



## 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 07 – Western 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 & Highways  
Road Development Authority



Asian Development Bank Funded  
Second Integrated Road Investment Program (iRoad 2)

## PIC-07– Western Province

### SOCIAL SAFEGUARDS MONITORING SEMI- ANNUAL REPORT JANUARY - JUNE 2020

**Prepared by:**



**Submitted to:**

Ministry of Roads & Highways  
Road Development Authority  
iRoad (WP)

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## List of abbreviations

ADB	Asian Development Bank
ARE	Assistant Resident Engineer
BOQ	Bills of Quantities
CRC	Conventional Road Contracts
CSD	Context- Sensitive Design
CSR	Corporate Social Responsibility
DSD	Divisional Secretary Division
EGM	Effective Gender Mainstreaming
EHS	Environmental, Health and Safety
ES	Environmental Specialist
ESDD	Environmental and Social Development Division
EWCD	Elderly Women Children Disabled
FAM	Project Facility Administration Manual
FGD	Focus Group Discussion
FIDIC	International Federation of Consulting Engineers ( <i>Federation Internationale des Ingenieurs Conseils</i> )
FS	Feasibility Study
GAP	Gender Action Plan
GND	Grama Niladari Division
GOSL	Government of Sri Lanka
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
IA	Implementing Agency
ICB	International Competitive Bidding
IPP	Indigenous Peoples Plan
IPPF	Indigenous Peoples Planning Framework
iRoad	Integrated Road Investment Program
MDB	Multilateral Development Bank
MFF	Multi Tranche Financing Facility
MOU	Memorandum of Understanding
NCB	National Competitive Bidding
OPRC	Output and Performance based Road Contracts
PC	Provincial Council
PE	Project Engineer
PIC	Project Implementing Consultant
PIU	Project Implementing Unit
PMU	Project Management Unit
PPE	Personal Protective Equipment
PPMS	Project Performance Management System
PPTA	Project Preparatory Technical Assist
PS	Pradeshiya Sabha
RDA	Road Development Authority

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RE	Resident Engineer
RF	Resettlement Framework
RMC	Road Management Contract
ROW	Right of Way
RSA	Road Safety Awareness
SAPE	Survey and Preliminary Engineering
SGRS	Social Gender Resettlement Specialist
SP	Southern Province
SPS	Safeguards Policy Statement, 2009 of ADB
SSO	Social Safeguard Officer
STD	Sexual Transmitted Diseases
STI	Sexually Transmitted Infection
TL	Team Leader
TOR	Terms of Reference

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## 1. INTRODUCTION

### 1.1 Background of the Project

Road Development Authority (RDA) is implementing Integrated Road Investment Program to enhance the connectivity of rural socio-economic centers with the funding of Asian Development Bank (ADB). Under the iRoad Programme1, around 3,130 km of rural roads were rehabilitated and maintained in Southern, Central, Sabaragamuwa, North Central, North Western provinces and Kalutara district.

In this background, the Democratic Socialist Republic of Sri Lanka has applied for a Multibranched Financing Facility (MFF) for the Second Integrated Road Investment Program (iRoad 2 Program) from the ADB to enhance the scope for remaining provinces of Northern, Eastern, Uva and Western and improve the access routes between rural areas and socioeconomic centers, in tranches. The program includes to rehabilitate/improve approximately 3,650km of roads through Conventional Road Contract (CRC), covering rural access roads and national roads including post construction performance base maintenance, in four (4) separate geographical areas. Part of the funds from the MFF shall be used to engage an International Consultancy Firm as Project Implementation Consultant (PIC) to assist RDA for project implementation including construction supervision, supervision of post construction maintenance work, contract management, and other implementation activities in the CRC component.

The Executing Agency (EA) of the Second Integrated Road Investment Program is Ministry of Roads and Highways (MoR&H) and the Implementing Agency (IA) is the RDA. Four Project Implementation Consultant (PIC) teams have been recruited for project implementation including construction supervision, supervision of post construction maintenance work and contract management.

This project report covers Western Province under second integrated road investment programme. The project consists of 378 number of roads and details are given in the Table 1.1 below;

**Table 1.1: Summary of Contract Packages**

District	No of Packages	No of Roads	Road Length (km)
Colombo	03	119	208.2
Gampaha	04	162	263.9
Kalutara	03	97	234.6
<b>TOTAL</b>	<b>10</b>	<b>378</b>	<b>706.7</b>

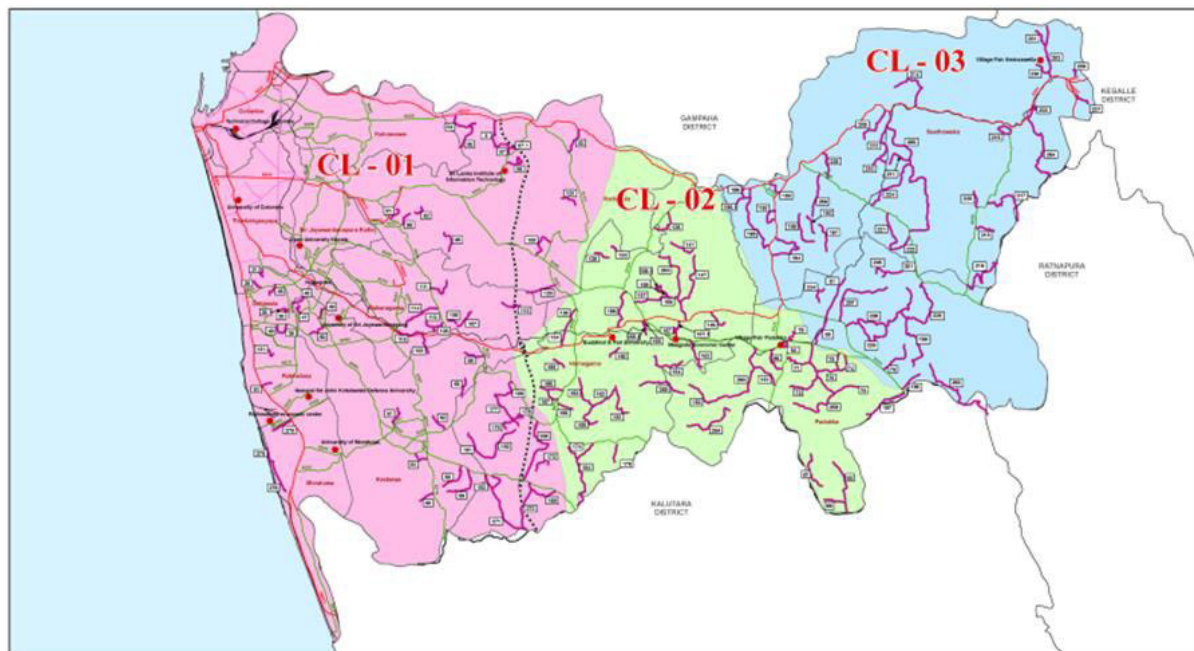
The three (3) CRCs in Colombo District are listed in Table 1.2.

