



# Involuntary Resettlement Due Diligence Report

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Project Number: 47273-006  
Loan Number: 3610  
April 2022

## Sri Lanka: Integrated Road Investment Program (Tranche 4) Rehabilitation and Improvement of Balangoda - Bowatte-Kaltota Road (B038) from 0+000 km to 28+960 km.

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

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**Ministry of Highways**  
**Road Development Authority**



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## **SRI: Integrated Road Investment Program Road Management Contract**

**Rehabilitation and improvement of: Balangoda - Bowatte-Kaltota Road (B038)**  
**from 0+000 km to 28+960 km.**

# **Involuntary Resettlement Due Diligence & Socioeconomic Assessment Report**

**Final Report**

**April 2022**

**Prepared by**



**Master Hellie's Engineering Consultants (Pvt.) Ltd**

**Submitted to**  
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## Abbreviations

ADB	Asian Development Bank
AP	Affected Person
CPF	Community Participation Framework
DDR	Due Diligence Report
DSD	Divisional Secretariat Division
FGD	Focus Group Discussion
GN	Grama Niladhari
GND	Grama Niladhari Division
GoSL	Government of Sri Lanka
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
IR	Involuntary Resettlement
iRoad	Integrated Road Investment Program
LAA	Land Acquisition Act
MFF	Multi-tranche Financing Facility
MOU	Memorandum of Understanding
SP	Sabaragamuwa Province
NGO	Non-Government Organization
NWSDB	National Water Supply and Drainage Board
PIU	Project Implementing Unit
PS	Pradeshiya Sabha
RDA	Road Development Authority
SPS, 2009	ADB's Safeguards Policy Statement, 2009

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# 1 INTRODUCTION

## 1.1 Background

1. The population of Sri Lanka is about 20 million and it spreads over nine provinces, covering a land area of 65,610 km<sup>2</sup>. Improvements to the road infrastructure and transport facilities have been identified as one of the priority development needs in the government development strategy (2015 to 2020). According to the information in RDA, Sri Lanka has the highest road density among countries in the South Asian Region. Improvements to National highways (A and B roads) and rehabilitation of provincial roads (C and D roads) have been given significant place in the development agenda of the previous and present government's, and as a result, a significant percentage of road networks have been improved. Improvements to the existing road network, including all categories of roads, is a felt need of the country to facilitate the distribution of economic and social wellbeing of the people in the 9 provinces. The policy makers and planners of the road sector have rightly understood the significance of connectivity impacts of the road network, and therefore, projects and programs are being implemented to improve the roads in all categories, from national to rural. The express ways constructed and proposed to construct will also add significant contribution in promoting the connectivity impacts of the road network improvement.

2. The Government of Sri Lanka (GoSL) has requested financial assistance from the Asian Development Bank (ADB) for the investment program, which is officially called as the Integrated Road Investment Program (iRoad). This investment program is in line with the government's sector objective, which is to "establish a modern transport system that will enable acceleration of economic growth". (Project Road, Integrated Road Investment Program (iRoad)).

3. The project is to be executed as a Multi-Tranche Financial Facility (MFF). Ministry of Highways will be the executing agency while the Road Development Authority (RDA) will be the implementing agency of the project.

4. The program comprises two types of contracts as (i) Conventional Road Contracts (CRC) and (ii) Road Management Contracts (RMC). Five projects have been defined under CRC package as project 1 in Southern Province, project 2 in Sabaragamuwa Province and Western Province, project 3 in Central Province, project 4 in North Central Province, and project 5 in North Western Province. The proposed road belongs to Sabaragamuwa province. The proposed road has been selected under Road Management Contracts (RMC) – iRoad 1.

5. This report is on involuntary resettlement due diligence and socioeconomic assessment for Balangoda -Bowatta- Kalthota road in Rathnapura district of Sabaragamuwa Province. The purpose of this report is to identify involuntary resettlement issues due to implementation of the intended rehabilitation activities of this road Balangoda - Bowatte-Kaltota Road (B038) from 0+000 km to 28+960 km.

6. The report also intends to propose measures to mitigate involuntary resettlement related issues. Finally the report also aims at establishment of base line socio-economic condition of communities in the road catchment including gender related aspects and views of the community members and other stakeholders on the proposed improvement work to the candidate road sections. The report contains two (2) sections. Section one deals with involuntary resettlement and due diligence while section two discusses the socio-economic aspects of the communities related to the candidate road. Gender related aspects and views

of the community on the project based on consultations were also carried out during the study.

## 1.2 Objectives of the Study

- i. To identify whether IR is involved within the section of the road to be improved under the RDA, where improvements will be done within the exiting Right of Way.
- ii. To identify a sample of potential beneficiary population focusing on GN divisions of four Divisional Secretariat (DS) divisions where the project road is located.
- iii. To establish a set of baseline data on the present demographic conditions in the project area.
- iv. To identify possible beneficial and adverse social impacts that may occur due to the project.
- v. To propose suitable mitigation measures to avoid, minimize or manage adverse social impacts generated by the project.

## 1.3 Description of the project on improvement, Rehabilitation and Maintenance of Balangoda -Bowatta- Kalthota (B038) road in Rathnapura District in Sabaragamuwa Province

7. Balangoda -Bowatta- Kalthota (B038) road, selected under the integrated road investment program for the improvement and maintenance, spreads out in 11 GNDs belong to 2 Divisional Secretariat Divisions (Balangoda & Kalthota) of Rathnapura district. The road length is 28.96 km. Location of the road area is shown below.



**Figure 1-1: The GNS s relevant to proposed candidate road**

8. The road proposed for improvement is connected to number of main national roads (A and B) running across the Balangoda and Kalthota, which are linking a number of other districts of the country.

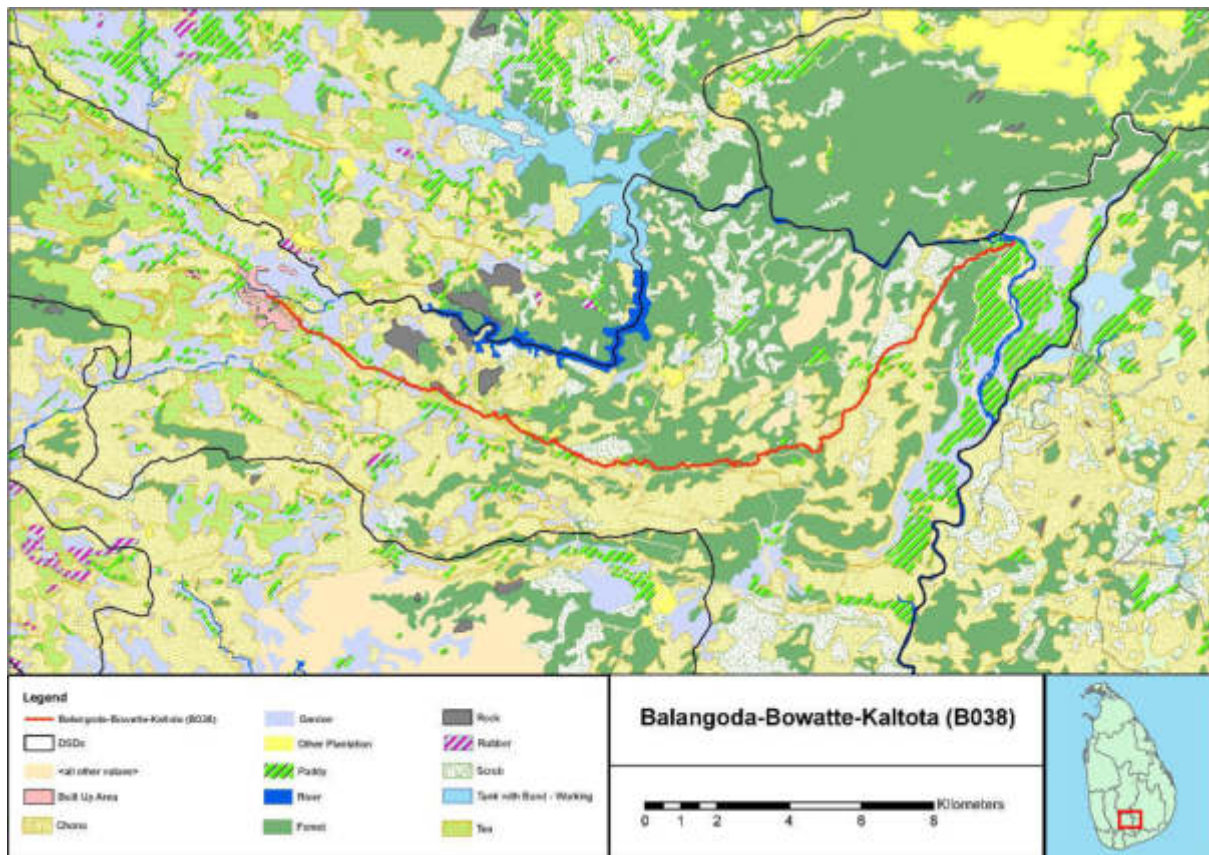
9. This candidate road run across 2 DSDs and 11 GNDs. These areas can be defined as the project influential area. The details of the DSDs and GNDs in the project influential area are shown in **Table I-1**.

**Table 1-1 Project related administrative divisions (Source – Census and Statistics publications for GN related data)**

Name of the Road	District	Names of DSDs	No of GND divisions
Balangoda - Bowatta- Kalthota	Rathnapura	Balangoda	Batugamma
			Aldora
			Thotupalathenna
			Rajawaka
			Bowatta
			Vikiliya
			Kirimetithenna
		Kalthota	Kalthota
			Kuragala
			Molamura
			Thanjanthenna

10. Land area in the road influential area mainly includes homesteads, infrastructures, including townships, limited perennial and semi-perennial crops, paddy land and marshy lands. The main land use features, observed in the road influential area, are shown in **Figure I-2**.

11. Rajawaka forest reserve locates aligns close to the road where the section starting from Rajawaka junction (Nawaneliya up to Kalthota junction). The proposed road section adjoins the forest reserve by one side in few locations and also runs through the forest between Kuragala junction upto Kalthota junction. This reserve is located in between the chainage 25 km – 27 km where any civil works will not be done once the forest department's permission is received.



**Figure 1-2. Main land use features in the road influential area for Rehabilitation and improvement of: Balangoda - Bowatte- Kaltota Road (B038) from 0+000 km to 28+960 km.**

12. The iRoad 1 envisages carrying out limited improvements such as improving road surface, sealing of road edges with properly established road shoulders and improving road drainage in critical sections. The project does not intend to expand the existing width of the roads. The IR impacts will be zero or minimal in this context (existing width of the ROW is range from 14500 – 20200 mm). **The Figure 1-3** shows the starting and end point of the sections of the candidate road for proposed for improvement.

Road	Starting point	Ending point
Rehabilitation and improvement of: Balangoda - Bowatte-Kaltota Road (B038) from 0+000 km to 28+960 km.		

**Figure 1-3: Photos on starting and ending points of the section proposed for improvement.**



**Figure 1-4 Forest reservation area's photos**

### **1.3.1 The proposed road development features**

- Carriage way – 3.5 m \* 2
- Hard shoulder - 1.5\* 2
- Soft shoulder (this could be varying) 2.0 \* 2
- Drain – 0.6 m \* 2
- Total width is -15.2 m

The **Annex II** indicates the cross section of the road proposed for improvement.

## 2 INVOLUNTARY RESETTLEMENT AND DUE DILIGENCE

13. In the introductory section to this report, the details of this road that have been earmarked for improvement under Road Management Contract (RMC)- iRoad I. As highlighted therein, sections of candidate roads with 28.9 km length have been selected for improvements with some modernization, but the construction activities will be confined to the existing ROWs of the road. Nevertheless, the Socio-economic study team has found that there are some structures, temporary in nature, are erected on some locations adjacent to the road edges, and are used by local persons for their livelihood related activities. As stated in the introduction an involuntary resettlement (IR) due diligence needs to be completed within this road section to identify any IR impacts that would occur due to proposed road improvement works.

### 2.1 Overall Assessment on the Previous Land acquisition/donation of Proposed Road sections

14. According to the information collected during the focus group discussions had with Divisional secretary of the relevant DS divisions, community and the discussion had with the RDA officials, there were no road improvements or land acquisition for past three decades in Balangoda – Bowatta- Kalthota B038 road. In 1980s there were road improvement in Balangoda - Kalthota road, but carried out by the Samanalawewa project. No information to find out regarding this.

15. In early period for road improvement, people voluntary contributed the land donation for widening the road.

16. All voluntary land transactions carried out with verification of the voluntary nature of land donation in each case will be done through a formal public hearing.

17. Also, there are no incident has been recorded of eminent domain or other state power used for taking of additional land strips.

### 2.2 Methodology used to carry out the due diligence

18. During the field inspection, any road section that was observed to be narrow (such as sections between two parapet walls, two live fences or double cut) were measured to confirm the available width. As explained in the IR framework the available corridor for improvement is considered to be the space between fence to fence or road side drain to drain. Hence, any structure between the fence/ drain and the existing road edge was recorded. The road width existing between boundary road side drain to drain was considered as ROW to be improved under the project. There were RDA boundary markers observed only for a small road segment that is 0.5 km to 2 km of the proposed road. The due diligence was carried out referring the existing RDA marker for that indicated road segment.

19. In order to fulfill the requirements under the Involuntary Resettlement, due diligence and socio-economic profile survey, the consultation firm mobilized a Social Safeguards Specialist and a study team in the field in the month of October 2021. The study methodology was separated into three sections as IR due diligence, socio- economic profile, focus group discussions and public consultations.

20. The consultants and study team adapted to the situation in the country regarding the COVID 19 pandemic and took extra measures in data collection to safeguard the communities contacted in the project area and to safeguard themselves. The enumerators were selected from the project area. Prior to commencing the field work, a meeting with the Public Health Inspector was held. When visiting the households, enumerators were taught to keep their distance and use face masks during the interview. In organizing FGDs, use the WHO, ADB guide lines.

21. The consultants carried out following chronological activities as part of field verification for this due diligence on IR (**Table 2-1**). The qualitative data was also collected from sample owners of the structures (830 persons representing 28.9 km length of the candidate road) to document their views (One on one interviews). These 830 persons interviewed under one on one qualitative information collection method are the persons operating business/livelihood related activities in the area near to the road boundary. They carry out their business activities in different types of structures, mostly temporary established. Any of these structures will not be affected due to the implementation of intended improvement activities of the road. Since they have been in the area near to the road boundary for long period of time they were considered for one on one interviews to obtain information on their views on the possible temporary difficulties such as dust, noise etc. of the road improvement work on the local communities.

