



## Social Monitoring Report

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Project Number: 50301- 002  
Loan Numbers: 3579 /3580  
Semi Annual Report  
June 2020

### SRI: Second Integrated Road Investment Program PIC 04 – Northern Province

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

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Asian Development Bank



**DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA**

**MINISTRY OF ROADS AND HIGHWAYS**

**ROAD DEVELOPMENT AUTHORITY**

**SECOND INTEGRATED ROAD INVESTMENT PROGRAMME**

**NORTHERN PROVINCE**

**(LOAN No. 3579 / 3580 - SRI:)**

**SOCIAL SAFEGUARD MONITORING SEMI- ANNUAL REPORT**

**JANUARY - JUNE 2020**



**PREPARED BY:  
MG CONSULTANTS (PVT) LTD.**

**in Joint Venture with**

**ENGINEERING CONSULTANTS (PVT) LTD.**



**SUBMITTED TO:**

**ASIAN DEVELOPMENT BANK**

## Contents

<b>1. Introduction</b>	<b>1</b>
1.1 Second Integrated Road Investment Program	1
1.1.1 Objective of the Project	3
1.2 Project Location	4
1.3 Consulting Services Contract	7
1.4 Roles and Responsibilities of PIU, PIC04, and Contractors	7
1.5 Social and Environment Safeguard compliances organization	9
1.6 Overview of institutional Framework	10
1.7 Context and purpose of this Report	11
1.8 Status of Civil Work Progress in Northern province	12
<b>2. Compliance with Social Safeguards Requirements</b>	<b>14</b>
2.1 Compliance on Social Safeguards Provisions the Loan Covenant - 3580 - SRI (COL)	14
2.2 Compliance to the Social requirements under the project Facility Administration Manual (FAM).	20
2.3 Compliance with Requirement in the Resettlement Framework (RF)	27
<b>3. Compliance with Gender Action Plan (GAP)</b>	<b>30</b>
3.1 HIV / AIDS Prevention and Health Awareness Programme	34
3.2 Road Safety Awareness Programs and Environmental Awareness Programs.	35
3.2.1 Site Safety Awareness Programs	35
3.2.2 Safety Programs for COVID 19	37
<b>4. Social Safeguards Issues and Mitigation Measures Implemented</b>	<b>38</b>
4.1 Grievance Redress Mechanism	38
4.1.2 Establishment of GRCs at Divisional Secretariat Division (DSD) Level	40
4.1.3 Channels for receiving grievances and summary of grievances received	42
<b>5 Process of Land Donation</b>	<b>45</b>
5.1 Status of Land Donation Activities	45
5.2 Keeping Records of Land Donations	46
5.3 Introduction of Concept of Context Sensitive Design (CSD)	47
<b>6 Monitoring and Stakeholder Coordination</b>	<b>48</b>
6.1 Training and Awareness Programmes - Monitoring section	48
6.2 Monitoring of Project Activities	49
6.3 Performed Social Welfare Programme	50
<b>7 Conclusion and recommendation</b>	<b>52</b>
7.1 Conclusion	52
7.2 Recommendations	53
<b>Annexures</b>	<b>54</b>

## List of Tables

Table 1.1	Contract Summary - Northern Province .....	2
Table 1.2	Roles and Responsibilities Summary.....	8
Table 1.3	Social and Environment Safeguard Staff in Northern Province.....	9
Table 1.4	Status of Civil Works.....	12
Table 2.1	Compliance with Loan conditions (Social Safeguards).....	14
Table 2.2	Compliance with FAM.....	20
Table 2.3	Compliance with RF.....	27
Table 3.1	Complying Status with the GAP.....	31
Table 3.2	Status of Gender Composition.....	32
Table 3.3	Status of Gender Composition - Contract Level.....	33
Table 3.4	Safety Tool Box Meeting.....	35
Table 3.5	COVID 19 Safety Awareness Programs.....	37
Table 4.1	Establishment of GRCs at Grama Niladhari (GND) Level.....	38
Table 4.2	Establishment of GRCs at Divisional Secretariat (DSD) Level.....	40
Table 4.3	Status of Public Complaints/Suggestions/Requests.....	43
Table 5.1	Details of Land Donation.....	46
Table 6.1	Details of Social Work Conducted.....	50

## **List of Figures**

Figure 1:1	Project Location Map.....	4
Figure 1.2	Location of 128 roads with 273.24 km in Jaffna District.....	5
Figure 1.3	Location of 47 roads with 181.78 km in Kilinochchi District.....	5
Figure 1.4	Location of 36 roads with 141.34 km in Mullaitivu District.....	6
Figure 1.5	Location of 64 roads with 271.48 km in Vavuniya District.....	6
Figure 1.6	Location of 68 roads with 166.34 km in Mannar District.....	7
Figure 1.7	Project Organization Structure - NP.....	10
Figure 1.8	Asphalt Work at JF02.....	13
Figure 1.9	Culvert Construction and Shoulder work at MU01.....	13
Figure 1.10	Culvert Construction at VA03.....	13
Figure 1.11	ABC compaction at MN01.....	13
Figure 3.1	Women Participation in GRC Meeting.....	30
Figure 3.2	Women Participation in Transect walk.....	30
Figure 3.3	Vacancy Notice for increasing the women workforce.....	33
Figure 3.4	Some Click of Tool Box Meeting.....	36
Figure 3.5	Emergency Rescue Training Program at JF03.....	36
Figure 3.6	COVID 19 Precaution at site.....	37
Figure 4.1	GND Level GRC Meeting Photos.....	39
Figure 4.2	DS Level GRC Meeting Photos.....	41
Figure 4.3	Complaint Boxes Placed.....	44
Figure 4.4	Public Posters Placed.....	44
Figure 5.1	Land Donation.....	46
Figure 6.1	Inhouse Training.....	48
Figure 6.2	Clean up the area - Poomaduwa GN Office & Painting of Building.....	51
Figure 6.3	Providing nutritious Food to Elders & Children.....	51
Figure 6.4	Land Clearing for the festival of Kovil.....	51
Figure 6.5	Clearing the School premises.....	51

## **List of Annexures**

Annexure 1: Key PIC Staff Mobilized as at 30 June 2020.....	54
Annexure 2: Sample consent letter given for land donation.....	56

## **List of Abbreviations**

<b>AC</b>	Asphalt Concrete
<b>ADB</b>	Asian Development Bank
<b>CE</b>	Construction Engineer
<b>CRC</b>	Conventional Road contract
<b>CSR</b>	Cooperate Social Responsibility
<b>DSD</b>	Divisional Secretariat Division
<b>DTL</b>	Deputy Team Leader
<b>EARF</b>	Environment Assessment and Review Framework
<b>EOI</b>	Expressions of interest
<b>EOT</b>	Extension of time
<b>ES</b>	Environmental Specialist
<b>ESDD</b>	Environment and Social Development Division
<b>ESO</b>	Environmental Safeguard Officer
<b>ESSO</b>	Environmental and Social Safeguard Officer
<b>ESU</b>	Environmental and Social Unit
<b>EWCD</b>	Elderly Women Child Disable
<b>FAM</b>	Facility Administration Manual
<b>GAP</b>	Gender Action Plan
<b>GN</b>	Grama Niladhari
<b>GND</b>	Grama Niladhari Division
<b>GoSL</b>	Government of Sri Lanka
<b>GRCs</b>	Grievance Redress Committees
<b>GRM</b>	Grievance Redress Mechanism
<b>IA</b>	Implementing Agency
<b>IPPF</b>	Indigenous People's Planning Framework
<b>iRoad</b>	Integrated Road Investment Program
<b>JF</b>	Jaffna
<b>KL</b>	Kilinochchi
<b>MFF</b>	Multi Trance Financing Facility
<b>MN</b>	Mannar
<b>MoR&amp;H</b>	Ministry of Roads and Highways
<b>MOU</b>	Memorandum of Understanding
<b>MU</b>	Mullaitivu
<b>NP</b>	Northern Province

<b>NR</b>	Not Relevant
<b>PD</b>	Project Director
<b>PIC</b>	Project Implementing Consultant
<b>PIU</b>	Project Implementing Unit
<b>PPE</b>	Personal Protective Equipment
<b>PRDD</b>	Provincial Roads Development Department
<b>PS</b>	Pradeshiya Sabha
<b>RDA</b>	Road Development Authority
<b>RE</b>	Residential Engineer
<b>RF</b>	Resettlement Framework
<b>RMC</b>	Road Maintenance Contract
<b>RoP</b>	Rate of Progress
<b>RPF</b>	Request for Proposals
<b>SAPE</b>	Survey and Preliminary Engineering Work
<b>SGRS</b>	Social/Gender/Resettlement Specialist
<b>SSSO</b>	Senior Social Safeguard Officer
<b>SSO</b>	Social Safeguard Officer
<b>STI</b>	Sexually transmitted Infections
<b>TBC</b>	To be conducted
<b>TL</b>	Team Leader
<b>UC</b>	Urban Council
<b>VA</b>	Vavuniya

# 1. Introduction

## 1.1 Second Integrated Road Investment Program

1. The Government of Sri Lanka (GoSL) is implementing the Integrated Road Investment Programme 2 (iRoad 2) through the Road Development Authority (RDA). The programme intends to stimulate economic growth and enhance the quality of life and welfare in rural areas by improving transport connectivity between rural communities and socioeconomic centers. Improvements comprise bringing selected roads to an all-weather standard through the rehabilitation and upgrading of existing carriageways and associated with drainage works.

2. The improvements will be carried out within the available corridor of the selected roads, and will entail community participation in the development, with the avoidance of involuntary resettlement.

3. Funding for the programme is provided through the ADB's Multi-Tranche Financing Facility (MFF) which provides loans up to an aggregate amount of USD 800 million. Counterpart funding of USD 106 million is provided by the GoSL for feasibility studies, engineering, tax and duties, and part of the contingency.

4. There are 343 roads to be rehabilitated through the project. Out of 343 roads 4 roads are national roads (RDA), 103 road are PRDD roads, 186 roads are PS roads and 50 MC/UC roads to be rehabilitated.

5. 91.30 km of RDA roads, 608.21 km of PRDD roads, 310.60 km of PS roads and 24.07km of MC/UC roads altogether 1034.18km of roads to be rehabilitated under iRoad program-NP.



Table 1.1 Contracts Summary

Jaffna District								
Package No.		Contract Sum. (Rs)	No. of Roads	Road Category				Road Length (km)
				RDA	PRDD	PS	UC/MC	
JF01	Maga Engineering Pvt Ltd	3,156,959,804.16	29	–	37.15	10.14	9.28	56.57
JF02	W.K.K Engineering-World Kaihatsu Joint Venture	3,140,754,642.54	37	–	39.6	28.04	–	67.64
JF03	China State Construction Engineering Co. Ltd	3,350,157,507.60	35	–	39.56	32.25	–	71.81
JF04	NEM Constructions	1,684,811,522.40	1	13.00	–	–	–	13.00
JF05	Maga Engineering Pvt Ltd	3,880,107,106.12	26	–	53.09	11.13	–	64.22
Sub Total		15,212,790,582.82	128	13.00	169.4	81.56	9.28	273.24
Kilinochchi District								
KN01	Sri Ram Constructions	2,440,916,640.00	10	–	45.17	15.14	–	60.31
KN02	CNTIC-RR Joint Venture	2,599,995,936.60	14	–	40.42	13.18	–	53.6
KN03	Maga Engineering Pvt Ltd	3,133,195,084.67	23	–	31.22	36.65	–	67.87
Sub Total		8,174,107,661.27	47	–	116.81	64.97	–	181.78
Mullaitivu District								
MU01	Maga Engineering Pvt Ltd	3,304,301,824.80	22	–	34.63	33.38	–	68.01
MU02	Maga Engineering Pvt Ltd	3,607,682,854.80	14	–	51.95	21.38	–	73.33
Sub Total		6,911,984,679.60	36	–	86.58	54.76	–	141.34
Vavuniya District								
VA01	Maga Engineering Pvt Ltd	3,952,199,436.62	18	–	74.96	20.52	–	95.48
VA02	Maga Engineering Pvt Ltd	2,448,747,350.59	8	14.10	18.56	7.43	–	40.09
VA03	Maga Engineering Pvt Ltd	2,813,483,358.24	1	35.60	–	–	–	35.60
VA04	China State Construction Engineering Co. Ltd	3,733,169,368.08	37	–	49.76	44.47	6.08	100.31
Sub Total		12,947,599,513.53	64	49.70	143.28	72.42	6.08	271.48
Mannar District								
MN01	K.D.A. Weerasinghe & Co. (Pvt) Ltd	3,454,661,925.60	27	28.60	12.02	6.7	8.71	56.03
MN02	K.D.A. Weerasinghe & Co. (Pvt) Ltd	2,756,695,788.00	29	–	43.98	17.32	–	61.30
MN03	CNTIC-RR Joint Venture	2,481,994,000.80	12	–	36.14	12.87	–	49.01
Sub Total		8,693,351,714.40	68	28.60	92.14	36.89	8.71	166.34
Grand Total		51,939,834,151.62	343	91.30	608.21	310.6	24.07	1034.18

### 1.1.1 Objective of the Project

6. Specific Objectives of this project are,
  - a. To improve the road connection between rural communities and socioeconomic center of the Northern Province.
  - b. To upgrade and maintain a total length of 1034.18 km of national and rural roads (selected through a screening process) to all weather standard.
  - c. To open up rural areas for development
  - d. To improve connectivity between production centers and market places and improve linkage with the other districts and provinces.
7. In addition, the project will ensure that women are closely involved in the design, construction and maintenance of these national and rural access roads.
8. In order to achieve these objectives, the selected roads/ road section of the road network in Northern province will be rehabilitated and maintained with the following guidelines;
  - a. To upgrade and maintain the selected roads to all weather standards,
  - b. To surface the existing pavement with Asphalt Concrete (AC) or Concrete (in special cases such as steep inclinations and inundation) if the present surface is weak,
  - c. To repair or reconstruct damaged culverts and drainage structures,
  - d. To introduce earth drains for all road sections and build up drains where necessary
  - e. To remove any irregularities on the existing vertical profile and horizontal profile, thereby improving the road alignment.

