



Social Monitoring Report

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

Semi Annual Report
June 2020

SRI: Integrated Road Investment Program — Tranche 2, 3 & 4 PIC 02 – North Western and North Central Provinces

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

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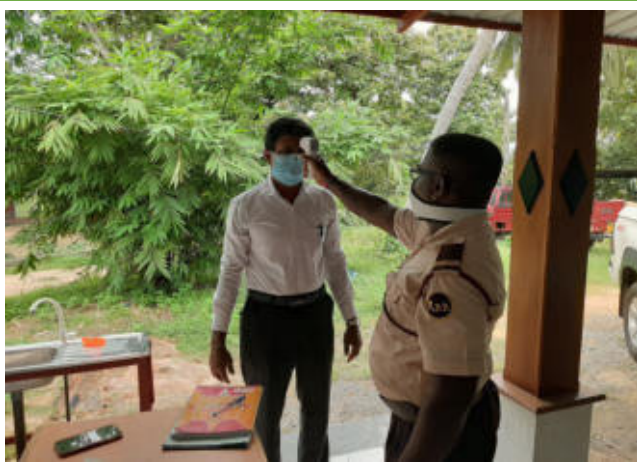
Asian Development Bank



**INTEGRATED ROAD INVESTMENT
PROGRAM
NORTH CENTRAL & NORTH WESTERN
PROVINCES**



**SEMI ANNUAL SOCIAL COMPLIANCE MONITORING REPORT
January-June 2020**



**REPORT PREPARED BY
PYUNGHWA ENGINEERING CONSULTANTS In Association with
RESOURCES DEVELOPMENT CONSULTANTS
On behalf of
Road Development Authority**

Ministry of Roads and Highways

**Submitted to
Asian Development Bank**



In Association with RDC

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Abbreviations	
ADB	Asian Development Bank
ADS	Assistant Divisional Secretary
AIDS	Acquired Immunodeficiency Syndrome
ARE	Assistant Resident Engineer
ASSO	Assistant Social safeguard Officer
CE	Construction Engineer
CSD	Context Sensitive Designs
CSR	Cooperate Social Responsibility
CRCs	Conventional Road Contracts
CO	Colony Officer
DSO	Divisional Secretaries Office
DSDs	Divisional Secretariat Divisions
DSESA	District Social Environmental Safeguard Assistants
DNP	Defects Notification Period
EWCD	Elderly Women Children Disabled
EARF	Environmental Assessment and Review Framework
ESDD	Environmental & Social Development Division(RDA)
ESO	Environmental and Social Officer
ESSO	Environment and Social Safeguard Officer
ES	Environmental Specialist
FAM	Facility Administrative Manual
GRM	Grievance Redress Mechanism
GAP	Gender Action Plan
GNDs	Grama Niladari Division
GN	Grama Niladari
HIV	Human Immunodeficiency Virus
IPP	Indigenous Peoples Plan
IPPF	Indigenous Peoples Planning Framework
IR	Involuntary Resettlement
i Road	Integrated Road Investment Project
LD	Land Donation
MO	Mahaweli Officer
MOU	Memorandum of Understanding
MFF	Multi Tranche Financing Facility
NCP	North Central Province
NWP	North Western Province
PPTA	Project Preparatory Project Assistance
PHI	Public Health Inspector
PE	Project Engineer
PIU	Project Implementation Unit
PD	Project Director
RE	Resident Engineer
RSA	Road Safety Awareness
ROW	Right of Way
RRDE	Rural Road Design Engineer

SAPE	Survey & Preliminary Engineering Consultancy
SSO	Social Safeguard Officer
SGRS	Social/Gender/Resettlement Specialist
SPS	Safety Policy Statement
SAC	Statement At Completion
TOC	Taking Over Certificate

Semiannual Social Compliance Monitoring Report

January-June 2020 PIC2

1.0 Introduction

1.1 Background of the Program

1.1.1 ADB assisted Integrated Road Investment (iRoad) program which was commenced during 2016 is mainly focusing on rural roads which are maintained by Provincial Councils and Pradeshiya Saba's. This development effort is very significant since Road Development Authority have taken the responsibility for developing these roads which were belonged to local authorities. Since the population in rural and semi-urban areas are increasing gradually, it is unavoidable that the need of improving linkages with the main cities and city centers to grasp new knowledge and technologies. Still the major part of Sri Lanka's population is concentrated in rural and semi-urban areas. The vital infrastructure facilities in the rural districts have received very little attention over the past years and its rural population, consisting mainly of agrarian folk, is facing immense difficulties due to the very poor condition of the transport infrastructure. This has greatly hindered the spread of economic activities, restricted access to basic health and education resources as well as access to vital markets for procuring basic requirements as well selling their produce.

1.1.2 The Government has addressed this problem by implementing a country wide rural road investment program. The iRoad program which was initiated by the Road Development Department Authority (RDA) under the Ministry of Roads and Highways to improve transport connectivity between rural communities and socioeconomic centers. iRoad program intends to connect 1,000 Grama Niladari Divisions (GNDs) throughout the country as rural hubs and link them to the trunk road network through improving the rural road network to all weather standards and operating a sustainable trunk road network of at least fair condition.

1.1.3 The program, mainly focused on the rehabilitation of existing carriageways to suit all weather conditions. The program is currently under tranche 4 of Multi Tranche Financing Facility (MFF) provided by ADB. The selection of rural roads for rehabilitation has been based on the concept of community participation in development and the avoidance of any land acquisition and Involuntary Resettlement (IR). The Resettlement Framework (RF) developed for the program provides guidelines of all social safeguards (including aspects of voluntary land donation) requirements that need to be fulfilled under the program by all social safeguard activities. In line with the guidelines given in the RF, project 4 (NCP) and 5 (NWP) of iRoad program will only develop the roads with in the available Right of Way (ROW). However, if there is a need to take small strips of land from either side of the road for improvements to road safety or drainage, such taking will be done based on the process of "Voluntary Land Donation". The Grievance Redress Mechanism (GRM) has been setup to respond any suggestions, comments or complaints from public regarding the road rehabilitation and improvement works. Transect walks surveys have been conducted during Survey and Preliminary Engineering (SAPE) works as a public participation tool for the four and five projects, especially for road designing, implementing and maintaining. Gender consideration, health, including HIV/AIDS, human trafficking and labour rights, are the other key areas of the social safeguard component of this project in complying with ADB's Safeguard Policy Statement 2009 (SPS).

Due to termination of contract packages of KU-03, KU-04, KU-05, PU-02, PU-03 there were no any construction activities except PU-01 completion works during the period of January-March 2020. Urgent construction activities in RdIds 27 and 28 in KU04 were carried out by sub-contractors. Due COVID 19 pandemic cause to abandon construction sites and offices during end of March and April 2020. However KU-03R and KU-05R contract packages started their activities during May and June. Due to this unexpected situation this report consider social safeguard compliance in limited construction activities.

1.2 The Purpose and the structure of this Report

1.2.1 As the section vii of Resettlement Framework (RF) recommended, semi-annual monitoring reports are to be prepared and submitted by the Project Implementing Consultant (PIC) to RDA, and for further submission to ADB. Complying with contractual requirements SGRS of PIC2 has submitted seven semi-annual reports from July 2016 to December 2019. This Semi-Annual Report semiannually briefs the progress of social safeguard activities implemented by the Contractors, Project Implementing Consultants (PIC2) and Project Implementing Units of (PIU-NCP) North Central province and (PIU-NWP) of North Western Provinces from January-June 2020. However, since the NCP is now PMB period no information included regarding NCP contract packages.

First section of this report is the introduction which explains the project background, reserved loan for each package, summary of the progress of each contract package, and the staffing setup of PIU, PIC2 and the Contractors. Section two, reports the progress of civil works during the reporting period, and section three includes the compliance with social safeguard requirements in the loan documents. In the section four of this report explain the status of compliance with the Gender Action Plan (GAP). Section five briefs the monitoring of social safeguard compliances at field level while, the section six summarizes the social issues observed and the status of compliance. Section seven reports the progress in donating lands, and section eight describes coordinating with line agencies. In the Section nine includes a description of public consultations and information dissemination. Conclusion and recommendations in section ten.

1.3 Staffing Setup at PIU, PIC and Contractor related to Social Safeguard

1.3.1 As mentioned above PIU, PIC and Contractor are the key actors of implementation and monitoring social safeguard activities of iRoad program during the period of project implementation. This report highlights social safeguard performances of two projects, which carried out by these parties and how far two projects have been able to fulfil social safeguard requirements during January-June 2020, reporting period. Key officials who directly involved in the social safeguard task are in the table below.

Key staff of Social Safeguard activities

Table No. 1.3.1

PIU	Social Safeguard Officer Assistant Social Safeguard Officer (SSO,ASSO)	From July- 2016 and up to end of the Project in NWP and NCP PIUs	
PIC2	Social/Gender/Resettlement Specialist (SGRS)	From June 2016 to June 2021	
	One District Social/Environmental Assistant (DSESA)– RE offices	From Jan-March 2018 to end of June 2021 in NWP (From June 2019 their services reduced, and now the positions are vacant)	
	One Environmental/Social Safeguard Officer (ESSO)– TL Office	From February 2017 to End of June 2021	
Contractor		Environmental & Social Officer (ESO)	New Contractors of KU-03R and KU-05R mobilized after March 2020. No final works during April. Two ESOs are recruited in to two packages and they are carrying social/environmental safeguard implementation monitoring and reporting activities.

2. Progress of Civil Works during the Reporting Period

Present Status of CRC Contracts - North Western Province

2.1 CRC's in Kurunegala & Puttalam Districts

2.1.1 Contract KU1 - Contractor Maga Engineering PLC

The Contract Package KU1 consists of 16 roads totalling 83.29 km and the accepted contract value is LKR 2,005,790,082.00. Please refer to the **Table 2.1** for further details.

All the major road works were completed by January 2019 and SAC is submitted to the employer on 03 July 2019.

❖ Contract KU1- All the Roads Handed Over to Client-RDA

Serial No.	Road No.	Road Name	Road Category	Length/ km
1	30	Talgahapitiya Junction to Walrawa Road	PRDD	5.50
2	32	Kaduruwewa School to Wallawewa School Road	PRDD	2.45
3	34	Meladeniya Junction Udawela Kakiriyamdiththa, Ganegoda to Ambawewa Road	PS	8.23
4	33	Karulla, Horathapola Kibulkotumulla via Paliyagara Road	PS	6.22
5	36	Kmbukgahamulla central coleage Mawatha	PS	1.57
6	76	Kamburapola Junction to Pahalagamuwa, Nindawela Road	PS	4.50
7	97	Hidiyamulla Junction to Guruthippala Junction	PRDD	4.03
8	82	Nagollagoda, Ahetumulla, Higuregama Temple road	PS	4.51
9	81	Mawee ela Junction to Thelibewa Temple via Ilukpitiya Junction	PS	7.50
10	98	Magulagama Junction to Ambagahalanda Mohoththawagoda Junction	PS	4.13
11	47	Bihalpola Muthugala Road	PRDD	10.30
12	48	Ihalamuluthangala to Korale Junction Road	PRDD	3.78
13	49	Nakkawattha, Temple Road, Kaballa Road	PS	2.20
14	50	Katupotha, Dalupothagama, thoranegedara, Kirimatiyawa Road	PRDD	6.62
15	86	Horombawa Mawee Ela Road	PRDD	6.50
16	55	Kosgahamula Junction to Damdeniya Road	PRDD	5.25
Total			-	83.29

2.1.2 Contract KU2 - Contractor KDAW-BMG Joint Venture

The Contract Package KU2 consists of 19 roads totalling 100.47 km and the accepted contract value is LKR 2,124,166,266.00. Please refer to the **Table 2.1** for further details.

All the major road works were completed by August 2019 and SAC has been submitted to the Engineer on 13th December 2019. It has been reviewed by the Engineer and submitted to the Employer on 28th January 2020.

❖ Contract KU2- All the Roads Handed Over to Client-RDA

Serial No.	Road No.	Road Name	Road Category	Length / km
1	56	Elabadagama, Bummanna, Kadirapola, Labbala via Negambo Kurunegala Road	PRDD	10.29
2	57	Jayagama Kete Junction to Nabirittankadawara via Welipennagahamulla Road	PRDD	5.93
3	58	Eliwila, Daraluwa via Yakwila Road	PRDD	7.54
4	59	Nendalagamuwa Ayurweda Junction to Ninuwangamuwa Walakumburumulla Road	PS	4.84
5	1	Boyawalana Nawathalawatta Wewwala School Road Across Habaralagasinna Madurupitiya Road	PRDD	12.43
6	2	Paramulla to Morugama Across Bujjomuwa Road	PS	3.47
7	4	6 Mile Post, Thumbulla Road	PS	2.55
8	100	Hambuluwa Henahundeniya via Ambowa Wanathalawatta Hospital Road	PS	4.58
9	101	Allawwa Horokgasdeniya Road	PS	0.99
10	5	Dampelessa Dostarawaththa Across Welikumburawatta Road	PS	3.74
11	102	Pahatha medagoda Welikumburawatta Road	PS	3.17
12	41	Hodalla, Polpitiya, Dambagolla, Kandahena Road	PRDD	2.01
			PS	3.88
13	43	Panaliya Railway gate to Pillwatta Road	PRDD	5.00
14	45	Piduruwella, Sandagala, Weherabanda Road	PRDD	5.76
15	46	Pambe, Lokahettiya, Ranwala Gedara Road	PRDD	9.91
16	74	Wewa Gedara Ranviru School to Klohogedara via Yanthampalawa Junction	PS	2.62
17	75	Minhettiya Baddegama Kelimune Junction Road	PS	3.39
18	67	Jarman Junction to Nnawagatta Yatikadurawa, Ketapathwehera, Thembilipolagaha Junction	PS	4.72
19	66	Mahakeliya Randeniya Junction to Randeniya, Wellagal Road	PS	3.65
Total			-	100.47

2.1.3 Contract KU3 – Contractor Ranken Railway Construction Co. Ltd.

The Contract Package KU3 consists of 12 roads totalling 89.88 km and the accepted contract value is LKR 1,976,721,917.95. As of October 2018, they have abandoned the site and they have closed their site offices with only minor staff. From November 2018 onwards no staff is available on site and the contractor's site office is still closed. All the machineries from the site has been removed by the contractor without the consent of the Engineer or the Employer. The Engineer has recommended that the Client exercise their rights in issuing Sub Clause 15.2 – Termination Notice to the contractor.

This project has been **TERMINATED** through letter Ref. No.: RDA/ADB/iROAD/GEN dated 12.02.2019 and the effective date, by which the contractor has to vacate the site is on the 26th Feb 2019.

The Employer has awarded the contract to RR Construction (Pvt) Ltd and Letter of Acceptance has been issued on 22nd January 2020. Contractor has accepted the same. KU3 has been renamed as KU3 – R.

Contract Package	Physical Progress at Termination	Financial Progress at Termination
KU-3	47.69%	42.18%

Status at the Termination of KU-3

a) Structures

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert									Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Both Sides			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
17	32	32		2	2		9	8	0							3	3					18	10	0
20	34	34		2			3						1			4						24	3	
22	35	35					2	1	0							1	1		1			1		
23	88	88					6		0	4			1			1						76		0
37	26	26					1		0				1	1		2	1	0				22		0
38	40	40					3	3					2	2		4	4					31	25	0
39	33	33		1			6						3			1						22		
40	68	68		1									1									66		
68	39	39		1	1								7	5	0	5	3	0	1		0	25	5	0
71	16	16					4	4											2	2		10	6	
84	26	26					4	1	0				2	1		2	2					18	11	0
87	23	23											1	1								22	2	
Page Total	460	460	0	7	3	0	38	17	0	4	0	0	19	10	0	23	14	0	4	2	0	335	62	0

Integrated Road Investment Programm North Western Province																													
Kurunegala District - Package -03 (KU03)																													
						Progress Up to End of April 2019																							
Serial No	DS.Division	Road ID	Road Name	Road Catogory	Length (Km)	1km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km	15 km	16 km	17 km	18 km	19 km	20 km	21km	22 km	23 km	24 km
1	Kurunegala	71	Colombo Road Narammala Kurunegala Main Road Kubalpola Junction Hal Para	PRDD	4.18																								
2		68	Malpitiya Junction to Bogamuwa Junction Theeragama Road	PRDD	6.70																								
3	Mawathagam	17	Wataraka Junction to Uda Iguruwaththa via Kudumiriya Road	PRDD/PS	6.24																								
4		20	Wataraka Junction to Uda Iguruwaththa via Kudumiriya Road	PS	5.04																								
5	Ridigama	38	Palle Horombuwa Ginihiriya Margaya Road	PRDD/PS	7.17																								
6		37	Kiribathgalla Road	PRDD	3.14																								
7	Ganewaththa	84	Meeliyadda-Ikiriwaththa- Bokkawala Road	PRDD	3.54																								
8		22	Nabirithawewa Junction to Hunupola, Siradunna via, Pannala Road	PRDD	23.12																								
9	Ibbagamuwa	87	Hiripitiya Aluthgama Kalawana Road	PS	5.77																								
10		23	Bannaggama junction via Nalawa Road	PRDD	13.75																								

Note: Road ID No. 39, 40 Earth Work Construction Still Has Not Started.

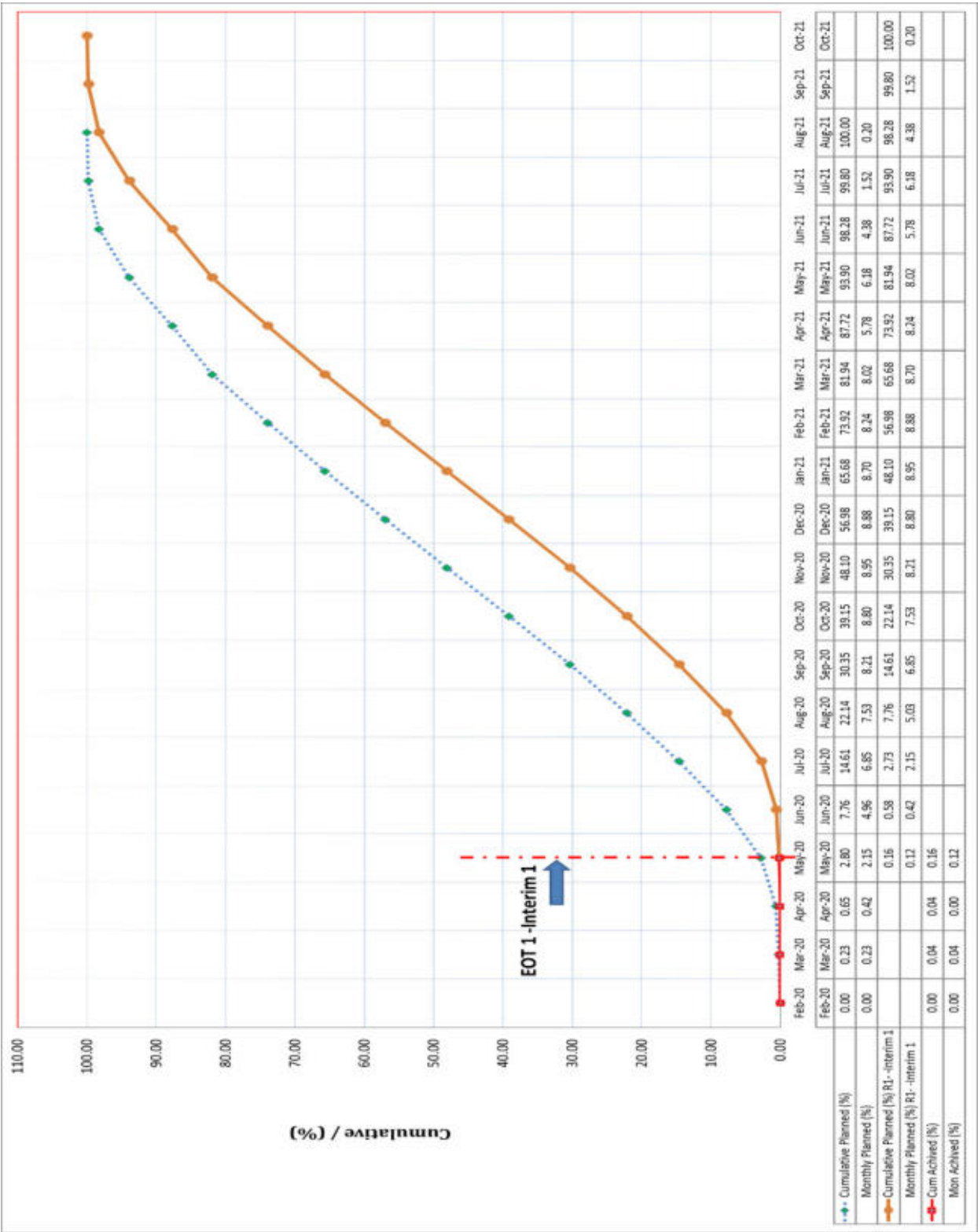
Earthwork in progressABC CompletedAsphalt CompletedABC Completed by MAGAABC Completed by MAGA

No.	Contractor	Accepted Contract Amount	Date of LOA	Date of Commencement	Land handed over to Contractor	Advance Payment Guarantee In place	Performance Security in place	Advance Payment Certified by Engineer	Initial Clause 8.3 Program and Method Statement	Clause 8.1 Order to commence issued	Contractor Project Manager (CR) in place
KU3-R	RR Construction	2,165,263,498.51	22/1/2020	20/02/2020	✓	✓	✓	✓	✓	✓	✓

2.1.2.1 Contract KU3(R) - Contractor R.R. Construction (Pvt) Ltd

❖ Contract KU3(R) - Current status

All the approved designs, Survey details, test reports, other relevant documents etc. which are already available, were handed over to the new contractor for their review and acceptance.



Package No KU3-R	Monthly (April -2020) (%)		Cumulative Status up to end of April - 2020 (%)		Next Month Target (%)
	Target	Actual	Target	Actual	
%	0.12	0.12	0.16	0.16	0.42%

As the curfew continued in some areas, contractor was unable to get required workforce as programmed in the month of May 2020. And also in curfew lifted areas, outsiders not allowed to work by PHIs in their divisions without getting relevant permission as per the guidance issued under the COVID 19. After met all those requirements only, contractor could attend the physical works at the site by mid of May 2020.

Due to above reasons, not much physical progress could get in the month of May 2020.

2.1.4 Contract KU4 – Contractor V.V. Karunaratne & Company

The Contract Package KU4 consists of 12 roads totalling 105.83 km and the accepted contract value is LKR 2,091,174,540.00. As of July 2019, they have abandoned the site and they have closed their site offices with only minor staff. All the machineries from the site has been removed by the contractor without the consent of the Engineer or the Employer. The Engineer has recommended that the Client exercise their rights in issuing Sub Clause 15.2 – Termination Notice to the contractor.

This project has been **TERMINATED** through letter Ref.No.: RDA/ADB/iROAD/GEN dated 13.11.2019.

Status at the Termination.

(a) Structures

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert									Cleaning & Repairing of Culvert		
													LHS			RHS			Both Side					
		Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress		
7	15	15		1			4	1	1	3	3		1	1		1	1		2	2	0	3		
8	28	28		3	3		2	1					1	1		3	1		1	1		11		
10	18	18		2	2		3	3														11	3	
11	25	25		3	2		3	3					1	1								12	7	
16	27	27		2	2		6	6		1	1		2	2								15	12	
27	45	45					8	7	1	1	1		2	1		3	3					37	6	
28	48	48					9	3	1	1			2			3			2		1	34		
90	48	48		5	4	1	9	6													42	7		
91	20	20		1		1	4	4								2	2		3	3		16	7	
92	42	42		1	1		10	10		7	7		1	1		2	2		7	7		23	23	
94	28	28		1			4						2									25		
96	19	19		2	2								1	1		1	1					9	6	
Page Total	363	363	0	21	16	2	62	44	3	13	12	0	13	8	0	15	10	0	15	13	1	238	74	0

(b) Road works

Serial No	DS.Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to End of December 2019																													
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km	15 km	16 km	17 km	18 km	19 km	1R km	2R km	3R km	4R km	5R km	6R km					
1	Galgamuwa	90	Inginimitiya to Wannikudawewa via nanneriya Junction	PRDD	18.50																														
2		7	Ihalagama Junction to Nochchiya Road, across Wannikudawewa	PS	4.43																														
3		92	Wathuwaththegama to Mudiyanegama via Kumbukkadawala	PRDD	9.72																														
4	Ehetuwa	11	Kothnoru Junction to near the School Reswehera Temple Road	PRDD	4.85																														
5	Nikaweratiya	27	Palugolla Iginimitiya Road (Aluthigama Kotawehera Road)	PRDD	17.38																														
6	Rasnayakapura	28	Kurunegala Puttalam, Kunuketiya Junction to Malpanawa Road across Rasanayakapura	PS	9.50																														
7	Maho	94	Dalsdagama to Nikaweratiya, Ambanpola Road via Wathupalagama, Polpithigama,Waduressa	PS	6.98																														
8	Giribawa	91	Paluwewa Junction to Giribawa Road via Ussana	PS	6.42																														
9	Abanpola	16	Nelumpathwewa Udadiulwewa Road	PS	7.64																														
10		8	Giribawa, Warawewa to Sandagala Road	PRDD	10.03																														
11		96	Kasikote Junction to Meeoya Bridge via Peella	PS	4.37																														
12		10	In front Atharagalla School, Gurugoda, Kothalawetiya, Kalegama Road	PS	6.16																														
						<div><div></div>Earthwork in progress</div>																													
						<div><div></div>ABC Completed</div>																													
						<div><div></div>Asphalt Completed</div>																													

Progress

Contract Package	Physical Progress at Termination	Financial Progress at Termination
KU-4	55.44%	45.62%

2.1.4.1 Emergency works in KU4 Package (Road ID 27&28)

The Employer has decided to do the absolutely necessary works to motor able the road ID 27 & 28 due to the very bad condition of the roads and huge pressure from the publics. MAGA and KDAW have been selected as a performing contractor in iRoad project to implement the construction works with negotiation the cost which have to be involve. Cost proposals, submitted for Road IDs 27 & 28 were reviewed by the Engineer and forwarded to the employer for necessary approval.

In the meantime, Engineer has instructed to the contractors to commence the permeant works as discussed and agreed with all parties (Employer, Engineer and Contractor). Inauguration ceremony of the commencement of above two roads were done with attending Honourable Minister of Roads and Highways Mr. Johnston Fernando and Project Director (NWP) iRoad project Mr. R.M.P.Rathnayaka on 14th of December 2019. The Contractors are continuing the works successfully. Status of the ongoing works are as follows.

Variation Status RD ID 27 (MAGA) & RD ID28 (KDAW)

1. Initial & Routing maintenance from 0+000 k m to 17+500 km and rehabilitation and improvement from 0+000 km to 8+500 km on Palugolla Inginimitiya Road (RD ID 27) in Ku 4 – Variation to Contract Package KU-1 amounting of Rs. 256,882,455.15 has been approved.
2. Initial & Routing maintenance from 0+000 k m to 9+500 km and rehabilitation and improvement from 4+200 km to 7+500 km on Kanuketiya junction to Malpanawa across Rasnayakepura Road (RD ID 28) in Ku 4 – Variation to Contract Package KU-2 amounting of Rs. 117,432,785.85 has been approved.