**Table 2-1 Chronological methods followed to identify roadside structures**

Step	Activity	Time period	Outputs and Type of data collected
1	Visiting of Road and communicate DS and GN officers to make them aware of the intended activity	30 <sup>th</sup> September – 5 <sup>th</sup> October	Awareness of the DSs and GNs about the walkthrough survey by the survey team to identify vulnerable properties (structures)
2	Walk along the road and administer a specific questionnaire with identified vulnerable structures to be damaged or create negative impacts during construction	1 <sup>st</sup> October – 14 <sup>th</sup> October	Basic information of the structures identified (name of the owner, type of structure, income, a photo and his/her voluntary willingness to shift the structure to another location, if required, etc.)
3	Preparation of the profile of vulnerable structures	1 <sup>st</sup> October – 14 <sup>th</sup> October	All the vulnerable structures are discussed on the report

## 2.3 Summary of field observations and verification

### 2.3.1 Project affected structures

22. The consultants observed large number of structures located in the immediate vicinity of the road edges but, only 5 of them will have temporary negative impacts due to intended road improvement work (B 038). As mentioned in the methodology section of this chapter, the consultants met all of the owners of these structures and made them aware of the intended work. All the owners are willing to cooperate and ready to shift their structures, if required during the construction phase. Most of these are temporary structures some are fixed to the ground and some are moveable Carts. All of them can be temporary shifted. All these structures are located within ROW. The temporary affected household list is given below.

**Table 2-2 The owners of the Affected Structures**

No.	Name of the AP	Address
1	Thilina Sampath	Duwili Ella Handiya, Balangoda
2	M.K.B. Richard Perera	16 mile post, Sandatanna, Balangoda
3	K.K. Gamini Sarath	14 <sup>th</sup> Post, Tanjantanna, Balangoda
4	B.R. Siripala	14 <sup>th</sup> Post, Tanjantanna, Balangoda
5	B.M. Karunawathi	Molamura, Tanjantanna, Balangoda


23. Five structures which are close to the existing road edges found in following locations and are discussed separately below in detail.


24. Most of the business places occupied in the Road (B038) are mainly run by mobile vendors for their routine business activities. Other temporary, or semi-permanent structures found are located little beyond the edge of the road reservation. Therefore, they will not be negatively affected during construction phase. They can continue their routine business activities as usual but, there can be some disturbances to the customers and the vendors of the business places due to dust, noise and vibration of the construction activities. The study team found 5 places occupied the road reservation for their business activities. These businessmen use to vegetable and fruits. Their business activities are confined to certain seasons and also, they close their business activities in every day evening. The details of the 5 places occupied for mobile business activities are mentioned below.


### **IR impact mitigation**


25. The 5 project affected persons mentioned in Table 2-2 agreed to shift their small business structures temporary to provide flexibility to carry out intended road improvement work. Construction schedule in front of their structures will be informed to these 5 persons prior to commencement of construction work. The owners of all 5 affected structures are prepared to implement mitigatory measures and they prefer to clear the area where they have presently occupied for their businesses to carrying out road improvement related activities. However, every business person affected by the project need short period for shifting of their structures and it will cause some temporary livelihood impact. These impacts will not be significant IR impact.

Table 2-3 Structures Placed within ROW

#	GPS Coordinates		Name of the AP	Address	NIC No.	Telephone No.	Year Established	Business Income	Photo	IR Impact
	N	E								
1	6.64629	80.86681	Thilina Sampath	Duwili Ella Handiya, Balangoda	852034454V	0779843562	2016	20,000		<p>Temporary structure built up in the government reservation. Selling vegetable Established 4 years ago. There is enough space at the back to take the structure. He said he can easily take back the structure prior to start the construction activities.</p> <p>With the support from supervision consultant and the contractor PMU will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>

#	GPS Coordinates		Name of the AP	Address	NIC No.	Telephone No.	Year Established	Business Income	Photo	IR Impact
	N	E								
2	6.6419	80.86469	M.K.B. Richard Perera	16 mile post, Sandatanna, Balangoda	550943684V	0764697594	2021	40,000		<p>Temporary hut built up in front of owner's house. Selling vegetable and fruit. Established in this year. He can easily take back the structure to his land, once the construction starts.</p> <p>With the support from supervision consultant and the contractor PMU will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>

#	GPS Coordinates		Name of the AP	Address	NIC No.	Telephone No.	Year Established	Business Income	Photo	IR Impact
	N	E								
3	6.6266	80.85154	K.K. Gamini Sarath	14 <sup>th</sup> Post, Tanjantanna, Balangoda		0763061991	1990	15,000		<p>Temporary structure to sell vegetables and fruit. Built up in front of his land close to the road. Established in 30 years ago. He can easily take back the structure to his land, once the construction starts.</p> <p>With the support from supervision consultant and the contractor PMU will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as he can continue the business / livelihood.</p>

#	GPS Coordinates		Name of the AP	Address	NIC No.	Telephone No.	Year Established	Business Income	Photo	IR Impact
	N	E								
4	6.6262	80.85146	B.R. Siripala	14 <sup>th</sup> Post, Tanjantanna, Balangoda	691810720V	0702959452	2013	15,000		<p>A vegetable and fruit stall. He is carrying out his business in his land. The structure is located at the edge of the RoW with one section of the structure projecting towards the RoW. The owner is willing to shift back during construction if needed. With the support from supervision consultant and the contractor PMU will notify the owner 30 days in advance and will provide labour support if required. No IR impact was observed as he can continue the business/livelihood.</p>


#	GPS Coordinates		Name of the AP	Address	NIC No.	Telephone No.	Year Established	Business Income	Photo	IR Impact
	N	E								
5	6.61076	80.83037	B.M. Karunawathi	Molamura, Tanjantanna, Balangoda		0455616562	2010	15,000		<p>Temporary structure use for selling vegetables and fruit. Built up in front of her land close to the road. Established in 10 years ago. She agreed to take back the structure to her land, once the construction starts.</p> <p>With the support from supervision consultant and the contractor PMU will notify the owner 30 days in advance and will provide labour support if required.</p> <p>No IR impact was observed as She can continue the business / livelihood</p>



Figure 2-1 Location of the five structures

### 2.3.2 Summary of IR Due diligence for road sections in Sabaragamuwa Province

26. The proposed project will not create Involuntary Resettlement Impacts (IR impacts) such as acquisition of land, evacuation of householders or displacement of people from their livelihoods. Nevertheless, the study team found 5 livelihoods, business related structures are located close to the road edges and they may become constraints for attending required project implementation activities in front of such structures. Some of these structures can be shifted to other locations of the same side of the road. Others are places occupied by mobile vendors for selling routine timers such as fruits and vegetables. They are willing to move to other locations of the road reservation for same business during construction period. They can easily do it because they keep their business items for displays on small tables that can be lifted to anywhere, they want. The summary of this situation is presented below for further understanding.

**Table 2-4 Summary of ID Due diligence**

Name of the Road	Number of Business structures	GPS Coordinate		IR due diligence Categorization
		N	E	
Balangoda-Bowatta-Kalthota Road (B038)	1	6.64629	80.8668	Stall (vegetable, fruits etc). No IR impacts.
	1	6.6419	80.8647	Stall (vegetable, fruits etc). No IR impacts.
	1	6.6266	80.8515	Stall (Grossary items, vegetable, fruits etc). No IR impacts.
	1	6.6262	80.8515	Stall (vegetable, fruits etc). No IR impacts.
	1	6.61076	80.8304	Stall (vegetable, fruits etc), No IR impact.

### 2.3.3 Mitigatory measures

27. The 5 project affected persons mentioned in Table 2-2 agreed to temporary shift their small business structures to provide flexibility to carry out intended road improvement work. Construction schedule in front of their structures will be informed to these 5 persons prior to commencement of construction work. The owners of all 5 affected structures are prepared to implement mitigatory measures and they prefer to clear the area where they have

presently occupied for their businesses to carrying out road improvement related activities. However, every business person affected by the project need short period for shifting of their structures and it will cause some temporary livelihood impact. These impacts will not be significant IR impact.

#### **2.3.4 Other observations of the survey team**

28. The survey team observed several mobile vendors involved in informal business activities without structures erected in the road reservation. Some other persons carrying out business in mobile structures are also observed within the ROW but far from the road edges. Their activities will not disturb the contractors to carry out intended road improvement activities under the iRoad program in this road. Some of them are not involved in their business on regular basis.

29. The Project Implementation Unit (PIU) should have methodical and intensive public awareness campaign to inform all these persons involved in some business activities within the road reservation. They all should be provided with information on the construction schedule on timely basis. Some of the following photos taken during survey period depict the correct situation of these vendors who will not have impacts due to proposed iRoad project in Balangoda Kalthota road.

#### **2.4 Other impacts observed and mitigation measures**

30. Some negative impacts will be possible within the road sections close to the Banangoda and Kalthota townships. Once week a weekly fair held on every Thursday both side of the road. About 40 merchants arrive to Sathi Pola. Therefore, some impacts during construction are expected but these impacts will be confined to construction phase of the project. During the construction period Pola may be need to remove temporarily. When start the construction in this section need to be expedited. These temporary impacts are described below:

31. **Temporary loss of access/disruption of traffic:** Traffic will be a problem on all the road sections run within the townships. The issues related to traffic can be better managed through proper management of construction sites. The access to houses, institutes and businesses will be disturbed. This impact would be significant in town areas. In other areas, temporary disturbances to access can be mitigated through creating alternative access routes. Steel plates can be provided for the businesses and householders to establish temporary path-ways to their premises during the construction phase (**please see IR check list in Annex III**).

32. **Shifting of utility supply lines:** There can be disturbances to the drinking water pipe lines, electricity distribution lines and telecommunication/telephone lines during construction phase. These impacts can be mitigated through proper collaboration with utility supply services, such as the National Water Supplies and Drainage Board, Ceylon Electricity Board and Sri Lanka Telecom.

33. **Dust, noise and vibration:** Impacts will be felt by the people living near road sections during construction works. High vibration levels may damage structures close to the road edges. Damages to the business stores if occurred, will lead to economic losses during the period of repairing the damaged structures. These structures are mainly found in the road sections run across town ships. The Civil contracts should include appropriate measures to avoid/ manage the issues of dust, noise. Civil contracts should also include a 3rd party insurance to refurbishment of any damage of property caused by vibration during the constriction. It is also required to carry out a property condition survey within settlement

areas close to the candidate roads (mainly within town ships) prior to commencement of the construction activities.

### 3 SOCIO-ECONOMIC ASSESSMENT AND GENDER PARTICIPATION REPORT

#### 3.1 Methodology used to carry out socio-economic and the due diligence

34. Field verification was carried out covering 28.96 km length of the candidate road (B038), in Rathnapura District in the Sabaragamuwa Province to satisfy the requirement of socio-economic and due diligence. The site visits were carried out during the period of October 2021. The Google online maps, topographic and land use maps were also used for the field investigations. A household questionnaire survey was conducted from households located through the 11 GNDs. The sample selected for the household survey is 830 selected from the GNDs relevant to the road corridors. These 830 households were selected using random basis covering the all GNDs in the roads' corridor. 02 Focus Group discussions (FGDs) and 830 one on one interviews were conducted to ascertain the public view on the project.

35. The candidate road runs through 2 Divisional Secretariat Divisions (DSDs). However, as these road is B class road, where development could be observed along the road corridor, sample socioeconomic survey was carried out covering GNDs in road corridor. The names of DSDs through which the candidate roads run across and the number of households surveyed as sample are summarized in **Table 3-1**.

36. Sampling is a technique of selecting individual members or a subset of the population to make statistical inferences from them and estimate characteristics of the whole population. Different sampling methods are widely used by researchers in social assessment so that they do not need to research the entire population. In this social survey consultants selected the Systematic sampling method. By this method choose the sample members of a population at regular intervals. It requires the selection of a starting point for the sample and sample size that can be repeated at regular intervals. This type of sampling method has predefined range. The given sample size is 20% and then among 5 families 1 family need to be selected. Therefore chose every 5th family to be a part of the sample.

**Table 3-1 The number of households surveyed in each project relevant DSD.**

Name of the Road	No of GND divisions	Total HHS	No. of HHs surveyed	20%
<b>Balangoda- Bowatta- Kalthota</b>	Batugammana	282	56	6.75
	Aldora	376	75	9.04
	Thotupolathenna	400	80	9.64
	Rajawaka	184	40	4.82
	Bowatta	344	69	8.31
	Vikiliya	392	80	9.64

Name of the Road	No of GND divisions	Total HHS	No. of HHs surveyed	20%
	Kirimetithenna	984	197	23.73
	Kalthota	303	64	7.71
	Kuragala	211	42	5.06
	Molamura	208	42	5.06
	Thanjanthenna	427	85	10.24
<b>Total</b>		<b>4111</b>	<b>830</b>	<b>100</b>

Source: Questionnaire survey October 2021

### 3.2 Description of Key Physical and Socio-economic Features of road relevant areas

#### 3.2.1 Balangoda –Kalthota road

37. Balangoda- Bowatta- Kalthota road is owned to the Balangoda and Kalthota divisional secretaries belong to Rathnapura district, located in Sabaragamuwa Province (SP) of the country. The estimated population in 2020 for Sabaragamuwa province is 2,070,000 and it is 9.44 % of the total population of the country (population in Sri Lanka is about 21,919,000). Since Rathnapura District is the road relevant catchments, the information relevant to socio-economic aspects in Rathnapura District is described in this section.

38. According to the data in the Department of Censuses and statistics, the estimated population in 2020, in Rathnapura District was 1,088,007 comprising 536,401 (49.3%) male and 551,606 (50.7%) female.

**Table 3-2 Population categorized to different ethnic groups**

Category	Sinhalese	Sri Lanka Tamil	Indian Tamil	Moor	Burgher	Malay	Sri Lanka Chetty	Other	Total
Male	467,203	27,053	30,311	11,182	194	141	17	300	536,401
Female	480,608	27,384	31,813	11,164	211	147	18	261	551,606
Total	947,811	54,437	62,124	22,346	405	288	35	561	1,088,007

39. Balangoda, Bowatta- Kalthota road is B class road runs through 2 Divisional Secretariat Divisions (DSDs), named Balangoda and Kalthota DS divisions. Prior to March 2021, there was only one DS division named as Balangoda. Now it has been divided in to 2

DS divisions; Balangoda and Kalthota. The total number of GN divisions are 53. Out of this 11 GN divisions owned to the project area.

40. Agriculture is the dominant livelihood activities of the people in Rathnapura district area. The same pattern shows in Balangoda and Kalthota divisional secretary area too. Tea, vegetables, paddy and mix crops are prominent. Among the vegetable cultivation beans and tomato crops are most significant crops and large extent of land use for this. In addition industries and service sectors are also important.

41. Considering about the industries mining of calcite is prominent industry in this area. Balangoda Calcite Deposit is currently the best calcite deposit in the world and according to Prof. H.M.T.G.A. Pitawala such a high-quality calcite deposits have never been recorded in any other country in the world. Minor excavations at the Balangoda Calcite Deposit are being carried out by various individuals in an informal manner. But with the road improvement, could be properly utilize this calcite deposit and able to produce as a value addition product of calcium carbonate which can be used for a number of industrial products, manufacture of medicinal pills. It is also used in the building industry, including paints, and in the production of animal feed. It can be exported to produce products that are in high demand. Garments, clay productions also will be developed with road improvement.

42. The road sections selected for the improvements which is run across 2 DSDs (Balangoda and Kalthota) in Rathnapura district. The total population in these 2 DSDs is 89,776 (male 43,957 and female 46,019). The highest population is reported from Balangoda DSD. The data related to population in road relevant 11 GNDS is shown in the table below.

