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December 2021

Sri Lanka: Integrated Road Investment Program

— Tranche 2, 3 & 4

PIC 02 – North Western and North Central Provinces

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

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ADB FUNDED INTEGRATED ROAD INVESTMENT PROGRAM

SEMI ANNUAL SOCIAL COMPLIANCE MONITORING REPORT

NORTH WESTERN PROVINCE

(Tranche 4 – Loan No: 3610 SRI)



July - December 2021

**REPORT PREPARED BY
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IN ASSOCIATION WITH
RESOURCES DEVELOPMENT CONSULTANTS
ON BEHALF OF
THE ROAD DEVELOPMENT AUTHORITY
THE MINISTRY OF HIGHWAYS
SUBMITTED TO
THE ASIAN DEVELOPMENT BANK**

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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 |
| CRE | Chief Residence Engineer |
| CO | Colony Officer |
| COVID 19 | Coronavirus disease 19 |
| DSO | Divisional Secretaries Office |
| DSDs | Divisional Secretariat Divisions |
| DSESA | District Social and Environmental Safeguards Assistant |
| EWCD | Elderly Women Children Disabled |
| EARF | Environmental Assessment and Review Framework |
| ESDD | Environmental & Social Development Division |
| ESO | Environmental and Social 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 |
| NBRO | National Building Research Organization |
| MO | Mahaweli Officer |
| MOU | Memorandum of Understanding |
| MFF | Multi Tranche Financing Facility |
| SSO | Social Safe Guards Officer |

1.0. Introduction

1.1. Background of the Project

1. The foremost part of Sri Lanka's population is still concentrated in rural and semi-urban areas. The indispensable infrastructure facilities in the rural districts have admitted very diminutive attention over the past years. Therefore, the rural population, consisting mainly of agricultural folk, is facing enormous difficulties due to the very poor condition of the transport infrastructure. These roads develop to stand with all-weather standards.

2. The Asian Development Bank is assisting the Integrated Road Investment (iRoad) program which was inaugurated in 2016. It is mainly focusing on rural roads which are maintained by the local Authorities (Provincial Councils and Pradeshiya Sabha). It is very important that the Road Development Authority has taken the responsibility for developing the roads which are belonged to local authorities.

3. A 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 past years and its rural population, consisting mainly of agrarian folk, are facing immense difficulties due to the very poor condition of the transport infrastructure. Sri Lanka has addressed this problem by executing a country wide Integrated Road Investment (iRoad) program. This program aims to connect 1000 Grama Niladhari Divisions (GNDs) all over the country as rural centers and link them to the trunk road network.

4. This program was initiated by the Road Development Authority (RDA) under the Ministry of Highways to improve the transport connectivity between the rural communities and the socio-economic centers.

5. This program, mainly focuses on the rehabilitation of existing carriageways to suit all weather conditions. And the program is currently under the tranche 4 of Multi Tranche Financing Facility (MFF) provided by ADB. The improvements will be done within the available corridor of the candidate roads. 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). Social safeguards should be implemented under the guidelines of ADB Safeguards Policy Statement 2009 (SPS 2009). There are various guidelines in the above SPS 2009 such as GAP, FAM, RF, CSD etc. The voluntary land donation is being done according to the Resettlement Framework (RF).

6. According to the guidelines given in the RF, iRoad Program will only develop the roads with in the available Right of Way (ROW). The Grievance Redress Mechanism (GRM) has been setup to respond any suggestions, requests or complaints from the community regarding the road rehabilitation and improvement works. Moreover, we in cooperate with the village folk to get their experience about the environmental conditions. Transect walks surveys have been conducted

during Survey and Preliminary Engineering (SAPE) works as a public participation tool; 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 Safeguards Policy Statement 2009 (SPS).

1.2. Structure of this Report

8. This is the semiannual social compliance Monitoring Report for the Second half of the year 2021 prepared on behalf of the iRoad PIC 02 of North Western Province and North Central Province. As stipulated under Section IX of Resettlement Framework (RF) on "Monitoring and Reporting" it is a requirement to prepare a Semi-Annual Monitoring Report on the Social Safeguard Compliance of the project. It overviews the land donation process conducted by the PIU and social safeguard activities conducted by Contractors and social safeguard monitoring activities executed by the PIC and PIU during the reporting period (1st of July 2021 to 31st of December 2021) of iRoad Program by the PIC 02.

9. The First section of this report is the introduction which explains the project background, Objectives, reserved loan for each package, summary of the progress of each contract package, and the staffing setup of PIU, PIC2 and the Contractors. The Section two, reports the progress of civil works during the reporting period, and the 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. The 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 the section eight describes coordinating with line agencies. In the Section nine includes a description of public consultations and information dissemination.

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

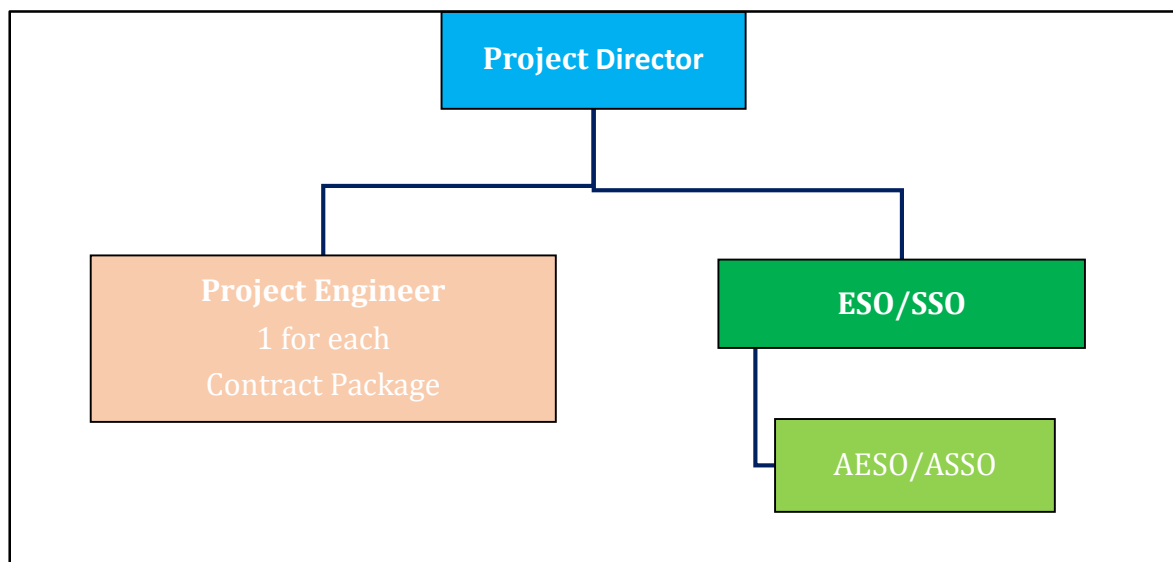
10. The PIU and PIC are the key performers of accomplishment and monitoring social safeguard activities of iRoad program during the period of project enactment. This PIC2 of iRoad program covers 227 roads in two provinces named North Western and North Central Provinces with two Project Implementation Units (PIUs) of two provinces. 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 July 2021 to December 2021, the reporting period.

1.3.1. The Project Implementation Unit (PIU) Staff

11. The Project Director guides these officers to accomplish the Social safeguards activities in their own provinces by coordinating with people and line agencies. At the Contract Package level, Project Engineers (PEs) have been appointed by PIU to succeed the engineering activities including

Environmental and Social Safeguards requirements. At the outset of the program, The Environmental Safeguards Officer and Assistant Environmental Safeguards Officer of NWP were worked until end of the year 2022. There is not available the Social Safeguards officer in PIU – NWP. The Environmental Safeguards Officer and the Assistant Environmental Safeguards officer of the PIU were covered the duties of Social Safeguards officer successfully.

Chart 01: PIU Staff (Social Safeguards Related) as per the Project Requirement

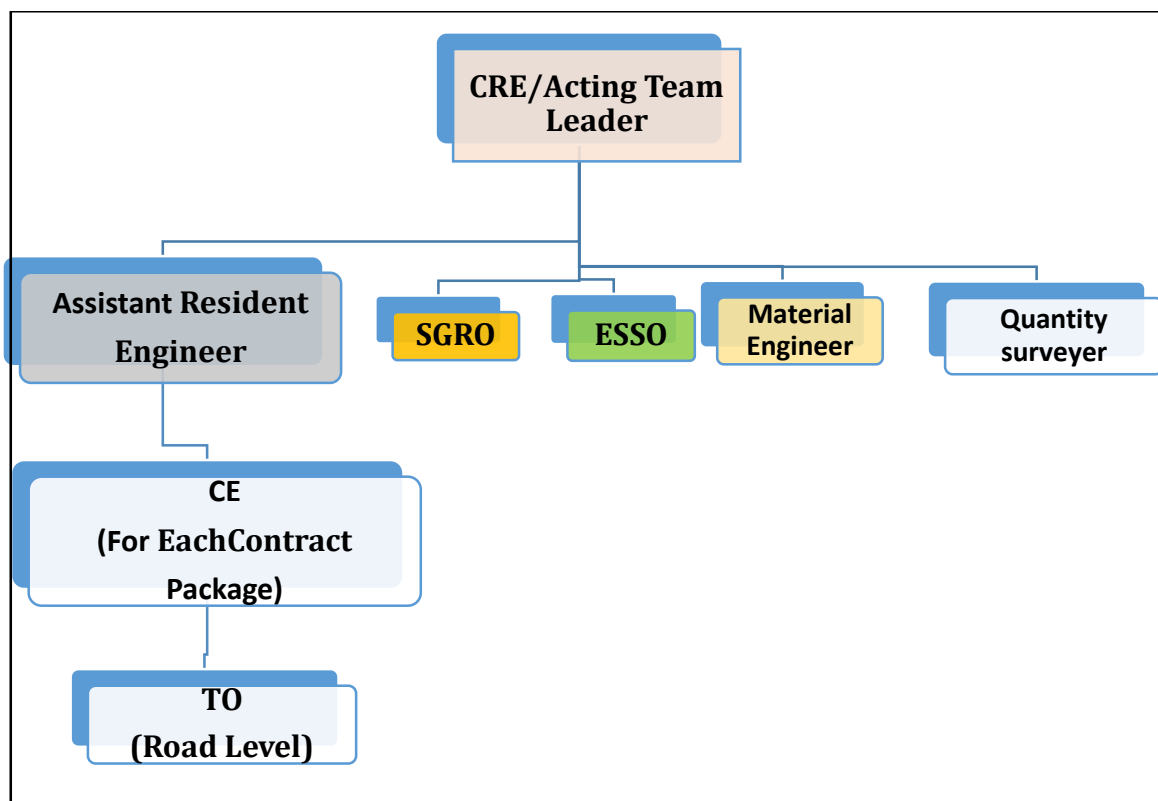


1.3.2. PIC Staff

12. The PIC 02 was established from March 2016 with Pyunghwa Engineering Consultants Ltd. (PEC) and Resources Development Consultants (RDC). An Environmental Specialist (ES) is available from the beginning of the Project. In addition, a Social Gender Resettlement Specialist (SGRS) has been appointed from the beginning. The SGRS (Social Gender Resettlement Specialist) of PIC 02 resigned on 10th of July 2020. Then, the designation of the position was changed into SGRO (Social Gender Resettlement officer). Hence, the SGRO appointed for the PIC 02 with effect from 11th of July 2020 and the same TOR (Terms of Reference) is going to be progressed. Furthermore, the DSESA appointed as the District Social and Environmental Safeguards Assistant for Puttalam District at PIC 02 with effect from 01st of February 2021. Please Reference **Chart 03. Consultant's Organization & Staff Mobilization- Organization Chart.**

13. The Project Implementation Consultants (PIC) were deployed from 12th of March 2016. Construction Activities have to be completed within 24 months by Contractors and completed roads should be maintained by them for 36 months. The roads will be rehabilitated as Conventional Roads Contracts (CRCs).

Chart 02: PIC Staff - Social Safeguards Related



1.3.3. Contractor's Staff

14. According to Clause 5 - Personnel under Supplementary Information of Volume 5B of the Contract Agreement, the Contractor obliges to recruit 2 Environmental and Social Officers (ESOs) for each package.

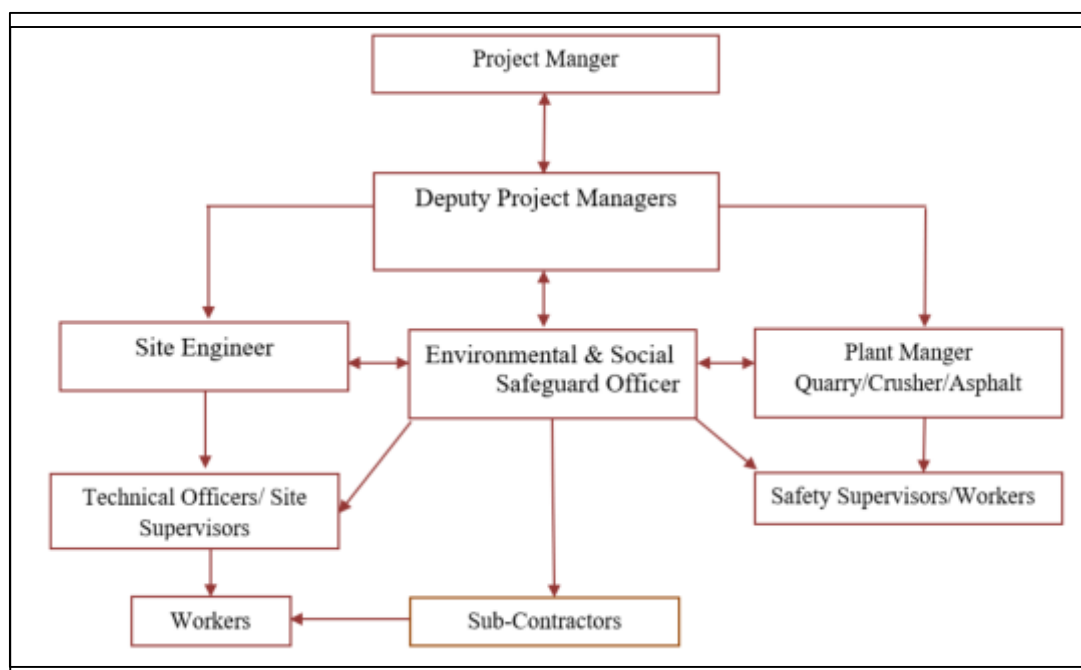
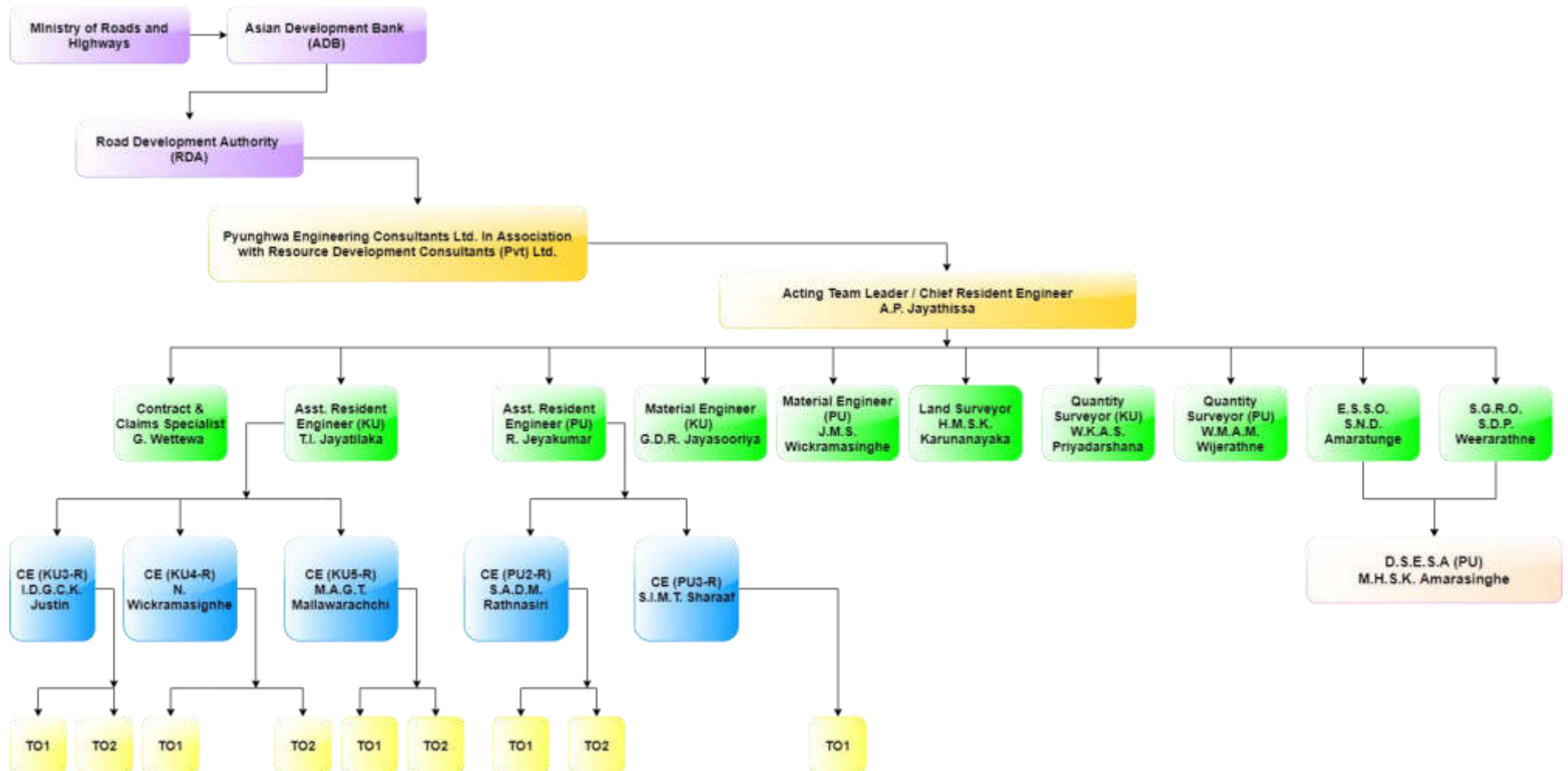


Table 1. 1. Key Staff of Social Safeguards activities

| | | |
|-------------------|---|--|
| PIU | Environmental Safeguards Officer (ESO) | From July- 2016 and up to end of the Project in NWP PIU |
| | Social Safeguards Officer Assistant Social Safeguard Officer (AESO, ASSO) | The Environmental Safeguards Officer and the Assistant Environmental Safeguards officer of the PIU were covered the duties of Social Safeguards officer |
| PIC 02 | Social/Gender/Resettlement Officer (SGRO) | From July 2020 to End of June 2022 |
| | Environmental/Social Safeguards Officer (ESSO) | From February 2017 to End of June 2022 |
| | District Social and Environmental Safeguards Assistant (DSESA) | From February 2021 to End of June 2022 |
| Contractor | Environmental & Social Officer (ESO) | The ESO for each package is recruited into eight packages and he is carrying social/ environmental safeguard implementation monitoring and reporting activities. |

**Chart 03: Consultant's Organization & Staff Mobilization-
Organization Chart**



2.0. Progress of Civil Works during the Reporting Period

15. The iROAD Project will upgrade and improve approximately 1201 km of rural access road in the NW & NC Provinces to all weather standards satisfying the connectivity between rural communities and socioeconomic centers in Sri Lanka. The roads under the contract packages are isolated lengths of roads dispersed across the North Western Province and North Central Provinces. The PIC 2 Consultant will provide construction supervision services for fifteen (15) CRC's in Anuradhapura, Polonnaruwa, Puttalam and Kurunegala, composed of approximately 1201 km of provincial and rural roads as per the tables below. Initial construction is to be completed over the first 2 years followed by a 3 years' performance-based maintenance period.

2.1 Road Management Contracts (RMC)

16. These contracts are based on simple Bidding documents developed by the World Bank for Output and Performance-Based road contracts. Within each package a significant portion will require rehabilitation in the first 1-2 years with the remainder possibly requiring periodic surfacing throughout the contract period (7 years in total). Routine maintenance of the entire length throughout the contract period is part of the work.

2.2. Present Status of CRCs-North Western Province

2.2.1. CRCs in Kurunegala District – Rebid Contracts (Phase I)

- KU3 and KU5 contracts have been terminated, retendered and awarded. The contracts have been renamed as KU3-R and KU5-R. Details as follows.

| Package | Name of the Bidder | Evaluated Bid Price (including Contingency and excluding VAT) |
|---------|-------------------------------|---|
| KU3-R | R.R. Construction (Pvt.) Ltd. | 2,165,263,498.51 |
| KU5-R | Finite Lanka (Pvt.) Ltd. | 2,296,136,981.33 |

CRCs in Kurunegala District – Rebid Contracts (Phase II)

- KU4 contract has been terminated, retendered and awarded. This package has been divided in to three packages and renamed as KU4-R1, KU4-R2 & KU4-R3. Details as follows.

| CONTRACT PACKAGE | Name of the Bidder | Evaluated bid price (including Contingency and excluding VAT) (LKR) |
|------------------|--|---|
| KU4-R1 | Business Promoters and Partners Engineering (Pvt) Ltd. | 942,016,563.72 |
| KU4-R2 | Anura Wijenayaka & Co. (Pvt) Ltd. | 647,515,489.20 |
| KU4-R3 | International Construction Consortium (Pvt) Ltd. | 965,856,373.20 |

CRCs in Puttalam District – Rebid Contracts (Phase I)

There are no any re tendered contracts in Puttalam District in Phase I

CRCs in Puttalam District – Rebid Contracts (Phase II)

- PU2 - contract has been terminated, retendered and awarded. This package has been divided in to two packages and renamed as PU2- R1 & PU2-R2
- PU3 – contract has been terminated, retendered and awarded. This package has been renamed as PU3- R

PU3- R. Details are as follows.

| CONTRACT PACKAGE | Name of the Bidder | Evaluated bid price (Including Contingency and excluding VAT) (LKR) |
|------------------|--|--|
| PU2-R1 | Edward and Christie | 933,253,206.00 |
| PU2-R2 | Luxman Metal Crushers & Enterprises | 788,986,587.00 |
| PU3-R | Consulting Engineers & Contractors (Pvt) Ltd. | 896,648,172.00 |

Project Location

17. North Western Province is a province of Sri Lanka. The province consists of the districts of Kurunegala and Puttalam. Its capital is Kurunegala, which has a population of 28,571. The province is known mainly for its numerous coconut plantations. Other main towns in this province are Chilaw and Puttalam, which are both small fishing towns. Fishing, prawn farming and rubber tree plantations are other prominent industries of the region.

18. The province has an area of 7,888 km², and a population of 2,370,075 (2011 census). The iROAD Project will upgrade and improve approximately 1201 km of rural access road in the NW & NC Provinces to all weather standards sustaining connectivity between rural communities and socioeconomic centers in Sri Lanka.

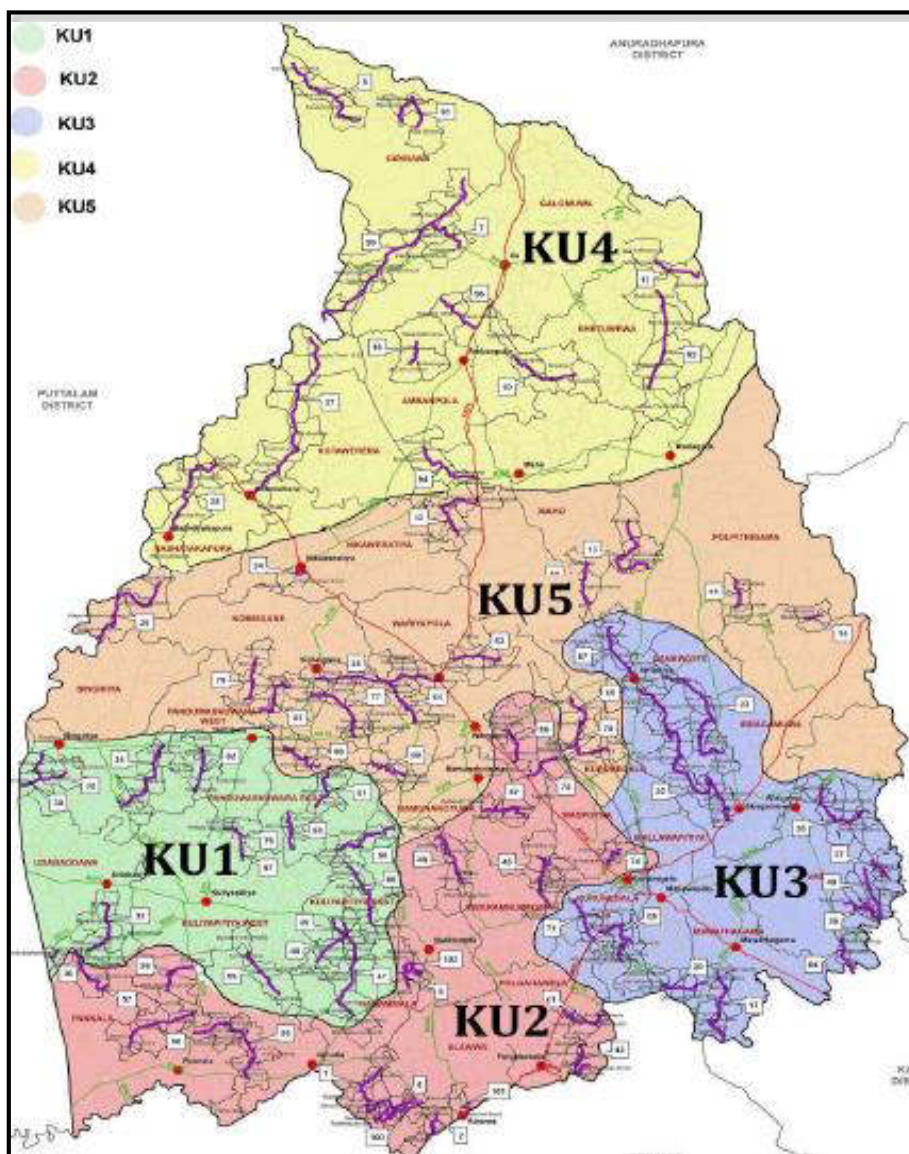
19. The Contract Package KU1 consists of 16 roads totalling 83.29 km All the major road works successfully completed by January 2019, KU2 consists of 19 roads totalling 100.47 km,. All the major road works were successfully completed by August 2019.All the Roads of KU1 and KU2 handed Over to Client-RDA. The Contract Package KU3 consists of 12 roads totalling 89.88 km this project has been **TERMINATED**. 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. The Contract Package

20. The Contract Package PU1 consists of 11 roads total 90.56 km and the accepted contract value is LKR 1,706,320,523.61. All 11 roads, of the PU1 package, were handed over to the RDA on the 28th of February 2020. Project has been completed successfully and PBM works are in progress.

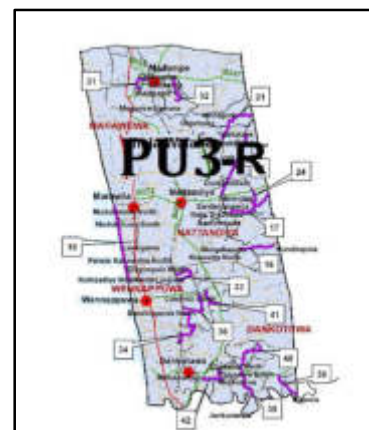
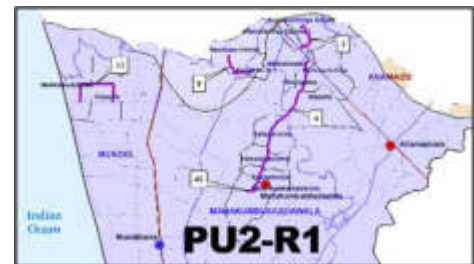
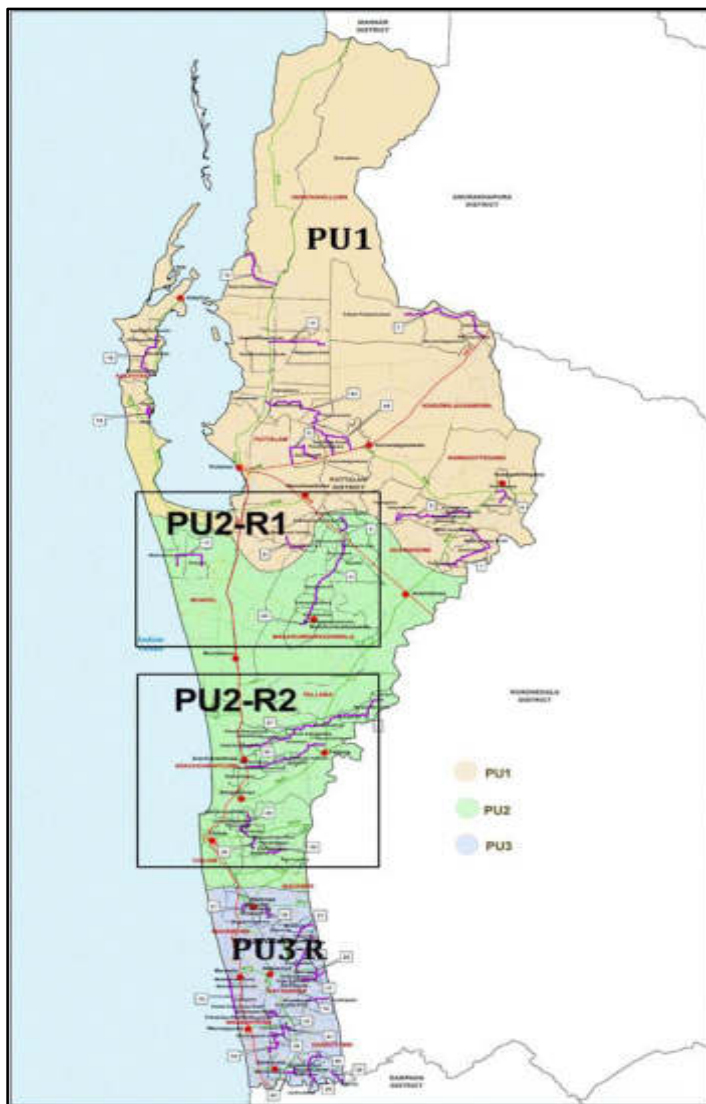
21. The Contract Package PU2, this contract has been **TERMINATED** through letter Ref. No.: RDA/ADB/iROAD/GEN dated 19th Jul 2019 and the effective date, by which the contractor has to vacate the site is on the 02nd August 2019. The Contract Package PU2 has been renamed as PU2-R. The Contract Package PU3 consists of 15 roads totalling 48.37. This project has been **TERMINATED**. Emergency Balance Work in PU3 Package (RD ID 17, 21, 22, 34 & 38) All the Emergency Balance Works have been completed by the contractor of PU1. The Contract Package PU3 has been renamed as PU3 – R. Distribution of the Newly Appointed Contractors for the Re-Tendered Packages. (Please reference chart No.04)

The project Location and Project Roads in Kurunegala District and Puttalam District are as follows.

Project Roads in Kurunegala District

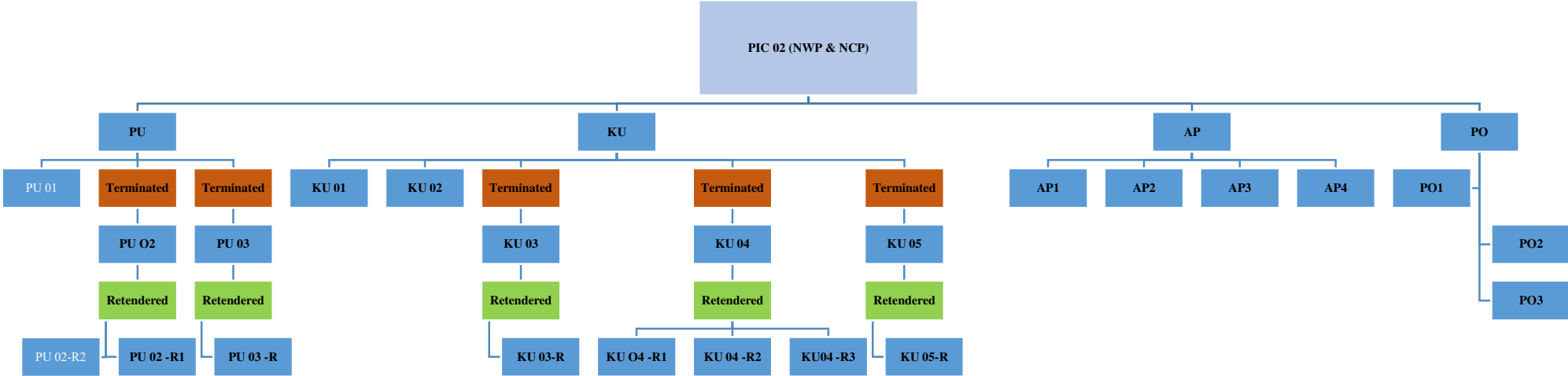


Project Roads in Puttalam District



Locations of 213.02 km (37 Nos.) roads in Puttalam District

Chart 04. Distribution of the Newly Appointed Contractors for the Re-Tendered Packages



Present Status of CRCs - North Western Province

2.2.1.1. 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.

All the major road works successfully completed by January 2019.

KU1 Package has been completed successfully by January 2019 except PBM work. PBM work is in progress and nearing completion.

2.2.1.2. 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.

All the major road works were successfully completed by August 2019. All the Roads Handed Over to Client-RDA

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

22. 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.

23. This project has been TERMINATED and 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.

2.2.1.3.1. Contract KU3-R - Contractor RR CONSTRUCTION (PVT) Ltd.

Contract KU3-R - Current Status

24. 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.