RD ID 27 (MAGA) & RD ID28 (KDAW)

Integrated Road Investment Programm North Western Province																									
Kurunegala District - Package KU04 RD ID 27 & 28																									
Serial No	DS.Division	Road ID	Road Name	Road Catogory	Length (Km)	Progress Up to End of June 2020																			
						Section 2													Section 1						
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	1 km	2km	3km	4km	5km	6km	
1	Nikaweratiya	27	Palugolla Iginimitiya Road (Aluthgama Kotawehera Road)	PRDD	8.50																				
2	Rasnayakapura	28	Kurunegala Puttalam, Kunuketiya Junction to Malpanawa Road across Rasanayakapura	PS	3.30																				

Initial Road Maintance in progress

Earthwork completed

ABC Completed

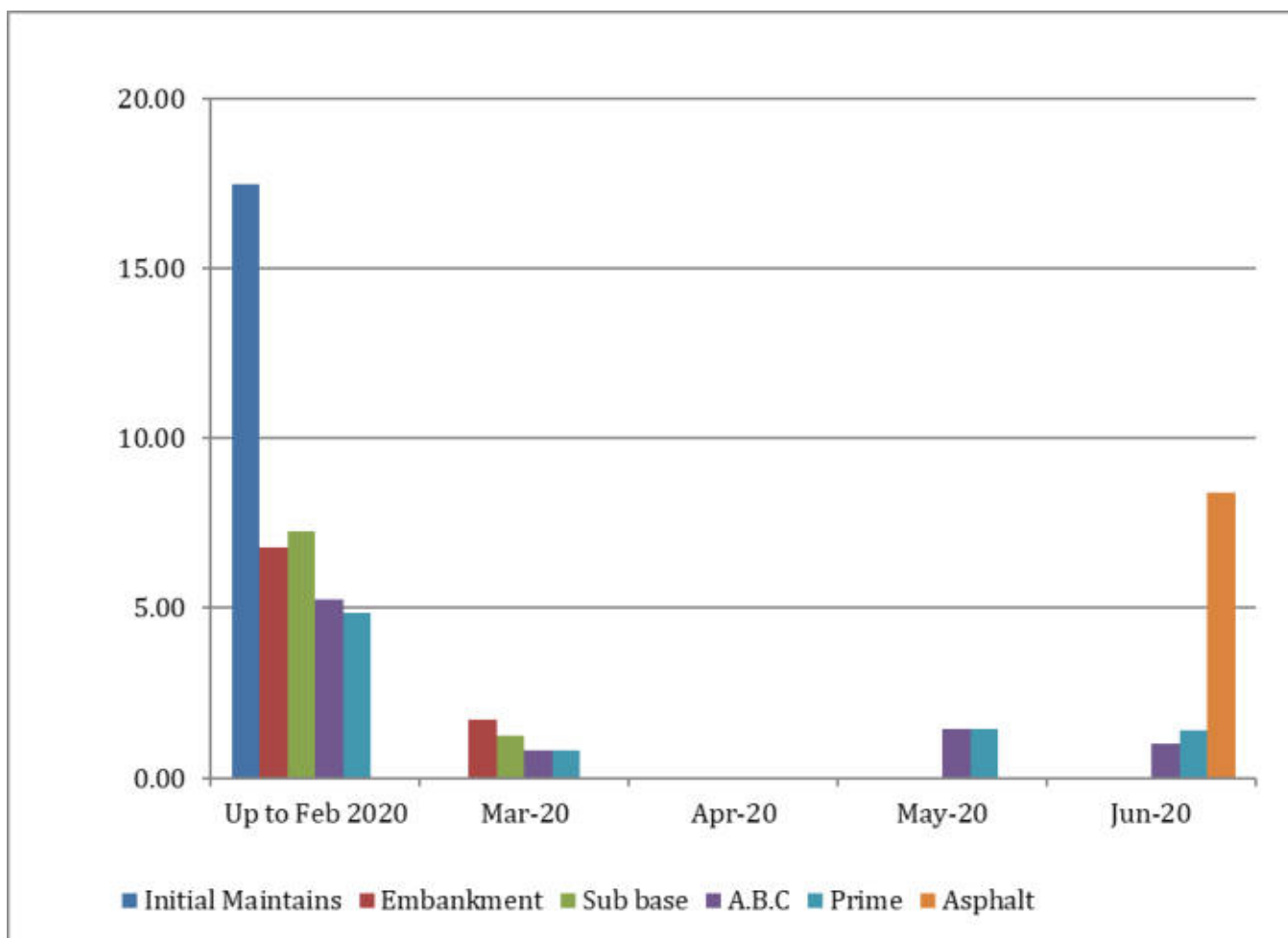
Asphalt Completed

Already Completed by VVK

Already Completed by 3rd Party

RdId 27

KU4	Total Length	Up to Feb 2020	Mar-20	Apr-20	May-20	Jun-20	Total (Up to June-2020)
Description							
Initial Maintains	17.47	17.47	0.00	0.00	0.00	0.00	17.47
Embankment	8.5	6.80	1.70	0.00	0.00	0.00	8.50
Sub base	8.5	7.25	1.25	0.00	0.00	0.00	8.50
A.B.C	8.5	5.26	0.80	0.00	1.45	0.99	8.50
Prime	8.5	4.86	0.80	0.00	1.45	1.39	8.50
Asphalt	8.5	0.00	0.00	0.00	0.00	8.40	8.40

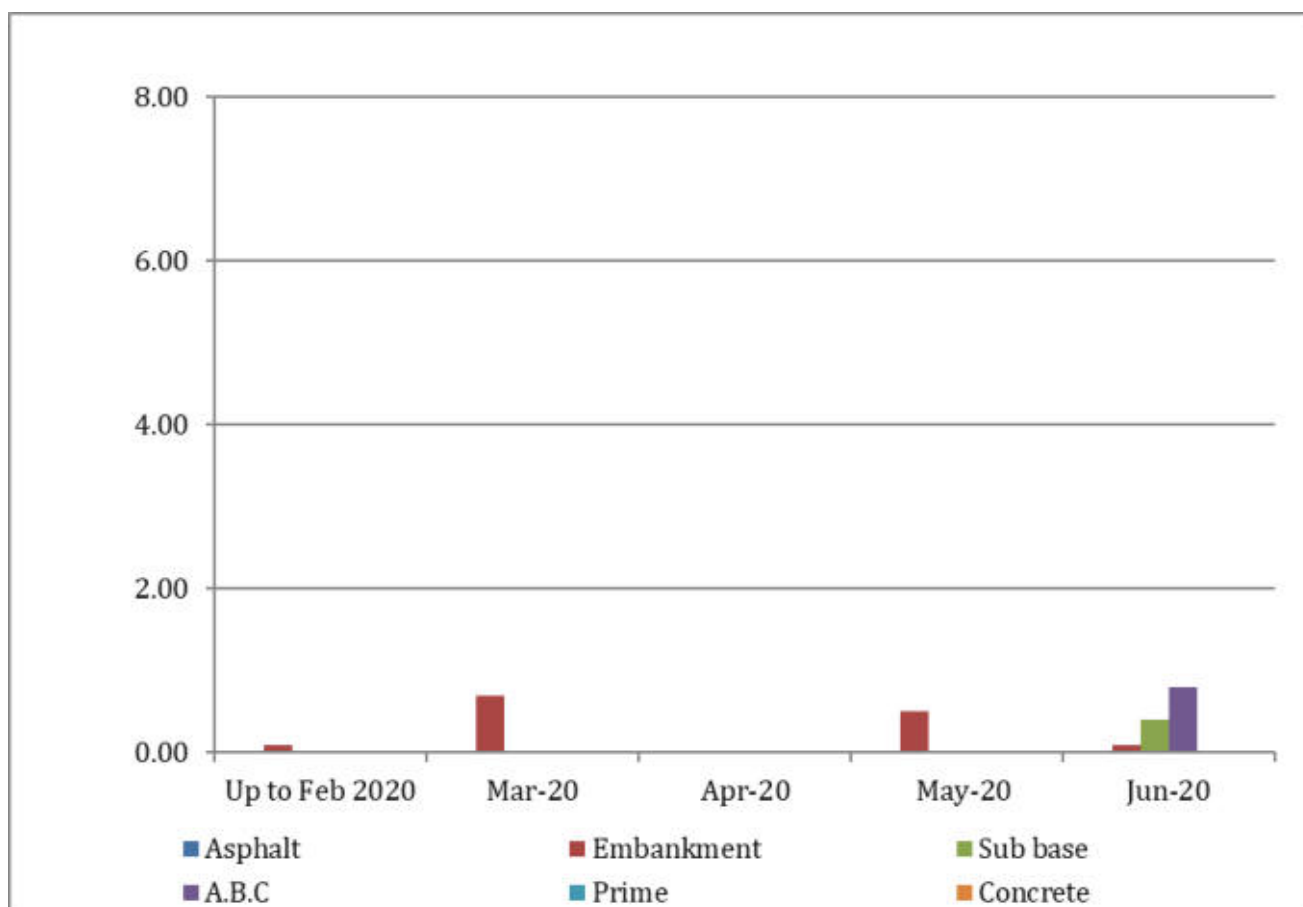


RdId 28

KU4							
Description	Total Length	Up to Feb 2020	Mar-20	Apr-20	May-20	Jun-20	Total (Up to June 2020)
Initial Maintains	9.5	9.50	0.00	0.00	0.00	0.00	9.50
Embankment	3.3	0.10	0.70	0.00	0.50	0.10	1.40
Sub base	3.3	0.00	0.00	0.00	0.00	0.40	0.40
A.B.C	3.3	0.00	0.00	0.00	0.00	0.80	0.80
Prime	2.24	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt	2.24	0.00	0.00	0.00	0.00	0.00	0.00
Concrete	1.06	0.00	0.00	0.00	0.00	0.00	0.00

SUMMARY OF PROGRESS-STRUCTURAL IN UP TO END OF June 2020

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert									Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Both Side			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
27	29	29		0			4	4	0	0			3	3	0	0			0			25		
28	22	22		1		1	15	12	2	0			0			1	1		1	1	0	7		
Page Total	51	51	0	1	0	1	19	16	2	0	0	0	3	3	0	1	1	0	1	1	0	32	0	0



Progress Photographs

ID 27(MAGA)



Asphalting RN 27 sec 2 CH 2+800



Culvert Backfilling RN 27 Sec 2 CH 2+460



Asphalting RN 27 Sec 2 CH 0+300



Asphalting RN 27 Sec 2 by road (1+700)



House Access construction CH 1+670



Prime working Sec 02 CH 1+800



Embankment construction CH 5+090



Embankment construction CH 5+740



ABC Laying CH 4+750



Culvert Construction CH 4+520



Culvert Backfilling CH 4+520



Culvert Concreting CH 7+362

2.1.5 Contract KU5 – Contractor Ranken Railway Construction Company Ltd.

The Contract Package KU5 consists of 17 roads totalling 99.85 km and the accepted contract value is LKR 1,996,560,050.43. As of October 2018, they have abandoned the site and they have closed their site offices with only minor staff. From November 2018 onwards no staff is available on site and the contractor's site office is still closed. All the machineries from the site has been removed by the contractor without the consent of the Engineer or the Employer. The Engineer has recommended that the Client exercise their rights in issuing Sub Clause 15.2 – Termination Notice to the contractor.

This project has been **TERMINATED** through letter Ref. No.: RDA/ADB/iROAD/GEN dated 12.02.2019 and the effective date, by which the contractor has to vacate the site is on the 26th Feb 2019.

The Employer has awarded the contract to Finite Lanka (Pvt.) Ltd and Letter of Acceptance has been issued on 22nd January 2020. Contractor has accepted the same. KU5 has been renamed as KU5 – R.

Contract Package	Physical Progress at Termination	Financial Progress at Termination
KU-5	37.23%	41.27%

Status at the Termination.

Structures

REHABILITATION/IMPROVEMENT OF RURAL ROADS IN THE KURUNEGALA DISTRICT - KU5																									
SUMMARY OF PROGRESS-STRUCTURAL IN UP TO END OF APRIL 2019																									
Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert									Cleaning & Repairing of Culvert			
		Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			Both Side			RHS			Total Nos.	Completed	In progress	
	Total Nos.												Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress					
12	26	26					6		2				2				3		1	3		1	11		
13	41	41		1			5												1				34		
14	35	35					14																21	2	
24	9	9																	1				8	3	
26	28	28					6	4															22	1	
29	36	36		1			21	2	1														14	1	
61	21	21					2	2					4	4		4	3		1	1			10	3	
62	22	22		2			7	3					2	2		1			2	1			8	6	
65	11	11					2			1			3			3			2						
70	39	39					13	9	2	1			5	5		9	6		3	2			9	1	
77	17	17					8	6		1			2	1		1	1		1				4	1	
79	28	28					8						3			7							10		
80	19	19		1						2									1				15		
83	22	22					7						1						2				12		
89	14	14					1						1										12		
95	14	14					6			1						1			2				4		
99	24	24					6	3					2						2	2			14	9	
Page Total	406	406	0	5	0	0	112	29	5	6	0	0	25	12	0	29	10	1	21	6	1		208	27	0

Roads

Integrated Road Investment Programm North Western Province														
Kurunegala District - Package -05 (KU05)														
Serial No	DS.Division	Road ID	Road Name	Road Catogory	Length (Km)	Progress Up to End of April 2019								
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km
1	Kobeigane	26	Padeniya Kobeigane Road	PRDD	10.93									
2	Wariyapola	62	Werella Junction to Naramana Thambarawewa Road	PS	4.61									
3		61	Rambawewa Junction to Ambakadawara, Hettigedara via Mirihanegama Road	PS	4.94									
4	Paduwasnuwara West	99	Wilbagedara Junction to Dunupotha Rathmalla Junction Road	PS	4.19									
5		77	Hunugama Junction to Nallur Junction	PS	4.12									
6		83	Kajuwatta junction to Koonwewa Balagolla road	PS	6.03									
7	Nikaweratiya	24	Gangoda Road (Jayalanka Trade Centre to Court Complex via Budumuththawa Temple)	PS	1.38									
8	Mahawa	12	Wilawa Junction to Kumbukwewa Road	PS	6.80									
9	Kurunegala	70	Porapola Junction to Thalvita Siradunna Junction Road	PS	8.50									
10	Polpithigama	14	Madahapola Mahayaya Madahapola Road	PS	8.15									

Note: Road ID No. 65, 95, 13, 29, 79, 80, 89 Earth Work Construction Still Has Not Started.

Earthwork in progress
 ABC Completed
 Asphalt Completed
 ABC Completed by MAGA
 Asphalt Completed by MAGA

2.1.5.1 Contract KU5(R) – Contractor Finite Lanka (Pvt) Ltd

❖ Contract KU5(R) – Current status

All the approved designs, Survey details, test reports, other relevant documents etc. which are already available, were handed over to the new contractor for their review and acceptance.

No.	Contractor	Accepted Contract Amount	Date of LOA	Date of Commencement	Land handed over to Contractor	Advance Payment Guarantee In place	Performance Security in place	Advance Payment Certified by Engineer	Initial Clause 8.3 Program and Method statement	Clause 8.1 Order to commence issued	Contractor Project Manager (CR) in place
KU5-R	Finite Lanka	2,296,136,981.33	22/1/2020	20/02/2020	✓	✓	✓	✓	✓	✓	✓

❖ Contract KU5(R) – Status of IPCs and Payments

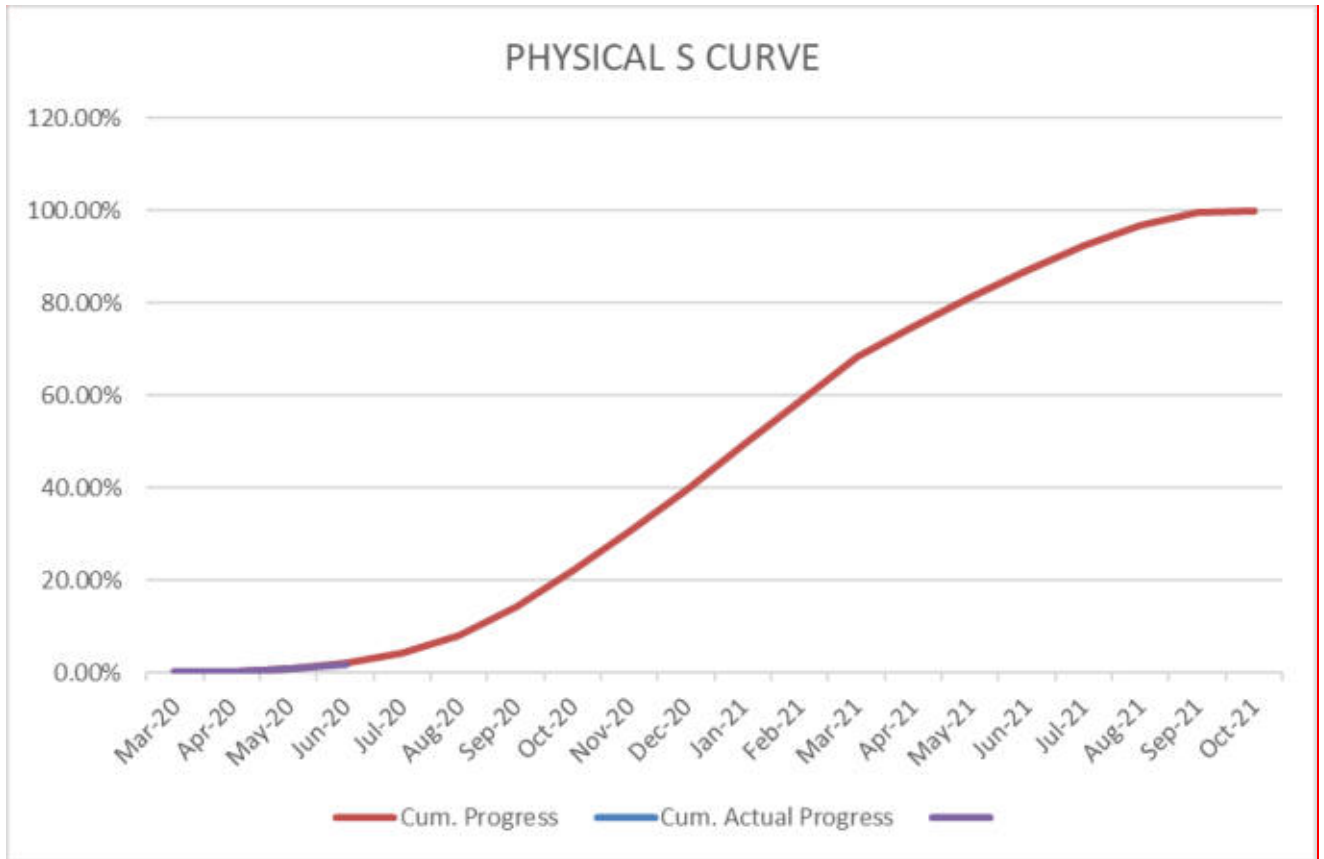
IPC No	Period	Approved Amount (LKR)	Cumulative Amount (LKR)	Payment Date (Include 56 Days)	Certified for payment by Engineer
IPC 01	1 st Advance Payment	180,912,106.84	180,912,106.84	-	11-Mar-20
IPC 02	End of March 2020	10,100,930.84	191,013,037.68	-	6-May -20

Note: IPC no 2 has taken back Contractor for re submission

As the curfew continued in some areas, contractor was unable to get required workforce as programmed in the month of May 2020. And also in curfew lifted areas, outsiders not allowed to work by PHIs in their divisions without getting relevant permission as per the guidance issued under the COVID 19. After met all those requirements only, contractor could attend the physical works at the site by mid of May 2020.

Due to above reasons, not much physical progress could get in the month of May 2020.

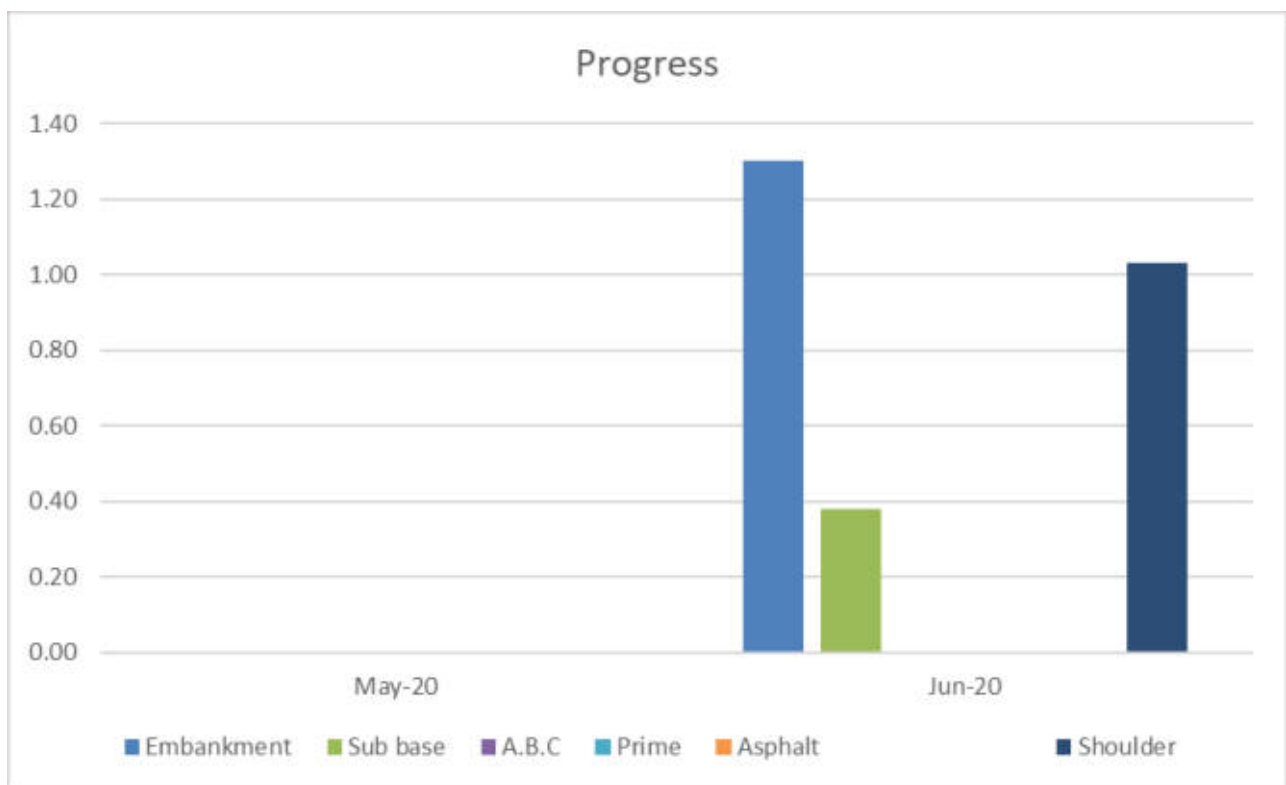
Physical S-Curve



Month	Monthly Planned (%)	Cumulative Planned (%)	Mon Achieved (%)	Cum Achieved (%)
Feb-20	0.00	0.00	0.00	0.00
Mar-20	0.07	0.07	0.07	0.07
Apr-20	0.00	0.07	0.00	0.07
May -20	0.84	0.91	0.84	0.91
June-20	1.05	1.96	0.9	1.81

Progress P

KU5-R	Total Length(km)	May-20	Jun-20	Total (Up to June 2020)
Description				
Embankment	63.13	0.00	1.30	1.30
Sub base	63.13	0.00	0.38	0.38
A.B.C	63.13	0.00	0.00	0.00
Prime	63.13	0.00	0.00	0.00
Asphalt	63.13	0.00	0.00	0.00
Shoulder	100	0.00	1.03	1.03



Summary of Progress of Structural

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert									Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			Both Side			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
12	26																							
13	41																							
14	35																							
24	9																							
26	29						1			1												27		
29	34			3			23		4													8		
61	21															1						20		
62	22																							
65	11																							
70	39																							
77	17																							
79	28						10						2			3						13		
80	19																							
83	22																							
89	14																							
95	14			2			5		2	1									2			4		
99	24																							
Page Total	405	0	0	5	0	0	39	0	6	2	0	0	2	0	0	4	0	0	2	0	0	72	0	0

Note: The join Site inspection for the structural works are underway in the roads of KU5-R and some roads have been finished and the details as shown in above table and for the balance roads, details will be updated at end of this inspection.

Progress Photographs



Shoulder Construction works on RN 26 CH 1+250



Culvert Concreting RN 29 CH 0+839



Culvert Concreting RN 29 CH 0+212



Culvert Concreting RN 95 CH 1+355



Embankment construction RN 95 CH 0+600



Embankment construction RN 95 CH 0+350

2.1.6 Contract PU1 – Contractor Ranken Railway Construction Company Ltd

The Contract Package PU1 consists of 11 roads totalling 90.56 km and the accepted contract value is LKR 1,706,320,523.61. The Contractor has completed the work for its intended purpose for the road users. 6 roads yet to be handed over out of 11 roads. They are attending for the balance works which included in snag list those are to be completed and will be informed soon for the taking over inspection.

Statement at Completion is being under preparation and it will be submitted to the Engineer in February 2020.

❖ Contract PU1 - Physical Progress

Progress	Cumulative Status as at 29 th February 2020	
	Target (%)	Actual (%)
Physical	100.00%	100.00%

❖ Contract PU1- All the Roads Handed Over to Client-RDA

Serial No.	Road No.	Road Name	Road Category	Length / km
01	08	Sirambiadiya, 4th mile post, Manaweriya, Sellakandal area	PS	7.28
02	11	Wanathavilluwa - Moroththawa School Road	PS	7.07
03	12	Eluwankulama - Gangewadiya Road	PRDD	6.61
04	14	Thehili Aththala Internal Road	PRDD	3.46
05	15	Kandakuda- Palliwasalthurai Road	PRDD	7.43
06	01	Mahauswewa-Waththegedara -Thalgaswewa	PRDD/PS	12.13
07	05	Welewewa Garment junction- Tharanagahawewa- Rajawegama Road	PS	12.01
08	06	Internal road at Nawagaththegama -Galgamuwa Road	PRDD	2.98
09	07	Saliyawewa junction to Neelabemma Road	PRDD	13.00
10	44	Thabbowa, Karuwalagaswewa, Outer Circle	PRDD	7.06
11	43	Mailankulama-Thabbowa Temple junction	PRDD	13.11

2.1.7 Contract PU2 – Contractor V. V. Karunaratne & Company

This contract has been **TERMINATED** through letter Ref. No.: RDA/ADB/iROAD/GEN dated 19th Jul 2019 and the effective date, by which the contractor has to vacate the site is on the 02nd August 2019.

Status at termination.