**Table 3-3 The population in DSDs and GNDs with Gender segregation**

GN Division	Male		Female		Total	
	No:	%	No:	%	No:	%
Batugammana	562	6.8	558	6.5	1,120	6.7
Aldora	733	8.9	772	9.1	1,505	9
Thanjanthena	810	9.8	822	9.6	1,632	9.7
Kalthota	592	7.2	548	6.4	1,140	6.8
Kuragala	425	5.2	442	5.2	867	5.2
Molamura	457	5.6	421	4.9	878	5.2
Rajawaka	325	3.9	369	4.3	694	4.1
Bowatta	660	8.1	671	7.9	1,331	8
Vikiliya	748	9.1	811	9.5	1,559	9.3

GN Division	Male		Female		Total	
	No:	%	No:	%	No:	%
Thotupalathenna	794	9.6	850	10	1,644	9.8
Kirimetithenna	2,124	25.8	2,261	26.6	4,385	26.2
<b>GNDs Total</b>	<b>8,230</b>	<b>100</b>	<b>8,525</b>	<b>100</b>	<b>16,755</b>	<b>100</b>
<b>DSD total population</b>	<b>43,757</b>		<b>46,019</b>		<b>89,776</b>	

(Source: Resource Profile Balangoda DS official data – 2020)

43. The female population is little higher than the male population in the 11GNDs relevant to the candidate road. This situation is equally relevant to the Balangoda and Kalthota DSDs and it is same in and Rathnapura district as a whole in general. Male female ratio is 100:104.

44. Considering about the 11 GN divisions belong to the road, ethnically, majority of the families are Sinhalese and it account for 82 percent. Tamils accounts for 8.7 percent ( 7.2% Indian Tamils and 1.5 % of Sri Lanka Tamils). 9.1 % are Muslim.

45. When the families are divided into main age groups, within the 11 GNDs, 24.7% are in 0 – 14, age group, 63.3 % are in 15 - 59 age group and remaining of 12 % belong to 60+ age group. The table below shows details.

**Table 3-4 Population under age groups**

GN Division	Age Group			Total
	0- 14	15- 59	<60	
Batugammana	271	714	135	1120
Aldora	398	935	172	1505
Thanjanthenna	375	1066	191	1632
Kalthota	227	740	173	1140
Kuragala	212	552	103	867
Molamura	205	566	107	878
Rajawaka	131	455	108	694
Bowatta	293	865	173	1331

GN Division	Age Group			Total
	0- 14	15- 59	<60	
Vikiliya	342	1029	188	1559
Thotupalathenna	431	998	215	1644
Kirimetithenna	1259	2692	434	4385
<b>GNDs Total</b>	<b>4144</b>	<b>10612</b>	<b>1999</b>	<b>16755</b>
<b>DSD total population</b>	<b>22454</b>	<b>55814</b>	<b>11508</b>	<b>89776</b>

(Source: Resource Profile Balangoda DS official data – 2020)

46. Total population aged 15 years and above in the DSD is 67,320 and it is about 12,616 within the 11 GNDs. Labour force of the road related area is 6,658 (39.7%) of the total population. Unemployment rate is 7%. Economically non active population is 47.1%. Dependency ratio is 57.9%.

**Table 3-5 Economically Active and Non active population**

GN Division	Population aged 15 years and above			
	Employed	Unemployed	Economically Not active	Total
Batugammana	410	33	407	850
Aldora	588	46	474	1108
Thanjanthenna	649	57	553	1259
Kalthota	429	16	467	912
Kuragala	309	17	329	655
Molamura	336	34	302	672
Rajawaka	242	29	292	563
Bowatta	562	26	449	1037
Vikiliya	656	46	515	1217
Thotupalathenna	511	27	674	1212
Kirimetithenna	1526	101	1499	3126

GN Division	Population aged 15 years and above			
	Employed	Unemployed	Economically Not active	Total
<b>GNDs Total</b>	<b>6218</b>	<b>432</b>	<b>5961</b>	<b>12611</b>
<b>DSDs Total</b>	<b>34217</b>	<b>2447</b>	<b>30658</b>	<b>67,322</b>

47. Education levels of DSDs population: Information on education in 11 GNDs shows a considerable level among the population. The percentage with no formal education 5.6 percent and literacy rate is 94.4%. among 11 GNDs. The percentage of the population with G.C.E (O/L) qualification accounts for 15.6% and G C E (A/L) is 9.5 %. The percentage obtained degrees 1,6 %. The data on the education of the project influential area population is shown in Table 3-6.

**Table 3-6 Educational Achievement**

GN Division	Population (5 years and over) by educational attainment						
	Primary	Secondary	G.C.E. (O/L)	G.C.E. (A/L)	Degree or above	No schooling	Total
Batugamman a	279	455	135	79	8	63	1019
Aldora	420	523	157	104	18	127	1349
Thanjanthenn a	377	706	228	116	17	56	1500
Kalthota	288	506	107	83	17	47	1048
Kuragala	242	352	101	55	6	36	792
Molamura	192	434	92	64	3	29	814
Rajawaka	132	230	161	91	13	23	650
Bowatta	280	646	134	92	15	61	1228
Vikiliya	315	577	305	178	35	39	1449
Thotupalatenna	383	613	267	147	22	84	1516
Kirimetithenn a	924	1501	709	453	90	298	3975
<b>GNDs Total</b>	<b>3832</b>	<b>6543</b>	<b>2396</b>	<b>1462</b>	<b>244</b>	<b>863</b>	<b>15340</b>
<b>DSDs Total</b>	<b>21057</b>	<b>33844</b>	<b>12945</b>	<b>8393</b>	<b>1605</b>	<b>4454</b>	<b>82,298</b>

Source: Resource Profile – Balangoda DSD -2020

## Sources of Energy

48. The 80.4 percent of the households have electricity facilities through national grid in considering entire household owned to relevant GNDs related to road area. A small amount (1.2%) use solar power or rural hydro-electricity. The significant is about 18 % of the population use kerosene for lighting. Bio gas and other sources are not significant. The information on sources of electricity of the households is shown Table 3-7.

**Table 3-7 Principal Type of Lighting**

GN Division	Principal type of lighting						Total
	National Network	Rural Hydro Electricity	Kerosene	Solar power	Bio Gas	Other	
Batugammana	248	0	59	2	0	0	309
Aldora	296	0	114	3	0	0	413
Thanjanthenna	304	0	143	22	0	0	469
Kalthota	280	0	48	4	0	0	332
Kuragala	141	1	79	9	0	0	230
Molamura	197	0	31	0	0	0	228
Rajawaka	158	1	41	1	0	0	201
Bowatta	293	1	78	5	0	0	377
Vikiliya	380	0	44	6	0	0	430
Thotupalathenna	396	0	42	1	0	0	439
Kirimetithenna	939	1	141	0	0	0	1081
<b>GNDs Total</b>	<b>3632</b>	<b>4</b>	<b>820</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>4509</b>
<b>DSDs Total</b>	<b>20200</b>	<b>41</b>	<b>3433</b>	<b>257</b>	<b>1</b>	<b>5</b>	<b>23,937</b>

Source: Resource Profile – Balangoda DSD -2020

## Drinking Water Availability

49. Main source drinking water of households in road relevant 11 GNDs areas is shallow wells tube wells and it accounts for 84.7 % ( 56.1% shallow wells and 28.6 Tube wells) . Only 9.2 % have access to pipe born water provided by the National Water Supply & Drainage Board (NWS&DB). The data on sources of drinking water is shown in Table 3-8. However, according to the community members interviewed quality of water in shallow wells and community water supply schemes is good for drinking and they had no complaints about the quality of water.

**Table 3-8 Source of Drinking Water**

GN Division	Source of drinking water									
	Well	Pipe born water	Rural water project	Tube well	Bowser	Stream	Rain water	Bottle water	Other	Total
Batugammana	261	11	4	23	1	0	6	0	3	309
Aldora	270	78	3	55	0	0	0	1	6	413
Thanjanthenna	14	19	3	422	0	0	3	0	8	469
Kalthota	149	12	7	148	5	0	11	0	0	332
Kuragala	28	2	1	177	0	0	20	0	2	230
Molamura	43	38	3	133	0	0	7	1	3	228
Rajawaka	38	6	4	150	0	0	3	0	0	201
Bowatta	254	25	12	60	0	0	26	0	0	377
Vikiliya	271	27	3	52	5	0	71	0	1	430
Thotupalathenna	369	2	1	66	0	0	0	0	1	439
Kirimetithenna	842	194	25	4	14	1	0	0	1	1081
<b>GNDs Total</b>	<b>2539</b>	<b>414</b>	<b>66</b>	<b>1290</b>	<b>25</b>	<b>1</b>	<b>147</b>	<b>2</b>	<b>25</b>	<b>4509</b>
<b>DSDs Total</b>	<b>8257</b>	<b>4699</b>	<b>758</b>	<b>7524</b>	<b>134</b>	<b>3</b>	<b>2424</b>	<b>23</b>	<b>115</b>	<b>23,937</b>

Source: Resource Profile – Balangoda DSD -2020

## Sanitation

50. The 98.2 % of the households have access to sanitary latrine facilities. 92.8 % of the households in all the project relevant GN divisions have water sealed latrines in their households (water sealed latrines include flush type latrines as well). 5.4 % use direct pits. 1.8 of the households are still not having proper sanitary facilities. The data on sanitary latrine facilities available in sample households is shown in the Table 3-9 below.

**Table 3-9 Availability of sanitary facilities**

GN Division	Type of toilet					
	Water seal	Pour flush toilet	Direct pit	Other	Not using toilet	Total
Batugammana	288	1	20	0	0	309
Aldora	395	0	16	0	2	413
Thanjanthenna	413	0	53	0	3	469
Kalthota	304	6	19	1	2	332
Kuragala	204	3	20	0	3	230
Molamura	179	24	16	0	9	228
Rajawaka	190	0	12	0	0	202
Bowatta	336	1	38	0	2	377
Vikiliya	408	8	11	0	3	430
Thotupalathenna	422	4	12	0	1	439
Kirimetithenna	1004	3	20	0	53	1080
<b>GNDs Total</b>	<b>4143</b>	<b>50</b>	<b>237</b>	<b>1</b>	<b>78</b>	<b>4509</b>
<b>DSDs Total</b>	<b>22504</b>	<b>224</b>	<b>1004</b>	<b>13</b>	<b>192</b>	<b>23,937</b>

Source: Resource Profile – Balangoda DSD -2020

## Solid waste management practices

51. The people in the area dispose their waste in different ways. Considering about the 11 GNDs related to road area, 49% of them burning their waste, 32% of them burying while 14% composting by occupants. Only 1.5% collected by the local authority and remaining is by dumping them in an open space. Management of rural solid waste continues to be a major problem in Sri Lanka.

**Table 3-10 Solid Waste Disposal**

GN Division	Principal method of solid waste disposal						Total
	Collected by local authorities	Burn by Occupants	Bury by Occupants	Composting by occupants	Dispose by Occupants into other places	Other	
Batugammana	1	86	144	78	0	0	309
Aldora	2	204	143	24	40	0	413
Thanjanthenna	0	321	104	44	0	0	469
Kalthota	4	171	97	60	0	0	332
Kuragala	0	104	67	59	0	0	230
Molamura	0	121	91	16	0	0	228
Rajawaka	0	112	81	8	0	0	201
Bowatta	1	226	111	39	0	0	377
Vikiliya	2	215	120	93	0	0	430
Thotupalathenna	6	177	148	44	1	63	439
Kirimetithenna	49	489	358	169	12	4	1081
<b>GNDs Total</b>	<b>65</b>	<b>2226</b>	<b>1464</b>	<b>634</b>	<b>53</b>	<b>67</b>	<b>4509</b>
<b>DSDs Total</b>	<b>3266</b>	<b>8798</b>	<b>8319</b>	<b>3267</b>	<b>184</b>	<b>103</b>	<b>23,937</b>

Source: Resource Profile – Balangoda DSD -2020

52. 74 % of the households have a permanent house while 25 % of the households are having semi-permanent house. Remaining 1 % is improvised. The data on sanitary latrine facilities available in households is shown in the Table 3-11 below.

**Table 3-11 Condition of the houses**

GN Division	Housing units by type of unit			
	Permanent	Semi- permanent	Improvised	Total
Batugammana	226	83	0	309
Aldora	195	217	1	413
Thanjanthenna	325	144	0	469
Kalthota	258	74	0	332
Kuragala	135	94	1	230
Molamura	165	59	4	228
Rajawaka	139	61	1	201
Bowatta	271	105	1	377
Vikiliya	361	68	1	430
Thotupalathenna	391	45	3	439
Kirimetithenna	880	190	11	1081
<b>GNDs Total</b>	<b>3346</b>	<b>1140</b>	<b>23</b>	<b>4509</b>
<b>DSDs Total</b>	<b>18183</b>	<b>5698</b>	<b>56</b>	<b>23,937</b>

Source: Resource Profile – Balangoda DSD -2020

53. When considering the household by tenure in the road area, majority (83%) are owned by households while 11% are rent lease houses owned to government or private sector. For more details see the table below.

**Table 3-12 Households by tenure**

GN Division	Households by tenure						
	Owned by household	Rent Lease govt owned	Rent Lease private owned	Rent free	Encroached	Other	Total
Batugammana	267	9	5	23	4	1	309
Aldora	306	78	20	7	1	1	413
Thanjanthenna	425	0	6	7	23	8	469
Kalthota	255	28	33	0	16	0	332
Kuragala	170	9	13	33	5	0	230
Molamura	212	2	2	3	6	3	228
Rajawaka	146	5	45	3	1	1	201
Bowatta	370	2	3	2	0	0	377
Vikiliya	384	0	35	0	9	2	430
Thotupalathenna	345	80	8	2	0	4	439
Kirimetithenna	889	17	110	64	0	1	1,081
<b>GNDs Total</b>	<b>3769</b>	<b>230</b>	<b>280</b>	<b>144</b>	<b>65</b>	<b>21</b>	<b>4509</b>
<b>DSDs Total</b>	<b>19730</b>	<b>458</b>	<b>1397</b>	<b>1575</b>	<b>606</b>	<b>171</b>	<b>23,937</b>

Source: Resource Profile – Balangoda DSD -2020

54. When considering the type of cooking fuel by household of the road related area majority (93%) are use firewood while 7% use gas. Only 15 HHs use kerosene and remaining are not significant.

**Table 3-13 Principal type of cooking fuel**

GN Division	Principal type of cooking fuel						
	Fire wood	Kerosene	Gas	Electricity	Saw dust/paddy husk	Other	Total
Batugammana	305	0	3	0	0	1	309
Aldora	393	1	19	0	0	0	413
Thanjanthenna	461	0	7	0	0	1	469
Kalthota	326	1	5	0	0	0	332
Kuragala	227	0	0	0	0	3	230
Molamura	227	0	0	1	0	0	228
Rajawaka	198	1	2	0	0	0	201
Bowatta	373	0	4	0	0	0	377
Vikiliya	393	1	34	2	0	0	430
Thotupalathenna	399	4	34	1	0	1	439
Kirimetithenna	881	6	190	2	0	2	1,081
<b>GNDs Total</b>	<b>4183</b>	<b>14</b>	<b>298</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>4509</b>
<b>DSDs Total</b>	<b>21480</b>	<b>103</b>	<b>2312</b>	<b>23</b>	<b>0</b>	<b>19</b>	<b>23,937</b>

Source: Resource Profile – Balangoda DSD -2020

**3.3 Present Land Use pattern of the Area**

55. The general land use pattern in the Balangoda, Kalthota DSDs are mainly consisting with home gardens, forest, Reservations. Plantations and other cultivations, wetlands and water bodies. Considering about the type of ownership of the lands majority belongs to private property. State lands and forest are also significant. More details are given below.