**Table 1.2: CRCs in Colombo District**

No	Contractor	Accepted Contract Amount (LKR)	Commencement Date	Road Length (km) / Nos			
				PRDA	UC	PS	Total
CL01	NCC Limited	2,057,662,558.32	29.06. 2020	5.3/2	16.1/17	31.6/22	<b>53.0/41</b>
CL02	Kalika Construction & Gamini Construction JV	2,259,188,016.00	29.06.2020	16.9/4	-	53.9/36	<b>70.9/40</b>

CL03	Hovel Construction Pvt. Ltd. & Senok Trade Combine Pvt. Ltd. JV	2,631,613,225.16	01.06.2020	19.6/4	01.9/2	62.8/32	<b>84.3/38</b>
<b>Sub Total Colombo District</b>		<b>6,948,463,799.48</b>		<b>41.8/10</b>	<b>18.0/19</b>	<b>148.3/90</b>	<b>208.2/119</b>

The locations of the 208.2 km (119 nos.) roads in Colombo District are shown in **Map 1.1** below.



**Map 1.1:** Locations of 208.2km (119 nos.) roads in Colombo District

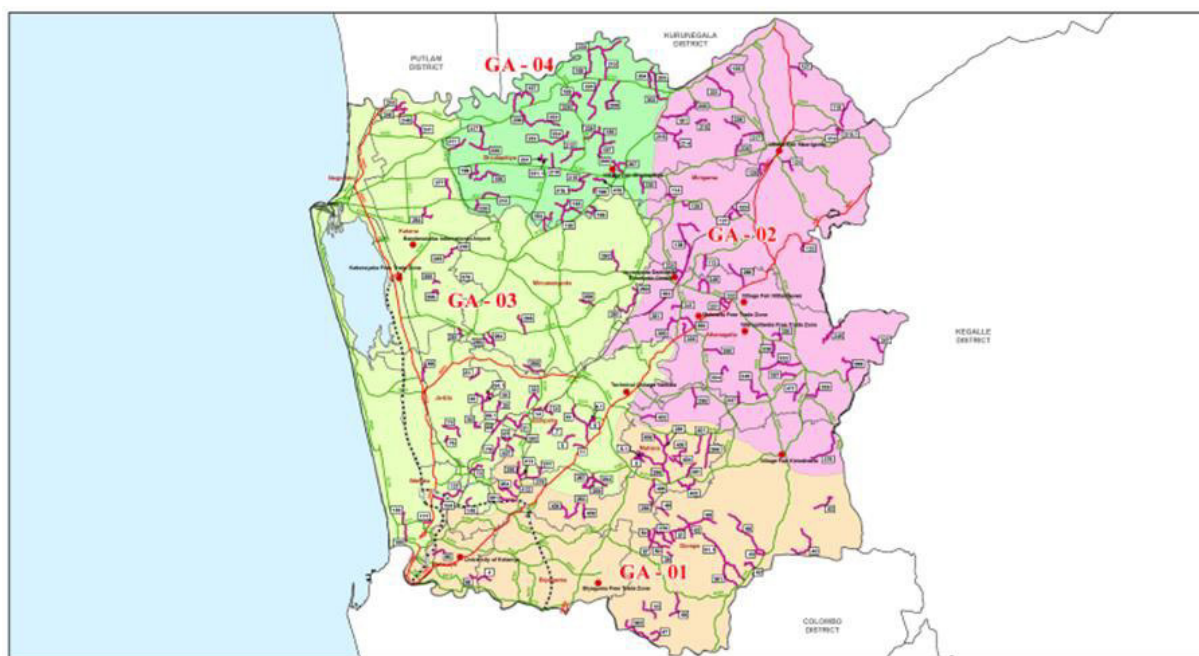
The four (4) CRCs in Gampaha District are listed in Table 1.3.

**Table 1.3: CRCs in Gampaha District**

No	Contractor	Accepted Contract Amount (LKR)	Commencement Date	Road Length (km) / Nos		
				PRDA	PS	TOTAL
GA01	Hovel Construction Pvt. Ltd. & Senok Trade Combine Pvt. Ltd. JV	2,026,943,069.94	01.06.2020	13.5/6	40.3/27	<b>53.8/33</b>
GA02	Access Engineering PLC	2,817,267,187.20	03.04.2020	20.0/8	59.9/39	<b>79.9/47</b>
GA03	Access Engineering PLC	2,328,366,712.97	03.04.2020	20.7/12	38.6/32	<b>59.3/44</b>

GA04	Access Engineering PLC	2,379,241,688.40	03.04.2020	10.9/5	60.0/33	<b>70.9/38</b>
<b>Sub Total Gampaha District</b>		<b>9,551,818,658.51</b>		<b>65.0/31</b>	<b>198.8/ 131</b>	<b>263.9/162</b>

The locations of 263.9km (162 nos.) roads in Gampaha District are shown in **Map 1.2** below.