Fig 2.1. Illustrates the current status of contract KU3-R

| Contract No. | Contractor | Accepted Contract Amount | Latest Cost to Completion amount | | Date of LOA | Date of Commencement | No. of Roads | Package Length (km) (As per the LOA) | Current Clause 8.3 Programme Revision No |
|--------------|-----------------|--------------------------|----------------------------------|------------------|-------------|----------------------|--------------|--------------------------------------|--|
| KU3-R | RR Construction | 2,165,263,498.51 | Rev 02 (March 2021) | 1,905,625,774.39 | 22/1/2020 | 20/02/2020 | 12 | 99 | 03 |

Physical S-Curve of KU3-R

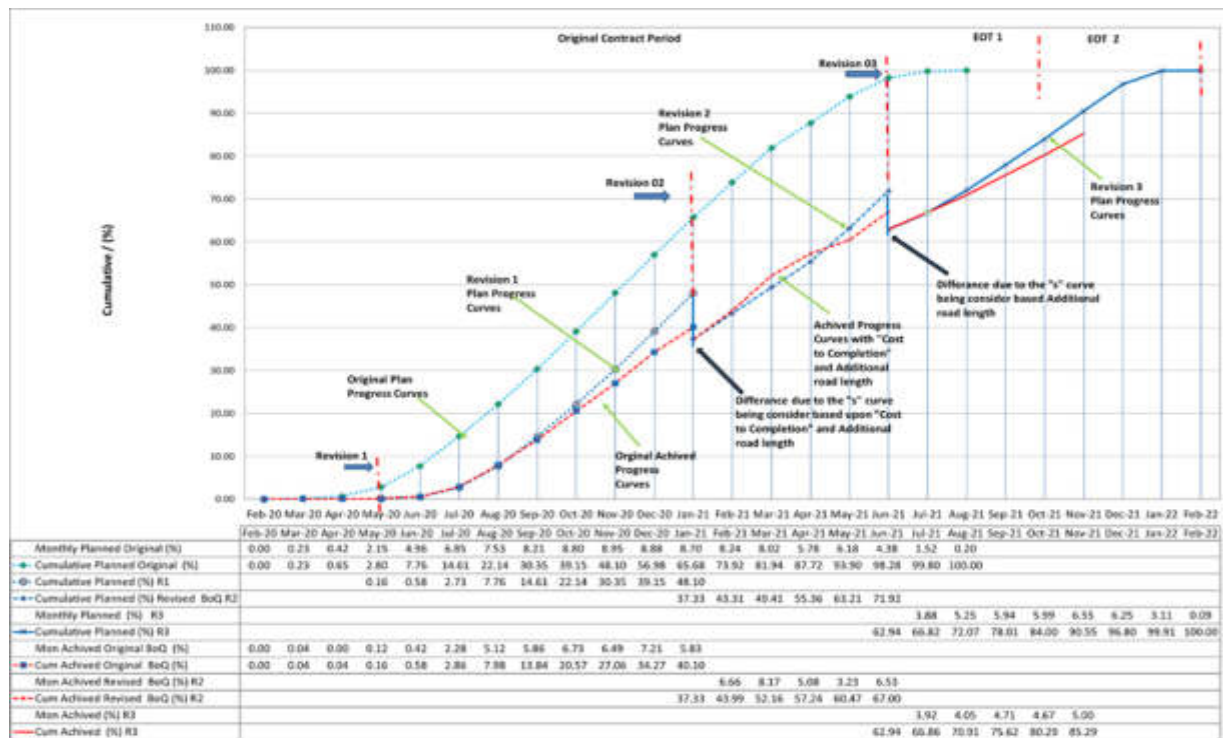


Fig 2.2. Graph of Physical Progress illustrating the Physical 'S' curve with EOT1 with Revised Cost to Completion and EOT-2

- (EOT1 with revised cost to completion - Approved via Letter Ref iROAD/PIC-02/RR/KU03-R/06/983 on 02nd March 2021)

Table 2.1. KU3-R Physical progress as per the revision (EOT 1 & 2)

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| KU3-R | Planned | Actual | Planned | Actual | Planned | Actual | |
| | 84.00 | 80.29 | 6.55 | 5.00 | 90.55 | 85.29 | |

Financial S-Curve of KU3-R

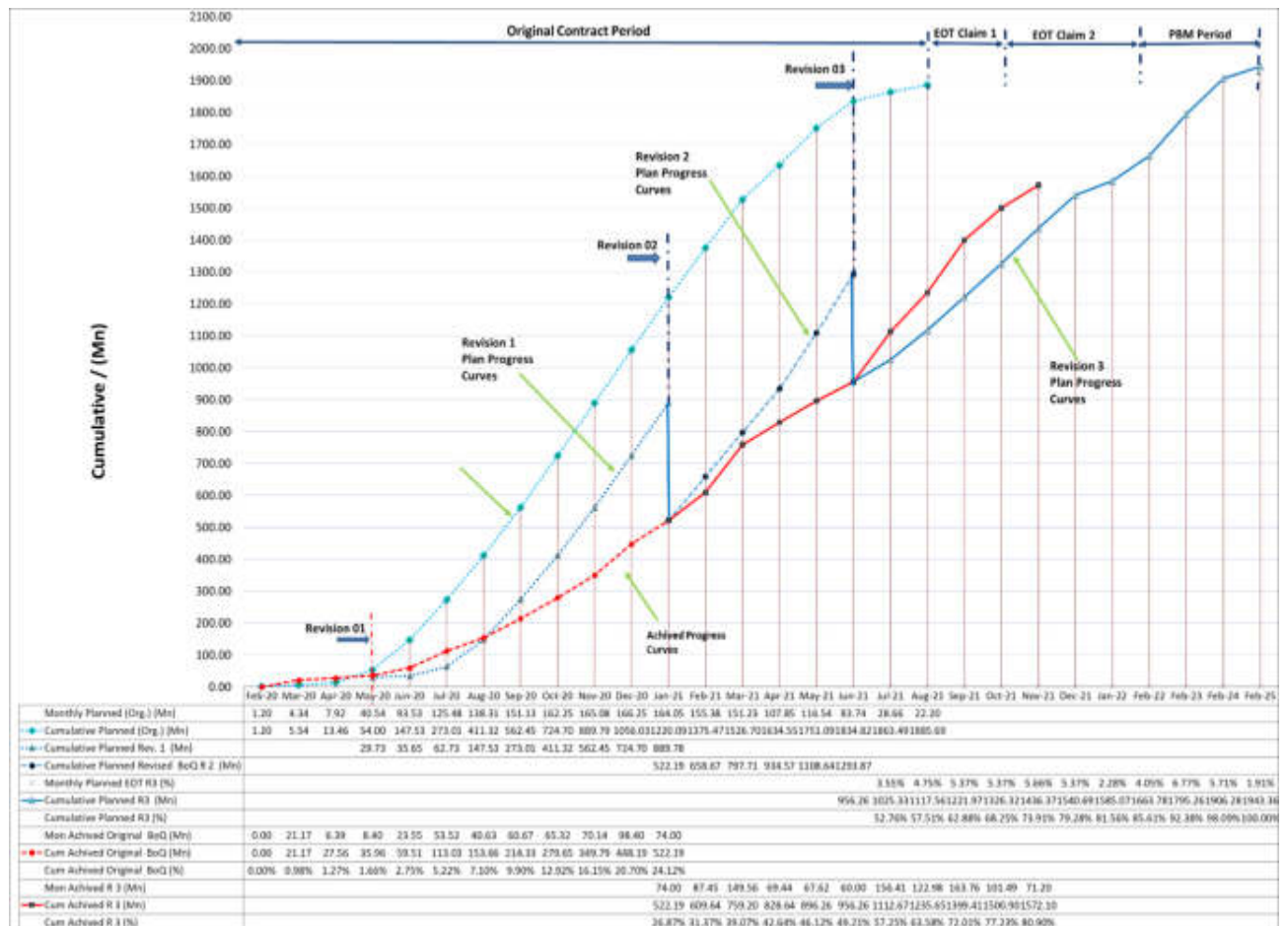


Fig 2.3. Graph of Financial Progress illustrating the Financial 'S' curve with EOT1 with Revised Cost to Completion and EOT-2

- EOT1 with revised cost to completion - Approved via Letter Ref iROAD/PIC-02/RR/KU03-R/06/983 on 02nd March 2021

Table 2.2. KU3-R Financial progress as per the revision (EOT1 & 2)

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target |
|------------|---|--------|------------------------------------|--------|--|--------|-------------------|
| KU3-R | Planned | Actual | Planned | Actual | Planned | Actual | |
| | 68.25 | 77.23 | 5.66 | 3.67 | 73.91 | 80.90 | 5.37 |

Progress Summary of Road and Structural Works for KU3-R

Table 2.3. Length wise Progress Summary of the Main Activities of the Road Works

| Description | Total Length (km) | Up to October 2021 (km) | November 2021 (km) | Cumulative (km) | Next Month Target (km) |
|-------------|-------------------|-------------------------|--------------------|-----------------|------------------------|
| Embankment | 45.99 | 45.99 | 0.00 | 45.99 | 0.00 |
| Subbase | 40.44 | 40.44 | 0.00 | 40.44 | 0.00 |
| Shoulder | 99.08 | 42.29 | 0.00 | 42.29 | 15.61 |
| A.B.C | 47.44 | 47.44 | 0.00 | 47.44 | 0.00 |
| Prime | 47.44 | 47.44 | 0.00 | 47.44 | 0.00 |
| Asphalt | 47.44 | 46.53 | 0.72 | 47.24 | 0.20 |

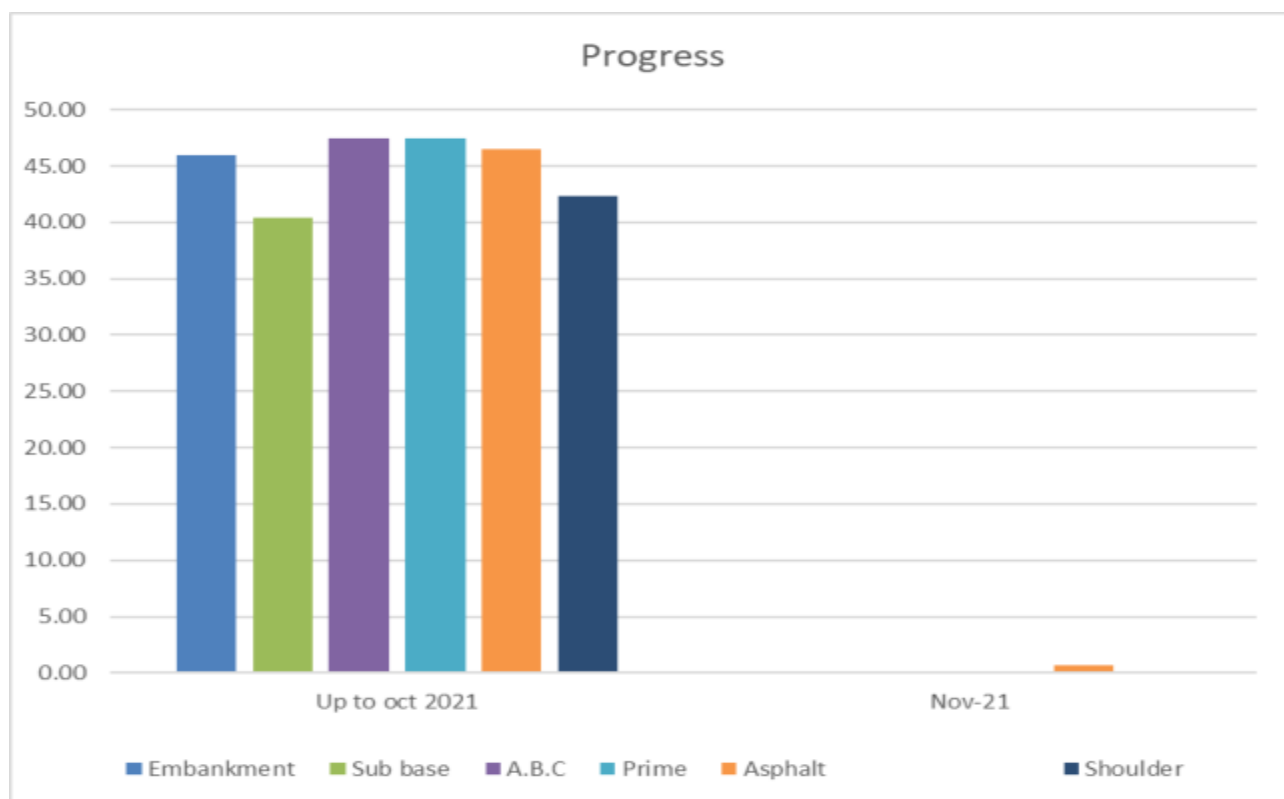


Fig 2.4. Chart illustrating progress summary of Road Works for KU3-R

Table 2.4. Progress Summary of Structural Works KU3-R

| SUMMARY OF THE CONSTRUCTION OF CULVERT - KU3-R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------|------------------|----------|-------------|----------------------|----------|--------------------------|------------------|------------|---------------------|-------------|------------|-----------------|-------------|------------|------------|-------------|------------|------------|-------------|------------|-----------|-------------|------------|---------------------|-------------|------------|------------------|---------------------------|-------------|------------|---------|------------|-------------|------------|-----------|-------------|----|
| As at 30/11/2021 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SerialNo. | Road No. | Part A | | | | | | | Part B | | | | | | | | | | | | | | | | | | | | | | | Remarks | | | | | | |
| | | Condition Report | | | Improvement Proposal | | Total Nos to be Improved | Grand Summary | | Catagarized Details | | | | | | | | | | | | | | | | | | | Keep as it (No Change) is | | | | | | | | | |
| | | | | | | | | | | New Construction | | | Re construction | | | Redefcking | | | Widening | | | | | | Top half Encasement | | | Headwall raising | | | Repair | | | | | | | |
| | | LHS | | | Both Side | | | RHS | | | | | | | | | | | Total Nos. | | Completed | | In progress | | Total Nos. | | Completed | | | In progress | | | Total Nos. | | Completed | | In progress | |
| | | Submitted | Accepted | In progress | Submitted | Approved | | Decision Pending | 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 | Total Nos. | | Completed | In progress | Total Nos. | Completed | In progress | |
| 1 | 17 | 31 | 31 | | 31 | 31 | 31 | 1 | 3 | 3 | | | 7 | 1 | 1 | | | 2 | | | 5 | | 2 | 1 | | | | | | | | | 13 | | | | | |
| 2 | 20 | 38 | 38 | | 36 | 36 | 36 | 25 | 0 | 3 | 2 | 0 | 10 | 7 | 0 | | | | | | | | | 5 | 4 | 0 | 2 | 2 | 0 | 1 | 1 | | 15 | 9 | 0 | 2 | | |
| 3 | 68 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 71 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 37 | 17 | 17 | | 4 | 4 | 4 | 4 | 0 | 0 | | | 1 | | | 1 | | | | | | | | | | | | | | | | 2 | | | 13 | | | |
| 6 | 38 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 39 | 35 | 35 | | 34 | 34 | 34 | 4 | 7 | 1 | | | 10 | | 5 | | | 2 | | | | | | | | | | | | 1 | | | 20 | 2 | 1 | | | |
| 8 | 40 | 74 | 74 | | 71 | 71 | 71 | 16 | 11 | 1 | 1 | | 30 | 8 | 3 | | | 3 | 1 | | | 1 | | | | | | | 7 | 2 | 1 | 29 | 5 | 6 | 3 | | | |
| 9 | 22 | 75 | 75 | | 46 | 46 | 46 | 46 | 11 | 7 | | | | | | 16 | 11 | 5 | | | | | | | | | | | | | | 30 | 2 | 29 | | | | |
| 10 | 23 | 93 | 93 | | 90 | 90 | 90 | 90 | 72 | 11 | 2 | 2 | | 30 | 28 | 0 | 5 | 5 | 0 | 1 | 1 | 0 | | | 1 | | 1 | 9 | 8 | 1 | 10 | 10 | 0 | 32 | 18 | 9 | 3 | |
| 11 | 84 | 26 | 26 | | 25 | 25 | 25 | 25 | 7 | 0 | | | 4 | 4 | 0 | | | | | | | | | | | | | | 1 | 1 | 0 | 20 | 2 | 0 | 1 | | | |
| 12 | 87 | 32 | 32 | | 30 | 30 | 30 | 30 | 24 | 2 | 2 | 2 | 0 | 7 | 7 | 0 | | | 3 | 3 | 0 | 6 | 6 | 0 | 1 | | 1 | | | | | 11 | 6 | 1 | 2 | | | |
| Page Total | 421 | 421 | 0 | 367 | 367 | 0 | 367 | 367 | 156 | 41 | 12 | 7 | 0 | 99 | 55 | 9 | 22 | 16 | 5 | 11 | 4 | 1 | 11 | 6 | 2 | 9 | 4 | 2 | 11 | 10 | 1 | 20 | 14 | 1 | 172 | 40 | 20 | 54 |

Progress Photographs (KU3-R)



Road ID 22, Road Marking



Road ID 87, CH 7+547 LHS, House Access Concreting



Road ID22, 04+610, Asphalt Paving



Road ID 40, 3+370 LHS, Field Density for Hard Shoulder



Road ID 17, Ch.12+590 LHS, L Drain Base
Concreting



Road ID 23, Ch 9+055 RHS, U Drain Base
Concreting

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

25. 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.

All Flood Damages have been rectified by the PU1 contractor due to the abnormal heavy rain during the 3rd week of December 2019.

Progress Summary of Road Works in Rd ID 27 & 28 (Under Variation)

(A) Road ID 27

- Work on Road ID 27 has been completed and handed over to the Employer on the 21st of August 2020.

(B) Road ID 28

- Work on Road ID 28 has been completed and handed over to the Employer on the 21st of October 2020.

2.2.1.4.1. Contract KU4-R1 – Contractor: Business Promoters and Partners Engineering (Pvt) Ltd.

26. Contract KU4-R1- 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.

| Contract No. | Contractor | Accepted Contract Amount | Latest Cost to Completion amount | Date of LOA | Date of Commencement | No. of Roads | Package Length (km) (As per the LOA) | Current Clause 8.3 Programme Revision No |
|--------------|------------|--------------------------|----------------------------------|-------------|----------------------|--------------|---|---|
| KU4-R1 | BPPE | 942,016,563.72 | No | 16/10/2020 | 15/12/2020 | 04 | 39.38 | Rev 0 |

Fig 2.5. Illustrates the current status of contract KU4-R1

Physical S-Curve of KU4-R1

Fig 2.6. Graph of Physical Progress illustrating the Physical 'S' curve

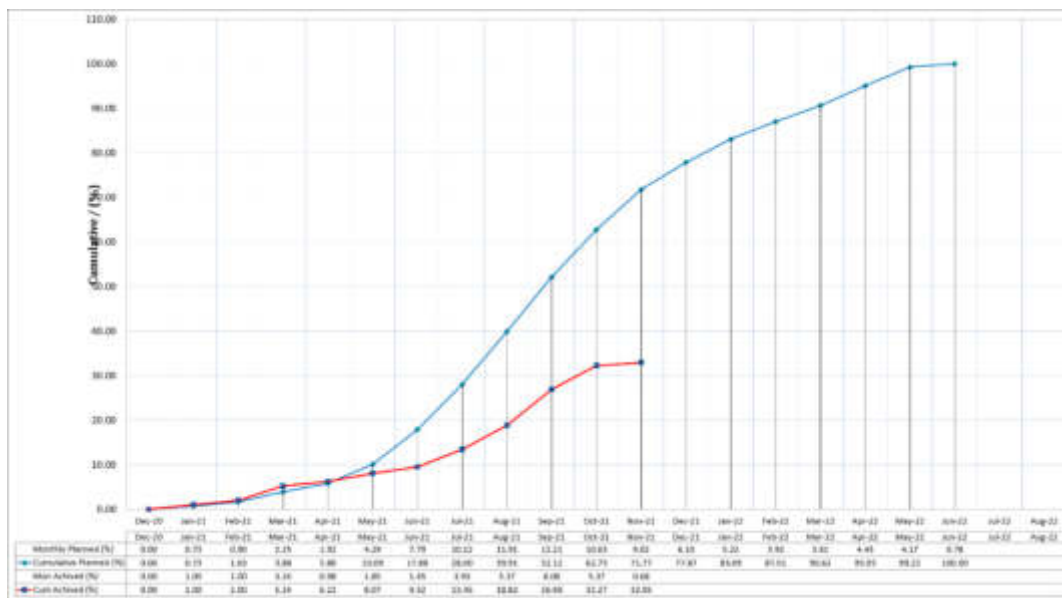


Table 2.5. KU4-R1 Physical progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| KU4-R1 | 62.75% | 32.27% | 9.02% | 0.68% | 71.77% | 32.95% | 6.10% |

Financial S-Curve of KU4-R1

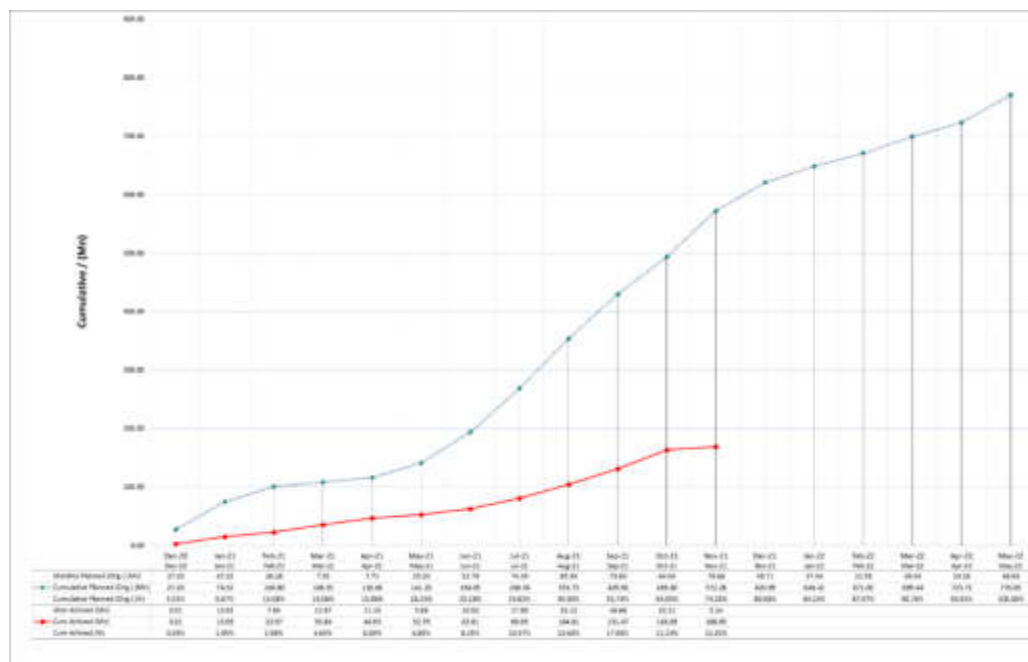


Fig 2.7. Graph of Financial Progress illustrating the Financial 'S' curve

Table 2.6. KU4-R1 Financial progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| KU4-R1 | 64.05% | 21.24% | 10.21% | 0.68% | 74.26% | 21.92% | 6.32% |

Progress Summary of Road and Structural Works for KU4-R1

Table 2.7. Length wise Progress Summary of the Main Activities of the Road Works

| KU4-R1 Description | Total Length(km) | Up to Oct 21 | Nov-21 | Cumulative (km) | Next Month Target (km) |
|-------------------------------|-----------------------------|-------------------------|---------------|----------------------------|---|
| Embankment | 18.18 | 9.80 | 0.03 | 9.83 | 0.70 |
| Sub base | 18.18 | 6.51 | 0.00 | 6.51 | 1.70 |
| Shoulder | 39.38 | 9.80 | 0.22 | 10.02 | 1.20 |
| ABC | 19.88 | 5.90 | 0.69 | 6.59 | 1.70 |
| Prime | 19.88 | 4.70 | 0.17 | 4.87 | 2.20 |
| Asphalt | 19.88 | 3.62 | 0.00 | 3.62 | 1.70 |

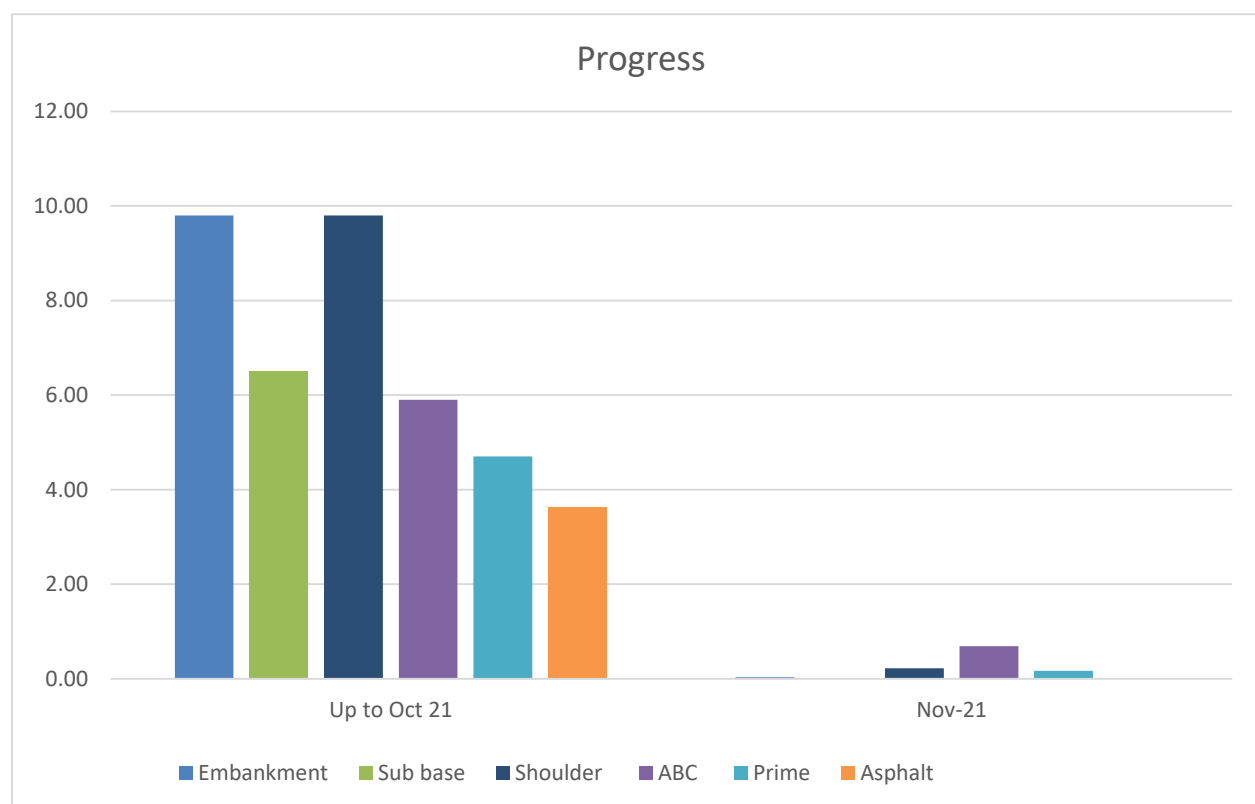


Fig 2.8. Chart illustrating progress summary of Road Works for KU4-R1

PHYSICAL PROGRESS WEIGHTING - KU4-R1

| PHYSICAL PROGRESS SUMMARY AS AT - NOVEMBER 30th | | | | Percentage of Physical Progress |
|---|----------------------------------|-------------------|-----------|---------------------------------|
| ITEM NO | DESCRIPTION | PHYSICAL PROGRESS | | |
| | | KU04-R1 | | |
| | | Cumulative % | Weighting | |
| 1 | Survey and Design | 94.00 | 6.00% | 5.64% |
| 2 | Clearing, Grubbing & Backfilling | 72.01 | 1.00% | 0.72% |
| 3 | Roadway Excavation | 58.05 | 5.00% | 2.90% |
| 4 | Structures - LD | 0.00 | 3.00% | 0% |
| 5 | Earth Drain | 0.00 | 3.00% | 0% |
| 6 | Culverts | 39.82 | 12.00% | 4.78% |
| 7 | Bridges, Causeway & Other | 11.00 | 5.00% | 0.55% |
| 8 | Embankment Construction | 55.00 | 11.00% | 6.03% |
| 9 | Sub base Construction | 42.40 | 10.00% | 4.24% |
| 10 | Dense Graded Aggregate Base | 33.35 | 12.00% | 4.00% |
| 11 | Road Surfacing | 17.13 | 15.00% | 2.57% |
| 12 | Shoulder Construction | 25.71 | 5.00% | 1.29% |
| 13 | Finishing Shoulder Construction | 11.55 | 2.00% | 0.23% |
| 14 | Incidental Construction | | 10.00% | 0% |
| Cumulative progress % | | | 100.00% | 32.95% |

Table 2.8. Progress Summary of Structural Works KU4-R1

| Road ID | Total Culvert | Culvert Condition Report | | New Culvert | | | Reconstruction Culvert | | | Redecking Culvert | | | Widening Culvert | | | | | | | | | Cleaning & Repairing of Culvert | | | Remarks |
|---------|---------------|--------------------------|-------------|-------------|-----------|-------------|------------------------|-----------|-------------|-------------------|-----------|-------------|------------------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|---------------------------------|-----------|-------------|---------|
| | 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 | | | | |
| 07 | 5 | 9 | 0 | 1 | | | 3 | | | | | | | | | | | | | | | 1 | | | |
| 08 | 19 | 19 | 0 | 2 | 1 | 0 | 5 | 1 | 2 | | | | | | | | | | 1 | | | 10 | 0 | 0 | |
| 90 | 28 | 49 | 0 | 2 | 0 | 1 | 16 | 6 | 8 | | | | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 6 | 0 | 0 | |
| 91 | 6 | 16 | | | | | 1 | | | | | | | | | | | | | | | 5 | | | |
| Total | 58 | 93 | 0 | 5 | 1 | 1 | 25 | 7 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 1 | 22 | 0 | 0 | |

Status of IPCs and Variations – KU4-R1

Table 2.9. Contract KU4-R1 - 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 | 1st Advance Payment | 74,113,340.31 | 74,113,340.31 | | 12/11/2020 |
| IPC 02 | Feb-2021 | 20,670,890.03 | 94,784,230.34 | 11/05/2021 | 27/03/2021 |

| IPC No | Period | Approved Amount (LKR) | Cumulative Amount (LKR) | Payment Date (Include 56 Days) | Certified for payment by Engineer |
|--------|---------------------------------|-----------------------|-------------------------|--------------------------------|-----------------------------------|
| IPC 03 | March-2021 | 9,512,713.77 | 104,296,944.11 | 16/06/2021 | 03/05/2021 |
| IPC 04 | April-2021 | 10,532,077.26 | 114,829,021.37 | 21/08/2021 | 12/07/2021 |
| | May-2021 | | | | |
| IPC 05 | June-2021 | 12,366,331.11 | 127,195,352.48 | 21/09/2021 | 13/08/2021 |
| IPC 06 | July-2021 (On Account) | 12,265,343.36 | 142,527,031.68 | 04/10/2021 | 17/08/2021 |
| IPC 07 | 2 nd Advance Payment | 37,056,670.16 | 176,517,366.00 | | |
| IPC 08 | August-2021 | 34,093,018.80 | 210,610,384.80 | 16/11/2021 | 24/09/2021 |
| IPC 09 | 3 rd Advance Payment | 37,056,670.16 | 247,667,054.96 | | |
| IPC 10 | September-2021 | 39,259,370.49 | 286,926,425.45 | 16/12/2021 | 01/11/2021 |

Table 2.10. Contract KU4-R1 – Variations

| VO No. | Description | Amount (Rs.) | Status |
|--------|---|--------------|--|
| 01 | Supply of PPE and sanitizer to the Engineer | 96,521.60 | Employer approved the rate. VO to be issued. |
| 02 | Dismantling and removing of existing Hume pipes to 600mm dia. | - | Pending |

Table 2.11. Bond and Insurance Status – KU4-R1

| SN | Contract No. | Type of Policy | Security Guarantee No | Bank | Start Date | Expirati on Date | Value |
|----|--------------|------------------|-----------------------|----------|------------|------------------|---------------|
| 1 | KU4-R1 | Performance Bond | PB/G20/6850 | NDB bank | 12-Nov-20 | 15-Jun-23 | 47,100,828.19 |
| 2 | | Advance Bond - 1 | 145BGTEE2000324 | HNB | 9-Dec-20 | 15-Jun-22 | 74,113,340.30 |
| 3 | | Advance Bond - 2 | 145BGTEE2100067 | HNB | 19-Aug-21 | 15-Jun-22 | 37,056,670.16 |

| | | | | | | | |
|---|--|-----|--------------|---------|-----------|-----------|--|
| 4 | | CAR | LP8010392870 | Allianz | 18-Jan-21 | 18-Jul-22 | |
| 5 | | WCI | LP8010896338 | Allianz | 18-Jan-21 | 18-Jul-22 | |

Progress Photographs (KU4-R1)



Priming on Road ID-08 Ch:09+450 B/S



Clearing and Grubbing on Road ID-08
Ch:11+210 RHS



Embankment Construction on Road ID-08
Ch.11+310 B/S



Embankment Construction
on Road ID-08 Ch.11+330 LHS



Rock Filling on Road ID-90 Ch.13+480 B/S



Embankment Construction on Road ID-08
Ch:11+800 RHS

2.2.1.4.2. Contract KU4-R2 – Contractor: Anura Wijenayaka & Co. (Pvt) Ltd.

Contract KU4-R2- 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. | Contractor | Accepted Contract Amount | Latest Cost to Completion amount | | Date of LOA | Date of Commencement | No. of Roads | Package Length (km) (As per the LOA) | Current Clause 8.3 Programme Revision No |
|-------------|---------------------|--------------------------|----------------------------------|----------------|-------------|----------------------|--------------|---|---|
| KU4-R2 | Anura Wijenayaka | 647,515,489.20 | Rev 01 (May 2021) | 558,630,705.80 | 16/10/2020 | 15/12/2020 | 04 | 27.71 | Rev 01 |

Fig 2.9. Illustrates the details of contract KU4-R2

Physical S-Curve of KU4-R2

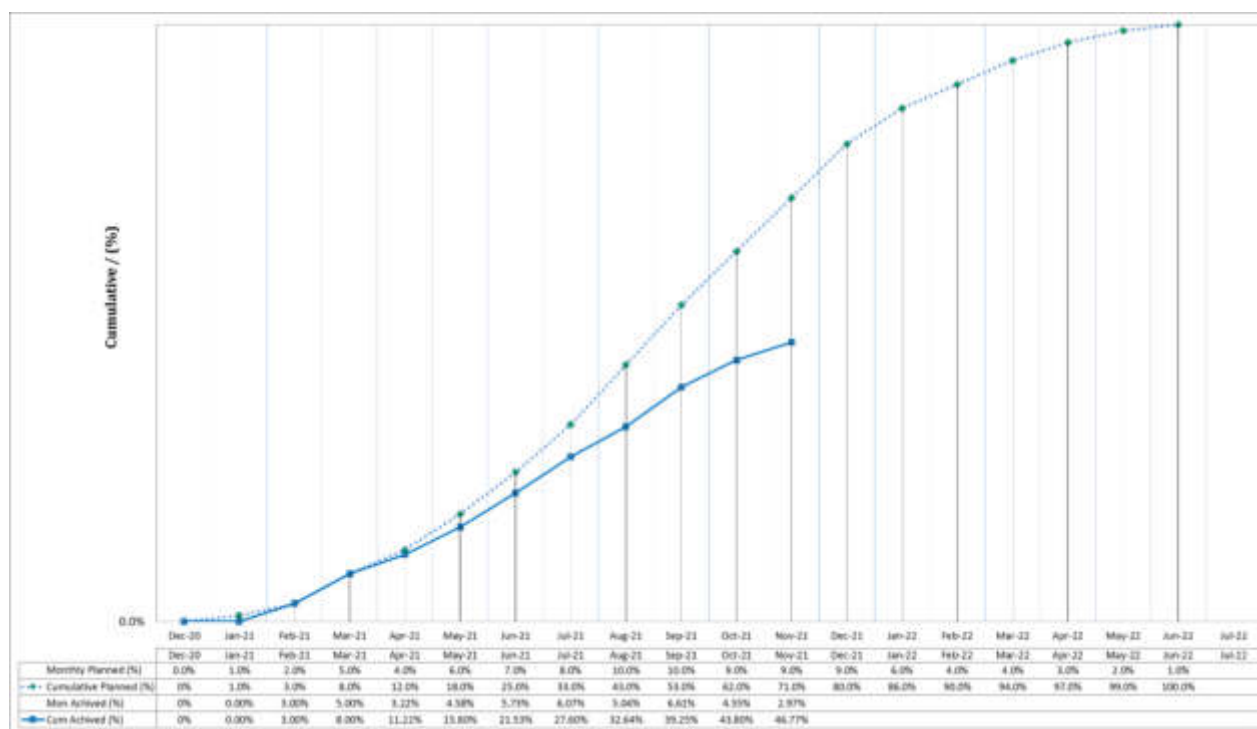


Fig 2.10. Graph of Physical Progress illustrating the Physical 'S' curve

Table 2.12. KU4-R2 Physical progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| KU4-R2 | 62.00% | 43.80% | 9.00% | 2.97% | 71.00% | 46.77% | 9.00% |