(a).Structures;

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
2	26	26		5			7						3			2			11		
3	43	43		1	1		14	12		1	1		13	3	1	10	2	1	14	11	
4	50	50					10	5	1	1			4	1	1	3	1	1	35		
9	7	7		1	1		4	3	1										2		
13	12	12		4		1	2						4	1	2	4	1	2	2		
26	29	29		2	2		7	6								1	1		19	19	
27	46	46					5	2		1		1	7	5	2	8	6	2	31	31	
28	8	8					3						1			1			3		
29	21	21		1			12	5					3			2			4		
30	6	6					3						2			1			1		
45	8	8					1						4			4			3		
Page Total	256	256	0	14	4	1	68	33	2	3	1	1	41	10	6	36	11	6	125	61	0

Road Works

Serial No	DS.Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to End of Progress Up to End of December 2019												
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km
1	Pallama	3	Adammana Junction to Madawakkulama Road	PS	9.78													
2	Mahakubukkadawala	4	Mahakubukkadawala Kottukachchiya Road	PRDD	12.34													
3	Puttalam	9	Madyama Attavilluwa to Kiula Road	PS	3.67													
4	Arachikattuwa	26	Arachikattuwa to Pallama via Adippala	PRDD	10.91													
5		27	Nalladurankattuwa to Wendakaduwa via Aththanaganyaya	PRDD	12.52													
6	Chilaw	29	Thiththakade to Manuwangama via Thissogama Co-operative Shop	PRDD	5.26													
Note: Road ID No. 13, 2, 45, 28, 30 Earth work Construction Still Has Not Started.						<div style="display: flex; justify-content: space-between;"> <div> <div style="width: 10px; height: 10px; background-color: #4f81bd; border: 1px solid black;"></div> Earthwork in progress </div> <div> <div style="width: 10px; height: 10px; background-color: #e69d00; border: 1px solid black;"></div> ABC Completed </div> <div> <div style="width: 10px; height: 10px; background-color: #a52a2a; border: 1px solid black;"></div> Asphalt Completed </div> </div>												

❖ Physical Progress

Contract Package	Physical Progress at Termination	Financial Progress at Termination
PU-2	40.58%	45.05%

2.1.7.1 Emergency Balance Work in PU2 Package (RD ID 04, 09 & 26)

All the Emergency Balance Works have been completed by the contractor PU1.

2.1.8 Contract PU3 – Contractor V. V. Karunaratne & Company

The Contract Package PU3 consists of 15 roads totalling 48.37 km and the accepted contract value is LKR 1,210,355,904. June 2019, they have abandoned the site and they have closed their site offices with only minor staff. All the machineries from the site has been removed by the contractor without the consent of the Engineer or the Employer. The Engineer has recommended that the Client exercise their rights in issuing Sub Clause 15.2 – Termination Notice to the contractor.

This project has been **TERMINATED** by the Employer through letter Ref.No.: RDA/ADB/iROAD/GEN dated 13.11.2019.

Status at termination.

a) Structures

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert			Concrete Line Drain			Retaining Wall			Cross Drain		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress												
16	10	10	-	-	-	-	1	1	-	-	-	-	5	5	-	1	1	-	6	4	-	-	-	-	-	-	-	-	-	-
17	16	16	-	2	-	-	3	1	1	-	-	-	2	1	1	1	-	-	9	1	-	-	-	-	-	-	-	-	-	-
18																														
21	20	20	-	2	-	-	8	5	1	-	-	-	1	1	-	1	1	-	10	-	-	-	-	-	-	-	-	1	-	-
22	8	8	-	-	-	-	3	-	2	-	-	-	1	-	-	2	1	-	3	-	-	-	-	-	-	-	-	-	-	-
24	5	5	-	-	-	-	1	-	-	-	-	-	2	-	-	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-
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32	8	8	-	-	-	-	4	3	1	-	-	-	-	-	-	1	-	-	4	2	-	-	-	-	-	-	-	-	-	-
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42	3	3	-	-	-	-	-	-	-	-	-	-	1	-	-	2	1	1	1	-	-	-	-	-	-	-	-	-	-	-
Page Total	125	125	0	9	0	1	30	12	6	1	0	0	21	9	1	21	8	3	63	10	1	0	0	0	0	0	0	2	0	0

Road Works

Serial No	DS.Division	Road ID	Road Name	Road Catogory	Length (Km)	Progress Up to End of December 2019						
						1 km	2 km	3 km	4 km	5 km	6 km	7 km
1	Madampe	31	Madampe Ihalagama Road	PS	1.69							
2		32	Suduwella Junction to Mukunuwatawana Road	PS	2.42							
3	Nattandiya	16	Megahawilla Junction to Yakkdessa Primary School Road	PRDD	2.65							
4		17	Bandirippuwa to Maningala via Sadanangama Katuwagoda Road	PRDD	3.86							
5	Mahawewa	21	Waduraba BO Tree to Walahapitiya Cemetery via Muttibadivila Post office Road	PRDD	6.79							
6		22	Yatakalana temple to Thabbowa kotabagaha Road	PRDD	5.09							
7		24	Gurugodalla to Kuliapitiya Nattandiya main Road	PS	1.49							
8	Wennappuwa	33	Srigampola Church to Zinnor Juncion via Aubowan Junction	PRDD	2.89							
9		34	Weralugaha road Balldi junction Bandaranayake janapadaya to Dummaladeniya Haldaduwana Road	PRDD	4.27							
10		36	Bandirippuwa-Kirimetiya Jerad mawatha to end of Jaya Mawatha	PRDD	4.29							
11	Dankotuwa	38	Dekwela Road	PRDD	2.33							
12		39	Atiyawela Road (North)	PRDD	1.85							
13		40	Atiyawela Mohottimulla Road	PRDD	2.91							
14		41	Kirimatiyana Varalla Watta Road	PRDD	3.40							
15		42	Morukkuliya to Dankotuwa	PRDD	2.45							
Note: Earth Work Construction Started for all Roads.						<div><div></div><div></div><div></div><div>Earthwork in progress ABC Completed Asphalt Completed</div></div>						

❖ Progress at Termination

Contract Package	Physical Progress at Termination	Financial Progress at Termination
PU-3	60.00%	57.40%

2.1.8.1 Emergency Balance Work in PU3 Package (RD ID 17, 21, 22, 34 & 38)

All the Emergency Balance Works have been completed by the contractor PU1.

2.1.9 Progress Summary of Culverts - North Western Province

District	Contract	New Culvert			Reconstruction Culvert			Re-decking Culvert			Widening Culvert									Cleaning and Repairing of Culverts		
											LHS			RHS			Both					
		Total Nos	Completed	In progress	Total Nos	Completed	In progress	Total Nos	Completed	In progress	Total Nos	Completed	In progress	Total Nos	Completed	In progress	Total Nos	Completed	In progress	Total Nos	Completed	In progress
Kurunegala	KU4	21	16	2	62	44	3	13	12	0	13	8	0	15	10	0	15	13	1	238	74	0
Puttalam	PU1	35	35	0	41	41	0	1	1	0	25	25	0	31	31	0	0	0	0	161	161	0
	PU2	14	4	1	68	33	2	3	1	1	41	10	6	36	11	6	0	0	0	125	61	0
	PU3	9	0	1	30	12	6	1	0	0	21	9	1	21	8	3	0	0	0	63	10	1
Total		79	55	4	201	130	11	18	14	1	100	52	7	103	60	9	15	13	1	587	306	79

3.0 Compliance with Social Safeguard Requirements in the Loan Documents

3.1 Compliance with respect to provisions in the Loan agreement

Relevant to the Loan Agreement Tranche. 4

The requirements stipulated in the loan conditions of Projects 4 (NCP) and 5 (NWP) have been and are being complied with as detailed in the below table.

Table.3.1 Compliance with Loan Conditions of project Social Safeguard activities

Item/Section/Schedule	Description	Status of Compliance
Schedule 4 - Safeguards	The borrower and the Ministry shall ensure, or cause RDA to ensure, that the preparation, design, construction, implementation, operation and decommissioning of the project and all project facilities comply with (a) all applicable laws and regulations of the borrower relating to environment, health and safety, (b) the environment safeguard as set out in ADB's safeguard policy statement, (c) the EARF and IEEs; and (d) all measures and requirements set forth in the respective IEE's and EMPs and any corrective and preventive actions set forth in a safeguard monitoring report.	IEE, EMP, EARF requirements are specified by Environmental Act of the country. Environmental safeguard policies of ADB was and being complied.
	The Borrower shall ensure, or cause RDA to ensure, that project does not have any indigenous Peoples Safeguards and involuntary resettlement safeguard impacts both within the meaning of SPS. In the event that the Project does not have such impacts, the Borrower through the Ministry 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. 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 involuntary land donation for national roads.	No indigenous communities in the project area of NCP and NWP. No need to prepare IPPF. Voluntary land donation is carried out in rural roads complying with Resettlement Framework.
Human and Financial Resources to implement Safeguard Requirements	The Borrower and the Ministry 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.	ESDD monitor such activities. Contract packages and Consultants are having human and financial resources.
Safeguard Monitoring and Reporting	The Borrower and the Ministry shall do the following ;	Submitting Environmental Safeguard Impacts

	<p>(a) Submit annual Safeguard 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 IEEs, EMPs, and any safeguard documents, promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and</p> <p>(c) Report any actual or potential breach of compliance with the measures and requirements set forth in the IEEs, EMPs and any safeguard documents promptly after becoming aware of the breach.</p>	<p>Monitoring report annually and Social Safeguard Impacts Monitoring Report semiannually.</p> <p>Nature of critical social and environmental issues discuss in reports. The causes of issues, methods used to resolve issues and final outcome are described in reports.</p> <p>Consultant monitor implementation of EMPs by contractors and guide them to resolve social environmental issues.</p>
Schedule 4- Labour Standards	<p>The Borrower shall ensure that (a) all contractors under the Project comply with all applicable labour laws and regulations, do not allow employment of child labour for Project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites; (b) people directly affected by the Project are given priority to be employed by the Project; (c) contractor do not differentiate wages between men and women for work of equal value; and (d) specific clauses ensuring these shall be included in the contracts</p>	<p>It is being observed during the period of January-June 2020 by the Consultants' staff (PIC2) especially by SGRS, ESSO, RE and ARE, that the status of the contractors' compliance with existing labour laws during implementation of construction were satisfactory. A very few contractors were advised by Consultants when they were failed to comply with labour laws. One contractor was unable to follow labour rules and an inquiry is being placed at Chilaw labour office responding employees' complaints. Also the contractors are advised not to use child labour and encourage them to recruit unemployed/poor people and project influenced people as workers. Two staff orientation programs on safeguard policies including labour laws held to be implemented conducted by</p>

		Consultants for KU-03R and KU-05 R staff on 28 th May and 1 st June 2020. During the reporting period no any new contractor has recruited children for their works. It is continuously advised that the contractors should recruit women as much as possible as construction site staff while paying equal payment for men and women for same value of work.
Schedule 4 – Gender Considerations	The Borrower shall ensure that (a) the GAP is implemented in accordance with its terms; (b) the bidding documents and contracts include relevant provisions for contractors to comply with the measures set forth in the GAP; (c) adequate resources are allocated for implementation of the GAP; and (d) progress of implementation of the GAP, including progress towards achieving key gender outcome and output targets, are regularly monitored and reported to ADB	During the period (January-June 2020) there were construction activities in KU-3R, KU-05R, RdId 27 and 28 of KU-04 in NWP. During construction complying GAP requirements were satisfactory. However the new two Contractors were advised from the beginning by consultants (Staff orientation programs held during May-June 2020) how to encourage women participation; during public consultations, during GRC formation meetings, refreshing transect walks, level 2 and 3 GRC meetings, finalizing road designs, health and road safety awareness programs etc. And such activities were monitored by PIC2 and PIU. Social and Environment safeguard officers of the contractors have been advised to ensure the above activities and SGRS and ESSO monitored relevant activities from the refreshing transect walks and GRC formation and up to now. Monthly progress review meetings are used by the SGRS and ESSO to meet all contractors and monitor status of contractor's compliance of the GAP.

3.2 Compliance to the Social Requirements under the Project Facility Administration Manual (FAM)

The requirements have been described in the project Facility Administration Manual of Integrated Road Investment Program have been fulfilled in Project 4 and 5 of Tranche 4. Status of compliances during reporting period is summarized in the matrix below considering less activities happened in NWP from January-June 2020.

Table 3.2. - Compliance with FAM (Social Safeguards)

Item/ Section/ Schedule	Description	Status of Compliance
Pre-construction	59. The RDA supported by its ESDD and context sensitive design consultants (CSD) 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 into road. The community will also be briefed about the Grievance Redress Mechanism (GRM). The results from the transect walk (report and map) will be submitted to the civil works contractor who will reform the ground realities and integrate feasible features into the Level 1 final design. The PIC will review final design.	<p>During the reporting period January-June 2020 no activities related to transect walks and GRC formation taken place since these activities already completed during 2018.</p> <p>Transect walks have been conducted for all candidate roads during pre-construction stage. Community participation has been a key feature of these transect walks.</p> <p>The outcome of the transect walks and video footage have been provided to the respective contractors to consider feasible features in the designs.</p> <p>There was no requirement to have GRC meetings to resolve social issues during the period in two packages of NWP.</p> <p>Other reason was there were very less construction activities carried out in NWP since the termination of three contract packages.</p>
Construction and maintenance.	60. During construction phase, the PICs will be responsible for conducting semi-annual onsite social safeguard monitoring. During the maintenance phase, the PIC will be responsible for conducting annual onsite 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 Framework.	<p>PIC2 was paying close attention to address all the public grievances and monitor onsite social safeguards.</p> <p>The social and environmental issues emerged in two packages (KU-03R, KU-05R) and RdIds 27 and 28 in KU-04 investigated by SGRS and ESSO of PIC2 with PIU-NWP staff. Urgent actions reported to the RE/ARE and arrangements made by RE with CRE and PD to complete partly constructed sections.</p>
Preparation of Subsequent Tranches or	61. A Resettlement Framework has been prepared to guide the preparation of all tranches. For preparation of subsequent tranche, the PICs will carry	All activities have already completed by ESDD during pre-project implementation stage. Since no land acquisition in this program the

Item/ Section/ Schedule	Description	Status of Compliance
Unanticipated Impact.	<p>out due diligence on the ongoing tranches.).The RDA will be responsible for initial road selection based on growth potential of Grama Niladari (GN) Divisions as rural hub. The Environment and Social Development Division (ESDD) will then conduct land acquisition due diligence and social impact assessment. All the affected households will need to be covered and 20% census of households in the project impact area will be surveyed. If land is required for the rural roads component, the voluntary land donation system will be used. For land donation, specific procedural requirements involving comprehensive consultations with the communities have been prepared in Appendix 3 of the resettlement framework (RF), and the Government will ensure that land donation is undertaken without coercion and documented in a transparent manner.</p>	<p>completed due diligence reports have fulfilled other social safeguard requirements. Land Donation activities are being carried out as described in the RF and in a transparent manner with proper public consultations by the PIUs and PIC2. During the reporting period there were no any land donation activities taken place. Altogether 889 consent letters have been received by PIUs in project 4 and 5 as at June 2020 and only 07 consent letters during the reporting period of January-July 2020.</p>
	<p>‘Eminent domain’ will not occur if negotiation with land owners regarding land donation is successful. Households should not donate more than 5% of land holding and no physical displacement will take place. The PIC will visit roads with land donation on a monthly basis until land donation process is finalized. An independent monitor will be engaged to verify and certify the process has been done as per the resettlement framework. For national roads requiring land, acquisition will take place in accordance with requirements of the Government and the ADB’s SPS, and land and assets will be compensated at replacement cost for both titleholders and non-titleholders. A Resettlement Plan will be prepared for projects with impact. For all roads, civil works cannot commence until the right of way is free of encumbrance, meaning that the affected household must be fully compensated and/or assisted prior to dismantling or relocation. The PIU will be supported by</p>	<p>This rural roads development program do not acquire lands but voluntary land donation.</p> <p>Land donation in Packages KU-3R and KU-4 have carried out complying with RF Appendix 3 requirements during January-June 2020.</p>

Item/ Section/ Schedule	Description	Status of Compliance
	the RDA's ESDD and a social safeguard team under the PICs.	
VII Safeguards – C. Indigenous Peoples	62. For the investment program, an Indigenous Peoples Planning Framework (IPPF) has been prepared to guide the screening and preparation of safeguard planning for future tranches.	There are no roads that are passing close to or through settlements of indigenous people. Even during refreshing transect walk surveys no such locations were observed within project area of project 4 and 5.
	61. For Tranche 1 and 2, no indigenous people were identified during due diligence and are categorized as “C” per ADB SPS. Tranches 3 and 4 will continue to finance the sub projects identified in the two earlier tranches; therefore, both tranches 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.	There are no roads that are passing close to or through settlements of indigenous people. During refreshing transect walk surveys no such locations were observed within project area of project 4 and 5.
D. Grievance Redress Mechanism	<p>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 administration system.</p> <p>Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels: (i) at the grassroots level where complaints will be directly received and addressed by the contractor, the PIC or PIU representative onsite; (ii) grievances that are simple but still cannot be addressed at the grassroots level will be addressed at the Grama Niladari division level; and (iii) more complex grievances that cannot be addressed at the Grama Niladhari division level will be addressed at the Divisional Secretariat level. There will be a grievance redress committee at both</p>	Being complied with in 5. Since all GRCs have been established from 2016 to 2018 period no any GRCs have established during reporting period within January-June 2020. It has been completed establishment of 236 GN level GRCs and 84 DS level GRCs as at end of June 2019. Separate section is discussing (5.4) the progress of GRM in this report No any level 2 or 3 GRC meetings were held in NCP area since road construction was completed and all the roads were handed over to the Employer. (In the section 6 of this report discuss more examples of social issues addressed during the reporting period of January-June 2020).

Item/ Section/ Schedule	Description	Status of Compliance
	the Grama Niladhari division and Divisional Secretariat levels.	

3.3 Compliance with requirements in the Resettlement Framework (RF)

Regular monitoring of social safeguard activities during January-June 2020 by the SGRS has been continued. These rural roads of NWP and NCP have been selected during 2014 using information provided by government officers, civil societies and village leaders through District Secretaries and Divisional Secretaries. Initial investigations to verify the availability of required ROW have been carried out by RDA. Other requirements stipulated in the RF have been and are being complied as summarized under table 3.3.

Table 3.3. Compliance with the Resettlement Framework

Item/ Section/ Schedule	Description	Status of Compliance
A. Background	4. Rural Roads. 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 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, causeways and bridges.	Complied with in selection of roads. Three contract packages are in each district of Puttalam and Polonnaruwa and four packages in Anuradhapura and five packages in Kurunegala districts. No road having an average ROW of less than 2.5 m was selected. Locations where improvements to road structures and safety needs have been highlighted in transect walk records. Outcome of transect walks and GRC meetings decided actual width of some road sections.
B. Screening Criteria of Subsequent Projects	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	Complied during SAPE works stage of iRoad program. Screening of all roads has been completed.

Item/ Section/ Schedule	Description	Status of Compliance
	<p>one of the following categories depending on the significance of probable involuntary resettlement impacts:</p> <p>(i) Category A – A proposed tranche is classified as Category A if it is likely to have significant involuntary resettlement impacts. A resettlement plan, including an assessment of social impacts, is required.</p> <p>(ii) Category B – A proposed tranche is classified as category B if it includes involuntary resettlement impacts that are not deemed significant. A resettlement plan, including assessment of social impacts, is required.</p> <p>(iii) Category C – A proposed tranche is classified as Category C if it has no involuntary resettlement impacts. No further action is required.</p>	<p>No land acquisition or resettlement requirements. Tranche 2&3 has categorized as “B” in updated FAM of March 2018.</p>
C. Land Acquisition Due Diligence Reports	<p>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>Compiled during SAPE works. Involuntary Resettlement Due Diligence and Socioeconomic Assessment report has been prepared for roads in NCP and NWP. These reports had been disclosed prior to commencement of civil works.</p>

4.0 Compliance with Gender Action Plan (GAP)

Due to unavoidable national level and project level incidents, very limited number of construction packages performed very less amount of construction activities during reporting period from January-June 2020. It cannot also be expected considerable women participation during the period to be reported in rural roads development. During January – March 2020 there were construction activities only in PU-01 and urgent construction in RdIds 27 and 28 of KU-04. KU-03, KU-04, KU-05, PU-02, PU-03 contract packages have been terminated. During March 2020, KU-03R and KU-05R new packages started as new contract packages. Due to Covid19, construction schedules affected unexpectedly up to May 2010. iRoad construction in NCP and KU-01 had already completed. PU-01 construction is also completed. This report include information only activities happened during January-March and May - June 2020 in the PIC2 project area.

4.1 As emphasized in the schedule 4 of the iRoad Loan Agreement ‘the borrower shall ensure that (a) the GAP is implemented in accordance with its terms; (b) the bidding documents and contracts include relevant provisions for contractors to comply with the measures set forth in the GAP; (c) adequate resources are allocated for implementation of the GAP and (d) progress of implementation of the GAP, including progress towards achieving key gender out come and out puts targets , are regularly monitored and reported to ADB.

4.2 As mentioned in previous semi-annual reports, Implementation status of GAP requirements have been monitored even during this reporting period (January-June 2020) in PU-01 and KU-03R, KU-05R and RdIds 27 and 28 of KU-04 based on the key elements of the GAP. As the GAP emphasizes that the entire iRoad program is classified as an “Effective Gender Mainstreaming” or EGM. Gender mainstreaming activities include (i) ensuring that 40% women are consulted during project preparation; (ii) integrating features to increase safety and meet the safety needs and meet the needs of the elderly, women, children and differently abled in to the final design(EWCD); (iii) ensuring that at least 30% of local employees hired for road maintenance are women, and that they receive equal wages for equal work done for both skilled and unskilled labour in project works; (iv) provide road maintenance training to all women who are employed; (v) ensure women participation in road safety, HIV/AIDS and human trafficking awareness campaigns targeting local communities; (vi) appoint a social and gender focal point at each of the four project implementation units, trained by a specialist in PIC; (vii) build the capacity of RDA and the five provincial road agencies on gender inclusive designs and gender mainstreaming in project preparation, consultation, road construction and maintenance.

Table: 4.0 complying status with the GAP,

	Requirement	Current Status
1	Incorporating EWCD requirements in to the final designs	Complied successfully in NCP projects 4 and being complied in NWP projects 5. During the beginning of the project, awareness was created among road users and government officials at GRC formation meetings emphasizing the importance of EWCD friendly designs. Then the participants proposed their requirements at meetings as well as during refreshing transect walks. Difficulties due to narrow road sections, especially for women, elderly people and children who going schools, hospitals and religious places, the road sections with water stagnation etc. were found as common issues in two provinces. Contractor, Consultant and Employer included these public proposals in the final road designs as technically and financially appropriate.

		<p>Required road markings and placing signage especially for the benefits of EWCD social groups have completed in seven packages in NCP and KU-01 KU-02, PU-01 in NWP during 2019. Locations at schools, hospitals, dispensaries, road bends etc. which are sensitive to women, children, adults and disabled people were specially considered for road marking and placing signage during the reporting period. Relevant activities were not implemented during reporting period since there were no construction completed roads.</p> <p>During May and June 2020, no such information received due to less construction activities in roads.</p>
2	40% women participation during project preparation	This has been complied with in projects 4 and 5 during SAPE works stage. Even during the refreshing transect walks and GRC establishing meetings the women participation was encouraged and considered as important.
3.	30% local employees for project activities –Road Maintenance	<p>This requirement is for the maintenance period (PBM period) which was commenced from December 2018 in NCP and from 2019 in KU-01, KU-02 and PU-01. However PBM activities and reporting them in NCP and KU-01 and KU-02 were found not very satisfactory.</p> <p>During the reporting period, although the construction completed in NCP no progress reports received from NCP on PBM. Contractually, the responsibility of monitoring relevant activities should go to the RDA/ESDD, however no mechanism so far developed in monitoring such activities.</p> <p>Also the consultants are unable to do monitoring after handing over roads and the responsibility is with the RDA. No any records received by Consultants for the period of January-June 2020.</p>
4	Women participation in HIV/AIDS awareness program	<p>Conducting awareness programs on HIV/AIDS for iRoad program implementation staff of Contractors, the Employer and Consultant was successfully completed during 2018. 15 awareness programs for project staff of 15 packages of two projects were successfully completed. Women participation in these programs was 12.67%. As GAP recommended similar health and HIV/AIDS awareness programs for villagers who living close to roads were conducted and 14 programs up to June 2019 completed, the last program implemented on 24th January 2019, in AP-03, during reporting period. PU-03 program is still to be implemented. (Pl. See the Annex: No 5)</p> <p>It is planning to have similar programs for KU-03R and KU-05R staff and public during remaining months of the year 2020.</p>
5.	Provide road maintenance training to all women who are employed;	Road maintenance period started during December 2018. PIU, PIC and Contractor senior staff were provided with training and orientation during 2018. Due to the COVID19 no any training activities carried out.

6.	Build the capacity of RDA and the five provincial road agencies on gender inclusive designs and gender mainstreaming in project preparation, consultation, road construction and maintenance.	<p>With the initiation of the ESDD-RDA and ADB-SLRM, four gender training programs for engineering/technical, social and environmental staff of Contractor, Employer and Consultant were implemented in two projects during the previous reporting period (2018).</p> <p>These four programs were held in Kurunegala, Puttalam, Polonnaruwa and Anuradhapura.</p> <p>During the reporting period a gender training programme was held for ADB funded project staff on 6th and 7th March 2020. It was organized by ESDD and conducted by Gender Expert of ADB-SLRM.</p>
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4.1 Gender Training Program

4.1.1 The program was held on 6th and 7th February 2020, in Kandy, for social safeguard officers and SGRSs who are attached to ADB projects. It was organized by ADB-SLRM and facilitated by Gender Specialist in ADB-SLRM. Objective of the program was to practice how to comply Gender Action Plan according to different type of development projects and to discuss relevant issues. SGRS raised the PBM and GAP complying issues related to iRoad PIC2.



Fig: 4.1.1 GAP Awareness Program-ADB Gender Specialist explained Objectives of the program, 6th, 7th Feb. 2020



Fig: 4.1.2 Participants from ADB funded projects for 6th 7th February Program



Fig: 4.1.3 Participants from ADB funded projects for 6th 7th February Program



Fig: 4.1.4 Participants from ADB funded projects for 6th 7th February Program

4.2 EWCD Friendly Designs

4.2.1 Gender Action Plan (GAP) highly recommends safety consideration during road designing and construction. As a key social safeguard policy of Context Sensitive Designs (CSD) in the iRoad Program, it is prioritized EWCD considerations during planning, construction and operation stages of the program. As GAP describes the compliance of social safeguards requirements, during improving rural roads, it is important to integrate safety and elderly-women-children-disabled (EWCD) friendly features in to designs as outputs of the benefits of the integrated rural road investment program. So far iRoad program has completed number of rural roads completed with EWCD friendly traffic signage and road marking during the reporting period Paved shoulders, pedestrian crossings and locations of signage are in designs would be good examples of the requirement (Pl. see the table below).