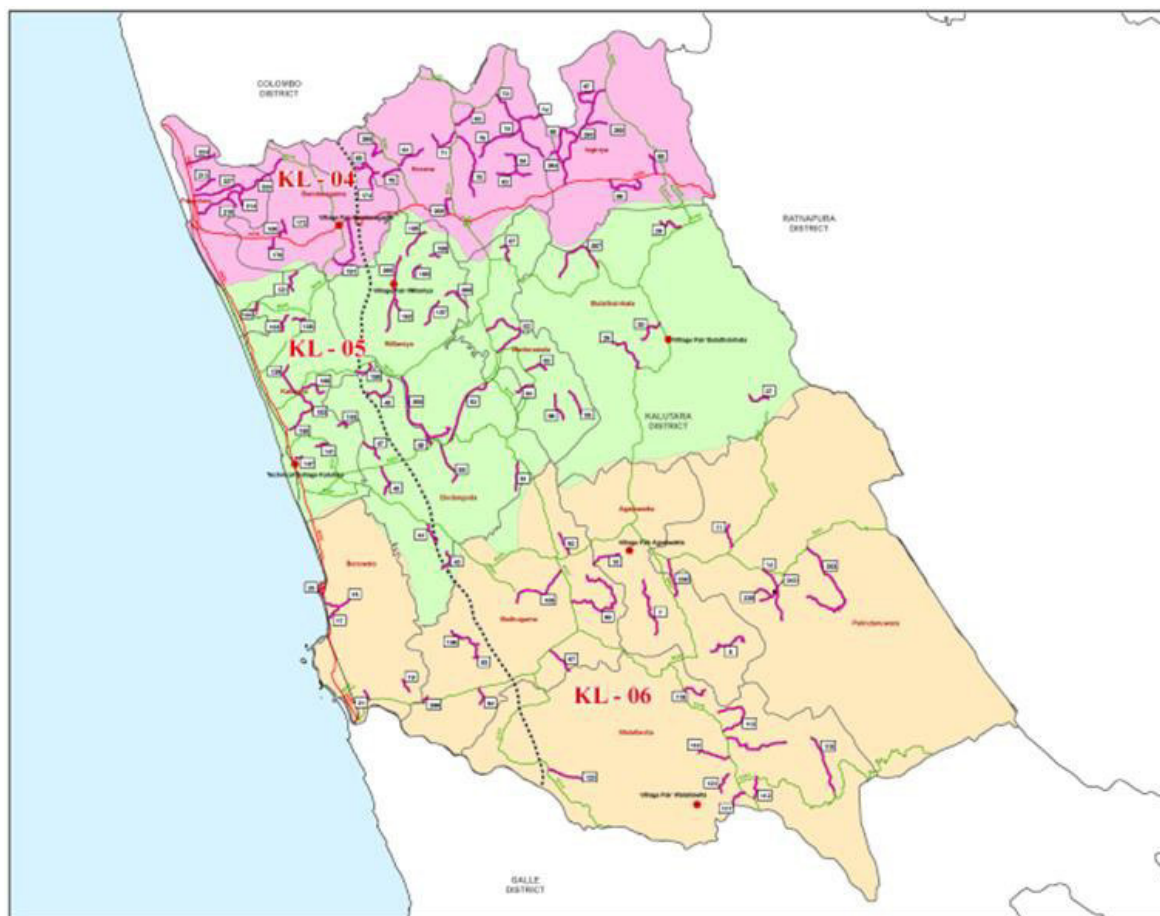
**Map 1.2:** Locations of 263.9km (162 nos.) roads in Gampaha District

The three (3) CRCs in Kalutara District are listed in Table 1.4.

**Table 1.4: CRCs in Kalutara District**

No	Contractor	Accepted Contract Amount (LKR)	Commencement Date	Road Length (km) / Nos			
				UC	PS	RDD	Total
KL04	NCC Limited	2,690,589,823.92	29.06.2020	-	32.0 /16	44.6/12	<b>76.6/28</b>
KL05	NCC Limited	2,948,903,811.72	29.06.2020	0.6/1	59.9/31	22.7/7	<b>83.2/39</b>
KL06	Luxman Metal Crushers & Enterprises	2,308,042,663.60	29.06.2020	-	52.3/ 24	22.5/6	<b>74.8/30</b>
<b>Sub Total Kalutara District</b>		<b>7,947,536,299.24</b>		<b>0.6/1</b>	<b>144.2/71</b>	<b>89.8/25</b>	<b>234.6/97</b>

The locations of 234.6km (97 nos.) roads in Kalutara District are shown in **Map 1.3** below.



**Map 1.3:** Locations of 234.6km (97 nos.) roads in Kalutara District

## 1.2 Consulting Services Contract

Following a two stage tender process of Expressions of Interest (EOI) and Request for Proposals (RFP) complying to the guidelines of the GOSL and ADB, a technical and financial proposal for the provision of Project Implementation Consultancy Services, including construction supervision, contract management and other implementation activities in Western Province (PIC07) was submitted to the RDA in November 2017 by SMEC sub-consultants with RDC and MHEC. The PIC07 consultancy services contract was awarded to SMEC sub-consultants with RDC and MHEC on 25 September 2019 and the ‘Notice to Proceed’ was issued on 21 October 2019, with a 14-day commencement period.