Financial S-Curve of KU4-R2

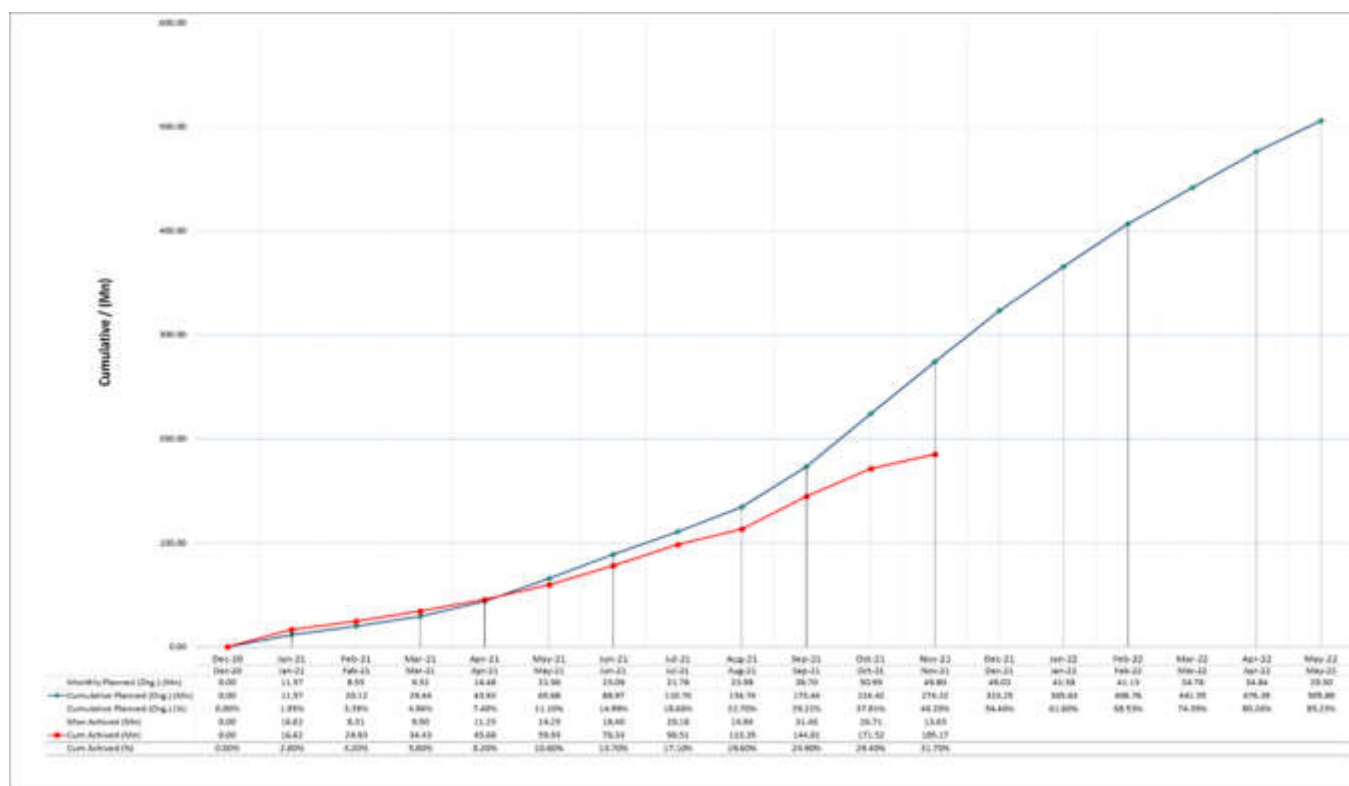


Fig 2.11. Graph of Financial Progress illustrating the Financial 'S' curve

Table 2.13. KU4-R2 Financial progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| KU4-R2 | 37.81% | 29.40% | 8.39% | 2.30% | 46.20% | 31.70% | 8.26% |

Progress Summary of Road and Structural Works for KU4-R2

Table 2.14. Progress Summary of Road Works for KU4-R2

| KU4-R2 Description | Total Length(km) | Up to Oct 21 | Nov-21 | Cumulative (km) | Next Month Target (km) |
|-----------------------|---------------------|-----------------|--------|--------------------|---------------------------------|
| Embankment | 13.14 | 10.82 | 0.35 | 11.17 | 0.50 |
| Sub base | 7.70 | 1.76 | 0.10 | 1.86 | 2.00 |
| Shoulder | 17.89 | 4.18 | 0.28 | 4.46 | 2.50 |
| ABC | 9.40 | 4.18 | 0.28 | 4.46 | 2.50 |
| Prime | 9.40 | 2.13 | 0.00 | 2.13 | 2.00 |
| Asphalt | 9.40 | 2.11 | 0.00 | 2.11 | 2.00 |
| Concrete Pavement | 3.74 | 1.85 | 0.45 | 2.30 | |

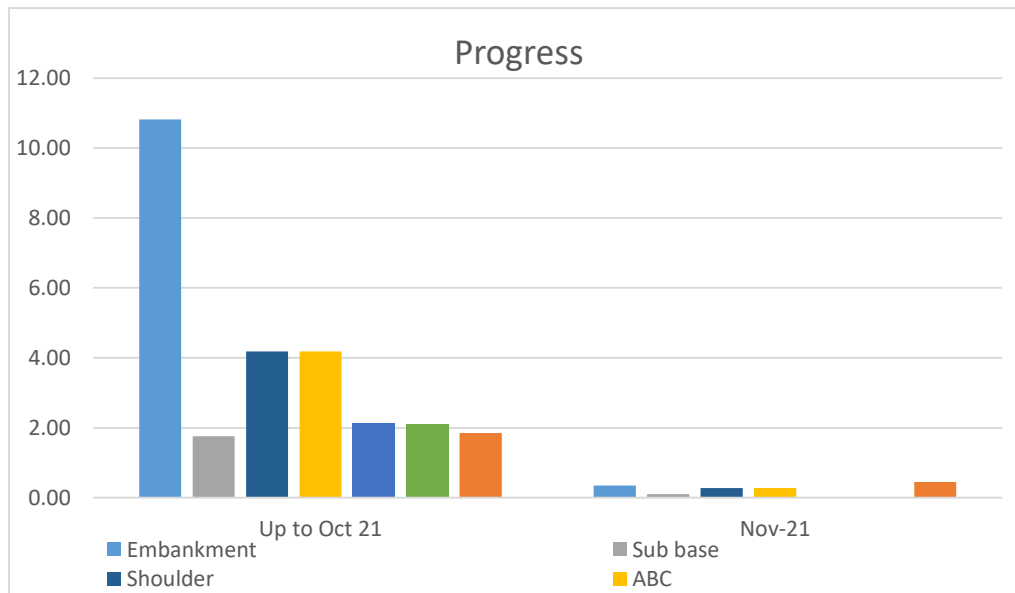


Fig 2.12. Chart illustrating progress summary of Road Works for KU4-R2

PHYSICAL PROGRESS WEIGHTING TABLE of KU4-R2

| PHYSICAL PROGRESS SUMMERY AS AT – END NOVEMBER - | | | | |
|--|-----------------------------------|-------------------|-----------|---------------------------------|
| OF | | 2021 | | |
| ITEM NO | DESCRIPTION | PHYSICAL PROGRESS | | Percentage of Physical Progress |
| | | KU4-R2 | | |
| | | Cumulative % | Weighting | |
| 1 | Survey and Design | 98.0 | 7.00% | 6.86% |
| 2 | Site clearing | 97.4 | 5.00% | 4.87% |
| 3 | Excavation | 85.0 | 5.00% | 4.25% |
| 4 | Embankment | 85.0 | 5.00% | 4.25% |
| 5 | Sub base | 24.1 | 5.00% | 1.21% |
| 6 | Shoulder | 33.9 | 10.00% | 3.39% |
| 7 | Dense Graded Aggregate Base | 33.9 | 5.00% | 1.70% |
| 8 | Priming | 22.7 | 5.00% | 1.14% |
| 9 | Road Surfacing | 33.6 | 9.00% | 3.02% |
| 10 | Road Side and Leadaway Drains | 4.2 | 8.00% | 0.34% |
| 11 | Culverts and Retaining Structures | 100.0 | 12.00% | 12.00% |
| 12 | Bridge & Causeways | 75.0 | 5.00% | 3.75% |
| 13 | Incidental Construction | - | 19.00% | - |
| Cumulative progress % | | | 100.00% | 46.77% |

Table 2.15. Progress Summary of Structural Works KU4-R2

| Road ID | Total Culvert | Culvert Condition Report | | New Culvert | | | Reconstruction Culvert | | | Redecking Culvert | | | Widening Culvert | | | | | | | | | Cleaning & Repairing of Culvert | | | Remarks |
|---------|---------------|--------------------------|-------------|-------------|-----------|-------------|------------------------|-----------|-------------|-------------------|-----------|-------------|------------------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|---------------------------------|-----------|-------------|---------|
| | 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 | | | | |
| 10 | 13 | 14 | 0 | 2 | 2 | 0 | 4 | 4 | 0 | 2 | 2 | | | | | 5 | 5 | 0 | | | | 0 | 0 | 0 | |
| 11 | 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 92 | 0 | | | | | | | | | | | | | | | | | | | | | | | | |
| 94 | 24 | 23 | 0 | 1 | 1 | 0 | 12 | 12 | 0 | | | | | | | 6 | 6 | 0 | | | | 5 | 5 | 0 | |
| Total | 37 | 37 | 0 | 3 | 3 | 0 | 16 | 16 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | |

Status of IPCs and Variations – KU4-R2

Table 2.16. EOT Status of KU4-R2

| Claim No | Reason for EOT | Status | Initial Completion Date | EOT No. | EOT (days) | New Completion Date | Remarks |
|----------|---|---------------------------|-------------------------|---------|------------|---------------------|--|
| No. 01 | Site closure due to staff undergoing quarantine | Re-submitted to Secretary | 14 June 2022 | 01 | 11 | 27 June 2022 | Engineer accepted for 11 working days as per program/ (13 calendar days) |

Table 2.17. Bond and Insurance Status - KU4-R2

| SN | Contract No. | Type of Policy | Security Guarantee No | Bank | Start Date | Expiration Date | Value |
|----|--------------|------------------|-----------------------|------------------------|------------|-----------------|---------------|
| 1 | KU4-R2 | Performance Bond | PFG/KKW/2020/0003 | Seylan Bank PIC | 20-Dec-20 | 11-Jun-23 | 32,375,774.46 |
| 2 | | Advance Bond - 1 | APG-KKW/2020/0001 | Seylan Bank PIC | 10-Dec-20 | 11-Jun-22 | 48,151,024.10 |
| 3 | | Advance Bond - 2 | APG-KKW/2020/0002 | Seylan Bank PIC | 3-May-21 | 11-Jun-22 | 24,075,512.05 |
| 4 | | CAR | CO122INC0023142 | Ceylinco Insurance Ltd | 15-Dec-20 | 15-Jun-23 | |
| 5 | | WCI | CO122IEL0010694 | Ceylinco Insurance Ltd | 15-Dec-20 | 15-Jun-22 | |
| 6 | | PII | CO122IPN0000246 | Ceylinco Insurance Ltd | 15-Dec-20 | 15-Jun-22 | |

Progress Photographs (KU4-R2)



Rock Filling on Road ID-10 at Ch.4+100-4+180
RHS



Sub base on Road ID-94 at
Ch.2+500-2+600 RHS



*U Drain base concrete on
Road ID-94 Ch. 1+359 LHS*



*Concrete Paving on Road ID-94 Ch.0+008-
0+070 LHS*



*Embankment Construction on
Road ID-10 Ch. 4+600-4+800 RH*



*Excavation and Subgrade Preparation on
Road ID-10 Ch. 5+090-5+250*

2.2.1.4.3. Contract KU4-R3 – Contractor: International Construction Consortium (Pvt) Ltd.

Contract KU4-R3- Contract Details

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 | Latest Cost to Completion amount | Date of LOA | Date of Commencement | No. of Roads | Package Length (km) (As per the LOA) | Current Clause 8.3 Programme Revision No |
|--------|----------------|--------------------------|----------------------------------|-------------|----------------------|--------------|---|---|
| KU4-R3 | ICC (Pvt.) Ltd | 965,856,373.20 | No | 16/10/2020 | 15/12/2020 | 04 | 38.91 | Rev 0 |

Fig 2.13. Illustrates the details of contract KU4-R3

Physical S-Curve of KU4-R3

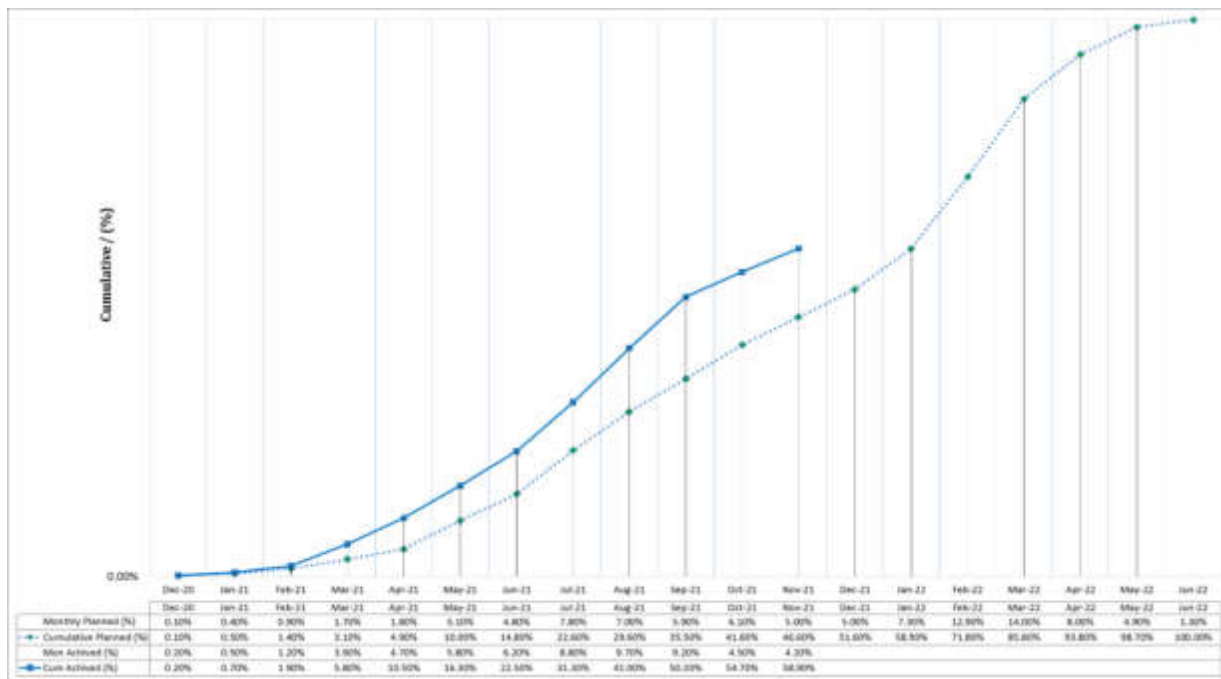


Fig 2.14. Graph of Physical Progress

Table 2.18. KU4-R3 Physical progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| KU4-R3 | Planned | Actual | Planned | Actual | Planned | Actual | |
| | 41.60% | 54.70% | 5.00% | 4.20% | 46.60% | 58.90% | 5.00% |

Financial S-Curve of KU4-R3

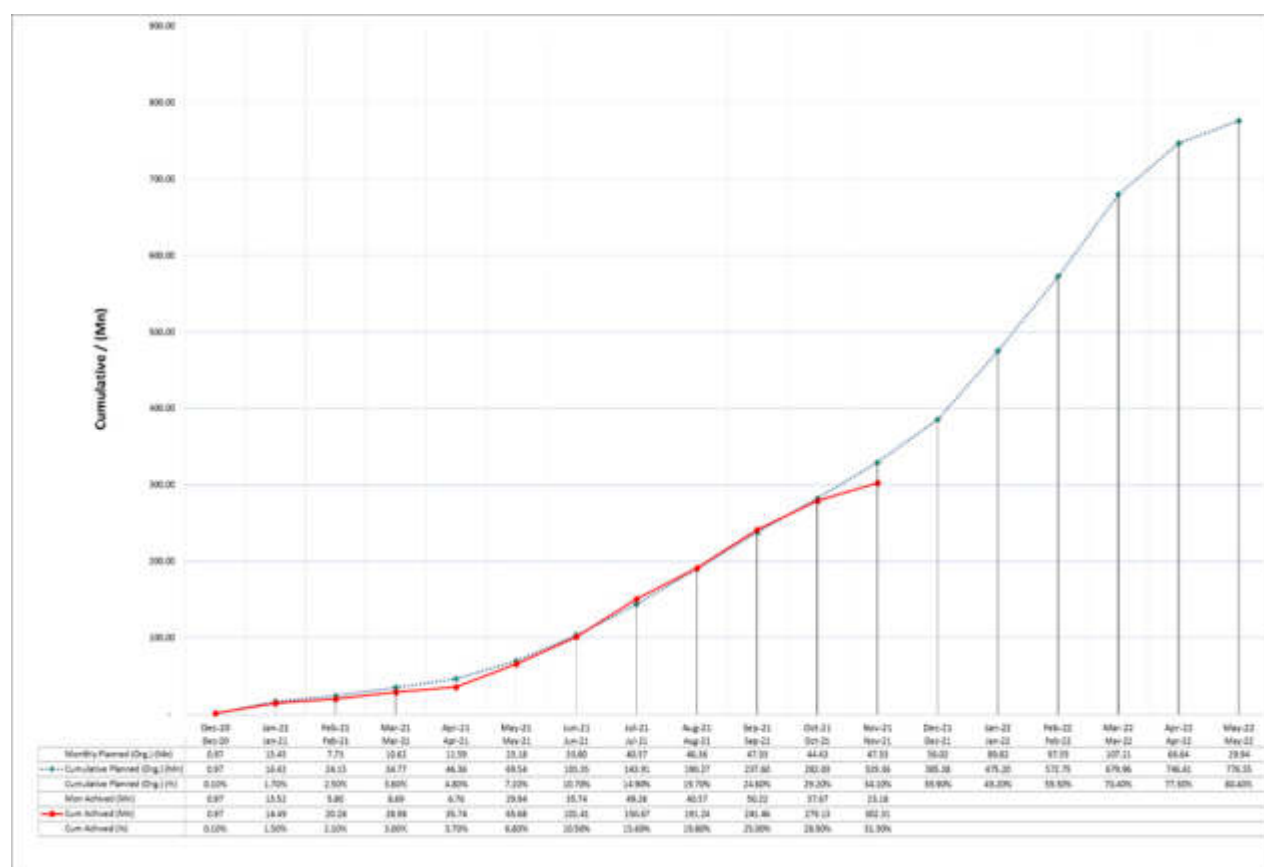


Fig 2.15. Graph of Financial Progress illustrating the Financial 'S' curve

Table 2.19. KU4-R3 Financial progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| KU4-R3 | Planned | Actual | Planned | Actual | Planned | Actual | |
| | 29.20% | 28.90% | 4.90% | 2.40% | 34.10% | 31.30% | 5.80% |

Progress Summary of Road and Structural Works for KU4-R3**Table 2.20. Length wise Progress Summary of the Main Activities of the Road Works**

| KU4-R3 Description | Total Length(km) | Up to Oct 21 | Nov-21 | Cumulative (km) | Next Month Target (km) |
|--------------------------|------------------|--------------|--------|-----------------|------------------------|
| Embankment | 2.80 | 2.60 | 0.20 | 2.80 | 0.00 |
| Sub base | 3.80 | 1.40 | 0.00 | 1.40 | 0.60 |
| Shoulder | 24.34 | 3.75 | 0.25 | 4.00 | 1.00 |
| ABC | 16.69 | 11.50 | 1.00 | 12.50 | 1.50 |
| Prime | 16.69 | 9.74 | 2.76 | 12.50 | 1.50 |
| Asphalt (Binder) | 11.40 | 9.74 | 0.00 | 9.74 | 1.50 |
| Asphalt (Wearing) | 16.69 | 8.79 | 0.95 | 9.74 | 2.00 |
| Hard Shoulder (Concrete) | 4.37 | 2.30 | 0.1 | 2.40 | 0.50 |

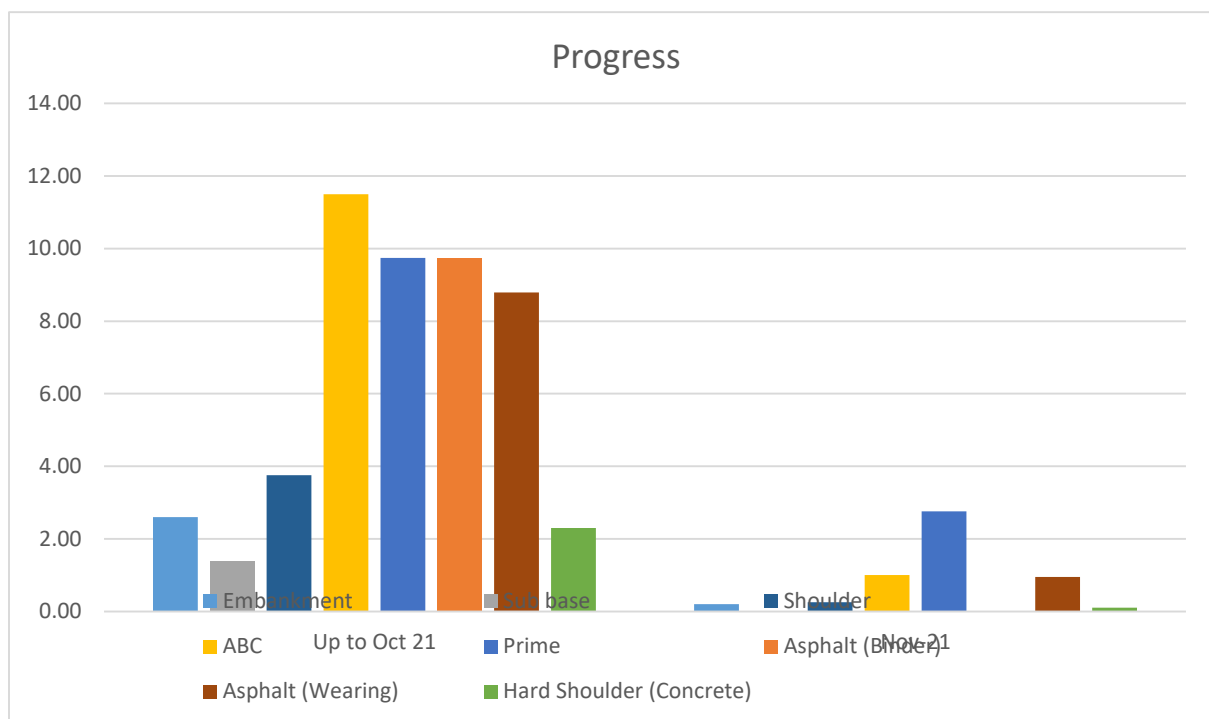


Fig 2.16. Chart illustrating progress summary of Road Works for KU4-R3

Table 2.21. Progress Summary of Structural Works KU4-R3

| Road ID | Total Culvert | Culvert Condition Report | | New Culvert | | | Reconstruction Culvert | | | Redecking Culvert | | | Widening Culvert | | | | | | | | | Cleaning & Repairing of Culvert | | | Remarks | | |
|---------|---------------|--------------------------|-------------|-------------|-----------|-------------|------------------------|-----------|-------------|-------------------|-----------|-------------|------------------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|---------------------------------|-----------|-------------|---------|--|--|
| | 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 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 46 | 47 | 0 | 0 | 0 | 0 | 8 | 7 | 1 | | | | | | | 1 | 1 | 0 | | | | 37 | 0 | 0 | | | |
| 96 | 4 | 20 | | 1 | | | 1 | | | | | | | | | | | 1 | | | | 1 | | | | | |
| Total | 50 | 67 | 0 | 1 | 0 | 0 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 38 | 0 | 0 | | | |

Status of IPCs and Variations – KU4-R3

Table 2.22. Contract KU4-R3 - 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 | 74,456,639.10 | 74,456,639.10 | - | 23-Nov-2020 |
| IPC 02 | Feb-2021 | 21,423,165.85 | 95,879,804.95 | 27/04/2021 | 26/05/2021 |
| IPC 03 | 2 nd Advance Payment | 37,228,319.55 | 133,108,124.50 | | 25/06/2021 |
| IPC 04 | Mar/April 2021 | 10,856,650.30 | 143,956,430.33 | 27/08/2021 | 21/07/2021 |
| IPC 05 | 3 rd Advance Payment | 37,228,319.55 | 181,184,749.88 | | 25/08/2021 |
| IPC 06 | May-2021 | 21,044,737.30 | 202,229,487.18 | 22/10/2021 | 17/09/2021 |
| IPC 07 | June-2021 | 32,280,530.27 | 234,510,017.45 | 20/11/2021 | 22/10/2021 |
| IPC 08 | July-2021 | 43,469,605.43 | 277,979,622.90 | 04/10/2021 | 11/11/2021 |
| IPC 09 | Aug-2021 | 31,043,155.29 | 309,022,778.20 | 29/01/2022 | 04/12/2021 |

Table 2.23. Contract KU4-R3 –Rates approved for Variation

| VO No. | Description | Amount (Rs.) | Status |
|--------|--|--------------|--|
| 01 | 40mm thick asphalt wearing course and binder course in metric tons | - | Employer approved the rate. VO to be issued. |

Progress Photographs (KU4-R3)



Asphalt Wearing Course Laying on Road ID-28
Ch.20+235-20+540



Line drain wall Concrete on Road ID-28
Ch. 20+084-20+096 LHS



Prime coat on Road ID-28 Ch.18+900-19+100 LHS



Road widening concrete on Road ID-96
Ch.0+368-0+410 RHS



Line Drain Construction on Road ID-28
Ch-20+120-20+050 LHS



Culvert encasement concrete on Road ID-96
Ch. 14+488 LHS

2.2.1.5. Contract KU5 – Contractor Ranken Railway Construction Company Ltd.

27. 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 were 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.

28. This project has been TERMINATED and 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.

2.2.1.5.1. 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.

| Contract No. | Contractor | Accepted Contract Amount | Latest Cost to Completion amount | | Date of LOA | Date of Commencement | No. of Roads | Package Length (km) (As per the LOA) | Current Clause 8.3 Programme Revision No |
|--------------|--------------|--------------------------|----------------------------------|------------------|-------------|----------------------|--------------|--------------------------------------|--|
| KU5-R | Finite Lanka | 2,296,136,981.33 | Rev 01 (Nov 2020) | 1,998,880,068.72 | 22/1/2020 | 20/02/2020 | 17 | 104 | Rev 01 |

Fig 2.17. Illustrates the details of contract KU5-R

Physical S-Curve of KU5-R

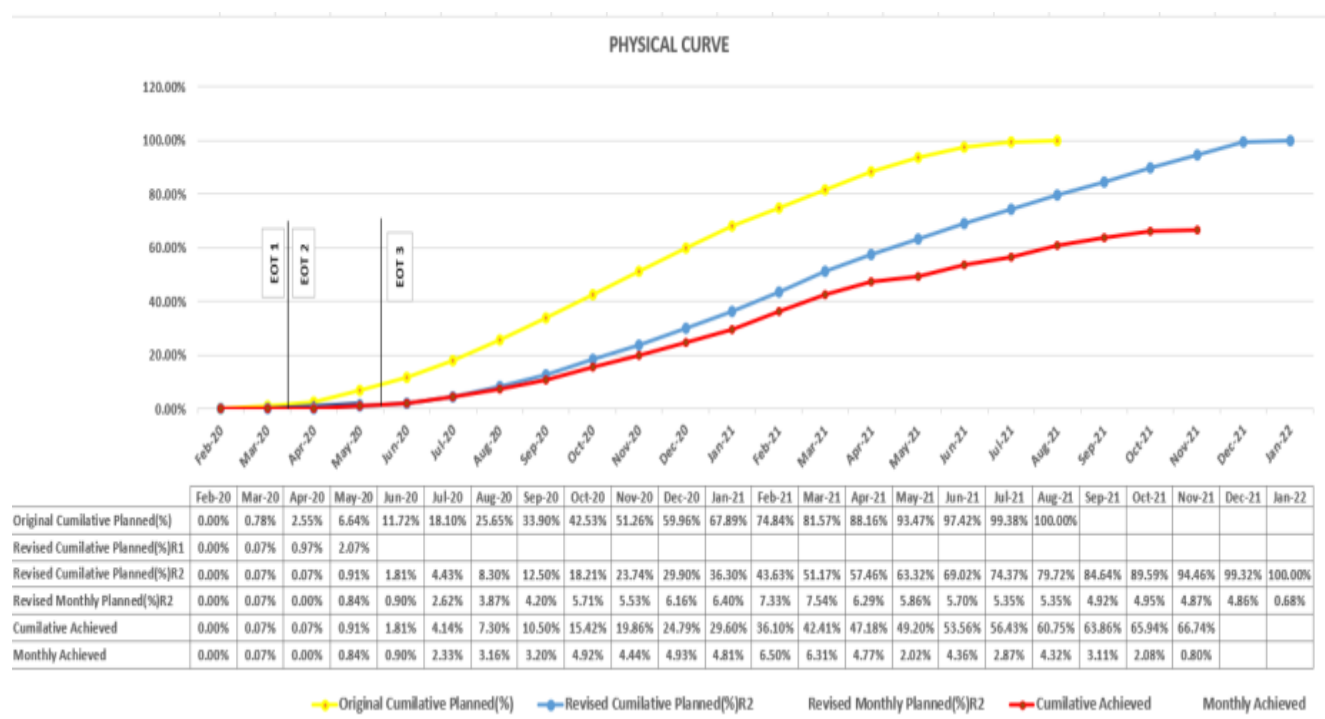


Fig 2.18. Graph of Physical Progress [percentage] vs Time [month], illustrating the physical 'S' curve

Table 2.24. KU5-R physical progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| KU5-R | 89.59 | 65.94 | 4.87 | 0.80 | 94.46 | 66.74 | 4.86 |

Financial S-Curve of KU5-R

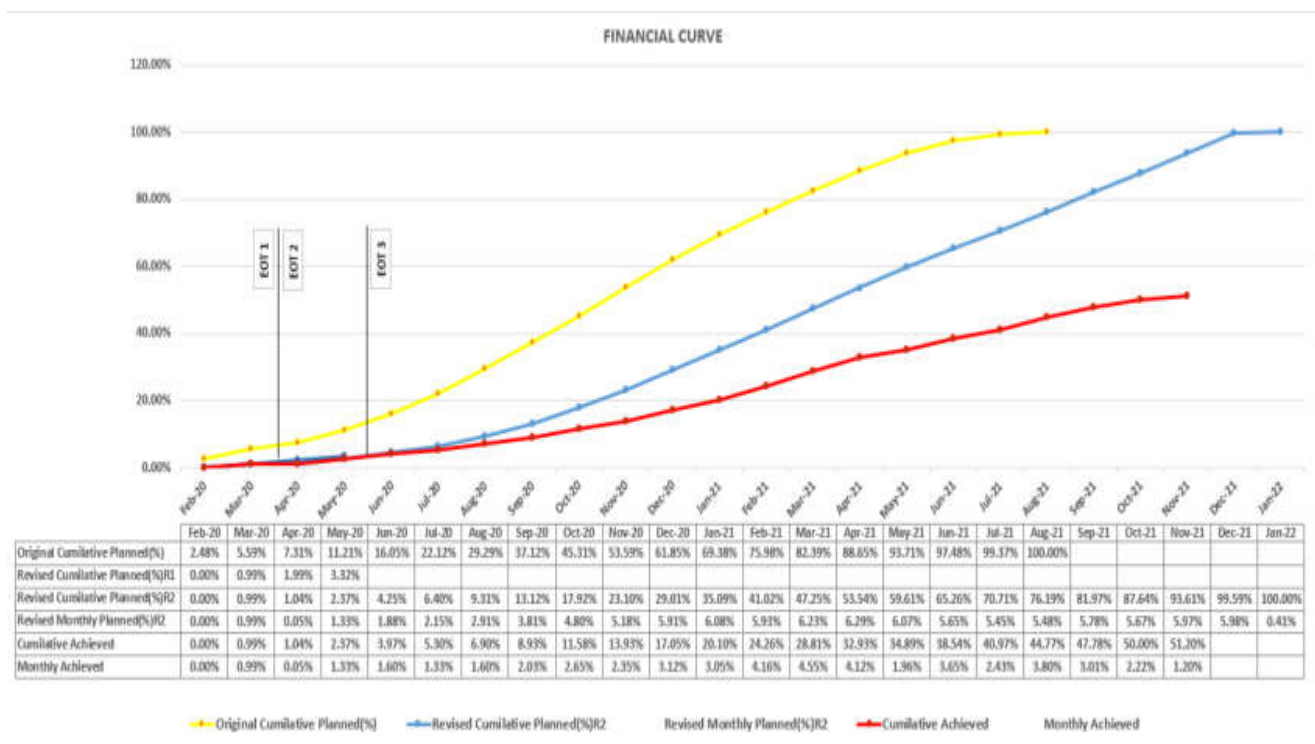


Fig 2.19. Graph of financial progress [percentage] vs time [month] in KU5-R, illustrating financial 'S' curve

Table 2.25. KU5-R Financial Progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| KU5-R | 87.64 | 50.00 | 5.97 | 1.2 | 93.61 | 51.20 | 5.98 |

Planned Physical & Financial progress have been taken from the Revised 8.3 Programme (R2)
{Based on EOT No 2 and 3}

Progress Summary of Road and Structural Works – KU5-R

Table 2.26. Length wise Progress Summary of the Main Activities of the Road Works

| KU5-R | Total Length(km) | Up to October 2021(km) | November 2021 (km) | Cumulative (km) | Next Month Target(km) |
|--------------|------------------|------------------------|--------------------|-----------------|-----------------------|
| Description | | | | | |
| Embankment | 64.25 | 42.66 | 0.80 | 43.46 | 3.00 |
| Sub base | 64.25 | 40.73 | 0.97 | 41.70 | 3.00 |
| Shoulder | 101.21 | 56.72 | 0.60 | 57.32 | 3.00 |
| A.B.C | 64.25 | 39.12 | 0.49 | 39.61 | 3.00 |
| Prime | 64.25 | 38.68 | 0.00 | 38.68 | 3.00 |
| Road Surface | 64.25 | 38.01 | 0.50 | 38.51 | 3.00 |

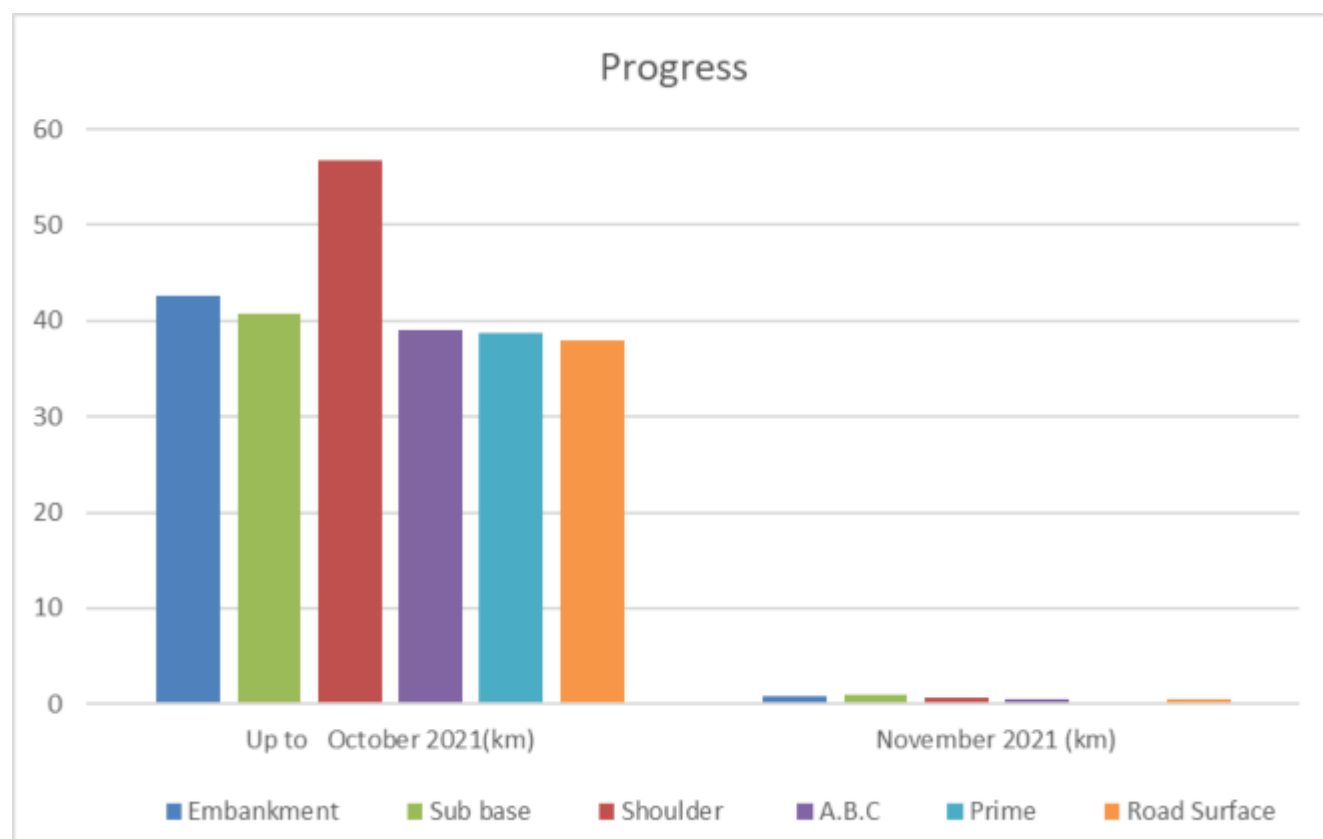


Fig 2.20. Chart of road works progress in KU5-R

Table 2.27. Progress Summary of Structural Works KU5-R

| Road No. | Total Nos to be Improvement | Culvert Condition Report | | New Culvert | | | Reconstruction Culvert | | | Redecking Culvert | | | Widening Culvert | | | | | | | | | Top half Encasement | | |
|------------|-----------------------------|--------------------------|-------------|-------------|-----------|-------------|------------------------|-----------|-------------|-------------------|-----------|-------------|------------------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|---------------------|-----------|-------------|
| | 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 | 23 | 26 | | | | | 12 | 11 | 1 | | | | | | | 2 | 2 | | 1 | 1 | | 8 | 8 | |
| 13 | 26 | 41 | | 1 | | | 8 | 6 | | | | | 4 | 2 | | 2 | 1 | 1 | 4 | 2 | | 7 | 3 | 4 |
| 14 | 13 | 35 | | | | | 11 | | 1 | | | | 1 | 1 | | | | | 1 | 1 | | | | |
| 24 | 0 | 9 | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 2 | 28 | | | | | 1 | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 29 | 29 | 34 | | 4 | 4 | | 18 | 18 | | | | | | | | 1 | 1 | | | | | 6 | 6 | |
| 61 | 1 | 21 | | | | | | | | | | | | | | 1 | 1 | | | | | | | |
| 62 | 8 | 22 | | 2 | 2 | | 6 | 5 | | | | | | | | | | | | | | | | |
| 65 | 11 | 11 | | | | | 9 | 7 | 1 | | | | | | | 1 | 1 | | 1 | 1 | | | | |
| 70 | 9 | 39 | | | | | 7 | 6 | | | | | | | | | | | | | 2 | 1 | | |
| 77 | 5 | 17 | | | | | 3 | 3 | | | | | | | | 1 | 1 | | 1 | 1 | | | | |
| 79 | 23 | 29 | | | | | 10 | 10 | | | | | 1 | 1 | | 8 | 8 | | 1 | 1 | | 3 | 3 | |
| 80 | 11 | 19 | | 1 | | | 9 | 5 | 3 | | | | | | | 1 | 1 | | | | | | | |
| 83 | 12 | 22 | | | | | 10 | 10 | | | | | | | | | | | 2 | 2 | | | | |
| 89 | 12 | 14 | | 1 | | | 4 | 2 | 2 | | | | | | | | | | | | 7 | 7 | | |
| 95 | 12 | 15 | | 3 | 3 | | 8 | 8 | | | | | | | | | | | 1 | 1 | | | | |
| 99 | 3 | 24 | | | | | 2 | 2 | | | | | | | | 1 | 1 | | | | | | | |
| Page Total | 200 | 406 | 0 | 12 | 9 | 0 | 118 | 94 | 8 | 1 | 1 | 0 | 6 | 4 | 0 | 18 | 17 | 1 | 12 | 10 | 0 | 33 | 28 | 4 |

Table 2.28. Contract KU 5-R – Variations

| VO No. | Description | Date of Approval | Status |
|--------|---|------------------|----------|
| 1 | Additional Office Items for Employer and Engineer | 02.03.2021 | Approved |
| 2 | Bituminous prime coat using CSS1 at rate of 1 liter per Sq.m (RD ID 29,79,77) | 23.06.2021 | Approved |
| 3 | Supply and maintain of provided vehicle Type 5 | 05.08.2021 | Approved |

Table 2.29. EOT Status – KU5-R

| Claim No | Reason for EOT | Status | Initial Completion Date | EOT No. | EOT (days) | New Completion Date | Remarks |
|----------|---|----------------------|-------------------------|---------|------------|---------------------|-----------|
| No. 01 | Direct Effect of Covid19 | Approved by Employer | 19th Aug 2021 | 1 | 60 | 18th October 2021 | Completed |
| No. 02 | Exceptionally Adverse Climatic Conditions | Approved by Employer | 18th October 2021 | 2 | 34 | 21 November 2021 | Completed |

| | | | | | | | |
|--------|-----------------------------|------------------------|------------------|---|----|-----------------|-------------------------------|
| No. 03 | Following Health Guidelines | Submitted to Secretary | 21 November 2021 | 3 | 44 | 04 January 2022 | Engineer Accepted for 44 days |
|--------|-----------------------------|------------------------|------------------|---|----|-----------------|-------------------------------|

Progress Photographs KU5-R



Asphalt Laying on RD ID 65 CH 0+980



Sub base laying on RD ID 80 CH 3+530



Rock filling on RD ID 89 CH 3+420



Culvert Construction on RD ID 13 CH 4+213



Sub base Laying on RD ID 80 CH 3+790



Asphalt Laying on RD ID 65 CH 0+870

2.2.2. CRCs in Puttalam

2.2.2.1. Contract PU1 – Contractor Ranken Railway Construction Company Ltd

28. The Contract Package PU1 consists of 11 roads totalling 90.56 km and the accepted contract value is LKR 1,706,320,523.61.