Table: 4.2.1 PIC2 Completed roads as at June 2020

Location	No.of Roads	Total Length
NCP-Anuradhapura District	60	330 km
NCP- Polonnaruwa District	55	170 km
NWP- KU-01	16	85 km
NWP-KU-02	19	100 km
NWP- PU-01	11	92.73 km
Total	161	777.73 km

4.2.2 During the reporting period from January to June 2020, no such activities have been implemented in limited number of road construction activities. Planning and implementation of road marking and placing signage activities completed and also providing passing bays and parking bases as appropriate. About five roads in PU-01 are now being completed with proper road signage.



Fig: 4.2.2 Road signs are part of EWCD requirement



Fig: 4.2.3 Road signs are part of EWCD requirement

4.2.3 Converting gravel road in to asphalted road will also be caused social changes such as empowerment of women in villages. A good example is RdId 27, KU-04, Palugolla-Inginimitiya Road. This road was remained with a gravel surface during last 40 years, and people used to suffer with dust during dry period and from mud during rainy season. The road construction inaugurated during 2016 with a public function but until end of 2019 construction was not commenced. There were public protests and two GRC meetings were held to explain the public the reasons to delay of construction. After termination of the previous contractor, appointed a new sub-contractor and now construction of the road is completing. People are happy with new carpeted surface of the road and now number of small scale businesses have started both side of the road. Due to no dust in the environment their goods and services are safe from dust. SGRS found some of them and they are happy about new condition of the road.



Fig: 4.2.3 More business opportunities for women open improved rural roads, RdID 27, KU-04

4.2.4 Ms. Achini Samantha and her husband at Thambarombuwa has opened a business with plastic and electronics goods. While Samantha selling goods at the road side shop, husband delivering goods using a small vehicle. They say their businesses are good after development of the road. An open textile shop has established by K.K.Suvineetha and her daughter said due to improvement of the road no dust problems and now free to have this kind of business. A shop with household goods was established by H.M.Wanninayake at Moragolla after completion of the construction of the road. A vegetable shop is started by R.M.Wijebandara, his wife is selling vegetables without dust disturbances.



Fig: 4.2.4 Ms.Achini Samanthika's shop



Fig: 4.2.5 Ms.K.K.Suvineetha's shop



Fig: 4.2.6 Ms.H.M.Udeshika's vegetable shop

4.3 Road Safety Awareness Programs / COVID19 Awareness Programs

4.3.1 Complying with GAP requirements, this program was mainly implemented during 2019 for addressing three social categories who are important to road safety, such as school children, three wheel drivers and motor cyclists. Reason is majority of rural roads users are among them. And also, it is expected to spread the message effectively through school children to the adults. As describes GAP at least three road safety programs to be implemented in one district while ensuring women participation at least 30%.

4.3.2 However during reporting period (January-June 2020) no relevant activities implemented. Due to COVID19 pandemic there were special safety programs implemented during May and June as health safety programs. Four Contractors were asked to submit their action plans for COVID19 controlling, following guidelines issued by the Government and monitoring was carried out by the Consultant. The action plans described general preventive measures for mitigation of COVID19, at Sites, work place management for COVID19 and preventive actions. A monitoring formats provided by the Consultant and weekly reports prepared and submitted to the Ministry. The same was monitored weekly by the Consultant, the workers' attitudes and interest on working with COVID19 was monitored through their attendance. The responsibility of reporting and recording results of monitoring on such activities was carried out by ESSO on behalf of the Consultants collaboration with relevant ESOs; the final outcome report on ESSOs' findings is included in the Annexure:03.

4.3.1 KU-03R Staff Orientation on COVID19

4.3.3 Staff awareness programs were commenced at the Consultant's office and contractor's offices. An Awareness program about COVID 19 was conducted to aware the contractor's staff for the prevention and safe working procedures with the prevailing COVID 19 virus pandemic condition. It was commenced with the warm welcome of the Project Manager (KU03 – R Package) Then the Awareness session was conducted by the resource person; Mr. Dileepa Samaranayake (PHI – Yaggapitiya). He was explained about symptoms, ways of transmission of COVID 19 virus and also the preventive measures that can be practiced for avoid and protect from the virus disease. (KU-05R Programme is in the Annex: 02)

4.3.4 Furthermore, he explained about the preventive measures that should be adopted in the construction sites as well as the procedures on returning to the home/accommodation after the works. Then, he briefly mentioned about the inter district locomotion and advised to keep the Non - Quarantine reports along with the persons from other districts. Finally, he invited questions. After all, the awareness session ended with the vote of thanks by Project Manager.

Special Features of the Awareness Program

	Special Actions	Expectations from the action
1.	Washing hands with soap before entering to the hall	Removal of the germs/viruses (99%) in the hands.
2.	Wearing of a face mask.	Avoiding outside germs getting to the respiratory system.
3.	Removing of shoes before entering to the hall.	Prevent contamination of the hall from outside germs that are in the shoes
4.	Recording the names of the participants by a one person instead of signing an attendance list by everyone.	Prevent cross contamination from touching the pens and the attendance list by everyone.
5.	Recording of the body temperature	To identify the persons having fever as it is a symptom of the COVID 19
6.	Placing seat arrangements keeping 01	To maintain the social distancing

	meter distance from each.	
	<i>Abstracted from; Report of Awareness Programme for Contractor's Staff on Prevention of COVID 19, RR Constructions</i>	



Fig: 4.3.4 KU-03R COVID19 Awareness Programme held on 16th May at their Office auditorium



Fig: 4.3.5 KU-03R COVID19 Awareness Program- Demonstrations by staff members



Fig: 4.3.6 Displayed COVID19 instructions for their staff and visitors to sites

4.4 Gender Action Plan (GAP) recommends, it is important if encourage women participation in to iRoad program. Especially during road maintenance, training and awareness programs on health and road safety programs. Consultant's close monitoring and working with contractors to improve gender status are reporting in this report semiannually. However, this reporting period find (January-June 2020) lack of more evidence on the Gender status due to less works in the sites. Due to COVID 19, public gathering was limited and recruiting workers were also carried out through PHIs and women participation has indirectly controlled and they were in their houses while concentrating family health. Gender Status of reporting period in KU-03R and KU-05 R are as follows;

Table: 4.4.1 Gender Status of workforce

Contract Package	Office Staff		Construction Sites	
	Male	Female	Male	Female
KU-03 R	30	08	50	00
KU-05 R	32	04	48	13
Total	62	12	98	13
Female %	14%			



Fig: 4.4.1 KU-05R Women are working with male workers



Fig: 4.4.2 KU-05R Women can equally contribute their family income

5. Monitoring of Social Safeguards Compliance at Field Level

5.1 Since the iRoad Program is basically a public participatory programme, field level monitoring of social safeguard compliances is compulsory. Program implementation is structured from the transect walks and GRC committee formation. In addition, public consultation on land donation and receiving consent letters and mitigating negative construction impacts during construction are sensitive activities which could not be handled by engineers alone. Hence the social and Environmental staff is included in to the PIU, PIC2 and in the Contractors. Field level monitoring is to be mainly focused on the delivery of the planned social safeguard activities for the affected people during planning, implementation and operational stages of the iRoad program and whether the planned activities are producing the desired outcomes as described by the Resettlement Framework (RF) of iRoad Program. In this section it will be discussed first that PIUs, PIC2, ESDD and CSD/SG specialist involvement in social safeguard compliance monitoring during the reporting period. Secondly Introduction of GRC mechanism in broad way in iRoad program and its planning outcome fulfilling public participation are described as identified during the reporting period and finally how was the GRC system assisted to resolve public issues in participatory way is explained. Key actors of field level monitoring are the PIC2 and the two PIUs in NCP and NWP. In addition, ESDD of RDA and CSD/SG Specialist assist PIUs and PIC2 in building capacity of field level implementation staff and resolving social issues during program implementation. Following matrix summarizes relevant activities which fulfilled during the period of January-June 2020.

Table: 5.1 Key actors in social safeguard monitoring of iRoad Program

Key Agency	Responsibility (As described in the RF)	Implementation Status
Two Project Implementation Units(PIUs) for two projects	<p>The PIUs will play the key role of coordinating with other concerned agencies and facilitating the entire process.</p> <p>Oversee land availability for taking up proposed roads.</p> <p>Implementation of land donation activities; signing MOUs and or receiving Consent letters.</p> <p>Ensuring GRCs have been formed and complaints are being addressed in a timely manner.</p>	<p>During the period up to June 2018, proper coordination was continued with relevant agencies, PRDA, CEB, Telecom, Mahaweli, Agrarian Services, Irrigation, DSO, Pradeshiya saba etc.</p> <p>236 level 2 and 84 level 3 GRCs in project 4 and 5 were formed. (Pl. see the table 5.4)</p> <p>889 consent letters were signed in project 4 and 5 with voluntary</p>

		land donors up to June 2020. Only 7 consent letters taken during reporting period of January to June 2020. (Pl. See the table 7.1)
Project Implementation Consultants(PIC2)	<p>Review Level 1 design to ensure community suggestions have been integrated where feasible.</p> <p>Provide technical support and advice for addressing complaints and grievances and participate in resolving issues as a member of the GRC.</p> <p>Provide technical advice and on the job training to the Contractors as necessary.</p> <p>Preparation of semi-annual reports.</p> <p>Preparation of due diligence reports</p>	<p>Public requests which came through transect walks, public complaint register and GRC meetings have been incorporated in to final design. Final outcome has been assessed.</p> <p>SGRS, RE/ARE, CE of PIC2 staff participated to form 236 Level 2 GRCs and 84 Level 3 GRCs.</p>
Contractors	<p>Ensure outcomes, suggestions from community consultations / transect walks are integrated into level 1 design.</p> <p>Commence constructions only when alignments free of encumbrance.</p> <p>Respond in a timely fashion to recommendations from GRCs.</p>	<p>Contractors' monthly progress review reports submitted during the period. PIC 2 reviews reports and data incorporate in to PIC2 monthly progress reports. All social data reported by Contractors are verified by SGRS with PIUs.</p>
ESDD	<p>Conducting studies including social safeguard planning and socio-economic assessment for all future tranches.</p>	<p>Introduced Gender Action Plan and new monitoring system during previous reporting period. They coordinated to implement Gender Training Programs in four districts during the reporting period.</p>

5.2 PIC2 Team Leader/Chief Resident Engineer conducts monthly progress review meetings which are organized by Resident Engineers in each district. Project Director, Relevant Project Engineer, SSO and ESO from PIU, RE, AREs, CEs, ES, SGRS, ME, QS and ESSO from PIC2 and Project Manager, Deputy Project Manager, relevant Site Engineer, ESO and Design Engineer from Contractor participate in monthly progress review meetings are held package wise. Representatives of PRDA participate occasionally. At each meeting Engineers Facility, Contractors' facility, Mobilization of Plant, Machinery and Equipment, Procurement of Materiel, Mobilization of Staff, Environmental Management, Social safeguards, Safety and Traffic Control, Quality Assurance and Physical Progress related to each package discussed. Each PM present progress of above activities using PowerPoint presentation. During the reporting period progress review meetings have been conducted and field visits were also followed after each meeting if and when necessary. The advantage of having these meetings is that all relevant key actors of the iRoad PIC2 are monthly met and discuss what they want to clarify and express their comments and suggestions by each

party. However, during the reporting period no such meetings during March, April and May as required due to COVID 19.

5.1 Social Safeguard Activities of PIC2 during Jan-June 2020

5.1.1 The Social Gender Resettlement Specialist (SGRS) of PIC2, carries out continues monitoring and reporting on Contractors activities and ESOs contribution in relation to social safeguard activities during the month including traffic and safety management during construction, responding to public complaints and public requests and recording them, assisting PIU to land donation activities, assisting to conduct GRC meetings to resolve public complains etc. In addition to above safeguard monitoring activities, SGRS assists Contractors to implement social safeguard activities complying with contractual requirements. SGRS ensures proper coordination with the Social Safeguard Officers of PIUs and with the Resident Engineers' field level staff to resolve and clarify public issues as and when necessary during construction.

5.1.1 Field visits on monitoring field level social safeguard Activities

5.1.1.1 SGRS with Environmental Social Safeguard Officer (ESSO) and District Social Environmental Safeguard Assistant (DSESA) did a field visit in PU-01 on 14th January. It was aimed to see the contractor's progress of resolving environmental and social issues so far pointed out by RE and safeguard staff of the Consultant and the Employer in RdId 5 and 7.



Fig: 5.1.1 PU-01 Field visit on outstanding issues 24.02.20



Fig: 5.1.2 PU-01 Field visit on outstanding issues 24.02.20



Fig: 5.1.3 PU-01 Field visit on outstanding issues , 24.02.20



Fig: 5.1.4 KU-03R RdId 20 Field Visit 26.05.20

5.1.1.2 It was identified that most of the issues have been resolved, however shoulder works in some road sections were not completed. Turfing was also not done as required. A sign board to be placed at the causeway.

RdId 7 was almost completed. Filling at 8+021 has done as required. House accesses at 8+120, 8+400 and 9+460 have completed. Guard stones of the culvert at 9+440 has fixed in a section and construction on going. However the embankment collapsed section at 9+470, still not reconstructed. Some road shoulder sections have completed, but some sections are still remaining unchanged.



Fig: 5.1.5 KU-03R field visit 16.06.20

5.1.1.3 Since, the road construction was limited during February project completion activities carried out in PU-01 out of remaining packages of NWP, and the contractor of PU-01 concentrating outstanding works. Then more attention given by the consultant on PU-01 roads during February. SGRS, ESSO, ESOs of PIU-NWP participated in investigating RdIDs 14,15 and 01 on 20th February, to ensure all outstanding works had been completed by the contractor. Causeway issue has not resolved due to the unavailability of lead away drain through the school. However, it is not problematic until commence rain as usual. Other roads were found ok for handing over including 14, and the contractor has completed outstanding works successfully.

5.1.1.4 Another field visit carried out on 24th February on RdId 7 which was having outstanding issues during long time period. PD-NWP, RE, CE, SGRS, ESSO, ESO-PIU, PE, PM, Contractor participated in the visit. The majority of issues have rectified while some were still to be completed. Contractor promised to complete them before handing over on 28th February. SGRS joined with the team of road handing over of RdId 01 and 05 on 26th February. PD, PE, PM, RE, SGRS, ESSO participated. There were some works still to be completed by the contractor and included them in the TOC to complete and road was handed over to the PS. RdId 7 and 43 handed over on 28th February.

5.1.1.5 Since the new contractors of KU-03 and KU-05 were not completely mobilized during March 2020, there were no field visits carried out by SGRS. Construction activities of RdId 27 and 28 of KU-04 were commencing by a sub-contractor with the approval of RDA, because of the public unrest situation on the delay of those two roads construction. And Also due to the Police curfew for controlling COVID 19 during March 2020, no field works carried out by the SGRS as usual, including other staff members of iRoad program.

5.1.1.6 However, SGRS was able to coordinate with the Construction Engineer from KU4/5 and ESO from KU-03 and received information on March activities actually happened. The information received were important in relation to the social safeguard, since the road construction of KU-03, KU-04 and KU-05 packages had been stopped between 2016 to 2019 years. Some roads were partly constructed and abandoned. These abandoned sections created environmental and social problems such as dust, potholes, water logging, soil erosion etc. Also there were number of public complaints received by the PIU-RDA and the Contractor which were not resolved by the contractor. Especially the RdId 27 and 28 in KU-04 have been contracted to MARGA and KAW by RDA responding public requests and some photographic information on current construction activities are included in this report. KU-03R started construction activities during March 2020 and the contractor has carried out pre-crack survey in 77 houses at RdId 71 and 23 houses at RdId 20 which are important to comply with social safeguard principles of iRoad program. Also they completing road shoulders in RdId 71.

5.1.1.7 On 19th May SGRS did a field visit in RdId 20 of KU-03R to investigate a public complaint on drainage issue. House owner suggests to construct a culvert for the existing causeway. Solution will be proposed by the contractor in consultation with Project Engineer and Construction Engineer. RdId 27 and 28 of KU-04 visited SGRS with ESSO, which construction are carrying out by KDAW and Maga. No major environmental and social issues noted.

5.1.1.8 SGRS did a visit at RdId 68 on 9th June to investigate a public complaint on drainage issue, in-front of their house. At the change of 1+400, rain water is stagnating in front of their house, sometimes waste water from the Army camp which is in front of their house is also flowing to the same place. However there is a culvert with a lead away drain, running through the complainant's land at the same place which is not functioning well now. Also the Complainant, a widower opposing to have a lead away drain, although her husband given the consent to have through their land. SGRS decided to have a joint investigation and informed to RE and CE to fix a date and time for joint investigation. On 17th June the joint investigation carried out by CE, PE, SGRS, and ESSO and due to the complainant's disagreements on the existing leadaway drain, it was unable to come to a final decision. A relation of the complainant's family will negotiate with them and let the project staff to know about possible solutions. On the same day visited RdID 20 of KU-03R to see collapsed road embankment. Advised workers to ensure proper safety measures to avoid unnecessary accidents. Contractor was taking engineering actions to control the situation. On the 24th June, SGRS visited RdId 27 of KU-04, which was the road that the urgent construction are being carried out responding public complaints. Almost the construction have been completed in the relevant section.



Fig: 5.1.6 RdId 27,KU-04, No dust due to improved road surface and encourage female to do self-employments

5.1.1.9 SGRS observed that due to the improvements of the road surface with the asphalt road surface women were able to start road side small scale businesses. Ms. Achini Samantha and her husband at Thambarombuwa has opened a business with plastic and electronics goods. While Samantha selling goods at the road side shop, husband delivering goods using a small vehicle. They say their businesses are good after development of the road. An open textile shop has established by K.K.Suvineetha and her daughter said due to improvement of the road no dust problems and now free to have this kind of business. A shop with household goods was established by H.M.Wanninayake at Moragolla after completion of the construction of the road. A vegetable shop is started by R.M.Wijebandara, his wife is selling vegetables without dust disturbances. 25th June visited with the house which is having continues complaints of house cracks by CRE, PD, ESO, CE, ESSO, and SGRS with independent party from the North-Western Provincial Engineering Department to have independent report.

5.1.2 Participating in Meetings

5.1.2.1 There was a meeting organised by CRE on 24th February, with the Ranken Railway contractor to discuss on the progress of roads handing over activities. PD, RE, ARE, PM, SGRS, ESSO participated. Incompletion of activities of some roads, the contractor was so far instructed to correct, has delayed road handing over of PU-01. Contractor stated that six roads are ready to hand over during January which are complied with all instructions of the consultant, of the RdIds 43, 01, 05, 07, 15 and 14.



Fig: 5.1.7 24th February field visit with Dept of Irrigation to complete outstanding issues



Fig: 5.1.8 PU-01 RdId 07, Field visit on 24th February-Listening to the public

5.1.2.2 Kick-off meetings were held on 28th January with the new contractors of KU-03R and KU-05R. RR constructions and Finite Lanka participated. SGRS emphasised, complying with safeguard requirements is important during construction. Recruiting Environmental and Social Officers to be done at the beginning of construction and orientation session on safeguard activities will be held for contractor staff by the Consultant prior to commencement of construction.

5.1.2.3 A meeting was organized by the CRE on 18th February with contractors of KU-03R and KU-05 R to discuss their present activities. It was decided to have an orientation session on safeguard requirements of iRoad programme for staff of two contractors. Site Engineers, PMs, DPMs, ESOs from contractors, PD, PE, ESOs from PIU-NWP and CRE, SGRS, ESSO from the Consultant will participate in the programme.

5.1.3 Staff Orientation Programs

5.1.3.1 It was decided by the Consultant and the Employer to do orientation sessions for key officials of new two contractors through online. Especially the KU-05 contractor was very new to iRoad programme. Project Managers, Deputy Project Managers, Site Engineers, Technical Officers, Social and Environmental Officers were targeted to do these presentations however all the staff members were not able to contact due to unavoidable reasons. Decided to discuss the presentation prepared for staff orientation and completed and mailed the final copy to contacted ESO of KU-03 and Site Engineer. Discussed basic safeguard requirements of iRoad program. Discussed 'work from home' by SGRS with a Senior Officer of Finite KU-05, and he gave some names of staff members to contact. He also sent a complete list of staff for the orientation program. PM-KU-03 informed his staff to contact SGRS and participate in orientation programs. Telephone Discussion held on 7th April with ESO-KU-03 through the presentation on orientation on iRoad program. Also held an orientation on iRoad program over the phone with the Site Engineer -01 of RR, KU-03 on 8th April. Orientations for the PM, DPM-KU-05 and ESO of KU-05 carried out over the phone on 16th. Had discussions with the ESOs of KU-03 and 05 on the Monthly Progress Reporting Format and explained how to report SGRS, monthly progress of implementation of social safeguard activities.



Fig: 5.1.9 Project Director address the participants, KU-03R Staff orientation, 28.5.20



Fig: 5.1.10 Environmental Safeguard described by ESSO, KU-03R staff orientation, 28.05.20



Fig: 5.1.11 ESO of PIU-RDA explained Land Donation principles, KU-03R Staff Orientation, 28.05.20



Fig: 5.1.12 KU-05R, Staff Orientation SGRS explained social safeguard Contractual requirements 01.07.20

5.1.3.2 First programme was held for RR construction who carrying out road construction in package KU-03R. The programme was held at Construction Engineer's office of KU-03R, with the participation of Project Director-PMU/NWP, CRE-PIC2, PM, ARE, SGRS, ESSO, TOs, Site Engineers and Deputy Project Manager. PD and CRE presented on special features related to safeguard in iRoad programme and importance of complying them by construction staff. SGRS presented social safeguard principles and their importance to the iRoad programme. ESSO explained environmental safeguard requirements and how to implement and reporting them during implementation of iRoad programme. ESO-PIU explained land donation procedures.



Fig: 5.1.13 KU-05R staff orientation, CRE explained the objectives of the programme.01.07.20



Fig: 5.1.14 PE-PIU/RDA Importance of complying safeguard policies at the KU-05R staff orientation 01.07.20



Fig: 5.1.15 Participants from KU-05R for the staff orientation programme,01.07.20

5.1.3.3 A programme for KU-05R staff was held on 1st of June and it was organized by the Consultant. CRE, CE, ARE, PE, PM, SGRS, ESSO and Contractor's staff participated in the program. Objectives of the programme explained by the CRE-PIC2. The importance of the complying of social safeguard principles was described by the SGRS. The importance of complying environmental safeguard was explained by the ESSO. ESO of RDA-PIU explained the land donation procedure.

5.1.4 Outstanding Social Safeguard Issues

5.1.4.1 SGRS had completed the Semi-Annual report for July-December 2020 and sent the soft copy to RDA and ADB on 20th January 2020. Due to some comments given by the ADB-SLRM, SGRS completed them and resubmitted on 18th February. Complying with Gender Action Plan by the SGRS, especially during the Performance Based Monitoring (PBM) Period is problematic since the roads have been handed over and consultants are not involved in PBM activities. This was highlighted in the report. Also there are some more important problematic issues have included by the SGRS, to be discussed at a review meeting which will be useful to new iRoad programs in the country.

5.1.4.2 Studied public complaint registers of KU-03 and KU-05 and prepared a list of outstanding on resolving public complaints. Reviewed a list of outstanding issues in KU-03 and KU-05 prepared by DSESA-NWP. This list to be sent to two PMs of two packages. Reviewed the summery of public contribution using past records. It was prepared by ESSO for semi-annual report 2019. The relevant information to be sent to KU-03 and KU-05.

5.1.5 Reviewing Health, Safety and Traffic Management Plan of KU-03.

5.1.5.1 Prepared comments for Health, Safety and Traffic Management Plan submitted by KU-03. The management plan includes descriptions on health, safety and traffic management during construction of roads in KU-03 package. First, it is provided an introduction on the iRoad program describes objectives of this management plan. Also includes traffic management policies, standards, potential traffic impacts, traffic management measures and procedures. It is also describing traffic management methodology in detail. Separate traffic plans for each important activity of traffic included. Comprehensive section on traffic control devices is also included. Forth section of the management plan includes how to manage safety requirements during rural roads construction. Safety work practices, process control, monitoring health and safety status, safety implementation and operation organization status. Fifth section of this management plan includes health, safety and hygiene measurement system. The important areas of health and safety are discussed here including hazard identification, communication and promotion, dust control, hygiene and welfare, HIV/AIDS programs, road safety and social awareness programs, personal protection equipment and procedures of accident incidents reporting and investigations.

5.1.6 Land Donation

5.1.6.1 Discussed the progress of land donation in KU-03 and KU-05 with the ESO of PIU-NWP, SGRS and requested PIU to send a copy of the LD register. Reviewed the Land Donation information of KU-03 and KU-05 and finalized the list of consent letters taken by PIU. This list has to be sent to PMs of contractors. SGRS investigated land donation proposal with NWP-PIU staff at RdId 20, A.D.Karunathilake, and signed the consent letter during April. There was a requirement to have an additional strip of land to construct the road ID 28 of KU-04. It was unavoidable raising the existing road to protect the road from the flood and due to the embankment construction it was needed more land. However, it was not exceeded one-meter limit of the land strip. Relevant farmers were agreed to provide the land portion voluntarily and they needed to construct the road which was delaying during last two years. SGRS, PE, CE and ESO participated and received consent letters from the land owners.

5.1.7 COVID19 Controlling programs

5.1.7.1 Due to the COVID 19 pandemic, whole the month of April 2020, SGRS and other staff of PIC2 were in 'Work from Home'. Since no field activities taken place due to continues curfew, preparatory works for planned activities for April 2020 which were by SGRS, carried out as desk works from home and online basis. All the activities involved with orientations for new staff members, reviewing past documents to

identify outstanding issues and finalizing social safeguard progress review reporting format. Everything focused on new contractors' urgent tasks to be fulfilled to comply with social safeguard principles.



Fig: 5.1.16 How to do 'Working with COVID19' discussed
by CRA with contractors 05.5.20



Fig: 5.1.17 ESO, KU05R explained their role on working with COVID19, 5.5.20

5.1.7.2 A meeting was held on 5th May 2020 at CRE's office with contractors of KU-3R and KU-05 R to commence construction works. KU-03R contractor was planning to do balance works of RdId 71, 20, 23. CRE inquired about health safety measures to be complied by contractors and bring workers to the site with flowing health guidelines. It is also instructed contractors to prepare COVID19 controlling action plans and comply all Government instructions successfully. Same issues were discussed with the Finite and Maga contractors. SGRS mentioned that RR, Finite, KDAW and Maga have submitted their COVID 19 draft action plans. SGRS named as the key person to monitor relevant activities with the assistance of ESSO of PIC2. Also the ESSO assists contractors to receive permission from PHIs and provide awareness among the workforce. SGRS and ESSO visited KU-03R office on 6th May to monitor contractor's COVID19 safety

measures. It was successfully arranged as required. On 14th May SGRS and ESSO visited KU-05R office to do the same.