## 1.2 Project Location

9. There are five administrative Districts covered by PIC04. There are Jaffna, Kilinochchi, Mullaitivu, Vavuniya and Mannar of Northern province.

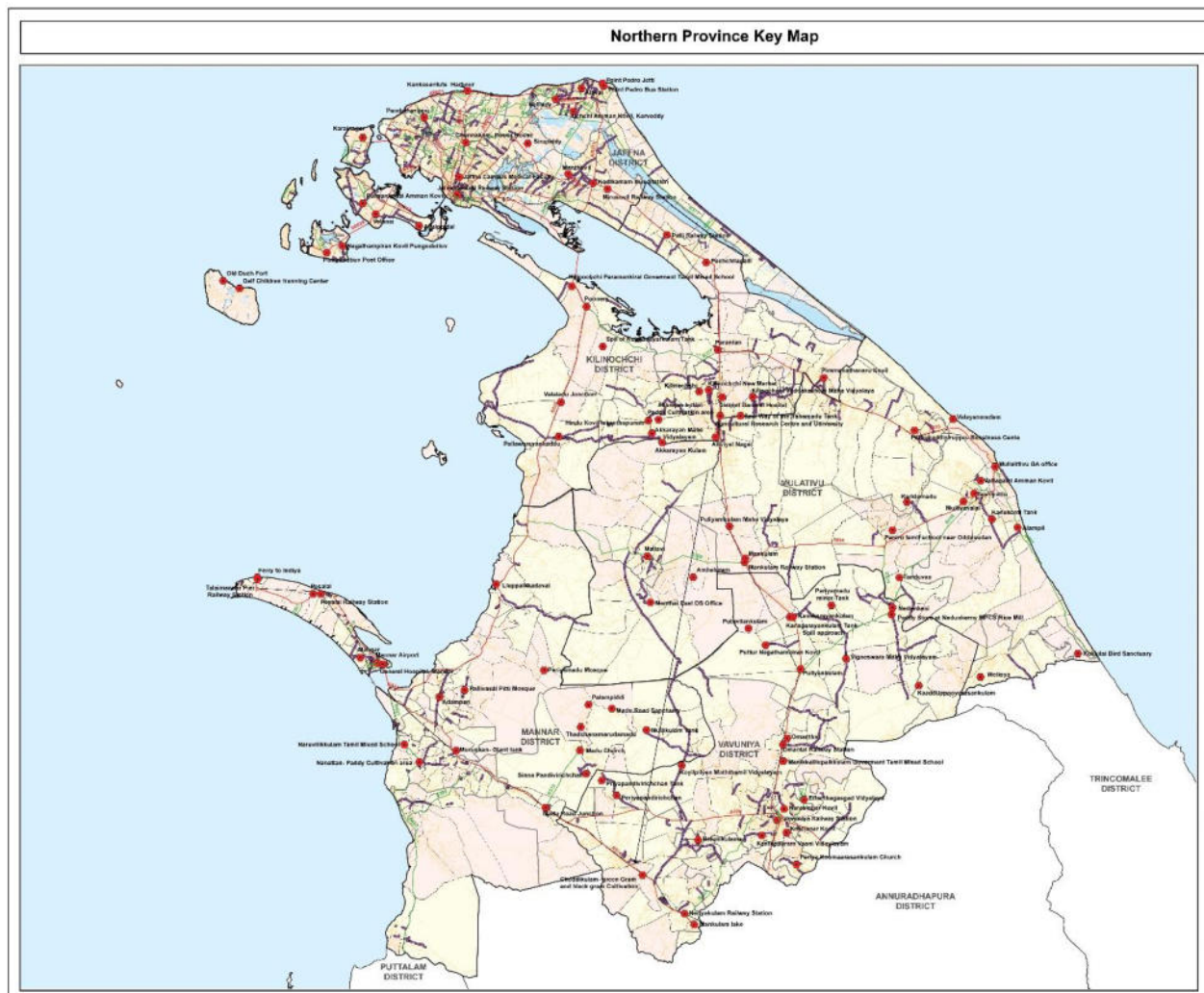


Figure 1:1 Project Location Map

### 1.2.1 Conventional Roads Contracts - Jaffna District

10. Figure 1.2 describes the (Conventional Road Contracts) CRC packages in Jaffna District. A total number of 128 roads with 273.24 km have been listed under 05 CRC packages: JF01, JF02, JF03, JF04 and JF05.

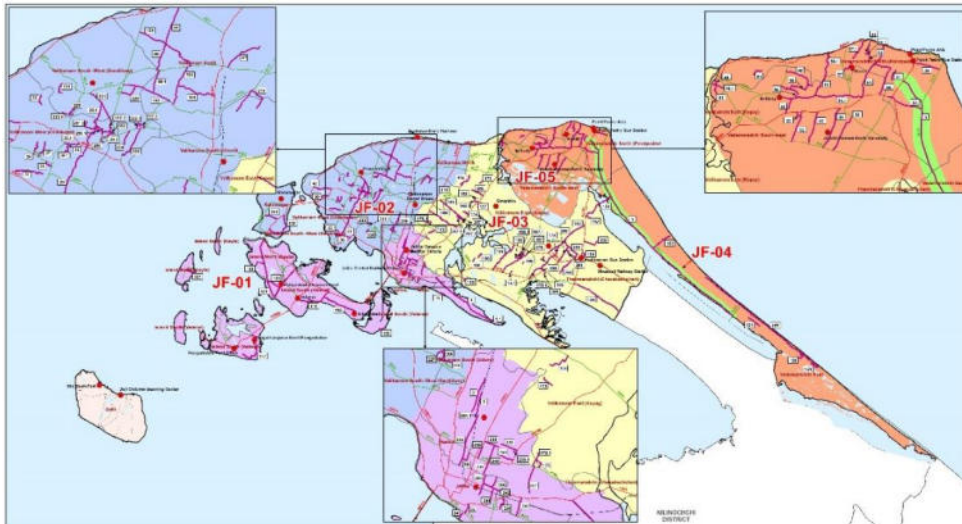


Figure 1.2 Location of 128 roads with 273.24 km in Jaffna District

### 1.2.2 Conventional Roads Contracts - Kilinochchi District

11. Figure 1.3 describes the (Conventional Road Contracts) CRC packages in Kilinochchi District. A total number of 47 roads with 181.78 km have been listed under 03 CRC packages: KN01, KN02 and KN03.

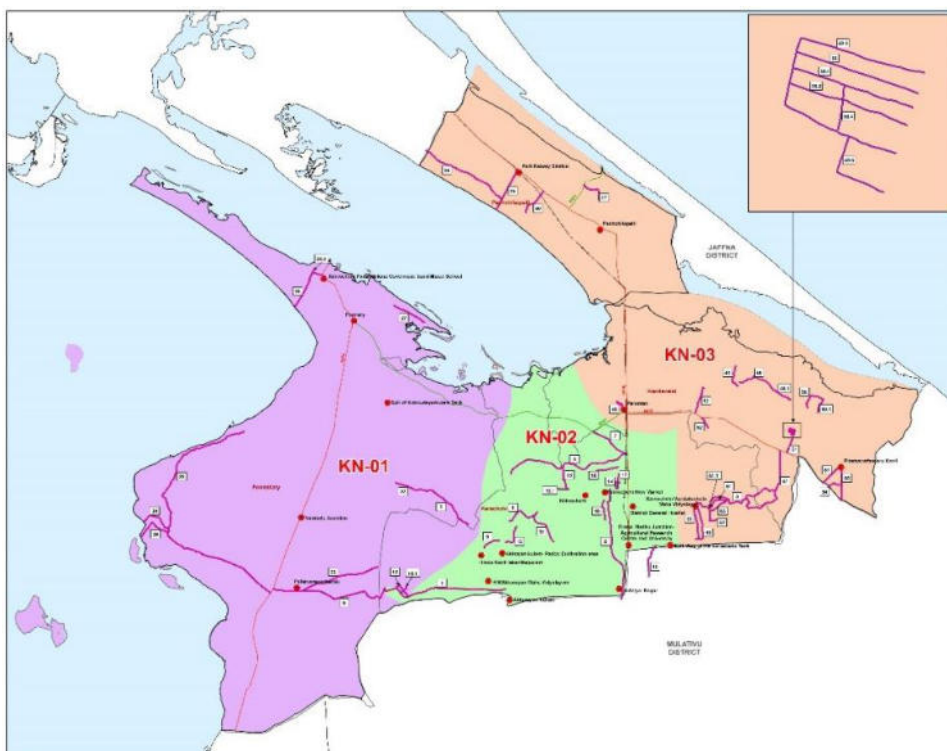


Figure 1.3 Location of 47 roads with 181.78 km in Kilinochchi District

### 1.2.3 Conventional Roads Contracts - Mullaitivu District

12. Figure 1.4 describes the (Conventional Road Contracts) CRC packages in Mullaitivu District. A total number of 36 roads with 141.34 km have been listed under 02 CRC packages: MU01 and MU02.

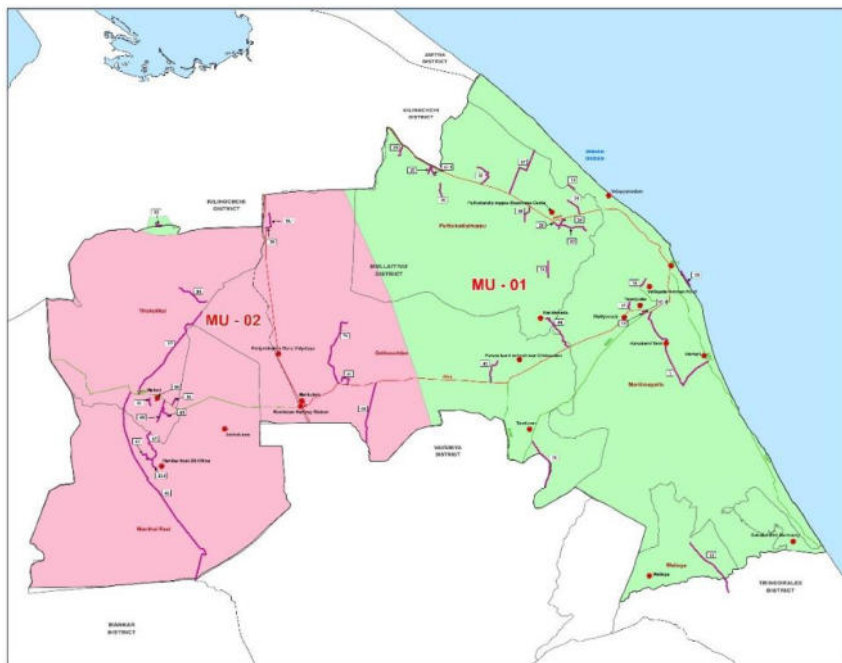


Figure 1.4 Location of 36 roads with 141.34 km in Mullaitivu District

### 1.2.4 Conventional Roads Contracts - Vavuniya District

13. Figure 1.5 describes the (Conventional Road Contracts) CRC packages in Vavuniya District. A total number of 64 roads with 271.48 km have been listed under 04 CRC packages: VA01, VA02, VA03 and VA04.

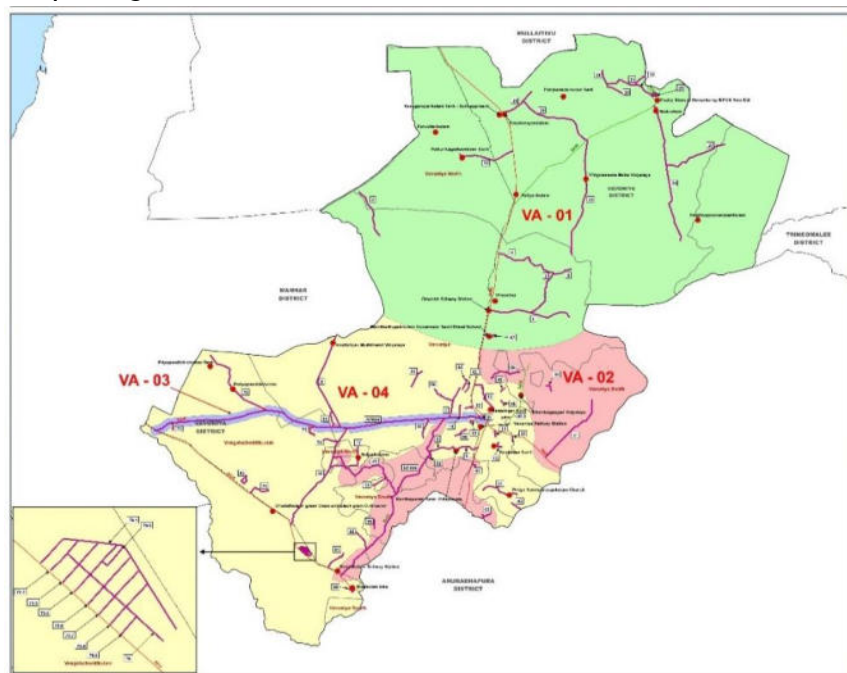


Figure 1.5 Location of 64 roads with 271.48 km in Vavuniya District



#### 1.2.4 Conventional Roads Contracts - Mannar District

14. Figure 1.6 describes the (Conventional Road Contracts) CRC packages in Mannar District. A total number of 68 roads with 166.34 km have been listed under 03 CRC packages: MN01, MN02 and MN03.