- All 11 roads, of the PU1 package, were handed over to the RDA on the 28th of February 2020, and the original Defect Notification Period ends on the 28th of February 2021.
- The Defect Notification Period was extended from 28th February 2021 to 30th June 2021 upon Employer's recommendation via letter RDA/iROAD/PD-NWP/PBM/03/009 on the 29th of January 2021.
- The contractor was informed of the above extension and revised expiry dates of each and every road via letter iROAD/PIC-02/Ranken/PU1/01/6022 on 29th of January 2021.
- Due to the continuous failure of the contractor to remedy the noticed defects during the current Defect Notification Period, the Engineer has further extended the Defect Notification Period until 31st December 2021 via letter iROAD/PIC-02/Ranken/PU1/01/6166 on 31st May 2021.
- Project has been completed successfully and PBM works are in progress.

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

29. 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.

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

All the Emergency Balance Works have been completed by the PU2 contractor.

2.2.2.2.1. Contract PU2-R1 - Contractor EDWARD AND CHRISTIE

Contract PU2-R1 - 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 | Latest Cost to Completion amount | Date of LOA | Date of Commencement | No. of Roads | Package Length (km) (As per the LOA) | Current Clause 8.3 Programme Revision No |
|--------|-------------------|--------------------------|----------------------------------|-------------|----------------------|--------------|--------------------------------------|--|
| PU2-R1 | Edward & Christie | 933,253,206.00 | No | 16/10/2020 | 15/12/2020 | 05 | 30.62 | Rev 0 |

Fig 2.21. Illustrates details of contract PU2-R1

Physical S-Curve of PU2-R1

PHYSICAL "S" CURVE FOR REHABILITATION & IMPROVEMENT OF 30.62 km OF RURAL ROADS IN PUTTALAM DISTRICT FUNDED BY ASIAN DEVELOPMENT BANK (PU2-R1)

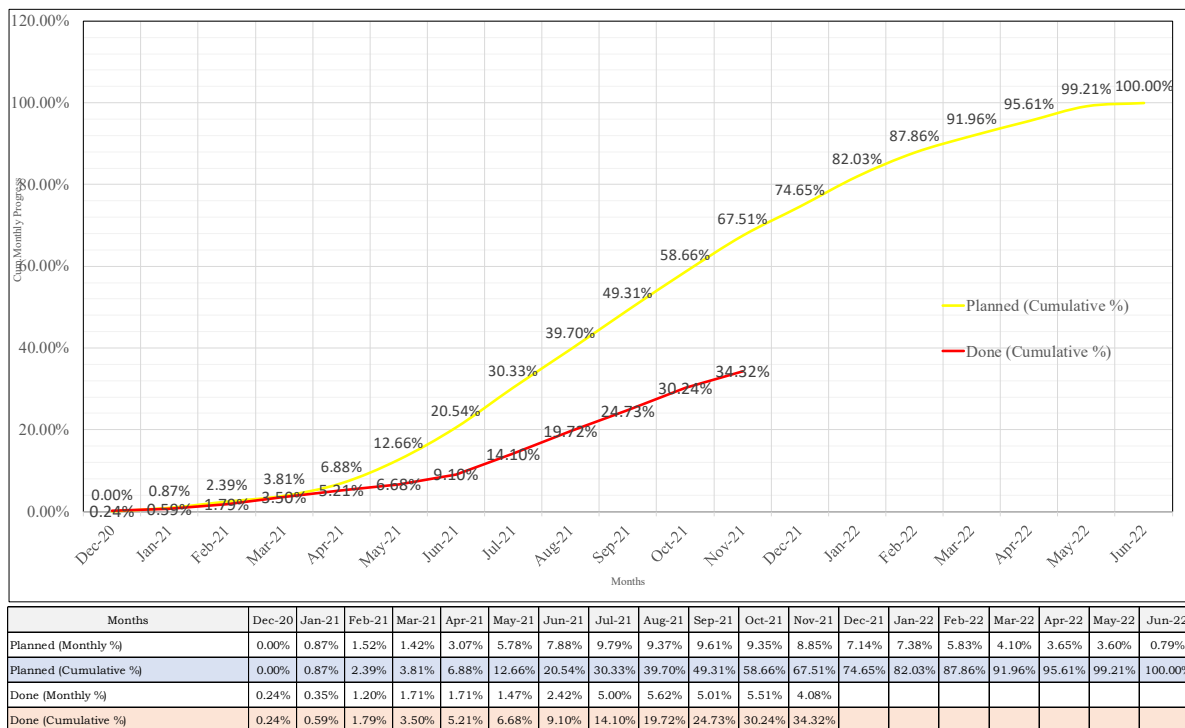


Fig 2.22. Graph of Physical Progress illustrating the Physical 'S' curve

Table 2.30. PU2-R1 Physical progress as per the master program

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| PU2-R1 | 58.66 | 30.24 | 8.85 | 4.08 | 67.51 | 34.32 | 7.14 |

Financial S-Curve of PU2-R1

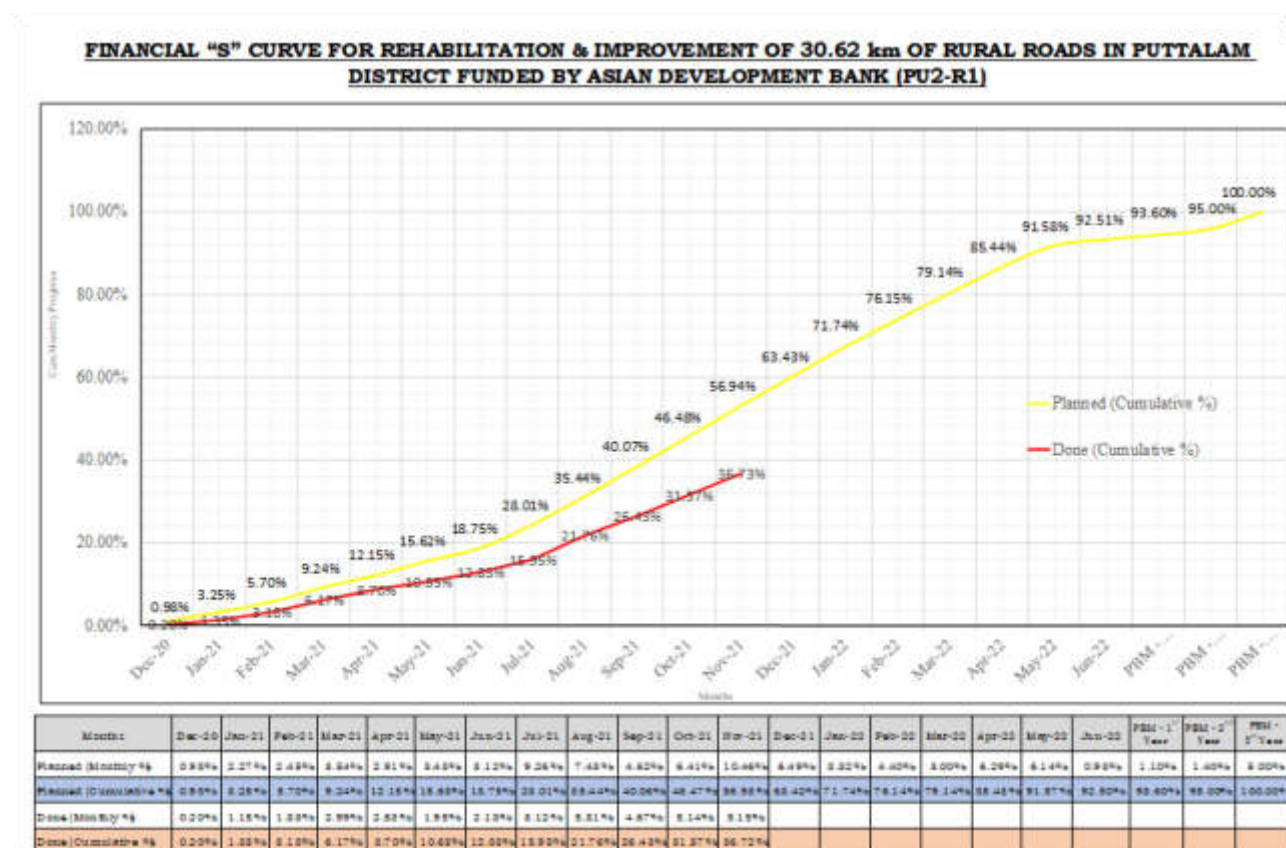


Fig 2.23. Graph of Financial Progress illustrating the Financial 'S' curve

Table 2.31. PU2-R1 Financial progress as per the master program

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target |
|------------|---|--------|------------------------------------|--------|--|--------|-------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| PU2-R1 | 46.47 | 31.57 | 10.46 | 5.15 | 56.93 | 36.72 | 6.49 |

Progress Summary of Road and Structural Works for PU2-R1

Table 2.32. Length wise Progress Summary of the Main Activities of the Road Works

| Description | Total Length / km | Up to October 2021(km) | November 2021(km) | Cumulative /km | Next Month Target (km) |
|-------------|-------------------|------------------------|-------------------|----------------|------------------------|
| Embankment | 18.00 | 8.02 | 1.50 | 9.52 | 2.22 |
| Sub base | 13.61 | 7.48 | 0.00 | 7.48 | 0.60 |
| Shoulder | 28.62 | 1.90 | 0.00 | 1.90 | 3.00 |
| A.B.C. | 18.00 | 7.47 | 1.17 | 8.64 | 2.95 |
| Prime | 18.00 | 5.77 | 1.48 | 7.25 | 3.11 |
| Asphalt | 18.00 | 4.10 | 2.31 | 6.41 | 3.91 |

Fig 2.24. Chart illustrating progress summary of Road Works for PU2-R1

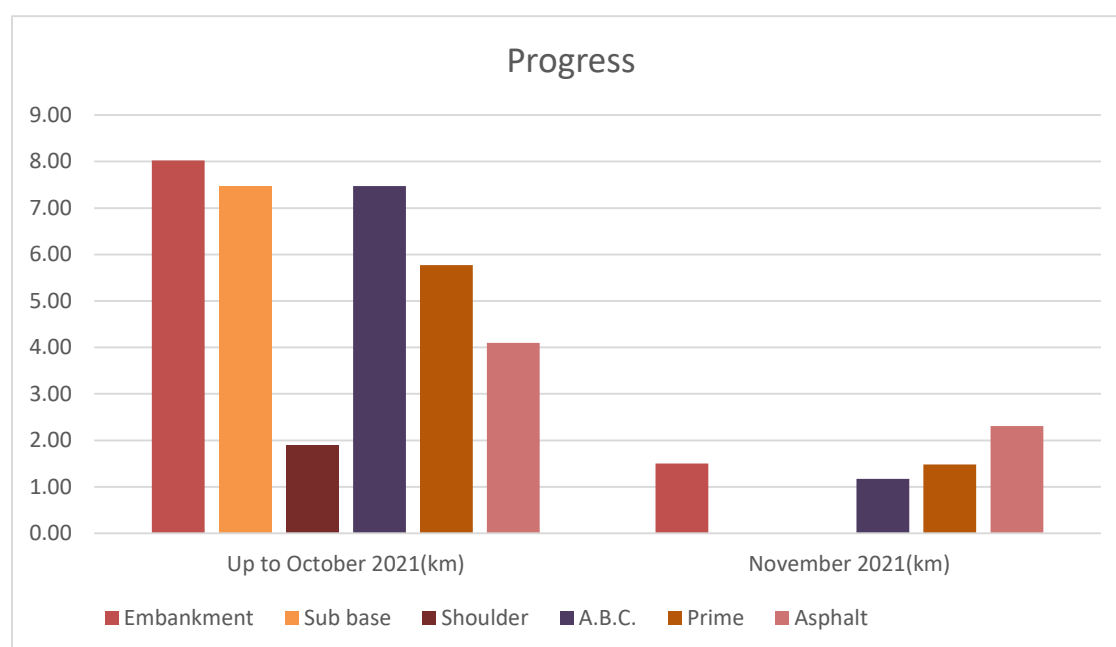


Table 2.33. Progress Summary of Structural Works PU2-R1

REHABILITATION/IMPROVEMENT OF RURAL ROADS IN THE PUTTALAM DISTRICT - PU2-R1
SUMMARY OF PROGRESS-STRUCTURAL IN END OF NOVEMBER

| Road ID | Total Culvert | Culvert Condition Report | | New Culvert | | | Reconstruction Culvert | | | Redecking Culvert | | | Widening Culvert | | | | | | | | | Cleaning & Repairing of Culvert | | | Remarks |
|---------|---------------|--------------------------|-------------|-------------|-----------|-------------|------------------------|-----------|-------------|-------------------|-----------|-------------|------------------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|---------------------------------|-----------|-------------|---------|
| | 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 | | | | |
| 45 | 10 | 1 | | | | | 4 | 3 | 1 | | | | | | | 1 | 1 | | 1 | 1 | | 4 | 4 | | |
| 13 | 11 | 1 | | 3 | 3 | | 5 | 5 | | | | | | | | | | | | | | 3 | 3 | | |
| 9 | 7 | 1 | | | | | | | | | | | | | | | | | | | | 7 | | | |
| 4 | 50 | 1 | | | | | 5 | 1 | 2 | | | | 2 | | | 2 | | | | | | 41 | 1 | 2 | |
| 2 | 27 | 1 | | 5 | | | 6 | | 1 | | | | 1 | | | 1 | | | 1 | | | 13 | | | |
| Total | 105 | 5 | 0 | 8 | 3 | 0 | 20 | 9 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 1 | 0 | 2 | 1 | 0 | 68 | 8 | 2 | |

Table 2.34. Contract PU2-R1 - Variations

| VO No. | Description | Amount (Rs.) | | Status |
|--------|--|--------------|------------|----------|
| VO-01 | Breaking, Crushing and Compacting existing concrete pavement | | 765,612.00 | Approved |

Progress Photographs (PU2-R1)



RD ID 13 – 1+605 – 1+620 BS Asphalt Laying



RD ID 02 – 0+900 – 0+950 BS Priming



RD ID 09 – 0+960 – 1+000 BS ABC Laying



RD ID 09 – 0+960 – 1+000 BS Sub Grade Preparation



RD ID 04 – 09+700 – 09+800 BS – Trimming and Levelling



RD ID 04 – 10+500 - 10+550 BS ABC Laying

2.2.2.2.2. Contract PU2-R2 - Contractor LUXMAN METAL CRUSHERS & ENTERPRISES

Contract PU2-R2 – Contract Details

30. 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 | Latest Cost to Completion amount | Date of LOA | Date of Commencement | No. of Roads | Package Length (km) (As per the LOA) | Current Clause 8.3 Programme Revision No |
|--------|-------------------------------------|--------------------------|----------------------------------|-------------|----------------------|--------------|--------------------------------------|--|
| PU2-R2 | Luxman Metal Crushers & Enterprises | 788,986,587.00 | No | 16/10/2020 | 15/12/2020 | 06 | 43.46 | Rev 0 |

Fig 2.25. Illustrates the details of contract PU2-R2

Physical S-Curve of PU2-R2

PHYSICAL "S" CURVE FOR REHABILITATION & IMPROVEMENT OF 43.46km OF RURAL ROADS IN PUTTALAM DISTRICT FUNDED BY ASIAN DEVELOPMENT BANK (PU2-R2)

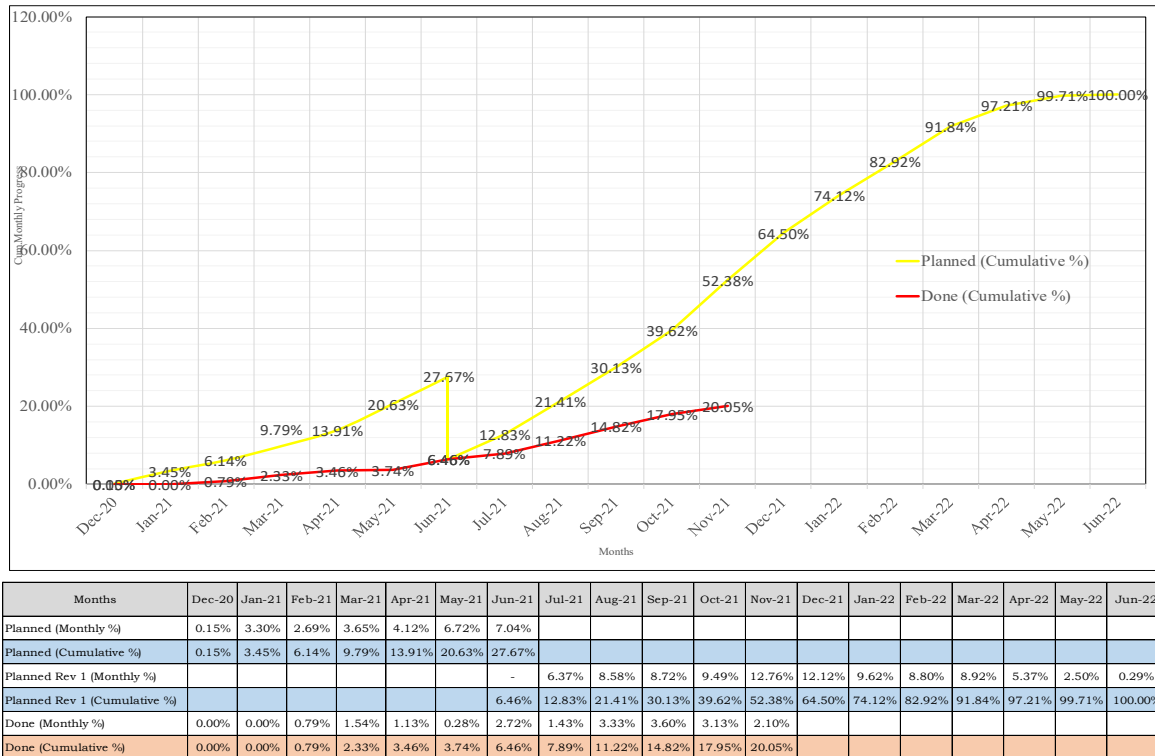


Fig 2.26. Graph of Physical Progress illustrating the Physical 'S' curve

Table 2.35. PU2-R2 Physical progress as per the master program

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| PU2-R2 | 39.62 | 17.95 | 12.76 | 2.10 | 52.38 | 20.05 | 12.12 |

Financial S-Curve of PU2-R2

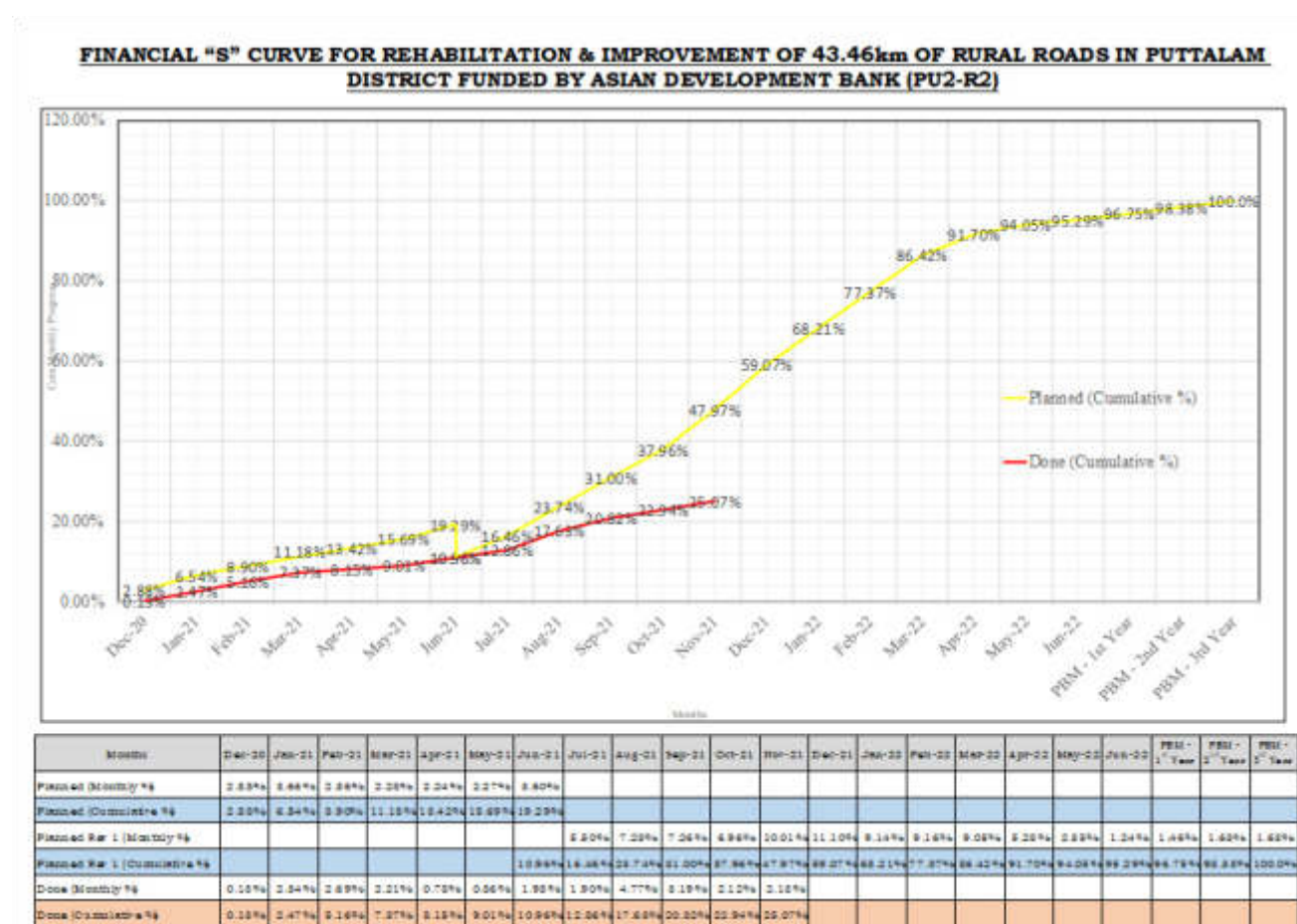


Fig 2.27. Graph of Financial Progress illustrating the Financial 'S' curve

Table 2.36. PU2-R2 Financial progress as per the master program

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target |
|------------|---|--------|------------------------------------|--------|--|--------|-------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| PU2-R2 | 37.96 | 22.94 | 10.01 | 2.13 | 47.97 | 25.07 | 11.10 |

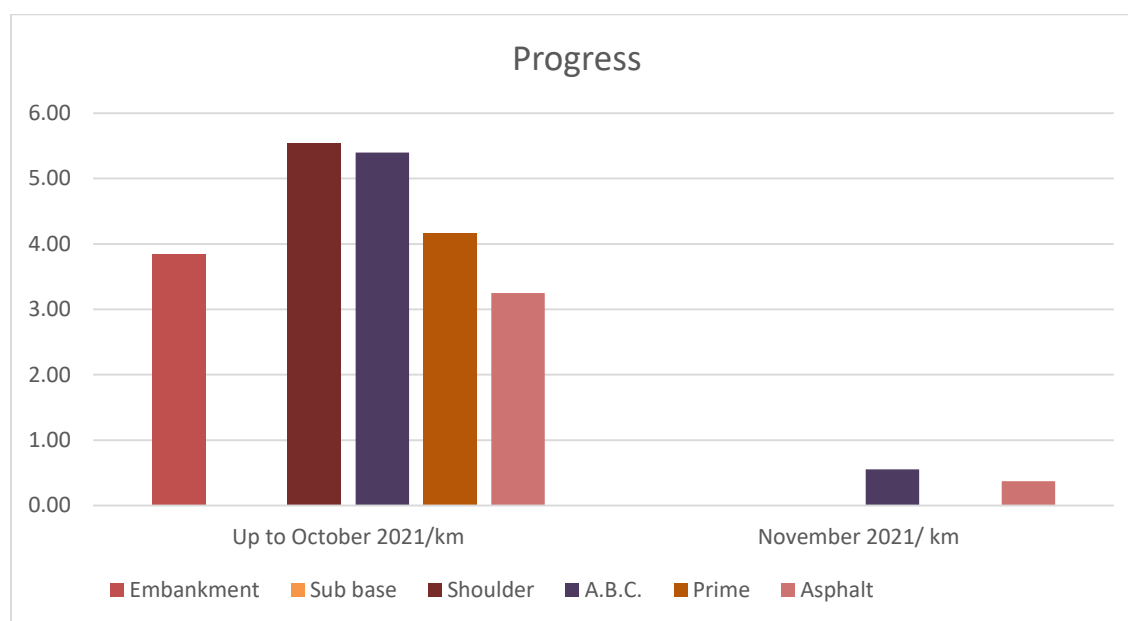


Fig 2.28. Chart illustrating progress summary of Road Works for PU2-R2

Table 2.37. Progress Summary of Structural Works PU2-R2

REHABILITATION/IMPROVEMENT OF RURAL ROADS IN THE PUTTALAM DISTRICT - PU2-R2
SUMMARY OF PROGRESS - STRUCTURAL IN END OF NOVEMBER 2021

| Road ID | Total Culvert | Culvert Condition Report | | New Culvert | | | Reconstruction Culvert | | | Redecking Culvert | | | Widening Culvert | | | | | | | | | Cleaning & Repairing of Culvert | | | Remarks |
|---------|---------------|--------------------------|-------------|-------------|-----------|-------------|------------------------|-----------|-------------|-------------------|-----------|-------------|------------------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|---------------------------------|-----------|-------------|------------------------------|
| | 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 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 45 | 1 | | | | | 3 | 1 | 1 | | | | 1 | | | 6 | 2 | | 1 | | | 34 | 3 | | |
| 26 | 30 | 1 | | | | | 1 | 1 | | | | | 1 | 1 | | 1 | | | 1 | 1 | | 26 | | | |
| 3 | 43 | 1 | | | | | 3 | 2 | | | | | 5 | 1 | 1 | 2 | | | 2 | | | 31 | | | |
| 28 | 10 | 1 | | | | | 3 | | | | | | | | | 1 | | | 2 | | | 4 | | | |
| 29 | 24 | 1 | | 1 | | | 12 | | | | | | 2 | | | | | | | | | 9 | | | |
| 30 | 9 | 1 | | | | | 4 | | | | | | 1 | | | | | | | | | 3 | | | 1 culvert - Decision Pending |
| Total | 161 | 5 | 0 | 1 | 0 | 0 | 26 | 4 | 1 | 0 | 0 | 0 | 10 | 2 | 1 | 10 | 2 | 0 | 6 | 1 | 0 | 107 | 3 | 0 | |

Progress Photographs (PU2-R2)



RD ID 26 – 10+620 – 10+680 BS Rigid Pavement



RD ID 03 – 06+480 – 06+520 BS Asphalt Laying



RD ID 03 – 6+003 BS Encasement Concreting



RD ID 03 – 06+480 – 06+520 BS Asphalt
Compaction



RD ID 03 – 09+340 – 09+360 BS Trimming
and Levelling



RD ID 03 – 08+160- 08+200 BS ABC
Compaction

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

31. 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.