5.1.8 Monthly Progress Review Meetings and Field Visits (MPRM)

5.1.8.1 Since there were no very much project activities during the reporting period, only two meetings held during May and June 2020. MPRM for May 2020 were held on 20th May at the CRE's office. Discussed the progress of complying with COVID19 safety action plan and the progress of construction activities. Difficulties of doing construction works due face masks was discussed. Health clearance for workers coming from other districts through PHIs was discussed by KU-05R contractor.



Fig: 5.1.18 MPRM-Progress review field visits- KU-05R, 18.06.20



Fig: 5.1.19 MPRM-Progress review field visits- KU-05R, 18.06.20



Fig: 5.1.20 Field visits prior to the progress review meeting,KU-05R,18.06.20



Fig: 5.1.21 Field visits prior to the progress review meeting,KU-05R,18.06.20



Fig: 5.1.21 KU-05R (MPRM) monthly progress meeting 18.6.20

5.1.8.2 The June month progress review meeting for KU-03 R held on 16th June. Prior to the meeting field visits were carried out by the team of Consultant, Contractor and the Employer. RdIds 71, 20 and 68 visited. Unsystematic soil dumping, poor traffic management at construction sites, absence of public complaint boxes and public notices in the field were the issues found during field visits and CRE advised the Project Manager of KU-03R to correct them. At the meeting, ESO was advised by the CRE and SGRS to organize HIV/AIDS awareness meetings for the staff and the public, health and traffic awareness programs for public to be organized and relevant leaflets are available. It was explained by the SGRS that these programs can be organized with the assistance of the Dept. of Health-Kurunegala and to be contacted them with the Project Engineer and the ESO of PIU/NWP.



Fig: 5.1.22 KU-03R monthly progress review meeting, 20.5.20



Fig: 5.1.22 KU-03R field visits prior to progress review meetings



Fig: 5.1.23 16.06.20 KU-3R, MPRM field visits



Fig: 5.1.23 MPRM field visits on 16.06.20, RdId 20, KU-03R

5.1.8.3 KU-05R monthly progress review meeting was held on 24th June. The field visit carried out by the team along RdId 29 and 26. It was noticed that the Contractor commences access preparation without prior informing the relevant people. Also the pre-crack surveys were not commenced as required. Also the second ESO still to be appointed. At the meeting CRE advised the Contractor to comply with social safeguard requirements as explained at the orientation programme.

5.1.9 Road Safety Public Awareness Program

5.1.9.1 Road safety public awareness programs which were planned to have school children, three-wheeler drivers and motorcyclists not carried out during the reporting period. Reason was, no any road completed to carryout awareness programs because less amount of construction activities have been carried out during the period. It was informed by SGRS at the progress review meetings, to two contractors to plan these programs during next period.

5.2 NWP-PIU Contribution in Social Safeguard Monitoring

5.2.1 Social and environmental safeguard activities are monitored by the Employer with their safeguard staff. The semi-annual report which consultants submit to ADB includes a section for the PIUs contribution on social safeguard during the reporting period. Since the NCP has completed road construction, no any information includes hear on NCP. As the Resettlement Framework describes, facilitating formation of Grievance Redress Committees (GRCs) with the DS Offices and formation of level two GRCs with villagers of the roads are to be developed, resolving social issues using GRC committees are important tasks being

implemented by PIUs in two projects. Accepting donation of lands to improve road conditions which are coming as voluntary requests of villagers is also an important legal activity which PIUs are taking responsibility with Divisional Secretaries. Project Director is in each province assisted by Project Engineers and Social and Environment Safeguard officers to implement above activities.

Table: 5.2.1 PIU Social safeguard Activities during the reporting period, January-June 2020

Date	Activity	Package/ Road/ Venue	PIU members	Outcome
February				
11	Public Complaint inspection	KU03R ID 22	PE, ESO, AESO	Discuss the complaint regarding ID 22 and problem solved.
20	Road Inspection	PU01 ID 14, 15 & 01		Inspection for Environment, social and safety issues.
March				
07	Public Complaint inspection	KU02 ID 66	ESO, AESO	Discuss the complaint regarding ID 66 and report for further actions
10	Public Complaint inspection	KU02 ID 66	ESO, AESO	Discuss the complaint regarding ID 66 and report for further actions
May				
26	Site inspection/Site inspection for land donations	KU 03R ID 20	PD, PE, ESO,AESO	Issues identified and inspect lands
27	Orientation program	KU03R	PD, PE, ESO,AESO	Discussion and workshop for KU03R
28	Signing consent letters	KU 03R ID 20		
June				
02	Orientation program	KU05R	PD, PE, ESO,AESO	Discussion and workshop for KU03R
03	Stock piles and Disposal yards inspection	KU05R ID 29&26	ESO,AESO	Issues identified and comment
13	Stock piles and Disposal yards inspection	KU03R ID 87 & 20	ESO,AESO	Issues identified and comment
15	Stock piles and Disposal yards inspection	KU05R ID 95	ESO,AESO	Issues identified and comment
16	Site inspection	KU05R	PD, PE, ESO,AESO	Issues identified and comment
17	Public complaint inspection	KU03R ID 68	PE, ESO,AESO	Discuss the complaint regarding ID 68 and report for further actions
18	Site inspection	KU03R	PD, PE, ESO,AESO	Issues identified and comment
24	Visit District Secretariat offices		ESO	Discussed regarding GRC formation
25	Cracked house inspection	KU02 ID 66	PD, PE, ESO,AESO	Inspection done with Wayamba Engineering Department and prepared estimates.

26	Land donation inspection	KU04 ID 28	PE, ESO,AESO	Identified lands.
29	Stock piles and Disposal yards inspection	KU03R ID 87	ESO,AESO	Issues identified and comment
30	Disposal yards inspection	KU05R ID 26	ESO,AESO	Issues identified and comment

5.3 CSD-SG Consultant and ESDD Assistance

5.3.1 CSD-SG Consultant assisted PIC2 on social/environmental safeguard activities during the period from 2016 to end of 2019. The contributions of the consultant were very valuable and helped to resolve more critical social issues. Also some application issues of safeguard policies, especially negotiation with Government Officers were also clarified and assisted PIC2 to settle. However Consultant's services not received during the reporting period due to the changes of Consultant's assignment.

ESDD assisted to organize Gender workshop held in Kandy during February 6th and 7th 2020. This was sponsored by ADB-SLRM.

5.4 Status of Functions of GRM during reporting period

5.4.1 GRC Formation

5.4.1 During the reporting period (January-June 2020) GRCs were not actively coordinated with the iRoad programme in NWP, due to less construction activities. However, complying with Resettlement Framework, within the task of development of rural roads by the iRoad program, prioritizing public participation has been significant. GRC committees so far have played an important role in Project 4 and Project 5 of PIC2. The number of level 2 and 3 GRC committees which have been formed in NWP project area during June 2016 and active up to June 2020 are in the table below.

Table: 5.4.1 GRC Committees which are being functioned in NWP

Package	No.of DS level GRCs to be formed	Already formed as end of December 2019	No.of GN level GRCs on each road to be formed	Already formed as at end of December 2019
Project 5-NWP				
Package: KU-01	07	07	16	17
Package: KU-02	08	08	19	20
Package: KU-03	06	06	12	15
Package: KU-04	08	08	12	12
Package: KU-05	10	10	17	18
Package: PU-01	06	06	11	11
Package: PU-02	05	05	11	11
Package: PU-03	05	05	17	17
Sub-Total NWP	55	55	115	121
Sub-Total NCP	29	29	115	115
PIC2	84	84	230	236

**Some figures included in last report have changed because more than one GRCs have been formed for some roads considering road length.*

5.4.2 GRC meetings to resolve Social Issues

5.4.2.1 There were no level 2 or level 3 GRC meetings conducted during the reporting period due to unavailability of public issues. However, after mobilization of two new contractors in KU-03R and KU-05R during March there was a need to inform to GRC committee members that construction would be commenced with new contractors to complete balance works of Package KU-03R and KU-05 R. PD of PIU is now informing Divisional Secretaries in writing considering difficulties to have meetings.

5.4.3.1 Summary of Progress of Public Complaints resolving up to end of June 2020.

There were no major construction activities during January, February, March and April 2020 and no public complaints have received except six from KU-03R (Table: 5.5.3).

Table: 5.5.3 Summary of Resolving Status of Public requests in NWP project area up to June 2020

Package	No. of Complaints/ Requests/ Suggestions	No. of action taken	No. of rejected due to reasonable matters	No. of cases Solution In- progress
KU-01	433	320	113	00
KU 02	730	575	155	00
KU 03	308 + 06	289	11	08 + 06
KU 04	494	437	27	30
KU 05	233	208	04	21
PU 01	174	136	24	14
PU 02	237	212	07	18
PU 03	155	124	00	31
Total	2770	2301	341	128

6.0 Issues Observed (Social Related) and status of Compliances

6.1.1 Most of the issues discussed here during last four years as social issues were related to complaints more than one complainant's issues. Delay of construction, poor quality of construction, dust and vibration impacts, water stagnation or flooding due to lack of culverts or lead a way, road accidents, tank bund construction and disturbing paddy fields or existing irrigation systems etc were among them. However, no such issues available during this reporting period of January- June 2020. Two issues were there remaining unresolved during last year and another few individual complaints related to drainage, culverts and retaining walls came from KU3R very recently.

6.1.2 The individual complaint received during December 2018 on house cracks due to road construction in KU-02 is still continuing, because of the complainant's disagreement with compensation amount of money approved by the Insurance Company. All observations including insurance agency states, all the cracks which showing in the complaint are not due to iRoad constructions. The insurance agency approved as the house cracks rehabilitation cost was Rs.255, 000/=, but complainant expect Rs.857, 000/=. SGRS suggested the CRE to have independent study on this issue with the assistance of a structural engineer. At the same time Project Director of PIU/NWP decided to receive an independent report from North-Western Provincial Engineering Department. A team including the Additional Director Mr.T.H.M.D.C.E.Peiris from the Department visited the house and investigation carried out on 25th June 2020. The report is pending.

6.1.3 The lesson to be learnt here is, pre-crack survey is important in critical area before commencement of construction and also the records on pre-cracks to be kept in accepted manner and systematically. In this case no proper pre-crack survey records were kept by the contractor systematically and the complainant showing cracks which occurred before the project commencement which were not acceptable.



Fig: 6.1.1 North-Western Provincial Engineering Dept. Investigation on 25th June 2020.
CRE, PD, SGRS, ESSO, ESOs of RDA-PIU have been participated.



Fig: 6.1.2 Investigation on Cracks in walls by the team



Fig: 6.1.3 CRE, PD and the Additional Director receive more information

6.1.4 The other issue has come from RdId 20 of KU-03R, regarding difficulties due to the drainage system in front of their house. During rain water stagnation in front of the house access and some waste water coming from Army Camp in the opposite site of the house is also mixing with the water. SGRS visited the complainant on 9th June 2020 after receiving the complaint from the Project Director. It was noticed that a drain which crossing the road and linking a lead away running through complainant's land, has been blocked and water stagnation unavoidable. Complainant stated that she do not like a drain is running through their land although her husband (Who died two years ago) given consent as a land donation. SGRS advised complainant to write to the PHI regarding waste water coming from the Army camp and promised her to come back with joint investigation team to find a solution. On 17th June a team with PE, CE, ESSO, SGRS, ESO-PIU came to the site. All suggested the complainant that the drain running through her land to be strengthen to avoid water stagnation. She opposed running drain there will cause to divide the land and asked them to find another solution. Consultant advised the contractor to provide a technical proposal to resolve the issue.



Fig: 6.1.4 Water Stagnation in front of the house



Fig: 6.1.4 Joint Investigation with CE, PE, ESSO, ESO, SGRS 9.6.20

6.1.5 As the experiences so far gained through PIC2 iRoad programme, poor compliance of safeguard requirements by contractors have caused to create social issues. During staff orientation programs held for new contractors staff, all contractual requirements of social and environmental safeguard compliances explained. Close monitoring program from the consultant will also be followed. Pre-crack surveys, watering and other requirements describe in traffic/safety action plans and EMAP to be implemented by contractors.



Fig: 6.1.5 Pre-house crack surveys are now carrying out by KU-03R



Fig: 6.1.6 Watering in time will be a solution to dust generation KU05R

6.1 SGRS's Observations on social issues found in iRoad Programme

Still no any discussions, seminar, workshops organized by the iRoad programme management to share iRoad project feedback including SGRS's comments, the same observations included in the previous semi-annual report are repeating in this section of the new report of Jan-June2020. It is recommended to have a program review with relevant key actors of iRoad programme including ADB, RDA and with all other relevant resource persons with more experiences on working in iRoad program.

6.1.1 The participatory development approach including GRM strategies help to implement rural road development programs, in consideration with social and environmental complexities in rural areas. The most of the rural roads of the i Road program are basically emerged from foot paths, cart tracks, which were the ancient people used to go to Chena, paddy field, forest, closest village or a town far away. In short, the most of these roads were not developed using engineering knowledge. During populating, human habitats were established in an unplanned manner without considering geographical features or landscape in the area. However, when these roads needed improvements itself due to the spreading resources from main cities in to these remote areas. Carrying out IEEs and SIAs, surveys for engineering designs were must to grasp socio-economical and engineering requirements to formulate a rural roads development programs.

6.1.2 Now the iRoad program is being implemented in Southern, Sabaragamuwa, Central, NCP, NWP and Kalutara District. As the experiences of PIC 2 social safeguard monitoring during last four year period, following points are highlighted by SGRS of PIC2 as lessons learnt. These points and could be used for formulating future programs.

1. Criteria of categorization of rural, urban and semi urban roads to be clarified considering socio-economic and geographical condition in different DS Divisions. As an example, 'rural roads' are deferent to each other when considering roads in Kurunegala district and in Polonnaruwa/Anuradhapura/Puttalam colony schemes. While the space to widening the road is available in Polonnaruwa, some of roads in Kurunegala have the maximum of 2.5 m. It is unavoidable that the people in all four districts request to widen the roads, narrow culverts and bridges etc. Increasing socio- economic activities close to roads in some areas, with more flat land area would not be ignore similar requests. *It is suggested to have a flexible methodology in deciding road width in rural roads, considering socio-economic conditions and available land area.*
2. Due to unplanned vulnerable development of most of the rural roads, all public requests cannot be entertained by the program. Reducing water stagnation or inundation cannot be resolved without

having sufficient number of culverts with lead away drains. In most area public reluctant to provide space for lead away drains or they have encroached potential locations. It is a huge challenge to the Design Engineers of the program to provide proper and sustainable drainage system in the area. It is also unavoidable, continuation of public suffering due to inundation problem which is also increased after raising the road. *Drainage Experts inputs needed during doing EIA/SIA or/ and during road designing. Drainage plan to be explained at the planning stage to the people if it is necessary.*

3. There are public requests as well as engineering and social requirements of widening and strengthening very narrow and old culverts, bridges, causeways during asphaltting roads. Since the request directly link with the road safety. However, it seemed that no provisions or sufficient funds available within the program to respond public requests to comply with GRM policies. *During transect walks and road planning stage, it is necessary to build an awareness among the people on possible construction methods, technical limitations and available resources for the development of the road.*
4. At the beginning the program, it commences with very democratic way following public participatory approach such as transect walks, establishing village level and DS level GRCs etc. All these activities support developers to grasp public requirements for the road development as planning and implementation inputs. However, no proper and accepted way to communicate back to the people by developers, on what can be carried out and what cannot be through the program and reasons caused prior to construction. Program monitors found that in some roads until completion the road, people are not aware what they receive or not. Then they do protests or campaigns against rest of the program activities. Also some issues still remained unresolved or took long time to resolve, which could have been resolved through proper communication at the beginning. Tank bund development, culverts and lead away issues, house access, build-up drains, widening bends or narrow sections etc. are better examples. It is also questionable that how far the social safeguard policies including GRM could serve the program in smooth implementation. *It is recommended that proper two-way communication system to be established during the planning stage of each road construction.*
5. Except few issues which are still being resolved, the most of the issues were resolved using GRM and using public participatory approach in PIC2 program. The challenge still remains here is even very few unresolved issues in some roads, affects badly to construction time schedules. Employer, Contractor and Consultant spend more time with the people and Government officers to resolve them. *However, 'two-way communication' method to be used prior to implementation of road development activities in consideration with incorporating public contribution in to rural road development.* Beneficiaries should know in advance the reasons for which requests will be incorporated in to designs and why some requests are rejected.
6. *Proper assessment of the capacity of contractors for selection especially for the i Road program should be considered as an important, inconsideration with development policies such as public participation and social safeguard requirements.* The majority who incapable contractors destroy the iRoad project core which is targeted humanistic development objectives. Contractors are selected by the Government Authorities and handed over to Project Directors of PIUs and Team Leaders of Consultants. The most of these contractors' management weaknesses are come out only during program implementation. It is observed that the inability to implement the program as planed and scheduled by the contractor is because of their insufficient human and physical resources. The majority of contractors are reluctant to follow existing Sri Lankan labour laws and to comply with Environment Act and ADB guidelines. Although there are contractual procedures to control contractors by PDs of PIU or TL of consultant, such actions will also affect to the program progress. Contractor directly and indirectly create more social and environmental issues in the field without completing roads as planned. Partly constructed roads, culverts, drains etc. are always risks of accidents to the road users. *Hence the social safeguard principles and practices are becoming invalid and contradictory. The negative social impacts which are emerged due to these causes which are always beyond the control of social safeguard team of the program.*

6.1.3 Despite the implementation difficulties of social safeguard activities and the GRM as described above, the majority of roads in project 4 were developed successfully using public participation including in NCP and KU-01 and KU-02 in NWP. Completion of roads as scheduled and in better quality, reduce public complaints and protests against RDA.

7.0 Progress of Land Donation

7.1 Since, the less construction activities during the reporting period, there were no request for additional land requirements except one from KU-03R and six from KU-04. All requests due to embankment construction of some road sections running through paddy field and sharp bends.

Appendix 3 of Resettlement Framework describes basic principles and procedures of land donation enable project team to comply with social safeguard requirements. As the TOR of SGRS states 'for rural roads require land donation, monitor the land donation process and conduct field visits on a monthly basis until land donation is finalized'. Since the land acquisition or resettlement of people are not with implementation procedures of the iRoad program, program is under the category C, and it has to be carefully monitored, the people who willing to donate their land strips as a result of requirements exists to improve the safety/road condition at some road sections. This exercise is completely depending on the positive public consultations with land owners.

Number of consent letters received shofar from the beginning of the project is described in the table 7.1 below.



Fig: 7.1.1 Land donation consent letters are receiving by ESO-PIU27.5. 20



Fig: 7.1.2 Land donation consent letters are receiving by ESO-PIU, 27.5. 20



Fig: 7.1.3, Existing road raising cause to need more land area for embankments
KU-04, RdId 28 26.6.20



Fig: 7.1.4 Signing consent letters by ESO-PIU for KU-04, RdId 28, 26.6.20

Table: 7.1 Summary of completing 'Consent Letters' as at end of June 2020

	AP-01	AP-02	AP-03	AP-04	PO-01	PO-02	PO-03	KU-01	KU-02	KU-03	KU-03R	KU-04	KU-05	PU-01	PU-02	PU-03
January-June 20	-	-	-	-	-	-	-	-	-	-	01	06	-	-	-	-
Cumulative	12	09	44	14	52	77	01	110	343	82	01	30	41	24	30	12
Total		Project:04 = 209					Project: 05 = 680					Total: 889				

8.0 Coordination with Line Agencies and sharing experiences with other PICs

8.1 Meaning of development is always with the benefit to the public. Consultation with public during planning, implementing and operation of development projects is aiming to achieve this objective. Since basically the rural roads rehabilitation are not belonged to RDA, during implementation of iRoad program it was necessary to coordinate with other agencies such as Local Authorities, DS Offices, PRDA, Telecom, CEB, Dept. of Irrigation, Mahaweli, Dept. of Forest, CEA, GSMB and the political authority. Main purpose of having communication with these agencies is for the smooth implementation of the i Road program as scheduled and to achieve planned results. The PIU-RDA in each province take this coordination responsibility and so far continuing successfully.

Although there were an unexpected threats to the all human activities during the reporting period from January-June 2020, NWP-PIU have had several formal and informal discussions, meetings to success i Road programme. Those information are briefed in the matrix below.

Table No: 8.1.1 Coordination with Line Agencies

Divisional Coordinating Committee Meeting - Kurunegala			
	Date	Package	Divisional Secretary Office
1	13.02.2020	KU2	Bamunakotuwa
2	17.02.2020	KU5-R	Panduwasnuwara-East
3	03.03.2020	KU5-R	Panduwasnuwara-East
Divisional Coordinating Committee Meeting - Puttalam			
	Date	Package	Divisional Secretary Office
1	14.01.2020	PU1	Chilaw
2	13.02.2020	PU1	Karuwalagaswewa
3	14.02.2020	PU1	Puttalam
4	17.02.2020	PU3	Mahawewa
5	17.02.2020	PU2	Pallama
6	24.02.2020	PU3	Dankotuwa
District Coordinating Committee Meeting			
1	25.02.2020	Kurunegala	
2	10.02.2020	Puttalam	
3	13.05.2020	Kurunegala	
4	10.06.2020	Kurunegala	

8.2 There were no any collaborative programs to share experiences among all PICs of iRoad Programme. However informal sharing experiences over the phone have taken place with SGRSs in Uwa and Western Province. Also the gender training programme held in February in Kandy was also helped to meet some PIC staff and share experiences.

9.0 Public Consultations and Information Dissemination

9.1 During the fourth year of PIC2 iRoad programme, it is necessary to have good public consultation with dissemination of project information among people close to roads who has been suffered during last year due to partly constructed roads. However during reporting period January- June 2020 it was not allowed project management to have public meetings due to COVID 19 endemic.

As a public participatory development programme, public consultation and information dissemination are essential tools to implement iRoad programme successfully. It is necessary to understand by any development program manager, that the public should know what is happening under the labels of 'Development Projects'. It is believed that public consultation and information dissemination should be the first step of any development program. The iRoad development proposal must have assessed by the ADB and they have considered that the development of existing rural roads in Sri Lanka important for linking the rural hub in to urban resource center. However, the carrying out the task of development of these roads to be carryout carefully considering the sensitivity of rural environment. Therefore, the Resettlement framework and the Facility Administration Manual (FAM) has included guide lines for how to do planning and implementation public participation in to the program. The Grievance Redress Mechanism (GRM) was recommended and formation of three levels of GRCs emphasized proper consultation of relevant parties including road users in road development. The whole i Road program planning/designing, implementation and operation stages are guided by the concept of Context Sensitive Designs (CSD), and the beneficiary participation is become as an important tool in this task.

9.2 The public notice is one of important public consultation tool. Responsible officers to the project with their contact numbers are included in the notice, and any person who need to contact them and complaint can do easily. Public complaint boxes are also keep public places enable public to submit their complaints.



Fig: 9.1.1 KU-05R ,RdID 29 Chanage: 0+000



Fig: 9.1.2 KU-05R, RdId 29 Chanage 0+000



Fig: 9.1.3 KU-05 R, RdId 95 Chanage: 0+850



Fig: 9.1 4 KU-05R, RdId 29 Chanage 2+380



Fig: 9.1.5 KU-05 R, RdId 29 Chanage: 0+600



Fig: 9.1.6 KU-03R RdId 17 Chanage: 2+900



Fig: 9.1.8 KU-03R RdId 20, 00+000

Fig: 9.1.7 KU-03R RdId 20 Chanage 4+912



KU-03R RdId 87 Chanage 1+530

Fig: 9.1.9 KU-03R, RdId 87, Chanage Fig: 9.1.10

9.3 iRoad program develop rural roads. Rural roads are considered as evolutionary developed from foot paths and bullock carts tracks. Asphalted rural roads stimulate motorbicycles riders and other vehicles go past than earlier. More road accidents not an indicator of development. Road safety public awareness programs are carried out to make the public aware on the difference of old rural roads and iRoad developed rural roads. Mainly 3Wheel drivers, motorcyclists and school children are make them aware on traffic rules and the controlling vehicle speed, considering even the iRoad developed roads are still rural roads. Printed leaflets are used to circulate among the target groups. It is more practical way to send a message to the public on iRoad program.



Fig: 9.1.11 Leaflets prepare for traffic/safety public awareness program

10.0 Conclusion and Recommendations

10.1 Conclusion

10.1.1. iRoad program which is a project designed under PIC2 , implementing for developing rural roads in NCP and NWP area. This program is completely based on public participation and the engineering designs with technical and socio-environmental solutions to the public. This part of the PIC2 was completed and the construction of NCP roads has now been completed. Three contract packages which are, KU-01, KU-02 and PU-01 in NWP have already completed. Other packages were remained abounded with partly constructed sections during last one and half years period and contract packages were terminated. During February-March 2020, two contract packages were re-contracted to new contractors and construction started during May and June due to the COVID19.

10.1.2 First four years and the next two years of the NWP iRoad re-construction program is very important with regard to compliance of social safeguard requirements. The development message of iRoad program through public consultation with the GRC formation, conveyed to public during 2016. However, the road beneficiaries who suffered from various environmental and social problems created in abundant partly constructed road sections during last one and half years' period, have disappointed on the program. It is necessary to change this social situation during re-activating new contract packages, in consultation with relevant Government Officers and GRC committee members.

10.1.3 During the reporting period, two staff orientation programs for new two contractors were conducted by the Consultant in collaboration with the Employer. The program requirements discussed at orientation sessions especially contractual status of compliance of social and environmental safeguard requirements emphasized. The final objective of these orientation programs was to convey the message that not to do same mistakes which did during last four-year period by the Contractors. Project Director of the Employer and the Chief Resident Engineer of the Consultants advised Contractor staff to comply all contractual requirements, which were not properly done by former contractors during the past and ensure to avoid all shortcomings and weaknesses of 'management' of each package , determining quality works in scheduled time.

10.1.4 Since the delay of mobilization by two new contractors in KU-03R and KU-05 R and because of the COVID 19, it was unable to expect more construction activities during the reporting period. Also the construction activities of RdIds 27 and 28 of KU-04, slowed down during the COVID19 period. These reasons caused to show less amount of works during the reporting period. Because of this situation, performances related to social safeguard of all parties cannot be measured and evaluated to reach strong conclusions at the end of the reporting period. However, above key sections of this report are evidencing that the considerable progress in implementation of social safeguard activities is visible even from less amount of works.

10.2 Recommendations

10.2.1 Lessons to be learned by PIC2 and by the PIU-RDA from the terminated contract packages, in relation to reasons caused in non-compliance of 'contractual recruitments' by the Contractor. All the causes which caused to create social issues to be studied and decide solutions collectively.

10.2.2 Close monitoring and providing instructions to contractors by the Consultant while investigating how they implement and comply with Environmental Management Action Plans in each road is important. Environmental issues always create social issues. Environmental and social safeguard should always go together.

10.2.3 Traffic/safety and health action plans which were submitted by Contractors to be compared with the relevant actual actions in the field, by the Consultant. Procedures on temporary road closure, pre-crack surveys, temporary bi- roads, safety measures of construction sites etc. to be re-checked using method statements by the Consultant.