### 1.3 Scope of the PIC Services

The main task of PIC07 (CRC) is to assist RDA in supervising and/or implementing the civil works in the CRC component of the iRoad 2 program in the Western Province.

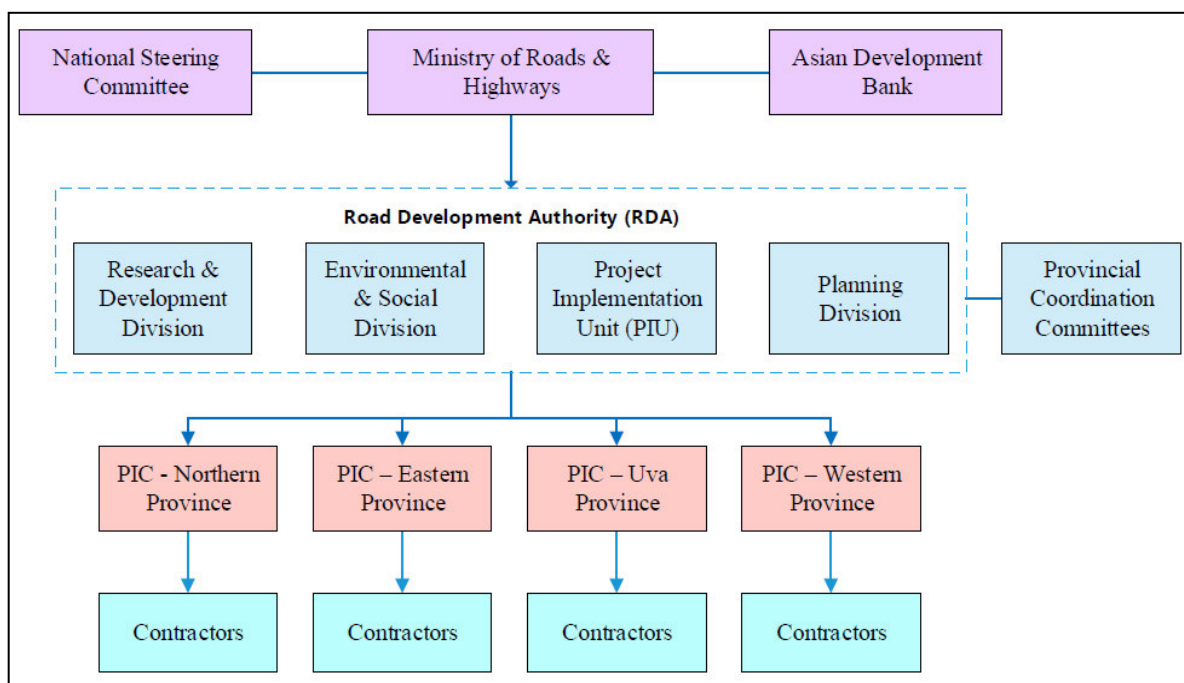
The scope of the PIC services and resulting tasks in the TOR fall under the following six components;

- (i) Contract administration based on the FIDIC MDB contract [TOR 12 (i)];
- (ii) Undertake safeguards compliance; ensure that all safeguards (social, environment and indigenous peoples) are being complied under the project [TOR 12 (ii)];
- (iii) Undertake the Project Performance and Monitoring Survey 3 times; at the start of the Consultancy Contract, at midterm (end of the construction period) and at the end of the Project (end of performance-based maintenance period) [TOR 12 (iii)];
- (iv) Prepare and implement a capacity development program including training, workshops, and seminars to staff of MORH, RDA, and provincial and local road agencies on project management and contract administration [TOR 12 (iv)];
- (v) Prepare monthly reports on progress and other issues [TOR 12 (v)];
- (vi) Prepare a project completion report when the Project is substantially completed incorporating comments from the PIU, the IA, the EA and the ADB [TOR 12 (vi)]

### 1.4 Overview of Institutional Framework

Figure 1 shows the reporting lines and key organizations involved in iRoad 2 program implementation, which include the National Steering Committees (NSCs), Executing Agency (MORH), provincial coordinating committee, Implementing Agency (RDA), the Project Implementation Unit (PIU), Project Implementation Consultants and the Contractors.

**Figure 1. Overall Organization Structure**



SMEC sub Consultants with RDC & MHEC being the PIC (07) consultancy services provider has selected a well-qualified and experienced team of professionals to assist the RDA in the successful delivery of iRoad 2 Western Province. The consultancy services comprise of 30 Person-Month input of an international Team Leader/ Chief Resident Engineer, six month input of an international FIDIC Contracts & Claims Specialist on an as required basis, 570 national Person-Month inputs of 22 key professionals during construction period of Deputy Team Leader (30 months), 3 x Resident Engineers (27 months), 2 x Rural Road Design & Safety Engineers (24 months), 2 x Structural Engineer (12 months), 3 x Materials Engineers (24 months), 3 x Quantity Surveyors (27 months), Environmental Specialist (24 months), Social, Gender and Resettlement Specialist (24 months), Contracts & Claims Engineer (27 months), 3 x Assistant Resident Engineers (27 months), and during the maintenance period a Resident Engineer and a Quantity Surveyor for each 39 months. It also provides for 1350 national Staff-Month inputs of non-key experts of Planning Engineer (27 months), 13 x Construction Engineers (27 months), 3 x Junior Engineers (24 months), 3 x Land Surveyors (24 months), 21 x Technical Officers (24 months) during the construction period and during the maintenance period 9 x Technical Officers for each 36 months.

Further support staff operatives to the Engineer is provided through the respective CRC Packages, being Administration Managers, Secretaries, Lab Technicians, Survey Assistants, CAD Operators, Assistant Quantity Surveyors, Environmental Officers, Social Officers, Clerks, Office Aides, House Keepers and Labours for each CRC Package.