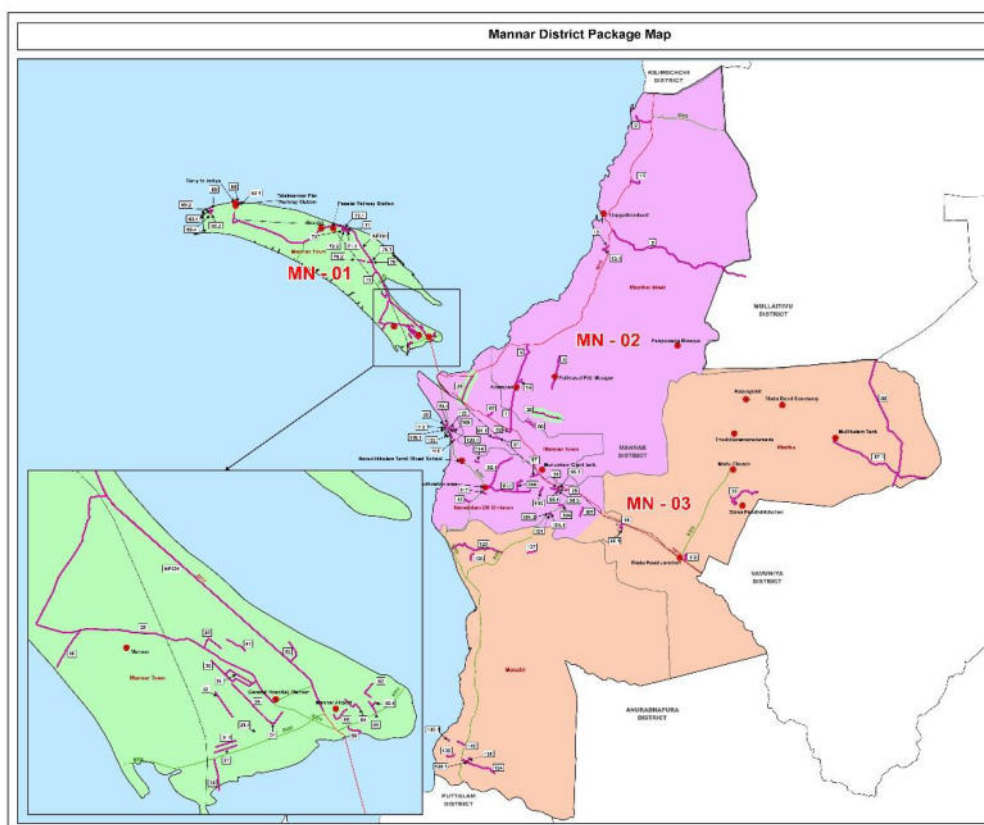


Figure 1.6 Location of 68 roads with 166.34 km in Mannar District

### 1.3 Consulting Services Contract

15. In order to assist in the supervision and administration of the CRC contracts, the RDA has appointed the Joint Venture of MG Consultants Ltd and Engineering Consultant Ltd. (the MG - ECL JV) as the Project Implementation Consultant PIC04 for the iRoad 2 programme in Northern province commencing from 5 August 2019.

### 1.4 Roles and Responsibilities of PIU, PIC04, and Contractors

16. The Resettlement Framework (RF) prepared for iRoad2 programme includes the roles and responsibilities of each stakeholder involved. Below table which is an extract of table 7.1 of the RF indicates the “Key responsibilities” of each agency related to executing/ implementing the programme.

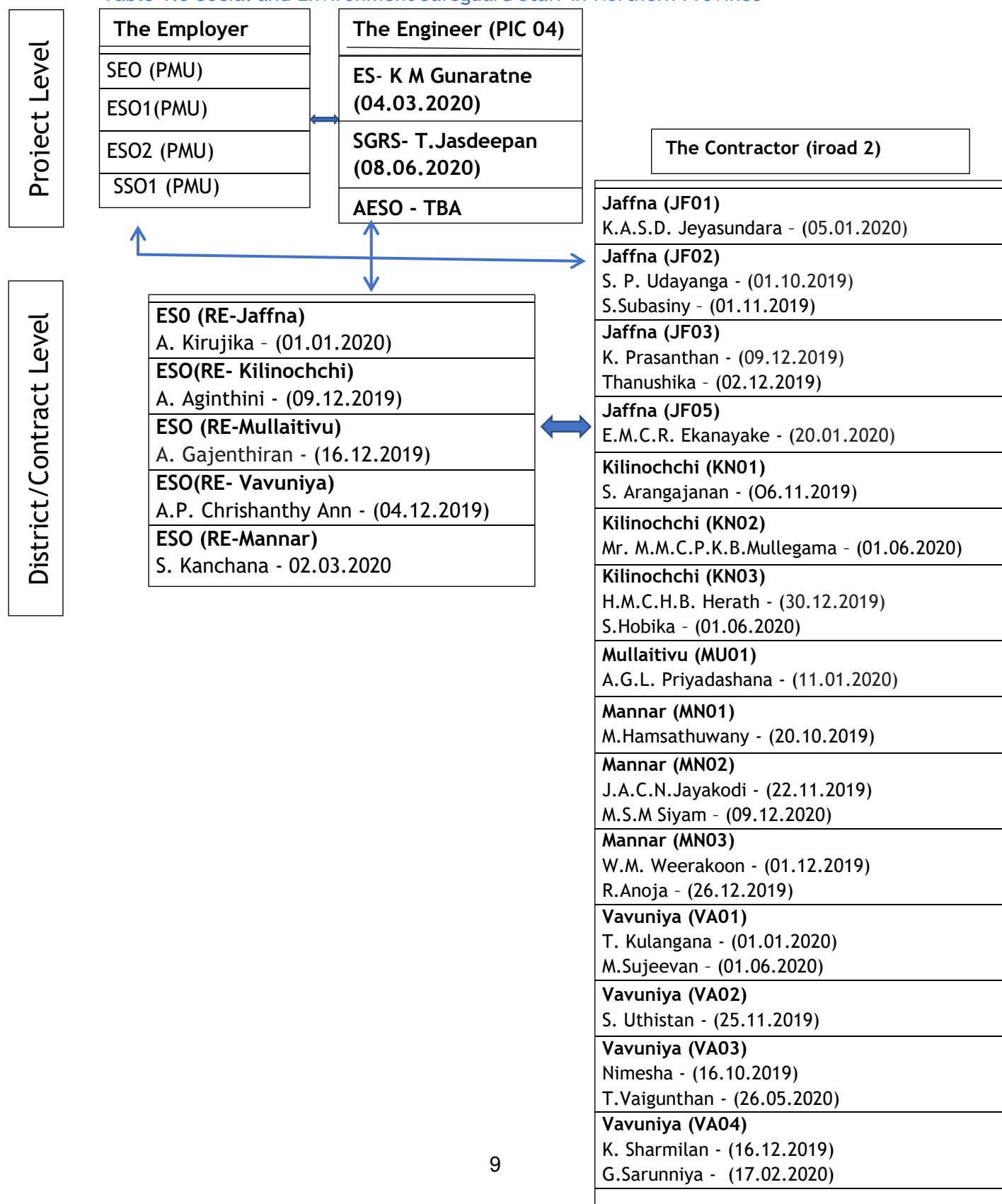
**Table 1.2 Roles and Responsibilities Summary**

Key Agency	Responsibility
Project Implementation Unit	<p>The PIU will play the key role of coordinating with other concerned agencies and facilitating the entire process. The PIU will facilitate and coordinate the enrollment of vulnerable DPs in project and delivery of entitlements as described in the agreed mitigation measures matrix and entitlement matrix.</p> <p>Oversee land availability for taking up proposed roads.</p> <p>Ensure that survey and consultation activities are properly conducted.</p> <p>Provide support to survey team in making records/information and maps available before the PRA activities.</p> <p>For negotiated settlement process. Ensure that MOUs are signed and support/assistance provided on time.</p> <p>Ensure GRCs have been formed and complaints are being addressed in a timely manner.</p> <p>Conduct internal monitoring and prepare reports.</p>
Project Implementation Consultants	<p>Review Level 1 design to ensure community suggestions have been integrated where feasible.</p> <p>Provide technical support and advise for addressing complaints and grievances and participate in resolving issues as a member of the GRC.</p> <p>Provide technical advice and on the job training to the contractors as necessary.</p> <p>Preparation of semi-annual monitoring reports based on the monitoring checklists and submission to RDA for further submission to ADB.</p> <p>Preparation of due diligence reports on the social safeguard performance of the earlier tranche before the approval of the next tranche.</p>
Contractor	<p>Ensure outcomes/suggestions from community consultation/transect walk are integrated into Level 1 design.</p> <p>Commence construction only when alignment is free of encumbrance.</p> <p>Respond in a timely fashion to recommendations from GRCs.</p>

## 1.5 Social and Environment Safeguard compliances organization

17. The following Social and Environmental safeguard compliance Officers of the Employer, the Engineer and the Contractors of the project in all 5 districts has commenced safeguard activities according to the IEER.

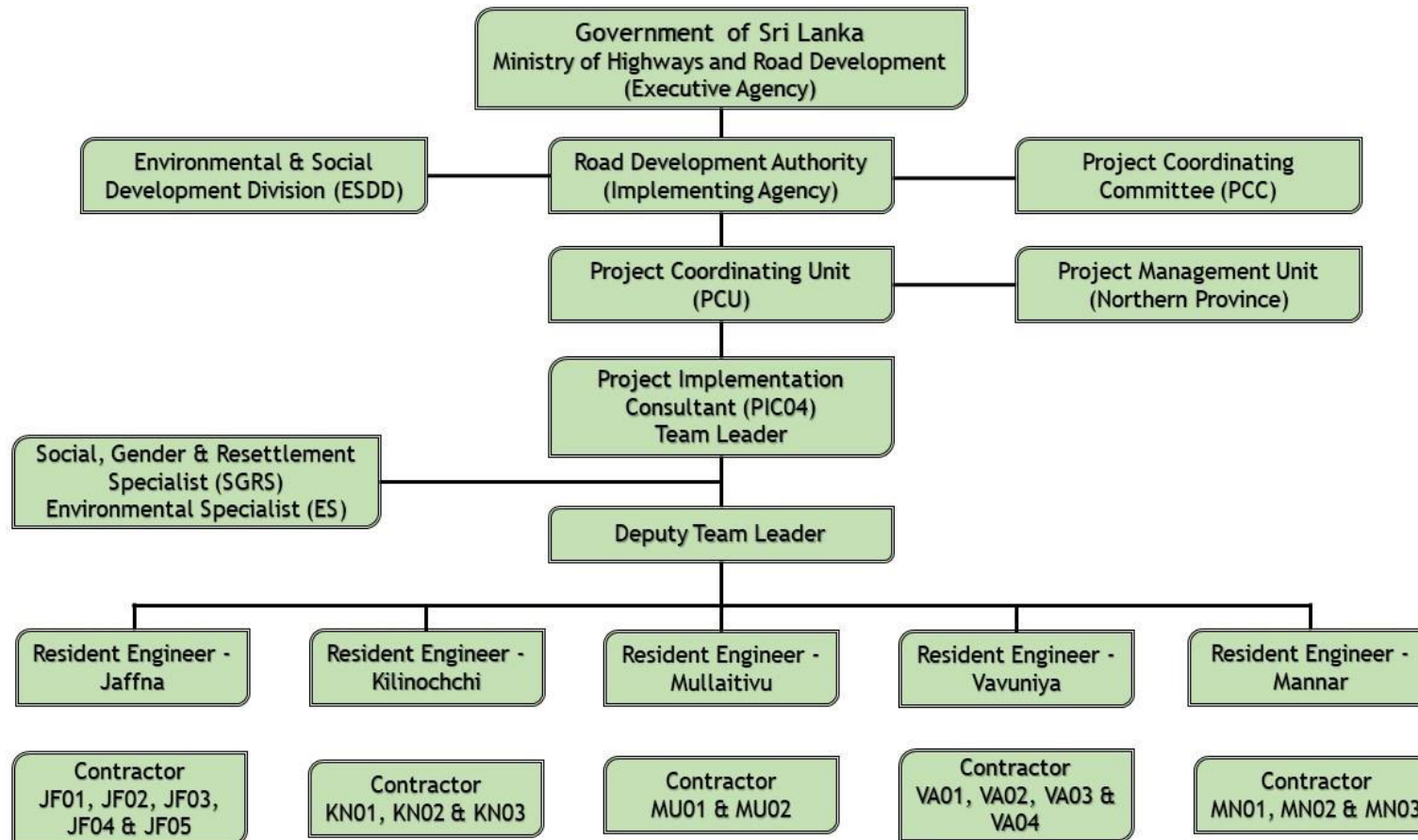
Table 1.3 Social and Environment Safeguard Staff in Northern Province





## 1.6 Overview of institutional Framework

18. The Executing Agency of the iRoad2 programme is Ministry of Highways and Road Development (MoH&RD), and the project implementing agency is the Road Development Authority (RDA). The overall project organization is shown below [figure 1.7](#).