**Table 3-14 Land use of the Project area**

Land use	Area (Acres.)	As a percentage
Forest	8552.1	14.3
Sanctuary	2.2	0
Marsh	884.68	1.5
Reservation	8195.8	13.7
River and road reservation	1096.9	1.8
State Land	14241.2	23.8
Homestead	15816.2	26.5
Lands belong religious places	2390.1	4
LRC Lands	3834.7	6.4
Plantation	3211.5	5.4
Other (Rocky, bare land, Abandoned paddy land)	1538.85	2.6
Total land in use	59764.2	100

### 3.3.1 Agriculture

56. .Agriculture is the prominent economic activity carried out in Balangoda and Kalthota DSDS. As per the labor force data, in the road related area, 38 % of the total population is engaged in agricultural sector. Tea, paddy, pepper and coconut are the main agricultural crops. Tea and pepper are grown as the main commercial crops. In addition, vegetables such as tomato, bitter gourd, pumpkin are grown as highland crops in this area.

**Table 3-15 Land extent of the agriculture industry**

Crop	Extent (Acres)	%
Tea	7320	50
Coconut	1246	8.5
Pepper	1399	9.6
Cinamman	207	1.4
Paddy	2557	17.5
Vegetable	930	6.4
Banana	30	0.2
Rubber	407	2.8

Crop	Extent (Acres)	%
Claw	6	0
Estate	510	3.5
Arica Nut	14	0.1
Vanila	4	0
Total of Agricultural land extent	<b>14629.6</b>	<b>100</b>

### 3.4 Poverty Level

57. The Household Income and Expenditure Survey (HIES) is the main data source used to calculate poverty indices for Sri Lanka. This survey is conducted by Department of Census and Statistics. This section provides information on poverty in Rathnapura district and Balangoda for 2013. The changes of poverty status over the survey periods based on the official poverty line which was established in 2004 and updated to allow the price changes using Colombo Consumer Price Index (CCPI). The Official Poverty Line (OPL) for 2016 is Rs.4,166. That is the real per capita expenditure per month for a person fixed at a specific welfare level with the consumption expenditure of food and non-food items. .

58. National level poverty headcount index for 2013 was 6.7% and it has decreased from 22.7% in 2002. In Rathnapura district poverty headcount index for 2013 was 10.4% and it has decreased from 34% in 2002. Considering about Balangoda and Kalthota DSDs it was 9.33 % in 2013. From 2002 to 2013, the long term overall poverty index has shown a downward trend. Even though poverty has declined to a greater extent at national level and one of the reason is improvement of roads. However poverty level of the project area is higher than national level.

59. The proposed Balangoda –Bowatta- Kalthota road is connected to road network in Rathnapura and nearby Districts. The road network is a critical input for the economic development and distribution of economic benefits to the people in the area. This road development is a major solution for a sustained socio-economic development in the road related area communities and to enhance national integration. It increases access to market centres, encouraging commercial farming activities, access to road network resulting into higher availability of farm inputs at a low price. It brings about employment opportunities and it plays a vital role of promoting development in rural communities. It promotes national integration. It provides the farmer the opportunity to quickly move perishable commodities to the market centres or places where they are needed

60. Further road improvement will help to developing the tourism in the area. Number of tourism attractive areas are in the project area. Due to poor quality of road tourists are reluctant to arrive these places. Some of the places are mentioned below.

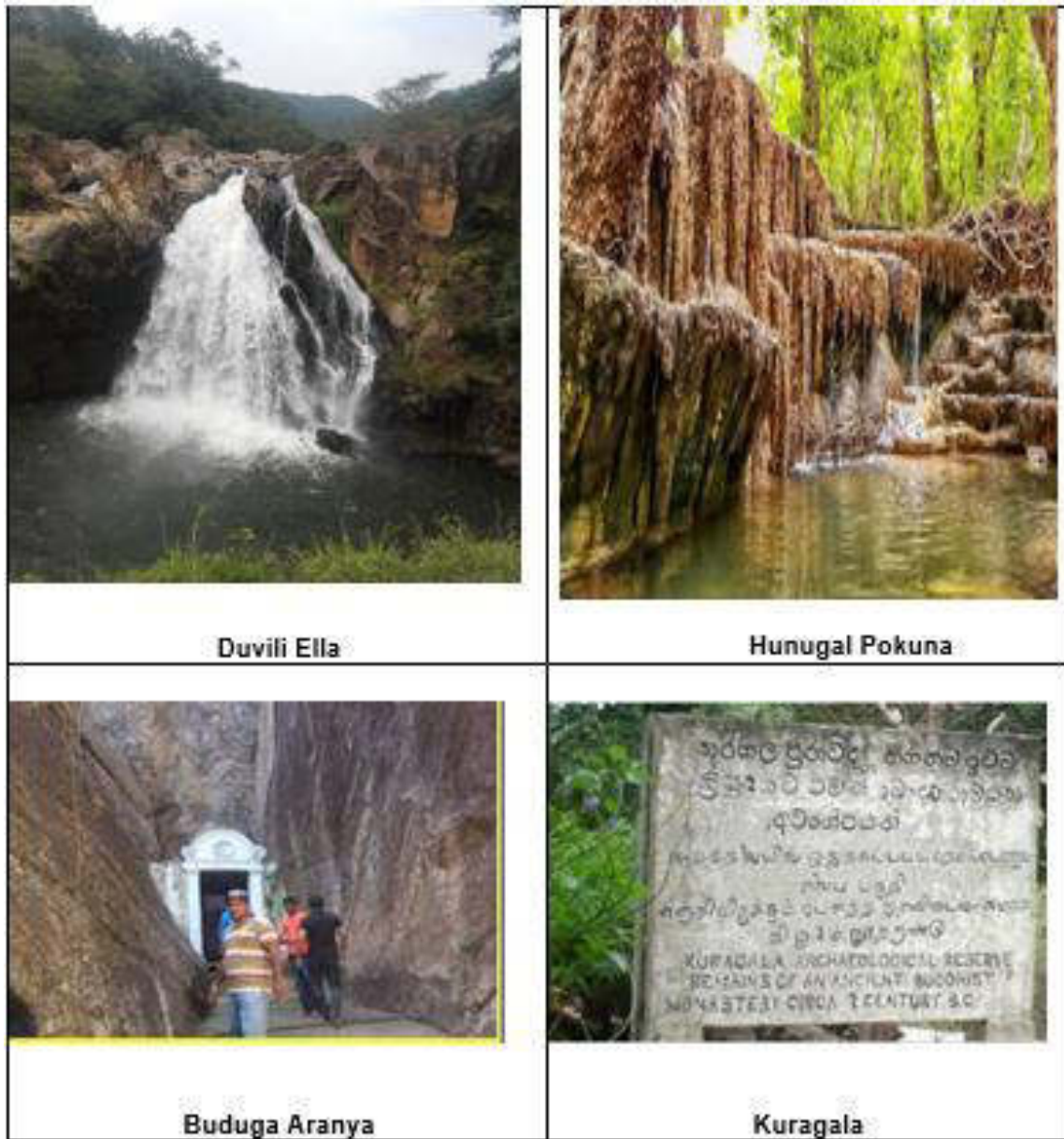


Figure 3-1 Tourist Attraction places in Balangoda

## 4 ANALYSIS OF THE SAMPLE SOCIO-ECONOMIC SURVEY

61. Key findings of the sample household survey are presented below. Total families belong to the 11 GNDs are 4111. Out of this, 20 % of households selected for the sample survey representing all GNDs. Therefore 830 families covered by the social survey. The results are discussed under sub topics on key demographic features, housing condition, sanitary and energy, vulnerable groups and gender and perception of community on the project. However, it should be noted that some questions had multiple responses. The tables with such information are separately highlighted.

### Key demographic information of the sample survey

#### *Distribution of households by family size and age*

62. Family size: The average family size of the GNDs related road area is. 3.5. in each DSDs (Balangoda and Kalthota) relevant to the candidate road is presented in table 4-1. About 20% -22% of the families in DSDs have more than 5 members in their families. The highest family size reported from DSD area range 3 to 4 members and it is about 54%-58%.

**Table 4-1 Family size of the households surveyed**

DSD	1-2 members		3-4 members		More than 05 members		Total
	No	%	No	%	No	%	
Balangoda	155	26%	320	54%	122	20%	597
Kalthota	47	20%	134	58%	52	22%	233
Total	202	24%	454	54.7%	174	21.3%	830

Source-Sample household survey – October 2021

63. **Age distribution:** Nearly 65% of population in sample population falls within the age limit of 15 to 59 years, which is the economically active population of a country. The dependent population (population between 0-14 years and above 60 years) within the project area is about 35% (19.6% of population with age 0-14 and 15.4% with more than 60).

**Table 4-2 Age distribution of the population in surveyed households**

DSD	Total	Age Group					
		0-14		15-59		Above 60	
		No	%	No	%	No	%
Balangoda	2,067	427	21%	1,346	65%	294	14%
Kalthota	842	142	17%	558	66%	142	17%

DSD	Total	Age Group					
		0-14		15-59		Above 60	
		No	%	No	%	No	%
<b>Total</b>	<b>2,909</b>	<b>569</b>		<b>1,904</b>		<b>436</b>	

Source-Sample household survey – October 2021

64. This could be taken as a positive factor in the project as there may be people willing to work in civil works. The wage they earn will also be a saving as the dependency on such economically active person is low. The **Table 4-2** includes the age distribution of the sample household population.

65. The project area consists higher percentage of Sinhalese which is around 95% of the population and Tamil and Muslims in lower percentages.

**Table 4-3 Ethnic diversity of the project area**

DSD	Total	Ethnicity							
		Sinhala		Tamil		Muslim		Other	
		No	%	No	%	No	%	No	%
<b>Balangoda</b>	<b>597</b>	546	91%	29	5%	22	4%	-	0%
<b>Kalthota</b>	<b>233</b>	228	98%	3	1%	2	1%	-	0%
<b>Total</b>	<b>830</b>	<b>774</b>	93.25%	<b>32</b>	3.8%	<b>24</b>	2.95%	-	0

Source-Sample household survey – October 2021

### **Educational attainment**

66. The level of education in a region is important for the development of that area. Sri Lanka has recorded a higher literacy rate (98.2 %) compared to many countries in the region. **Table 4 -4** below presents the level of educational attainment of sample population. Education levels of DSDs population: Information on education in 11 GNDs shows a considerable level among the population. The percentage with no formal education 2 percent and literacy rate is 94.4%. among 11 GNDs. The percentage of the population with G.C.E (O/L) qualification accounts for 7% and G C E (A/L) is 14 %. The percentage obtained degrees 4 %. Considering higher level in gender wise, female percentage is higher than male. The following information indicates the educational situation of sample population and the difference between male and female.

**Table 4-4 Percentage ranges show the situation of households interviewed**

Level of Education attainment	Total	%	Male		Female	
			No	%	No	%
01. Less than 5 years of age	172	6%	92	3%	80	3%
02. Never went to school	48	2%	22	1%	26	1%
03. Up to Grade 1 – 5	282	10%	142	5%	140	5%
04. Up to Grade 5 – 10	497	17%	263	9%	234	8%
05. Up to GCE O/L	1,021	35%	553	19%	468	16%
06. Pass GCE O/L	214	7%	121	4%	93	3%
07. Up to GCE A/L	139	5%	61	2%	78	3%
08. Pass GCE A/L	421	14%	201	7%	220	8%
09. Graduate	111	4%	42	1%	69	2%
10. Postgraduate	4	0.10%	2	0.10%	2	0.10%
<b>Total</b>	<b>2,909</b>	<b>100%</b>	<b>1,499</b>	<b>52%</b>	<b>1,410</b>	<b>48%</b>

Source-Sample household survey – October 2021

***Occupations of household heads***

67. Most of the household heads are involved in farming as their employment activities and it accounts for 18.2%. The second highest is wage labour. The percentage (ranges) of the households involved in different employments in 11 GNDs are shown below for summarized description of the employment profiles of the household heads in sample households interviewed.

**Table 4-5 Major Types of Occupations of household heads**

Employment	Occupation of HHs	Percentage of HHs
01. Farmer	151	18.2
02. Public Sector	114	13.7
03. Private Sector	113	13.6
04. Trained Workers	65	7.8
05. Unskilled Workers	4	0.5
06. Business	110	13.3
07. Self-Employment	56	6.7
08. Wage Labor	134	16.1
09. Animal Husbandry	2	0.2
10. Foreign Employment	10	1.2
11. Dependent	71	8.6
<b>Total</b>	<b>830</b>	<b>100</b>

Source-Sample household survey – October 2021

68. When compared 2 DS divisions, household heads involved in different employments it shows a significant difference in farming category. 25% engaged with farming in Kalthota and it is about 16% in Balangoda. The further details on percentages of households heads involved in different employments are shown in **Table 4-6**.

**Table 4-6 Total Numbers and Percentages of Occupations of Household Heads**

Head HH Income Source	DSD			
	Balangoda		Kalthota	
	No	%	No	%
01. Farmer	93	16%	58	25%
02. Public Sector	86	14%	28	12%
03. Private Sector	85	14%	28	12%
04. Trained Workers	45	8%	20	9%
05. Unskilled Workers	4	1%	-	0.00%
06. Business	75	13%	35	15%
07. Self-Employment	49	8%	7	3%
08. Wage Labor	100	17%	34	15%
09. Animal Husbandry	1	0.20%	1	0.40%
10. Foreign Employment	7	1%	3	1%
11. Dependent	52	9%	19	8%

Head HH Income Source	DSD			
	Balangoda		Kalthota	
	No	%	No	%
<b>Total</b>	<b>597</b>	<b>100%</b>	<b>233</b>	<b>100%</b>

Source-Sample household survey – October 2021

### **Average household income**

69. About 81% of the households interviewed earn monthly income Rs. 15,000 to Rs.50,000. The percentage of households drawing more than Rs 100,000 monthly income is only 1 % of the total households. About 5% of the are reported less than Rs 15,000 as their monthly income. These HHs could be identified as below poverty level. It can be realistically assume the figures they mentioned may be under reported while the level of expenditure are over reported. The **Table 4-7** includes the data on monthly income and expenditure of the households interviewed.