## 1.5 Context and Purpose of this Report

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 per section 10 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 1<sup>st</sup> semi-annual monitoring report on social safeguards and the reporting period is from January to June 2020 for PIC07(Western Province).

Total length of 707km of 378 roads are being rehabilitated / improved under PIC07.

## 2. COMPLIANCE ON SOCIAL SAFEGUARDS REQUIREMENTS

As indicated above the Resettlement Framework (RF) which includes guidance in Social Safeguard has been developed during the Feasibility Study (FS) of the project. The RF provides guidance in selection, screening, categorization, impact assessment, project implementation and monitoring of social safeguards according to requirements of the Government of Sri Lanka as well as the ADB Safeguard Policy Statement (SPS, 2009) for the investment program. As per the guidelines given in RF tranches one, two or any succeeding tranches of iRoad program should adopt the following key social safeguards requirements;

- Selections of roads that fulfill the minimum Right of Way (ROW) requirement, there by avoid land acquisition and involuntary resettlement.
- Avoid acquisition of land and involuntary resettlement through alignment shifts, and modifications in cross-sections to the extent required from safety considerations.
- Carry out meaningful consultations with the public from preliminary design stage so as to make public aware of the project and to obtain inputs from the public/ community to be incorporated in to road designs.
- Ensure that due consultations are carried out with individuals or community and obtain their written agreements in case there is a requirement of additional land for road improvements (as identified during detail design and construction stages).
- Ensure that such land is obtained only through a well-documented “Land Donation Process”

- as stipulated in the Resettlement Framework for the project.
- Ensure that a Grievance Redress Mechanism (GRM) is in place to address any grievance.
  - Ensure gender participation in the project from preliminary design stage through construction and maintenance period.

## 2.1 Compliance on Social Safeguards Provisions of the Loan Covenant

The requirements stipulated in the loan conditions of PIC 07 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 4 Consulting Services	The Borrower shall recruit the individual consultants for activities outlined in the Procurement Plan in accordance with procedures acceptable to ADB for recruiting individual consultants.	Recruitment of individual consultant for activities outlined in the procurement plan has been completed
Schedule 5 Safeguards	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	All roads selected under PIC 07 have minimum corridor of not less than 2.5 m in rural roads while the ROW for trunk roads has been set at 5.5 m.
	Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any provincial or rural road is implemented in accordance with the procedures laid out in Appendix 3 of the RF after free, prior and informed consultation and consent of the affected persons, provided that there shall be no voluntary land donation for national roads.	The procedure has been followed in accordance with Appendix 3 of the RF in respect of voluntary land donation.  During the period under review, no land donation has been taken place.

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 5 – Labour standards	<p>The Borrower shall ensure that (a) all contractors under the Project comply with all applicable labour laws and regulations, do not allow employment of child labour for project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites; (b) people directly affected by the Project are given priority to be employed by the Project; (c) contractors do not differentiate wages between men and women for work of equal value; and (d) specific clauses ensuring these shall be included in the contracts.</p> <p>10. The Borrower shall ensure that (a) the GAP is implemented in accordance with its terms; (b) the bidding documents and contracts include relevant provisions for contractors to comply with the measures set forth in the GAP; (c) adequate resources are allocated for implementation of the GAP; and (d) progress on implementation of the GAP, including progress toward achieving key gender outcome and output targets, are regularly monitored and reported to ADB.</p>	<p>The Contractors are advised to recruit more females for their work force.</p> <p>All the Contractors pay equal wages to men and women for work of equal value.</p>

## 2.2 Compliance with Requirements in the Resettlement Framework (RF)

Initial selection of rural and truck roads has been carried out based on the information gathered through District Secretariats, Divisional Secretaries and civil societies. These roads have been then inspected to verify the availability of land (i.e. Right of Way). Other requirements stipulated in the RF have been or are being complied with as detailed in the below table.

**Table 2.2 Compliance with RF**

Item/ Section/ Schedule	Description	Status of Compliance
<b>A. Background</b>	<b>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 will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways and bridges.	<b>Complied with in selection of roads in WP.</b> No road having an average ROW less than 2.5 m was selected. Further locations where improvements to road structures and safety needs have been highlighted in transect walk records.
<b>B. Screening Criteria of Subsequent Projects</b>	43. The PIU will be responsible for involuntary resettlement planning and implementation. The following checklist will be used to screen projects to be financed under subsequent tranches of the investment program.  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 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	<b>Complied during survey and preliminary engineering (SAPE) works</b>  Screening of all roads has been completed.

Item/ Section/ Schedule	Description	Status of Compliance
	<p>significance of probable involuntary resettlement impacts:</p> <p>(i) Category A – A proposed tranche is classified as Category A if it is likely to have significant involuntary resettlement impacts. A resettlement plan, including an assessment of social impacts, is required.</p> <p>(ii) Category B – A proposed tranche is classified as category B if it includes involuntary resettlement impacts that are not deemed significant. A resettlement plan, including assessment of social impacts, is required.</p> <p>(iii) Category C – A proposed tranche is classified as Category C if it has no involuntary resettlement impacts. No further action is required.</p>	
<b>C. Land Acquisition Due Diligence Reports</b>	<p>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.</p>	<p><b>Complied during survey and preliminary engineering (SAPE) works</b></p> <p>Involuntary Resettlement Due Diligence and Socioeconomic Assessment report has been prepared for WP.</p>

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

The requirements stipulated in the Facility Administration Manual (FAM) of August 2017 of iRoad2 program have been or are being fulfilled. Details of each item is summarized in below table.