19. PIU-RDA, MG-ECL JV being the PIC04 services provider has selected a well - qualified and experienced team of professionals to assist the RDA in the successful delivery of iRoad II Northern province and Annexure 1 summarized those details. PIC04 is headed by Team Leader (TL) assisted by Deputy Team Leader, Environment Specialist, Contract & Claims Engineer, and Resident Engineer for each district with Assistant Resident Engineers, Construction Engineers & Technical Officers. A full time Social, Gender and Resettlement Specialist directly assist the TL on social, gender and resettlement aspect.
20. As in other projects already implemented under iRoad programme, the Social/Gender/Resettlement Specialist or SGRS of PIC04 plays a key role in implementing the social safeguards component of the iRoad2 programme in Northern Province. The key activities of the SGRS could be listed as follows;
- Check and ensure detail design prepared by civil works contractors have incorporated feasible features based on the outcome from transect walks.
  - During preparation of subsequent tranche, prepare due diligence reports on 20% of randomly selected sample of roads for all ongoing projects tranches.
  - Monitor and evaluate implementation of the community participation process prescribed in the RF and recommend improvements to the participatory process to ensure broader participation of rural population in project roads formulation.
  - For rural roads require land donation, monitor the land donation process and conduct filed visit on a monthly basis until land donation is finalized.
  - During construction phase, conduct monitoring of all roads and prepare monitoring reports on a biannual basis for all project tranches.
  - During maintenance phase, conduct monitoring of all roads and prepare monitoring report on an annual basis for all project tranches.
  - Implementing the Gender Action Plan (GAP) activities at the field level.
  - Lead the implementation of specific gender-mainstreaming activities as detailed in the GAP.
  - Monitor and report overall implementation of relevant activities included in the GAP for all tranches on a semi-annual basis.

## 1.7 Context and purpose of this Report

21. Resettlement Framework (RF) which has been prepared during the Project Preparatory Technical Assistance (PPTA) sets out guidelines and procedures that need to be complied under social safeguards of the project. As section IX of RF on “Monitoring and Reporting” it is required to prepare a semi-annual monitoring report on the progress of social safeguards compliance of the project.

This report is prepared to serve as the semi-annual monitoring report on social safeguards implementation of iRoad 2 programme in Northern province for the period from January - June 2020 for PIC04 (Northern Province) project. This is the first report developed and presented by PIC04.

## 1.8 Status of Civil Work Progress in Northern province

S.No	Contract Package No.	Contractor's Name	Accepted Contract Amount (Rs.)	Road Length (km)	Commence ment Date	No. of Roads	No. of Roads Civil Works in Progress	Physical Progress Cumulative up to 30 June 2020 (%)	
								Target	Actual
Jaffna District									
1	JF1	Maga Engineering Pvt Ltd	3,156,959,804.16	56.57	01.02.2020	29	1	8.20%	0.63%
2	JF2	W.K.K Engineering-World Kaihatsu Joint Venture	3,140,754,642.54	67.64	16.12.2019	37	4	4.36%	3.87%
3	JF3	China State Construction Engineering Co. Ltd	3,350,157,507.60	71.81	10.03.2020	35	1	17.08%	0.01%
4	JF4*	NEM Construction	1,684,811,522.40	13.00	01.07.2020	1	—		
5	JF5	Maga Engineering Pvt Ltd	3,880,107,106.12	64.22	20.01.2020	26	2	4.23%	0.27%
Kilinochchi District									
6	KN1	Sri Ram Constructions	2,440,916,640.00	60.31	01.01.2020	10	3	1.92%	1.61%
7	KN2	CNTIC-RR Joint Venture	2,599,995,936.60	53.6	20.01.2020	14	3	4.03%	1.70%
8	KN3	Maga Engineering Pvt Ltd	3,133,195,084.67	67.87	20.01.2020	23	4	10.00%	1.38%
Mullaitivu District									
9	MU1	Maga Engineering Pvt Ltd	3,304,301,824.80	68.01	01.01.2020	22	1	5.10%	1.94%
10	MU2	Maga Engineering Pvt Ltd	3,607,682,854.80	73.33	20.01.2020	14	1	2.06%	1.01%
Mannar District									
11	MN1	K.D.A. Weerasinghe & Co. (Pvt) Ltd	3,454,661,925.60	56.03	16.12.2019	27	2	3.20%	3.63%
12	MN2	K.D.A. Weerasinghe & Co. (Pvt) Ltd	2,756,695,788.00	61.30	16.12.2019	29	2	2.60%	1.09%
13	MN3	CNTIC-RR Joint Venture	2,481,994,000.80	49.01	20.01.2020	12	2	1.25%	2.29%
Vavuniya District									
14	VA1	Maga Engineering Pvt Ltd	3,952,199,436.62	95.48	01.01.2020	18	2	3.67%	0.98%
15	VA2	Maga Engineering Pvt Ltd	2,448,747,350.59	40.09	20.01.2020	8	1	3.52%	0.39%
16	VA3	Maga Engineering Pvt Ltd	2,813,483,358.24	35.6	20.01.2020	1	1	3.23%	0.49%
17	VA4	China State Construction Engineering Co. Ltd	3,733,169,368.08	100.31	10.03.2020	37	—	0.08%	0.00%



Figure 1.8 Asphalt Work at JF02



Figure 1.9 Culvert Construction and Shoulder work at MU01



Figure 1.10 Culvert Construction at VA03

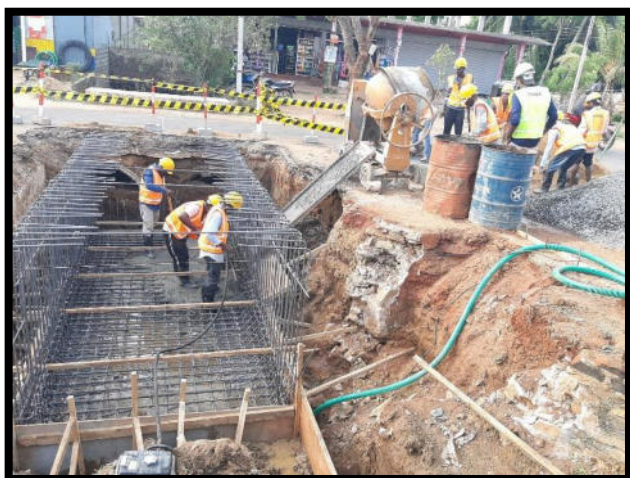


Figure 1.11 ABC compaction at MN01



## 2. Compliance with Social Safeguards Requirements

### 2.1 Compliance on Social Safeguards Provisions the Loan Covenant - 3580 - SRI (COL)

22. The requirement stipulated in the loan conditions as indicated under schedule 5 of Loan Agreement (Ordinary Operations [Concessional]), signed 22 November 2017) of iRoad 2 programme have been or are being complied with as detailed in the below table

Table 2.1 Compliance with Loan conditions (Social Safeguards)

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 5 - Execution of the project; Financial matters	<p><b><u>Safeguards</u></b></p> <p>3. The Borrower shall ensure, or cause RDA to ensure, that the Project does not have any Indigenous Peoples Safeguards and Involuntary Resettlement Safeguards impacts, both within the meaning of SPS. In the event that the Project does have any such impact, the Borrower shall take all steps required to ensure that the Project complies with the RF and IPPF, applicable laws and regulations of the Borrower and with SPS.</p>	<p><b>Complied with during selection of roads in Northern Province (NP) (at SAPE works stage) under iRoad 2.</b></p> <p>No any road passing through or close to settlements of indigenous people have been selected in NP iRoad 2.</p> <p>Roads selected for CRC packages in NP fulfilled the following guideline;</p> <p>Rural roads selected have minimum ROW not less than 2.5 m.</p> <p>National roads selected have sufficient ROW for improving the carriageway between 5.5 to 8.0 m.</p> <p>Road improvement works in NP have been carried out within the available road corridors and no widening of existing ROW has been done. However, at certain locations additional small strips of lands from adjacent land lots have been required to improve the road user safety and to develop lead away drains.</p>

<p>Schedule 5 - Execution of the project; Financial matters</p>	<p>4. The Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any provincial or rural road is implemented in accordance with the procedures laid out in Appendix 1 of the RF after free, prior and informed consultation and consent of the affected persons, provided that there shall be no voluntary land donation for national roads.</p>	<p>Road improvement works are presently carried out in NP. These improvement works are being carried out mainly within the available road corridors. However, at certain locations additional small strips of lands from adjacent land lots have been required to improve the road user safety and to develop lead away drains. Voluntary land donation on rural roads have followed the procedure laid out in appendix 1 of RF.</p> <p>Obtaining such small land strips have followed the procedures stipulated under appendix 1 of the RF.</p> <p>From December 2019 to June 2020, a total number 42 of consent letters have been obtained from the owners in NP for the land strips donated Details of voluntary land donation in NP is discussed in section 5 of this report.</p> <p>No incident has been recorded of eminent domain or other state power used for taking of additional land strips.</p> <p>The guide notes on voluntary land donation process developed under iRoad was distributed among PIU, PIC04 and contractor staff. Details of land donation is discussed separately in this report.</p>
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<p>Schedule 5 - Execution of the project; Financial matters</p>	<p><b>Human and financial resources to implement safeguards requirements</b></p> <p>5. The Borrower shall make available, or cause RDA to make available, necessary budgetary and human resources to fully implement the SPS, IEE, EMP and any safeguard documents which may be prepared for the Project.</p>	<p><b>Being complied with for NP appraised under iRoad 2.</b></p> <p>Budgetary allocations are found in the contract documents.</p> <p>Positions of a Senior Social Safeguards Officer (SSSO), a Senior Environment Officer (SEO) and Social/ Environment Officers (SEO) have been included in to the cadre of each PIU established/ to be established at Provincial level. These officers shall make up the ESU of each PIU.</p> <p>PIU of NP has already recruited a SESO, SSO and 2 ESOs.</p> <p>Positions of one Social, Gender and Resettlement Specialist (SGRS), one Environment Specialist (ES) have been included as key staff under TL of PIC04. Position of Environment/ Social Officers (ESO) have been included as none key staff to assist SGRS and ES. The PIC04 operational in NP have recruited the SGRS and ES along with five ESOs who are stationed in each Resident Engineer's Office.</p> <p>All CRC package contractors in NP have mobilized and have appointed suitable Environmental and Social Officers (ESO) who assist the PIU and PIC04 in executing environmental and social safeguards related tasks.</p>
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<p>Schedule 5 - Execution of the project; Financial matters</p>	<p><b><u>Safeguards - Related provisions in Bidding documents and works contracts</u></b></p> <p>6. The Borrower shall ensure, or cause RDA to ensure, that all bidding documents contain provisions that require contractors to:</p> <p>(a) comply with the measures relevant to the contractor set forth in any safeguards document, and any corrective or preventative actions set forth in the Safeguards Monitoring Report;</p> <p>(b) make available a budget for all such safeguard measures; and</p> <p>(c) provide the Borrower with a written notice of any unanticipated environmental, resettlement or small ethnic community peoples risks or impacts that arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP and any other safeguard plans.</p>	<p><b>Complied with for NP appraised under iRoad 2.</b></p> <p>Tranche 1 has been categorized as ‘Category B’ on Involuntary Resettlement and ‘Category C’ on Indigenous Peoples safeguards in accordance with SPS.</p> <p>No incident of physical or economic displacement has been reported during civil works of CRC packages in NP.</p>
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<p>Schedule 5 - Execution of the project; Financial matters</p>	<p><b><u>Safeguards monitoring and reporting</u></b></p> <p>7. The Borrower shall do the following or cause RDA to do the following:</p> <p>(a) submit annual Safeguards Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission;</p> <p>(b) if any unanticipated environmental and/or social risks and impacts arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP, and any safeguard documents, promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and</p> <p>(c) report any actual or potential breach of compliance with the measures and requirements set forth in the IEE, EMP and any safeguard documents promptly after becoming aware of the breach</p>	<p><b>Being complied with for NP appraised under iRoad 2.</b></p> <p>PIC04 submitted the First semi-annual progress reports on social safeguards compliance for the time period from January to June 2020.</p> <p>Civil works are ongoing in NP and no any unanticipated social risks and impacts or cases of physical/ economic displacement including involuntary resettlement have arisen.</p> <p>No any actual or potential breach of compliance on social safeguards were observed or reported during implementation of works contracts during the period in NP.</p>
<p>Schedule 5 - Execution of the project; Financial matters</p>	<p><b><u>Prohibited List of Investments</u></b></p> <p>8. The Borrower shall ensure, or cause RDA to ensure, that no proceeds of the Loan are used to finance any activity included in the list of prohibited investment activities provided in Appendix 5 of the SPS.</p>	<p><b>Being complied with for NP appraised under iRoad 2.</b></p> <p>No incident in NP was observed or reported where any proceeds of the loan has been used for any activity listed under the list of prohibited investment activities as indicated in Appendix 5 of SPS.</p>

<p>Schedule 5 - Execution of the project; Financial matters</p>	<p><b><u>Labour standards</u></b></p> <p>9. The Borrower shall ensure that;</p> <p>(a) all contractors under the Project comply with all applicable labour laws and regulations, do not allow employment of child labour for Project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites;</p> <p>(b) people directly affected by the Project are given priority to be employed by the Project;</p> <p>(c) contractors do not differentiate wages between men and women for work of equal value; and</p> <p>(d) specific clauses ensuring these shall be included in the contracts.</p> <p>10. The borrower shall ensure that;</p> <p>(a) the GAP is implemented in accordance with its terms;</p> <p>(b) the bidding documents and contracts include relevant provisions for contractors to comply with the measures set forth in the GAP;</p> <p>(c) adequate resources are allocated for implementation of the GAP, including progress toward achieving key gender outcome and output targets.</p>	<p><b>Being complied with for NP appraised under iRoad 2.</b></p> <p>Specific contract clauses have been included in Bidding documents of all CRC packages to avoid discrimination of labour, employment of child labour and to encourage women labour.</p>
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## 2.2 Compliance to the Social requirements under the project Facility Administration Manual (FAM).

23. The Project Facility Administration Manual (FAM), developed for tranche 1 of iRoad2 in August 2017 includes sections on safeguards (Involuntary Resettlement, Indigenous Peoples and Grievance Redress Mechanism), gender and social dimensions. These requirements are either complied or are being complied with in Northern province. Details of each item and status of compliance is summarized in below.

