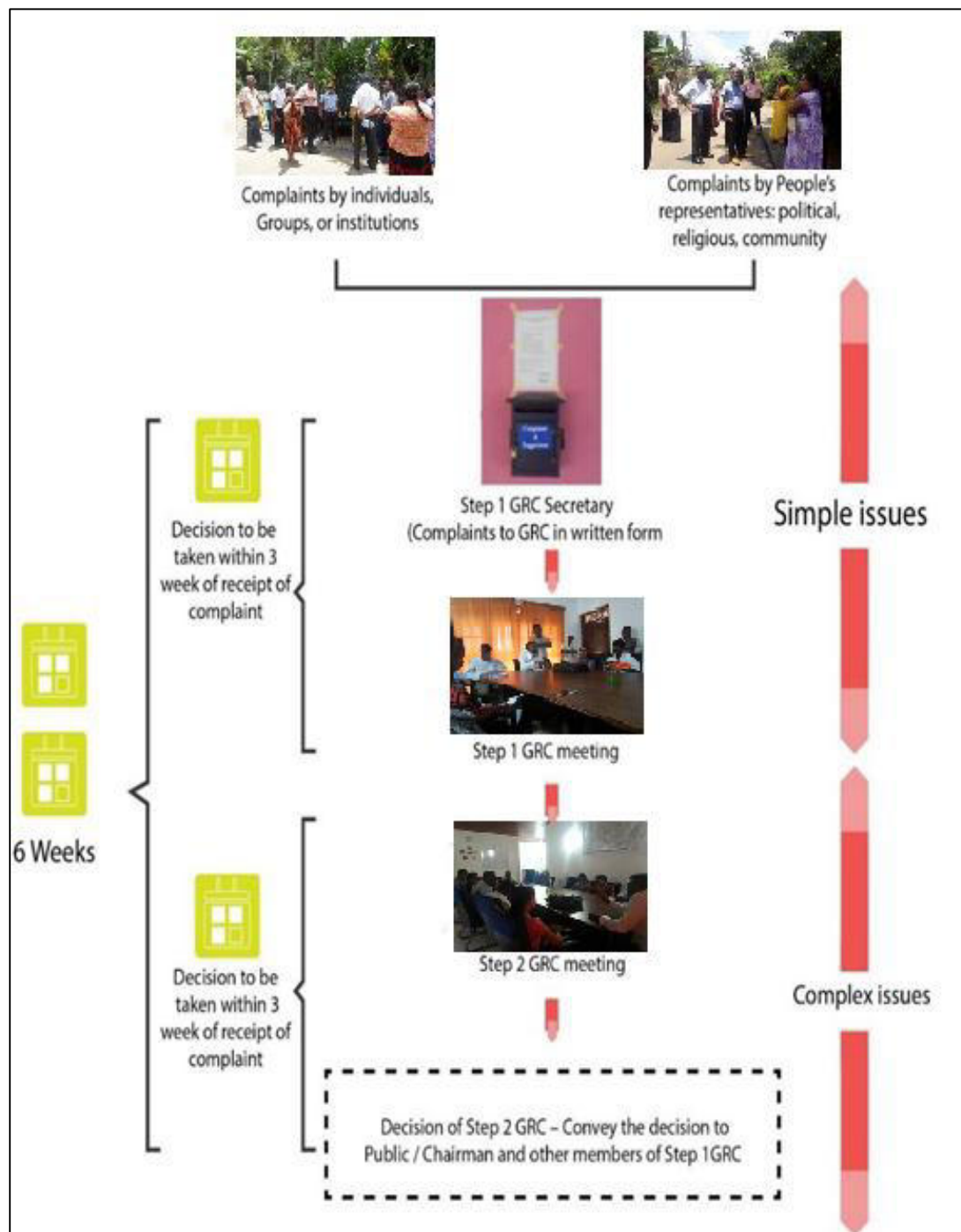


Figure 13: Public Complaint Addressing Mechanism

## 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 20). Figure 14 shows the percentage number of Grievance Redress Committees set up in Grama Niladhari Divisions.

**Table 20: Grievance Redress Committees set up/ to be set up in Divisional Secretariat and Grama Niladhari Divisions Level (up to 30 June 2020).**

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

\*These packages are temporary abandoned by the Contractors. Pre-maintain work have been conducted by other Contractors.

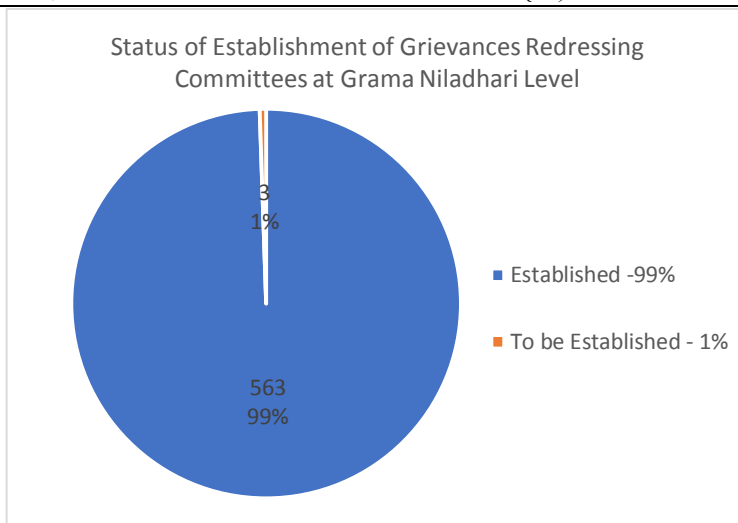


Figure 14: Grievance Redress Committees set up in Grama Niladhari Divisions



Figure 15: depicts the process followed in handling public complaints relating to Imbulgala to Ambanpitiya-Kumarage Mawatha in the Kegalle District.

During the last four and half years, a total of 4562 public requests, complaints and suggestions have been received from 6 districts. Out of these, 4228 have been addressed (Table 21).

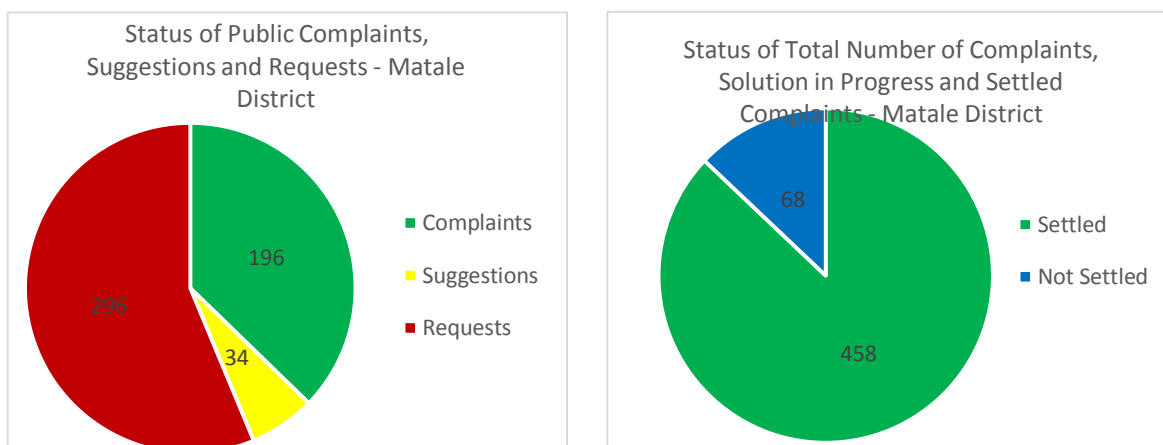
**Table 21: Details of public suggestions, complaints and requests received (up to 30 June 2020)**