**Table 2.3 - Compliance with FAM (Social Safeguards)**

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards – B. Involuntary Resettlement	<p><b>48. Categorization.</b> The scope of works under the MFF involves the improvement of rural access roads and national roads to be carried out all within the existing alignment with no widening. Therefore, all tranches under the MFF have been classified as B in accordance with ADB's Safeguard Policy Statement. A land acquisition due diligence was undertaken for all project roads and did not identify any impact on land, structures, private trees, or community resource properties.</p> <p><b>49. Preconstruction.</b> The RDA, supported by its ESDD and consultants, is responsible for conducting a transect walk for each rural road, during which the community is consulted and involved to (i) minimize construction impact, (ii) identify and minimize social and environment impacts, and (iii) integrate road safety design into the project. The community has also been briefed about the grievance redress mechanism. The results from the transect walk (report and map) will be submitted to the civil works contractor who will integrate feasible features into the level-1 final design. The PIC will review the final design.</p>	<p>Road widening is envisaged only where social safety is concerned and accommodation of public requests. The detailed designs are prepared by the contractor and the design engineers of PIC verify the same. Awareness programmes are also conducted in this regard. Utility structures which may be affected during construction has been identified during transect walks. These locations are being verified during detailed designs and suitable mitigation measures will be provided in the designs.</p> <p>Sample household survey covering more than 20% household was completed under Survey and Preliminary Engineering works.</p> <p>Transect walks have been conducted for all candidate roads during pre-construction stage. Community participation has been a key feature of these transect walks.</p> <p>Outcomes of the transect walks and video footage have been provided to respective contractors to consider feasible features into the designs.</p>

	<p><b>50. Construction and maintenance.</b> During the construction phase, the PIC will be responsible for conducting semi-annual on-site social safeguard monitoring. During the maintenance phase, the PIC will be responsible for conducting annual on-site social safeguard monitoring. The PIC 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>51. Unanticipated impact.</b> 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</p>	<p>PIC is paying close attention to address all the public grievances and monitoring onsite social safeguard.</p> <p>Complaint register is being maintained by Contractor with copy to PE (RDA) and SGRS (PIC).</p> <p>Land donation procedure is being followed in accordance with Appendix 3 of RF. No land donations have been taken place during the period under review.</p> <p>No incident of eminent domain was recorded during the reporting period.</p>
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<p>VII Safeguards –</p> <p>C. Indigenous Peoples</p>	<p>52. For the investment program, an indigenous peoples’ planning framework (IPPF) has been prepared to guide the screening and preparation of safeguard planning for the implementation of projects.</p> <p>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>There are no roads that were passing close to or through settlements of indigenous people.</p>
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**Meeting on Project Process chaired by the Project Director**

### 3. **COMPLIANCE WITH RESPECT TO GENDER ACTION PLAN (GAP)**

Gender Action Plan (GAP) has been formulated for iRoad2. Gender mainstreaming activities include (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.

To ensure that these and other gender issues are addressed and complied with, the PIC team is included with a full time Social, Gender and Resettlement (SGR) Specialist. ESDD of RDA has the overall responsibility in implementing the GAP, while the PIC support in monitoring the implementation.

iRoad 2 will pay a pivotal attention to implement the GAP in the implementing of the project with civil works. Civil construction works have not been started during the period under review.

#### 3.1 **Gender participation in Grievance Redress Committees (GRCs) conducted**

One GRC establishment meeting at Grama Niladhari Division (GND) level was held during the period under review and the gender participation is appeared in the table below;

Table 3.1 Gender participation in GRC at GND level.

S/N	District	Contract Package	Road	Participation			
				Male	Female	Total	%
01	Gampaha	GA 2	Old closed road of the Wetex ground (Road ID, WGA 344)	15	06	21	29%
<b>Total</b>				15	06	21	29%

The table shows 29% of female participants attended the GRC meeting.

Table 3.2 - Status of gender composition of staff of the Consultants, Contactors' staff and labour crew in PIC- 07, Western Province as at 30 June, 2020.

Location		Gender		Total Nos.	Female Percentage	
		Male	Female			
TL Office		Hokandara	18	08	26	31%
RE Offices		Gampaha (GA)	16	03	19	16%
		Colombo (CL)	14	05	19	26%
		Kalutara (KL)	15	02	17	12%
CE's Offices	Gampaha	GA1	11	03	14	21%
		GA2	12	02	14	14%
		GA3	13	00	13	00%
		GA4	11	03	14	21%
	Colombo	CL1	09	05	14	36%
		CL2	07	03	10	30%
		CL3	08	02	10	20%
	Kalutara	KL4	09	01	10	10%
		KL5	09	01	10	10%
		KL6	09	00	09	00%
Contractor's Offices	Gampaha	GA1	12	00	12	00%
		GA2	24	02	26	08%
		GA3	18	01	19	05%
		GA4	20	01	21	05%
	Colombo	CL1	22	02	24	08%
		CL2	22	02	24	08%
		CL3	14	00	14	00%
	Kalutara	KL4	29	03	32	09%
		KL5	18	05	23	22%
		KL6	21	04	25	16%
Contractor's Work Sites	Gampaha	GA1	12	00	12	00%
		GA2	28	00	28	00%
		GA3	35	00	35	00%
		GA4	23	00	23	00%
	Colombo	CL1	19	01	20	05%
		CL2	09	00	09	00%
		CL3	19	00	19	00%
	Kalutara	KL4	23	00	23	00%
		KL5	41	00	41	00%
		KL6	28	00	28	00%
Total			603	59	662	09%

The above table shows 09% of female employees are in the workforce.



**Female employment at TL's Office, PIC07 (Western Province)**

### **3.2 Elderly- Women- Children- Disabled (EWCD) Friendly Design**

Section VIII of FAM is on gender and social dimensions. Paragraph 56 and 57 of this section describes the gender aspects related to the project. Table 18 under this section presents the Gender Action Plan (GAP) developed for iRoad2 program. Item 1.1 of this GAP is on addressing road safety and EWCD friendly features in detailed design.