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

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

2.2.2.3.1. Contract PU3-R - Contractor Consulting Engineers & Contractors (PVT) Ltd.

Contract PU3-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 | Latest Cost to Completion amount | Date of LOA | Date of Commencement | No. of Roads | Package Length (km) (As per the LOA) | Current Clause 8.3 Programme Revision No |
|-------|---------------|--------------------------|----------------------------------|-------------|----------------------|--------------|--------------------------------------|--|
| PU3-R | CEC (Pvt) Ltd | 896,648,172.00 | No | 16/10/2020 | 15/12/2020 | 15 | 48.37 | Rev 0 |

Fig 2.29. Illustrates the current status of contract PU3-R

Physical S-Curve of PU3-R

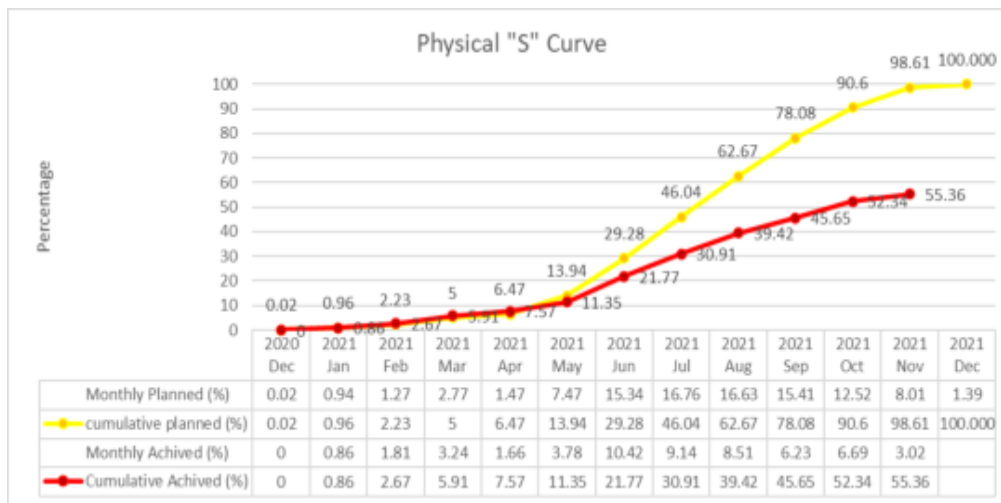


Fig 2.30. Graph of Physical Progress illustrating the Physical 'S' curve

Table 2.38. PU3-R physical progress

| Package No | | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|--|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | | Planned | Actual | Planned | Actual | Planned | Actual | |
| PU3-R | | 90.60 | 52.34 | 8.01 | 3.02 | 98.61 | 55.36 | 1.39 |

Financial S-Curve of PU3-R

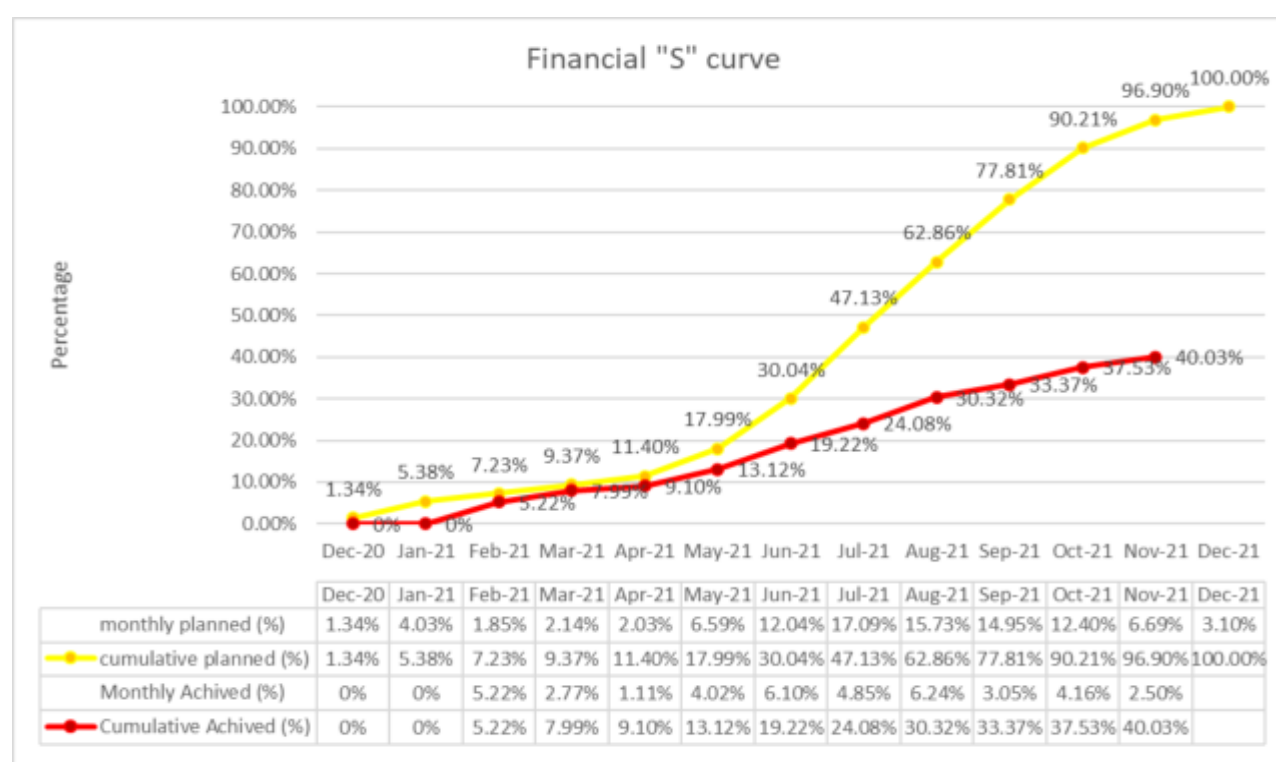


Fig 2.31. Graph of Financial Progress illustrating the Financial 'S' curve

Table 2.39. PU3-R Financial Progress

| Package No | Cumulative Progress up to end of October 2021 (%) | | Monthly Progress November 2021 (%) | | Cumulative Progress up to end of November 2021 (%) | | Next Month Target (%) |
|------------|---|--------|------------------------------------|--------|--|--------|-----------------------|
| | Planned | Actual | Planned | Actual | Planned | Actual | |
| PU3-R | 90.21 | 37.53 | 6.69 | 2.50 | 96.90 | 40.03 | 3.10 |

Progress Summary of Road and Structural Works – PU3-R

Table 2.40. Length wise Progress Summary of the Main Activities of the Road Works

| PU3-R Description | Total Length(Km) | Up to October 2021 (Km) | November 2021 (Km) | Cumulative (Km) | Next month Target (Km) |
|-------------------|------------------|-------------------------|--------------------|-----------------|------------------------|
| Embankment | 2.68 | 0.42 | 1.04 | 1.46 | 2.32 |
| Subbase | 10.68 | 3.98 | 1.23 | 5.21 | 0.00 |
| Shoulder | 90.30 | 14.66 | 0.00 | 14.66 | 9.16 |
| A.B.C | 10.68 | 5.65 | 0.00 | 5.65 | 1.59 |
| Prime | 10.68 | 5.50 | 0.00 | 5.50 | 0.14 |
| Asphalt | 10.68 | 5.14 | 0.00 | 5.14 | 1.82 |

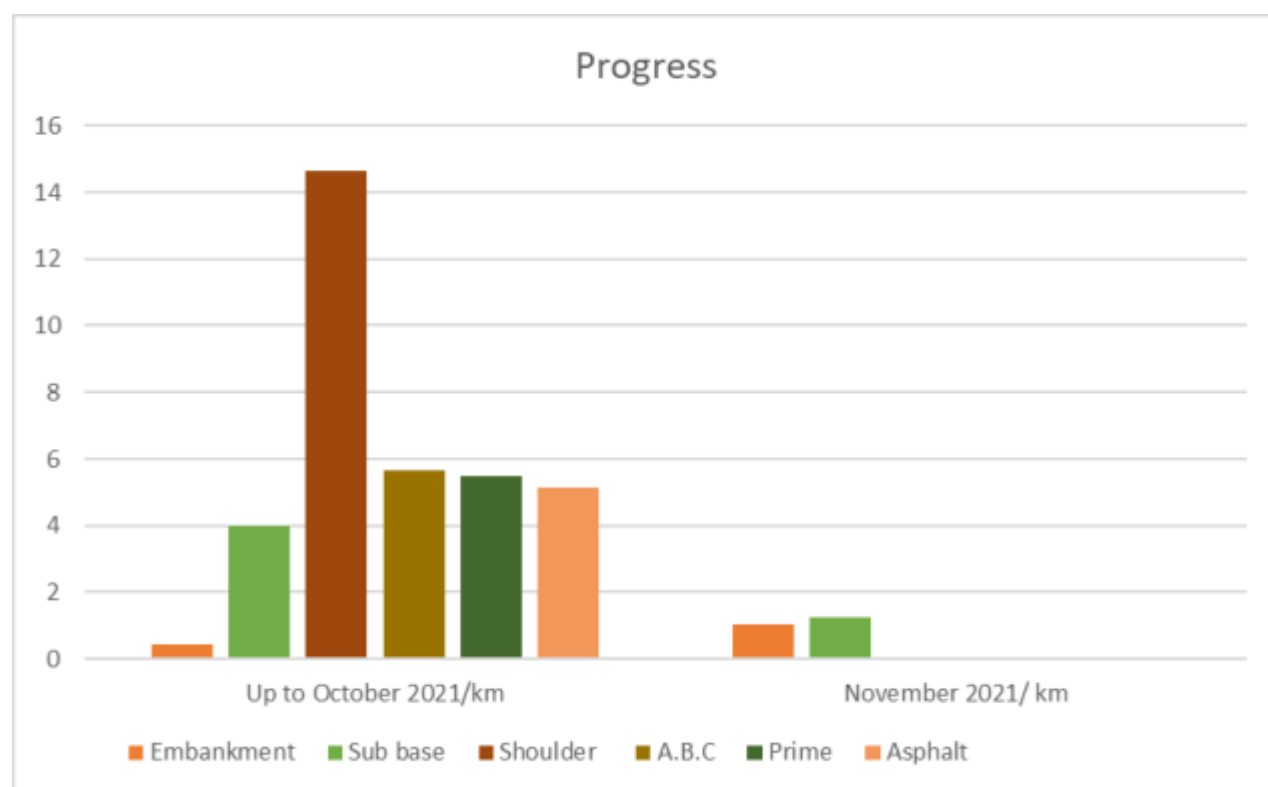


Fig 2.32. Chart of road works progress in PU

Table 2.41. Progress Summary of Structural Works PU3-R

| REHABILITATION/IMPROVEMENT OF RURAL ROADS IN THE PUTTALAM DISTRICT - PU3-R | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------|--------------------------|-------------|-------------|-----------|-------------|------------------------|-----------|-------------|-------------------|-----------|-------------|------------------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|---------------------------------|-----------|-------------|---------|
| SUMMARY OF PROGRESS-STRUCTURAL IN 31.11.2021 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road ID | Total Culvert | Culvert Condition Report | | New Culvert | | | Reconstruction Culvert | | | Redecking Culvert | | | Widening Culvert | | | | | | | | | Cleaning & Repairing of Culvert | | | Remarks |
| | 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 | | | | |
| 16 | 10 | 10 | | | | | | | | | | | | | | | | | | | | | 10 | | |
| 17 | 15 | 15 | | 1 | | | 2 | | 1 | | | | | | | | | | 1 | | 1 | 11 | | | |
| 21 | 19 | 19 | | | | | 6 | | 3 | | | | | | | | | | | | | 13 | | | |
| 22 | 9 | 9 | | | | | 1 | | 1 | | | | | | 1 | | 1 | | | | | 7 | | | |
| 24 | 5 | 5 | | | | | | | | | | | | | | | | | | | | 5 | | 2 | |
| 31 | 2 | 2 | | | | | | | | | | | | | | | | | | | | 2 | | | |
| 32 | 8 | 8 | | | | | | | | | | | | | | | | | 1 | | | 7 | | | |
| 33 | 6 | 6 | | | | | 1 | | | | | | | | | | | | | | | 5 | | | |
| 34 | 8 | 8 | | 1 | | | 3 | | 3 | | | | 1 | | 1 | 1 | | 1 | | | | 2 | | | |
| 36 | 7 | 7 | | 1 | | 1 | 3 | | 3 | | | | | | | | | | | | | 3 | | | |
| 38 | 5 | 5 | | | | | | | | | | | | | | | | | 3 | | | 2 | | | |
| 39 | 7 | 7 | | | | | 1 | | | | | | | | 1 | | | | | | | 5 | | | |
| 40 | 13 | 13 | | 1 | | | | | | | | | | | | | | | 2 | | | 10 | | | |
| 41 | 6 | 6 | | 1 | | | 1 | | 1 | | | | 2 | | | | | | | | | 2 | | | |
| 42 | 3 | 3 | | | | | | | | | | | | | 1 | | | | | | | 2 | | | |
| Page Total | 123 | 123 | 0 | 5 | 0 | 1 | 18 | 0 | 12 | 0 | 0 | 0 | 3 | 0 | 1 | 4 | 0 | 2 | 7 | 0 | 1 | 86 | | 2 | |

Progress Photographs -PU3-R



Road ID 24 Culvert construction



Road ID 17 Sub base Laying



Road ID 17 Embankment Construction



Road ID 17 Embankment Construction



Road ID 17 Sub base Laying



Road ID 17 Sub base laying

32. The Contractor has a SAC period after the handing over of a road. Then the PBM is starting. Therefore, the Contractor has to catch up and preventive maintenance. PBM works shall consists of activities necessary in or order to keep the road in compliance with specified performance of service levels. Maintenance services shall include all activities required to achieve and keep the road with performance of service levels. The PBM shall mainly consists of the following routine maintenance works;

- a) Maintenance of Carriageway.
- b) Maintenance of Road Side.

And also consists of other requirements such as.

- 1.2. Implementing and managing the site safety.
- 1.3. Implementing and managing traffic management along the road.

1.4. Maintaining access to adjacent properties.

1.5. Carrying out works without adversely affecting the environment.

1.6. Establishment and Maintenance of a Call Center.

1.7. Performance of works with due care and responsibility.

33. All the NCP packages, KU 01, KU 02 and PU 01 packages are under PBM period. Therefore, only PU 01 is monitoring by the PIC 02 and some of the KU 01 and KU 02 roads and other roads of NCP are monitoring by RDA. Further, at the end of August 2021, the KU 01 and KU 02 roads were handed over to the relevant authorities of PRDD, PRDA, DS and Pradeshiya Sabha.

3.0. Compliance with Social Safeguard Requirements

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

3.1. Compliance with respect to provisions in the Loan agreement

Funds are still being provided under Tranche 4 as indicated in the following Table.

Table 3.1. Compliance with Loan Conditions of project Social Safeguards 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 | IEE, EMP, EARF requirements are specified by Environmental Act of the country. Environmental safeguard policies of ADB was and being complied. |

| | | |
|--|--|---|
| | <p>forth in the respective IEE's and EMPs and any corrective and preventive actions set forth in a safeguard monitoring report.</p> | |
| | <p>The borrower shall ensure, or cause RDA to ensure, that the project does not have any Indigenous Peoples Safeguards and Involuntary Resettlement Safeguards impacts both within the meaning of SPS. In the event that the Project does have any such impact, the Borrower shall take all steps required to ensure that the project complies with the RF and IPPF, applicable laws and regulations of the borrower and the SPS</p> | <p>No indigenous people or communities identified during preliminary social studies/public consultations in the NCP and NWP areas.</p> <p>No need to prepare IPPF.</p> <p>All rural roads have been selected for Projects 4 and 5 are between 2.5 m to 5.5 m width of ROW. Therefore, no need of land acquisition or resettlement in the Project.</p> |
| | <p>The Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any provincial or rural road is implemented in accordance with the procedures laid out in Appendix 3 of the RF after free, prior and informed consultation and consent of the affected persons, provided that there shall be no voluntary land donation for national roads.</p> | <p>Project never encourages any land donations from the community, But, if it is a must the Project obtains it if the donor voluntarily donates the particular land.</p> <p>Road improvement works of CRC packages have been carried out mainly within the available road corridors. During the period of July to December 2021, the voluntary land donation activities have been taken place in NWP road construction works.</p> |

| | | |
|---|--|--|
| | | |
| 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 | <p>The Borrower and the Ministry shall do the following;</p> <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>Submitting Environmental Safeguard Impacts Monitoring report annually and Social Safeguard Impacts Monitoring Report semiannually.</p> <p>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> |

| | | |
|------------------------------|--|--|
| | (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. | |
| 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>During the period of July to December 2021 by the Engineer's staff (PIC2) especially by SGRO, ESSO and ARE. The status of the contractors' compliance with existing Labour laws during implementation of construction were satisfactorily done.</p> <p>The contractors are always being advised not to use child Labour and also encourage them to recruit unemployed/poor people and the affected people due to the Project as workers.</p> <p>There weren't child laborers recruited by any contractor during the reporting period.</p> <p>The contractors are continuously advised to recruit women as much as possible in the construction sites while paying equal payment</p> |

| | | |
|---|---|--|
| | | for men and women for same value of work. |
| Schedule 5 – 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 out come and output targets, are regularly monitored and reported to ADB | <p>At the beginning of the Project the Contractors were advised to give the priority for the women participation to the public consultation such as GRC formation meetings, refreshing transect walks, level 2 and 3 GRC meetings, finalizing road designs, health and road safety awareness programs etc.</p> <p>And such activities were monitored by PIC2 and PIU. Social and Environment safeguard officers of the contractors advised to ensure the above activities and SGRO monitored relevant activities from the refreshing transect walks and GRC formation up to now.</p> <p>Monthly progress review meetings are used by the SGRO to meet all the contractors and to monitor the status of contractor's compliance of the GAP.</p> |

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

35. Updated version of the Project Facility Administration Manual (FAM) October 2018 includes sections on safeguards (Involuntary Resettlement, Indigenous Peoples and Grievance Redress Mechanism), Gender and Social dimensions and Performance Monitoring.

Status of compliances during reporting period is summarized in the matrix below considering the activities happened in NWP and NCP from July to December 2021.

Table 3.2. Compliance with the FAM (Social Safeguards)

| Item/ Section/ Schedule | Description | Status of Compliance |
|-------------------------|--|---|
| Pre-construction | <p>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</p> <p>(i) minimize construction impact,</p> <p>(ii) identify and minimize social and environment impact, and</p> <p>(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.</p> <p>The PIC will review the final design.</p> | <p>During the reporting period July to December 2021 no activities related to transect walks and GRC formation were taken place since they have already completed during 2018.</p> <p>Transect walks which have been conducted during the pre-construction stage are the key component to reflect Community participation</p> <p>The outcome of the transect walks and video footage have been provided to the newly appointed re-tendered contractors to incorporate the design changers of each road.</p> <p>GRC meetings were held to resolve social issues related to Culverts in KU-05 (R), KU3R PU2-R1 and PU3R</p> |

| Item/ Section/ Schedule | Description | Status of Compliance |
|--------------------------------------|--|---|
| | | of NWP in the previous reporting period. |
| 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>PIC - 2 much concern to consider all the public grievances and monitor onsite social safeguards.</p> <p>The social and environmental issues emerged in the packages KU-03R, KU-05R, KU4- R1, R2 and R3 the all retendered packages in Puttalam District PU-02- R1, PU-02- R2 ,PU-03R , were investigated by SGRO , ESSO and DSESA of PIC2 with PIU-NWP staff.</p> <p>In addition to that 8 packages of NCP is included to the PIC 2. Civil works of them are completed and handed over to the relevant authorities. Only the documentation part is remaining to the PIC 2.</p> <p>SGRO monitored the Progress of the implementation of social safeguards activities of the contractors monthly with the coordination of the ESOs/SOs and the PMs of the contract packagers and ARE/ CE from the engineer and the PE, ESO and AESO from the employer.</p> |

| Item/ Section/ Schedule | Description | Status of Compliance |
|--|---|---|
| | | <p>The Complaint Registers are being maintained by the Contractors successfully in PIC2. (Please refer Annexure 1)</p> <p>The Contractors do the Pre-crack surveys for their roads before commencing the Physical construction (before use heavy machineries) on the sites. The SGRO assists to DSESA PU and ESOs of the Contractors how to complete the comprehensive reports.</p> <p>ESOs of the contractors must do the Pre-Crack Survey of each road and submit relevant documents to the Engineer prior to the commencement of the works.</p> <p>ESOs are being assisted by SGRO to comply with social safeguards requirements individually.</p> <p>All the relevant requirements reviewed during Monthly Progress Review Meetings during the period up to the end of December 2021.</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, | Already completed by the ESDD during pre-project implementation stage. |

| Item/ Section/ Schedule | Description | Status of Compliance |
|------------------------------|---|--|
| Unanticipated Impact. | <p>the PICs will carry out due diligence on the ongoing tranches.</p> <p>The RDA will be responsible for initial road selection based on growth potential of Grama Niladhari (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.</p> <p>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>Since no land acquisition in this program the completed due diligence reports have completed with other social safeguard requirements.</p> <p>The Land Donation activities are being carried out as described in the RF and in a transparent manner with proper public consultations by the PIU and the PIC2.</p> <p>During the reporting period there were 83 land donation activities taken place in Kurunegala District (KU3 R-29, KU5 R-25, KU4-R1-20, KU4-R2-02, KU4 R3 01) and 06 Land donation activities taken place in Puttlam District (PU3R -02, PU2-R1 – 03, and PU2-R2 - 01) Altogether 95 consent letters have been received by PIU. <i>(Pls Ref. Table 7.1 and Annexure II)</i></p> |
| | ‘Eminent domain’ will not occur if negotiation regarding land donation fails. Households will not donate more | Land Acquisition is not applicable to iRoad Programme. PIC2 and PIU always ensured that there are no any “Eminent Domain” practices and |

| Item/ Section/ Schedule | Description | Status of Compliance |
|----------------------------|---|--|
| | <p>than 5% of land holding and no physical displacement will take place.</p> <p>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.</p> <p>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.</p> <p>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 the RDA's ESDD and a social safeguard team under the PICs.</p> | <p>Voluntary Land Donation cannot take over 5% of land holding.</p> |
| VII Safeguards – | 62. For the investment program, an Indigenous Peoples Planning Framework (IPPF) has been prepared | There are no roads that are passing, close to or through settlements of indigenous people. Even during |

| Item/ Section/ Schedule | Description | Status of Compliance |
|--------------------------------|---|---|
| C. Indigenous Peoples | to guide the screening and preparation of safeguard planning for future tranches. | 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 the project area. |
| D. Grievance Redress Mechanism | 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. | All GRCs were established in Project 4 & 5 for the period of 2016 to 2018 complied with FAM (clause 64). The relevant government officials, one or two members from the requesters /complainers, PD, PE and ESO from the employer, ARE/CE and SGRO from the PIC-02 and PM /DPM and ESO from the contractor gather to |

| Item/ Section/ Schedule | Description | Status of Compliance |
|----------------------------|--|--|
| | <p>Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels:</p> <p>(i) At the grassroots level where complaints will be directly received and addressed by the contractor, the PIC or PIU representative onsite;</p> <p>(ii) Grievances that are simple but still cannot be addressed at the grassroots level will be addressed at the Grama Niladhari division level; and</p> <p>(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 the Grama Niladhari division and Divisional Secretariat levels.</p> | <p>the particular location and take the decisions where necessary in Construction and maintenance period in NWP.</p> <p>Level 3 GRC and Level 2 GRC Meetings meeting were not held in NWP.</p> <p>However public complaints received during the PBM period are being solved and monitored by the PIC 2 with the assistance of the Employer and the Contractor.</p> |

3.3 Compliance with requirements in the Resettlement Framework (RF)

36. 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 (RF)

| Item/ Section/ Schedule | Description | Status of Compliance |
|---|--|--|
| A. Background | <p>4. Rural Roads.</p> <p>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.</p> | <p>The roads having an average ROW less than 2.5 m were not selected.</p> <p>Locations which should be improved and safety needs have been highlighted in transect walk records.</p> <p>All road improvement works are being carried within the available ROW. Voluntary land donation process has been duly followed to obtain small strips of land from adjoining lots where required (for the purposes of road safety).</p> |
| B. Screening Criteria of Subsequent Projects | <p>44. The PIU will be responsible for clearly documenting the answers to these questions in a table format. In addition, the PIU will submit to ADB the Involuntary Resettlement (IR) Impact Categorization Checklist in Appendix 1 for each subsequent tranche. Based on the screening, the tranche will be assigned to one of the following categories depending on the</p> | <p>Complied during the SAPE works stage of iRoad program.</p> <p>Screening of all roads has been completed.</p> <p>No land acquisition or resettlement requirements. Tranche 2&3 has categorized as “B” in updated FAM of March 2018.</p> |

| Item/ Section/ Schedule | Description | Status of Compliance |
|--|---|--|
| | <p>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> | |
| 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.</p> <p>The due diligence report should confirm whether there are outstanding</p> | <p>Compiled during SAPE works.</p> <p>Involuntary Resettlement Due Diligence and Socioeconomic Assessment report has been prepared for roads in NCP and NWP.</p> <p>These reports include two sections; section 1 on Involuntary</p> |

| Item/ Section/ Schedule | Description | Status of Compliance |
|----------------------------|---|---|
| | <p>grievances or issues from previous acquisition of land.</p> <p>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> | Resettlement and section 2 on the socio-economic profile. |

4.0. Compliance with Gender Action Plan (GAP)

37. A Gender Action Plan (GAP) addressing following has been prepared for iRoad Program as this program has been classified as an Effective Gender Mainstreaming (EGM) Project. It 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.

4.1. Elderly, Women, Children, Disabled (EWCD) friendly Designs

38. The Gender Action Plan (GAP) is highly recommended the safety consideration during the period of 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 into designs

Table 4.1. The Completed roads with Approved Road Markings as at December 2021

| Package No | Road ID | Actual Road Length (km) | Paved Shoulders (km) | Pedestrian Crossings (Nos) | Signboards (Nos) | Other special road markings 1 (example rumble strips) (Nos) |
|--------------|---------|-------------------------|----------------------|----------------------------|------------------|---|
| KU3-R | 20 | 5.040 | 10.080 | 2 | 43 | 3 |
| | 37 | 3.140 | 6.280 | 1 | 30 | 0 |
| | 84 | 3.550 | 7.100 | 1 | 24 | 1 |
| | 87 | 7.693 | 11.542 | 0 | 16 | 2 |
| | 38 | 7.170 | 14.340 | 3 | 52 | 2 |
| | 22 | 23.123 | 9.000 | 4 | 214 | 0 |
| | 23 | 14.187 | 10.000 | 3 | 71 | 0 |
| | 68 | 6.687 | 0.000 | 1 | 21 | 0 |
| KU5-R | 26 | 10.93 | 350 m | 07 | 91 | 12 |
| | 61 | 4.94 | 485 m | 03 | 118 | 18 |
| | 77 | 4.12 | - | - | 15 | - |
| Total | | 90.58 | 68.342 | 25 | 695 | 38 |

39. So far iRoad program has completed number of rural roads 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).

EWCD Friendly Design Applications

Contract Package-KU3-R



Pedestrian crossings and access road improvement near Ketawala Maha Vidyalaya at Ch.01 + 560 RD ID 20



Concreting of access road to Sri Nandana Samatha Vidassana Arana at Ch.02+750 RHS RD ID 20



Pedestrian crossing and concrete access near to the Kosgolla Maha Vidyalaya at Ch.04+950 RD ID 20



Curve widening with concrete shoulders in order to facilitate the travelling in the narrow bends
RD ID 20



Pedestrian crossing at Thelambugalla Muslim Vidyalaya at Ch.03+060 - RD ID 38



Pedestrian crossing at Lihiniwehera School at Ch.01+420 - RD ID 38



Increased Asphalt with for a Parking Bay at Ch.01+480 – Ch.01+620 LHS (For Ikiriwaththa Vidyalaya.) RD ID 84



Pedestrian Crossing near to the Ikiriwaththa Vidyalaya and the concreted access of the school at Ch.01+620 - RD ID 84

40. The KU3R package RD ID 20, 37 roads are most difficult roads among the whole contract packages as they lie through very hilly terrain with collapsible areas. Therefore the construction works of this road were much challenging, however package KU 3R - RR Construction (Pvt) Ltd. achieved the goal of successfully completing this road. The road marking process is going on during this reporting period.

4.2. Gender Status of NWP

Table 4.2 Gender Status of NWP

| Working Location | District | Package | Gender | | Total No s | Female Percentage |
|-------------------------------|------------|--|--------|----|------------|-------------------|
| | | | M | F | | |
| PD Office | Kurunegala | | 18 | 6 | 24 | 25% |
| TL Office | Kurunegala | | 14 | 09 | 23 | 39% |
| ARE Office | Kurunegala | KU3R KU4 –R1 KU4 – R2 KU4 – R3 KU – 5R | 14 | 05 | 19 | 26% |
| ARE Office | Puttalam | PU2R1 PU2-R2 PU3R | 10 | 05 | 15 | 33% |
| CE Office | Kurunegala | KU – 3R | 12 | 03 | 15 | 20% |
| | | KU4 –R1 KU4 – R2 KU4 – R3 | 17 | 03 | 20 | 15% |
| | Puttlam | PU – 2 R | 10 | 03 | 13 | 23% |
| | | PU-3R | 08 | 03 | 11 | 27% |
| Contractors ‘Office staff | Kurunegala | KU – 3R | 30 | 07 | 40 | 18% |
| | | KU4 –R1 | 25 | 04 | 29 | 14% |
| | | KU4 – R2 | 23 | 02 | 25 | 8% |
| | | KU4 – R3 | 22 | 01 | 23 | 4% |
| | | KU – 5R | 57 | 02 | 59 | 3% |
| | Puttlam | PU2-R1 | 33 | 07 | 40 | 18% |
| | | PU2-R2 | 14 | 04 | 18 | 22% |
| | | PU – 3R | 21 | 00 | 21 | 0% |
| Contractors’ worker Staffs | Kurunegala | KU – 3R | 149 | 04 | 153 | 3% |
| | | KU4 –R1 | 35 | 00 | 35 | 0% |
| | | KU4 – R2 | 42 | 02 | 44 | 5% |
| | | KU4 – R3 | 86 | 02 | 88 | 2% |
| | | KU – 5R | 127 | 18 | 145 | 12% |
| | Puttlam | PU2-R1 | 75 | 02 | 77 | 3% |
| | | PU2-R2 | 30 | 00 | 30 | 0% |
| | | PPU – 3R | 86 | 02 | 88 | 3% |
| Sub total | | | 958 | 94 | 1045 | 9% |

Fig: 4.1. Gender Status of PIU and PIC-2 Office Staff

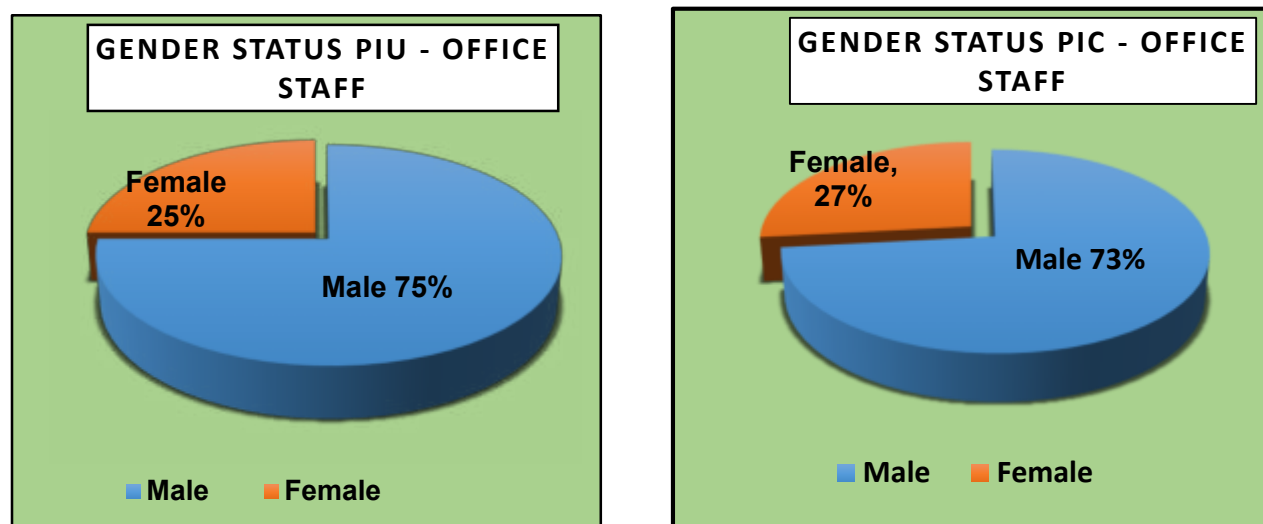
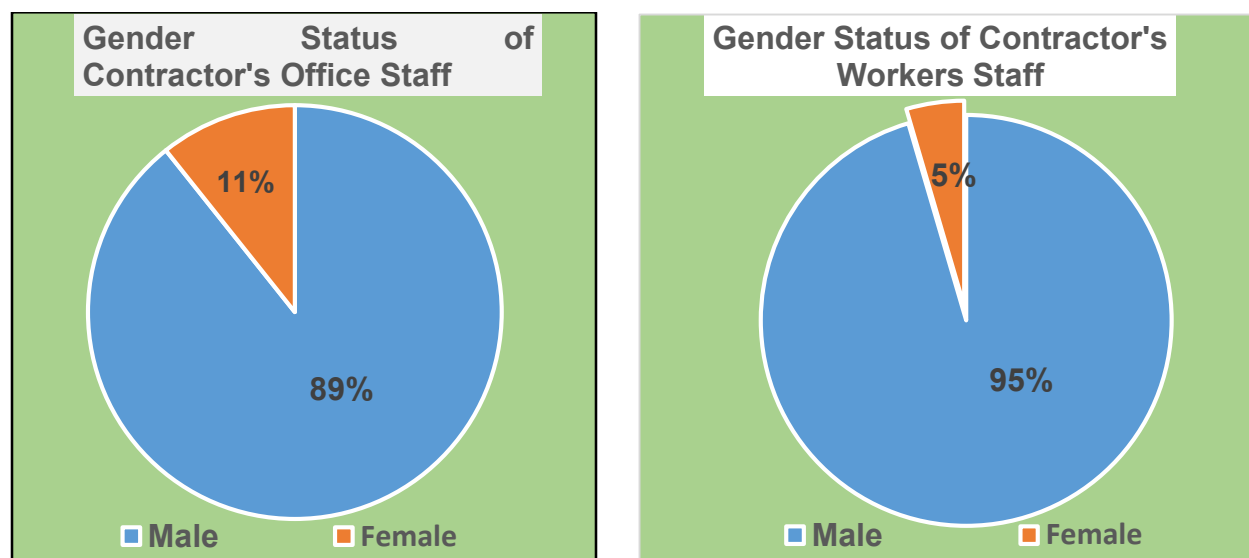


Fig: 4.2. Gender Status of Contractor in Construction Sites and Site Offices



41. Further details please refer the **Annexure VI: Integrated Road Investment Program: GAP Implementation Matrix – PIC 2**

4.3. HIV/AIDS Public Health Program

42. HIV / AIDS Prevention and Health Awareness Program Under updated Facility Manual, Section B VIII-A and according to the Contract Document Volume 3

43. S.EL.108.3, Volume 5A BOQ pay item 108(1), the Contractor has to conduct above program for civil works and employees and local communities.

The local communities are near the road development sites via approved service provider in accordance. With the S.C.1.6.7 of Condition of Contract. The project has made arrangement to implement the program into two steps at each package.

- Step 1 – HIV / AIDS prevention and Health awareness program for contract staff and labors.
- Step 2 - HIV / AIDS prevention and Health awareness program for local communities near the Road development sites.

44. PIC has assisted the Contractors to select the service providers for two provinces through competitive bidding procedure to conduct step 1 and 2 program with the intention of implementing more efficient and effective program for the benefit of target groups. The program has been specially designed to cover following areas;

- Epidemiological and behavioral surveillance, complication of other health and data relevant to HIV risk.
- Health education and risk reduction activities, including individuals, groups and community level Interventions.
- Build up linkages to diagnosis and treatment of other sexually Transmitted Disease (STD).
- Public information calculates on change the unhealthy attitudes.
- Health camp to the participant's checkup diabetic, Blood pressure condition and instruct to Address the issues.
- HIV prevention capacity building activities.

45. As a requirement of Gender Action Plan, awareness training to be provided on sexually transmitted diseases, STI, including HIV, and human trafficking for civil works and employees and local communities.

Table 4.3 HIV / AIDS prevention and Health awareness program for contract staff and labors conducted during the reporting period

| Package | Date | Venue | Participants | | | Female % |
|----------|------------|---|--------------|--------|-------|----------|
| | | | Male | Female | Total | |
| KU4 - R2 | 27/12/2021 | Green Village Hotel, Balalla | 86 | 15 | 101 | 15% |
| KU4 – R3 | 29/12/2021 | Hotel Budhdhi Samudra, Puttalam Road, Nikawaratiya. | 110 | 10 | 120 | 08% |

46. Occupational Health and HIV/AIDS Awareness program (Including Laborers, drivers, operators and all the staff members of the KU4-R2) has been completed by the Anura Wijenayake Company (Pvt.) Ltd. (KU4-R2) on 27th of December 2021. Further, the same program of the Occupational Health and HIV/AIDS Awareness program of the KU4-R3 has been completed by the International Construction Consortium (Pvt.) Ltd. (KU4-R3) on 29th of December 2021 at Hotel Budhdhi Samudra, Puttalam Road, Nikawaratiya. Female participation for these two programs is 15% and 08% respectively.

47. It was included more appropriate events and topics in these two 1st stage awareness programs; measuring HIV/AIDS Detection Rapid Test, Condom demonstration and Healthy Living Styles. HIV/AIDS and STD Awareness session was commenced by the Consultant Venereologist -General Hospital Kurunegala.

48. The Dept. of Health-Kurunegala and the Divisional Director of Health Services - Kurunegala coordinated with the SGRO and the ESSO of PIC-02 and the ESO and the AESO of PIU/NWP were given their assistance for the program to the success.

Photographical evidences of the Occupational HIV/AIDS Awareness program of the KU4-R2 and KU4-R3 Packages

| | |
|---|--|
|  |  |
| <p>Banner of the Program – KU4-R2</p> | <p>Lightning the Oil lamp by Project Director –KU4-R3</p> |
|  |  |
| <p>Registration - KU4-R2</p> | <p>Registration - KU4-R3</p> |
|  |  |
| <p>Participants for HIV/AIDS Occupational Health Program KU4 –R2</p> | <p>Participants for the HIV/AIDS Occupational Health Program KU4 –R3</p> |

| | |
|--|---|
|  |  |
| HIV/AIDS Detection Rapid Test – KU4-R2 | HIV/AIDS Detection Rapid Test – KU4-R3 |
|  |  |
| HIV/AIDS Occupational Health Program KU4 –R2 | HIV/AIDS Occupational Health Program KU4 –R3 |

5.0. Monitoring of Social Safeguards Compliance at Field Level

49. The iRoad Program is mainly a public participatory program. In this program field level monitoring of social safeguard compliances is essential. Furthermore, this program implementation is structured from the transect walks and GRC committee formation. In addition to that, the public consultation on land donation and receiving consent letters, mitigating negative construction impacts during construction are sensitive activities which could not be handled by the engineers alone.

50. Hence the social and Environmental staff is included into 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. The planned activities are producing the desired outcomes as described by the Resettlement Framework (RF) of iRoad Program.

51. The PIU and PIC2 applied the Social Safeguards Compliance at Field Level during the reporting period. Key actors of field level monitoring are the PIC2 and the PIU in NWP. In addition, RDA and CSD/SG Specialist assist PIU 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 July to December 2021.