Table 2.2 Compliance with FAM

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards	<p><b>B. Involuntary Resettlement</b></p> <p>Paragraph 48. All tranches under the MFF are classified as “Category B” in accordance with SPS. The improvement of all project roads will be carried out within the existing alignment with no widening.</p>	<p><b>Complied with for NP appraised under iRoad 2.</b></p> <p>NP where civil works have initiated is carrying out road rehabilitation and improvement works mainly within the available ROW. However, Road widening is envisaged for road safety and to accommodate public requests. The design engineers with SGRS of PIC04 along with PIU staff verifies such requirements, and if such requirement is justified then the PIU duly follows the voluntary land donation process in obtaining small strips of private land for such improvements.</p> <p>Utility structures which may be affected during construction has been identified during transect walks. These locations are being verified during detailed designs. Shifting of structures are carried out with assistance from the line agencies who manage these utility services.</p>

VII Safeguards	<p><b>Pre-construction</b></p> <p>Paragraph 49: The RDA supported by its Environment and Social Development Division (ESDD) and CSD consultants will be responsible for conducting a transect walk for each rural road, during which the community will be consulted on how to (i) minimize construction impact, (ii) identify and minimize social and environment impact, and (iii) integrate road safety design. The community will also be briefed about the Grievance Redressal Mechanism. The results from the transect walk (report and map) will be submitted to the civil works contractor who will reconfirm the ground realities and integrate feasible features into the Level 1 final design. The PIC will review final design.</p>	<p><b>Complied in with during SAPE works of roads appraised under NP iRoad 2.</b></p> <p>Transect walk surveys and public consultations were conducted in all roads selected under tranche one which are currently being rehabilitated and improved in NP. This information has been submitted to respective civil works contractors, who has reconfirmed the ground realities and integrated feasible features in to level 1 design. PIC 04 have reviewed and approved such designs.</p>
VII Safeguards	<p><b>Construction and maintenance</b></p> <p>Paragraph 50: During construction phase, the PICs will be responsible for conducting semi-annual onsite social safeguard monitoring. During maintenance phase, the PICs will be responsible for conducting annual onsite social safeguard monitoring. PICs should pay close attention to ensure that all grievances are addressed in a timely manner. Reporting templates can be found in the resettlement framework.</p>	<p><b>Being complied with in NP where civil works have commenced.</b></p> <p>PIC04 on behalf of the PIU of NP have prepared and submitted this Semi Annual Monitoring Report on social safeguards compliance (January - June 2020 report).</p>

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards	<p><b>Unanticipated impact</b></p> <p>Paragraph 51: A resettlement framework has been prepared to guide the preparation of unanticipated impact. If land is required for the rural roads component, the voluntary land donation system will be used. For land donation, specific procedural requirements involving comprehensive consultations with the communities have been prepared in Appendix 3 of the resettlement framework and the government will ensure that land donation is undertaken without coercion and documented in a transparent manner. Eminent domain will not occur if negotiation regarding land donation fails. Households will not donate more than 5% of land holding and no physical displacement will take place. The PIC will visit roads with land donation on a monthly basis until the land donation process is finalized. An independent monitor will be engaged to verify and certify the process has been done as per the resettlement framework. For all roads, civil works cannot commence until the right of way is free of encumbrance, meaning that the affected household must be fully compensated and/or assisted prior to dismantling or relocation. The PIU will be supported by the RDA's ESDD and a social safeguard team under the PIC.</p>	<p><b>Being complied with in NP where land donation process is followed.</b></p> <p>No any unanticipated impacts have been observed or reported in NP where civil works are in progress.</p> <p>A detailed account on voluntary land donation is presented separately in this report.</p>
	<p><b>C. Indigenous Peoples</b></p> <p>Paragraph 53: No indigenous people were identified during due diligence. In case of any adverse impacts identified during implementation, the RDA will ensure that the indigenous peoples' plan (IPP) is prepared in accordance with the IPPF, and the IPP is reviewed and approved by ADB before commencement of the relevant section of the civil works contract.</p>	<p><b>Being complied with in NP where civil works are in progress.</b></p> <p>No indigenous people have been observed or recorded in the roads that are being rehabilitated and improved in NP.</p>

Item/ Section/ Schedule	Description	Status of Compliance
	<p><b>D. Grievance Redress Mechanism</b></p> <p>Paragraph 54: Grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through the existing local administrative system. Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels. The first will be at the grassroots level where complaints will be directly received and addressed by the contractor, the PIC, or the PIU representative on the site. Grievances that are simple but still cannot be addressed at the grassroots level will be addressed at the Grama Niladhari level. The grievance redress committee will be composed of the Grama Niladhari as chairperson, the PIU representative as secretary, a representative of the PIC, a representative of the contractor, a community member or religious leader, and a woman representative from among the community. More complex grievances that cannot be addressed at the Grama Niladhari level will be raised to the divisional secretariat level. The committee at the divisional secretariat level will include the divisional secretary as the chairperson, a representative of the PIU as secretary, Grama Niladhari, a representative of the PIC, a representative of the contractor, a representative of an NGO or community-based organization in the area, a community member or religious leader, and a woman representative from the community.</p>	<p><b>Being complied with in NP where civil works are in progress.</b></p> <p>100% of GRCs established at DS level and 81% of GND level GRCs have established up to June 2020. (Establishing of GRCs is discussed in detail under section 4.1.1 and 4.1.2 of this report).</p>

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards	<p><b>E. Prohibited Investment Activities</b></p> <p>Paragraph 55: Pursuant to ADB's Safeguard Policy Statement (2009), ADB funds may not be applied to the activities described on the ADB Prohibited Investment Activities List set forth at Appendix 5 of the Safeguard Policy Statement.</p>	<p><b>Being complied with for NP appraised under iRoad 2.</b></p> <p>No incident in NP was observed or reported where any proceeds of the loan has been used for any activity listed under the list of prohibited investment activities as indicated in Appendix 5 of SPS.</p>
VIII Gender and social dimensions	<p><b>A. Gender and Development</b></p> <p>Paragraph 56: A gender action plan (GAP) will be formulated for each tranche of the MFF. Key gender mainstreaming activities for Tranche 1 include the following: (i) engage at least 35% women in consultation during design; (ii) integrate features that increase road safety and meet the needs of the elderly, women, children, and the disabled; (iii) encourage the employment of local women as road construction workers; (iv) ensure at least 30% of local employees hired for road maintenance are women and that they receive equal wages for equal work; (v) conduct road safety and HIV/STI awareness trainings with minimum of 40% women participants; (vi) appoint gender focal persons at all levels; (vii) build knowledge and skills of the transport sector on gender and inclusivity; and (viii) develop an online grievance reporting mechanism and track sex-disaggregated data of complainants.</p> <p>Paragraph 57: To ensure that these and other gender issues are addressed and complied with, the project implementation consultant will include a social/gender development expert. The PICs will provide monitoring support and ESDD of RDA will be responsible for the overall implementation the GAP. Semi-annual monitoring of the GAP shall be prepared and submitted to ADB for disclosure.</p>	<p>A GAP has been developed during SAPE works of iRoad 2.</p> <p>PIC04 has appointed a full time SGRS, while the ESU of NP/ PIU has a SSO.</p> <p>ESDD/ RDA is to monitor the implementation of requirements of the GAP and prepare the respective monitoring reports on implementation of GAP.</p>

Item/ Section/ Schedule	Description	Status of Compliance
VIII Gender and social dimensions	<p><b>B. HIV/ AIDS</b></p> <p>Paragraph 59: RDA will ensure that all civil works contractors complete the following: (i) carry out awareness programs for labour on the risks of sexually transmitted diseases/AIDS and human trafficking; and (ii) disseminate information at worksites on the risks of sexually transmitted diseases and HIV/AIDS as part of health and safety measures for those employed during construction. Contracts for all subprojects will include specific clauses on these undertakings, and compliance will be strictly monitored by RDA, with the support of construction supervision consultants during project implementation.</p>	<p><b>Being complied with in NP where civil works are in progress.</b></p> <p>Programs were scheduled in April, May, June 2020 based on the Health Plan. But due to the COVID 19 pandemic, these programs were postponed to September and October 2020.</p>
VIII Gender and social dimensions	<p><b>C. Health</b></p> <p>Paragraph 60: RDA shall ensure that contractors provide adequately for the health and safety of construction workers and further ensure that bidding documents include measures on how contractors will address this, including an information and awareness raising campaign for construction workers on sexually transmitted diseases, HIV/AIDS, and human trafficking.</p>	<p>Contractors submitted the proposed dates. Due to COVID 19 pandemic, the programs were postponed</p>



Item/ Section/ Schedule	Description	Status of Compliance
	<p><b>D. Labour</b></p> <p>Paragraph 61: The project construction is expected to generate employment opportunities for local communities during construction and maintenance phases. Men and women will be paid equally for equal work. Provisions are in the bidding documents for the contractors to ensure that all the civil works comply with core labour standards (e.g. no child labour; no bonded labour; no work discrimination regardless of gender, race, and ethnicity; and freedom of association and collective bargaining). Targets for employing women for construction and maintenance have been established in the GAP. The project implementation consultant will monitor the provisions.</p>	<p><b>Being complied with in NP where civil works are in progress.</b></p> <p>Details of implementing labour laws and requirements are discussed separately (under review of project documents).</p> <p>PIC04 is monitoring the labour force of each civil works contractor and no incidences of child labour, bonded labour has been reported. Equal wages are paid for equal work done (irrespective of gender).</p>

## 2.3 Compliance with Requirement in the Resettlement Framework (RF)

24. Initial selection of roads in Northern province for iRoad 2 have been carried out based on the information gathered through Divisional Secretaries, District Secretariats and civil societies. These roads have been then inspected to verify the availability of land (i.e. Right of Way). The Involuntary Resettlement (IR) Due Diligence and Socio-economic Assessment Report prepared for Northern province includes an annex providing field observations made on each road and IR categorization checklist for Northern province. Other requirements stipulated in the RF have been or are being complied with as detailed in the below table.

Table 2.3 Compliance with RF

Item/Section/ Schedule	Description	Status of Compliance
A. Background	<p><b>Clause 5: Rural Roads</b> For the rural roads, there will be three contract packages per district. The contractor will be responsible for construction of the road over 2 years and performance-based maintenance for another 3 years. For the rural roads, the improvements will be undertaken completely within the existing right of way (ROW) which is between 2.5m to 5.5m. Rehabilitation works include improving pavements/road surface, construction of side drains and embankments, and improvements of culverts, causeways, and bridges.</p> <p><b>Clause 6: National Roads</b> For the national roads, there will be two contract packages within the three districts. The national roads will follow road management contract where the contractor will be responsible for ensuring that the road is in good riding condition for period of 7 years including reconstruction and maintenance. For the rehabilitation of national road, the carriageway width will be from 5.5m to 8.0m and rehabilitation will be completely within the existing ROW. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways, and bridges.</p>	<p>No any road passing through or close to settlements of indigenous people have been selected in NP iRoad 2.</p> <p>Roads selected for CRC packages in NP fulfilled the following guideline; Rural roads selected have minimum ROW not less than 2.5 m. National roads selected have sufficient ROW for improving the carriageway between 5.5 to 8.0 m. Road improvement works in NP have been carried out within the available road corridors and no widening of existing ROW has been done. Voluntary land donation process as indicated under Appendix 1 of RF has been utilized only at locations where additional strips of land was required to improve road user safety.</p>

Item/Section/ Schedule	Description	Status of Compliance
	<p>Only one package from Jaffna district, one package from Mannar district two packages from Vavuniya district have national roads included in the contract.</p>	<p>Road improvement works are presently carried out in NP. These improvement works are being carried out mainly within the available road corridors. However, at certain locations additional small strips of lands from adjacent land lots have been required to improve the road user safety and to develop lead away drains. Voluntary land donation on rural roads have followed the procedure laid out in appendix 1 of RF. Obtaining such small land strips have followed the procedures stipulated under appendix 1 of the RF.</p> <p>Road selections that need additional strips of land for safety purposes have been identified for the roads which have started civil works.</p> <p>From December 2019 to June 2020, a total number 42 of consent letters have been obtained from the owners in NP for the land strips donated. Details of voluntary land donation in NP is discussed in section 5 of this report.</p> <p>No incident has been recorded of eminent domain or other state power used for taking of additional land strips.</p>

Item/Section/ Schedule	Description	Status of Compliance
E. Screening Criteria of Subsequent Project	45. The PIU will be responsible for clearly documenting the answers to these questions in a table format. In addition, the PIU will submit to ADB the Involuntary Resettlement (IR) Impact Categorization Checklist in Appendix 1 for each subsequent tranche. Based on the screening, the tranche will be assigned to one of the following categories depending on the significance of probable involuntary resettlement impacts: (i) Category A - A proposed tranche is classified as Category A if it is likely to have significant involuntary resettlement impacts. A resettlement plan, including an assessment of social impacts, is required. (ii) Category B - A proposed tranche is classified as category B if it includes involuntary resettlement impacts that are not deemed significant. A resettlement plan, including assessment of social impacts, is required. (iii) Category C - A proposed tranche is classified as Category C if it has no involuntary resettlement impacts. No further action is required.	Compiled during Survey and Preliminary Engineering Works (SAPE works).  Screening of all roads has been completed during SAPE works stage.  No land acquisition or resettlement requirement occurred during the reporting period.
E. 2. Land Acquisition Due Diligence Reports	49. If no acquisition and resettlement impacts were identified during screening, the government will be required to prepare a due diligence report providing support and evidence that there is no impact on land and structures. The due diligence report should confirm whether there are outstanding grievances or issues from previous acquisition of land. The information in the report should be supplemented with findings and analysis from the socioeconomic survey comprising of 20% of households in the project affected area.	Involuntary Resettlement Due Diligence and Socioeconomic profile report for NP was prepared under SAPE works.