Since the civil works have not been started during the period under review, there had not been identified significant EWCD friendly designs.

## **4. SOCIAL SAFEGUARDS ISSUES AND MITIGATION MEASURES IMPLEMENTED**

### **4.1 Issues and Mitigation Measures Implemented**

#### **4.1.1 COVID-19 Outbreak**

The current novel coronavirus (COVID-19) pandemic outbreak, which began in December 2019 in Wuhan, Hubei Province, China presents a significant challenge for the entire world. The Sri Lankan first COVID-19 infected person was recorded in 11 March 2020.

Health guidelines have been given in order to reduce the risk at work place and work site. Following guidelines were implemented at offices.

- Regularly clean surfaces and objects with disinfectant.
- Provided facilities for hand washing and hand sanitizers to employees and visitors.
- Temperature monitoring of all employees and visitors.
- Issue instructions to wear masks for all employees and visitors.
- Ensure good respiratory hygiene in the workplace.
- Display posters in the office premises.

- Create awareness on precautionary measures and other relevant information among employees frequently.
- Maintain a Visitor Register at the office to obtain contact details for contact tracing if required.
- Avoid/minimize social events and food sharing.
- Reduce number of meetings and number of participants.

The project has developed guidelines in compatible with the guidelines issued by the health authorities in order to reduce the risk at work places and work sites and instructed the Contractors to prepare individual Action Plans for their Contract Packages based on the guidelines issued by the PIC 07. (Annexure 01)

#### 4.1.2 Introduction of concept of Context Sensitive Design (CSD).

As per to the ADB's Safeguards Policy Statement (SPS 2009), national laws and policies, any development for the country should not leave a set of people negatively affected in economic or physical terms. As this project is linked with the rural population it is best to develop a system where participation of community is considered at various stages of the project. Such approach enables to ensure the sustainability of the project facilities provided. In considering the fact that the involvement of all relevant stakeholders is of prime necessity, the project has introduced the concept of Context Sensitive Design (CSD) 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.

One workshop has been conducted during the period under review as shown in the table below.

**Table 4.1 Workshops conducted**

Date	Nature of workshop	Venue	Objective	Target group	Participants		Total
					Male	Female	
16.06.2020	Staff orientation Workshop	Access office premises- Veyangoda	Objective of the workshop is to create awareness on the project process including CSD among staff of Access Engineering PLC assigned for the implementation of Second Integrated Road Investment Program (iRoad 2) in Gampaha district.	Project Managers, Deputy Project Managers, Environment Officers, Social Officers, Safety Officers & Designs Engineers	36	02	38
<b>Total</b>					<b>36</b>	<b>02</b>	<b>38</b>