Table 5.1 Key actors in Social safeguards monitoring in iRoad Program

| Key Agency | Responsibility (As described in the RF) | Implementation Status |
|--|--|---|
| Project Implementation Unit (PIU) | <p>The PIU plays the key role of coordinating with other related agencies and facilitating the entire process.</p> <p>Overseen the land availability and taking up them for proposed road Implementation of land donation activities; signing MOUs and or receiving Consent letters.</p> <p>Ensure the whether the GRCs have been formed and address the complaints.</p> | <p>During the period of July to December 2021, proper coordination was continued with relevant agencies, PRDA, CEB, Telecom, Agrarian Services, Archeology, NBRO, Irrigation, Divisional Secretary, Pradeshhiya Sabha and other related governmental authorities. <i>(Pls. Refer the table 8.1)</i></p> <p>236 level 2 and 84 level 3 GRCs in project 4 and 5 were formed. <i>(Pls. Refer the table 7.1)</i></p> <p>there were 83 land donation activities taken place in Kurunegala District (KU3 R-29, KU5 R-24, KU4-R1-20,</p> |

| | | |
|---|---|---|
| | | <p>KU4-R2-02,KU4 R3 01) and 09 Land donation activities taken place in Puttlam District (PU3R -3, PU2-R1 – 05, and PU2-R2 - 01) Altogether 95 consent letters have been received by PIU</p> <p>The cumulative figure of land donations through 95 consent letters at the end of December 2021.</p> <p><i>(Pls. Refer the table 7-1)</i></p> |
| <p>Project Implementation Consultants (PIC2)</p> | <p>Review the complaints, suggestions and requests coming from the public by considering the feasibility for the Engineering Design: Level 01.</p> <p>Provide technical support and advice for addressing complaints and grievances.</p> <p>Participate in resolving issues as a member of the GRC.</p> | <p>Public complaints, suggestions and requests which came through Transect walks, Public Complaint Register and GRC meetings have been incorporated in to the final Engineering Design. Therefore, some design changes are being processed and others are agreed to construct. During the reporting period June to December 2021.</p> <p>CRE, ARE, CE, SGRO, ESSO and TO of PIC2 participated in Public gathering meetings with other stakeholders in all packages of Kurunegala - and Puttalama During the</p> |

| | | |
|--|--|--|
| | | <p>reporting period. There is no any GRE meetings held with in the period of June to December 2021</p> <p>PIC 2 assisted to organize HIV/AIDS Occupational health awareness program during the reporting period for all eight packages But this programs had to be postponed due to the prevailing pandemic situation</p> <p>PIC2 carried out 48 progress review meetings which were helped to monitor field level social safeguards</p> <p>Implementation during the reporting period and SGRO participated for these 40 meetings. <i>(Pls Refer the table 5.3)</i></p> <p>SGRO participated in 09 meetings organized by PIU for resolving social issues in the field during the reporting period. <i>(Pls Refer the table 5.9)</i></p> <p>SGRO has joined with the other Stake holders for</p> |
|--|--|--|

| | | |
|--------------------|--|--|
| | | 28 field visits and DSESA – PU participate 26 field visits resolve or investigate social issues in the field during the reporting period. <i>(Pls. Refer the table: 5.4 and 5.5 table)</i> |
| Contractors | Ensure outcomes Suggestions from community consultations / transect walks are integrated into Engineering Design: Level 01. | During the reporting period ESOs and Design /Planning Engineers of Contractors have updated and studied the public requests came through transect walks. GRC meetings and public complaint register and how many of them incorporated with the final designs. Relevant records up to June to December 2021 submitted to the SGRO. Contractors' Monthly progress review reports of July to December 2021 were submitted. PIC 2 reviewed reports with PIU |
| ESDD | Conducting studies including social safeguard planning and socio-economic assessment for all future tranches. | Introduced Gender Action Plan and new monitoring system during previous reporting period. They coordinated to implement Gender Training Programs in |

| | | |
|--|--|--|
| | | four districts during the July to December 2021. |
|--|--|--|

5.1. PIU Contribution in Social Safeguards Monitoring

52. The important task of the PIU is resolving social issues through the GRC committees. 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 carries out above activities with the assistance of Project Engineers and Social and Environment Safeguard officers of the PIU.

53. Social and Environmental Safeguard staff of PIUs are involved with land donation activities, participating in GRC meetings to resolve social issues, inquiring field level public complaints. And participating in monthly progress review meetings (MPRM).

Table 5.2 PIU Social Safeguards Activities during the reporting period, July to December 2021

| Date | Activity | Package/ Road/ Venue | PIU members | Outcome |
|------------------|---|---------------------------------------|---------------|--|
| July | | | | |
| 08 | Stock and Disposal yard inspection | KU05R | ESO, AESO | Inspect the suitability of Stock and Disposal yards. |
| 09 | Stock and Disposal yard inspection | KU04R2 ID 90 & 08 | ESO, AESO | Inspect the suitability of Stock and Disposal yards. |
| 19 | Discussion on public complaints and GRC requests. | PU02R1 & PU02R2 | PE,ESO,AESO | In cooperated public complaints and GRC requests to the designs. |
| 29 | Stock and Disposal yard inspection | KU03R ID 17 | ESO, AESO | Inspect the suitability of Stock and Disposal yards. |
| 30 | Site inspection | KU03R ID 17 | PE, ESO, AESO | Problems identified and reported. |
| August | | | | |
| 02 | Cracked house inspection | PU02R2 ID04 & ID09 | PE,ESO, AESO | Problem solved and provided solutions. |
| 03 | Lead away clearance | PU02R2 ID 27 | ESO, AESO | Signed consent letters. |
| 04 | Stock and Disposal yard inspection | KU04R3 ID 28 PU02 R2 ID 26 & ID 27 | ESO, AESO | Inspect the suitability of stock and Disposal yards. |
| 16 | Lead away clearance | PU03R ID 34 | ESO, AESO | Signed consent letters. |
| 18 | Stock and Disposal yard inspection | KU05R ID 80 & 89 | ESO, AESO | Inspect the suitability of Stock and Disposal yards. |
| September | | | | |

| | | | | |
|-----------------|---|------------------------------|-------------------|--|
| 01 | Inspection on public complaints and GRC requests. | PU03R | PE, ESO, AESO | In cooperated public complaints and GRC requests to the designs. |
| 17 | Stock and Disposal yard inspection | PU02R1 ID 04 PU02R2 ID 03 | ESO, AESO | Inspect the suitability of stock and Disposal yards. |
| 27 | Discussion on public complaints and GRC requests. | KU05R | PE,ESO,AESO | In cooperated public complaints and GRC requests to the designs. |
| 28 | Discussion on public complaints and GRC requests. | PU03R | PE, ESO, AESO | In cooperated public complaints and GRC requests to the designs. |
| 30 | Stock and Disposal yard inspection | KU04R2 | ESO, AESO | Inspect the suitability of Stock and Disposal yards. |
| October | | | | |
| 04 | Discussion on public complaints and GRC requests. | KU03R | PE,ESO,AESO | In cooperated public complaints and GRC requests to the designs. |
| 07 | Site inspection / GRC outstanding works. | KU05R ID 14 | PE,ESO, AESO | Problem identified and reported. |
| 11 | Discussion on public complaints and GRC requests. | PU03R ID40 & ID17 | PE,ESO,AESO | In cooperated public complaints and GRC requests to the designs. |
| 18 | Site inspection. | KU03R ID37,38 & 40 | ESO, AESO | Inspect current status of stock and disposal yards. |
| 21 | Site inspection. | PU03R ID40 & 17 | PE, ESO, AESO | In cooperated public complaints and GRC requests to the designs. |
| 22 | Site inspection. | KU04R1 ID90 | | In cooperated public complaints and GRC requests to the designs. |
| 25 | Public complaint inspection | KU04R3 | PE,ESO, AESO | Discussed with relevant parties and problem solved. |
| 27 | Discussion on public complaints and GRC requests. | PU02R1 & R2 | PE,ESO,AESO | In cooperated public complaints and GRC requests to the designs. |
| 29 | Lead away clearances | PU02R1 ID02 | ESO, AESO | Discussed with land owners and consent letters signed. |
| November | | | | |
| 01 | GRC meeting | KU04R3 ID96 | PD, PE, ESO, AESO | Discussed with community and problem solved. |
| 02 | Lead away clearances | KU04R3 ID96 | ESO, AESO | Discussed with land owners, farmer organizations and consent letters signed. |
| 03 | Public complaint inspection | PU03R ID 17 | PD, PE, ESO, AESO | Discussed with community and problem solved. |

| | | | | |
|-----------------|---|-------------------------------|-------------|--|
| 04 | Inspection on public complaints and GRC requests. | KU04R1 | PE,ESO,AESO | In cooperated public complaints and GRC requests to the designs. |
| 05 | Stock and Disposal yard inspection | PU03R | ESO, AESO | Inspect the suitability of Stock and Disposal yards. |
| 10 | Inspection on public complaints and GRC requests. | KU04R2 | PE,ESO,AESO | In cooperated public complaints and GRC requests to the designs. |
| 16 | Lead away clearances | KU04R3 ID96 | ESO, AESO | Discussed with land owners and consent letters signed. |
| 23 | Public complaint inspection | PU02R1 ID 02 | PE, ESO | Discussed with community and problem solved. |
| 24 | Inspection on public complaints and GRC requests. | KU04R1 | PD, PE,ESO | In cooperated public complaints and GRC requests to the designs. |
| 25 | Public complaint inspection | PU02R1 ID 13 & 02 | PD, PE, ESO | Discussed with community and problem solved. |
| 26 | Lead away clearances | KU05R ID14 | ESO | Discussed with land owners and consent letters signed. |
| December | | | | |
| 01 | Public complaint inspection | PU02R2 ID 27 | PD, PE, ESO | Discussed with community and problem solved. |
| | | PU03R ID17 & 21 | | |
| 13 | Meeting with STD clinic | Teaching Hospital, Kurunegala | ESO | Arrange HIV and Health program. |

Photographical evidence for PIU Contribution in Social Safeguards Monitoring



Land Donation Consent Letters receive by AESO of PIU on RD ID 40 –Ch, 02+120 LHS –PU3 R



Land Donation Consent Letters receive by ESO & AESO of PIU RD ID 27 - Ch. 08+073 LHS – PU2-R2



RD ID 02 involve resolving public requests by PE with other parties (PU2-R1)

RDID 21 PU3-R - PIU involve PD / PE resolving public requests with other parties

5.2. PIC Contribution in Social Safeguards Monitoring

54. The SGRO complied participatory process to ensure broader participation of the rural population in project roads formulation. The DSESA appointed as the District Social and Environmental Safeguards Assistant for Puttalam District at PIC 02 with effect from February 2021. The SGRO monitoring land donation activities, preparing, monitoring reports during construction, monitoring incorporation of transect walk findings etc. are regularly complied with the assistance of the DSESA Puttalam. The outcomes of field level monitoring during the reporting period are briefed in the following tables.

Table No.5.3. Social Safeguards Activities during the Reporting Period (SGRO July to December 2021)

| Date | Activity | Package/ Road/Venue | Participants | Outcome |
|------|---|------------------------|---|---|
| July | | | | |
| 14 | Inspection of Public request (Request for pavement extend to the temple boundary wall.) | PU2-R2, ID 27 | PE/ESO/AESO-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU2-R2. | Agreed to make hard shoulder along the boundary wall of temple. |

| | | | | |
|-----------|--|--|--|--|
| 19 | Discussion on public complaints and GRC requests. | PU02R1 & PU02R2 | PE/ESO/AESO-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU2-R1 | In cooperated public complaints and GRC requests to the designs. |
| August | | | | |
| 02 | Cracked house inspection | PU02R2 ID04 & ID09 | PE/ESO/AESO-PIU, ESSO/SGRO/DSESA-PIC02, Insurance Company, House owners. | Problem solved and provided solutions. |
| 16 | Lead away clearance | PU03R ID 34 | ESO, AESO-PIU, ESSO/SGRO-PIC02, PM/ESSO-PU3-R | Signed consent letters. |
| September | | | | |
| 01 | Inspection on public complaints and GRC requests. | PU03R - ID 17, ID 21, ID 22, ID 24, ID 34, ID 36 and ID 40 | PE/ESO/AESO-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU3-R, Villagers. | In cooperated public complaints and GRC requests to the designs. |
| 13 | Inspection on public complaints and GRC requests. | PU03R- ID 21, ID 31 and ID 32 | PE/ESO/AESO-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU3-R, Villagers. | In cooperated public complaints and GRC requests to the designs. |
| 28 | Inspection on public complaints and GRC requests. | PU03R- ID 16, ID 40, ID 41, ID 42, ID 33, ID 38 and ID 39 | PE/ESO/AESO-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU3-R, Villagers. | In cooperated public complaints and GRC requests to the designs. |
| October | | | | |
| 05 | Land donation. | KU03 -R, ID 23 | AESO-PIU, SGRO-PIC02, ESO-KU03R | Signed the consent letters. |
| 06 | Inspection regarding the lead away requirements. | PU2-R1, ID 02 | PE-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU2-R1. | Discussed with land owners. |
| 07 | Site inspection / GRC outstanding works. | KU05R ID 14 | PE/ESO/AESO-PIU, ESSO/SGRO-PIC02, ESO-KU05R. | Problem identified and reported. |
| 11 | Discussion on public complaints and GRC requests. | PU03R ID40 & ID17 | PE/ESO/AESO-PIU, SGRO/DSESA-PIC02, AQS-PU3-R | In cooperated public complaints and GRC requests to the designs. |
| 13 | Inspection of Public request. (Regarding water line) | PU2-R1, ID 02 | PE/ESO-PIU, ARE/CE/ESSO/SGRO/DSES A/TO-PIC02, PM/ESO-PU2-R1, Members of Community based water project, Villagers | Discussed with Water project committee members and villagers |

| | | | | |
|----------|---|---------------------------|--|---|
| 18 | Site inspection regarding Public complaint. | KU03R ID37, ID 38 & ID 40 | ESO/AESO-PIU, ESSO/SGRO-PIC02, ESO-KU03R. | Problem identified and reported |
| 21 | Land Donation | PU3-R, ID 40 and ID 17 | AESO-PIU, CE/SGRO/DSESA-PICO2, AQS-PU3-R, GN, Land owners. | Discussed with Land owner and signed consent letter. |
| 25 | Public complaint inspection | KU04R3 | PE/ESO/AESO-PIU, ESSO/SGRO-PIC02, ESO-KU04R3. | Discussed with relevant parties and problem solved |
| 29 | Lead away clearances | PU02R1 ID02 | ESO/AESO-PIU, CE/ESSO/SGRO/DSESA/TO-PIC02, PM/ESO-PU2-R1, Villagers. | Discussed with land owners and consent letters signed. |
| November | | | | |
| 01 | GRC meeting | KU04R3 ID96 | PD/PE/ESO/AESO-PIU, ESSO/SGRO-PIC02, ESO-KU04R. | Discussed with community and problem solved. |
| 02 | Lead away clearances | KU04R3 ID96 | ESO/AESO-PIU, ESSO/SGRO-PIC02, PM/ESO-KU04R3, Villagers. | Discussed with land owners, farmer organizations and consent letters signed. |
| 03 | Inspection of Public requests. | PU3-R, ID 17 | PD/PE/ESO-PIU, CE/ESSO/SGRO/DSESA/TO-PIC02, DS, GN, Villagers. | Some requests were incorporated to the design. Some were rejected due to reasonable matter. |
| 04 | Inspection on public complaints and GRC requests. | KU04R1 17 ,19 | PE/ESO/AESO-PIU, ESSO/SGRO-PIC02, PM/ESO-KU04R1, Villagers. | In cooperated public complaints and GRC requests to the designs. |
| 10 | Inspection on public complaints and GRC requests. | KU04R2, 10 | PE/ESO/AESO-PIU, ESSO/SGRO-PIC02, ESO-KU04R2. | In cooperated public complaints and GRC requests to the designs. |
| 17 | Regarding public request. (Inundation issue) | KU04R3, ID 28 | PD/PE-PIU, ARE/CE/ESSO/SGRO-PIC02, PM/ESO- KU04R3, Villagers. | In cooperated public request to the design. |

| | | | | |
|----------|---|---------------------------------------|--|---|
| 23 | Inspection of Public request. (Regarding waterline problem) | PU2-R1, ID 02 | PE/ESO-PIU, CE/SGRO/ESSO/DSESA/TO -PIC02, PM/ESO-PU2-R1, Members of Community based water project. | Agreed to provide all GI pipes and PVC pipes to the relevant Locations by the community-based organization. In case of any damage to the pipe system during the pipe re-emergence, it should be repaired by the community-based organization. |
| 24 | Inspection on public complaints and GRC requests. | KU04R1,91, ID 08 | PD/PE/ESO-PIU, ARE/CE/SGRO/ESSO, PM/ESO-KU04R1, Villagers. | In cooperated public complaints and GRC requests to the designs. |
| 25 | Inspection regarding the public request in Road ID 13 and, inspect the damage caused by heavy rain in Road ID 02. | PU2-R1 ID 02, and ID 13 | PD/PE/ESO-PIU, ARE/CE/SGRO/ESSO/DSES A/TO-PIC02, PM/ESO-PU2R1, Villagers. | Road ID 02; CH: 05+700 to CH: 06+300 - Proposed to concrete the section. Road ID 13; CH: 04+530 - Proposed a new culvert. |
| 26 | Lead away clearances | KU05R ID14 | ESO-PIU, ESSO/SGRO-PIC02, PM/ESO-KU05R | Discussed with land owners and consent letters signed. |
| December | | | | |
| 01 | Public complaint inspection | PU-2R2 ID 27 PU-3R ID 17 and 21,24 | PD/PE/ESO-PIU, CE/ESSO/SGRO/DSESA/TO -PIC02, PM-PU3-R, GN, DS, Villagers. | Discussed with community and problem solved. |
| 13 | Meeting with STD clinic | Teaching Hospital, Kurunegala | ESO-PIU, ESSO/SGRO-PIC02 | Arrange HIV and Health program. |

55. The District Social and Environmental Safeguard Assistant (DSESA) for Puttalam district has been monitored safeguard activities in PU2-R1, PU2 – R2 and PU -3R. The continues field visits and reporting the current situation to the ARE-NWP and CRE was carrying out by the DSESA and SGRS during the reporting period

Table 5.4. PIC – 02 Social Safeguards Activities during the Reporting Period (DSESA July to December 2021)

| Date | Activity | Package/Road /Venue | Participants | Outcome |
|------|---------------|---------------------|----------------------------|--|
| July | | | | |
| 01 | Road Closure. | PU2-R2, ID 27 | DSESA-PIC02, ESO/SO-PU2-R2 | Find out if the residents around the Road ID 27 were aware of it. Instructed to ESO to put up notices and direction boards properly. |

| | | | | |
|-----------|---|--------------------------------|---|---|
| 06 | Stockyard inspection. | PU2-R2, ID 28, ID 29 and ID 30 | AESO-PIU, ESSO/DSESA-PIC02, ESO-PU2-R2. | Inspect the suitability of stockpile yards. |
| 14 | Inspection of Public request (Request for pavement extend to the temple boundary wall.) | PU2-R2, ID 27 | PE/ESO/AESO-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU2-R2. | Agreed to make hard shoulder along the boundary wall of temple. |
| 20 | Road Closure | PU2-R2, ID 27 | DSESA-PI02, ESO-PU2-R2. | Instructed to ESO to put up notices and direction boards properly. |
| August | | | | |
| 02 | Crack house inspection. | PU2-R1, ID 04 and ID 09 | ESO-PIU, ESSO/SGRO/DSESA-PIC02, Insurance Company, House owners. | Agreed to pay compensation. |
| 04 | Land Donation. | PU2-R2, ID 27 | ESO/AESO-PIU, DSESA-PIC02. | Discussed with Land owner and signed consent letter. |
| 09 | Inspection of Public request. (Regarding existing culvert shifting.) | PU2-R1, ID 45 | PE/AESO-PIU, ARE/CE/ESSO/SGRO/TO-PIC02, PM/ESO-PU2-R1, Villagers. | Discussed with land owners and decided to shift the existing culvert. |
| September | | | | |
| 09 | Road Closure. | PU2-R2, ID 27 | DSESA-PIC02, SO-PU2-R2. | Find out if the residents around the Road ID 27 were aware of it. Instructed to SO to put up notices and direction boards properly. |
| 17 | Stockpile yard inspection. | PU2-R2, ID 03 | ESO-PIU, ESSO/SGRO/DSESA-PIC02, ESO/SO-PU2-R2. | Inspect the suitability of stockpile yard. |
| 28 | Review of Public complaints arisen in GRC, Transect Walk and Public | PU3-R, ID 17 ID 21, and ID 24 | PE/AESO-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU3-R, Villagers. | Some requests were incorporated to the design. |

| | | | | |
|----------|--|--------------------------------|---|---|
| | complaint registers. | | | |
| October | | | | |
| 06 | Inspection regarding the lead away requirements. | PU2-R1, ID 02 | PE-PIU, CE/ESSO/SGRO/DSESA-PIC02, PM/ESO-PU2-R1. | Discussed with land owners. |
| 12 | Road Closure. | PU2-R1, ID 04 | DSESA-PIC02, ESO-PU2-R1. | Instructed to ESO to put up notices and direction boards properly. |
| 13 | Inspection of Public request. (Regarding water line) | PU2-R1, ID 02 | PE/ESO-PIU, ARE/CE/ESSO/SGRO/DSESA/T O-PIC02, PM/ESO-PU2-R1, Members of Community based water project, Villagers. | Discussed with Water project committee members and villagers. |
| 21 | Land Donation. | PU3-R, ID 40 | AESO-PIU, CE/SGRO/DSESA-PIC02, AQS-PU3-R, GN, Land owners. | Discussed with Land owner and signed consent letter. |
| 29 | Stockpile yard inspection. | PU2-R2, ID 03 | ESO-PIU, ESSO/DSESA-PIC02, ESO/SO-PU2-R2. | Inspect the suitability of stockpile yard. |
| November | | | | |
| 02 | Stockpile yard inspection. | PU3-R, ID 22, ID 24, and ID 36 | DSESA-PIC02, ESO-PU3-R | Inspect the suitability of stockpile yard. |
| 03 | Inspection of Public requests. | PU3-R, ID 17 | PD/PE/ESO-PIU, CE/ESSO/SGRO/DSESA/TO-PIC02, DS, GN, Villagers. | Some requests were incorporated to the design. Some were rejected due to reasonable matter. |
| 04 | Inspection of stockpile yard. | PU2-R1, ID 09 | ESO-PIU, ESSO/SGRO/DSESA-PIC02, PM/ESO-PU2-R1. | Inspect the suitability of stockpile yard. |

| | | | | |
|----------|---|--|---|--|
| 23 | Inspection of Public request. (Regarding waterline problem) | PU2-R1, ID 02 | PE/ESO-PIU, CE/SGRO/ESSO/DSESA/TO-PIC02, PM/ESO-PU2-R1, Members of Community based water project. | Agreed to provide all GI pipes and PVC pipes to the relevant places by community-based organization. In case of any damage to the pipe system during the pipe re-emergence, it should be repaired by the community-based organization. |
| 25 | Inspection regarding the public request in Road ID 13 and, inspect the damage caused by heavy rain in Road ID 02. | PU2-R1 ID 02, and ID 13 | PD/PE/ESO-PIU, ARE/CE/SGRO/ESSO/DSESA/TO-PIC02, PM/ESO-PU2R1, Villagers. | Road ID 02; CH: 05+700 to CH: 06+300 - Proposed to concrete the section. Road ID 13; CH: 04+530 - Proposed a new culvert. |
| December | | | | |
| 01 | Inspection of Public requests. | PU3-R, ID 24, ID 21 and ID 17 PU2-R2, ID 27 | PD/PE-PU2-R/PE-PU3-R/ESSO-PIU, CE-PU2-R/CE-PU3-R/ESSO/SGRO/DSESA-PIC02, ESO-PU3-R, ESO-PU2-R2. | Problems identified and provided solutions. |
| 02 | Inspection of Public request. | PU2-R2, ID 28 | DSESA-PIC02, DGM/SO-PU2-R2 | Problem identified and provided solution. |
| 09 | Inspection of Public requests. | PU2-R2, ID 28 and PU3-R, ID 34 | DSESA/TO-PU3-R – PIC02, DGM/SO-PU2-R2, SE-PU3-R. | Some requests were incorporated to the design. |



Site visit at PU 03-R on Road ID 36 –
Public complain DSESA contribution



Site visit at KU 03-R on Road ID 20 –
Public complain SGRO contribution

5.2.1. Participating in Meetings

▪ Monthly Progress Review Meetings

56. The Monthly Progress Review Meetings which are organized by the Assistant Resident Engineers in each district are conducted by the Team Leader/Chief Resident Engineer of PIC2. Project Director, relevant Project Engineer, ESO and AESO from PIU, RE, AREs, CEs, , SGRO, ME, QS and ESSO from PIC2 and Project Manager, Deputy Project Manager , relevant Site Engineer, ESO and Design Engineer of the Contractor participate in monthly progress review meetings. These meetings are held in package wise.

57. During the reporting period Progress Review Meetings have been conducted and in the meantime few field visits have also been followed. Due to the COVID-19 pandemic has had an unprecedented impact on the physical MPRM has been converted into the desktop meetings during the reporting period. After the declining the serious situations of the pandemic, from the month of September the Progress Review Meetings conducted physically by the PIC 2.

The advantage of having these meetings is to get the chance to meet and discuss about the comments and suggestions of the key actors of the iRoad Project monthly.

Table 5.5. Monthly Progress Review Meetings from July to December 2021

| S/ No. | Package | Date | Meeting Venue | Site visit (Road ID) | Month of MPR | Remark |
|--------|---------|------------|---------------|----------------------|--------------|--------|
| 01 | KU4-R1 | 11.08.2021 | Zoom Meeting | - | July | |

| S/ No. | Package | Date | Meeting Venue | Site visit (Road ID) | Month of MPR | Remark |
|--------|---------|------------|---------------------|-------------------------|-----------------|--------|
| 02 | KU5-R | 11.08.2021 | Zoom Meeting | - | July | |
| 03 | PU2-R1 | 11.08.2021 | Zoom Meeting | - | July | |
| 04 | PU2-R2 | 11.08.2021 | Zoom Meeting | - | July | |
| 05 | KU3-R | 13.08.2021 | Zoom Meeting | - | July | |
| 06 | KU4-R2 | 13.08.2021 | Zoom Meeting | - | July | |
| 07 | KU4-R3 | 13.08.2021 | Zoom Meeting | - | July | |
| 08 | PU3-R | 13.08.2021 | Zoom Meeting | - | July | |
| 09 | KU4-R1 | 14.09.2021 | Zoom Meeting | - | August | |
| 10 | KU5-R | 14.09.2021 | Zoom Meeting | - | August | |
| 11 | PU2-R1 | 14.09.2021 | Zoom Meeting | - | August | |
| 12 | PU2-R2 | 14.09.2021 | Zoom Meeting | - | August | |
| 13 | KU3-R | 15.09.2021 | Zoom Meeting | - | August | |
| 14 | KU4-R2 | 15.09.2021 | Zoom Meeting | - | August | |
| 15 | KU4-R3 | 15.09.2021 | Zoom Meeting | - | August | |
| 16 | PU3-R | 15.09.2021 | Zoom Meeting | - | August | |
| 17 | KU3-R | 12.10.2021 | CRE's Office | - | September | |
| 18 | KU5-R | 12.10.2021 | CRE's Office | - | September | |
| 19 | PU2-R1 | 14.10.2021 | ARE's Office (PU) | - | September | |
| 20 | PU2-R2 | 14.10.2021 | ARE's Office (PU) | - | September | |
| 21 | PU3-R | 14.10.2021 | ARE's Office (PU) | - | September | |
| 22 | KU4-R1 | 15.10.2021 | CE's Office (KU4-R) | - | September | |
| 23 | KU4-R2 | 15.10.2021 | CE's Office (KU4-R) | - | September | |

| S/ No. | Package | Date | Meeting Venue | Site visit (Road ID) | Month of MPR | Remark |
|--------|---------|------------|---------------------|----------------------|--------------|--------|
| 24 | KU4-R3 | 15.10.2021 | CE's Office (KU4-R) | - | September | |
| 25 | KU3-R | 09.11.2021 | ARE's Office (KU) | - | October | |
| 26 | KU5-R | 09.11.2021 | ARE's Office (KU) | - | October | |
| 27 | PU2-R1 | 11.11.2021 | ARE's Office (PU) | - | October | |
| 28 | PU2-R2 | 11.11.2021 | ARE's Office (PU) | - | October | |
| 29 | PU3-R | 11.11.2021 | ARE's Office (PU) | - | October | |
| 30 | KU4-R1 | 12.11.2021 | CE's Office (KU4-R) | - | October | |
| 31 | KU4-R2 | 12.11.2021 | CE's Office (KU4-R) | - | October | |
| 32 | KU4-R3 | 12.11.2021 | CE's Office (KU4-R) | - | October | |
| 33 | KU3-R | 14.12.2021 | ARE's Office (KU) | - | November | |
| 34 | KU5-R | 14.12.2021 | ARE's Office (KU) | - | November | |
| 35 | PU2-R1 | 15.12.2021 | ARE's Office (PU) | - | November | |
| 36 | PU2-R2 | 15.12.2021 | ARE's Office (PU) | - | November | |
| 37 | PU3-R | 15.12.2021 | ARE's Office (PU) | - | November | |
| 38 | KU4-R1 | 17.12.2021 | CE's Office (KU4-R) | - | November | |
| 39 | KU4-R2 | 17.12.2021 | CE's Office (KU4-R) | - | November | |
| 40 | KU4-R3 | 17.12.2021 | CE's Office (KU4-R) | - | November | |

58. Photographical evidence of the Monthly Progress Review Meetings which are organized by the Assistant Resident Engineers in each district are conducted by the Team Leader/Chief Resident Engineer of PIC2, Project Director, relevant Project Engineer, ESO and AESO from PIU, CRE, AREs, CEs, , SGRO, ESSO, ME, QS and DSESA from PIC2 and Project Manager, Deputy Project Manager, relevant Site Engineer, ESO and Design Engineer of the Contractor participate in monthly progress review meetings are as follows.



Fig 5.1. Monthly Progress Meeting PU2-R1 for the month of October 2021 ARE Office Chilaw



Fig 5.2. Physical Meeting PU2-R2 for the month of September 2021 ARE Office Chilaw



Fig 5.3. Physical Meeting PU 3R for the month of September 2021 ARE Office Chilaw



Fig 5.4. Physical Meeting PU2-R1 for the month of September 2021 ARE Office Chilaw

5.2.2 Special Discussions and Site visits for Reviewing the Public Complaints/ Requests/Suggestions that have arisen in the Transect walks, GRC meetings, Condition reports, previous Contractor's Public Complaint Register and the current Contractor's Public Complaint Register. (Related to Engineering Design changes only)

The discussions for Reviewing the Public Complaints/ Requests/Suggestions that have arisen in the Transect walks, GRC meetings, Condition reports, previous Contractor's Public Complaint Register and the current Contractor's Public Complaint Register. (Related to Engineering Design changes on was held for the Puttalam District and Kurunegala District as well.

59. CE, ESSO and SGRO from the PIC – 02 and PE, ESO, AESO, PE- KU 04 & PE - PU 3(R) from the Employer and the Project Managers, ESOs, of each Contractor participated in it. The SGRO has highlighted the Social Safeguards and ESSO highlighted the Environmental Safeguards of the public Complaints/ Requests/Suggestions. Moreover, PE from the RDA given the opinions about the Client's requirement. The PM and the ESOs, from Contractor have to submit and the suitable proposals to the engineer. Basically, this has been delivered the objectives and importance of project completion by safeguarding the socially and Environment friendly manner.

60. The joint site visits have been conducted by the Employer's PD, PE and ESO , the Engineer's ARE,CE, SGRO, ESSO and DSESA and the Contractor's PM and ESO together with the villagers to review and comply the public complaints, requests and suggestions that have been arisen in the GRC and the Public Complaint Register.



Joint site visit - Employer's, PE and ESO , the Engineers ARE,CE, SGRO, ESSO and DSESA and the Contractor's PM and ESO together with the villagers to review and comply the public complaints, requests and suggestions that have been arisen in the GRC and the Public Complaint Register. PU3R – RD ID 40



Joint site visit at Road ID 17 and 90 of the package KU4-R1 to review and comply the public complaints, requests and suggestions that have been arisen in the GRC and the Public Complaint Register.

5.3. Records of Public Complaints

61. A prime requirement of this project is maintenance of the records of public complaints received. All complaints, suggestions and requests received by PIU, PIC and the Project Managers office of the contractor should be entered in a register at the project manager's office of each package. A Master register should be maintained by the PIU with the collection of above-mentioned registers. It is monitored by Social Safeguard Officers of PIU and PIC while their site visits.

62. ESO of each contractor should present the summary of the complaint register at the Monthly Progress Review meetings. Project Director and the Chief Resident Engineer seriously consider the information presented. A sample complaint register is given in *Annexure I*. These documents are finally handed over to Employer along with other relevant documents.

63. Up to December 2021 the project had received 1117 suggestions, requests and complaints. Out of these issues action has been taken on 544 cases by end of December 2021. These public complaints, requests and suggestions were gathered from Initial GRC meetings and Transect Walks, Public Complaints Register-During Construction and GRC meetings and during the Construction. Some of them Taken/incorporated in to the Engineering Designs and some are Resolved-Not related to the Engineering Designs and others Solution In-progress was mentioned in the previous Semi Annual Reports. Please refer *Annexure II*

64. The table below (5.6) describes the status of resolving public complaints so far received to the new contractors of KU 04-R1, KU 04-R2, KU 04-R3 / PU2-R1, / PU2-R2, PU3R. KU 05-R and KU 3R. 1117 Total number of complaints, requests and suggestions

have been received. **544** among them are completely settled. And 398 are solution in progress. Among the unresolved majority is related to house access and requested retaining walls.

Table 5.6 Status of the Complaints/ Requests/ Suggestions Up to December 2021

| Contract Package | No. of Complaints/ Requests/ Suggestions | No. of Action Taken | Pending | No. of Rejected Due to Reasonable Matters |
|------------------|--|---------------------|------------|---|
| PU2-R1 | 18 | 9 | 9 | - |
| PU2-R2 | 84 | 39 | 40 | 5 |
| PU3-R | 79 | 40 | 34 | 5 |
| KU4-R1 | 38 | 15 | 21 | 2 |
| KU4-R2 | 138 | 88 | 8 | 42 |
| KU4-R3 | 103 | 27 | 68 | 8 |
| KU5-R | 531 | 201 | 217 | 113 |
| KU3-R | 126 | 125 | 01 | 12 |
| Total | 1117 | 544 | 398 | 187 |

65. The actions were taken satisfactorily for 544. 187 were rejected due to reasonable matters as they were beyond the scope of project frame work. 398 are pending to be solved. This graphically present as Figure 5.5

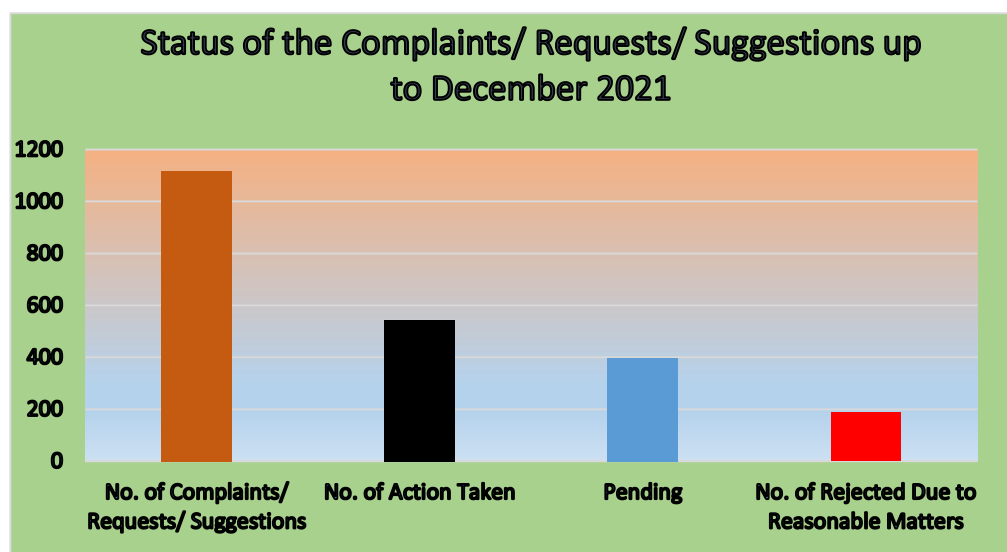


Fig. 5.5. Status of the Complaints/ Requests/ Suggestions up to December 2021

.5.4. Grievance Redress Committees and Functions in Resolving Public Issues

66. Section VI of the Resettlement Framework and Subsection 43 of Section “C” of the Environmental Assessment Review Framework (EARF) insist on the need for handling public grievances especially during the project implementation period. Three levels of Grievance Redress Mechanisms

67. GRM as indicated below have been adopted in iRoad Program to address public grievances.

- Level 1 – At this level, which is the grass root level, complaints can be received directly by the contractor, PIU and PIC representatives on site.
- Level 2 - At this level, the trivial grievances that couldn't be addressed at the grass root level can be addressed. Grievance Redress Committee (GRC) of this level is chaired by the Grama Niladhari of the area and the Project Engineer of the relevant PIU will serve as the secretary of the committee.
- Level 3 - At this level, more complex grievances which cannot be solved at the first two levels take into consideration.

Grievance Redress Committee of this level is chaired by the Divisional Secretary of the area and the Project Engineer of the relevant PIU will serve as the secretary to the committee.

68. The procedure that has to be followed in conducting affairs of Grievance Redress Committees (GRC) is clearly stated in the iRoad Program. Only one complaint has been received by the Sri Lanka Resident Mission (SLRM) of the ADB.

69. Public participation through GRCs, in consideration with environmental and social safeguard issues which may arise during road development, was one of important results came through GRC committees.