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	-	155	0	50	205	205	0
	KA2	-	192	2	35	229	229	0
	KA3	-	321	1	32	354	354	0
<b>Sub Total</b>		<b>-</b>	<b>668</b>	<b>3</b>	<b>117</b>	<b>788</b>	<b>788</b>	<b>0</b>
Matale	MA1	16	115	10	112	237	169	68*
	MA2	-	96	23	39	158	158	0
	MA3	-	85	1	45	131	131	0
<b>Sub Total</b>		<b>16</b>	<b>296</b>	<b>34</b>	<b>196</b>	<b>526</b>	<b>458</b>	<b>68</b>
Nuwara Eliya	NE1	8	240	3	4	247	217	30
	NE2	-	14	7	8	29	29	0
	NE3	-	178	25	112	315	315	0
<b>Sub Total</b>		<b>8</b>	<b>432</b>	<b>35</b>	<b>124</b>	<b>591</b>	<b>561</b>	<b>30</b>
Ratnapura	R1	11	50	8	42	100	97	3*
	R2	11	42	11	47	100	80	20*
	R3	-	479	14	56	549	549	0
<b>Sub Total</b>		<b>22</b>	<b>571</b>	<b>33</b>	<b>145</b>	<b>749</b>	<b>726</b>	<b>23</b>
Kegalle	KE1	13	31	5	53	89	47	42*
	KE2	3	212	13	371	596	576	20
	KE3	18	231	29	133	393	364	29
<b>Sub Total</b>		<b>34</b>	<b>474</b>	<b>47</b>	<b>557</b>	<b>1078</b>	<b>987</b>	<b>91</b>
Kalutara	KL1	-	178	2	243	423	423	0
	KL2	17	158	7	83	248	161	87*
	KL3	20	90	0	69	159	124	35*
<b>Sub Total</b>		<b>37</b>	<b>426</b>	<b>9</b>	<b>395</b>	<b>830</b>	<b>708</b>	<b>122</b>
<b>Total</b>		<b>117</b>	<b>2867</b>	<b>161</b>	<b>1534</b>	<b>4562</b>	<b>4228</b>	<b>334</b>

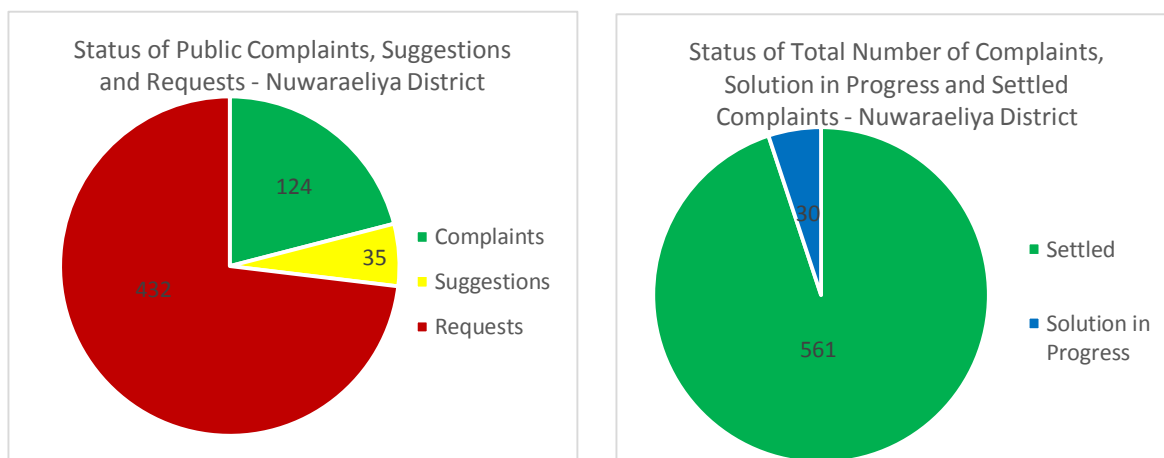
\* Construction abandoned in MA1, R1, R2 and KE1 packages and KL2 and KL3 packages were terminated by the employer.

Figures 16 to 22 show the number of complaints, suggestions and requests received district-wise.

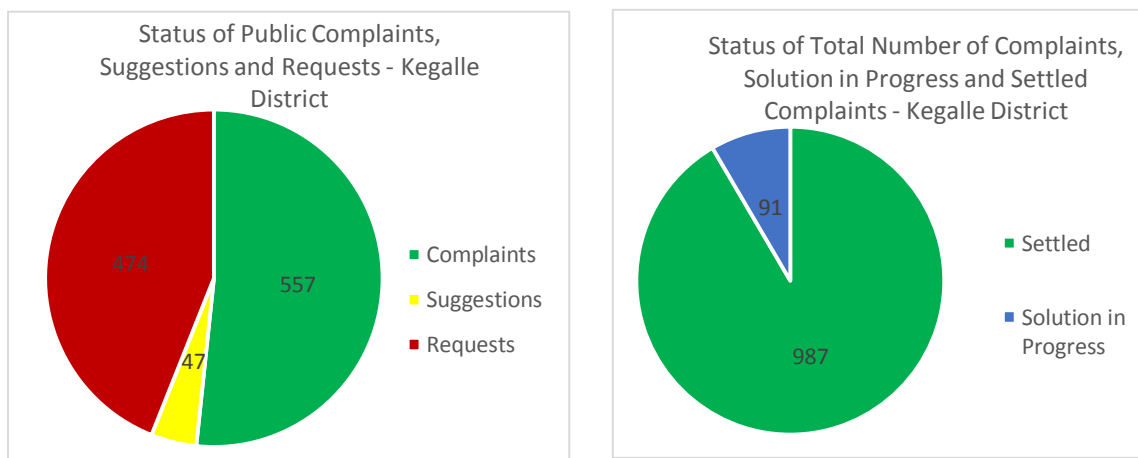
**Figure 16: Number of complaints, suggestions and requests received in Matale District**



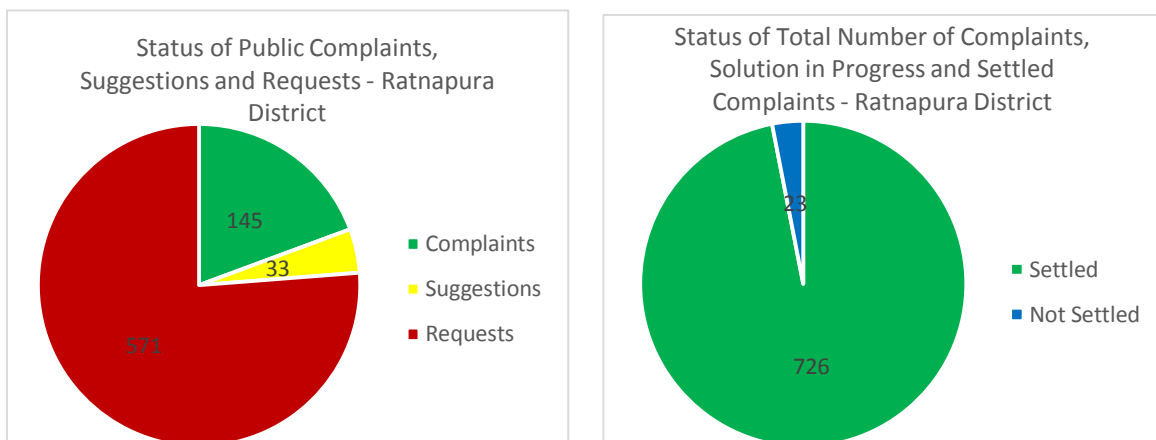
**Figure 17: Number of complaints, suggestions and requests received in Nuwara Eliya District**