### 3. Compliance with Gender Action Plan (GAP)

25. A Gender Action Plan (GAP) has been formulated for iRoad 2 Programme according to the Clause 56 (page no. 27) in FAM. Key gender mainstreaming activities identified in the GAP includes;

- i. Engage at least 35% women in consultation during design;
- ii. Integrate features that increase road safety and meet the needs of the elderly, women, children, and the disabled;
- iii. Encourage the employment of local women as road construction workers;
- iv. Ensure at least 30% of local employees hired for road maintenance are women and that they receive equal wages for equal work;
- v. Conduct road safety and HIV/STI awareness trainings with minimum of 40% women participants;
- vi. Appoint gender focal persons at all levels;

Figure 3.1: Women Participation in GRC Meeting



Figure 3.2: Women Participation in Transect Walk



Table 3.1: Complying Status with the GAP

S/N	Requirement	Current Status
01	Engage at least 35% women in consultation during design and integrate features that increase road safety and meet the needs of the elderly, women, children, and the disabled	During the project awareness among road users and government officers at GRC formation meetings, the importance of EWCD friendly designs was emphasized. Then the participants propose their requirements at meetings or during refreshing transect walks. Difficulties due to Gravel road sections, especially for women, elderly people and children at schools, hospitals and religious places, road sections with water stagnation etc. are found as common requests in Northern province. Contractor, PIC04 and PIU included these proposals in the final road designs as they are technically and financially appropriate. Parking bays and pedestrian crossings, dedicated foot walks, proper and safe access included in to the designs of the road section at the school, responding to public requests received during refreshing transect walk.
02	Encourage the employment of local women as road construction workers and ensure at least 30% of local employees hired for road maintenance are women and that they receive equal wages for equal work	During formation of DS level and GN level GRCs, a considerable number of women have participated. 25-30% road users and officials who participated in GRC meetings were women. Also, they contributed with suggestions to improve the road conditions, safety, and reduce difficulties to the public during construction. However, due to some cultural reasons participation of women was less in some villages. There are 22% of women employment in PIU and PIC Level. But in contract level achieved only 4%. Contractors have informed the public that women employment is also available. Contractor placed vacancy posters to recruit the women labour force.
03	Conduct road safety and HIV/STI awareness trainings with minimum of 40% women participants	Programs were scheduled in April, May, June 2020 based on the Health Plan. But due to the COVID 19 pandemic, these programs were postponed to September and October 2020.
04	Conduct road safety and trainings with the participation of children, youth, and adult while ensuring 50% of female participation	Programs were scheduled in April, May, June 2020 based on the Safety Plan. But due to the COVID 19 pandemic, these programs were postponed to September and October 2020.

26. Status of Gender Composition of the PD Office, PIC and Contractors' staff and labour crews in the Northern Province as at 30 June 2020 is described in table 3.2

Table 3.2: Status of Gender Composition

Working Location	Package	Gender		Total Nos.	Female percentage
		M	F		
PD Office	NR	11	5	16	31.25%
TL Office	NR	15	5	20	25%
RE Office	Jaffna	10	4	14	28.6%
	Kilinochchi	10	2	12	17%
	Mullaitivu	12	1	13	7.69%
	Vavuniya	13	4	17	23.52%
	Mannar	13	5	18	27.77%
CE Office	JF 01	6	3	9	33.3%
	JF 02	9	3	12	25%
	JF 03	8	3	11	27.3%
	JF 05	11	3	14	21.4%
	KN01	5	0	5	-
	KN02	6	1	7	14%
	KN03	6	0	6	-
	VA 01	6	0	6	-
	VA 02	6	2	8	25%
	VA 03	9	2	11	18.18%
	VA 04	4	1	5	20%
	MN 01	6	3	9	33.33%
	MN 02	7	1	8	12.5%
	MN 03	9	2	11	18.18%
<b>Sub Total</b>	<b>NR</b>	<b>182</b>	<b>50</b>	<b>232</b>	<b>21.55%</b>

Table 3.3: Status of Gender Composition - Contract Level

Contract Package	Main Office		Site & Laboratory		Total		Total Percentage (%)	
	M	F	M	F	M	F	M	F
JF 01	16	-	83	1	99	1	99	1
JF 02	36	2	99	1	135	3	98	2
JF 03	16	2	23	-	39	2	95	5
JF 05	37	3	96	1	133	4	97	3
KN 01	16	2	26	-	42	2	95	5
KN 02	42	3	148	-	190	3	98	2
KN 03	23	6	38	-	61	6	91	9
MU 01	31	6	66	-	97	6	96	4
MU 02	29	1	75	-	104	1	99	1
MN 01	6	3	30	-	36	3	92	8
MN 02	15	7	51	-	66	7	90	10
MN 03	24	2	124	-	148	2	98	2
VA 01	29	2	78	3	107	5	95	5
VA 02	36	2	50	1	86	3	96	4
VA 03	29	5	64	0	93	5	95	5
VA 04	22	3	45	0	67	3	96	4
<b>Total</b>	<b>407</b>	<b>49</b>	<b>1096</b>	<b>7</b>	<b>1503</b>	<b>56</b>	<b>96</b>	<b>4</b>

Figure 3.3: Vacancy Notice for increasing the women workforce





### 3.1 HIV / AIDS Prevention and Health Awareness Programme

27. According to the Contract Document Volume 3 S.EL.108.3 and Volume 5A BOQ pay item 108.3(1), the Contractor has to conduct above programme to all staff and the local communities near the road development sites via approved service provider in accordance with the Health and safety Clause 6.7 of Condition of Contract. The project has made arrangement to implement the programme in two steps at each package.
- Step 1 - HIV / AIDS prevention and Health awareness programme for contractor's staff and labours.
  - Step 2 - HIV / AIDS prevention and Health awareness programme for local communities near the road development sites.

The programme has been specially designed to cover following areas;

- Health education and risk reduction activities, including individuals, groups and community level interventions.
- Build up linkages to diagnose and treat other sexually Transmitted Disease (STD).
- Public information calculates on changing the unhealthy attitudes.
- Health camp for the participants to checkup diabetic, Blood pressure condition and provide instructions to address the issues.
- Capacity building activities for HIV prevention.

Programs were scheduled in April, May, June 2020 based on the Health Plan. But due to the COVID 19 pandemic, these programs were postponed to September and October 2020.

## 3.2 Road Safety Awareness Programs and Environmental Awareness Programs.

28. It is required to conduct road safety awareness programs targeting to School children and local communities with special emphasis on women's participation as per the Activity 1.5 of GAP.
29. The rehabilitated roads with high-speed vehicles and high-volume traffic can cause serious safety concerns to the community. School children are most vulnerable and need awareness on road safety. This training programme has been organized with the aims of creating awareness among children and teachers on road safety and disseminating information on road safety to the community through these two groups.

Programs were scheduled in April, May, June 2020 based on the Safety Plan. But due to the COVID 19 pandemic, these programs were postponed to September and October 2020.

### 3.2.1 Site Safety Awareness Programs

Contractors are arranging the periodical Toolbox meeting in Site offices before starting the work for their workers.

**Table 3.4 Safety Tool Box Meeting**

Contract Package	Purpose	No. of Tool Boxing meeting
JF01	Safety Toolbox Meeting	2
JF02	Safety Toolbox Meeting	1
JF03	Emergency Rescue Training	1
JF 05	Safety Toolbox Meeting	2
KN01	Safety Toolbox Meeting	1
KN02	Safety Toolbox Meeting	3
KN03	Safety Toolbox Meeting	2
MN01	Safety Toolbox Meeting	1
MN02	Safety Toolbox Meeting	1
VA02	Safety Toolbox Meeting	4
VA03	Safety Toolbox Meeting	1

Figure 3.4 Some Click of Tool Box Meeting



Figure 3.5 Emergency Rescue Training Program at JF03





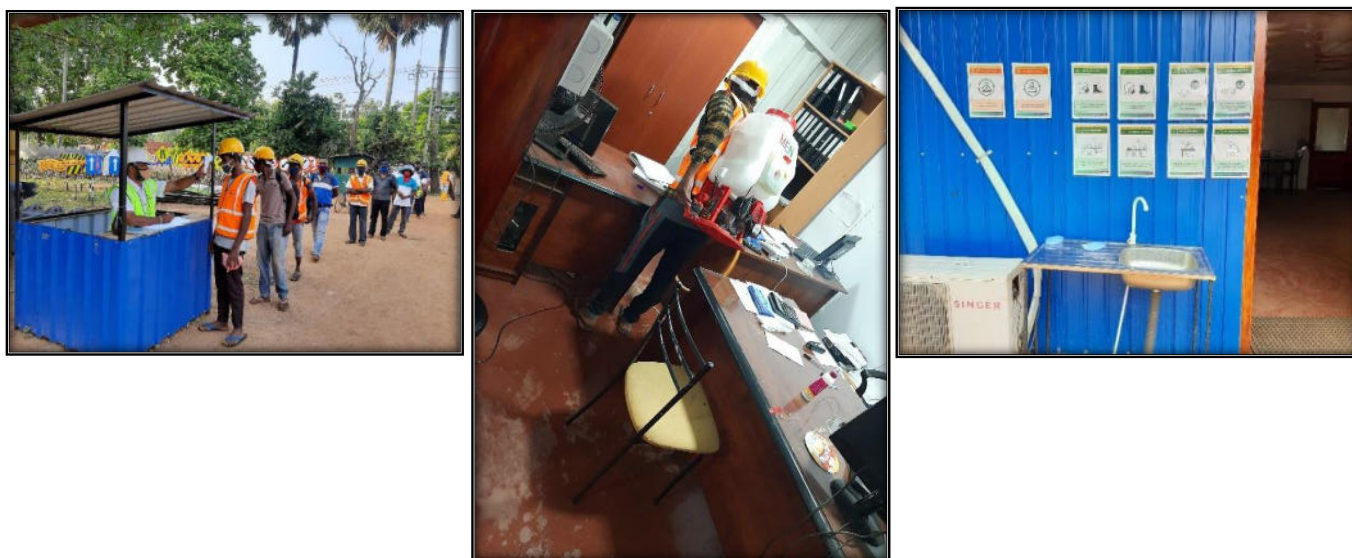
### 3.2.2 Safety Programs for COVID 19

30. Due to COVID 19 pandemic contracts were shutdown from 20 March 2020 - 20 April 2020. After the lockdown, contractors resuming the work with safety precautions. All contractors submitted their Method of Statements for resuming the work. Method of Statements were approved by Engineer. Contractors submitting the weekly progress report of COVID 19 safety precautions. These reports are reviewing by the Resident Engineer of each district.

Table 3.5 COVID 19 Safety Awareness Programs

Contract Package	Purpose	Participants	
		Male	Female
JF 01	COVID 19 Safety Awareness	30	1
JF 02	COVID 19 Safety Awareness	24	0
JF 05	COVID 19 Safety Awareness	15	2
MU 02	COVID 19 Safety Awareness	95	1
VA 01	COVID 19 Safety Awareness	35	0
VA 02	COVID 19 Safety Awareness	47	3
VA 03	COVID 19 Safety Awareness	46	5
VA 04	COVID 19 Safety Awareness	16	2

Figure 3.5: COVID 19 Precaution at Site Office



## 4. Social Safeguards Issues and Mitigation Measures Implemented

### 4.1 Grievance Redress Mechanism

31. The Grievance Redress Mechanism (GRM) is an arrangement for receiving, evaluating and facilitating the resolution of affected person's requests, complaints, suggestions and grievances on social and environmental performances of the project. Affected persons need a trusted way to voice and resolve project related concerns.
32. During the reporting period PIU, PIC04, and Contractors of iRoad 2 programme handled complaints and Social issues as stated in section VI of Resettlement Framework (RF) and subsection V of Environment Assessment and Review Framework (EARF). From December 2019 to present, the programme has been following procedures according to above documents.

Table 4.1 Establishment of GRCs at Grama Niladhari (GND) Level

District	Package	Total No. of GND	GND level GRCs		No. of Refreshing Transect Walk Done
			Established	To be established	
Jaffna	JF01	51	51	—	16
	JF02	61	61	—	31
	JF03	83	83	—	14
	JF04	5	—	5	-
	JF05	50	50	—	22
Kilinochchi	KN01	11	11	—	10
	KN02	24	24	—	14
	KN03	23	18	5	18
Mullaitivu	MU01	44	26	18	9
	MU02	28	14	14	4
Vavuniya	VA01	31	17	14	7
	VA02	19	5	14	5
	VA03	13	13	0	2
	VA04	37	19	18	12
Mannar	MN01	27	25	2	15
	MN02	29	28	1	11
	MN03	20	6	14	3
<b>Total</b>		<b>556</b>	<b>451</b>	<b>105</b>	<b>193</b>

Figure 4.1: GND Level GRC Meeting Photos



#### 4.1.2 Establishment of GRCs at Divisional Secretariat Division (DSD) Level

33. Grievance Redress Committees (GRCs) have been established, according to the clustering and implementation schedule of each cluster. All DS Level GRC formation have been completed.