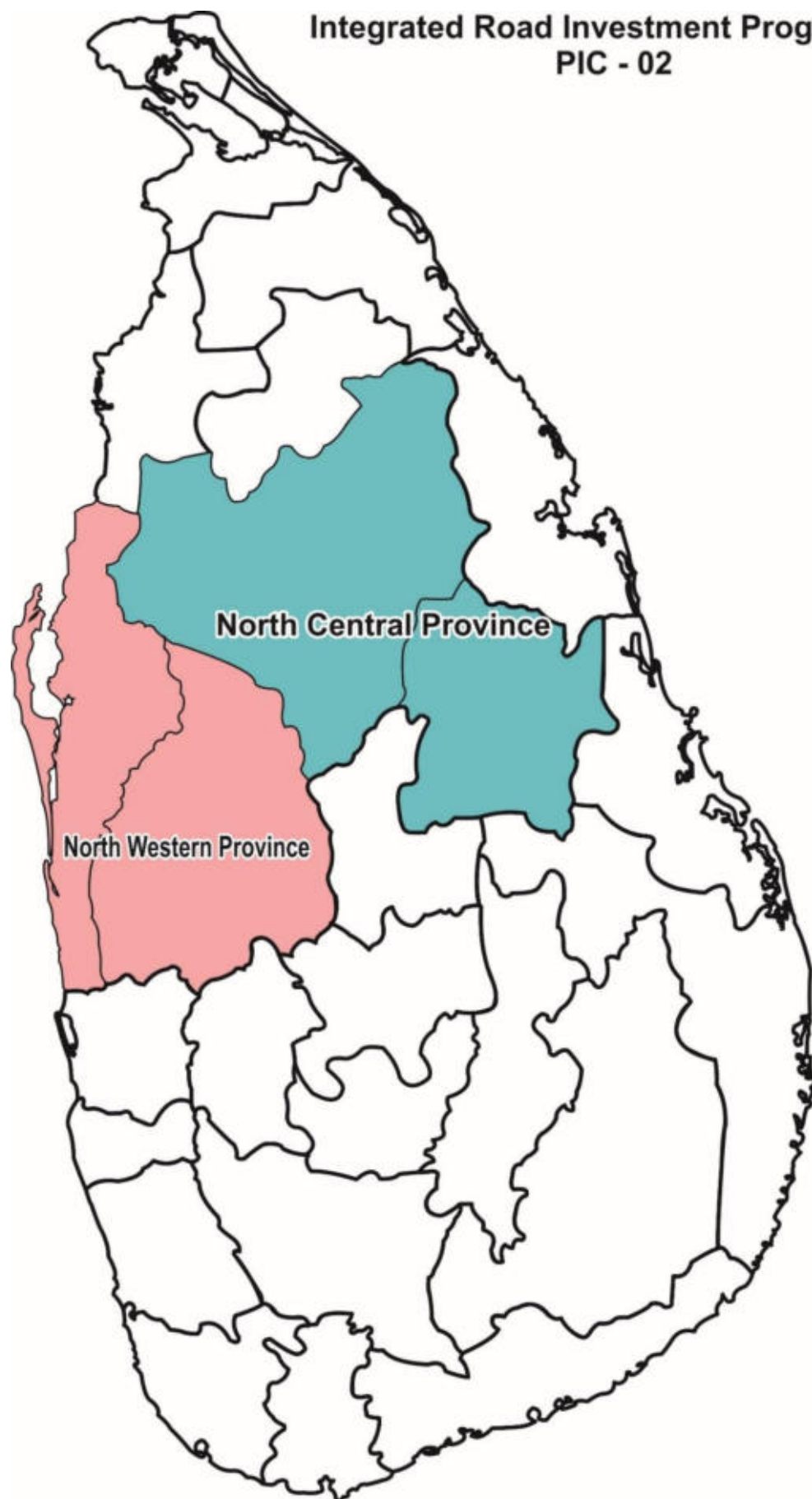
10.2.4 Listening to the road users, especially to their grievances, to be a good practice among all the field level workers' despite of their positions. Social and environmental safeguard principles to be followed by all workers in the field and be able to correct any mistake or wrong practice as and when noticed.

10.2.5 Public requests for drainage issues, house accesses etc. which are related to road designs to be handled jointly by the Contractor, Consultant and the Employer. If not solution will be delayed and unnecessary parties will interfere in to the issue. Also to be checked transect walk records related to public requests, during investigating public requests on road design issues.

10.2.6 It is recommended to organize a workshop to share iRoad experiences among all PICs especially regarding social and environmental safeguard principles. This exercise will be benefitted in designing future iRoad Programs.

ANNEXTURES

Integrated Road Investment Programme PIC - 02



Annexure: 02

COVID 19 Controlling programme during construction by KU-05R

B. Fulfilling Safety Requirements in offices, construction sites and staff commendations

	Office Locations/to whom/how many	Construction sites/ no of workers/staff	Staff accommodations No.of Workers/Staff	Remarks
Body Temperature equipment	Body Temperature is checked at a selected location of all employees in front of the office daily	No	No	Some employees are directly reporting to work from their home
Wash Basins	All the hand washing facilitate are supplied when entering and leaving the office	No	No	
Sanitizers	Hand sanitizers are placed in front of the office to clean hands before entering the office. One bottle is kept for all tables in the office	Hand sanitizers also provided to vehicle which employees are traveling	There are twelve workers were accommodating in two places. These places protected by all sanitizer method.	
Face masks	Reusable face mask is provided for all employees	Reusable face mask is provided for all employees	Reusable face mask is provided for all employees	
Posters	Awareness boards and posters are displayed several places in front of the office and inside the office	No	Awareness boards and posters are displayed in several places in front of the Staff accommodations	
PPE(Jacket,helmet,Boots)	-	Every person is given a PPE and frequently advised on how to properly use them.	-	

C. Relevant Photographs

A



B



C



ANNEXTURE: 03 COVID 19 Monitoring Report

Daily Progress after recommencement of works during COVID – 19 Pandemic.

In PIC – 02, the Civil works were started on 20th of April 2020. Therefore, Daily Attendance has been taken by categorizing the staff Gender wise. Amide, the staff categorized into 3 parties and also mentioned the accommodated personnel in quantity wise. Here, it has graphed up to 30th of June 2020 by the Consultant.

Description:

- ✓ Availability of Contractor's staff;

1. No. of staff personnel above supervisor
2. No. of Drivers/Operators
3. No. of Laborers

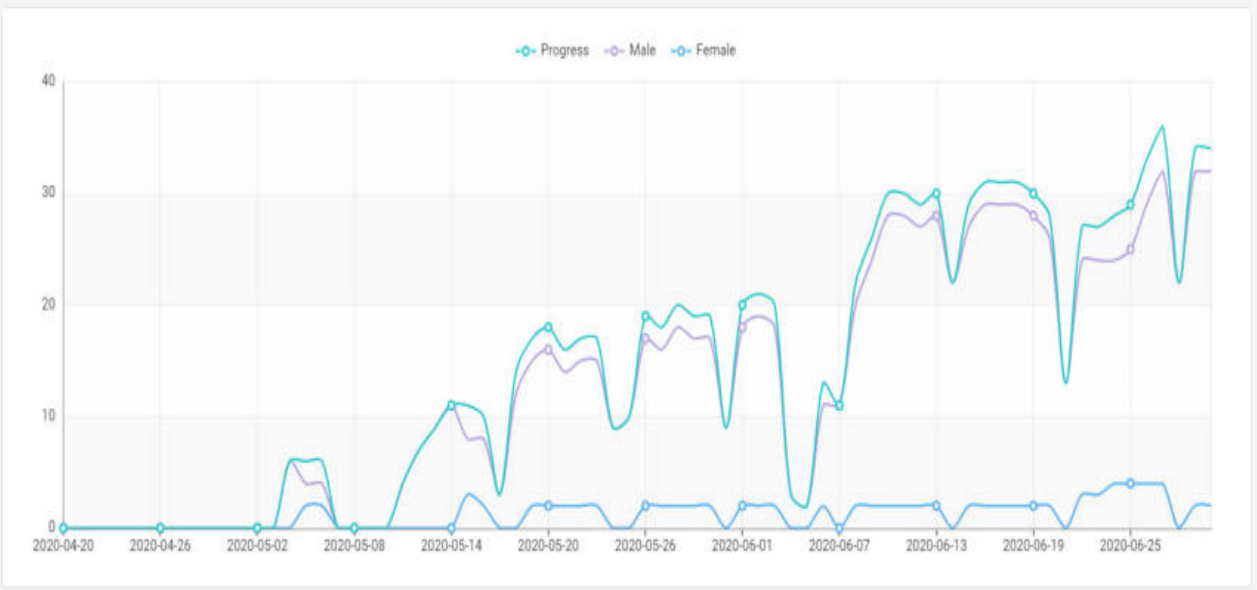
- ✓ Staff and Labour Accommodation;

1. No. of staff members coming from home or having individual accommodation
2. No. of staff members coming from accommodation provided by Contractor
3. No. of Drivers, Operators and Labourers coming from home.
4. No. of Drivers, Operators and Labourers coming from accommodation/Billets provided by Contractor.

- **KU 03 – R**



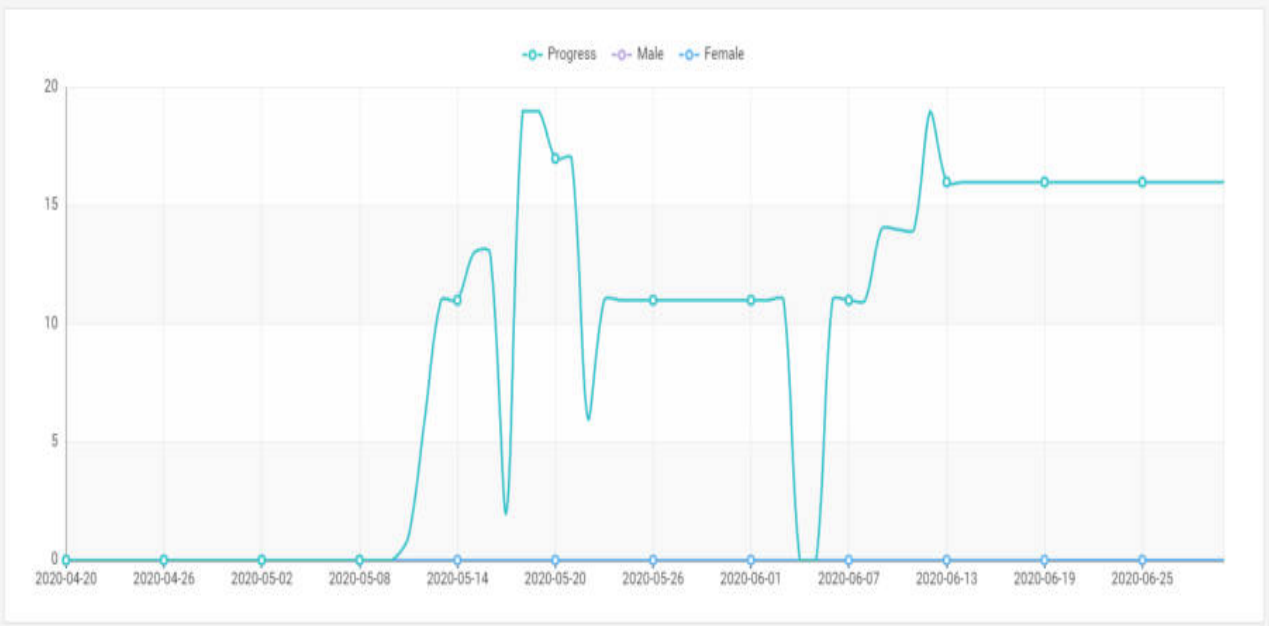
No of staff personnel above Supervisor



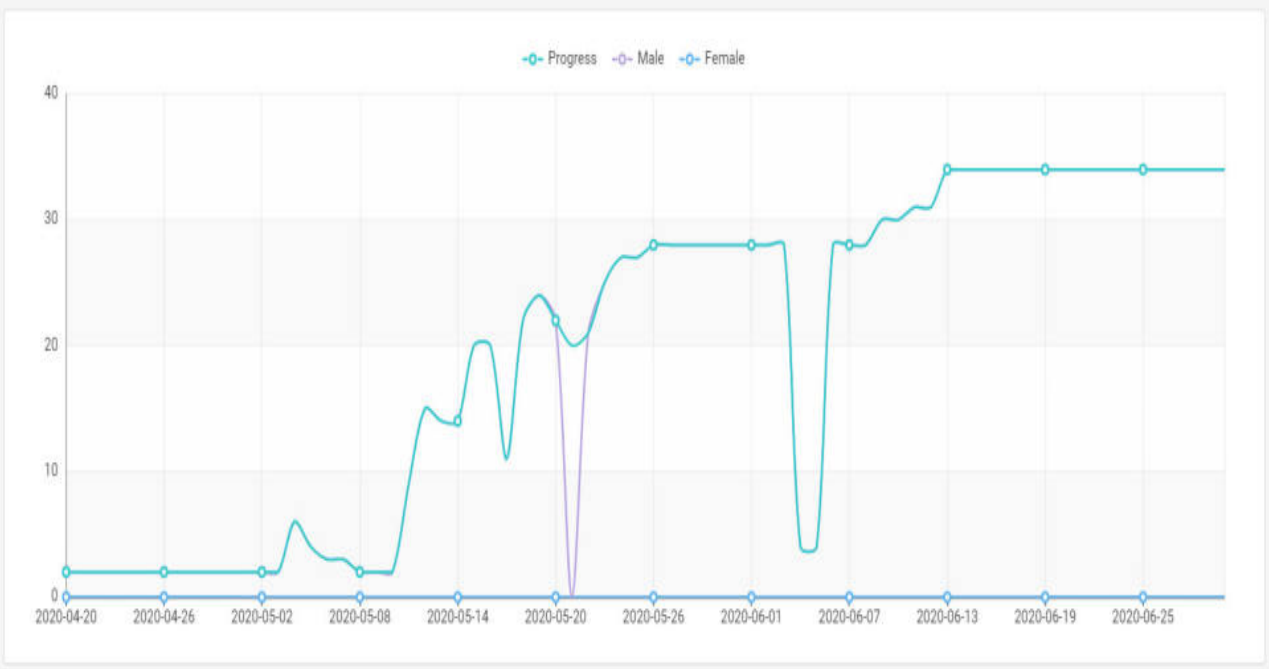
No of staff personnel above Supervisor



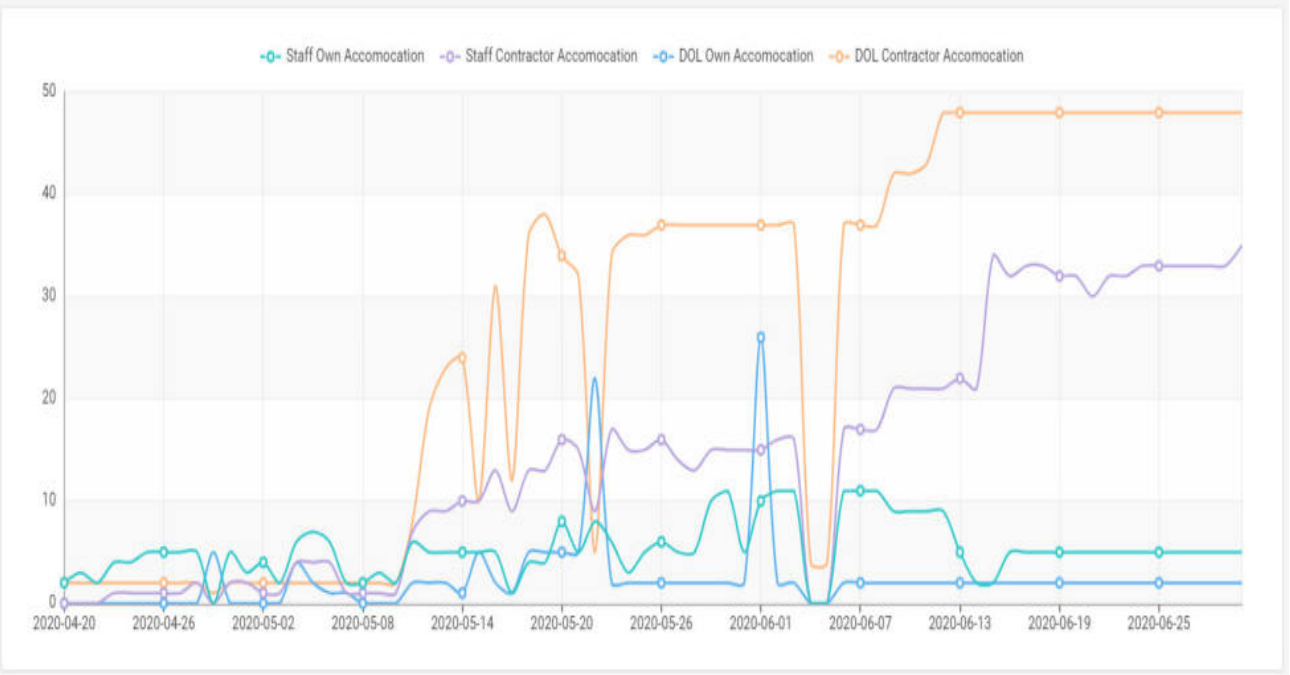
No of Drivers/Operators



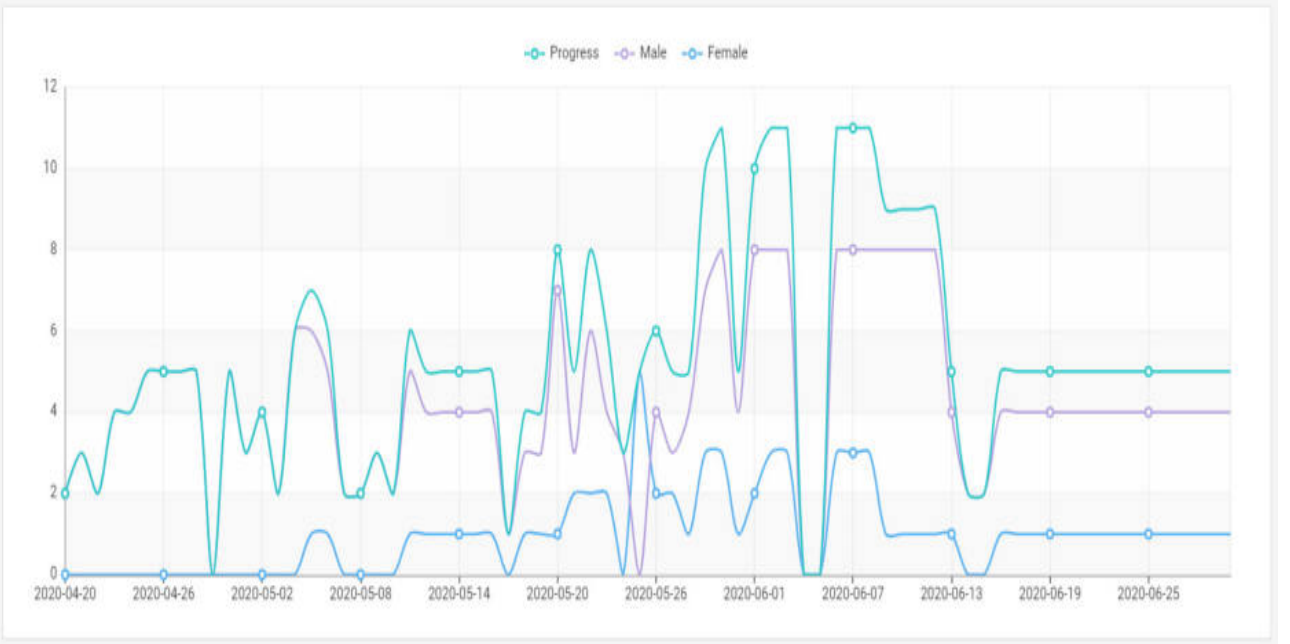
No of Laborers



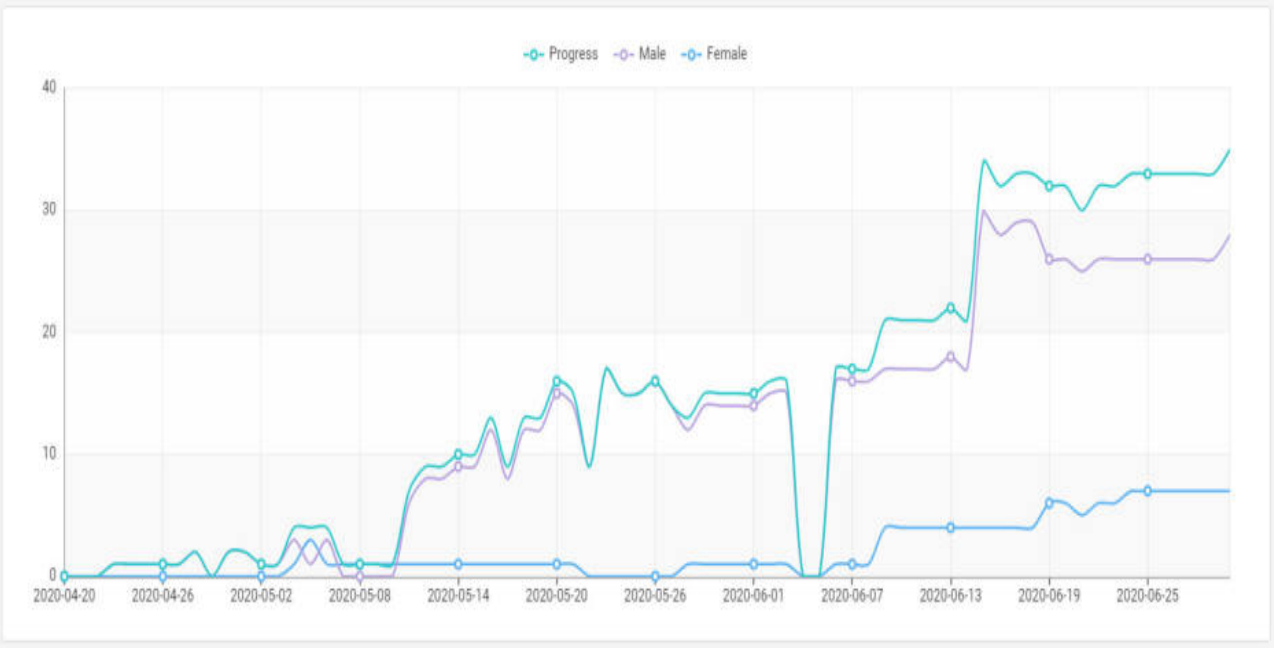
Staff & Labour Accommodation



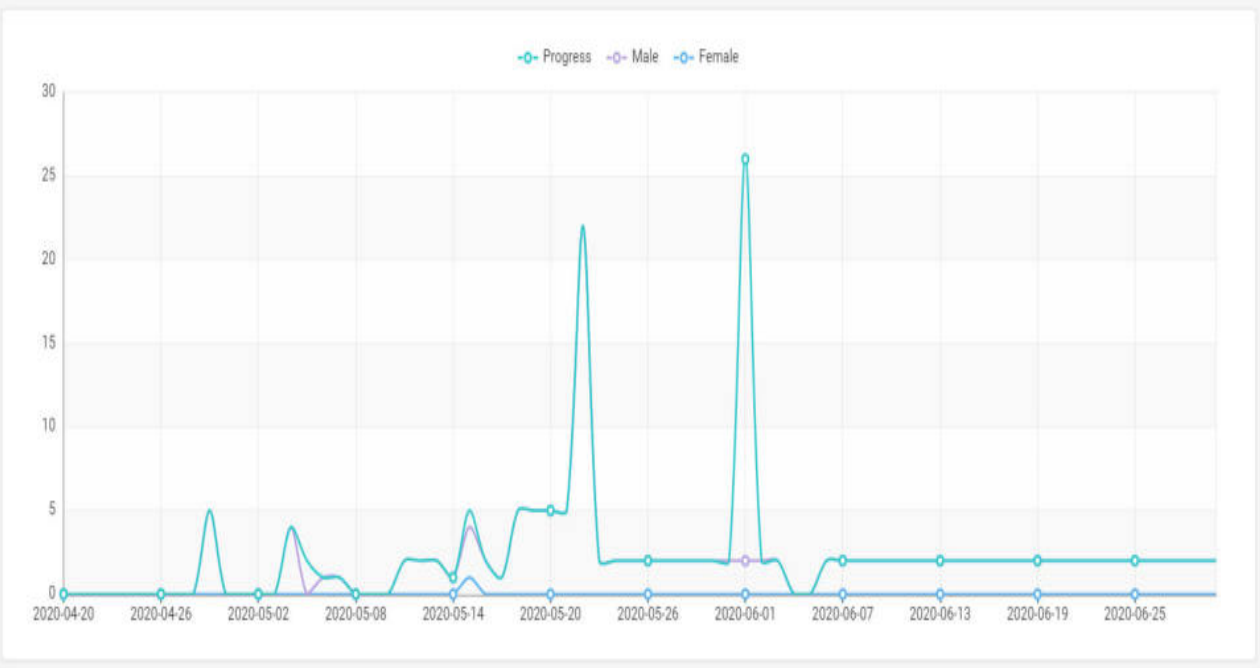
No of staff members Coming from Home or having individual Accommodation



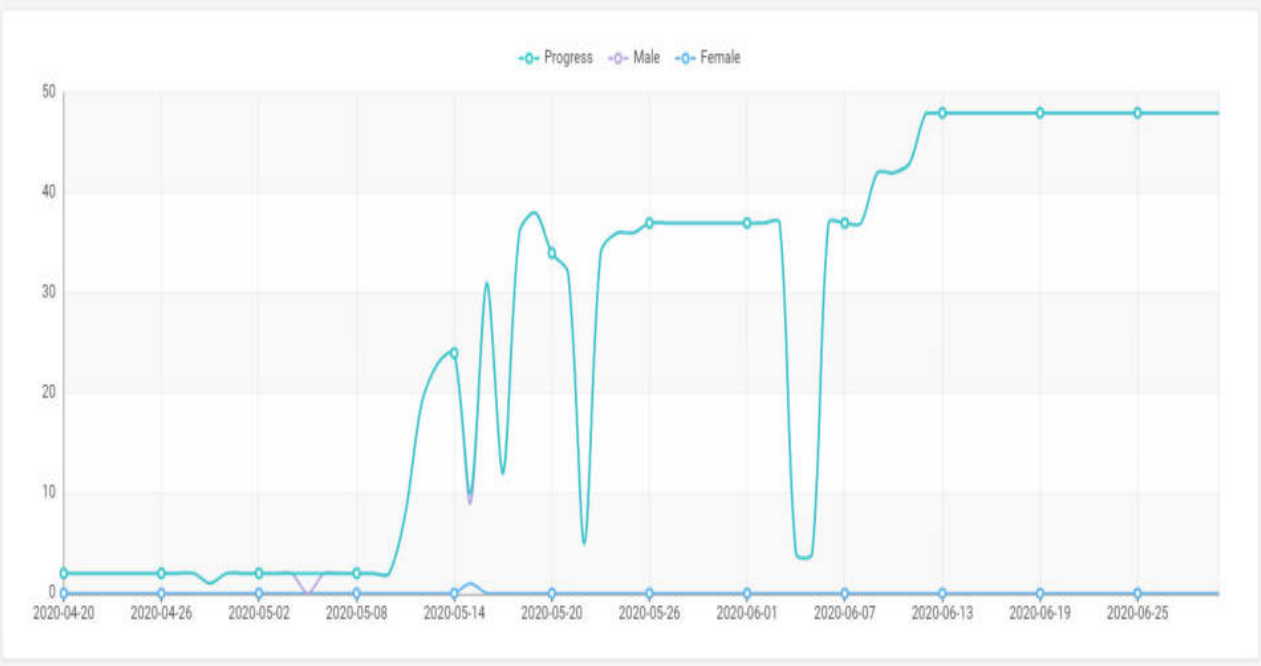
No of staff members Coming from Accommodation provided by contractor