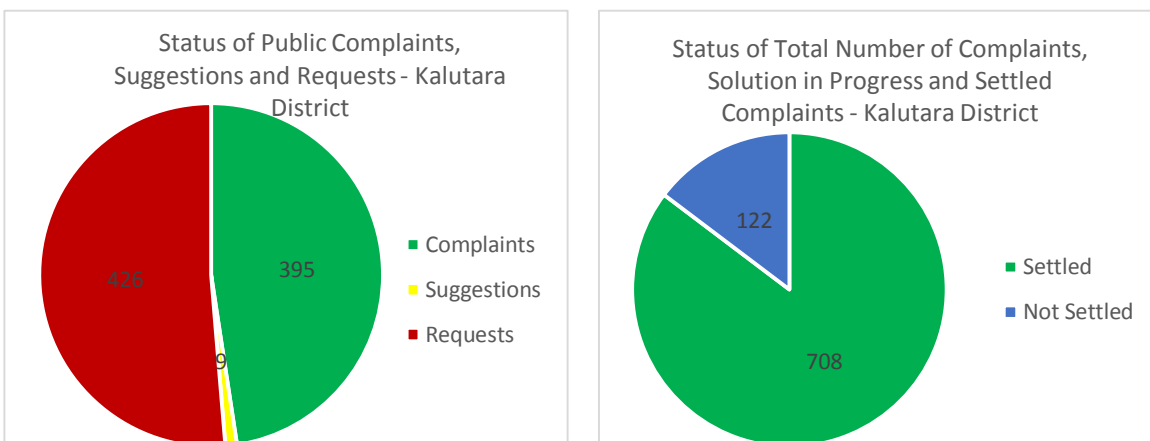
**Figure 18: Number of complaints, suggestions and requests received in Kegalle District**



**Figure 19: Number of complaints, suggestions and requests received in Ratnapura District**

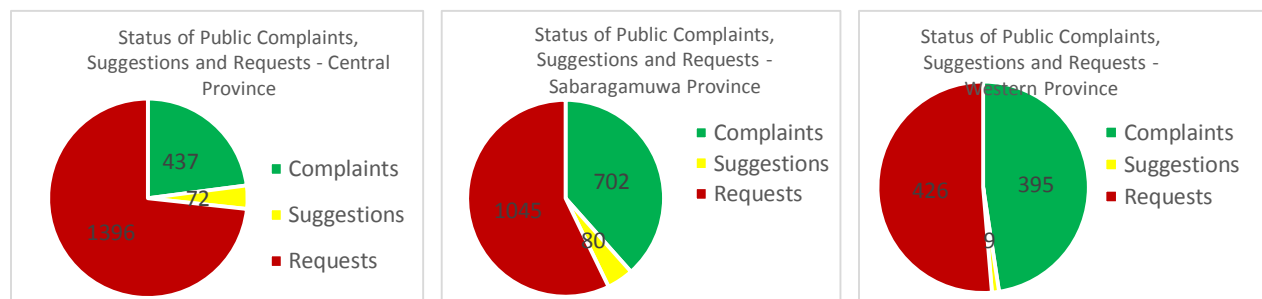


**Figure 20: Number of complaints, suggestions and requests received in Kalutara District**

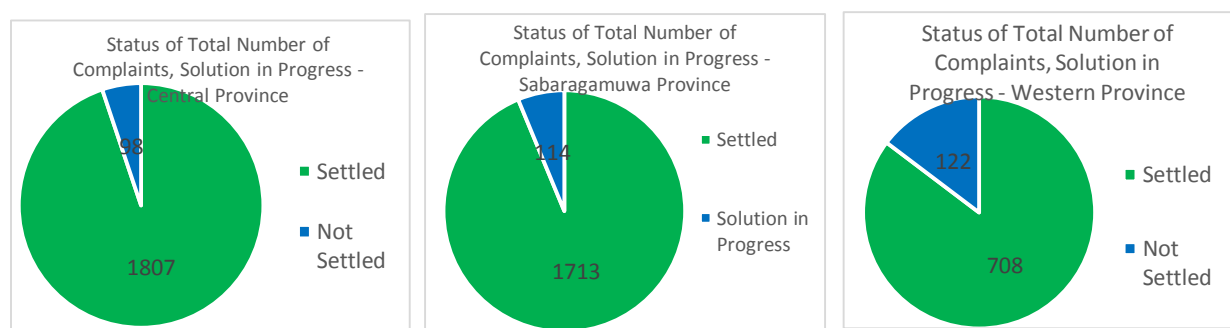


Figures 21 to 22 show the number of complaints, suggestions and requests received province-wise.

**Figure 21: Number of public complaints, suggestions and requests received Province-wise**

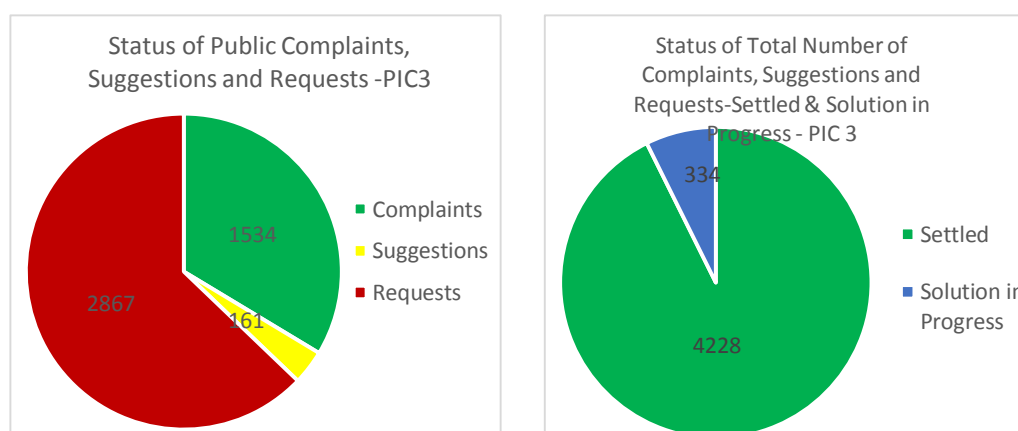


**Figure 22: Status of complaints settled or being settled, Province-wise**



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 23.

**Figure 23: Status of Complaints, Suggestions, Requests & Settled, Solution in Progress – PIC (03)**



### 4.3 Awareness Programs Conducted before Commencing Civil Works

Before commencement of civil works in each district, Project Management Unit organizes meetings with road users, Contractors, Project Implementation Consultants and government officers (Divisional Secretary, Grama Niladhari and other relevant officers). Table 22 presents the details.

**Table 22: Awareness programs conducted in three provinces (up to 30 June 2020).**

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	17	03
		NE2	18	02
		NE3	15	02
Sub Total			265	37
Sabaragamuwa	Kegalle	KE1	27	04
		KE2	45	04
		KE3	55	06
	Ratnapura	R1	32	06
		R2	30	08
		R3	30	06
Sub Total			219	34
Western	Kalutara	KL1	38	08
		KL2	44	04
		KL3	23	03
Sub Total			105	15
Total Amount			589	86

#### 4.4 Public Information Notices, Request, Suggestion and Complaint Boxes

In addition to the awareness meetings, public information notices in local languages are displayed at places near the community living in the project area. Main purpose of these notices is to create awareness about 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 contact numbers of officers responsible for social and environmental issues. Two sample notices have been provided in **Annexures 05 and 06**.

Contact details of following staff attached to the PIC and PIU are also displayed for the information of 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"> <li>✦ Environmental Specialist</li> <li>✦ Social/Gender/Resettlement Specialist</li> </ul>	<ul style="list-style-type: none"> <li>✦ Project Engineer</li> <li>✦ Environmental Safeguards Officer</li> <li>✦ Social Safeguards Officer</li> </ul>

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

Complaint, Suggestion and Request Boxes placed at work sites have been identified to be one of the most effective methods of obtaining views of public during the design and construction stages of the Project. These boxes are installed at site offices of the Contractors and offices of the Grama Niladharis in charge of road and public places coming within construction sites (Table 23). These boxes are opened once a week to collect any requests, suggestions or complaints that have been placed. Photographs showing installation of complaint boxes and display of awareness notices are given in **Annexure 07**.