**Table 4-7 Monthly income and expenditure of the sample households**

Income category	Average (SLR) Monthly Income			Average (SLR) Monthly expenditure	
	No	%	Cumulative %		
Less than 5,000	16	1.9	1.9	21	3
5,001 - 14,999	28	3.4	5.3	40	5
15,000 - 49,999	670	80.7	86	653	79
50,000 - 74,999	88	10.6	96.6	89	11
75,000 - 100,000	20	2.4	99	22	3
More than 100,000	8	1	100	5	1
<b>Total</b>	<b>830</b>	<b>100</b>		<b>830</b>	<b>100%</b>

Source-Sample household survey – October 2021

### **Movable household assets**

70. Movable household assets is an important indicator to measure social and economic status and also poverty. Radio, TV and mobile phones are the commonly available movable

household assets in considerable percentage of households. About 99% of the households of the total interviewed have TV and 90% have Radios. The data on types of household assets and the percentage of households is shown in **Table 4-8**.

**Table 4-8 Movable Assets in households**

Type of asset	DSD				Total	
	Balangoda		Kalthota			
	No	%	No	%	No	%
Television	591	99	231	99.1	822	99
Radio/ CD Player	539	90.3	216	92.7	755	91
Sewing Machine	421	70.5	150	64.4	571	68.8
Electric Fan	436	73	177	76	613	73.9
Fridge	405	67.8	136	58.4	541	65.2
Gas stove	371	62.1	138	59.2	509	61.3
Kerosene Stove	86	14.4	28	12	114	13.7
Air Conditioner	10	1.7	4	1.7	14	1.7
Motor Cycle	246	41.2	96	41.2	342	41.2
Bicycle	50	8.4	40	17.2	90	10.8
Three-wheeler	98	16.4	35	15	133	16
Motor Car/ Cab	32	5.4	16	6.9	48	5.8
Motor Bus/ Van	16	2.7	4	1.7	20	2.4
Water Pump	191	32	104	44.6	295	35.5
Washing Machine	29	4.9	5	2.1	34	4.1

Type of asset	DSD				Total	
	Balangoda		Kalthota			
	No	%	No	%	No	%
Lorry	6	1	-		6	0.7
Sample Number.	597		233		830	

Source-Sample household survey – October 2021

### **Housing condition, sanitary facilities, energy and water sources of sample households**

#### ***Housing condition***

71. About 71% of the residential housing structures of the sample households interviewed are permanent structures. The percentage of households having temporary structures is nearly 1%. Semi-Permanent accounts for 28%. The households interviewed in the immediate vicinity of the road in general are business community. Even the households' located interior areas have regular income from regular sources. The data on types of housing structures is shown in **Table 4-9**.

**Table 4-9 Types of housing structures**

DSD	House Condition						Total
	Permanent		Semi- Permanent		Temporary		
	No	%	No	%	No	%	
Balangoda	421	71%	171	29%	5	1%	597
Kalthota	168	72%	62	27%	3	1%	233
Total	589	71%	233	28%	8	1%	830

Source-Sample household survey – October 2021

#### ***Sanitary facilities***

72. All the households interviewed have access to sanitary latrine facilities. Almost all the households in the project relevant GND divisions have water sealed latrines in their households (water sealed latrines include flush type latrines as well). According to the interviews with community members during the socio-economic survey it was found that establishment of water sealed latrine is considered as an essential need of the households. The data on sanitary latrine facilities available in sample households is shown in **Table 4-10**.

**Table 4-10 Sanitary latrine facilities**

DSD	Sanitary Condition								Total
	Flush		Water Sealed		Pit Latrine		None		
	No	%	No	%	No	%	No	%	
Balangoda	94	16%	503	84%	-	0%	-	0%	597
Kalthota	33	14%	200	86%	-	0%	-	0%	233
Total	127		703		-		-		830

Source-Sample household survey – October 2021

**Availability of electricity**

73. The 99.3 % of household have from the national grid. Remaining are less than 1%.The information on sources of electricity of the sample households is shown in **Table 4-11**.

**Table 4-11 Sources of electricity in Sample households**

DSD	Source Electricity						Total
	National grid		Solar power		No Electricity		
	No	%	No	%	No	%	
Balangoda	592	99%	4	1%	1	0.20%	597
Kalthota	232	100%	-	0%	1	0.40%	233
Total	824	99.3 %	4	0.4%	2	0.3	830

Source-Sample household survey – October 2021

**Source of drinking water**

74. About 50% of sample households in road relevant DSD areas have access to pipe born water provided by the National Water Supplies and Drainage Board (NWS&DB). 34 % depend on community wells. The remaining 16 % use wells or tube wells. There is significant difference in between Balagoda and Kalthota DS divisions. 57% of the households receive water through NWSDB while it is 37 % in Kalthota. Majority (58%) use community wells for drinking water source. The data on sources of drinking water is shown in **Table 4-12**.

**Table 4-12 Sources of drinking water in Sample households**

DSD	Water source						Total
	NWS&DB		Well,/Tube well		Community Well		
	No	%	No	%	No	%	
Balangoda	339	57%	112	19%	146	24%	597
Kalthota	77	33%	21	9%	135	58%	233

DSD	Water source						Total
	NWS&DB		Well,/Tube well		Community Well		
	No	%	No	%	No	%	
Total	416	50.1%	133	16%	281	33.9%	830

Source-Sample household survey – October 2021

### ***Analysis of vulnerable households and gender related details***

75. Three indicators are used to categorize socially and economically vulnerable households in 2 DSDs. The 26% of the households are categorized as vulnerable due to their household heads having more than 60 years of age. The families drawing less than Rs. 5000 monthly incomes could be categorized as vulnerable families. The percentage of families having less than Rs.5000 monthly income indicated very low figures (2%). Percentage of households headed by female is also significant among sample surveyed (ranges from 9 to 12%). Among the sample HHs surveyed majority of them may not be economically vulnerable. It cannot be categorically mentioned that families with elderly members with age over 60 are vulnerable. These families may have good income sources and they can feed their dependents. Some of the female headed households may have good income sources. They may be socially vulnerable but, not economically. The details of the vulnerable families reported in the sample are included in **Table 4-13**.

**Table 4-13 vulnerable families in sample households.**

Type of vulnerability	DSD				Total
	Balangoda		Kalthota		
	No	%	No	%	
Family with elderly household head (age > 60 years)	158	26%	67	29%	225
Family with monthly income < SLR 5,000	13	2%	3	1%	16
Female headed families	53	9%	29	12%	82
Families with disabled members	10	2%	4	2%	14
Total	597	72%	233	28%	830

### ***Contribution of female members in family matters and community organizations***

76. The women in households interviewed play significant role in some of the significant matters in the family. The percentage of women always participate in household decision-

making process is about 77%. About 23% of the householders mentioned that their female members contribute always as bread earners of their families. About 10% of the householders indicated that their female members always participate in community base organization activities representing their households. However, 64 % mentioned always that involving of female members in organizing community programs For **Table 4-14**.

**Table 4-14 Female involvement in family matters and community activities**

Type of Involvement	Always	Sometime	Rarely	If requested	Do not Participate
Decision making in Family matters	643	151	4	22	10
Bread earner	189	89	115	230	207
Participate in CBO activities	90	54	89	487	110
Organize community programs	530	96	14	138	52

Source-Sample household survey – October 2021

77. The opportunity for the female members getting involved in the project was also analysed as a gender perspective for the project. The number and percentage of households indicated their willingness and unwillingness to get involved in the proposed project activities were analysed. Only small percentage of households is willing to involve their female members in the project activities (4%). This is mainly because most of the females in households of the project area are heavily involved in domestic and other livelihood activities of the households. The information on willingness to get female involved in project activities is included in Table 4-15.

**Table 4-15 Households willing and unwilling to involve female members in project activities**

DSD	Engage Female				Total
	Agreed to involved	%	Do not agreed to involved	%	
Balangoda	19	3%	578	97%	597
Kalthota	15	6%	218	94%	233
Total	34	4.1%	796	95.9%	830

Source-Sample household survey – October 2021

**Type of involvement of female family members in the project**

78. As mentioned below female members are dislike to engaged in road activities as labours. Very small percentage (negligible percentage) of sample households expressed their willingness to get female members participate in providing food to workers as a small business. The information on this aspect is shown in **Table 4-16**.

**Table 4-16 Type of activities that female members can participate**

Type of involvement	DSD- Number of households responded		
	Balangoda	Kalthota	Total
Provide wage labors for during construction/1	-	-	-
Provide wage labor for maintenance of road/2	-	-	-
Provide meals to work force as a small business	1	4	5
<b>Total</b>	<b>1</b>	<b>4</b>	<b>5</b>

Source-Sample household survey – October 2021

**i. Community perception about the project****Community awareness about the project**

79. It was observed that except 2 households all others (nearly 100%) of the community have no idea about the project. Community leaders and grass root level officers, especially in GNDs and DSDs, are aware of the iRoad project to some extent but not fully aware. The responses given by the householders interviewed are mentioned in **Table 4-17**.

**Table 4-17 Community awareness of the propose project**

DSD	Know Project				Total
	Know about the project		Do not know about the project		
	No	%	No	%	
Balangoda	2	0.30%	595	100%	597
Kalthota	-	0.00%	233	100%	233
Total	2	0.25%	828	99.75%	830

Source-Sample household survey – October 2021

**Condition of the existing road to be rehabilitated by the project**

80. Majority of householders mentioned about difficulty in travelling on this road. According to them road condition is poor. 69 % of households informed existing condition is bad or very bad. About 28% of households expressed condition of the road is 'fair'. Some expressed their

view it is very difficult travel in rainy season. But none of them said the road is good. The sample householders interviewed on the physical condition of the road are mentioned in **Table 4-18**.

**Table 4-18 Views of the householders on physical condition of the candidate roads**

DSD	Condition of the existing road surface										Total
	Good		Fair		Bad		Very bad		Difficult in rainy season		
	No	%	No	%	No	%	No	%	No	%	
Balangoda	-	0%	196	33%	358	60%	20	3%	23	4%	597
Kalthota	-	0%	39	17%	189	81%	2	1%	3	1%	233
Total	-		235		547		22		26		830

Source-Sample household survey – October 2021

***Impact of existing road condition on day-to-day activities of women, children and elderly persons***

81. When asked safeness of the road all household expressed their view that the condition of the road directly affect their activities. According to the focus group discussions held in road areas, day today activities of women, children and elderly persons are significantly affected due to the existing traffic conditions of this road. The details of the responses of the householders interviewed are shown in **Table 4-19**.

**Table 4-19 The views of interviewed householders on impact of women, children and elderly persons**

DSD	Safe Road Women, Children end elders				Total
	Affect the activities		Do not affect the activities		
	Nos	%	Nos	%	
Balangoda	1	0%	596	100%	597
Kalthota	1	0%	232	100%	233
Total	2	0.25%	828	99.75%	830

Source-Sample household survey – October 2021

***Reasons for such impacts***

82. The community view of the When asked the questions regarding to 1) damaged road condition, 2) Shrub jungle grown on both sides of the road, 3) Drains not maintained, 4) Wing walls of culverts and bridges are damaged, 85 -97 percent of the community agreed to it. The

responses of the householders on reasons for difficulties on these community groups are mentioned in **Table 4-20**.

**Table 4-20 Reasons for difficulties for women, children and elderly persons**

Reason	DSD				Total
	Balangoda		Kalthota		
	Nos	%	Nos	%	
Damaged road condition	507	85%	209	90%	716
Shrub jungle grown on both sides of the road	567	95%	215	92%	782
Road side drains not maintained	581	97%	229	98%	810
Wing walls of culverts and bridges are damaged	534	89%	205	88%	739
Road get inundated	78	13%	24	10%	102

Source-Sample household survey – October 2021

***Willingness of community to participate in the project***

83. Considering about the willing to participate for project activities, in Balangoda DSD are 88 % and in Kalthota DSD 76 % expressed their view as ‘Do not want to participate’ as their response. The distribution of the views expressed by householders in 2 DSDs is shown in **Table 4-21**.

**Table 4-21 Willingness of Community to Participate in the Project**

DSD	Community participation in projects				Total
	Willing to participate	%	Do not want to participate	%	
Balangoda	74	12%	523	88%	597
Kalthota	55	24%	178	76%	233
<b>Total</b>	<b>129</b>	<b>15.5%</b>	<b>701</b>	<b>84.5%</b>	<b>830</b>

Source-Sample household survey – October 2021

***Type of contribution for the project***

84. Communities expressed their interest to participate in community awareness programs is 35% in Balangoda DSD and 34 % in Kalthota DSD. Very small percentage (about 4-5%) of the respondents to the question regarding to involve in progress monitoring. Majority of the community members expressed their willingness to participate in labour work in the construction sites is 45% in Balangoda DSD and 49 % in Kalthota DSD. About 15 % are like to involve in maintenance works. The views expressed by the householders on type of contribution are mentioned in **Table 4-22**.

**Table 4-22 Type of contribution**

DSD	Type of Contribution								Total
	Community awareness creation		Involve in progress monitoring		Involved in maintenance		Other		
							(Labor works, Driving etc.)		
	No	%	No	%	No	%	No	%	
Balangoda	39	35%	4	4%	17	15%	50	45%	110
Kalthota	26	34%	4	5%	9	12%	38	49%	77
Total	65	34.7%	8	4.3%	26	13.9	88	47.1%	187

## 5 PUBLIC CONSULTATION

85. The community was consulted, in order to awareness about the road improvement project as well as the potential of social issues and relocation involved. The issues which were raised and discussed with the community:

- Issues pertaining to the details and implementation of the project;
- The potential for livelihood, property damages involved as well as issues connected to the road construction.
- Benefit of the project

86. The participatory approach system was utilized in order to gauge the responses of the community towards the topics under discussion. The response rate for this method was very high. The parties with whom these issues were discussed included the community, DSs GNs, colonization officers and development officers, other stakeholders as well as all parties liable to be affected by the implementation of the project. The grievances that were raised by the affected parties were discussed, and solutions are given where necessary and practicable.

87. Public consultations were carried out covering all 11 GNDs belonging to 2 DSDs (Balangoda and Kalthota) falling under the road influenced area.

**Table 5-1 Total families owned to DSDs falling under the Balangoda- Kalthota road**

Names of DSDs	No of GND divisions	Total families
Balangoda	Batugammana	282
	Aldora	376
	Thotupolathenna	400
	Rajawaka	184
	Bowatta	344
	Vikiliya	392
	Kirimetithenna	984
Kalthota	Kalthota	303
	Kuragala	211
	Molamura	208
	Thanjanthenna	427
<b>Total</b>		<b>4111</b>

88. During the period (October,2021) of social survey carried out, the community were aware about the project. The methods used for public consultations includes one on one

interviews with the road users and Focus Group Discussions (FGDs). The main aim of these consultations was to obtain the perception of the community about the project and any environmental and social problems prevailing in the project area. It shall be noted that during these interviews equal focus was paid to male and female members.

### **5.1 Focus Group Discussions (FGDs)**

- **Safety Measures taken to avoid COVID-19 spreading during field survey**

89. The consultants and study team adapted to the situation in the country regarding the COVID 19 pandemic and took extra measures in data collection to safeguard the communities contacted in the project area and to safeguard themselves. The enumerators were selected from the project area. Prior to commencing the field work, an online discussion carried out with the Public Health Inspector and inform to DSs and relevant Grama Niladharies. The following actions were taken the survey period.