Table 4.2 Establishment of GRCs at Divisional Secretariat (DSD) Level

SN	District	Divisional Secretariat	GRC Formed Date	Covered Packages
1	Jaffna	Nallur	20.12.2019	JF01
2		Jaffna	13.12.2019	
3		Island South (Velanai)	05.12.2019	
4		Island North (Kayts)	13.12.2019	
5		Karainagar	28.11.2019	JF02
6		Valikamam West (Chankanai)	04.12.2019	
7		Valikamam South -West (Sandilipay)	28.11.2019	
8		Valikamam South (Uduvil)	27.11.2019	
9		Valikamam North (Tellippalai)	27.11.2019	JF03
10		Valikamam East (Kopay)	21.11.2019	
11		Thenmaradchi (Chavakachcheri)	24.12.2019	JF04
12		Vadamaradchi North (Pointpedro)	16.06.2020	JF05
			20.12.2019	JF05
13		Vadamaradchi East (Maruthankerny)	16.06.2020	JF04
	24.12.2019		JF05	
14	Vadamaradchi South-West (Karaveddy)	20.12.2019	JF05	
15	Kilinochchi	Karachchi	16/12/2019	KN01, KN02, KN03
16		Poonakary		KN01
18		Kandavalai		KN03
19		Pachchilaipalli	24/12/2019	
20	Mullaithivu	Maritimepattu	24/12/2019	MU01
21		Puthukudiyiruppu	26/12/2019	
22		Oddusuddan		23/12/2019
23		Manthai East		
24		Thunukkai		



SN	District	Divisional Secretariat	GRC Formed Date	Covered Packages
25		Vavuniya	27/01/2020	VA01, VA03, VA04
26		Vavuniya North	8/1/2020	VA01
27		Vavuniya South	21/1/2020	VA02
28		Vengalcheddikulam	30/12/2019	VA02, VA03, VA04
29	Mannar	Mannar Town	09.12.2020 / 19.12.2020	MN01, MN02
30		Manthai West	19.12.2019	MN02
31		Nanaddan		
32		Madhu	10.02.2020	MN03
33		Musalai		

Figure 4.2: DS Level GRC Meeting Photos



Jaffna DS Office



Nallur DS Office



Karachchi DS Office



Kayts DS Office



#### 4.1.3 Channels for receiving grievances and summary of grievances received

34. The main objective of forming GRCs is to accomplish a mechanism to resolve any valid public grievance to the satisfaction of the person/s who have directed the grievance and to conduct the project in a manner responsive to the public. Hence, the functions of GRCs are confined to discuss only the project related public issues, requests, grievances, suggestions, complaints, proposals etc. Through GRC it is expected to find collective solutions that are best suited for specific issues & arrive at decisions. GRC meets only when there is a public issue to be settled. The number of meetings of GRC depends on the number of issues to be settled and the complexity of those issues. The channels available for the public to forward their grievances are summarized below;
35. **Directly from Interested Parties.** Some interested parties direct their complaints through telephone calls or meeting key staff members of the Contractors, PIC04, PIU and Government officers (DS or GND).
36. **Through requests, suggestions and complaint boxes.** Availability of requests, suggestions and complaint boxes at the work sites has been identified as one of the effective methods to share views of public during design and construction stage.
37. These boxes are installed at contractor's site offices in some contract packages, Grama Niladhari's office and common places of the construction sites. The project management team collect the community written ideas through these boxes. Requests, suggestions and complaints are collected from the boxes at the end of each week. PIC04 has introduced a common format for the requests, suggestions. Now all contractors have instructed to place adequate complaint boxes at sites.

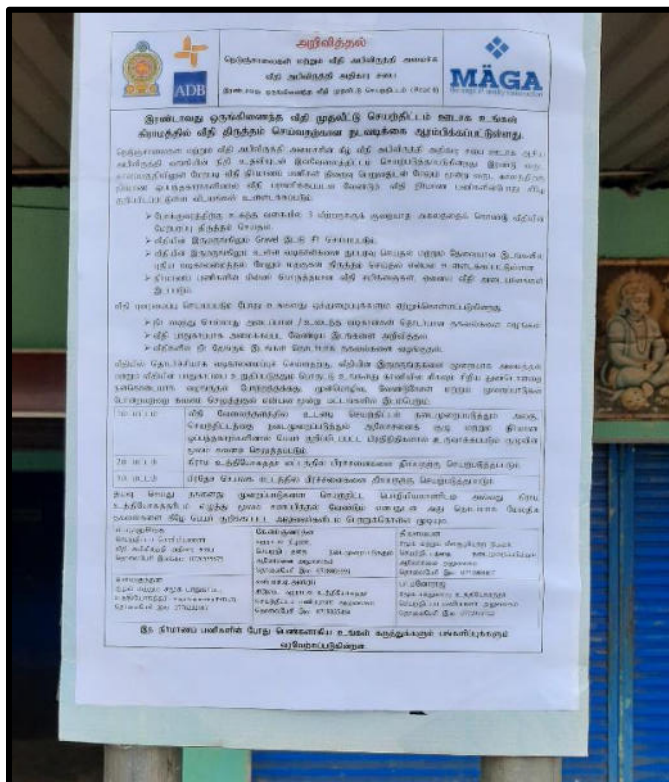
Table 4.3 Status of Public Complaints/Suggestions/Requests

Contract Package No.	# of Complaint boxes placed	No. of Crack Survey Conducted	Requests			Suggestions		Complaints			No. of Grievances Resolved through GN Level GRC	No. of Grievances Resolved through DS Level GRC
			No. of Requests	# Requests Completed	Requests in Progress	Suggestions	# Suggestions Adopted	No. of Complaints	# Complaints resolved	Complaints in progress		
JF01	4	0	16	1	-	-	-	-	-	-	-	-
JF02	10	7	32	30	2	1	1	-	-	-	-	-
JF03	1	15	2	2	-	-	-	1	1	-	-	-
JF04	0	0	0									
JF05	0	2	6	6	-	-	-	-	-	-	-	-
KN01	1	4	1	-	1	-	-	-	-	-	-	-
KN02	1	8	-	-	-	-	-	1	1	-	-	-
KN03	10	4	9	1	8	-	-	1	1	-	-	-
MU01	3	1	-	-	-	-	-	3	3	-	-	-
MU02	-	1	-	-	-	-	-	-	-	-	-	-
VA01	3	76	-	-	-	-	-	-	-	-	-	-
VA02	-	166	-	-	-	-	-	-	-	-	-	-
VA03	-	263	13	4	9	-	-	-	-	-	-	-
VA04	-	36	22	-	-	-	-	-	-	-	-	-
MN01	3	18	2	2	-	-	-	-	-	-	-	-
MN02	3	19	2	-	2	-	-	-	-	-	-	-
MN03	3	2	3	-	3	-	-	3	3	-	-	-
<b>Total</b>	<b>42</b>	<b>622</b>	<b>108</b>	<b>46</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>-</b>	<b>-</b>	<b>-</b>

Figure 4.3 Complaint Boxes Placed



Figure 4.4 Public Posters Placed



## 5 Process of Land Donation

38. Paragraphs five and six (5 and 6) of the Resettlement Framework (RF) for iRoad 2 state that “for the rural roads improvements will be undertaken completely within the existing Right of Way (ROW) which is between 2.5m to 5.5m and national roads improvements will be undertaken completely within the existing Right of Way (ROW) which is between 5.5m to 8.0m”. However, Appendix 1 of the RF further explains that land donation will be the method if private land is required for the iRoad2. Voluntary donation of land involves the contribution by individuals of land for the project that has the community benefits including rural roads and national roads that are part of the community driven development. The basic principles are the following:

- That the project benefits will realistically offset the size of the donated land;
- in case negotiations for voluntary land donation fail, eminent domain or other powers of the state will not be used;
- A maximum of 5% of land can be donated, particularly for the vulnerable households; and for households donating land, no physical displacement will take place.

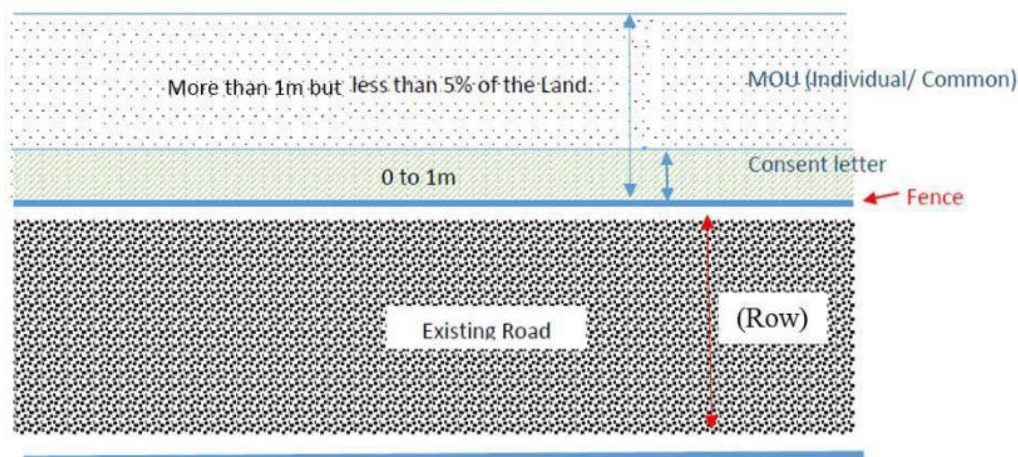


Figure 5:1 A graphical Presentation of limits for Consent letter and MOU

### 5.1 Status of Land Donation Activities

39. In the implementation of the iRoad 2, it was identified that some Contractors need to obtain additional land strips to carry out the road improvement to the required standard.

40. Hence, the project has followed the procedure as per guidelines stipulated in the RF for land donation as follows:

41. Disseminate the information to all relevant agencies on project information and land donation concept. Continued public awareness on Land donation among road related community through public awareness, GRC meetings and focus group discussions. The public awareness notice has been developing in local language as per the guide line of Resettlement Framework when land owners have donated their pieces of land to meet the additional land requirements for the improvement of the road in reporting period.

42. Obtaining written confirmation for donating lands.



43. Identify and verify land ownership through deeds.

44. Consent letter or Memorandum of Understanding (MOU) reporting on the situation have been signed by respective GN as a proof of transparency. Two types of MOU have been introduced.

They are;

- a) Individual MOU - Signed by the private land owner
- b) Common MOU - Signed by the group of land owner

Table 5.1: Details of Land Donation

District	Package	Cumulative Number of Consent Letters (During December 2019)		Number of Consent Letters (January 2020 - June 2020)		Cumulative Number of Consent Letters December 2019 - June 2020		Cumulative Number of MOU (June 2018 - December 2019)	
		Individual	Common	Individual	Common	Individual	Common	Individual	Common
Jaffna	JF02	-	-	42	-	42	-	-	-

## 5.2 Keeping Records of Land Donations

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

- The initial letter of willingness to donate land
- Photographs taken during the awareness meeting
- Plan or sketch of the land to be donated
- A copy of the land title
- Consent letter or MOU (Annexure 02 - Sample Consent Letter)
- Photographs taken before and after the improvement of the road section.

Figure 5.1: Land Donation



### 5.3 Introduction of Concept of Context Sensitive Design (CSD)

46. One of the key aspects of ADB's Safeguards Policy Statement (SPS 2009) is that any development project should not leave a set of people negatively affected in economic or physical terms. As this project is linked largely with the rural population it is important to develop a system where participation of community is considered at various stages of the project. Such an approach enables to ensure the sustainability of the project facilities provided. Considering the fact that the involvement of all relevant stakeholders is a prime necessity, the project has introduced the concept of Context Sensitive Design which provides a basis for shared vision and work to achieve early consensus. CSD recognizes that roadways must be carefully engineered to move traffic efficiently and safely; it asserts that these goals can be achieved without sacrificing the unique qualities of the community they intend to serve.
47. In Northern province now design work are going on based on transect walk requirements. After finalizing the design, we can identify the CSD concept. It can be reported to next report.

### 5.4 Elderly- Women- Children- Disabled (EWCD) friendly designs

48. Through the design it was possible to build up close relationships with communities in the project area by identifying the needs of vulnerable groups and serving them with benefits.
49. Contractors started physical works on May 2020 after the COVID 19 pandemic. Contractors now is in design stage. Contractors also complying EWCD design when finalizing the design.

## 6 Monitoring and Stakeholder Coordination

### 6.1 Training and Awareness Programmes - Monitoring section

50. Regular inhouse training sessions were started to safeguard all staff engaged in the Northern iRoad programme by SGR Specialist and Environmental Specialist to develop the knowledge. Contractors and PIC04 safeguard officers were educated environmental and social safeguard issues regularly during this inhouse training programmes. Environmental officers present their specific safeguard problems with other ESOs and share knowledge and experiences during these awareness programmes. SGRS and ES made the solutions for each and every social and environmental safeguard issue with their expertise. The safeguard team of PIU made the comments and unsolved problems were referred to the PD for sound engineering and administrative solutions.
51. We were conducted 2 inhouse training at Vavuniya and Mannar Districts ESOs with the participation of PIU safeguards officials.

Figure 6.1 Inhouse Training - PIU, PIC04 and Contractor's ESOs



## 6.2 Monitoring of Project Activities

52. Project Director of Northern Province iRoad 2 (PD - Northern) leads the PIU environmental and social safeguard team includes Social Safeguard Officer (SSO), and Senior Environmental Safeguard Officer (SESO), 2 No. of Environmental Safeguard Officer (2 ESO). The PIU team monitors Social safeguards at the field level and management of the contract. On behalf of the project, PIU Social and environmental safeguard team communicates relevant issues and gets necessary clearances from the external agencies such as Department of Agrarian service, Divisional Secretariats, Electricity Board, Water Supply and Drainage Board and other government agencies to ensure smooth operation of the project.
53. Team Leader (TL), Deputy Team Leader (DTL) of PIC04 leads the PIC04 team with the support of Social Gender Resettlement Specialist and Environmental Specialist to assure that the key and non-key staff of the project comply Social safeguards. The PIC04 team ensures that contractors are complying the required safeguards as well. The TL/DTL has strongly emphasized on implementing Social safeguards on site and instruct all the contractors to adhere site work to the guidelines given in RF, DDR, GAP and contract document.