PIC has introduced a common design for Complaint, Suggestion and Request Box. This is to avoid any confusion among 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 08**. Monitoring of installation of complaint boxes and displaying of awareness notices in work sites is an important duty of Social and Environmental Assistants employed by PIC. They report monthly to the SGRS using format given in **Annexure 09**.

**Table 23: Number of public information notices displayed and Complaint, Suggestion and Request Boxes placed in provinces (as at 30 June 2020)**

Province	District	Package	No. of Roads Civil works in Progress	No. of Roads that Handed Over	No. of Roads Construction Abandoned	Placed C/S/R Boxes	Displayed Notices
Central	Matale	MA1*	16	-	16	Construction abandoned	
		MA2	-	14	-	Construction completed	
		MA3	-	15	-	Construction completed	
	Kandy	KA1	-	17	-	Construction completed	
		KA2	-	17	-	Construction completed	
		KA3	-	16	-	Construction completed	
	Nuwara Eliya	NE1	8	6	-	16	30
		NE2	-	14	-	Construction completed	
		NE3	-	15	-	Construction completed	
Sabaragamuwa	Kegalle	KE1*	13	-	13	Construction abandoned	
		KE2	3	18	-	3	6
		KE3	20	7	-	7	11
	Ratnapura	R1*	11	-	11	Construction abandoned	
		R2*	11	-	11	Construction abandoned	
		R3	-	12	-	Construction completed	
Western	Kalutara	KL1	-	42	-	Construction completed	
		KL2*	17	1	17	Contract Terminated	
		KL3*	20	1	20	Contract Terminated	
Total			155	165	88	26	47

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

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

Maintenance of 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 future projects.

#### 4.5 Records of Public Complaints

A prime requirement of this project is maintenance of records of public complaints received. All complaints, suggestions and requests received by PIUs and PIC are registered at the office of the project manager of contractor and attended to. Master register is monitored by Social Safeguard Officers of PIU and PIC during their site visits. A monthly summary of entries made in this register is presented at progress review meetings held every month by Project Manager (**Annexure 10**). Project Directors and Team Leader/Chief Resident Engineer seriously consider information presented. All complaints received through various avenues are classified and actions taken are summarized (Table 21).

PIC (03) has developed new formats to streamline process of receiving public requests, suggestions and complaints and these are given in **Annexures 11 and 12**. These formats have been in use for reporting since July 2017.

Investment of public complaint accommodating in PIC (03) is around Rs.178,502,041.70 up to 30<sup>th</sup> June 2020. Details of this investment on package basis is given in Table 24.

**Table 24: Summary of investment to accommodate public complaints, requests and suggestions.**

Province	District	Package	Cost of Civil Construction (Rs.) (Up to Dec. 2019)	Cost of Civil Construction (Rs.) (From January to June 2020)	Cost of Civil Construction (Rs.) (Up to June 2020)
Central	Matale	MA1*	1850000.00	Construction Abandoned	1850000.00
		MA2	1250000.00	Construction Completed	1250000.00
		MA3	2425000.00	291405.00	2716405.00
	Kandy	KA1	7398580.00	20460.00	7419040.00
		KA2	22098056.00	Construction Completed	22098056.00
		KA3	8025337.00	Construction Completed	8025337.00
	Nuwara Eliya	NE1	10750786.00	436000.00	11186786
		NE2	4522992.49	Construction Completed	4522992.49
		NE3	8617090.00	Construction Completed	8617090.00
Sabaragamuwa	Kegalle	KE1*	5090,000.00	Construction Abandoned	5090000.00
		KE2	6727000.00	388000.00	7115000.00
		KE3	7341000.00	1249000.00	8590000.00
	Ratnapura	R1*	3445304.95	Construction Abandoned	3445304.95
		R2*	1317000.00	Construction Abandoned	1317000.00
		R3	39744000.00	Construction Completed	39744000.00
Western	Kalutara	KL1	24039300.00	Construction Completed	24039300.00
		KL2	14600000.00	Terminated	14600000.00
		KL3	6875730.30	Terminated	6875730.30
Total Amount			176117176.70	2384865.00	178502041.70

Note: \* These packages have faced cash flow problems.

#### 4.6 Complaint on House Cracks

During the reporting time KA1, MA2, MA3, KE2 and KL1 have paid compensated for repair the house cracks arose at the construction activities. Signing MOU with House Owners and Employer. (Annexure 13).

Table 25 shows province-wise, number of solved and unsolved complaints on house cracks.

**Table 25: Solved and unsolved complaints about house cracks**

Province	District	Package	No. of Solved House Cracks (Up to June 2020)	Not yet Solved
Central	Matale	MA1	-	30
		MA2	02	-
		MA3	28	-
	Kandy	KA1	08	-
Sabaragamuwa	Ratnapura	R2	-	04
Western	Kalutara	KL1	11	-
		KL2	-	24
Total			49	58

(Source: Public Complaint Registers of each packages)

Three meetings of Grievance Redress Committees set up in Grama Niladhari Divisions and one meeting of the Grievance Redress Committees set up in the Divisional Secretariat Divisions have been held during the period under review. Representatives of Project Implementation Unit and Project Implementation Consultants and Contractors along with relevant Grama Niladharis, Divisional Secretaries or their Assistants have attended these meetings. Details of the meetings are presented in **Table 26**.

**Table 26: Grievance Redress Committee Meetings held for Mitigate Public Grievances**

Province	District	Package	Level of GRC (DS/GN)	No. of Meetings	Participants	
					Male	Female
Central	Nuwaraeliya	NE1	DS Level	01	10	02
Sabaragamuwa	Kegalle	KE1	GN Level	01	08	03
Western	Kalutara	KL1	GN Level	01	08	04
<b>Total</b>				<b>03</b>	<b>26</b>	<b>09</b>

When a contractor hands over a road to the Employer, a certified copy of relevant duly completed public complaint register also has to be submitted to Project Implementation Consultants along with original letters received regarding complaints. Letters carrying 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 and above-mentioned officers. A sample complaint register is given in **Annexure 14**. These documents are finally handed over to Employer along with other relevant documents.

#### 4.7 Socio-Economic Impact Assessment (Mid-term) Survey

Under the guidance of ADB-SLRM, iRoad PIC (03) have planned to conduct Baseline Socio-economic Survey in six Districts. For this survey PIC (03) expect to visit 2500 households and collect basic data, through a service provider. TOR of Consultancy Contract, Consultancy Contract and Questionnaires (Sinhala & English) to be distributed are attached as **Annexure 15,16, 17 & 18** respectively. According to the Time Schedule of the Socio-economic survey, orientation workshop, pilot survey and review the questionnaire were conducted in the time period 01<sup>st</sup> June 2020 to 15<sup>th</sup> June 2020 and Socio-economic survey has started on 16<sup>th</sup> June 2020. The service provider has made arrangement to submit a daily update to the S/G/R Specialist. He expect to conduct sample test of 10% on randomly selected questionnaires. According to the daily update the progress of filed survey up to 30<sup>th</sup> June 2020 is as follows;

**Table 27: Progress of Socio-economic Impact Assessment (Mid-term)**

District	Expected Household	Progress of Household Visits	
		Conducted HHs	Percentage of HHs
Kandy	500	190	38%
Matale	125	71	57%
Nuwara Eliya	375	125	33%
Kegalle	300	110	36%
Ratnapura	700	201	28%
Kalutara	500	97	19%
<b>Total Amount</b>	<b>2500</b>	<b>794</b>	<b>31%</b>

Photo evident of Socio-economic Impact Assessment (Mid-term) Survey are in **Annexure 19**.