- During the Household survey, given respondents an opportunity to refuse to talk to enumerators face-to-face if they don't feel comfortable
- When visiting the households, enumerators were taught to keep their distance and use face masks during the interview. In organizing FGDs, use the WHO, ADB guide lines.
- All the enumerator and field coordinators were provided with sanitizer bottle and a packet of face mark.
- Ensure protection and safety of both enumerators as well as members of local communities at all times, while trying to provide key information on the humanitarian situation as well as respecting containment measures at all times.
- Ensure all mandatory measures (based on both national and global guidance) for protection of field coordinators, enumerators and surveyed communities are being taken. Only critical and essential data collection exercises are carried out during their period.
- All necessary action taken to avoid spreading COVID-19 across regions while travelling to information collection.
- It was compulsory to follow up the social-distancing measures.
- Be sure that survey team and households articulate and express their understandings on social behavior and good hygiene practices.

- **Use online channels for public consultation and FGD**

90. With the outbreak and the spread of COVID-19, people have been advised, or may be mandated by the national or local law, stipulated by government to avoid the spread of virus, to exercise social distancing, and specifically to avoid public gatherings to prevent virus transmission. Government has taken various restrictive measures, restrictions on public gatherings, meetings etc. WHO has issued technical guidance in dealing with COVID-19, including: (i) Risk Communication and Community Engagement (RCCE); (ii) Risk Communication and Community engagement (RCCE).

91. All projects under implementation are likely to have public consultation and stakeholder engagement activities planned. Therefore, in public consultation (public hearings, community meetings, focus group discussions, field surveys and individual interview) has been advised to adjust the approach and methodology for continuing stakeholder consultation and engagement in a suitable way. Taking into account the importance of confirming compliance with national law requirements and avoid the public gatherings has been given instruction by WHO, World Bank, ADB to use through online channels, including Webex, zoom and skype to conduct meetings. If smaller meetings are permitted, conduct consultations in small-group sessions, such as focus group meetings If not permitted, make all reasonable efforts to conduct meetings through online channels, including Webex, zoom and skype; however,

consultants were able to carry out FGDs at the field level wherever possible. In addition, use to cover public consultation through online channels (zoom, WhatsApp and telephone call).

92. At the stage of organizing the FGD s, an officer from our project team contacted the Divisional Secretary through the phone a get an appointment to meet and discuss with the project background and the necessity of having the FGD s. The officer personally met the DS officer at their office to arrange the meeting with the relevant officers including Grama Niladiri, Development officers, Samurdhi Niladhari, through the zoom discussion. Both parties have used all the precaution, such as wearing masks, face shields, hand Sanitizers and social distancing during the discussion and traveling time. DS officer with the assistant of his/her personal assistant provided us the necessary support to arrange the meeting and they had taken the responsibility to share the meeting link with the officers and to provide the required facilities (if need) to held the meeting. This has reduced the gathering of people and held the meeting successfully allowing the social distancing which is the crucial factor during the pandemic to restrict the spread of virus.

93. Further, enumerator trainings were conducted remotely using the online platform by consultants to minimize the traveling of consultants to the project area. Prior to the training, questionnaires were sent to the enumerators. Training and question and answer sessions were conducted using the skype application. Guidelines were prepared for the field survey and consultations with the public. Consultants monitored the study team regularly and provided advice whenever necessary.

**Table 5-2 Participation of the FGD**

Package	DS Division	Date	Participants		Total
			Male	Female	
	Balangoda -1	13.10.2020	3	3	6
	Balangoda – 2	13.10.2020	3	2	5
	Kalthota	13.10.2020	4	3	7

**Table 5-3 Detailed description of the meeting discussion point provided by the GN officers**

Name	Position	Discussed points
<b>Balangoda DS division</b>		
Mr Bandara	Divisional secretary	The improvement of the road will certainly bring benefits to the villagers to upgrade their livelihood. The agriculture is the main source of income for many villagers and improvement of the road will certainly bring benefits

Name	Position	Discussed points
Mr G.M.U.S.Wickranarat hna	Kirimetithenna	There is 900 m of the road segment belongs to this GN division, there are 5 villages and 600 house holders are living. There is a factory” Senaka Sen” which manufactures electric poles located in this road segment. There are 5.5 acres of paddy field. There are no any houses located close to the road RoW. There is a Sathipola on every Thursday near Kittangalla junction where 40 number of vendors present there weekly. There are people from Kalthota, Thotupolthenna, Kirimetithenna ect are reaching “Pola” for buying purposes. The Senaka sen factory consists of 200 workers and the Body line garment having workers around 1000 use this road for travelling purposes and raw material transportation. Therefore, development of this road with good condition is in high need to effectively function the economic activities of the rea.This road is being used by the travellers to Kathragama and with the improvement of the road livelihood of the people can be improved as well.
	Thotupalathenna	Not mentioned
	Batugammana	Not mentioned
Ms S.K.D.Basnayake	Vikiliya	There is a 3km of the road segment falls under this GN division. There are 7 villages and 315 houses. There 200 number of people work for government offices who uses this road to reach the offices. There is an agriculture base economy for many of the villages, paddy, Vegetable like beans, Tomatoes, and Tea are the main crops. There are 150 number of houses located facing the road.
Mr R.P.Sikkewita	Aldora	The 2.5 km of a road segment belongs to this GN division. The people in this area engage 40% In garment related fileds,20% in tea factory and 40% in paddy plantation. There are 446 number of households in the area. There are vegetable and fruit sellers in the area. There is a one Three-wheeler Park at the Aldora junction with around 5 number of three-wheelers.

Name	Position	Discussed points
MsH.G.V.Hemamali	Bowatta	There is 3.5 km of a road segment belongs to the GN division, there are 8 villages a 106 number of Households are 400 number of people living beside the road. So far, no any objections for the development. There are sub roads connect with this road within the GN area. The Agri based products like paddy, green beans, tomatoes are grown here and brought to the market using these roads. The vegetables are brought to Rajawaka, Balangoda and Krimetithenna areas using vehicles which takes long hours as the road condition is very poor, so the wastage is high, With the development of the road this can be reduced and the efficiency can be improved.
Mr E.A.Priyantha Chandrakumara	Rajawaka	There are 4.5 km of a road segment falls under this GN division, there are 210 number of households and 89 around are facing the road. There is a Calcite factory in Hapugala area. There are many vegetable growers who sells their crops in other GN areas, the development of the road will benefit them in transportation of vegetable to the market with good condition. And this road is being used by Calcite factory to bring raw material from Molmure. The Rajawaka Vidyalaya also placed in this GN which would highly benefit through this project. The forest reserve Rajawaka located here in this GN. This road is highly valuable for tourism industry.
Kalthota DS Division		
Mr Sisira Wickramanayake	Molamura	This road segment of 2 km falls under this GN and there are 242 number of households. The main Calcite mineral is found in this area and having 8 number of mines to extract the mineral and transport as a row material to calcite factories in Awissawella, Kalthota. There are two calcite factories in this GN and Another new factory is proposed to be established and the arrangements are in process. There are 60 number of employees and 300 employees work in those two factories. With the new development there will be more opportunities arise, Therefore the road development is vital with the ongoing development plan for the district. There is a technical gap shown to be in Nawaneliya bend, There is a large space there and people who retain in the place use

Name	Position	Discussed points
		to dispose solid waste to the area. Therefore, GN requested to design the bend with corrective measurements and to utilize the unwanted space for a better usage. Also, the Nawaneliya bridge and there are many accidents at the Nawaneliya Bridge and bend and it is suggested to design with proposer angles. The Molmure Vidyalaya and close by area is having a steep slope and there is a tendency to landslide and it is recommended to construct a protection wall. The Molmure temple which is located close to the road is bounded by temple wall if any damage happens during the construction the RDA is requested to reconstruct it. There are many villagers worship this temple. it is expected to emerge new income models for the differently able people rather than depend on the Samurdhi benefits. There is agriculture-based product like paddy, tomatoes, beans ect. This area is having higher tourist attraction places.
Ms M.T.S Wickramasekara	Kuragala	The 2.5 km of a road segment falls under this GN The development of the Kuragala temple will bring higher number of tourists to the Kuragala area, The development of the road will benefit the travellers as well as the people who engage in tourism-based industries.
Mr J.S.Wedage	Thanjanthenna	There are 2.5 km of a road segment falls under the GN division, there are 8 villagers and 340 householders 90% of the people engage in paddy. There are 100 public servants. The part of the Rajawaka forest reserve comes under this GN and proper measure should be taken during construction period. The shops at the Kalthota junction will have to considered during the design.
	Kalthota	
Mr L.S.R.D .Liyannarchchi	Officer incharge for village -1	Paddy cultivation is the main agriculture-based product people engaged in. With the development, transportation of crops to selling stalls will be efficient. Also the access to the Hambanthota town through this road will be efficient.
Ms Weerasooriya	Divisional Secretary- Kalthota	This area is higher in paddy cultivation. It is around 6000MT of paddy per season is harvested. Also the small scale products like Beans, Chick peas, Green grams of a quantity around 60000 kg is harvested. There

Name	Position	Discussed points
		are temples and other places with archeologically importance to visit in the area. Under the guidance of the Sabaragamuwa University the development plan for the project is being progress. And it is expected to implement new factories of Clay pots, Clay blocks in the area which will emerge the requirement of the improved road. The Hospital of the area is not providing treatment inhouse due to poor facilities of transportation of patients to the other hospital due to long hours of transportation. This can be improved with the comfortable road sector.
Name not mentioned	Officer in Charge for Village 2	Not mentioned any

94. The issues emerged from FGDs held in Balangoda Kalthota road are mentioned below as a summary. Most of the issues emerged from the FGDs held in Balangoda - Kalthota road were relevant to the entire package as whole and therefore, summary relevant to the road package is presented in this section.

### 5.1.1 Summary of the issue discussed

#### 2. Present physical condition

- There are road edges damaged commonly in several place
- There is no proper drainage system to drain out storm water. Same Gullies inlet level are higher than road level and not enough drainage width therefore road shoulder is filled with water.
- Some culverts are very old, and the capacity is not enough. Some culverts are completely blocked.
- The carpet is cracked, and the surface is uneven, therefore, high possibility for accidents.
- Road was damaged by the Water Board and SLT for laying of pipes and cable road surface was not properly compacted and repaired. Level difference can be observed along that trench.
- Road surface is damaged, and carpet is not smooth.

#### Issues for road users both vehicle operators and pedestrians

- Drains overflow and difficult to stay at bus stops during the rainy season
- In some places were held Sathipola (weekly fair) and public places, it is very difficult to walk on the pedestrian walkway due to vendor activities and people gatherings.
- Most pedestrian crossings in several areas are exactly at the schools, religious places and near bus stops. So when bus is stopped it's very difficult for pedestrians to cross the road and it is not safe as well. (Vikiliya schools, junctions (6.621860956188813, 80.75139760983629))
- In some places streetlights are not available and the participant proposed to have a street lighting.
- Heavy Congestion issues at the morning peak towards Balangoda and Kalthota.

Especially in 'Sathipola" area.

- Not enough bus halt huts and existing halts also damaged.
- Public buses are stopping along the pedestrian walkway.

#### **Present maintenance condition of the road**

- The Road Development Authority is involving in maintenance
- RDA does not repair the road with proper methodology.
- Drainage system maintenance is not satisfactory.
- There is no proper coordination among Water Board, SLT and CEB when installing/repairing their facilities/infrastructure, and therefore, frequent damages to the road surface are observed, and these damages are not timely attended.

#### **Suggestions for the improvement project**

- The participants to the discussions highlighted the need of a cover slabs for the whole drainage system and keep it as a pedestrian walkway
- It's better to create a communication link with the contractor and DS office during the construction period.
- Requested for a pedestrian overpass.
- Road Damaging due to SLT and Water Board Activities and better to inform them in advance to do their work prior to the construction commencement.
- The participants highlighted the raised pedestrian walkway with a security fence.
- They are proposed to construct drains along the road in both side and fill the soft shoulder to that level so that pedestrians can move safely.
- Streetlights are not available, and the participant proposed to have a street lighting
- The participants highlighted road Signs are not visible.

#### **Possible impact during construction and post construction phases:**

- Issues include, exposure to dust and hazardous associated with the use of heavy equipment and transporting materials.
- Take necessary actions to prevent breeding of mosquitoes at work sites during the construction period.
- Prevent water stagnation in the construction area including gutters, used and empty cans, containers, tires, temporarily dug pits etc.
- A large quantity of materials and machines need to be transported for the construction purpose. The transportation of material in RDA, PRDA or Pradeshiya roads could cause damage forming potholes and create dust. During the rainy season, stagnation of water in the potholes could make inconveniences to the community who are using the roads.
- These roads used by the local community in the area. Continuous flow of vehicles may cause a safety hazard to people using the road. Proper safety measures such as road signs and speed rules need to be followed during the construction period.
- Rock and material transportation will be carried out on PRDA roads and PS roads will impact to the buildings are unlikely. However, there are number of houses and structures located close to the road. The vibration due to transportation may cause damage to the buildings located close to these roadsides
- The contractor needs to prepare a Material and Spoil Management Plan (MSMP) as part of the EMP.
- The contractor will implement the traffic management plan, which will include traffic control and pedestrian safety measures.
- Protection for the public in vicinity of work sites and safe access across work sites provided for the public.

- Construction activities should be completed within the period stipulated in the contact agreements.
- Before construction commences the contractor/s will conduct training for all workers on their requirements to engage the local community and ensure national laws are respected, special consideration and respect for women, elderly and children are to be strictly followed.
- STIs and HIV/AIDS awareness program through approved service provider for workers and communities (refer projects social safeguard documents).
- Children will be prohibited from entering the worker's camps, construction zone and prohibited from playing on any equipment or machinery associated with the project
- The contractor will implement the traffic management plan, which will include traffic control and pedestrian safety measures.
- Protection for the public in vicinity of work sites and safe access across work sites provided for the public.
- In consultation with PMU/PIU, the contractor will clearly fence off „no go areas" within the construction zone and erect boundary fences to prevent the public from entering and visually seeing the construction during the construction period (or specific construction activities).
  - Electronic security and additional lighting is to be included along the sites landside outer perimeter.
  - It was proposed to inform the residents in the area in advance to commencement of construction so that they can schedule their activities and special events.
  - During the construction the contractor should make sure that the temporary access system is provided for the residents in the area.



**Figure 5-1 Photographs taken during the Focus Group Discussions**

#### **Attitude of the community toward the road improvement**

95. During the FGDs and one to one interview, 100% of participants are in positive attitude above road improvement. According to them there are huge number of benefits. They were fully satisfied about road improvement. They didn't raise any kind of objections against to the project. No grievances that were raised by the community or stakeholders.

96. During the stakeholder and community consultation, the following matters were highlighted.

- The participants were fully satisfied about the project. They emphasized that the road improvement will enhance their social and economic standards.
- There will be no land acquisition, and no additional land requirements damages to property but would be affected to mobile vendors during the construction period
- Out of the total length of 28 km of the road residential sites are limited to about 11 km and remaining area is belong the forest lands and no residential

- Majority of people in the area cultivate mainly vegetables (largely beans and tomatoes), paddy, and tea. The improvement to the road will support them in transporting their harvest and related products to the market efficiently.
- It would be help to improve the market for local production and increase the demand and receive good prices for their production.
- After road improvement it would be easy to travel to schools, government agencies, for employment, and to Balangoda hospital, market places etc.
- Balangoda Calcite Deposit is currently the best calcite deposit is a high-quality mineral. Minor excavations at the Balangoda Calcite Deposit are being carried out by various individuals in an informal manner. But with the road improvement, could be properly utilize this calcite deposit and able to produce as a value addition product of calcium carbonate which can be used for a number of industrial products, manufacture of medicinal pills many other productions. It is also could be generate new employment opportunities.
- The road improvement will help to increase the production and improve the market for garments and clay productions of the area.