## 6.3 Performed Social Welfare Programme

54. In addition to the civil work construction, the contractors have organized and conducted a substantial number of social work programs - Cooperate Social Responsibility (CSR) programs - with the support of PIC. The main objectives of conducting social works are;

- To identify the felt need of vulnerable groups in the project area and to serve them with tangible or/and intangible (knowledge, awareness, etc.) benefits.
- Build up close relationship with communities in the project area
- Enhance the goodwill about the project and the contractors

Table 6.1 Details of Social Work Conducted

SN	Package	Type of Social Work/programs Conducted	Locations	No. of Beneficiaries	
				M	F
1	KN01	Clearing the School premises	Kn/ Jeyapuram Madya maha Vidyalayam	210	158
2	MN01, MN02	Providing nutritious Food to Elders & Children	Santhom Elders Home & Children's home, Pattithotam	38	20
3	MN03	Land Clearing for the festival of Kovil	Veerapaththirar kovil, Iranai Iluppaikkulam	180	135
4	VA02, VA03	Clean up the area which located behind the Poomaduwa GN Office & Painting of Buildings	Poomaduwa GN Office		
5	VA02	Clean up the premise of Abinawarama Viharaya.	Awaranthulawa, Track- 07, Vavuniya		

Figure 6.2: Clean up the area which located behind the Poomaduwa GN Office & Painting of Building



Figure 6.3: Providing nutritious Food to Elders & Children



Figure 6.4: Land Clearing for the festival of Kovil

Figure 6.5 Clearing the School premises



## 7 Conclusion and recommendation

### 7.1 Conclusion

55. This report is the First Semi-Annual Report for the Social Safeguard Monitoring from 1 January 2020 to 30 June 2020 in Northern Province. It gives an overall picture of the steps taken by the PIU, PIC04 and Contractors in compliance social safeguards in Northern province.
56. This report explains the measures taken by the project management for social safeguards component and practical usage GRC, GAP, Land Donation Process, concept of CSD, Plan of HIV/AIDS Prevention and Health camps, and other social activities conducted by the contractor's staff as CSR Projects.
57. According to the loan conditions the PIC04 has recruited a full time SGRS, 05 Environment and Social officers in each district and PIU have appointed Social Safeguard Officer, and each Contractors have 02 employed Environmental and Social Officers, except in 7 packages, to monitor social related issues. JF01, JF05, KN01, KN02, MU01, MU02 and VA02 packages have one employed Environmental and Social Officer.
58. Public awareness poster, complaint, suggestions and requests boxes are the main sources to receive the public responses for the iRoad 2 programme in Northern province. It is monitored by the PIC04 and PIU of DS and GS of the relevant area.
59. During the period under review, PIC04 and RDA was able to establish coordination with stakeholders such as Provincial Councils, Pradeshiya Sabha, Divisional Secretariats, Planning Division of DS Office, Department of Education, Department of Police, Department of Agrarian Services, Provincial Road Development Authority, Ceylon Electricity Board, Regional Medical Office of Health, National Water Supply Drainage Board and Sri Lanka Telecom PLC.
60. Women's involvement is encouraged and monitored during the project activities. Female participation for labour contribution to the construction work and office staff is also emphasized. Similarly, contractors were instructed to get female participation for CSR activities and for the workshops conducted by the project such as HIV/AIDS prevention and Health programs and Road Safety Awareness.
61. PIC04 has given special attention to monitor the Social Safeguard Process of the project in Northern province while paying regular site visits for monitoring of Social Safeguard. They discuss this component at the monthly progress meetings with the Contractor's staff. Other than the above meetings, social and environment team of the PIC04 conducts monthly meetings. Here the discussions are based on the progress of the Social Safeguard activities of each contract package and participants are encouraged to share their experiences with other officers.

## 7.2 Recommendations

62. PIU and PIC04 encourage the Contractors to employ poor women and discourage employment of child labour as per guideline of Loan Conditions. However, certain challenges have been faced by the Contractors in employing female workers for road sites.
63. Following areas can be proposed to improve the social safeguard component of the iRoad programme in Northern province:
- Periodical site visits of ESDD officers to the packages would improve the quality of condition in social safeguards as the specialist are well-experienced. It will be a learning experience to Contractors, PIU and PIC04 officers.
  - It is recommended to conduct 1990 Suwasariya Awareness Programs in each package.
64. During next social safeguard monitoring reporting period (June 2020 - December 2020), more social safeguard activities will be carried out and reported.

## Annexures

### Annexure 1: Key PIC Staff Mobilized as at 30 June 2020

No.	Position	Name	Date of mobilization
1	Deputy Team Leader	C. Nagendran	10/09/2019
2	Contracts and Claims Engineer	V. Nallathamby	09/10/2019
3	Rural Road Design and Safety Engineer - 1	S.H. Damith	01/10/2019
4	Rural Road Design and Safety Engineer - 2	HMKGGB. Herath	23/12/2019
5	Environmental Specialist	K. Gunaratne	03/03/2020
6	Social, Gender & Resettlement Specialist	T. Jasdeepan	08/06/2020
7	Structural Engineer- RE's Office, Vavuniya	W.G. Premadasa	17/02/2020
8	Structural Engineer- RE's Office, Jaffna	S. Sathiyaruban	05/02/2020
9	Resident Engineer - Jaffna	K.S. Rathnadasan	01/10/2019
10	Resident Engineer - Kilinochchi	T. Jothivel	01/10/2019
11	Resident Engineer - Mullaitivu	K. Kasinathan	04/11/2019
12	Resident Engineer - Mannar	S.A.A. Jayasiri	25/10/2019
13	Resident Engineer - Vavuniya	RWABMMWS. Bandara - Resigned	TBN
14	Assistant Resident Engineer - Jaffna	A. Jeyanthiran	01/12/2019
15	Assistant Resident Engineer - Kilinochchi	D.S. Navarathne	01/12/2019
16	Assistant Resident Engineer - Mullaitivu	T. Pratheepan	02/12/2019
17	Assistant Resident Engineer - Vavuniya	WMSB. Weerakoon	09/10/2019
18	Assistant Resident Engineer - Mannar	A C M Imtiaz	01/01/2020
19	Materials Engineer - Jaffna	E. Raguratnam	01/11/2019
20	Materials Engineer - Kilinochchi	G.G.J. Kumara	01/01/2020
21	Materials Engineer - Mullaitivu	S. Ruban	18/11/2019
22	Materials Engineer - Mannar	J.G.J.R. Perera	21/10/2019
23	Materials Engineer - Vavuniya	G.F.M. Fonseka	18/12/2019
24	Quantity Surveyor - Jaffna	K. Kirupanathan	04/05/2020
25	Quantity Surveyor - Kilinochchi	T.P.S. Lanka kumara	01/12/2019
26	Quantity Surveyor - Mullaitivu	E.W. Selvarajah	15/06/2020
27	Quantity Surveyor - Mannar	T.M. Subair	18/11/2019
28	Land Surveyor - Jaffna	R. Pratheepan	22/10/2019
29	Land Surveyor - Kilinochchi	R. Raguvarnan	21/10/2019
30	Land Surveyor - Mullaitivu	S. Thayaparan	21/10/2019
31	Land Surveyor - Mannar	V.M.N. Gnanatheepan	21/10/2019
32	Land Surveyor - Vavuniya	M.W. Sangasinghe	01/10/2019
33	Construction Engineer - Jaffna	K. Thanikumaran	01/11/2019

34	Construction Engineer - Jaffna	K.Piratheepan	20/06/2020
35	Construction Engineer - Kilinochchi	WDAU Withana - Resigned	TBN
36	Construction Engineer - Mullaitivu	Karunakaran Canishio Antony	22/06/2020
37	Construction Engineer - Mannar	M S Balendra	16/03/2020
38	Construction Engineer - Vavuniya	Ranjith Gnanasiri	01/01/2020
39	Technical Officer - Jaffna	M.M.V. Moremade	01/01/2020
40	Technical Officer - Jaffna	T Thirukkumaran	06/03/2020
41	Technical Officer - Jaffna	C. Thevakumar	17/02/2020
42	Technical Officer - Jaffna	K.Aingaran	01/06/2020
43	Technical Officer - Kilinochchi	C.W.C.R. Jayaweera	15/06/2020
44	Technical Officer - Kilinochchi	P.A.S. Jayawicrama	15/06/2020
45	Technical Officer - Kilinochchi	R.Kunrakkumaran	15/06/2020
46	Technical Officer - Mullaitivu	G.D.G.U.Pathiragoda	15/06/2020
47	Technical Officer - Mullaitivu	E.M.V.Dananjaya Ekanayaka	22/06/2020
48	Technical Officer - Mannar	P. Mohandas	01/01/2020
49	Technical Officer - Mannar	A P Theenu	05/03/2020
50	Technical Officer - Mannar	N.Piratheepan	01/06/2020
51	Technical Officer - Vavuniya	N R R Lasantha	02/03/2020
52	Technical Officer - Vavuniya	B.U.G.Pradeepkumara	01/06/2020



## Annexure 2: Sample consent letter given for land donation

64

Land No 56

திகதி:  
திட்டப்பணிப்பாளர்,  
ஒருங்கிணைக்கப்பட்ட வீதி முதலீட்டுத்திட்டம் - வடக்கு மாகாணம்,  
வீதி அபிவிருத்தி அதிகாரசபை.  
இல. 160, கோவில் வீதி,  
யாழ்ப்பாணம்.

பிரதேச செயலாளர்,  
வலிகாமம் வடக்கு ஊடாக.

கனம் ஐயா,  
வீதி அபிவிருத்திக்காக நிலத்தின் ஒரு பகுதியை வழங்குவதற்கான விருப்பத்தை  
உறுதிப்படுத்தல்.

கிராமம் : ..... இளவாண வடக்கு .....  
கிராம சேவகர் பிரிவு : ..... J/221 இளவாண வடக்கு .....  
பிரதேச செயலர் பிரிவு : வலிகாமம் வடக்கு

வீதி அபிவிருத்தி நோக்கம் கருதி நிலத்தின் ஒரு பகுதியை நன்கொடையாக வழங்குவதற்கான  
உத்தரவாதம் வழங்கப்பட்டதற்கு மேலாக ஆனைவிழுந்தான்.....கடைவாயல்.....வீதியினதும்  
..... கிராமத்தினதும் மேம்பாட்டிற்காக நான் வீதி  
அபிவிருத்தி அதிகாரசபைக்கும், வலிகாமம்.....வடக்கு பிரதேச செயலகத்திற்கும் வீதியின்  
.....1.1.217.....km இலிருந்து .....1.1.259.....km வரையுள்ள வலது/இடது  
பக்கமாகவுள்ள .....4.2... m நீளமான .....0.4... m அகலமான நிலத்தின் பகுதியை  
வழங்குவதற்கு ஒப்புதல் அளிக்கின்றேன்.  
மேலும் நான் நிலத்தின் ஒரு பகுதியை வழங்கியமைக்காக எந்தவொரு கொடுப்பனவின்மீதும்  
கோரவில்லை எனவும் எந்தச் சூழ்நிலையிலும் வழங்கப்பட்ட நிலத்தின் பகுதியை மீளவும்  
கோரமாட்டேன் எனவும் உறுதி அளிக்கின்றேன்.  
மேலும் முழு சுதந்திரத்துடனும் கிராம மேம்பாட்டின் நோக்கம் கருதியும் இந்நிலத்தைக்  
கையளிக்கின்றேன்.

ஏனைய விபரங்கள்  
நில பத்திரத்தின் இலக்கம் : ..... 3769 .....  
கிராம சேவகர் பிரிவு : ..... J/221 இளவாண வடக்கு .....  
பிரதேச செயலர் பிரிவு : ..... ரிசர்வ் பண்ணை

கையொப்பம். சி. சூரபட்சாசாரி  
காணி உரிமையாளர் விபரங்கள்  
பெயர் : ..... சி. சூரபட்சாசாரி .....  
முகவரி : ..... இளவாண வடக்கு, இளவாண .....  
தேசிய அடையாள அட்டை இலக்கம் : ..... 5407545434

மேற்குறிப்பிட்ட விபரங்கள் அனைத்தும் சரியென உறுதிப்படுத்துகின்றேன்.  
கிராம சேவகர் பெயர் : ..... நாகசாபிணி முருகன் .....  
ஒப்பமும் பதவி முத்திரையும் : ..... முருகன்

Mrs. S. Senthuratharaj  
Grama Niladhari  
Ilavai North J/221  
Valikamam North,  
Tellippalai. 25/06/2020.

Sample consent letter given in Appendix 1, pg. 39, Resettlement Framework.

<p><i>Date</i></p> <p>Project Director, iRoad Program (Province), Address</p> <p>Dear Sir/ Madam,</p> <p>Consent to contribute a portion of land for improvement of _____ road in _____ village, _____, GN Division, _____ DS Division.</p> <p>Further to my confirmation of willingness to contribute a portion of my land for the development of _____ road and betterment of the community in _____ village, I hereby give my consent to RDA and (Name of Local Authority) _____ to obtain a strip of land of _____ m in length and _____ m of average width from my land lot located to the (Side of the road section) between Chainage _____ to Chainage _____.</p> <p>I shall not claim any payment for the portion of land donated and under no circumstance will reclaim the donated land portion. This donation is made purely on my free will and for the betterment of the community.</p> <p>Any other detail:</p> <p>Deed No. of land lot: Grama Niladhari Division: Divisional Secretary Division:</p> <p><i>Signature</i></p> <p>Details of land owner</p> <p>Name: Address: National ID No.:</p> <p>Recommendation of Grama Niladari (Chairman of GRC level 2)</p> <p><i>Note: a survey plan of the portion of land to be obtained should be attached to this consent letter. An attendance sheet of all participants who were involved in the discussion should also be attached.</i></p>
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