70. GRC committees so far have played an important role in Project 4 and Project 5 of PIC2. The GRC committees of level 2 and 3 have been formed in June 2016. These committees were active up to December 2021.

GRC Committees which are being functioned in NWP

Table No. 5.7. Status of GRC Committee Formation - Kurunegala District - NWP

| Contract No. | Contractor | No. of DS Divisions | No. of Roads | No. of GRC formed (Level 3 - DS) | No. of GRC formed (Level 2 - GN) |
|---------------------|-------------------|----------------------------|---------------------|---|---|
| KU3-R | RR Construction | 06 | 12 | 06 | 15 |

| | | | | | |
|--------|--------------|----|----|----|----|
| KU4-R1 | BPPE | 02 | 04 | 02 | 04 |
| KU4-R2 | AWC | 03 | 04 | 03 | 04 |
| KU4-R3 | ICC | 03 | 04 | 03 | 04 |
| KU5-R | Finite Lanka | 10 | 17 | 10 | 17 |
| Total | | | 31 | 24 | 44 |

Table No. 5.8. Status of GRC Committee Formation - Puttalam District - NWP

| Contract No. | Contractor | No. of Divisions | DS | No. of Roads | No. of GRC formed (Level 3 - DS) | No. of GRC formed (Level 2 - GN) |
|--------------|-------------------|------------------|----|--------------|----------------------------------|----------------------------------|
| PU2-R1 | Edward & Christie | 04 | | 12 | 04 | 06 |
| PU2-R2 | LMC | 03 | | 04 | 04 | 08 |
| PU3-R | CEC | 05 | | 04 | 05 | 15 |
| TOTAL | | | | 20 | 13 | 29 |

71. The Grievance Redress Mechanism (GRM) based on GRC committees also serves to maintain proper communication system between program implementers and the public. Public has been given opportunities to present their grievances, to make requests and clarify current issues at the GRC meetings while developing the road.

72. From the beginning of the project paid attention for the complaints, requests and suggestions made at Transect walks, GRC meetings and Complaint Registers. Representatives of Project Implementation Unit and Project Implementation Consultants and Contractors along with relevant Grama Niladhari attend these meetings.

Table 5.9 Details of the Meetings and Public gathers held to resolve the Social Issues/ Requests/ Complaints with Other stakeholders during the month of July to December 2021.

| Date | Matters Discussed/ Activity | Package/ Road/Venue | Participants | Outcome |
|-------------|--|----------------------------|---|--|
| 23/09 /2021 | To observe the public request to shift the culvert due to inundation of the house at the rainy season. | KU5-R, ID 12 | PD/PE/ESO – PIU ARE/ESSO/SGRO/ CE-PIC02, PD/PE-Requester, Public participants/ Villagers | The Culvert will be shifted to the requested location. The land owner forwarded her consent to the Local Authority attaching to her request. |
| 06/10 /2021 | To inquire and resolve the Public requests together with the community leaders CH: 05+011 RHS – Causeway | PU2 –R1 RD ID 02 | PE/ESO - PIU ARE/ESSO/SGRO/ CE-PIC02, , PM/SE/ESO Public participants | CH: 05+742 RHS- Lead away requirement was rejected on the objection of the land owner. CH: 05+011 RHS - Causeway rejected. Proposed to concrete that section. |
| 13/10 /2021 | Joint site inspection- waterline shifting | PU2 –R1 RD ID 02 | PE/ESO - PIU ARE/ESSO/SGRO/ CE-PIC02, , PM/SE/ESO Public participants | instructed to Contractor and PS will provide the pipes and other related items for CBO |
| 03/11 /2021 | To observe the public request to shift the culvert due to inundation LHS | PU3R RD ID 17 | PD/PE/ESO – PIU ARE/ESSO/SGRO/ CE-PIC02, GS/Agrarian Officer/ Requester, Public participants/ Villagers | New culvert at 02+532 |
| 17/11 /2021 | To inquire and resolve the Public requests together with the community leaders and relevant governmental organizations | KU4-R3, ID 28 | PD/PE- PIU ARE/SGRO/ESSO/ CE-PIC02, PM/ESO-KU5-R, Public participants | |



Joint site visit and FGD on RD ID 12 of KU5R



Focus Group Discussion and joint site visit at PU3R RD ID 17

5.5. Pre-crack Survey

73. The contractor should have to prepare a comprehensive report for each road of Pre-Crack Survey and submission of proper documents to the Engineer and approved prior to the commencement of works. Pre-crack survey (Existing Condition Reports) is very good application of Social Safeguards compliance in NWP.

74. PIC2 introduced standard format for Pre-crack survey (Existing Condition Reports) with the assistance of PIU. The contractor should complete the comprehensive reports for each road of Pre-Crack Survey and submission of proper documents to the Engineer prior to the commencement of works. If a property owner alleges that damage was sustained due to construction activities, the pre-construction survey can be referenced to confirm what visible damage pre-existed before the construction activity. On the other hand, this completed comprehensive reports are important to compensation process. The affected party and the Contractors are not facing conflicts as well as this will lead compliances the Social safeguards in the field.

Table 5.10 Present status of the Existing Condition (Pre-Crack Survey) Report submission at the end of December 2021

| S/N | Road ID | Percentage of the Pre-crack surveys according to the total Road Length | Total Number of Structures surveyed up to this month | Status of Submission of Reports |
|---------|---------|--|--|---------------------------------|
| KU 3(R) | | | | |

| S/N | Road ID | Percentage of the Pre-crack surveys according to the total Road Length | Total Number of Structures surveyed up to this month | Status of Submission of Reports |
|----------------|---------|--|--|---------------------------------|
| 01 | 71 | 100% | 77 | Submitted & Approved |
| 02 | 68 | - | - | - |
| 03 | 17 | - | 11 | In-progress |
| 04 | 20 | 100% | 90 | Submitted & Approved |
| 05 | 38 | 100% | 100% | Submitted & Approved |
| 06 | 37 | 100% | 74 | Submitted & Approved |
| 07 | 84 | 100% | 99 | Submitted & Approved |
| 08 | 39 | 100% | 80 | Submitted & Approved |
| 09 | 40 | 100% | 115 | Submitted & Approved |
| 10 | 22 | 100% | 146 | Submitted & Approved |
| 11 | 87 | 100% | 74 | Submitted & Approved |
| 12 | 23 | 100% | 77 | Submitted & Approved |
| KU-5(R) | | | | |
| 13 | 26 | (100 %) | 410 | Submitted & Approved |
| 14 | 29 | (100 %) | 170 | Submitted & Approved |
| 15 | 61 | (100 %) | 92 | Submitted & Approved |
| 16 | 62 | 100 %) | 75 | Submitted & Approved |
| 17 | 79 | (100%) | 53 | Submitted & Approved |
| 18 | 83 | (100%) | 237 | Submitted & Approved |
| 19 | 95 | (100%) | 32 | Submitted & Approved |
| 20 | 77 | (100%) | 96 | Submitted & Approved |
| 21 | 65 | (100 %) | 112 | Submitted & Approved |
| 22 | 70 | (83.5%) | 108 | Submitted & Approved |
| 23 | 14 | 100% | 35 | Submitted & Approved |
| 24 | 12 | (100%) | 224 | Submitted & Approved |
| 25 | 80 | 100% | 62 | Submitted & Approved |
| 26 | 99 | 100% | 146 | Submitted & Approved |
| KU4-R1 | | | | |
| 27 | 08 | 100% | 452 | Submitted & Approved |
| 28 | 90 | 100% | | Report Submitted |
| 29 | 91 | 100% | | Report Submitted |
| KU4-R2 | | | | |
| 30 | 94 | 100% | | Submitted & Approved |
| 31 | 10 | 100% | | Submitted & Approved |
| PU2-R1 | | | | |
| 32 | 45 | 100% | | Submitted & Approved |
| 33 | 13 | 100% | | Submitted & Approved |
| 34 | 09 | 100% | | Submitted & Approved |

| S/N | Road ID | Percentage of the Pre-crack surveys according to the total Road Length | Total Number of Structures surveyed up to this month | Status of Submission of Reports |
|---------------|---------|--|--|---------------------------------|
| PU2-R2 | | | | |
| 35 | 26 | 100% | 135 | Submitted & Approved |
| 36 | 28 | 100% | 26 | Submitted & Approved |
| 37 | 21 | 100% | 49 | Report Submitted |
| 38 | 30 | 100% | | Submitted & Approved |
| 39 | 29 | 100% | | Submitted & Approved |
| 40 | 03 | 100% | | Submitted & Approved |
| 41 | 28 | 100% | | Submitted & Approved |

75. 6.0. Issues found during Social Safeguards Monitoring of iRoad Program

- Mr A.H.M.Aberathna and Mrs. A.M.Somawathi are roadside dwellers at Road ID 04/ Ch.09+870 –RHS of PU 02 – R1 and has complained that their house cracked due to vibration during road construction activities.

76. They extended their grievance to Project Director. As the SGRO, I was observed that the previous Contractor has done the Pre-Crack Survey in the particular house, though it is a prime responsibility of the Contractor. But unfortunately, it is very difficult to find out the approved Pre-Crack Survey reports on RD ID 04 and 09 at present.

77. The SGRO through the CRE-PIC2 suggested the RDA to have an Independent investigation about this complaint through a relevant government institution.

78. Therefore, the Employer has intended to get the assistance of a reputed government organization relevant to the subject matter in North Western Province for getting a reasonable estimate for the damages of their house.

79. Hence, a site inspection was carried out to estimate for repairs of house cracks by Additional Director and one Technical officer from North Western Provincial Engineering Department with the participation of, ESO and AESO from RDA and SGRO and ESSO from the PIC 02.

80. Mr A.H.M.Aberathna and Mrs. A.M.Somawathi's complaint about the house cracks at Ch.09+870 –RHS on RD ID 04 of PU2-R1 was resolved during the month of November 2021 by deciding to pay a reasonable amount of compensation for their loss. This amount of money was

allocated from the revised Employer's claim. This incident was solved according to the Social Safeguards compliance in the field of road construction. The employer obtained a 'Satisfaction letter' from them.



Fig 6.1. Handed over the compensation to the Mr. A.H.M. Aberathna and Mrs. A.M. Somawath and obtained the satisfaction letter from them

- 81. Mr.E.P.Amithapala and Mrs. R.P. Chandrawathi. Central Attavilluwa, are roadside dwellers at Road ID 09/ 02+035 –LHS of PU 02 – R1 and has complained that her house cracks due to vibration during road construction activities
- 82. They extended their grievance to Project Director. As the SGRO, I was observed that the previous Contractor has done the Pre-Crack Survey in the particular house, though it is a prime responsibility of the Contractor. But unfortunately, it is very difficult to find out the approved Pre-Crack Survey reports on RD ID 04 and 09 at present.
- 83. The SGRO through the CRE-PIC2 suggested the RDA to have an Independent investigation about this complaint through a relevant government institution.
- 84. Therefore, the Employer has intended to get the assistance of a reputed government organization relevant to the subject matter in North Western Province for getting a reasonable estimate for the damagers of their house.
- 85. Hence, a site inspection was carried out to estimate for repairs of house cracks by Additional Director and one Technical officer from North Western Provincial Engineering Department with the participation of, ESO and AESO from RDA and SGRO and ESSO from the PIC 02.

86. Mr. E.P.Amithapala and Mrs. R.P. Chandrawathi's complaint about the house cracks at Ch. 09/ 02+035 –LHS on RD ID 09 of PU2-R1 was resolved during the month of November 2020 by deciding to pay a reasonable amount of compensation for her loss. This amount of money was allocated from the revised Employer's claim. This incident was solved according to the Social Safeguards compliance in the field of road construction. The employer obtained a 'Satisfaction letter' from them.



Fig 6.2 Handed over the compensation to the Mr. E.P.Amithapala and Mrs. R.P. Chandrawathi and obtained the satisfaction letter from them

7.0. Progress in Land Donation for Road Improvement Works

87. The Appendix 3 of the Resettlement Framework describes basic principles and procedures of land donation enable project team to comply with social safeguard requirements.

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

89. In this section missions how the public consultation process carrying out by PIU, PIC-2 and the Contractor while complying with social safeguard requirements during the reporting period.

90. As states the TOR of the PIC2 - SGRO to monitor the land donation process and join in PIU Social Safeguard team and ESO/SSO of the contractor when they having consultations and receiving consent letters from land donors. The engineer (PIC2) should ensure with the assistance of the SGRO that receiving additional land portions are technically and socially feasible and land owner He /she, decides to give the land free and without any compensation.

91. The request come from the contractor and the Engineer (PIC2) to organize joint investigation whether additional land needed or not. If needed it will be informed to PIU by the CRE. Then Contractor to peg-out land strips to be taken and negotiation with land owners will be carried out by ESO/AESO of PIU with Project Engineer and SGRO if necessary, then the receive consent letters. It was identified that some of the contractors are in need of additional land strips to carry out the road improvement to the required standards.

92. Hence, the project has instructed the following steps in Land donation process

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

93. Two types of MOU have been introduced. They are;

- (a) Individual MOU – Signed by the private land owner and Project Engineer (PE) of PIU.
- (b) Common MOU – Signed by the group of land owners and Project Engineer (PE) of PIU.

94. During the reporting period there were 83 land donation activities taken place in Kurunegala District (KU3 R-29, KU5 R-25, KU4-R1-20, KU4-R2-02, KU4 R3 01) and 06 Land donation activities taken place in Puttlam District (PU3R -02, PU2-R1 – 03, and PU2-R2 - 01) Altogether 95 consent letters have been received by PIU

Land Donation status during the reporting period are as follows;

Table 7.1 Status of Land Donations up to the December 2021 of PIC - 02

| Serial No | Package | Contractor | No of Land Donations |
|-----------|---------|-----------------|----------------------|
| 01 | KU3-R | RR Construction | 29 |
| 02 | KU4-R1 | BPPE | 20 |

| | | | |
|----|--------|-------------------|----|
| 03 | KU4-R2 | AWC | 02 |
| 04 | KU4-R3 | ICC | 01 |
| 05 | KU5-R | Finite Lanka | 25 |
| 06 | PU2-R1 | Edward & Christie | 03 |
| 07 | PU2-R2 | LMC | 01 |
| 08 | PU3-R | CEC | 02 |

95. The PIC Consultant will provide construction supervision services for fifteen (15) CRCs in Anuradhapura, Polonnaruwa, Puttalam and Kurunegala, composed of approximately 1201 km of provincial and rural roads. Initial construction is to be completed over the first 2 years followed by a 3 years' performance-based maintenance period.

96. Out of 15 CRC's 10 CRC's have been completed and the other 5 have been terminated, retendered and awarded by the Employer. Retendered CRCs are being implemented and progressing.

7.1 Keeping Records of Land Donation Process

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

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

98. An electronic database of land donation is maintaining by the PIU at respective Project Director's Offices. *(Pls Ref. Annexure II)*

The Photo evident of land donation process in two Packages are as follows.



Land Donation Consent Letters receive by
ESO & AESO of PIU RD ID 27 - Ch.
08+073 LHS – PU2-R2



Lead away clearance at Ch:6+250 RHS
Road ID – 02 PU2-R1

8.0. Coordinating with line agencies and sharing of experience with other PICs

99. The rural road development program is implemented with the various socioeconomic complexities in villages. Therefore, it should be considered carefully. Hence, PIU must maintain a good relationship with the stakeholders and villagers in the relevant area.

100. The Employer, the Engineer and the Contractors should be able to maintain a good coordination with relevant government and semi-government organizations in order to fulfill project objectives and increase performance of the iRoad Program.

101. The PIU is taking this responsibility and keeping a proper coordination with line agencies such as Local Authorities, Divisional Secretariats, District Development Councils, Dept. of Irrigation, and Dept. of Agrarian Services Government Service Agencies such as CEB, Telecom, Dept. of Forest and all other government organizations.

8.1. NWP/PIU Records of Meetings participated during reporting period

| Divisional Coordinating Committee Meeting – Kurunegala District | | | |
|---|------------|---------------------|-----------------------------|
| | Date | Package | Divisional Secretary Office |
| 1 | 10.08.2021 | KU5-R | Panduwasnuwara - West |
| 2 | 11.10.2021 | KU2 | Polgahawela |
| 3 | 03.11.2021 | KU5-R | Wariyapola |
| 4 | 05.11.2021 | KU5-R | Panduwasnuwara - West |
| 5 | 09.11.2021 | KU3-R | Rideegama |
| 6 | 14.12.2021 | KU4-R2 | Ehetuwewa |
| | | | |
| Divisional Coordinating Committee Meeting – Puttalam District | | | |
| | Date | Package | Divisional Secretary Office |
| 1 | 12.08.2021 | PU2-R2 | Chilaw |
| 2 | 29.09.2021 | PU3-R | Pallama |
| 3 | 28.10.2021 | PU2-R2 | Chilaw |
| 4 | 25.10.2021 | PU3-R | Mahawewa |
| 5 | 07.12.2021 | PU3-R | Nattandiya |
| | | | |
| District Coordinating Committee Meeting | | | |
| 1 | 16.11.2021 | Puttalam District | |
| 2 | 23.11.2021 | Kurunegala District | |

9.0. Public Consultations and Information Dissemination

102. This section of the report considers the activities and measures have been taken by PIU, PIC2 and Contractor related to public consultation and information dissemination in the project and also considering from the beginning of the project Kurunegala District and Puttalam District public consultation and information dissemination on project implementation has to be played a significant role in the field.

103. Meetings, discussions, field visits, notices and sign boards, etc. are considered as important in dissemination of project information and consultation of public as allowing two-way communication system.

104. In addition to the awareness meetings conducted before the commencement of civil works a public information notice developed in local languages is being displayed at community attracted places in the project area. The main purposes of these notices are to create awareness among communities on the project, understand to what extent the community can involve in the project activities and how to make complaints, suggestions and requests to the project authorities. The

public information notice brings the key information about the project and contact numbers of relevant officers of the project whom to be contacted regarding social and environment issues

105. iRoad road safety communication provides guidance for the construction sites considering safety of people moving there and on the other hand, road safety know-how to the public who will use developed roads and how to manage in new carpeted roads minimizing road accidents.



Fig 9.1. Traffic Management in Road Closure at Road ID 27 (Ch. 07+771)- PU2R2



Fig 9.2. Road Closure Notice RD ID 99- KU5R



Fig.9.3. Night time safety arrangement at Road ID 26 (Ch. 09+771)- PU2R2



Fig.9.4. Road safety arrangement at Road ID 79 (Ch. 02+822 – Ch. 02+858 RHS)- KU5R



Fig. 9.5. Informing to people about inconveniences happen due to the road works at Road ID 17- PU3R



Fig. 9.6. Awareness pocket meeting at Road ID 28- KU4R3



Fig.9.7. Installation of Complaints/ Suggestion/Request Boxes & Public Notices at Road ID 08- KU4R1



Fig.9.8. Complaint Box placed on Road ID 13 at (Ch.3+240 LHS)- PU2R1

106. The Public Notices (Green Notices) are displayed at places within the project area where people frequently gather. Main purpose of these notices is to create awareness about the Project among the people and provide information so that the people can submit complaints, suggestions and requests to relevant authorities of the project. One of the prime responsibilities of this project is maintaining the records of public complaints received and provide solutions for those by considering the scope of the project.

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

108. These boxes are installed at Contractor's Site Offices, Grama Niladhari Offices of the road related area and public places of the construction sites. These boxes are open once a week to collect any Requests, Suggestions or Complaints put in to these boxes. Photo Evidence in complaint boxes are as follows



Fig.9.9. Complaint Box placed on Road ID 45 at (Ch. 01+200 RHS) – PU2R1



Fig.9.10. Complaint Box placed at Road ID 28 (Ch. 00+250 RHS)- PU2-R2

9.1 Social Work (CSR-Cooperate Social Responsibility) and Context Sensitive Design (CSD)

9.1.1 Cooperate Social Responsibility (CSR)

109. In addition to civil works construction, the contractors of all 08 packages under PIC 2 organized and performed number of social activities at the project area with the assistance of PIC and PIU during the reporting period

Through the CSR programs PIC 2 expected following benefit for the iRoad program,

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

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

110. All contractors with the assistance of the PIC 02 and their respective PIUs have undertaken several social activities in their respective areas. Please refer Annexure No V

Table 9.1 CSR activities during project period.

| Package | Date | Location | Social work/Programs Conducted | Objective/s | No. of Participants / Beneficiaries | |
|---------|------------|--------------------------|---|---|-------------------------------------|--------|
| | | | | | Male | Female |
| KU4-R3 | 23/10/2021 | Madahapola Village. | Excavation done to lay water supply line 300m | Drinking water supplying for 10nos families | 12 | 08 |
| KU4-R3 | 15/10/2021 | Kasikote Primary school. | Excavated a pit for sewer line of the school. | Existing sewerage pit was damaged and new one build | 10 | 03 |
| KU4R2 | 03/07/2021 | Deweta Road, Daladagama | Drain cleaning, weeding and pot hole patching | Preparation road for motorable condition. | 18 | 19 |

9.1.2 Context Sensitive Design (CSD)

111. Community members in the village play an important role in identifying local and regional problems and solutions that may better meet and balance the needs of all stakeholders. Transect walks. Focus group discussions. As this report is linked with rural community it is a good system where participation of sustainability of the project.

112. Public awareness meetings and One on one interviews are the major strategies for the application. Context Sensitive Design is a model for transportation project development. Are designed and built with minimal disruption to the community. Involve efficient and effective use of the resources (time, budget, community) of all involved parties

113. Early public involvement can help reduce expensive and time-consuming rework later on and thus contributes to more efficient project development.

Context Sensitive Design promotes six key principles:



- Balance safety, mobility, community, and environmental goals in all projects.





- Involve the public and affected agencies early and continuously.
- Use an interdisciplinary team tailored to project needs.
- Address all modes of travel.
- Apply flexibility inherent in design standards.
- Incorporate aesthetics as an integral part of good design.




114. CSD requires an early and continuous commitment to public involvement, flexibility in exploring new solutions, and an openness to new ideas. But the Context Sensitive Design (CSD) Integrate public viewpoints including safety in to level 1 designs. (as much as possible) also Avoid any embarrassments to public and Keep a dialog with the community and other stakeholders will leads to Generate opportunities to the publics.


115. The concept and approach of Context Sensitive Design (CSD) helps in involving stakeholders in a more efficient way in the project cycle. A better designing approach that is sustainable in terms of socioeconomic and environmental aspect.




Table No. 9.2. Review of the Public Complaints/ Requests/ Suggestions that have arisen in the Transect Walks, GRC meetings, Condition reports, Previous Contractors' Public Complaint Registers and the Current Contractors' Public Complaint Registers. (Related to Engineering Design Changes Only)


| Serial No | Package | RD ID | Name and Address of Complainer | A brief description of complaint/ Request /Suggestion | GRC Meeting Date | Solution Proposed /Design changers | Remarks |
|--|---------|-------|---|--|------------------|--|-----------|
| 01 | KU3R | 20 | Lakshman Vijerathna, "Somi Kelum", Kosgolla, Kurunegala. | Requesting solutions for the inundation of his house. Ch.04+740 RHS | | A new cross drain (600mm*600mm) was constructed. | Completed |
|  | | | |  | | | |
| 02 | KU3R | 37 | Rev. Kiribathgalle Gunalankara Thero, Sri Abhinawaramaya, Kiribathgalla, Delvita. | Request to asphalt the access road to the temple; Sri Abhinawaramaya (Ch.02+750 RHS) | | The access road to the temple; Sri Abhinawaramaya (Ch.02+750 RHS) was asphalted. | Completed |



| | | | | | | | |
|--|------|----|--|--|----------------------------------|---|-----------|
|  | | | |  | | | |
| 03 | KU3R | 87 | Villagers, Athiliyagalawaththa, Nikadalupotha and in the previous GRC meeting minutes. | Concreting of the road surface near to the Sand Extraction Plant (Ch.04+970 – Ch.05+250) as this area is a flood prone area. | 2016.10.1 1 and 2020.07.24 | The mentioned road section was concreted. | Completed |
|  | | | |  | | | |



| | | | | | | | |
|---|------|----|---|--|--|--|-----------|
| 04 | KU3R | 39 | Stanley Fonseka, Mahawela, Pihimbuwa. | Requesting proper protection to the house as the embankment is collapsible. | | Raising of the outer wall of the "U" drain at Ch.00+000 – Ch.00+052 LHS. | Completed |
|  | | | | | | | |
| 05 | KU3R | 20 | W.A. Nandadewa, "Sampath Welandasela", Ketawala, Inguruwaththa. | Requesting proper actions to the flooding of the compound by the rain water from the road. | | A hard shoulder with a curb wall of 150mm wall height was constructed (Ch.01+629 – Ch.01+680 RHS) | Completed |
|  | | | |  | | | |





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|--|------|----|--|--|--|---|-----------|
| 06 | KU3R | 20 | W.A. Jayasinha, Ketawala, Inguruwaththa, Mawathagama and W.A.Malani Wijesinghe, Ketawala, Inguruwaththa, Mawat hagama | Requesting proper actions for the protection of the house as the embankment is collapsed. | | An "L" wall was constructed for the protection of the embankment (Ch.01+755 – Ch.01+792 LHS) | Completed |
|  | | | | | | | |
| 07 | KU3R | 20 | S.A. Gunarathna, Ketawala, Inguruwaththa, Mawathagama. | Requesting proper actions to the flooding of the compound by the rain water from the road. | | A hard shoulder with a curb wall of 150mm wall height was constructed. (Ch.02+110 – Ch.02+125 RHS) | Completed |

| | | | | | | | |
|--|------|----|---|---|--|--|-----------|
|  | | | | | | | |
| 08 | KU3R | 20 | Ven.Hunupola Saddhananda Thero, Sri Nandana Samatha Vidassana Arana | Requesting proper protection measures closer to the temple as this embankment is collapsible. | | "L" wall was constructed (Ch.02+750 – Ch.02+774 RHS) | Completed |
|  | | | |  | | | |
| 09 | KU3R | 20 | W.D. Anil Indrasena, Kosgolla, Kurunegala | Requesting protection measures for the embankment closer to the house. | | "L" wall was constructed for the protection of the embankment | Completed |

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|--|------|----|--|--|--|---|-----------|
| | | | | | | (Ch.03+860 – Ch.03+878) | |
|  | | | | | | | |
| 10 | KU3R | 20 | J.D. Dharmasena, Kosgolla, Kurunegala | Requesting proper actions as the house which is located below to the road surface level is inundating. | | A “U” drain was constructed to avoid the inundation of the house and the house access was cover slabbed (Ch.04+150 – Ch.04+190 RHS) | Completed |

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| 11 | KU3R | 20 | Chief Priest, Sri Shakymunindaramaya, Kosgolla. | Requesting protection measures for the collapsed embankment of the temple. | | A retaining wall was constructed (Ch.04+920 RHS) | Completed |
|  | | | | | | | |
| 12 | KU4R2 | 94 | United welfare Society, wathupalagama, Maho | Suggestion two new culvert for 0+862 & 1+647) | N/A | 0+862 Culvert accepted, 1+647 culvert rejected by Engineer (1+770 culvert already exist) | Satisfied |

| | | | | | | | |
|--|--------|----|---|---|-----|--|-----------------------------------|
| | | | | | | | |
| 13 | KU4-R3 | 28 | M. R. N. Bandara, Kuruwikulama Junction, kadigawa, Nikawaratiya. | Request to enlarge the culvert & provide drain for the area due to flooding. (CH 24+580) | N/A | Culvert to be enlarged. | Construction is in progress |
|  | | | |  | | | |
| 14 | KU4-R3 | 28 | S. N. M. Muthu Banda, Rasnayakapura, Wanni Rasnayakapura. | Request to construct a suitable culvert to avoid flooding (CH 20+550) | N/A | Re-constructing the culvert with widening the opening size | Construction is in progress |

| | | | | | | | |
|--|--------|----|---|--|-----|--|-----------------------------|
|  | | | |  | | | |
| 15 | KU4-R3 | 28 | S. P. Nimal Weerasinghe, Secretary, Dayaka Palaka Mandalaya, Sathara Maha Dewalaya, 2nd Post, Nagansola, Rasnayakapura. | Request to construct a suitable culvert to avoid flooding (CH 23+358) | N/A | Re-constructing the culvert with widening the opening size | Construction is in progress |
|  | | | |  | | | |
| 16 | KU5R | 29 | Villagers at Road ID 29 | Requesting to construct a new culvert at Ch 8+460 | — | A cross drain was provided at the suggested location | |

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| | | | | | | | |
| 17 | KU5R | 62 | Diyakanawewa Farmers Association Thambarawa, Malagane | Request to change the culvert lead away at reconstruction | — | Construction was done as for the request | |
| 18 | KU5R | 70 | Pubudu Farmers' Association Seruwawa 0777-155188 | Requesting to reconstruct a box culvert with increased size Ch 2+840 | (Joint Inspection 18th Jan 2021) | Reconstructed the Culvert with 1.5 m span and the vertical alignment of the section revised | |
| 19 | KU5R | 83 | B.Y. Dayananda Koonwewa, mandapola | Request to shift the culvert due to house area flooding Ch 1+640 | — | Culvert was shifted at reconstruction | |
| 20 | KU5R | 95 | 390, Uthuruwella Gramaya, Nakwaththagama, Makulpotha. | Requesting to construct a new culvert Ch 2+689 | — | Culvert was constructed as for the request | |
| 21 | KU5R | 95 | President, Maithree maranadhara Samithiya, Thelabiyagedara, Makulpotha | Requesting to construct a new culvert Ch 1+061 | — | Culvert was constructed as for the request | |
| 22 | KU5R | 12 | J.M. Nimal Jayasinghe Jayalathgama, Balalla 071-5498973 | Request to shift culvert at Ch 3+610 to Ch 3+625 | - | Culvert was constructed as for the request | |
| 23 | KU5R | 12 | G.G. Disna Priyanthi Kumari Jayalathgama, Balalla | Request to shift culvert at Ch 4+050 to Ch 4+067 | - | Culvert was constructed as for the request | |
| 24 | KU5R | 13 | Pubudu Farmer Association, Thammanawa, Polpithigama | Requesting a protection wall Ch.2+284-2+320LHS | - | Construction works will be done according to the request | |

| | | | | | | | |
|----|--------|-----------|--|---|---|---|--|
| | | | | instead of new culvert at Ch.2+300 | | | |
| 25 | KU5R | 83 | Ven.Hathigammana Piyarathana Thero, Sri Sudarshanaramaya, Konwewa, Mandapola | Request to construct side drain from bus halt to culvert in front of the temple | - | Construction works will be done according to the request | |
| 26 | KU5R | 89 | D.M. Jayasooriya Bandara Digankoonwewa, Nagollagama 0715412798/072458 6959 | Requesting to construct a retaining wall at 0+478-0+750 LHS | - | J-Type drain from Ch.0+478-Ch.0+750 LHS will be constructed | |
| 27 | KU5R | 89 | D.M. Jayasooriya Bandara Digankoonwewa, Nagollagama 0715412798/072458 6960 | Requesting to construct a new culvert at 1+110 or between 1+174 & 1+213 | - | A new culvert will be constructed at Ch.1+110 | |
| 28 | KU4-R3 | 28 | Villagers, Around Rathambala Oya Bridge. | Requested causeways & two culverts due to flooding in rainy season | | Proposed two causeways & two new culverts | |
| 29 | KU4R2 | 10 | Villages of Atharagalla | Requesting new culvert at 0+100 | | Two new culvert provided at 0+012 and 0+209.5 locations (1+770 culvert already exist) | |

9.2 Impacts of COVID-19 during the project period.

116. The Coronavirus (COVID-19) crisis has dealt a significant shock to Sri Lanka's economy and people. While poverty was relatively low in Sri Lanka prior to the pandemic, pre-existing vulnerabilities were high, partly owing to high levels of informality. Many workers do not have access to employment protection or other job-related social protection benefits, making them vulnerable during times of economic crisis. Livelihoods support programs and various relief measures implemented by the government over the course of the pandemic are expected to have mitigated the labor market shock. Inequality is expected to increase in the short run because of the unequal distribution of the shock. Shifting toward a more adaptive social protection system would allow much needed support to be scaled up quickly and effectively in times of crisis.

117. The Sri Lankan economy, which rebounded notably during the second half of 2020 and early 2021 as per available indicators, is experiencing renewed disruptions due to the emergence of the third wave of the COVID-19 pandemic and related preventive measures, including isolations. Though the possibility of a new wave always exists, Sri Lanka is not looking at a fourth wave of the epidemic at the moment.

118. At present the entire world is affected by the pandemic caused by the novel coronavirus, commonly known as COVID-19. As the name implies the virus is new to the world and what is known about it is based on current research and experience. This will certainly create health, social and economic adverse outcomes not only in the short term but in the medium and long term as well.

119. The effect of COVID-19 pandemic, 3rd wave and newly imposed travel restrictions by the Government was badly affected to the Contractors of the PIC-02. The Contractors have intended to proceed the work as much as possible by following all health guidelines, which have been introduced by the Government. The Contractors' some of the officers were suffering with COVID-19, and some are directly contacted with (+) persons and most of them were self-quarantined during Project period of 2021.

120. Cumulative no of COVID 19 Positive cases up to the November 2021 is 60 and Cumulative no of COVID 19 Quarantine cases up to the November 2021 is 196

121. To avoid these circumstances, the Contractors are implementing awareness programs and toolbox meetings to be maintained the health habits while working on the roads. Furthermore, COVID-19 Compliance with the good health practices continued accordingly at the sites and offices of the PIU, PIC - 02 and the Contractors.



Fig. 9.11. Working while keeping social distance at Road ID 94 Ch. 01+450 KU4-R2



Fig.9.12.Toolbox meeting on Road ID 28 KU4- R3



Fig.9.13. Sanitizing Stores premises at Road ID 28 KU4-R3



Fig. 9.14. Display Notices in contractors Site Officers – PU2-R1



Fig.9.15. Sanitizing Site Office premises on Road ID 28 – KU4 –R3



Fig. 9.16. Measuring Temperature at the site office (3 times a day) KU4- R1

10. CONCLUSION AND RECOMMENDATIONS

10.1. Conclusion

123. Social Safeguards activities carried out by iRoad PIC (02) North Western Province within the period of July to December 2021 in accordance with the section 10 of the Resettlement Framework (RF) are reported in this social safeguard monitoring report.
124. Elderly-Women-Children-Disabled (EWDC) friendly designs were done according to the Gender Action Plan (GAP) under section VIII Gender and Social Dimensions of Facility Administration Manual (FAM). Woman involvement was encouraged and monitored during the implementation of project activities. 98% of Grievances Redressing Committees (GRC) have been established with the women memberships complied with the Grievances Redressing Mechanism (GRM) by iRoad PIC2.
125. Women involvement is encouraged to the Key staff of PIC 02, PIU and the Contractor. Female labour contribution was increased in the construction work and office work during the reporting period. The contractors were also instructed to pay similar wages, Employee Provident Fund (EPF) and Employee Trust Fund (ETF). None of the contractors has assigned child labour for project activities during the period.
126. Contractors have engaged in Corporate Social Responsibility (CSR) Programs and Context Sensitive Design (CSD) activities as much as possible with the assistance of PIC2 and PIU NWP. PIC2 and PIU NWP were directly affected with COVID-19 pandemic from the beginning of Month May to up to now. Some of the occupational staff of the Project were quarantine some were lockdown or isolated. But the precautions were taken and project works were carried out successfully.
127. GRC committees so far have played an important role in PIC2. The GRC committees of level 2 and 3 have been formed in June 2016. Public participation through GRCs, in consideration with environmental and social safeguard issues which may arise during road development, was one of important results came through GRC committees. These committees were active up to December 2021.
128. From the beginning of the project total no of 1117 public complaints, requests and suggestions were received up to now. Among them actions were taken satisfactorily for 544. And 187 were rejected due to reasonable matters as they were beyond the scope of project frame work. 398 are pending to be solved.
129. During the reporting period there were 83 land donation activities taken place in Kurunegala District (KU3 R-29, KU5 R-25, KU4-R1-20, KU4-R2-02, KU4 R3 01) and 06 Land donation activities taken place in Puttlam District (PU3R -02, PU2-R1 – 03, and PU2-R2 - 01) Altogether 95 consent letters have been received by PIU During this period.
130. PIU/ PIC 2 were able to establish strong links with the relevant stakeholders such as Medical Officers of Health (MOH), Provincial Councils, Pradeshiya Sabhas, Divisional Secretariats, Planning Divisions of DS Offices, , Department of Police, Department of Agrarian Services, Provincial Road

Development Authority, Ceylon Electricity Board, National Water Supply and Drainage Board, Community Water Supply Department, Regional Medical Officer of Health, as well as several other government institutions.