## 6 GRIEVANCE REDRESS MECHANISM (GRM)

97. Grievances are common in involuntary land acquisition and resettlement. If these are not addressed timely and fairly, they will give rise to social resistance, political tension and unnecessary delays in project implementation, and could stall the project. Chapter VI of the Resettlement Framework of iRoad project gives reference to the proposed Grievance Redress Mechanism (GRM). The road level arrangements need to be made to receive and facilitate early resolution of legitimate concerns and complaints of project affected persons, communities and other interested stakeholders.

98. In Sri Lanka, project affected persons have recourse to the judicial system, public administrative system, political system, civil society organizations to resolve disputes. The government has also established Mediation Boards (MB) and Special Mediation Boards (SMB) at the DS level to amicably settle disputes. However, finding solutions to conflicts through these systems takes a long time, incurs expenses, and also do not have open access to some, and these often causes delays in project implementation and increased the expenditure to government due to compensation to contractors.

99. The GRM, as noted earlier, is a process for joint identification and resolution of grievances and concerns as well as a conduit for information exchange that would bring benefits to all stakeholders. By setting up GRM the project expects to:

- Provide a forum for redressing grievances and disputes as much as possible at the lowest level,
- Create effective communication between the project and APs,
- Build up productive relationships among the all stakeholders,
- Provide access to APs to negotiate and influence the decisions and policies of the project, where they could adversely affect them,
- Mitigate or prevent adverse impacts of the project on communities and suggest appropriate corrective or preventive actions,
- Harmonize project activities with those of APs.

100. The Grievances management process will include three tier systems starting from the road level.

**First Tier** – This is the Grass root level institutional arrangement, where complaints will be received and handled jointly by the contractor, PIC or PIU representative on site.

**Second tier** – This is at project relevant GND level. The Grievances that cannot be resolved at the first level are taken up for resolution at this level with the involvement of the respective GNs.

**Third Tier** – This is the highest level of Grievance Redress institutional set up for the project. It is at project relevant DSD level. The DS of the respective DSD will provide facilitative and other required legal support to address the Grievances of the stakeholders related to the project implementation.

101. There will be Grievance Redress committees at GND and DSD levels. The compositions of the GRCs at these 2 levels are shown below:

**The composition of GN level GRC**

1. Grama Niladari of the area	Chairman
2. Representative of PIU	Secretary
3. Representative of supervision consultant	Member
4. Representative of contractor	Member
5. A community member/ religious leader	Member
6. Woman representative from the local community	Member

**The composition of DS level GRC**

1. Divisional Secretary of the area	Chairman
2. Representative of PIU	Secretary
3. Grama Niladhari of the area	Member
4. Representative of supervision consultant	Member
5. Representative of contractor	Member
6. Representative of social organization (NGO/CBO)	Member
7. A community member/ religious leader	Member
8. Woman representative from the local community	Member

102. To make the GRM process gender responsive, the GRC will include at least one female member to represent women in the local community. Further, when grievances or complaints are submitted to GRC, both women and men complaints will be treated equally and necessary measures will be taken to address the grievances in the best way possible.

103. Recommended steps with timeline on the operation of the GRM are provided in **Figure 6-1**. The complaints contact person will be designated within the PIU to help address all concerns and grievances of the local communities and affected parties. Contact details of this person will be provided in the project information display board that will be placed at the project site.

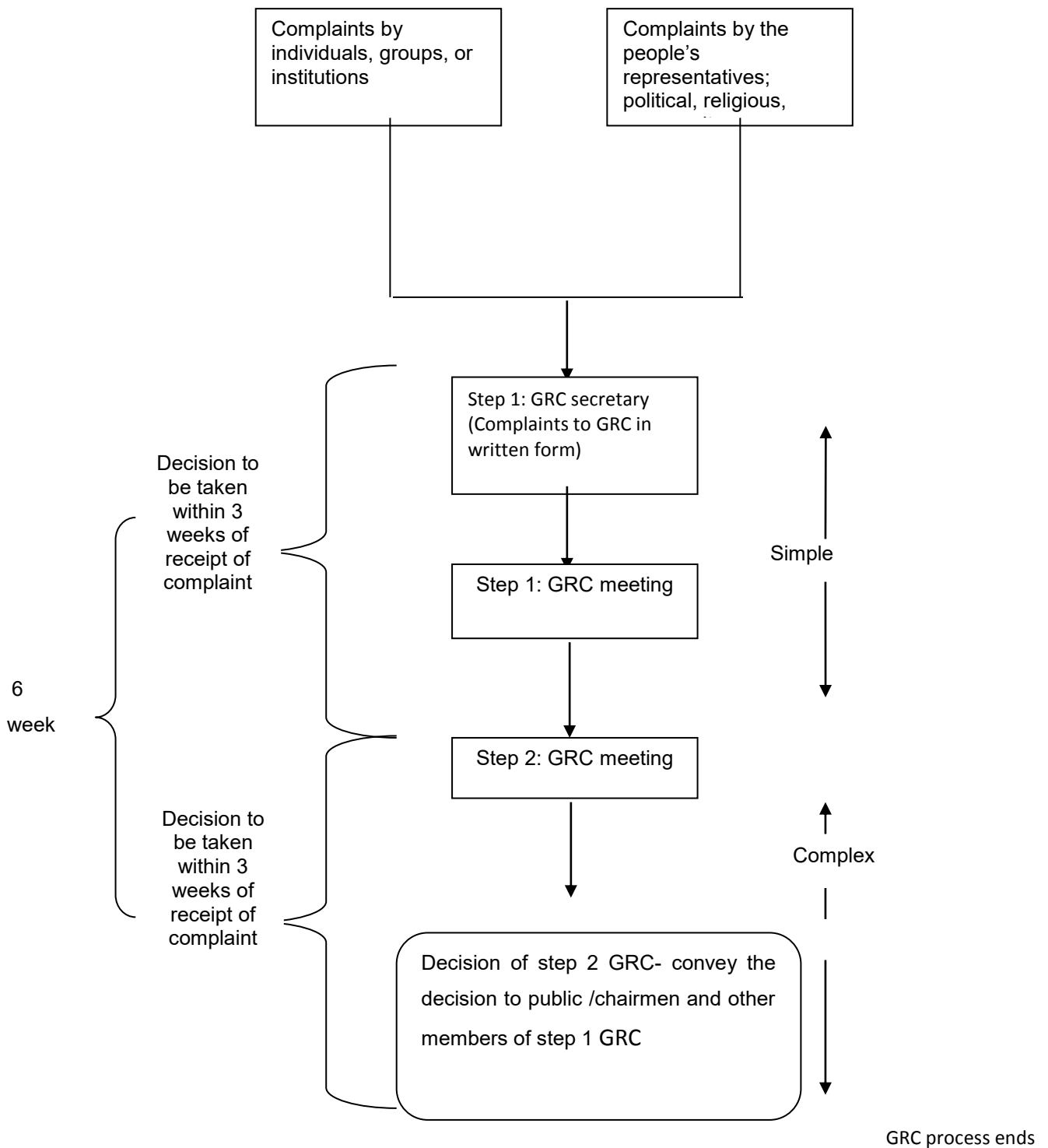


Figure 6-1. The flow chart of the GRM is presented in the succeeding

## 7 CONCLUSIONS AND RECOMMENDATIONS

104. The proposed improvement of the road in Sabaragamuwa Province under Integrated Road Investment Program will have positive effects in the rural and urban development as expected by the Government of Sri Lanka. The improvement to the candidate road will assist

in enhancing the connectivity of catchment areas with economic centres located in the vicinity of nearby districts and beyond.

105. The consultants observed significant land use changes along the road. The road through Balangoda area consists of commercial development and it reduces towards Kalthota. The road aligns through highly vegetative area as it moves towards Kalthota and consist of lower number of developments. Only 5 of these structures observed as potential structures with temporary shifting impacts. These structures can be temporary shifted along the road reservation with no difficulties and therefore, intended improvement activities can be carried out. The entire project affected 5 persons are willing to shift their structures temporary but they should be informed in advance.

106. During the consultations with public it was revealed that the communities require a safe better road surface, width and better establishment of pavements and, especially a proper road drainage canal system.

107. Therefore, it is recommended to design cross sections suiting the existing road corridors. And this concept is already embedded in the project scope. Hence, there will be no cases of involuntary resettlement involved in the project.

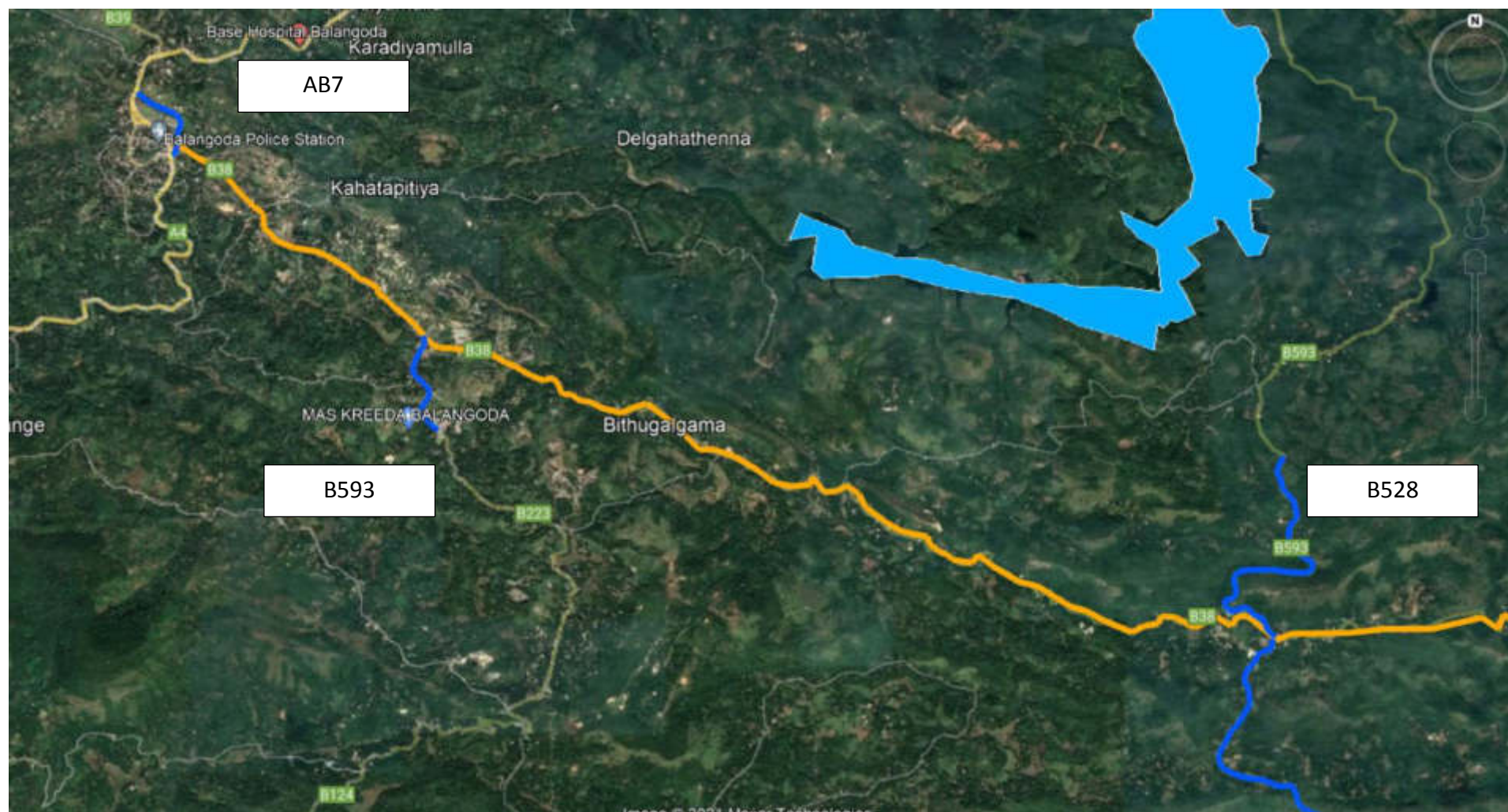
108. Measures should be taken to minimize impacts to the public during the construction stage. It is recommended that Grievance Redress Committees be established before the commencement of civil works. As revealed in the socio-economic analysis, the public welcome this project as a positive factor in economic development.

## 8 ANNEXES

Annex I - List of major roads connected to proposed project road

Road Name	Connected Road Name
<b>Balangoda - Bowatte-Kaltota Road (B038) from 0+000 km to 28+960 km.</b>	B223 – Weligepola Road
	AB007 Balangoda By Pass Road
	B 593 - Pambahinna Kumbalgama Rajawaka Kapugala

Location map of the connection of the main roads to the B038 road.





### Annex III: Involuntary Resettlement & Indigenous People and Voluntary Donation Checklist (Due Diligence Activity)

#### INVOLUNTARY RESETTLEMENT IMPACT CATEGORIZATION LIST

**Project:** Improvement of following road sections in Sabaragamuwa Province under Integrated Road Investment Program

Rehabilitation and improvement of: Balangoda - Bowatte-Kaltota Road (B038) from 0+000 km to 28+960 km.