### **An Access to Visit the Window that Open for Sri Lankan History and Ancient Rural Life**

Pinnawala Zoological Garden and Elephant Orphanage is tourist attraction in Sri Lanka, situated Kegalle District of Sabaragamuwa Province. After visiting the elephant path and Elephant Orphanage at Pinnawala Zoological Garden most of local and foreign tourist travelers to Kandy for visit Botanical Garden, Peradeniya. The Temple of Tooth Relic and the other tourist's attractions in Kandy in between Pinnawala and Kandy. There is a historical place at Uthuwankanda situated in the Weganthale village at Mawanella DS Division. Uthuwankanda is the native place of the Saradial, Sri Lankan hero. Now there is a folk museum has built in this Village and named it as "Saradiyel's Village". Statues and Embroider arch also displayed in this place. After visit of this historical place visitors can be learn Saradial's character and lifestyle of ancient Sri Lankan villagers.

Before constant the Waganthale Saradial village road (ID No.46) it is a narrow dilapidated gravel road and visitors faced many difficulties when using it. Now it is a 2.02Km long comfortable road.



**Before Construction**



**After Construction**

This situation has improved the villagers living conditions by improving their livelihoods have increased the amount of visitors from 5 to 10 buses up to the 30 to 40 buses per a day. The vehicle parking facilities also develop when improving the Road.

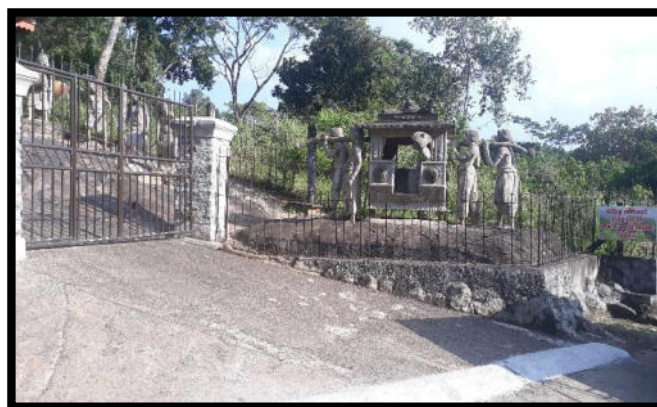
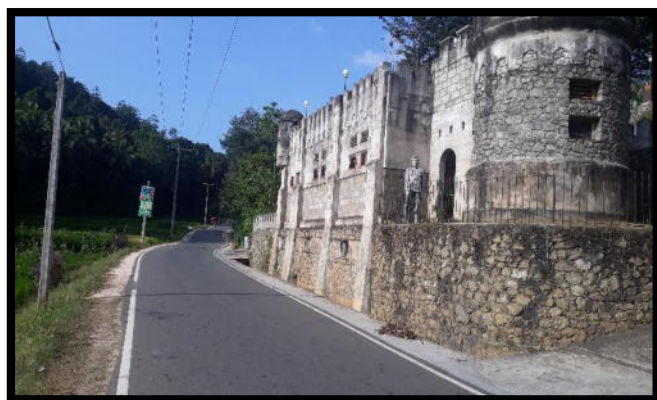
The villagers of Weganthale appreciated this development with gratefully.



**Before Construction**



**After Construction**



**Prepared by:**

D. M. C. Bandara  
Social and Environmental Assistant  
Kegalle District

## 5. LAND DONATION

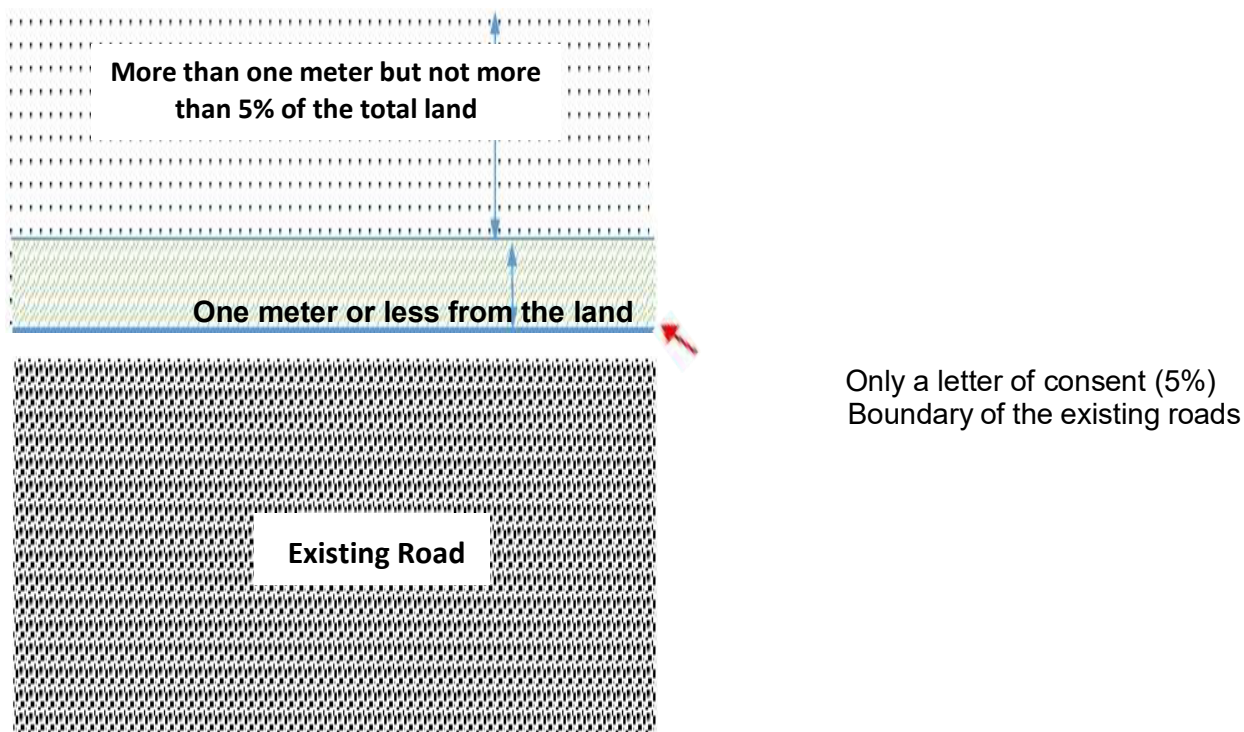
Paragraph 4 of the Resettlement Framework of iRoad Program states that rural road improvements have to be undertaken completely within the existing right of way (ROW) which has to be between 2.5 m to 5.5 m. Paragraph 8 of same document states that voluntary land donation has to be made use of if an additional 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 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 households donating such land, no physical displacement should take place.

According to Appendix 3 of Resettlement Framework, written confirmation from land owner has to be obtained for land donation based on the guidelines developed by TA Consultant of ADB and Technical Assistance of the Consultant of iRoad Program. A diagram indicating steps involved in process is shown below in Figure 24.

**Figure 24: Steps Involved in the Land Donation Process**



There is no need of request for land donation during the reporting time.

## 5.1 Land Donation Activities

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

Hence, following process has been developed for land donation:

- Disseminate information to all relevant agencies on the Project and land donation concept within road related community through public awareness notices displayed on notice boards at places visited by 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 guidelines provided in the Resettlement Framework.
- Obtain written confirmation from land owner about the land to be donated.
- Identify and verify land ownership by examining deeds.
- Ensure as a proof of transparency that consent letter or relevant Memorandum of Understanding (MOU) out of the two given below has been signed by respective Grama Niladhari. Following two types of MOUs have been introduced:
  - (a) Individual MOU signed by DS, private land owner and Project Engineer
  - (b) Common MOU signed by DS, a group of land owners and Project Engineer

## 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 land title
- Consent letter or MOU
- Photographs taken after improvement of the road section

An electronic database of lands donated is maintained by PIU at offices of the respective Project Directors.

## 6. COORDINATION WITH LINE AGENCIES

Employer, Consultant and Contractors have been able to maintain good coordination with relevant government and semi-government organizations in order to fulfill project objectives and increase performance of the iRoad Program. Details of social safeguard activities carried out are presented in Table 28.