No of Drivers, Operators and Labourers Coming from Home

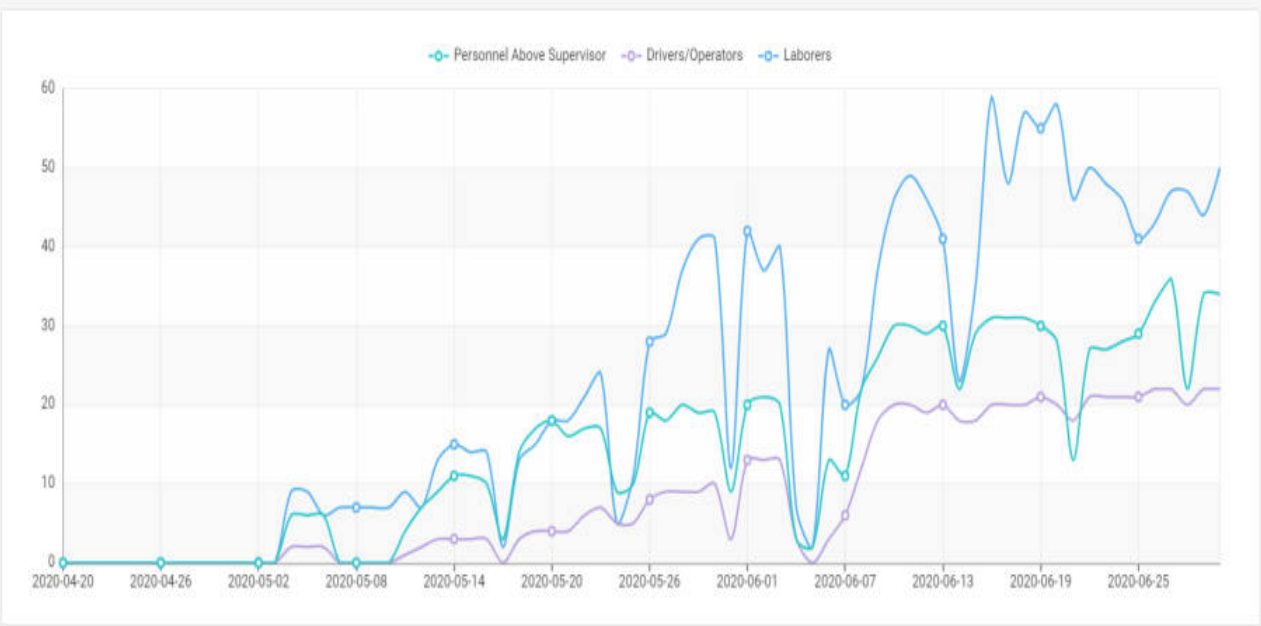


No of Drivers, Operators and Labourers Coming from Accommodation/ Billets provided by contractor

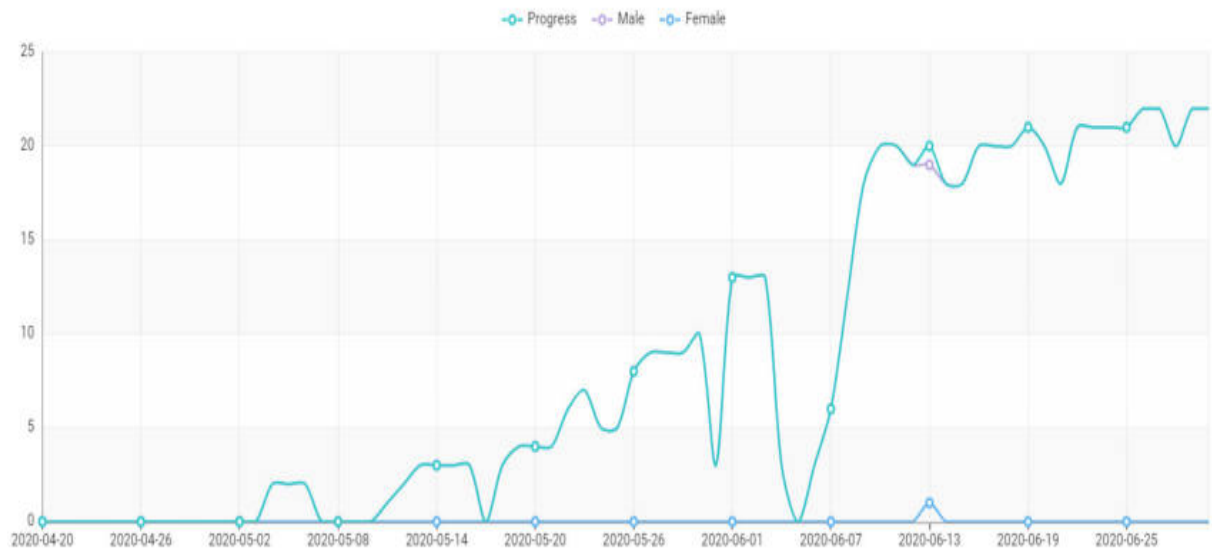


• KU 05 – R

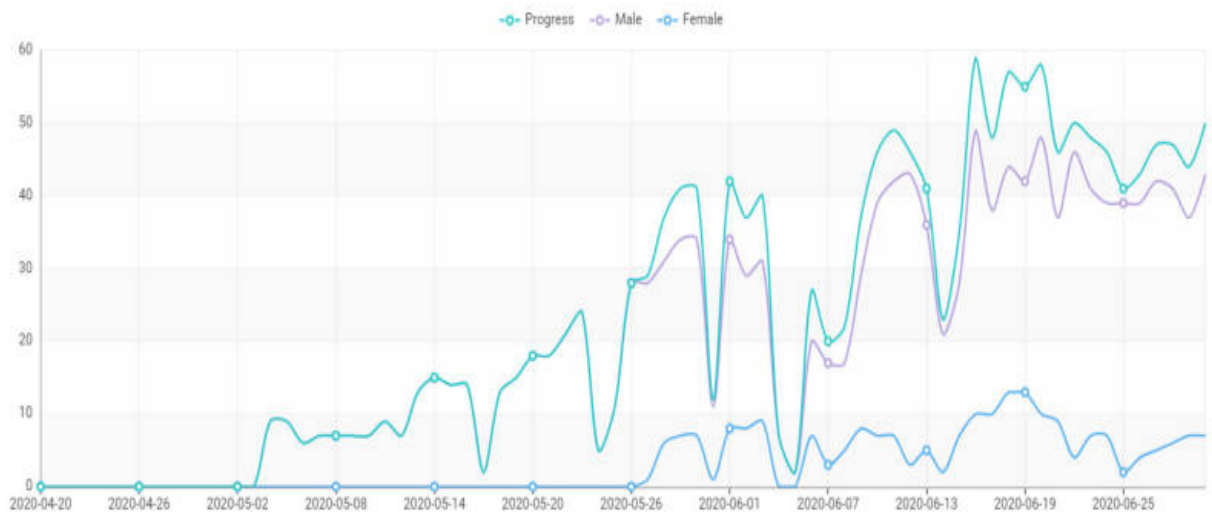
Availability of contractor's Staff



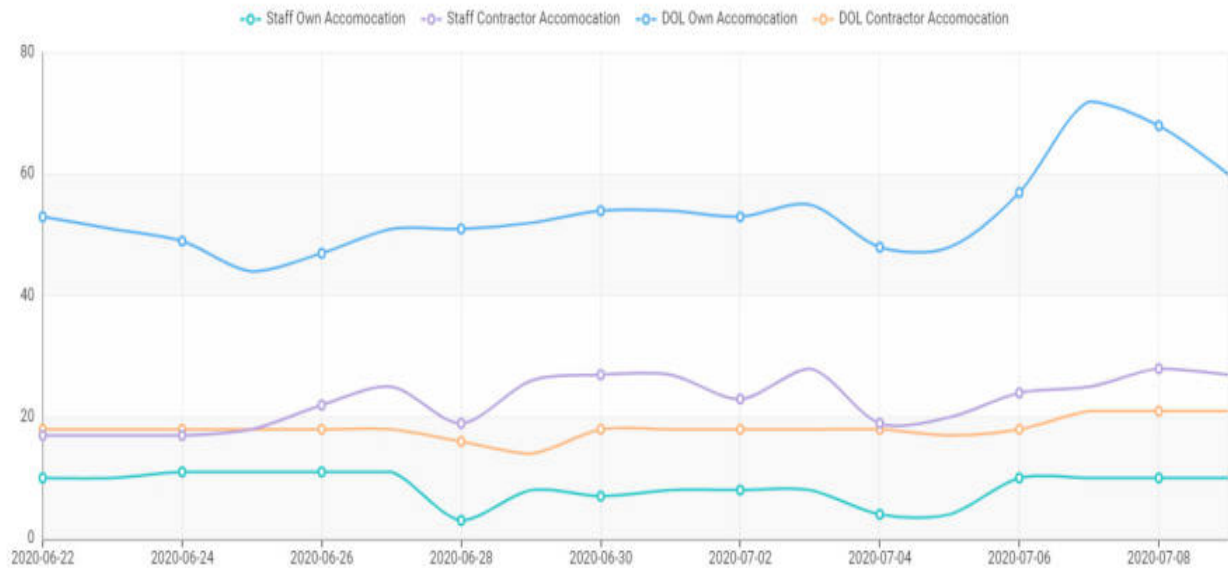
No of Drivers/Operators



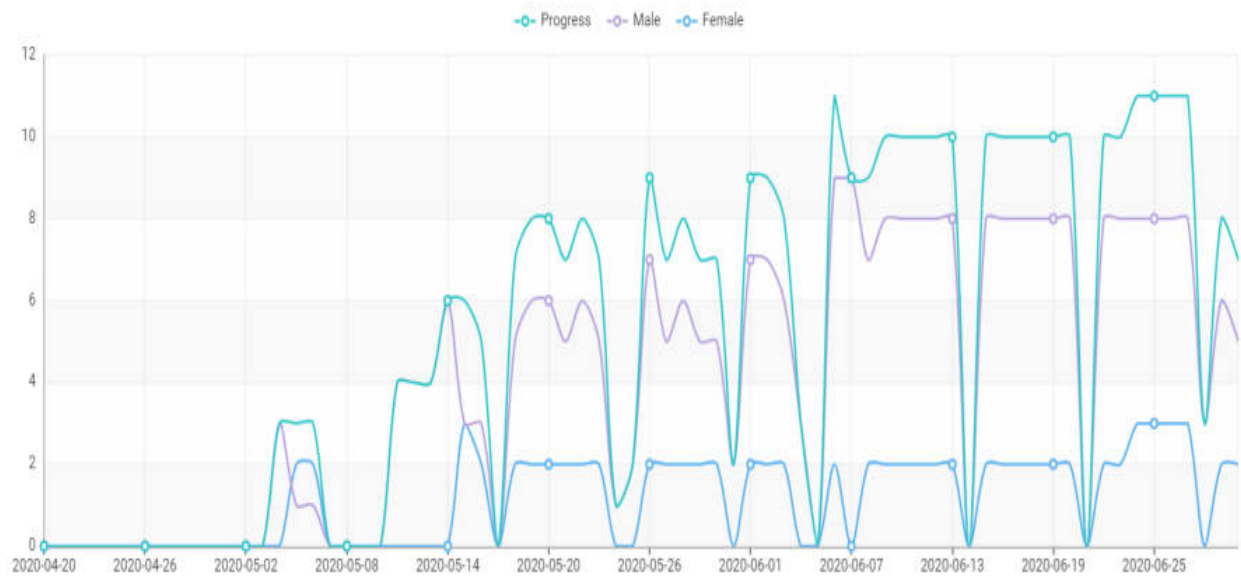
No of Laborers



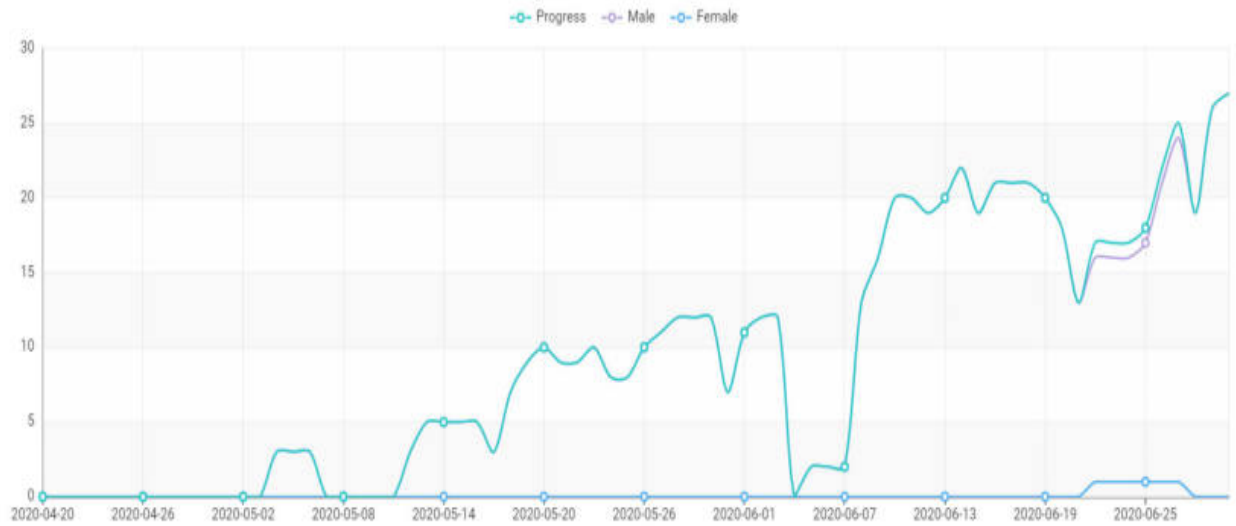
Staff & Labour Accommodation



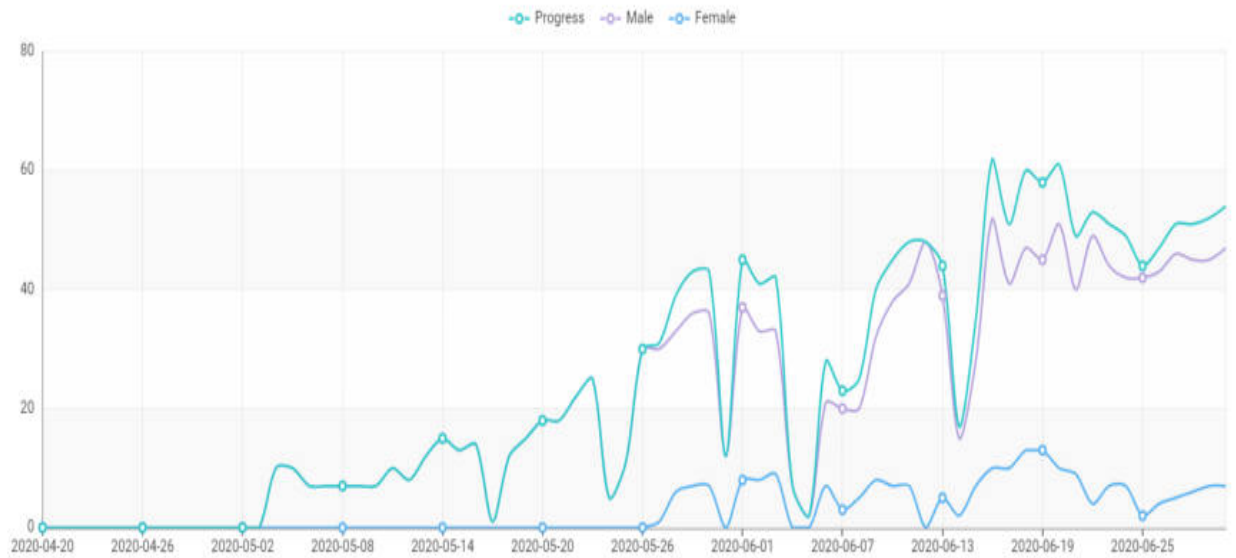
No of staff members Coming from Home or having individual Accommodation



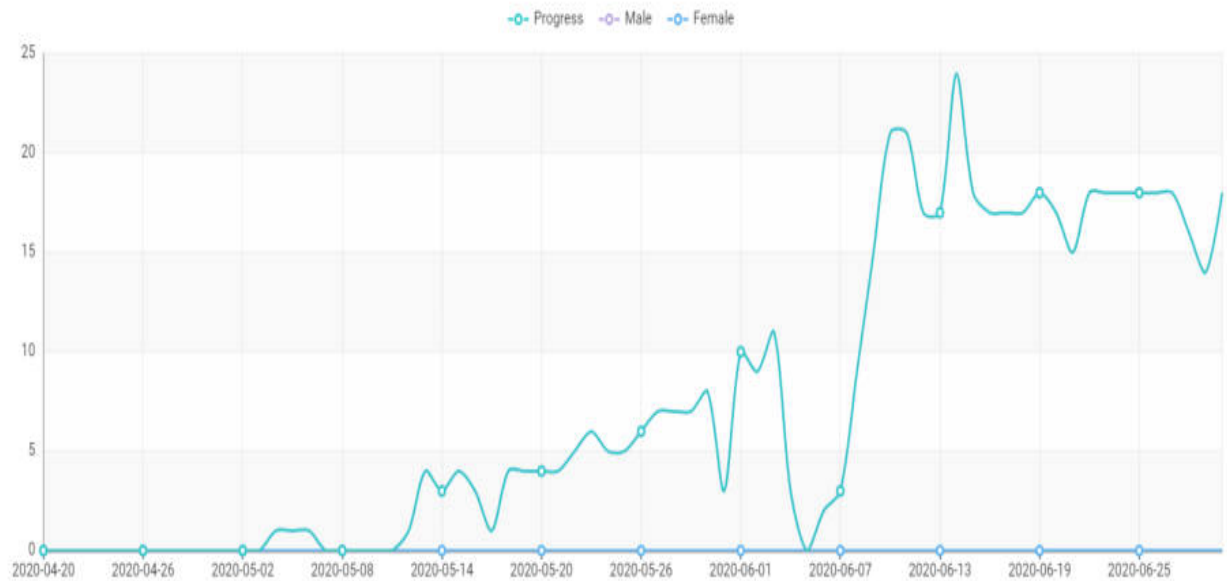
No of staff members Coming from Accommodation provided by contractor



No of Drivers, Operators and Labourers Coming from Home

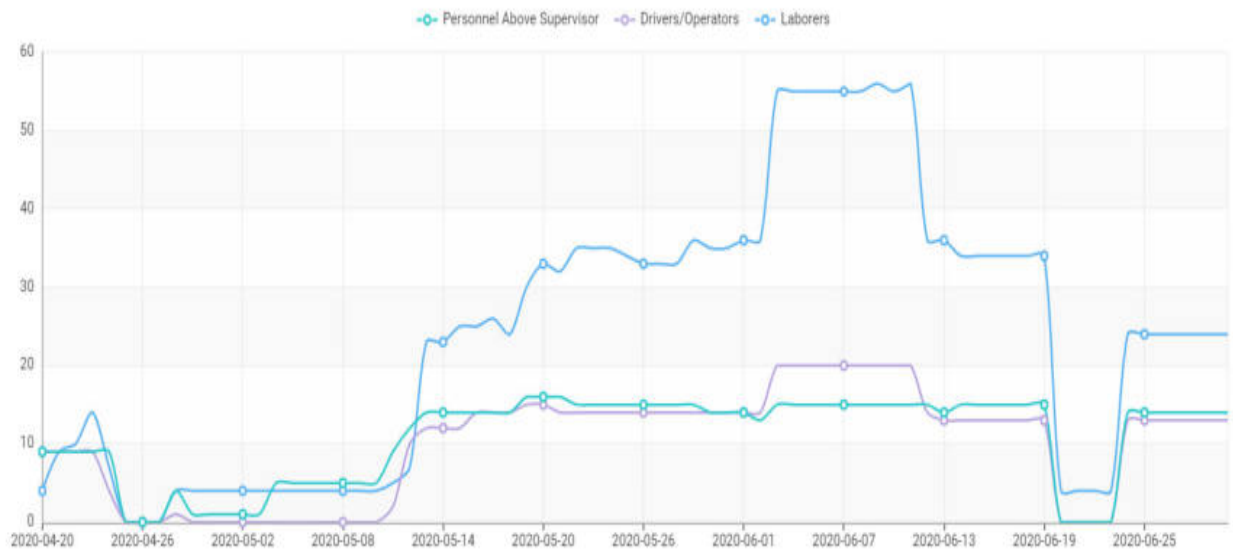


No of Drivers, Operators and Labourers Coming from Accommodation/ Billets provided by contractor