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
<b>Involuntary Acquisition of Land</b>				
1. Will there be land acquisition?		x		
2. Is the site for land acquisition known?				Not Relevant
3. Is the ownership status and current usage of land to be acquired known?				Not Relevant
4. Will easement be utilized within an existing Right of Way (ROW)?	x			
5. Will there be loss of shelter and residential land due to land acquisition?		x		
6. Will there be loss of agricultural and other productive assets due to land acquisition?		x		
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		x		
8. Will there be loss of businesses or enterprises due to land acquisition?		x		
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		x		
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		x		
11. If land use is changed, will it have an adverse impact on social and economic activities?		x		Proposed improvements will be implemented within RoW

12. Will access to land and resources owned communally or by the state be restricted?		x		
<b>Information on Displaced Persons: There will be no land acquisition and evacuation of persons due to the proposed road improvement project. Therefore, following questions are irrelevant.</b>				
<p style="text-align: center;"><b>Any estimate of the likely number of persons that will be displaced by the Project?</b></p> <p style="text-align: center;">[ ] No      [ ] Yes</p> <p>If yes, approximately how many? _____</p>				
<p><b>Are any of them poor, female-heads of households, or vulnerable to poverty risks? [ x]</b></p> <p style="text-align: center;">No      [ ] Yes</p> <p style="text-align: center;">Not Applicable</p>				
<p><b>Are any displaced persons from indigenous or ethnic minority groups? [ x]</b></p> <p style="text-align: center;">No      [ ] Yes</p> <p>Not Applicable</p>				

Note: The project team may attach additional information on the project, as necessary






## Annex IV: List of observed structures along the candidate roads



#	Coordinates	Description	LHS/RHS	Chainage (m)	Photo Number	Photo
1	6.648454° 80.701935°	Start of the Road		0	1	
2	6.646149486833492, 80.70584124084141	Gran Jumma Masjith Mosque	LHS	580 m	3	
3	6.644520° 80.708142°	Bus depot	LHS	900 m	4	
4	6.643800° 80.707852°	R/ Ananda Maithreya Central College - AMCC - Balangoda, Balangoda	RHS	1 km	5	
5	6.641205° 80.709447°	Sri Dharmayathana Piriwena	RHS	1300	6	

#	Coordinates	Description	LHS/RHS	Chainage (m)	Photo Number	Photo
7	6.638723° 80.714883°	Hotel Aradya	RHS	2000	7	
8	6.638490° 80.716385°	Dehigasthalawa mosque and a Three wheel park beside	LHS	2140	8	
9	6.83933333, 79.86750000	Bridge 2	RHS	2600	9	
10	6.631910156188749, 80.72366638262129	Filling Station	RHS	3100	10	
11	6.63171264931872, 80.72393539904381	Junction with Buddha statue and Three wheel park	RHS	3300	11	
12	6.630520474609114, 80.7273388584355	Senaka zenn (Pvt)Ltd	LHS	3700	12	

#	Coordinates	Description	LHS/RHS	Chainage (m)	Photo Number	Photo
13	6.629536° 80.731229°	Digadura Jumma Masjith	LHS	4170	13	
14	6.627186° 80.735879°	Existing road condition as of 10 <sup>th</sup> October 2021		4500	14	
15	6.626599° 80.736648°	Digadura Temple	LHS	4.8 km	15	
16	6.626033° 80.737711°	Balangoda Pradesiya Sabha	LHS	5000	16	
	6.621364° 80.749848°	Buddha statue	RHS	7	17	

#	Coordinates	Description	LHS/RHS	Chainage (m)	Photo Number	Photo
17	6.621860956188813, 80.75139760983629	Sri Naradha Central College Vikiliya	LHS	7.1 km	18	
18	6.610403° 80.775874°	Nursery school for children Bowatte Temple	LHS RHS	10.5 km	19	
19	6.606885° 80.793595°	Rajawaka Sub Post office	RHS	13 km	20	
20	6.607026° 80.794242°	Rajawaka Vidyalaya	LHS	13.1 km	21	
21	6.609628° 80.837782°	Molmure Temple - Both side	RHS	19.1 km	22,23	

#	Coordinates	Description	LHS/RHS	Chainage (m)	Photo Number	Photo
						
21	6.617940° 80.844870°	Tuition class, kids classes	RHS	20.4	24	
22	6.630268° 80.853321°	Junction and Buddha Statue	RHS	22.2 km	25	
23	6.631442573368232, 80.85332648765284	Thanjanthenna Sri Bodhi Rukkarama Temple..., JVM5+R37, Ratnapura	LHS	22.3	26	
24	6.640141° 80.863449°	St Mary Shrine	LHS	25	27	

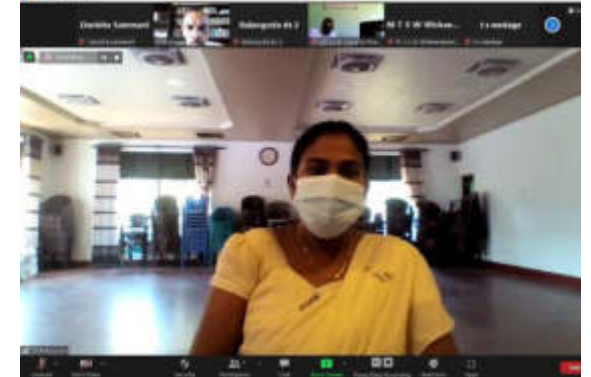
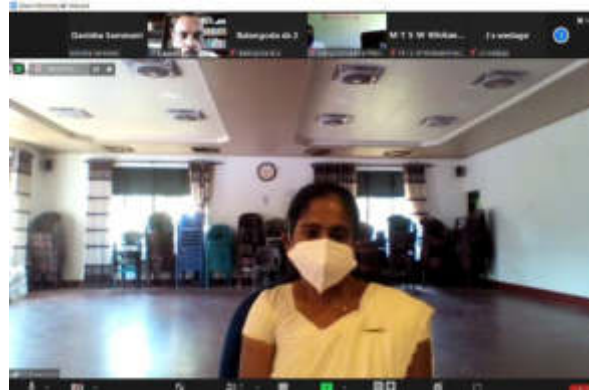
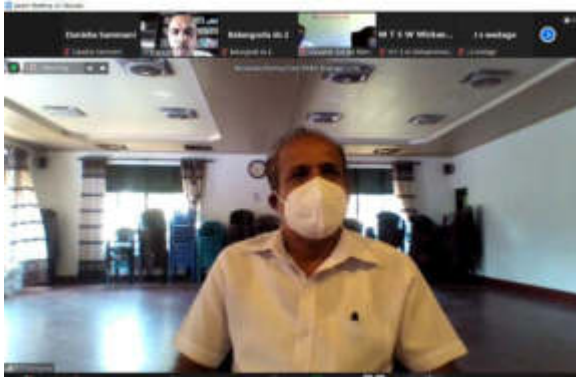
#	Coordinates	Description	LHS/RHS	Chainage (m)	Photo Number	Photo
25	6.662026° 80.887769°	End of the proposed road – Kalthota		28.9 km	28,29	<div></div>

## Annex V. Details of the FGDs conducted

- Date of the Meeting held – 13<sup>th</sup> October 2021
- Participants ,DS officers of the two divisions and GN officers of the relevant division.

Names of DSDs	No of GND divisions
Balangoda	Divisional Secretary – Mr Bandara
	Kirimetithenna – Ms G.M.U.S. Wickramarathna
	Aldora – Mr R.D.Sickwetta
	Thotupolathenna
	Rajawaka -Mr Priyantha Chandrakumara
	Bowatta -Ms H.G.V.Hemamala
	Vikiliya - Ms S.K.D.Basnayake
	Batugammana -
Kalthota	Divisional Secretary – Ms Nilanthi Weerasorriya
	Kalthota -Mr J.S.Wedage
	Kuragala – Ms Samanmali
	Molamura- Mr Sisira Wickramanayake
	Thanjanthenna - Mr J.S.Wedage
	Head of the village – Mr L.S.R.D .Liyanarachchi
	Head of Village officer 2 – Name not mentioned
<b>Total -12</b>	

Photographs of the Meeting with participants



Some Photographs taken during the zoom discussion

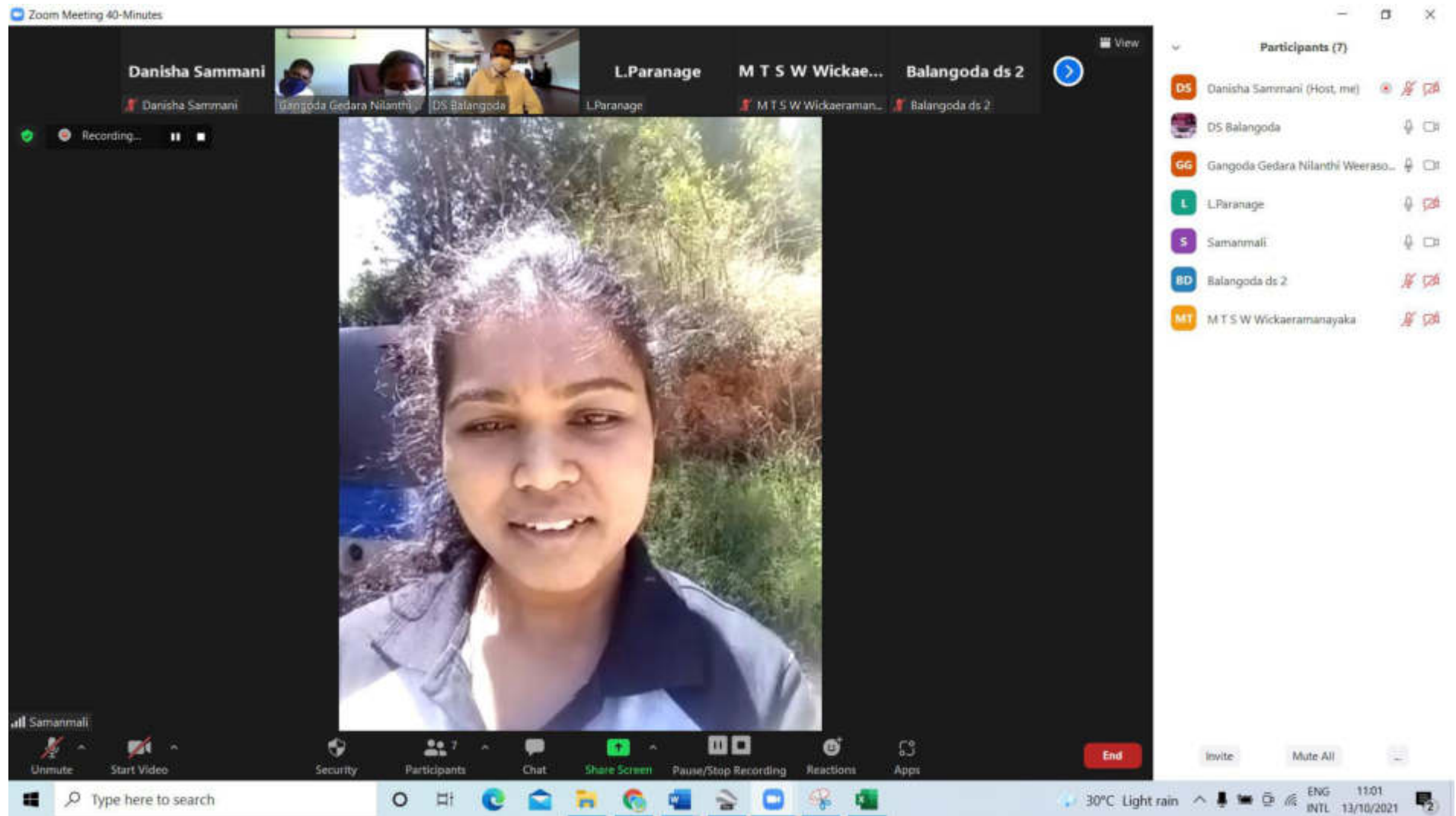
Zoom Meeting

Participants (7)

- DS Danisha Sammani (Host, me)
- DS Balangoda
- L L.Paranage
- BD Balangoda ds 2
- GG Gangoda Gedara Nilanthi Weeraso...
- JS J s wedage
- MT M T S W Wickaeramanayaka

Windows taskbar: Type here to search, 20°C Light rain, 11/10/2021





Mail Correspondences for Meeting arrangement

Kalthota



Danisha Dharmarathna <env.mhec@gmail.com>

## Consultation meeting- Zoom

Danisha Dharmarathna <env.mhec@gmail.com>  
To: Nilanthi Weerasooriya <weerasooriya1985@gmail.com>

Fri, Oct 8, 2021 at 10:54 AM

Dear Mrs Nilanthi  
Thank you.

On Fri, Oct 8, 2021 at 10:52 AM Nilanthi Weerasooriya <weerasooriya1985@gmail.com> wrote:  
10 AM

On Fri, 8 Oct 2021, 10:51 Nilanthi Weerasooriya, <weerasooriya1985@gmail.com> wrote:  
Noted with thanks.

On Fri, 8 Oct 2021, 10:46 Danisha Dharmarathna, <env.mhec@gmail.com> wrote:  
Dear Mrs Weerasooriya,

Consultation meeting for the Rehabilitation of road - Balangoda - Bowatte-Kaltota Road (B038) from 0+000 km to 28+960 km.

This is with reference to our phone conversation of having the Zoom meeting next Wednesday 13th October 2021 along with the GN officers of the 4 mentioned GN divisions.  
Could you please provide us a possible time to arrange the meeting.

Thank you



**Danisha Sammani Dharmarathna**

MEng. (Moratuwa), BSc. Eng. Hons. (Moratuwa), AMIESL  
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env.mhec@gmail.com  
<http://mhec.lk>  
No 1104/2, Pannipitiya Road, Battaramulla



Danisha Dharmarathna &lt;env.mhec@gmail.com&gt;

## Road improvement - Balangoda-Bowatte-Kaltota (B038) 0+000 to 28+960

Danisha Dharmarathna &lt;env.mhec@gmail.com&gt;

Mon, Oct 11, 2021 at 5:19 PM

To: Divisional Secretariat Balangoda &lt;moha.divi.balangoda@gmail.com&gt;

Dear Mr Bandara,  
Thank you very much ,I will send the meeting link tomorrow.  
Thank you

On Mon, Oct 11, 2021 at 5:11 PM Divisional Secretariat Balangoda <moha.divi.balangoda@gmail.com> wrote:  
please send meeting link or ID and password.....

Samapath pathikada is attached here

On Mon, Oct 11, 2021 at 3:44 PM Danisha Dharmarathna <env.mhec@gmail.com> wrote:

Dear Mr Bandara,  
This is regarding the phone conversation we had on arranging a zoom meeting on 13th Wednesday at 10.00am to discuss the above mentioned .  
Could you please be kind enough to attend the meeting with GN officers. as below.

In the meantime Could you please send us the soft copy of the resource profile ( Sampath Pathikada)

Thank you

Thotupalathenna

Batugammana

Vikiliya

Aldora

Bowatta

Rajawaka

...



**Danisha Sammani Dharmarathna**

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No 1104/2 , Pannipitiya Road, Battaramulla



Danisha Dharmarathna <env.mhec@gmail.com>

## Meeting link for tomorrow

**Danisha Dharmarathna** <env.mhec@gmail.com>

To: Divisional Secretariat Balangoda <moha.divi.balangoda@gmail.com>, Nilanthi Weerasooriya <weerasooriya1985@gmail.com>  
Cc: pdleelarathne@gmail.com, Nipun Dinuka Dias <hydro.mhec@gmail.com>

Wed, Oct 13, 2021 at 11:26 AM

Dear Officers,

I would like to convey our sincere thanks to all the DS and GN officers for participating in the meeting and spending the valuable time of yours during a pandemic situation. We hope to receive your cooperation in the future as well. Please contact me for any issues related to development for any possible action.

Thank you once again

On Tue, Oct 12, 2021 at 12:19 PM Danisha Dharmarathna <env.mhec@gmail.com> wrote:

Dear DS officers,

Herewith attached the link to the meeting tomorrow at 10:00am.  
Appreciate your participation with the available GN officers to the meeting.  
Thank you

Topic: Balangoda - Bowattle Road development Discussion  
Time: Oct 13, 2021 10:00 AM Mumbai, Kolkata, New Delhi

Join Zoom Meeting  
<https://us05web.zoom.us/j/89213964326?pwd=ODZkcnp0UUFiWW9rSUZkNXZsUjByUT09>

Meeting ID: 892 1396 4326  
Passcode: nsSr6j



**Danisha Sammani Dharmarathna**

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