**Table 28: Details of 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 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.	Allocation of utilities	Telecom, Ceylon Electricity Board, National Water Supply & Drainage Board, Community Water Supply Department, Pradeshiya Saba	On going
4.	Road closures	PS, DS, Department of Health Department of Police	On going
5.	Conflict resolution with public	Department of Police, DS, GN	On going
6.	Conducting project awareness programs for senior government officers and semi-government officers	Provincial Council, Provincial Road Development Authority, Pradeshiya Sabha	Completed
7.	Conducting HIV/AIDS, health awareness and human trafficking programs	Provincial Medical Health Officers (MOH)	84% Completed
8.	Conducting COVID-19 health awareness and prevention measures	Provincial Medical Health Officers (MOH) and Department of Police	100%

### Experiences Encountered from iRoad, Central Province

As a Social Safeguards Officer, I was offered a fabulous working experience throughout my contract period in iRoad, Central Province. It was a really challenge to monitor the social safeguards compliances at first as construction field often takes hard work with time targets. However, during my time I was able to conduct strong public consultation with the support from other expertise of our team. As a matter of this, people admired their free will in terms of land donation process and, it was a grateful opportunity to carry out the physical works to meet demands of quality output.

Furthermore, rural component of the road sector enlarged a newest perspective for my career to focus my eyes more and more to social sensitiveness to minimize adverse impact to the community who lives in along the road sides. At the same time, it was a virtuous skill for my position to dealing with general public who expects the most suitable solutions for their grievances. The GRM, therefore, used as a powerful technique to solve such complications effectively. During my three and half years' service for the central province, I was a good team player and I strongly believe that I may completely out of my professional goals if the team of Project Director's staffs, Supervision consultants and the Contractors failed to contribute the concept of social safeguards process.



M. R. N. Sandaruwani Sumanapala  
Social Safeguards Officer  
Integrated Road Investment Program

## **7. 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 followings 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
- District and Divisional Coordination Committee Meetings headed by District Secretariat and Divisional Secretariat

Public consultation and information dissemination process was conducted efficiently during the period under review. According to the survey conducted by the Project Implementation Consultants, community living in the program area has gained many benefits from iRoad Program.

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

This information have been collected using a format as **Annexure 20**.

### **The Story about Impact of Road Rehabilitation on Dairy Farming at Adikarigama - Ambewela - Merimount Road and Karaliyadda Village via Gonagantenna Hospital Road**

This is the story about the positive impacts of rehabilitated two roads by iRoad Program on dairy farmers. Integrated Road Investment Program called iRoad Program funded by the Asian Development Bank 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.

**Adikarigama - Ambewela - Merimount Road** is located in Haguranketha divisional secretariat division in Nuwaraeliya district and rehabilitated road length is about 4.8 km, **Karaliyadda Village Road via Gonagantenna Hospital Road** is also located in Haguranketha divisional secretariat division in Nuwaraeliya district and rehabilitated road length is about 2.2 km those are two of the rural roads selected under iRoad program for rehabilitation and improvement. Both roads pass through Grama Niladhari divisions of walagedara, Karalliyadda, Milala Junction, Bogahalanda, Idamalanda, Balagolla, Marymount, Ambewela, Adhikarigama.



Fig: 1 Cattle house

Most of these villagers are farmers and especially most of them are dairy farmers, they have been farming since their childhood. Before rehabilitate the road they had to do dairy farming with lots of difficulties. They had to spend a whole day to feed their cows, receive dairy production and especially to sell the production. Selling the production was difficult because they had to transport their dairy production to milk collection center by foot, it has taken lots of time and they didn't have any time to do other farming activity. On the other hand, there were huge difficulties for the

resident's livelihood and they didn't have enough access to any town center they had to connect with Adikarigama or Haguranketha town centers. In the other hand veterinary doctors were experiencing many difficulties without comfortable access to the village.

According to the villagers experiences after the road rehabilitation most of the difficulties have solved with this road rehabilitation. They can transport their dairy production to a collection center easily by bicycle or other vehicle.

The main thing is saving their time. In the other hand the veterinary doctors can easily come to the village it is an advantage for dairy farmers. On the other hand, after rehabilitate the road they can sell cow dung as a dairy production because now there is a comfortable road for Lorries to come into the village.



Fig: 2 Dairy Cattle

As a dairy farmer Mr. B.M.I.G Dissanayaka said "*I am a dairy farmer for 10 years, so I have a 10 years experiences, me and most of my villagers are farmers. I have three cows with me before rehabilitate the road we had to transport milk to a collection center by foot it took lots of time, but now I am transporting our production by my bike it takes only 5 minutes.*

*On the other hand now veterinary doctors come usually and check our dairy cattle's health it is a huge advantage for us. After rehabilitating the road I was able to allocate more time to vegetable*

*farming. Finally, I want to say as a dairy farmer this road plays a vital role in our village and we should thank everyone who participates to rehabilitate this road to this condition"*

**Reported by:**

K. W. M. P. Senadheera  
Social & Environment Development Assistant  
Nuwara Eliya District

## 8. SOCIAL IMPACTS ENCOUNTERED DUE TO POOR PHYSICAL PROGRESS OF CONTRACTS

Due to cash flow problems of Contractors MA1, KE1, R1, R2, KL2 and KL3, there were delays in implementing road construction works in 61 roads as shown in Table 29.

**Table 29: Poor Physical Progress of the MA1, KE1, R1, R2, KL2 and KL3 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	Up to 30 May 2017	Up to 30 november 2019
Central	Matale	MA 1	18	16	53.48%	66.49%
Sabaragamuwa	Kegalle	KE 1	17	13	47.10%	53.18%
	Rathnapura	R1	12	11	53.96%	64.54%
		R2	14	12	45.68%	58.18%
Western	Kalutara	KL2	19	04	7.23%	33.15%
		KL3	22	05	5.76%	51.83%
Total			102	61		

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

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

### Economic Impacts

- Increase in 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 difficulties encountered in transporting them.
- Filling up of private land with gravel or ABC materials during rainy days.

### Social Impacts

- Increased difficulties encountered in 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 absence of a proper access to their dwellings.
- High cost of travel to government and other officers, banks and entertainment centers in nearby towns.
- Inconvenience caused to school children, government officers (midwives, doctors, postal officers, development officers, Grama Niladharis etc.) due to poor public transport.
- Inconvenience caused to public, especially senior citizens due to absence of doctors and other relevant officers who opt to avoid coming to 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 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.

### **Education Related Impacts**

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

### **A Story of a Rural Road Improved Under iRoad Program**

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. Hitigegama - Udapolgawatta - Minuwandeniya Road is located in Ambagamuwa divisional secretariat division in Nuwaraeliya district, it is one of the rural roads selected under iRoad program for rehabilitation and improvement. The rehabilitated road length is about 8 km in length and passes through Grama Niladhari divisions of Mahathenna, Pitakanda, Minuwandeniya, Kalugala, Polpitiya, Gowlawaththa and Hitigegama.

All these villagers were very remote villages and there were huge difficulties for the resident's livelihood and they didn't have enough access to any town center. They had to connect with Daraniyagala, Polgaswaththa, Dodawaththa or Ginigathhena town centers to fulfill their social, administrative and other requirements, earlier it was very difficult due to time wasting and unnecessary cost, Rejected the three-wheel Drivers to travel to these villages, and it was very unsafe, but after the road was rehabilitated it has become easier and they are very happy to have such a good road to their villages. Below few comments made by some of the officers and villagers who are benefiting this road and below photographs illustrates the condition of the road before and after improvements.