131. PIC-2 paid special attention to monitor the social safeguard process of the Project while doing site visits and holding monthly progress meetings, in addition to that the Orientation program were held with the staff of the Contractors. Construction work of 08 civil contracts is still in progress. Finally, this Project ensure that the women get closely involved in the design and construction of rural roads. Further this project will also provide more economic opportunities to people as well as basic social, health, and education facilities they required. The ultimate goal is to reduce all constraints for rapid economic growth and lower the poverty levels in the country.

10.2. Recommendations

- Sometimes, Public consultation was not success and institutional contribution is not powerful.
- Identify an active Community Based Organization in road related area and institution all develop it during the civil work undertaking period with the purpose of handover the road Maintenance work of the developed road to that Community Base Organization.
- Further, no legal action for the issue and it is neglected by Local Authorities and other Organizations. But it should be more commitment task to overcome the problems with middle way.
- Women entrepreneurship program to be develop to road side women with the participation of line agencies. Rarely the donated lands were not used for the road construction activity. But isn't any procedure to return the land to the donors. Possible measures have to be taken for this matter.
- Some of the requests and suggestions come up from the community cannot be able to undertake because they are beyond the scope of project frame work. But these requests dire necessities.
- Therefore, possible measures have to be taken Implement sufficient awareness for conducting Road Safety Awareness Programs for developed road users with special attention with motorbike riders and three-wheeler drivers and exhibit sufficient amount of non-conventional signage boards with warning slogans with regional mother language.
- The Client should pay more attention to select capable Contractors especially for the rural road development projects when Bid documents are reviewed
- Technical staff of, PIU and Contractor including Engineer of the project should be provided with proper training on public participator development methods and CDD conceptual development activities.
- Form the Community Based Organization Within the project area to monitor the

performance-based maintenance of the project

- Pay more attention to conducting Road Safety Awareness Programs for developed road users with special attention with motorbike riders and three-wheeler drivers.
- No provisions or sufficient funds available within the program to respond public request to comply with GRM policies.
- No proper and accepted way to communicate with the people before commencement of construction

Annexure I: Sample of Complaint Register

| ROAD DEVELOPMENT AUTHORITY | | | | | | | | | | | |
|---|---------|----------------------|---|------------------------------------|--|--|------------------------|----------------------|------------------|--|------------------------------------|
| INTEGRATED ROAD INVESTMENT PROGRAM | | | | | | | | | | | |
| CONTRACT PACKAGE: RDA/ADB/ROAD(NW)/ICB/CP-RR(KU4-R2) | | | | | | | | | | | |
| REGISTER FOR PUBLIC REQUESTS AND COMPLAINTS UP TO July 2021 | | | | | | | | | | | |
| Complain Reference No | Road ID | Date of the complain | Complain Received by name or designation of person,complain box | Complain made in written or verbal | Details of complainer,name address or contact number etc. | Nature of the complain(a brief description of complain and chainage | Status of action taken | | | Remarks,satisfaction complaints with complaints with other remarkable notes | Type complain/R equest/ Suggestion |
| | | | | | | | solution agreed/ No | solution in progress | action completed | | |
| 1 | 10 | 12/6/2021 | PE | Written | Villages of Atharagalla | Requesting new culvert at 0+100 | YES | ✓ | | Will providing two new culvert at 0+012 and 0+209.5 locations. | Suggestion |
| 2 | 94 | 21/0/2021 | PM | Written | Sisilambha Community Organization | Requesting support to relocate the existing water line (2+470 to 3+470) | YES | ✓ | completed | Water line shifted | Request |
| 3 | 94 | 21/5/2021 | PM | Written | Diyadahara Community Organization | Requesting support to relocate the existing water line (3+470 to 6+640) | YES | ✓ | | 1.5 km completed | Request |
| 4 | 94 | 22/3/2021 | Executive Engineer | Written | Principle of Thammitagama Maha Vidyalyaya,Mahawis 0704615469 | Requesting school access for 45m (3.5width) to inside of school premises | NO | ✓ | | Access will done to the main gate | Request |
| 5 | 94 | 31/1/2021 | PM | Written | United welfare Society, wathupalagama,Maho | Sugestion two new culvert for 0+962 & 1+647 | YES | ✓ | completed | 0+862 Culvert accepted, 1+647 culvert rejected by Engineer (1+770 culvert already exist) | Suggestion |
| 6 | 94 | 4/5/2021 | PM | Written | W.A.M.U.Abesighe, "Dimulhu" | Requesting to layer GI pipe | YES | ✓ | | Informed to provide GI pipe | Request |

Annexure II – Land Donation Database

| Summary of Land Donation | | | | | | | | | | | | | | | | |
|--|-------------------------------------|------------|---------------|------|------------------------|-------------|---------------------|------------------------------|--------|-----------------|----------------------------|---------------------------------|--------------------|--|---------------------------|--|
| Contract No-RDA/ADB/IROAD/(NWP)/NCB/CP-RR(KU4-R1) | | | | | | | | | | | | | | | | |
| File Serial No/ | Road Information (Section 1) | | | | | | | Location Details (Section 2) | | | | Land Owner's Details(Section 3) | | Other Details(Section 4) | | |
| | Name of Road | ID of Road | Road Category | | Administrative details | | | Chainage | | Side (LHS/ RHS) | Average width of strip (m) | Name | Address | Reason for additional land requirement | Date Signing of agreement | |
| | | | PS | PRDD | Name of PS/PRDD | Name of DSD | Name and No/ of GND | From | To | | | | | | | |
| | | | | | | | | | | | | | | | | |
| LDINW/PKU4-R1001 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 9+420 | 9+500 | LHS | 0.9 | H.M.P.Aberathna | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1002 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 9+465 | 9+500 | RHS | 0.9 | J.N.F.Dhamasiri | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1003 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 9+534 | 9+595 | LHS | 0.9 | R.P.S.Pemasiri | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1004 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 9+855 | 9+911 | LHS | 0.9 | M.Somawathie | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1005 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 9+925 | 10+045 | LHS | 0.9 | A.S.R.Senarathna | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1006 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+045 | 10+105 | LHS | 0.9 | K.M.Ialari | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1007 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+105 | 10+235 | LHS | 0.9 | R.M.I.N.Rajaguru | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1008 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+235 | 10+295 | LHS | 0.9 | A.H.M.K.Abesingha | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1009 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+295 | 10+400 | LHS | 0.9 | P.V.H.Ranga | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1010 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+415 | 10+600 | LHS | 0.9 | H.M.Kudaridde | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1011 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+600 | 10+645 | LHS | 0.9 | C.P.S.W.Kumara | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1012 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+645 | 10+750 | LHS | 0.9 | J.P.Anulawathi | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1013 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+750 | 10+855 | LHS | 0.9 | D.Chandralatha | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1014 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+855 | 10+880 | LHS | 0.9 | B.G.S.K.Weerakkodi | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1015 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+880 | 10+903 | LHS | 0.9 | G.D.A.Basnayaka | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1016 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+903 | 10+943 | LHS | 0.9 | S.H.Karunaratna | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1017 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 10+943 | 10+990 | LHS | 0.9 | S.H.Karunaratna | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1018 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 11+055 | 11+100 | LHS | 0.9 | K.A.Gunaratana | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1019 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 11+100 | 11+130 | LHS | 0.9 | L.S.S.Kumara | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |
| LDINW/PKU4-R1020 | Ginbawa, Warawewa to Sandagala Road | 8 | | Yes | Maho | Ginbawa | 08-Sadhagala | 11+130 | 11+160 | LHS | 0.9 | K.A.R.Lakshan | Sadhagala,Solewewa | Shoulder Improvement | 30-Jun-21 | |

Annexure III:

Integrated Road Investment Program: GAP Implementation Matrix

Reporting period: **June 2021 to December 2021**

| Target/Activity | Progress in 2H2020 [June to December 2021] | Cumulative progress [2016-December 2021] | Status of activity/target | | | | | | | | | | | | | | | | |
|--|---|---|---------------------------|-------|----|-----|-----|------------|-----|--|------------------------------|-----|-------------------------------|------|----------------------------|------|----------------------------|----|----------------------------------|
| Output 1: Road conditions between the selected rural communities and socioeconomic centers improved | | | | | | | | | | | | | | | | | | | |
| Activity 1.1: For 3,108 km of rural roads to be improved, conduct community consultations and integrate findings into the final design, addressing issues of (i) road safety and EWCD features; (ii) construction impact and mitigation measures; and (iii) social and environmental impact and mitigation measures. | | | | | | | | | | | | | | | | | | | |
| 1.1.1. At least 40% female representation in consultations related to the final design. QT1 | <p>Community consultations were completed during Survey and Preliminary Engineering (SAPE) works. A total of 3,139 women and 4,058 men participated in community consultations. Women made up 43% of total participants.</p> <p>Xx community consultations were conducted in total. 47 women and 141 men participated in them. (25% women). Details are as follows:/Details are in Table below.</p> <p>Community consultations</p> <table><tr><td>Type of community consultation</td><td>FGDs</td></tr><tr><td>Women</td><td>47</td></tr><tr><td>Men</td><td>141</td></tr><tr><td>% of women</td><td>25%</td></tr></table> | Type of community consultation | FGDs | Women | 47 | Men | 141 | % of women | 25% | <table><tr><td>No. of consultation sessions</td><td>198</td></tr><tr><td>No. of women in consultations</td><td>3092</td></tr><tr><td>No. of men in consultation</td><td>3917</td></tr><tr><td>% of women in consultation</td><td>79</td></tr></table> <p>This target already achieved in Survey and Preliminary Engineering (SAPE) works</p> | No. of consultation sessions | 198 | No. of women in consultations | 3092 | No. of men in consultation | 3917 | % of women in consultation | 79 | Completed Target achieved |
| Type of community consultation | FGDs | | | | | | | | | | | | | | | | | | |
| Women | 47 | | | | | | | | | | | | | | | | | | |
| Men | 141 | | | | | | | | | | | | | | | | | | |
| % of women | 25% | | | | | | | | | | | | | | | | | | |
| No. of consultation sessions | 198 | | | | | | | | | | | | | | | | | | |
| No. of women in consultations | 3092 | | | | | | | | | | | | | | | | | | |
| No. of men in consultation | 3917 | | | | | | | | | | | | | | | | | | |
| % of women in consultation | 79 | | | | | | | | | | | | | | | | | | |
| 1.1.2: Consultation findings are integrated into the final design. | <p>What were the findings that were incorporated?</p> <p>The following were incorporated based on the consultation findings</p> <p>Rumble strips, Hard shoulders, Rip-rap protections, Gabion walls. Increased the Hume pipes width of the</p> | Please provide the same information from the project start to 1H2020. | In progress | | | | | | | | | | | | | | | | |

| | <p>culverts, and Changed the culvert types, Hand rails, Rubble pitching walls, Guards stones, Embankment. Improvements and etc.</p> <p>Consultation findings were incorporated as much as possible.</p> <p>The road dwellers who knows the drainage issues, inundation sections seepages, seasonal raining, water logging, inundation, course ways and etc. Therefore, as the consultants of the project their requests and suggestions were accepted and technically analyzed to the design</p> <p>Were there findings that could not be incorporated and why?</p> <p>All possible consultation findings were incorporated into the design. The incorporated findings include rumble strips, hard shoulders, Rip-rap protections, and Gabion walls, Increased the Hume pipes width of the culverts, and Changed the culvert types, Hand rails, Rubble pitching walls, Guards stones, Embankment. Improvements and etc.</p> <p>As communities who live in the area know about drainage issues, inundation, water logging etc., the input and suggestions from them were incorporated into the final designs by the project consultants.</p> <p>Some findings could not be included because they were beyond the scope of the project framework, and could not be incorporated in a technical feasible manner</p> | | | | | | | | | | | | | | | | | | |
|---|--|--|-------------|--------------------|---------------------|-------------|-----|-------|----|-----|-----|-------|----|-----|-----|-------|----|-----|-------------|
| 1.1.3: Road safety and EWCD features include pedestrian crossings and location of signage | <p>What are the safety features incorporated?</p> <p>The following road safety features were included : Rumble strips, Hard shoulders, Rip-rap protections, Gabion walls, Increased the hum pipes width of the culverts, and Changed the culvert types, Hand rails, Rubble pitching walls, Guards stones, Embankment. Improvements and etc. Above features were included for the significant sensitive areas which under EWCD</p> | <table> <tr> <th>Package</th><th>Actual Road Length</th><th>Pedestrian Crossing</th><th>Sign Boards</th></tr> <tr> <td>PO1</td><td>50.76</td><td>31</td><td>638</td></tr> <tr> <td>PO2</td><td>73.36</td><td>35</td><td>845</td></tr> <tr> <td>PO3</td><td>49.55</td><td>22</td><td>223</td></tr> </table> | Package | Actual Road Length | Pedestrian Crossing | Sign Boards | PO1 | 50.76 | 31 | 638 | PO2 | 73.36 | 35 | 845 | PO3 | 49.55 | 22 | 223 | In progress |
| Package | Actual Road Length | Pedestrian Crossing | Sign Boards | | | | | | | | | | | | | | | | |
| PO1 | 50.76 | 31 | 638 | | | | | | | | | | | | | | | | |
| PO2 | 73.36 | 35 | 845 | | | | | | | | | | | | | | | | |
| PO3 | 49.55 | 22 | 223 | | | | | | | | | | | | | | | | |

The Completed Roads with Approved Road Markings as at December 2021

| Package No | RD ID | Paved Shoulders (km) | Pedestrian Crossings (Nos) | Signboards (Nos) | Other special road markings 1 (example rumble strips) (Nos) |
|--------------|-------|----------------------|----------------------------|------------------|---|
| KU3-R | 20 | 10.080 | 2 | 43 | 3 |
| | 37 | 6.280 | 1 | 30 | 0 |
| | 84 | 7.100 | 1 | 24 | 1 |
| | 87 | 11.542 | 0 | 16 | 2 |
| | 38 | 14.340 | 3 | 52 | 2 |
| | 22 | 9.000 | 4 | 214 | 0 |
| | 23 | 10.000 | 3 | 71 | 0 |
| | 68 | 0.000 | 1 | 21 | 0 |
| Total | | 68.342 | 15 | 471 | 8 |
| KU5-R | 26 | 350 m | 07 | 91 | 12 |
| | 61 | 485 m | 03 | 118 | 18 |
| | 77 | - | - | 15 | - |
| Total | | 835 m | 10 | 224 | 30 |

What are the EWCD-friendly features integrated? (e.g. paved shoulders, inclusive traffic signals, inclusive road signs, road signs near schools)

The details are mentioned in the above table

Testimonials on how these have empowered these groups. GRC meetings, often arranging focus group discussions and joint site visits

Pedestrian crossings?

All roads constructed have pedestrian crossings and location of signage. (See photos in page no 76 - **EWCD Friendly Design Applications Contract Package-KU3-R**)

| | | | |
|--------------|---------------|-----------|-------------|
| Total | 173.67 | 88 | 1706 |
|--------------|---------------|-----------|-------------|

| Package | Actual Road Length | Pedestrian Crossing | Sign Boards |
|--------------|--------------------|---------------------|-------------|
| AP1 | 85.39 | 56 | 1216 |
| AP2 | 76.85 | 29 | 926 |
| AP3 | 74.84 | 49 | 849 |
| AP4 | 90.2 | 37 | 851 |
| Total | 327.28 | 171 | 3842 |

The Completed Roads with Approved Road Markings as at June 2021

| Package No | RD ID | Paved Shoulders (km) | Pedestrian Crossings (Nos) | Signboards (Nos) | Other special road markings 1 (example rumble strips) (Nos) |
|--------------|-------|----------------------|----------------------------|------------------|---|
| KU3-R | 20 | 10.080 | 2 | 43 | 3 |
| | 37 | 6.280 | 1 | 30 | 0 |
| | 84 | 7.100 | 1 | 24 | 1 |
| | 87 | 11.542 | 0 | 16 | 2 |
| | 38 | 14.340 | 3 | 52 | 2 |
| Total | | 49.342 | 7 | 165 | 8 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|-------|-----|----------------|----|----|----|--|----|-------|----|-----|----|--|----|---|---|----|---|-------|--|-------|---|-----|----|--|
| | | <table><tr><td>KU5-R</td><td>26</td><td>350 m</td><td>07</td><td>91</td><td>12</td></tr><tr><td></td><td>61</td><td>485 m</td><td>03</td><td>118</td><td>18</td></tr><tr><td></td><td>77</td><td>-</td><td>-</td><td>15</td><td>-</td></tr><tr><td>Total</td><td></td><td>835 m</td><td>0</td><td>224</td><td>30</td></tr></table> | KU5-R | 26 | 350 m | 07 | 91 | 12 | | 61 | 485 m | 03 | 118 | 18 | | 77 | - | - | 15 | - | Total | | 835 m | 0 | 224 | 30 | |
| KU5-R | 26 | 350 m | 07 | 91 | 12 | | | | | | | | | | | | | | | | | | | | | | |
| | 61 | 485 m | 03 | 118 | 18 | | | | | | | | | | | | | | | | | | | | | | |
| | 77 | - | - | 15 | - | | | | | | | | | | | | | | | | | | | | | | |
| Total | | 835 m | 0 | 224 | 30 | | | | | | | | | | | | | | | | | | | | | | |
| Activity 1.2: For 248 km of national roads to be improved, integrate safety and EWCD-friendly features into the final design. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2.1: EWCD and safety design features integrated into final design | <p>A brief discussion including: What recommendations were included in the design, operation and maintenance of the project?</p> <p>Were there recommendations that could not be integrated?</p> | | | | Not applicable | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|--|---|--|----------------|
| | | | |
| 1.2.2: Designs include paved shoulders, pedestrian crossings, and location of signage. | <p>Statistics on these details:</p> <p>How many paved shoulders, pedestrian crossings, and location of signage over a given number of kilometers?</p> | | Not applicable |

| Activity 1.3: Employ local women for road maintenance and ensure equal wages for equal work done by both male and female, skilled and unskilled labor in project works. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|---|------|-----------------------|--------|--|--|--|---|--|-----------------|----------|-----------------------------|--------|--|--|---|--------|-----------------|----------|-----------------------------|--------|--|--|--|--------|--|--|--|--------|--|--|--|--------|--|--|--|--------|--|--|--|--------|--|--|--|----------------|--|--|--|--------|--|--|--|---|
| 1.3.1: At least 15% of local road maintenance workers employed are women | Table with the composition of men and women in road maintenance | Table with the composition of men and women in road maintenance This requirement is for the maintenance period (PBM period) which was started <i>since</i> end of December 2018 in the NCP and from 2019 at KU-01, KU-02 and PU-01. Contractually RDA/ESDD should be responsible for the PBM activities such as reporting, monitoring and relevant amendments of NCP and KU-01 and KU-02. | Not applicable/Should be reported by RDA/ESDD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3.2: For rural roads , a 3-year maintenance period with an estimated 18,000 person-days of work for women | Person days: In 1H2021: <table border="1"> <thead> <tr> <th></th><th>No of women</th><th>Days</th><th>Person days for women</th></tr> </thead> <tbody> <tr><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> </tbody> </table> | | No of women | Days | Person days for women | | | | | | | | | | | | | Person days: <table border="1"> <thead> <tr> <th></th><th>No of women (1)</th><th>Days (2)</th><th>Person days for women (1x2)</th></tr> </thead> <tbody> <tr><td>1H2017</td><td></td><td></td><td></td></tr> <tr><td>2H2017</td><td></td><td></td><td></td></tr> <tr><td>1H2018</td><td></td><td></td><td></td></tr> <tr><td>2H2018</td><td></td><td></td><td></td></tr> <tr><td>1H2019</td><td></td><td></td><td></td></tr> <tr><td>2H2019</td><td></td><td></td><td></td></tr> <tr><td>1H2020</td><td></td><td></td><td></td></tr> <tr><td>2H2020</td><td></td><td></td><td></td></tr> </tbody> </table> Source: | | No of women (1) | Days (2) | Person days for women (1x2) | 1H2017 | | | | 2H2017 | | | | 1H2018 | | | | 2H2018 | | | | 1H2019 | | | | 2H2019 | | | | 1H2020 | | | | 2H2020 | | | | Not applicable/Should be reported by RDA/ESDD |
| | No of women | Days | Person days for women | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | No of women (1) | Days (2) | Person days for women (1x2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3.3: For national roads , a 7-year maintenance period with an estimated 3,000 person-days of work for women | Person days: In 1H2021: <table border="1"> <thead> <tr> <th></th><th>No of women</th><th>Days</th><th>Person days for women</th></tr> </thead> <tbody> <tr><td>1H2021</td><td></td><td></td><td></td></tr> </tbody> </table> | | No of women | Days | Person days for women | 1H2021 | | | | Person days: <table border="1"> <thead> <tr> <th></th><th>No of women (1)</th><th>Days (2)</th><th>Person days for women (1x2)</th></tr> </thead> <tbody> <tr><td>1H2017</td><td></td><td></td><td></td></tr> <tr><td>2H2017</td><td></td><td></td><td></td></tr> <tr><td>1H2018</td><td></td><td></td><td></td></tr> <tr><td>2H2018</td><td></td><td></td><td></td></tr> <tr><td>1H2019</td><td></td><td></td><td></td></tr> <tr><td>2H2019</td><td></td><td></td><td></td></tr> <tr><td>1H2020</td><td></td><td></td><td></td></tr> <tr><td>2H2020</td><td></td><td></td><td></td></tr> </tbody> </table> Source: | | No of women (1) | Days (2) | Person days for women (1x2) | 1H2017 | | | | 2H2017 | | | | 1H2018 | | | | 2H2018 | | | | 1H2019 | | | | 2H2019 | | | | 1H2020 | | | | 2H2020 | | | | Not applicable | | | | | | | | |
| | No of women | Days | Person days for women | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2021 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | No of women (1) | Days (2) | Person days for women (1x2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Activity 1.4: Train local women for routine road maintenance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4.1: 100% of women employed for maintenance are trained. | Table with training for women employees in road maintenance | Table with training for women employees in road maintenance | Not started yet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|--------------------|----------------|--|-------------------------|--|--------------|--|------------|--|---------------------------|--|---|------------------|--------------------------|------|--------|----------|--------|----|----|----|----|--------|----|----|----|----|--|--|--|--|--|--|--|--|--|--|------------------------|
| | <p>No women participated in road maintenance work. However, contractors are aware of training road maintenance workers during too box meetings at the site</p> | <p>This requirement is for the maintenance period (PBM period) which was started <i>since</i> end of December 2018 in the NCP and from 2019 at KU-01, KU-02 and PU-01. Contractually RDA/ESDD should be responsible for the PBM activities such as reporting, monitoring and relevant amendments of NCP and KU-01 and KU-02.</p> <p>Training responsibility – PIC Reporting responsibility – RDA/ESDD</p> <p>Source:</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Activity 1.5: Ensure women's participation in road safety awareness campaigns targeting local communities. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>1.5.1: At least three awareness sessions per district conducted for a total of 39 sessions in all districts with at least 30% female participants</p> | <p>Note: Please note that 3 awareness programs per district should be conducted in which the project operates. Please increase the number of tables accordingly:</p> <p>Due to COVID 19 pandemic No any awareness programs conducted</p> <p>2H2020:</p> <table><tr><td>District</td><td></td></tr><tr><td>No of programs</td><td></td></tr><tr><td>Communication method(s)</td><td></td></tr><tr><td>No of female</td><td></td></tr><tr><td>No of male</td><td></td></tr><tr><td>% of female participation</td><td></td></tr></table> <p>Source:</p> | District | | No of programs | | Communication method(s) | | No of female | | No of male | | % of female participation | | <table><tr><td>Reporting period</td><td>No of awareness programs</td><td>Male</td><td>Female</td><td>% female</td></tr><tr><td>1H2019</td><td>01</td><td>65</td><td>40</td><td>38</td></tr><tr><td>2H2019</td><td>01</td><td>45</td><td>60</td><td>57</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table> <p>Source: Previous Semi Annual Reports</p> | Reporting period | No of awareness programs | Male | Female | % female | 1H2019 | 01 | 65 | 40 | 38 | 2H2019 | 01 | 45 | 60 | 57 | | | | | | | | | | | <p>Not started yet</p> |
| District | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No of programs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Communication method(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No of female | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No of male | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % of female participation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reporting period | No of awareness programs | Male | Female | % female | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2019 | 01 | 65 | 40 | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2019 | 01 | 45 | 60 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Activity 1.6: Provide awareness training on sexually transmitted diseases, STI, including HIV, and human trafficking for civil works employees and local communities. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>1.6.1: At least three awareness sessions per district conducted for a total of 39 sessions in all districts with at least 30% female participants.</p> | <p>Note: Please note that 3 awareness programs per district should be conducted in which the project operates. Increase the number of tables accordingly:</p> <p>Due to COVID 19 pandemic No any awareness programs conducted</p> | <p>Prior reporting periods: STDs, including HIV: The aware ness programs in relation to STDs including HIV and Human Trafficking</p> | <p>In progress</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | <p>What were the contents of the programs? What were the methods of delivery? E.g. Workshop, group activities, lectures How long were the awareness programs? Who conducted the program? What was the response from the participants? Please provide additional information in annexures where necessary.</p> <p>1H2021: Human trafficking</p> <p>Source:</p> <p>1H2021: STDs including HIV:</p> <p><i>Please note that if STD and Human Trafficking programs are done together use only one table.</i></p> | <p>Prior reporting periods: Human trafficking</p> <table><tr><th></th><th>District</th><th>No of sessions</th><th>No of women</th><th>No of men</th><th>% of women</th></tr><tr><td>1H 2018</td><td>Kurunegala</td><td>01</td><td>32</td><td>46</td><td>41</td></tr><tr><td>1H2018</td><td>Puttalam</td><td>01</td><td>39</td><td>58</td><td>40.2</td></tr><tr><td>1H2018</td><td>Puttalam</td><td>01</td><td>12</td><td>73</td><td>14.1</td></tr><tr><td>1H 2018</td><td>Puttalam</td><td>01</td><td>83</td><td>88</td><td>48.5</td></tr><tr><td>1H2018</td><td>Puttalam</td><td>01</td><td>46</td><td>34</td><td>57.5</td></tr><tr><td>2H2018</td><td>Puttalam</td><td>01</td><td>21</td><td>49</td><td>30</td></tr><tr><td>2H2018</td><td>Kurunegala</td><td>01</td><td>25</td><td>74</td><td>25.2</td></tr><tr><td>2H2018</td><td>Kurunegala</td><td>01</td><td>67</td><td>63</td><td>51.5</td></tr><tr><td>2H2018</td><td>Kurunegala</td><td>01</td><td>11</td><td>32</td><td>26</td></tr><tr><td>2H2018</td><td>Anuradhapura</td><td>01</td><td>55</td><td>82</td><td>40.1</td></tr><tr><td>2H2018</td><td>Kurunegala</td><td>01</td><td>17</td><td>52</td><td>24.6</td></tr><tr><td>2H2018</td><td>Anuradhapura</td><td>01</td><td>28</td><td>37</td><td>43.1</td></tr><tr><td></td><td></td><td>01</td><td></td><td></td><td></td></tr><tr><td>1H2019</td><td>Anuradhapura</td><td>01</td><td>22</td><td>47</td><td>31.9</td></tr><tr><td>2H2020</td><td>Kurunegala</td><td>01</td><td>21</td><td>129</td><td>14</td></tr></table> | | District | No of sessions | No of women | No of men | % of women | 1H 2018 | Kurunegala | 01 | 32 | 46 | 41 | 1H2018 | Puttalam | 01 | 39 | 58 | 40.2 | 1H2018 | Puttalam | 01 | 12 | 73 | 14.1 | 1H 2018 | Puttalam | 01 | 83 | 88 | 48.5 | 1H2018 | Puttalam | 01 | 46 | 34 | 57.5 | 2H2018 | Puttalam | 01 | 21 | 49 | 30 | 2H2018 | Kurunegala | 01 | 25 | 74 | 25.2 | 2H2018 | Kurunegala | 01 | 67 | 63 | 51.5 | 2H2018 | Kurunegala | 01 | 11 | 32 | 26 | 2H2018 | Anuradhapura | 01 | 55 | 82 | 40.1 | 2H2018 | Kurunegala | 01 | 17 | 52 | 24.6 | 2H2018 | Anuradhapura | 01 | 28 | 37 | 43.1 | | | 01 | | | | 1H2019 | Anuradhapura | 01 | 22 | 47 | 31.9 | 2H2020 | Kurunegala | 01 | 21 | 129 | 14 | |
|--|---|--|-------------|--------------------|----------------|-------------|-----------|------------|---------|--|-------------|----|----|----|--------|----------|----|----|----|------|--------|----------|----|----|----|------|---------|----------|----|----|----|------|--------|----------|----|----|----|------|--------|----------|----|----|----|----|--------|------------|----|----|----|------|--------|------------|----|----|----|------|--------|------------|----|----|----|----|--------|--------------|----|----|----|------|--------|------------|----|----|----|------|--------|--------------|----|----|----|------|--|--|----|--|--|--|--------|--------------|----|----|----|------|--------|------------|----|----|-----|----|--|
| | District | No of sessions | No of women | No of men | % of women | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H 2018 | Kurunegala | 01 | 32 | 46 | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2018 | Puttalam | 01 | 39 | 58 | 40.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2018 | Puttalam | 01 | 12 | 73 | 14.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H 2018 | Puttalam | 01 | 83 | 88 | 48.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2018 | Puttalam | 01 | 46 | 34 | 57.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | Puttalam | 01 | 21 | 49 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | Kurunegala | 01 | 25 | 74 | 25.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | Kurunegala | 01 | 67 | 63 | 51.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | Kurunegala | 01 | 11 | 32 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | Anuradhapura | 01 | 55 | 82 | 40.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | Kurunegala | 01 | 17 | 52 | 24.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2018 | Anuradhapura | 01 | 28 | 37 | 43.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1H2019 | Anuradhapura | 01 | 22 | 47 | 31.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2H2020 | Kurunegala | 01 | 21 | 129 | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.6.2: Awareness training conducted on an annual basis for civil works employees by all 11 contractors | <p>Note: This activity refers to the aware ness programs in relation to STDs including HIV and Human Trafficking</p> <p>Due to COVID 19 pandemic No any awareness programs conducted</p> <p>2H2021</p> <table><tr><td>No. of training sessions</td><td>02</td></tr><tr><td>Total Participants</td><td>221</td></tr><tr><td>Male</td><td>196</td></tr><tr><td>Female</td><td>25</td></tr></table> | No. of training sessions | 02 | Total Participants | 221 | Male | 196 | Female | 25 | <p>Note: This activity refers to the aware ness programs in relation to STDs including HIV and Human Trafficking</p> <p>Gender Status of HIV/AIDS awareness Program conducted for staff of iRoad Program</p> <p>Source: Previous Semi Annual Reports</p> <p>All the NCP packages, KU 01, KU 02 and PU 01 in NWP packages are under PBM period. KU 01, KU 02 roads and PU 01and other roads of NCP are monitoring by RDA. Further, at the end of August 2021, the KU 01 and KU 02</p> | In progress | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. of training sessions | 02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Participants | 221 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Male | 196 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Female | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| disaggregated data for relevant indicators. | | <p>Survey and Preliminary Engineering (SAPE) works for SP, CP, Sab, NWP, NCP and Kalutara. These reports included gender segregated information.</p> <p>Each PIC has now developed their Project Performance Management System (PPMS) with baseline standards of poverty and other social related parameters with assistance from TA consultant and ESDD/ RDA.</p> | | | | | | | | | | | | | | | | | |
|---|--|--|-----------------|---|---|---|---|----|---|----|--|---|---|---|-------|----|----|----|-----------|
| Activity 2.2: Appoint a social and gender focal at the PIU level and trained by a specialist in the PIC | | | | | | | | | | | | | | | | | | | |
| 2.1.2: Effective social and gender officer engaged | <p>A social and gender officer is recruited.</p> <p>Male Bsc. Agriculture PgD in Environment Management</p> <p>07 Years of experience related to gender and social inclusion</p> | PIUs for SP, CP, Sab, NWP, NCP and Kalutara districts have appointed qualified persons as Social Safeguard Officers (SSOs). These SSOs act as the gender focal point at PIU level and are trained by Social/ Gender/ Resettlement Specialists (SGRSs) of PIC 1, 2 and 3. | Completed | | | | | | | | | | | | | | | | |
| Activity 2.3: Build the capacity of the RDA and provincial road agencies on gender-inclusive design and mainstreaming gender in project preparation, consultation; road construction; and maintenance | | | | | | | | | | | | | | | | | | | |
| 2.3.1: At least 20 RDA staffs at the national level and 20 staffs of provincial road agency trained in mainstreaming gender in road construction and maintenance | | <p>Two training programs were conducted by Social Development and Gender Specialist of ADB SLRM</p> <p>District level Gender Training Programs Conducted for staff of PIC2 by ADB-TA during May-June 2018)</p> <table border="1"> <thead> <tr> <th></th><th>F</th><th>M</th><th>T</th></tr> </thead> <tbody> <tr> <td>No of staff participated from RDA ESDD/ PIU</td><td>11</td><td>9</td><td>20</td></tr> <tr> <td>No of staff participated from PIC 01,02 & 03</td><td>-</td><td>3</td><td>3</td></tr> <tr> <td>Total</td><td>11</td><td>12</td><td>23</td></tr> </tbody> </table> | | F | M | T | No of staff participated from RDA ESDD/ PIU | 11 | 9 | 20 | No of staff participated from PIC 01,02 & 03 | - | 3 | 3 | Total | 11 | 12 | 23 | Completed |
| | F | M | T | | | | | | | | | | | | | | | | |
| No of staff participated from RDA ESDD/ PIU | 11 | 9 | 20 | | | | | | | | | | | | | | | | |
| No of staff participated from PIC 01,02 & 03 | - | 3 | 3 | | | | | | | | | | | | | | | | |
| Total | 11 | 12 | 23 | | | | | | | | | | | | | | | | |
| 2.3.2: Maintenance manual with specific section on gender- inclusive initiatives endorsed by the RDA | | | Yet to commence | | | | | | | | | | | | | | | | |

| | | | |
|--|---------------------|--|-----------------|
| Activity 2.4. Conduct impact assessment for sample roads with sex- disaggregated indicators | | | |
| 2.4.1: Socioeconomic impact assessment conducted for sample roads with a focus on time-use study of women road users. | Not yet conducted | Not yet conducted | Yet to commence |
| Activity 2.2: Build the capacity of the RDA and provincial road agencies on gender and transportation | | | |
| Output 3: Project preparation of the following tranches | | | |
| Activity 3.1: Collect sex-disaggregated data and conduct a gender analysis during preparatory surveys, feasibility studies, assessments, and reports | | | |
| 3.1.1: Poverty and social assessment study include gender assessment with sex-disaggregated data for relevant indicators | | Socioeconomic profile reports were prepared during Survey and Preliminary Engineering (SAPE) works for SP, CP, Sab, NWP, NCP and Kalutara. These reports included gender segregated information. | Completed |
| Activity 3.2: Integrate gender-inclusive features into the final design and formulate gender-mainstreaming activities | | | |
| 3.1.2: At least 50% of outputs for subsequent tranches include gender-related targets | Achieved / complete | 100% of outputs of tranches 2 and 3 had gender related targeted | Completed |

CRS Activity : Drain cleaning, weeding and pot hole patching (CSR 01)

Date : 3rd July 2021

Location : Deweta Road, Daladagama

Program Description:

This road will be used as a shortcut to Nikaweratiya Main Road,

There for road weakness (Clean, Blocking drainage path along the road and prepare the road to motrable condition filling pot holes and weeding) have been rectified for the benefit of road users.

Acknowledgement:

We would like to acknowledgement the house holders and Project manager, Site Engineer, ESO and those who support to succeed this program.

| Package | Date | Location | Social work/Programs Conducted | Objective/s | No. of Participants / Beneficiaries | |
|---------|------------|------------------------|---|--|-------------------------------------|--------|
| | | | | | Male | Female |
| KU4-R2 | 03.07.2021 | Deweta Road Daladagama | Drain cleaning, weeding and pot hole patching | Preparation road for mortrable condition | 18 | 19 |

The Photograph of the program are attached in Annex 01

Prepared By : Environmental & Social Officer (KU4R2)

: Anura Wijenayake CO (PVT) LTD

Annexure 1