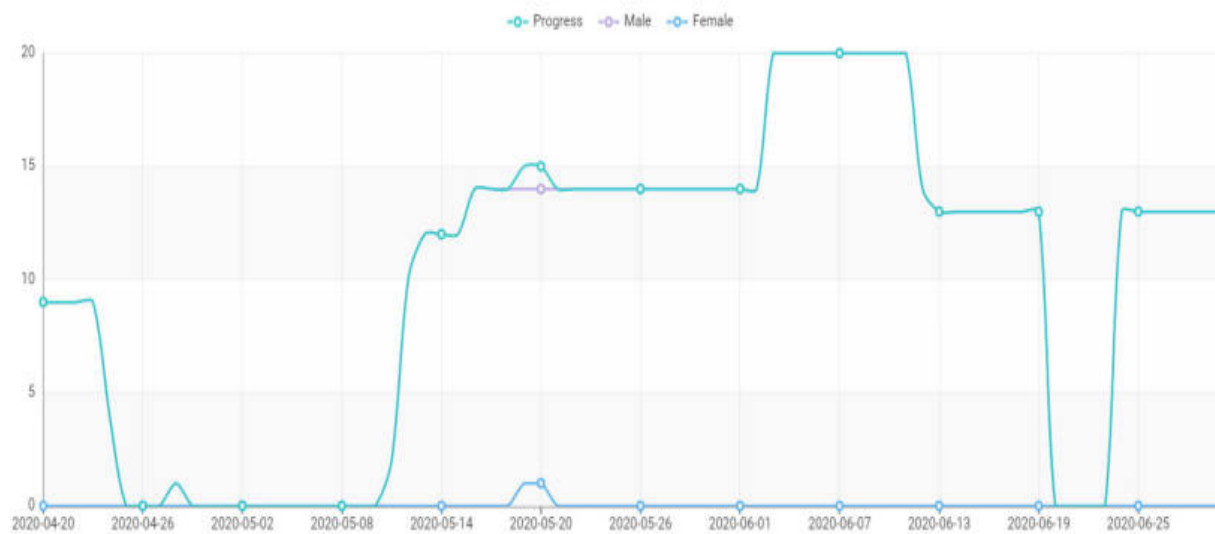


- KU 04 – Road ID 27**

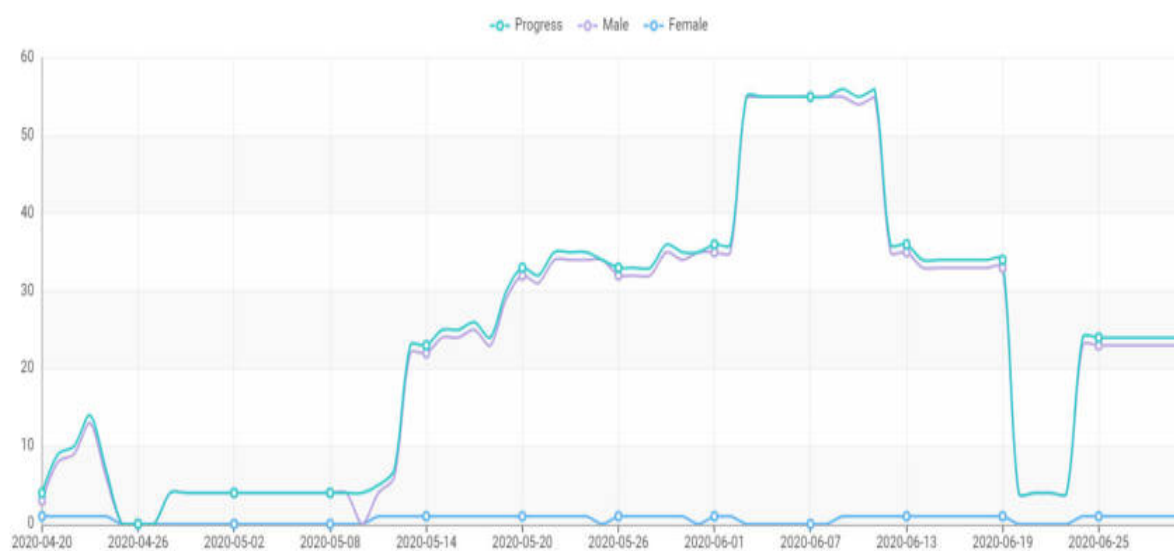
Availability of contractor's Staff



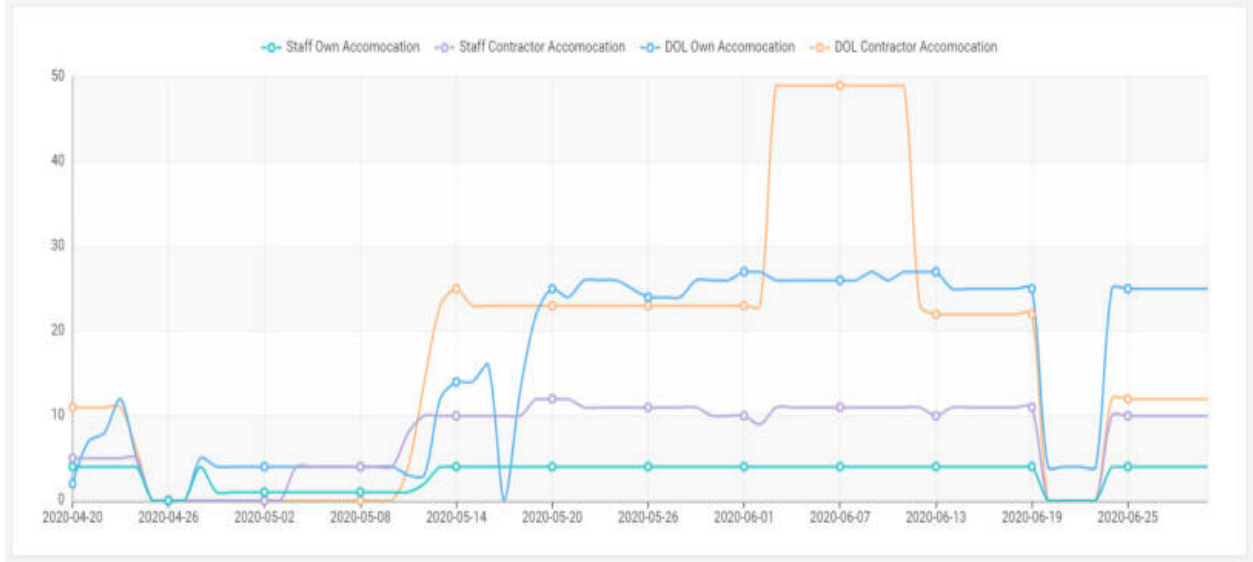
No of Drivers/Operators



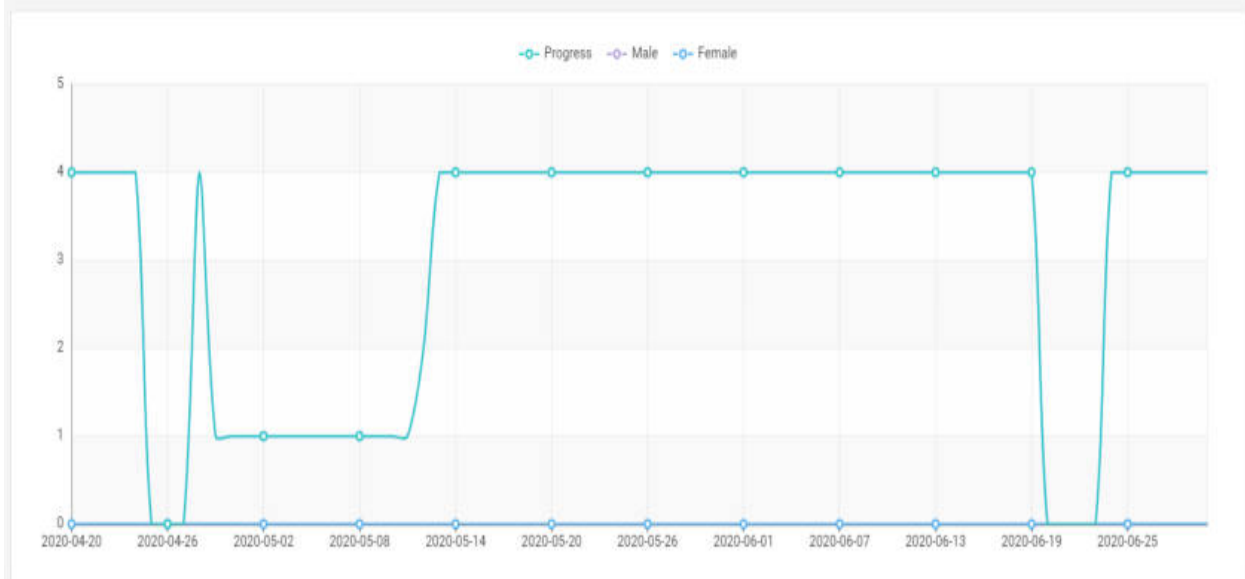
No of Laborers



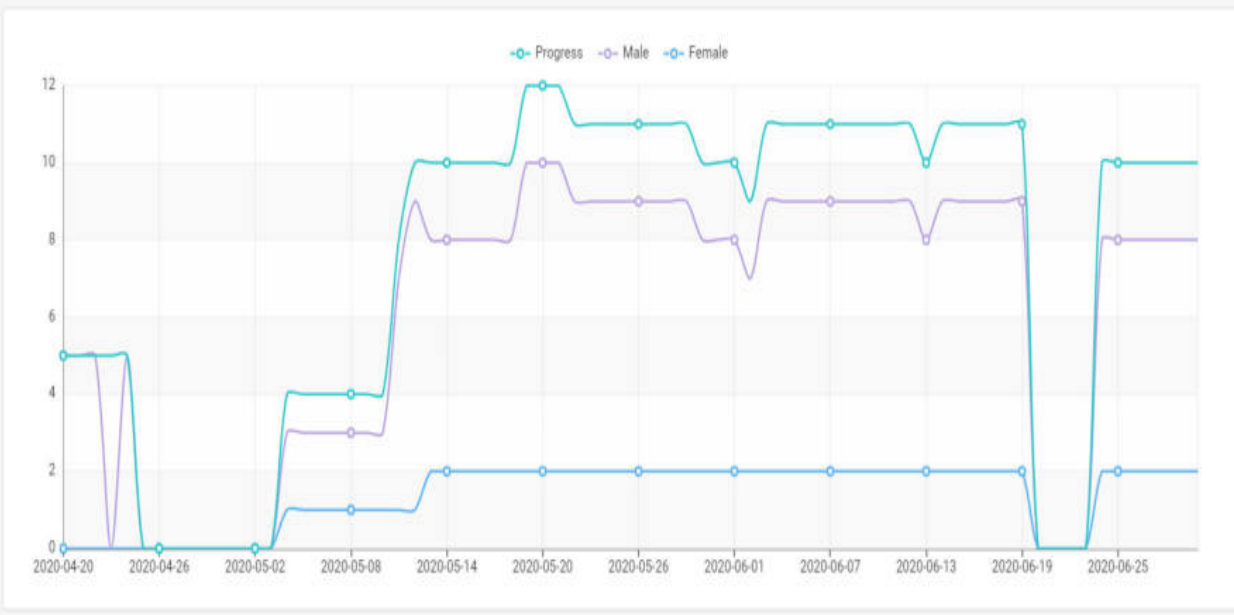
Staff & Labour Accommodation



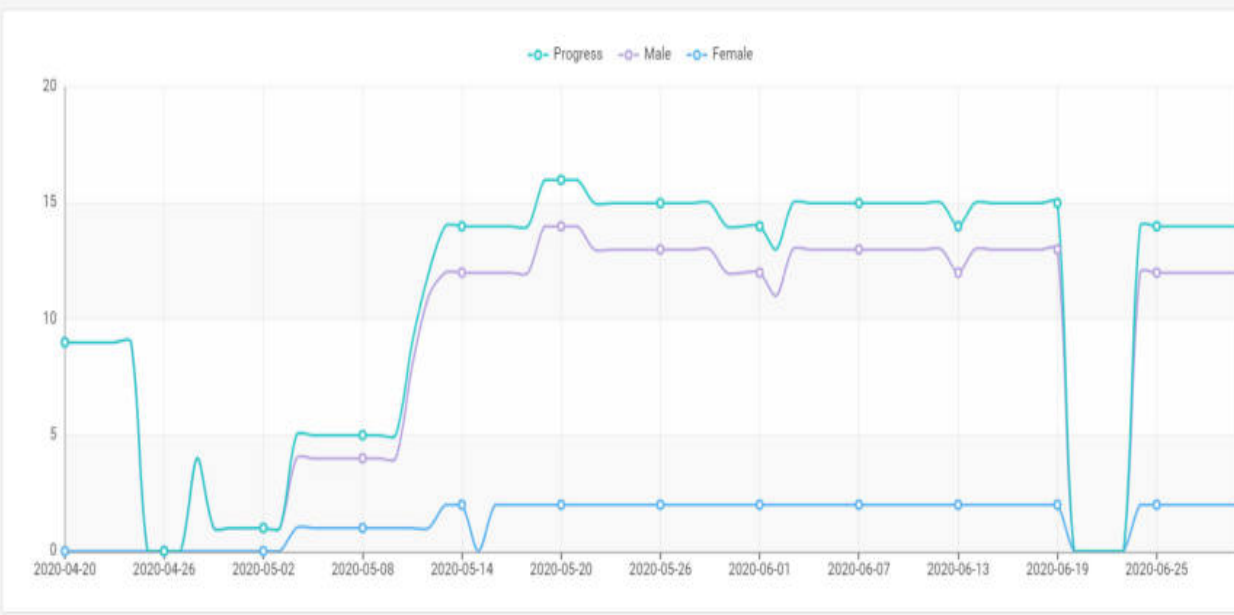
No of staff members Coming from Home or having individual Accommodation



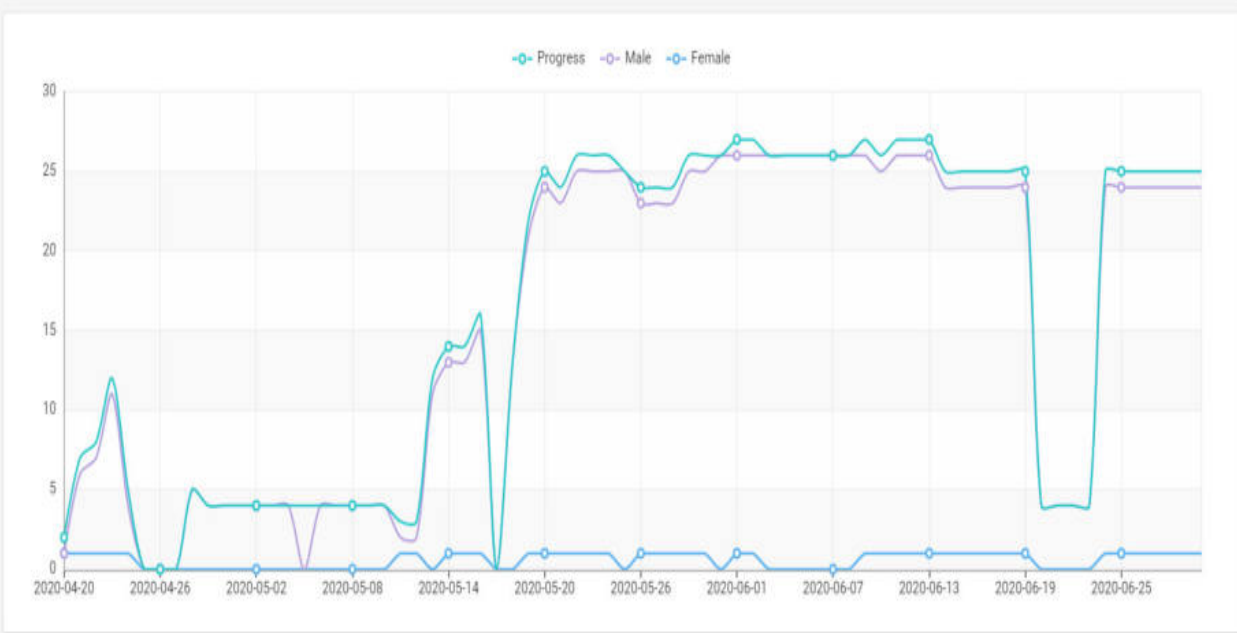
No of staff members Coming from Accommodation provided by contractor



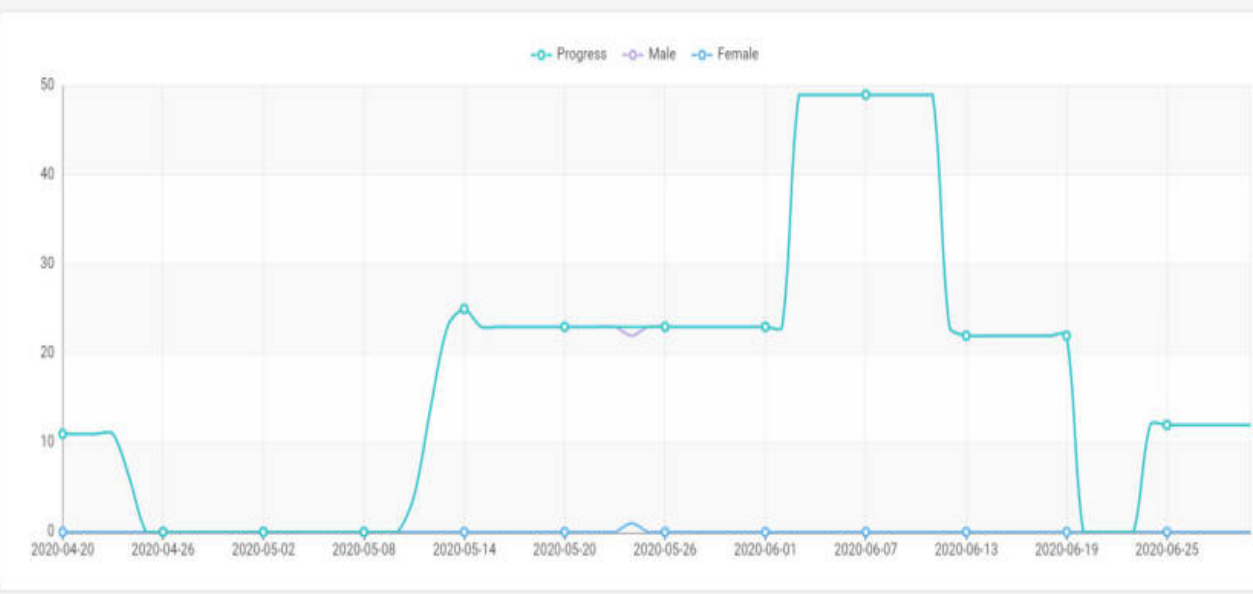
No of staff personnel above Supervisor



No of Drivers, Operators and Labourers Coming from Home

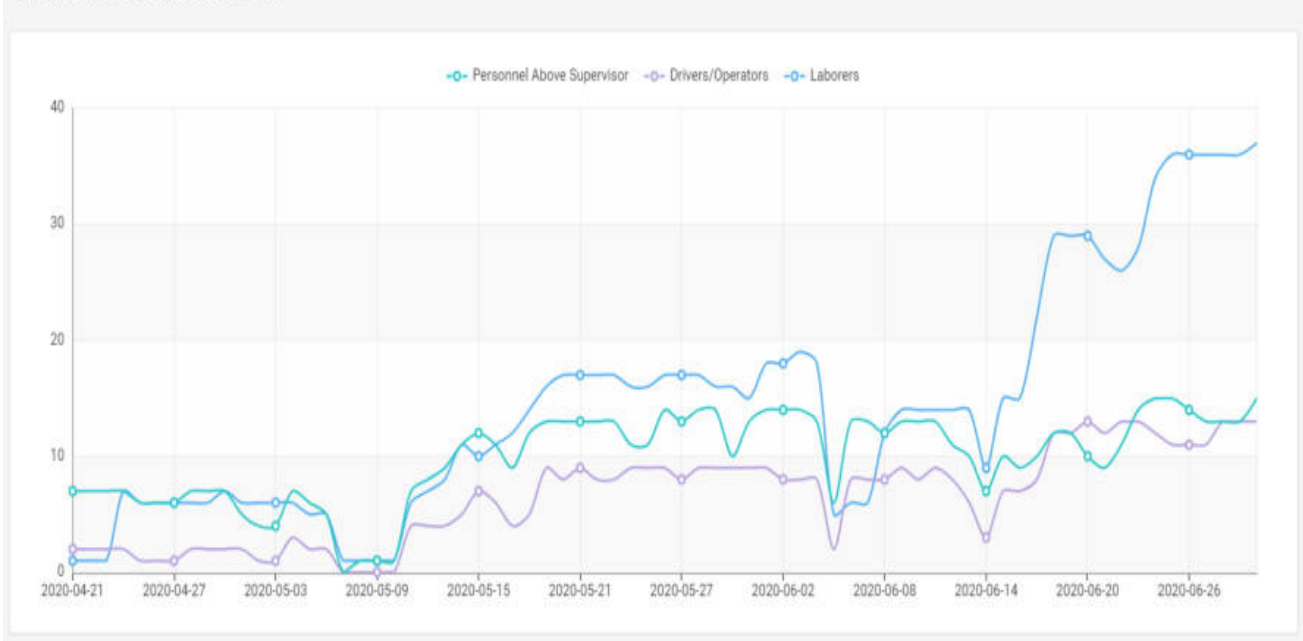


No of Drivers, Operators and Labourers Coming from Accommodation/ Billets provided by contractor

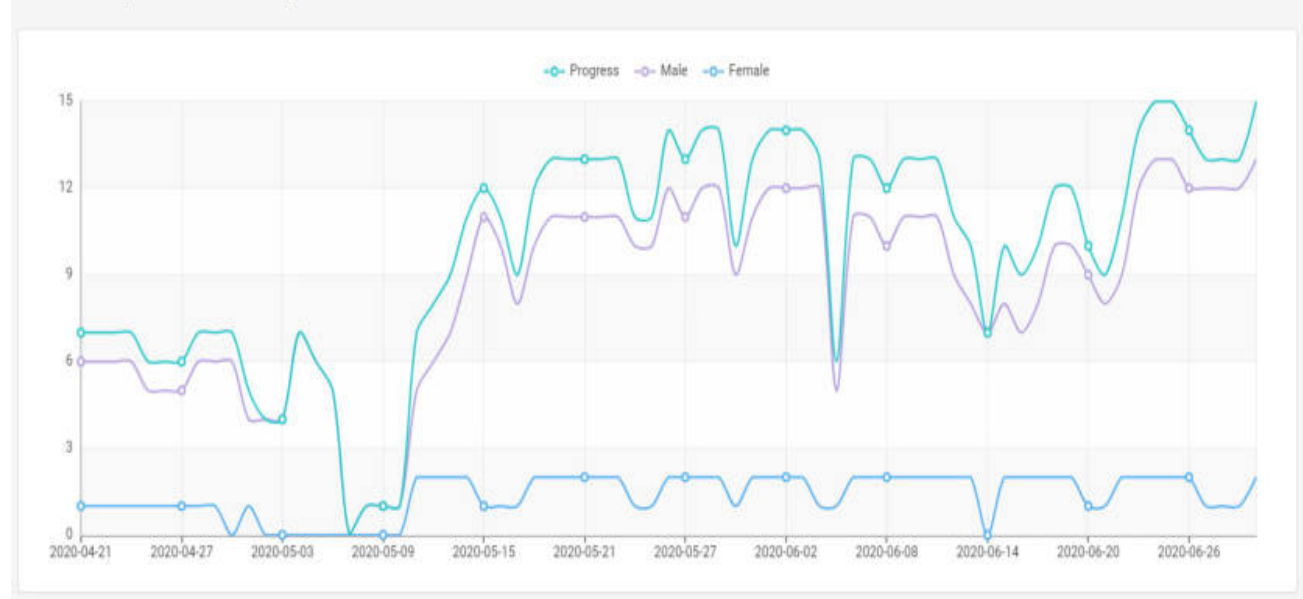


KU 04 – Road ID 28

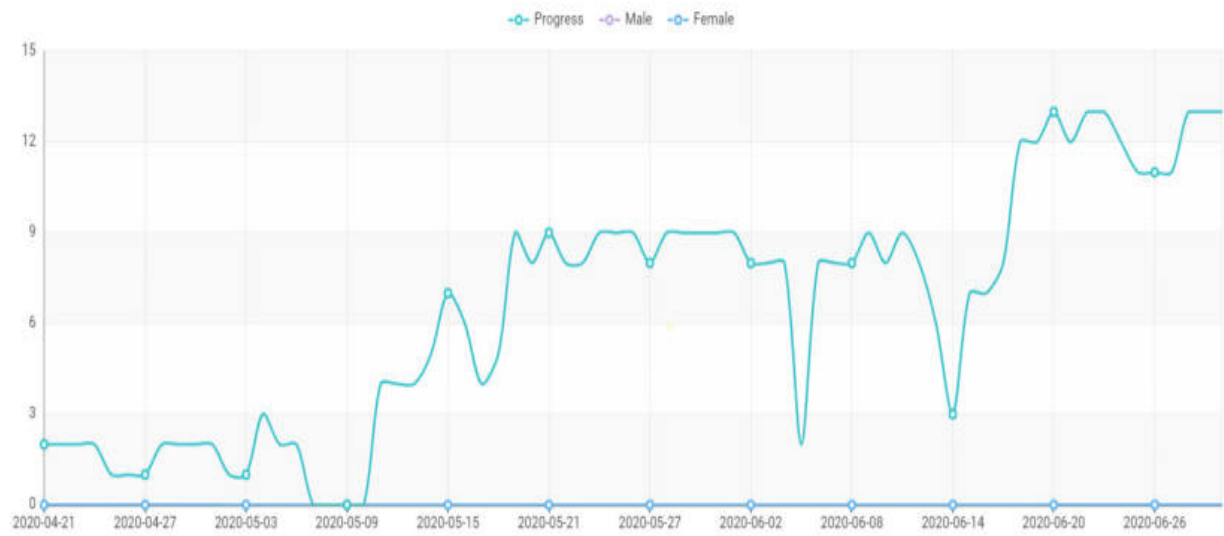
Availability of contractor's Staff



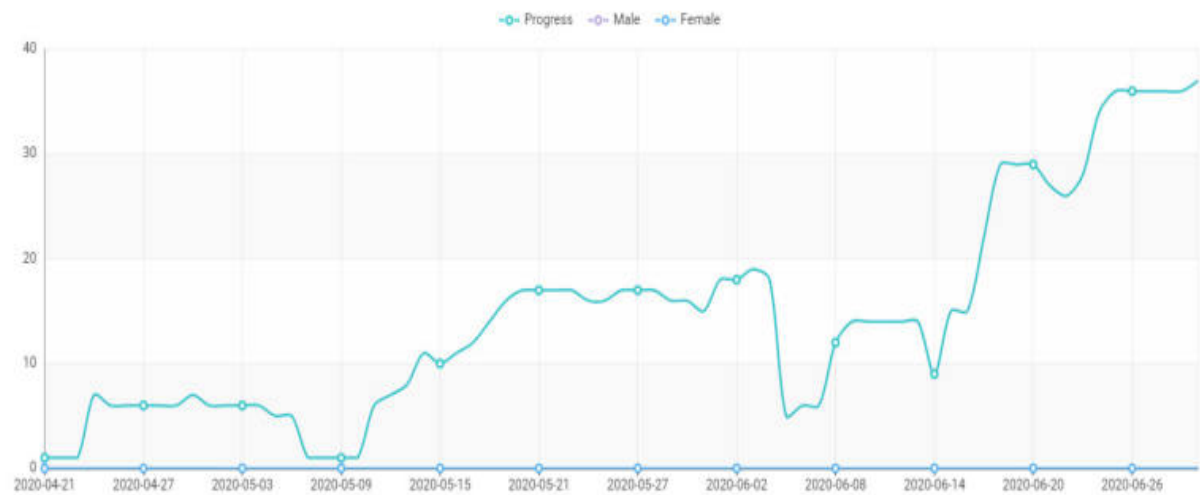
No of staff personnel above Supervisor



No of Drivers/Operators



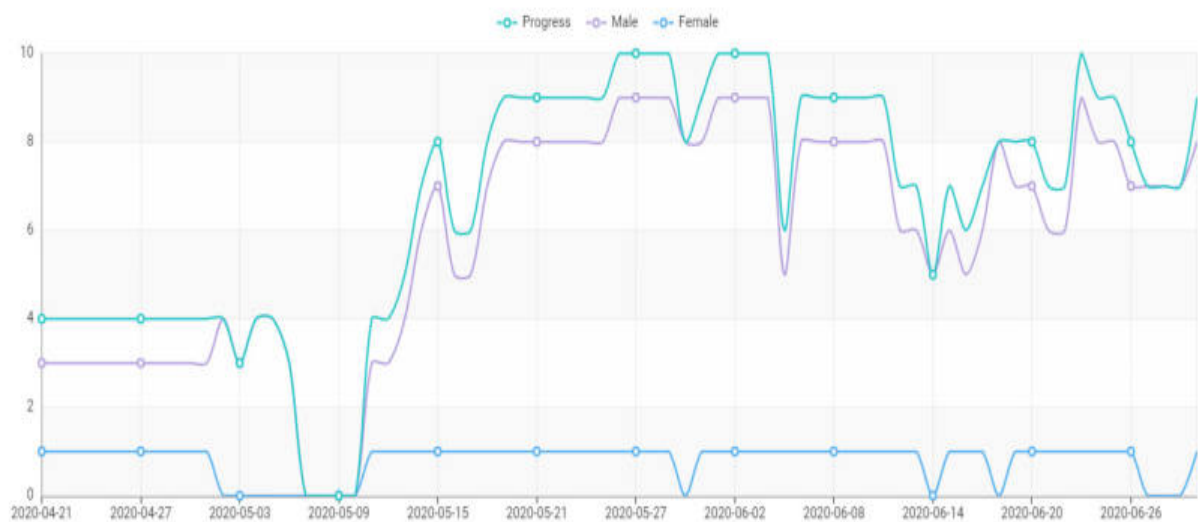
No of Laborers



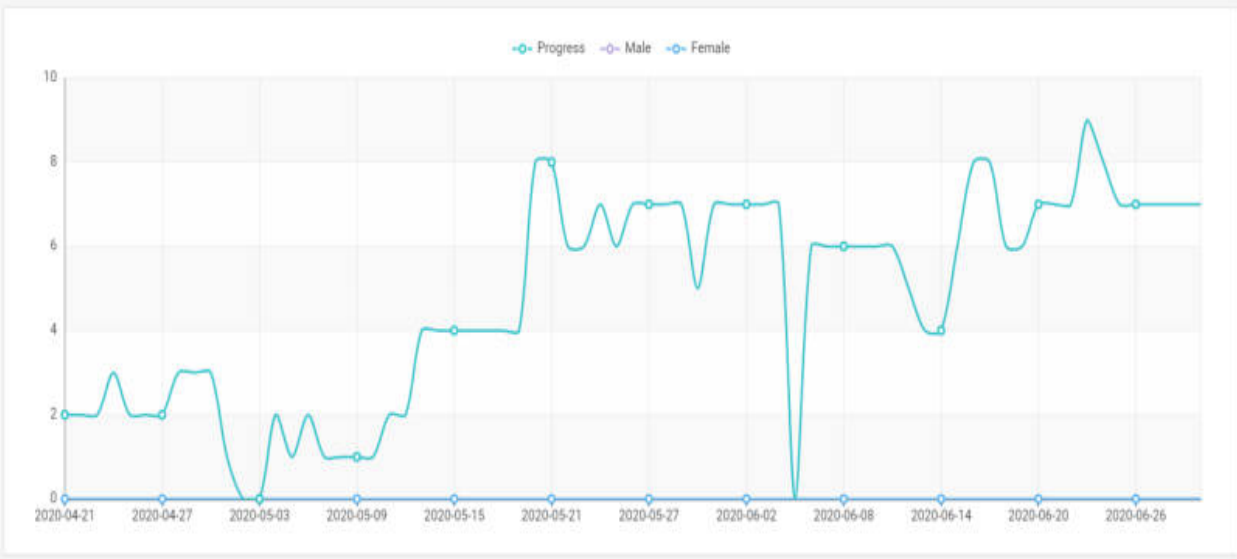
No of staff members Coming from Home or having individual Accommodation



No of staff members Coming from Accommodation provided by contractor



No of Drivers, Operators and Labourers Coming from Home



No of Drivers, Operators and Labourers Coming from Accommodation/ Billets provided by contractor