**Fig.01** Before improvement.



**Fig.2** After improvement

**Mr. Saman Kumara (Grama Niladhari- Minuwandeniya Grama Niladhari Division)** said "As the Minuwandeniya Grama Niladhari I have been working in this village for past few years with many more difficulties. When I came to this division first time, there were no any comfortable access to the village, it was narrow road with huge pot holes on the road surface, as I know according to my experiences. It was very difficult to travel to any town center along the seriously damaged road surface. These villagers were suffering from many difficulties raised from the road. Usually Villagers had to receive most of the facilities from Ginigathhena Town but it was very difficult to travel and it took several hours until this road improvement. As a Grama Niladhari I can easily do my field work and make a communication with administrative offices and outside economic centers. I believe that villagers will reach to a high level in their economy than they were in the past. Actually, I am blessed to have such a good road to our village as the grama niladari."

**Mr. S.M. Amila Sampath 830053239V (Three-wheel driver)** said "First of all I want to say that I am very happy to talk about this road because this is the great resource which our village have. I have been driving three wheels for several years as a three-wheel Driver on this route. In the rainy seasons, all the surface water flows along the road like a drain, those periods the road has become a drain, there were no proper drainage system. So we had to drive with very bad road conditions with many difficulties. Due to the bad road surface our three-wheel braked down frequently. Now the system has changed with the road rehabilitation we are easy to drive and our vehicles are safe. Those days we had to spend more money for repairs and services sometimes monthly income was not sufficient for repairs and services we had to get loans also. Those days it took above one hour to reach Ginigathhena town but now we can reach within around thirty minutes. Those days we were afraid to transport pregnant mothers because patient can die if we are late to reach hospital on time with bad road surface development. This road plays a vital role in our village. I am blessed to have such a good road to our village."

**Mrs. V. Harshani Rangika 915911790V (Midwife, Hitigegama Village)** said "As the Minuwandeniya midwife I have been working in this village for past few years. Mostly Mahathenna, Pitakanda, Minuwandeniya, Kalugala, Polpitiya, Gowelawaththa and Hitigegama. Villagers use this road. Due to my experiences the rehabilitated road plays a vital role in this village. It is easy for me to do my field works due to improved road and I can easily reach most of the houses using this road without any difficulty. All pregnant mothers have to travel to Ginigathhena hospital for regular clinic and their other needs. I have no experiences but I have heard that some pregnant mothers had to delivery before go to hospital due to bad road conditions, according to my experiences also they had to face many difficulties which is not good for their health, in the other hand they had to spend several hours and huge cost for three wheelers. The road has improved nicely. As the midwife, I can easily attend to my duties efficiently, I should thank to everyone who supported to improve this road and I am blessed to have such a good road to our village as the midwife on behalf of pregnant mothers and other patients."

**Mr. W.G. Tikiribanda - 481540601V (Minuwandeniya Villager)** said *"I have many experiences about this road because I was born in this village. Our village was a seriously remote village due to the access with bad road condition. We had to go to Ginigathhena town to hospitals, schools, police and all administrative offices, but it was very difficult and it took a whole day. Those days we couldn't transport pregnant mothers to hospital on time so people used to go two or three weeks early and stay out of this village near to hospital, it was very difficult and now we don't want to do like that, in the other hand Most of the people work as farmers, the road was an extra burden to them and especially school children. Now most of public and private vehicles moving through this road to Ginigathhena. So we are glad to have this good road"*

**Mr. B.R. Ranjith Kumara - 820430689V (Small Scale Shop Owner Mahathenna)** said *"I'm 38 years old and I was born in this village so I have 38 years experiences about this road. First I have to thank everyone who support to rehabilitate this road. I have a small scale grocery shop. Those days there were high transport cost and I couldn't get any profit by the shop. It has changed after the road has improved, now there is no issue on transporting goods, several delivery Lorries come to the village we can buy from that suppliers. As a small scale shop owner I am blessed to have such a good road to our village, this is a big resource for us."*

**Mrs. M.M. Karunawathi - 525190447V (Minuwandeniya Villager)** said *"I am a mother who was born in this village. Before rehabilitation of this road we have to face lots of troubles due to unavailability of proper transport. We have very bad experiences when transport pregnant mothers to hospital. We had to go to Ginigathhena and stay before two or three weeks to delivery date. As elder women I can't imagine how our mothers and grandmothers went to any town center to fulfill their needs, but now it is very easy to travel and actually easy to live. We should thank everyone who participate to rehabilitate this road to this condition may triple gem blessed them."*

**The Principal - 843233791V (Minuwandeniya Vidyalaya)** said *"I am working as the principal of Minuwandeniya Vidyalaya. I came to this school as a teacher years before, I have more experiences from that period. According to my experiences this road changed the school we can see that clearly when we check the school attendance of students. I was experiencing some rainy days with one or two students in a class. Now the system has changed all students can come even it is a rainy day, in the other hand they can come on time. In my side I can easily make a connection with administrative offices. Previously it was very difficult and took more time but now it has become easier. We are glad to have a good road."*

**Reported by:**

K. W. M. P. Senadheera  
Social & Environment Development Assistant  
Nuwara Eliya District

## **9. PROGRAMS ENHANCING PUBLIC PARTICIPATION**

### **9.1 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. TA Consultant of ADB (former TA Consultant on CSD/Social Safeguards) conducted two workshops on importance of CSR programs for key officers of the PIUs, PIC and Contractors. They brought about a change in attitudes of participants towards CSR Projects. CSR Programs were monitored by social and environment assistants and a proper reporting system for activities was established.

Objectives of the CSR Programs are listed below.

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

### **9.2 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.

At the request of the public, some changes to original designs of civil works had to be made and their details are given in Table 30.

**Table 30: Design changes made to original designs at request of public - (From 01 January 2020 – 30 June 2020)**

Package	Road ID.	Name of the road	Changes made to the original design	Outcome
NE1	12	Ambiliyedda – Ihala Kotape-Rikillagaskada Road	Proposed concrete paving section (CH: 7+500 – 7+800) into asphalt surfacing.	Satisfied
KE3	48	Gangoda Temple – Eke Kanuwa Road	Provide Retaining Wall and road center shifted to LHS to avoid the roadway excavation near the house (CH:1+460-1+470)	Satisfied
	65	Ranwala-Kahagalla-Nawagamuwa Road	Provide L Drain CH: 0+600-0+620(RHS)	Satisfied

### **Career has been a Wonderful Journey**

The government of Sri Lanka is implementing the integrated Road Investment Program (iRoad) to improve the connectivity between rural communities and socioeconomic centers, under the iRoad Program, around 3000km of rural roads in southern, Sabaragamuwa, Central, North Central, North Western Province and Kalutara District. The project is two year rehabilitation/improvement and performance-based maintenance for three years.

There were three packages in Kalutara District as KL1, KL2 & KL3. Construction work of KL 1 package proceeded by the Maga Engineering while Olympus Construction (Pvt.) Ltd worked as a contractor of KL2 & KL3 packages.

As a Social and Environmental Development assistant at Kalutara District, I had a wonderful experience about the society and environmental path. I joined this project in year 2016, and had to face many challenges such as communicating with different people, officers, organization, institutes as well as. Then we had to much more work – oriented since it was our responsibility to minimize the bad impact of the project on the environment and social safeguards with making people aware of environmental issues, promoting conservation and sustainability, and monitor the Social Safeguards compliances in the construction field.

It was a real challenge for me to ride a motorbike as a woman to monitor the Social Safeguards compliances throughout the District, but the challenge was well faced, and to the project was ended up with the people who were benefited by the project.

As a Social Safeguard Officer, it was a wonderful experience of collaborative work with two parties both of RDA and Contractor. Assist to contractor in order to engage with the community, enhanced public understanding on the Project and minimized the unfavorably impacts to the road side people and users due to development and address the issues pertaining. Greater focus on socially specific persons and locations grievances from the affected people on social and environmental issues during project that solved complications effectively was a great experience.

It was a grateful opportunity to carry out the physical work to give a better good quality output as a Social and Environmental Development Assistant.

### ADB Mission



### Awareness Programs



### Public Consultation



Reported by:

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

## 10. IMPACT OF COVID – 19 PANDEMIC FOR CONSTRUCTION ACTIVITIES AND HEALTH MEASURES TAKEN FOR MANAGE THE RISK OF IT AFTER THE REOPENING

The first case of Covid-19 Pandemic was confirmed in Sri Lanka on 27 January 2020 for a Chinese women from Tubai Province in China. And on 03 March 2020 the first reported case in Sri Lanka origin outside Sri Lanka in Italy was reported. The first local case of Covid-19 was reported on 10 March 2020. Since then Sri Lanka government introduced various sequential measures to improve social distancing and prevent the spread the pandemic such as;

- Closure of schools and educational Institutes.
- Introduction work from home for all production and service organizations.
- Introducing travelling bands to international arrivals.
- Imposed island wide curfew.

Under this situation all the work sites of PIC 03 was stalled from 17 of March 2020 up to 20<sup>th</sup> April 2020. After the 20<sup>th</sup> April 2020 a system was introduced to issue the curfew passes for essential services and iRoad PIC 03- essential staff was started their duties again on approval of the Sri Lanka Police. **(Annexure 21)**. In concurrently the worksites also started the work following rules of health and security authorities **(Annexure 22)** and Road Development Authority **(Annexure 23)** and main consultant of PIC 03 (EGIS) **(Annexure 24)** also issued guidelines to be follow at the work places to prevent /control of Covid-19 Pandemic and promote the health of workers. As a summarily the following measures are followed in worksites and offices.(Contractor's and Consultant's).

- Check temperature of all staff before commencing the work any person recording a temperature above 98.4°F or 37°C shall be rechecked after 10-15 minutes of rest and if positive for second time sent him/her back.
- Maintain minimum recommended social distances of on meter with one another at all times.
- All employees shall wear masks properly while on duty. They should refrain from touching the masks or their faces while wearing of it.
- Maintain a First aid Box with full of all medicines usually used at emergencies.
- Conducting “ Health & Safety Drills” daily at commencement of work or lunch break.
- All vehicles and equipment used by officers should be sanitized before using as per the guidance given by the above authorities.
- Encourage Drivers/Operators using the same vehicle / machine during the period of Covid-19, when possible.
- Maintain the guideline during the travel as a crew and during stay together to prevent the spreading Covid-19 at the work sites and offices.

After the reopen the worksites on 17<sup>th</sup> April 2020 the working progress is gradually reach to normal situation. It shows following Table 31.

**Table 31. Physical progress of construction on going packages of PIC 03 during the shutdown period and after the reopening.**

Contractor	Package	Physical Progress			
		March %	April %	May %	June %
Sierra Construction	NE1	82.64%	82.64%	88.68%	90.01%
Nawaloka Construction	KE2	99.02%	99.02%	99.03%	99.14%
	KE3	91.24%	91.24%	96.05%	96.07%

(Source: Monthly Progress Report)

Photo evident of working at worksites according to the rules of health and security authorities as **Annexure 25**.

## 11. CONCLUSION AND RECOMMENDATIONS

### 11.1 Conclusion

Semi-Annual social safeguard monitoring report for period from January to June 2020 has been completed as per section 10 of Resettlement Framework (RF) in which includes social safeguards activities carried out by iRoad PIC (03) Central, Sabaragamuwa and Kalutara District of Western Province. The report states the compliance with social safeguard requirements of Resettlement Framework (RF), Loan conditions (Social Safeguard) and Facility Administration Manual (FAM) updated March 2018.

The report highlights measures taken by project management to address needs of the above documents in relation to social safeguard activities of the iRoad Program, PIC (03), gender involvement in project activities, Context Sensitive Design (CSD), practical application of Grievances Redress Mechanism (GRM), establishment of Grievances Redress Committees (GRCs), addressing public grievances and land donation process. Measures follows for faces the Covid-19 Pandemic and recovery level of after the shutdown. Further implementation of socio-economic impact assessment (Mid-term) survey also discuss in this report. More-ever stakeholder co-ordination process and conducting of Socio-Economic Impact Assessment (Mid-term) Survey, monitoring of social safety process also are discussed.

As per the Gender Action Plan (GAP) under section VIII Gender and Social Dimensions of Facility Administration Manual (FAM) Elderly-Women-Children-Disabled (EWDC) friendly design has also been attended where requested and required.

Woman involvement is encouraged and monitored during the implementation of project activities.

- iRoad PIC (03) have established 98% of Grievances Redressing Committees. Membership of a women is essential according to the Grievances Redressing Mechanism as per the Resettlement Framework.
- Women involvement is encouraged and monitored while the implementation of the project activities and female labour contribution for the construction work, office work during the period under review.
- Contractors were instructed and encouraged to employ poor local women in these activities. They were also instructed to pay similar wages and Employee Provident Fund (EPF) and Employee Trust Fund (ETF).
- All gender related issues have been effectively addressed and complied by the Social, Gender and Resettlement Specialist of PIC (03) together with the other relevant officers of the project.

None of the contractors have assigned child labour for project activities during the period under review.

The report also describes practically of using Context Sensitive Design (CSD) concept, establishment of Grievances Redress Mechanism (GRM). Effective strategies have been practiced to address social issues confronting during reporting period. As a result of establishment of GRM, project could get maximum corporation of public, state agencies and other stakeholders in addressing social issues through GRCs formed at Grama Niladhari Division level (GND) as well as Divisional Secretary Division (DSD) level. Establishment of GRCs at GNDs level is 563 and DSDs level is 81 in the project area during the last four and half years.

The project also discusses on public complaints, suggestions and requests received through the specific channels introduced by project and those were classified and addressed effectively. During the period under review a total of 159 public complaints, requests and suggestions 145 settled for satisfaction and 90 were closed because they can't be justified with technically or beyond the scope of project frame work. Other than that, a total of 330 public complaints, requests and suggestions have still to solve in R1, R2, KE1, MA1, KL2 and KL3 contracts as their work temporary abandoned by the Contractor and terminated by the Employer.

It is considerably a total amount of Rs. 178,502,041.70 has been invested to accommodate public complaints, requests and suggestions in six districts in iRoad, PIC (03), which exhibit the complexity of the project nature.

Because of shutdown period and Contractor's cash flow problems were incapable to attain any Corporate Social Responsible (CSR) Programs.

As per RF of iRoad Program "for the rural road improvements will be undertaken completely within the existing Right of Way (ROW) which is between 2.5m to 5.5m". Accordingly, iRoad PIC (03) road side land owners have donated 3181 land strips for safety requirement and improve drainages up to beginning of reporting period and there is no required any land donations during the reporting period.

During the period under review, PIC (03) was able to establish strong links with the relevant stakeholders such as Medical Officers of Health (MOH), Provincial Councils, Pradeshiya Sabhas, Divisional Secretariats, Planning Divisions of 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.

PIC (03) paid special attention to monitoring social safeguard process of the Project in addition to site visits. This was discussed at monthly progress meetings, weekly meetings and fortnightly meetings held with the staff of the Contractors. Social and environmental team of PIC (03) had monthly meetings and field visits to discuss monthly progress and program of the following month. These meetings gave an opportunity for participants to share their experience.

Construction work of 9 civil contracts have completed their construction work and three civil contracts are still in progress the construction work and six contract packages have abandoned due to cash flow issues faced by the Contractor. It has caused for increase member of social issues.

Total number of roads under project is 328 out of which 204 roads have been handed over by the Contractors as at 30<sup>th</sup> June 2020.

## **11.2 Recommendations**

1. Need a formal discussion from local management procedure of urban and semi-urban roads related areas with Medical Health Office (MOH) and local government authorities before construction to minimize public complaints.
2. Technical staff of PMU, PIU and Contractor including Engineer of the project should be provided with proper training on public participator development methods and CDD conceptual development activities.
3. Women entrepreneurship program to be develop to road side women with the participation of line agencies.

**In the next social safeguard monitoring semi-annual report (July-December 2020) more social safeguard activities will be carried out and report.**