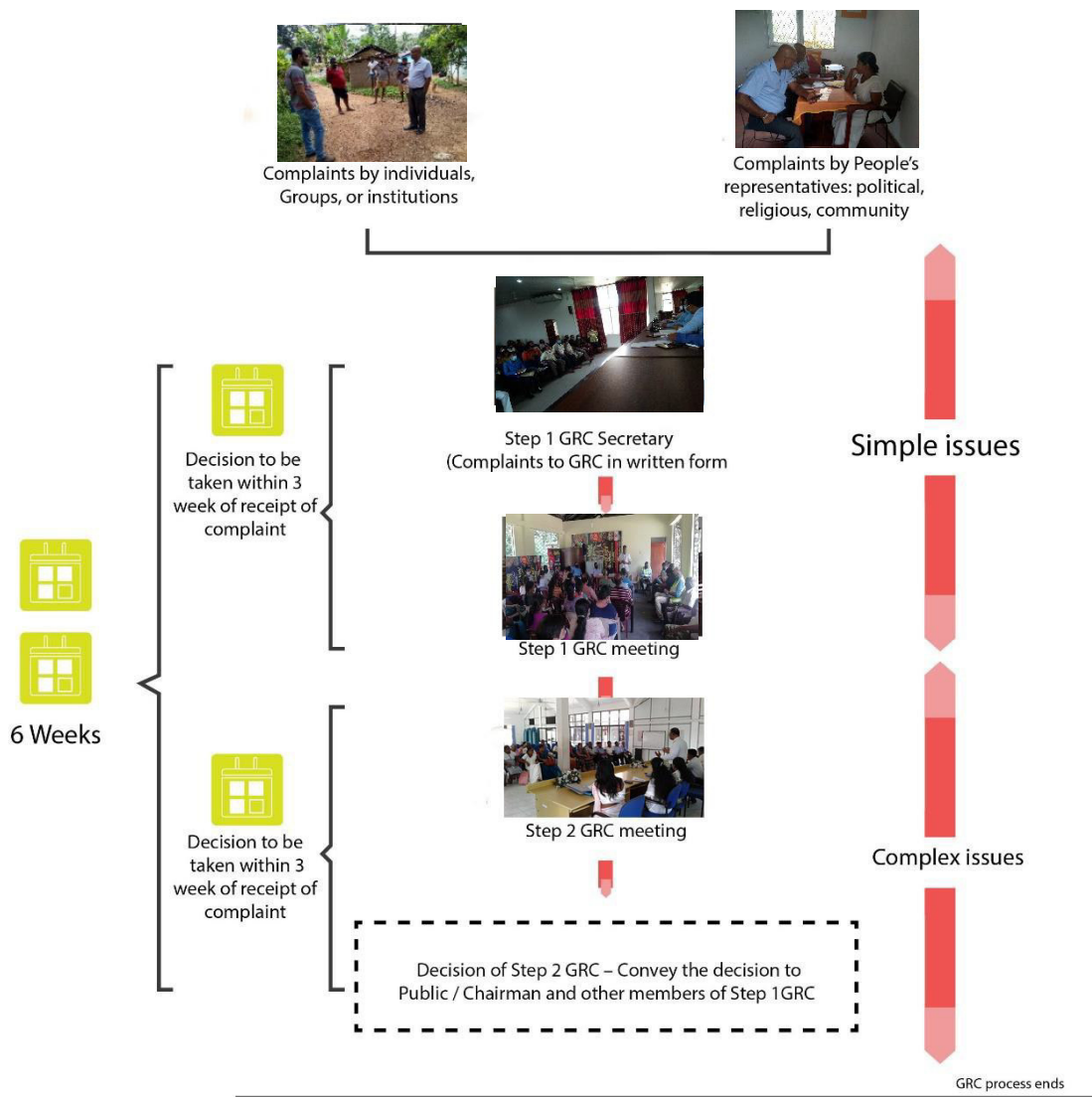


**Staff orientation workshop - Access (Contractor) office staff- Gampaha**

#### **4.2. Grievance Redress Mechanism**

As per section VI of Resettlement Framework (RF), Grievance Redress Mechanism (GRM) has been established. GRM is an arrangement for receiving, evaluating and facilitating the resolution of affected person's complaints, suggestions, requests and grievances on social and environmental performances of the project. Affected persons need a trusted way to voice and resolve project related concerns and hence the project has established an effective GRM. The main objective of establishment of Grievance Redress Mechanism (GRM) is to support genuine claimants to resolve their problems through mutual understanding and consensus reaching process with relevant parties. This is in addition to the available legal institutions for resolving appeals from public against the disagreeable decisions.

**Figure 4.1 GRM process**



Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels. The first will be at the grass roots level where complaints will be directly received and addressed by the contractor, PIC or PIU representative on site. Grievances which are simple but still cannot be resolved at the grass roots level will be resolved at the Grama Niladhari (GN) level. More complex grievances which cannot be resolved at the GND level will be addressed at the Divisional Secretariat Division (DSD) level. There will be Grievance Redress Committees (GRCs) at the GN and DS levels.

In order to make the GRM process gender responsive the GRC includes a female member to represent the local community women. Further, when grievances or complaints are submitted to the GRC, both women and men complainants are treated equally and necessary measures is being taken to address the grievance in the best possible way.

In addition, a contact person is designated to receive complaints within the PIU to address all the concerns and grievances of the local communities and affected parties. Contact details of this person is appeared in the public notice displayed on the notice board of all GND offices in the project area.

#### 4.2.1 Establishment of GRCs at Grama Niladhari Division (GND) Level and Divisional Secretariat (DS) level

Table 4. 2 Establishment of Grievance Redress Committees (GRCs)

District	Contract Package	Total No. of GRCs established at DS level	Total No. of GRCs established at GND level
Gampaha	GA -2	02	03
	GA -3	02	05
	GA- 4	01	05
Colombo	CL- 3	02	02
Kalutara	KL- 5	01	00
<b>Total</b>		<b>08</b>	<b>15</b>

PIC 07 was able to establish only 08 GRCs at Divisional Secretariat level (DS) and 15 GRCs at GND level due to three main reasons; a) Implementation of main project activities have been commenced during the latter part of the reporting period, b) Only few Contractors were mobilized during the period under review, c) The current novel coronavirus (COVID-19) pandemic outbreak is severely affected to the project performance.

#### 4.2.2 Establishment of GRCs at Grama Niladhari Division (GND) Level

GRCs are being established at all GNDs in the project area with the objective of finding solutions for the grievances that cannot be solved at grass root level.

The composition of membership of GND level GRCs consists of the Grama Niladhari in the Division (Chairman), Project Engineer (Secretary) being the representative of the PIU, Site Engineer (Member) representing the Supervision Consultants, Environment Officer (Member) representing the Contractor, Leader of a Voluntary Organization/ Non-Governmental Organization (Member), Religious Leader of the area (Member) and a woman leader of a women organization functioning in the area. In addition, Grama Niladhari may invite any government officer of the division to participate at meetings as and when required.



**Formation of GRC at GN level- Amunugama North Gampaha District**



**Joint inspection with GRC (GN Level) members**

#### **4.2.3 Establishment of GRCs at Divisional Secretariat Division (DSD) level**

GRCs have been established at all Divisional Secretary Divisions in the project area with the objective of finding solutions for the grievances that cannot be resolved at GND level.

The composition of membership of DSD level GRCs consists of is the Divisional Secretary of the area (Chairman), Project Engineer (Secretary) being the representative of the PIU, Relevant Grama Niladhari,

(Member), Site Engineer (Member) representing the Supervision Consultants, Environment Officer (Member) representing the Contractor, Leader of a Voluntary Organization/ Non-Governmental Organization (Member), Religious Leader of the area (Member) and a women leader of a women organization in the area. In addition, Divisional Secretary may invite any government officer of the division to participate at meetings as when required.



### ***Formation of GRC DS Level- Kaduwela - Colombo***

#### **4.2.4 Receiving Grievances Submitted**

##### **(a) Public Awareness;**

In addition to the community awareness meetings held at the commencement of the project, a public notice developed in local language is being displayed at community attracted places in the project area. The main purpose of the notice is to create awareness among communities on the project, understand to what extent the community can involve in project activities and how to make complaints, suggestions, grievances and requests to the project. The public notice gives the key information about the project and contact numbers of relevant officers of the project who are to be contacted regarding social and environment issues.

##### **(b). Channels of Receiving Public Grievances**

A system of channels has been established to receive public suggestions, requests, complaints and grievances by the project. The public is clearly informed that they can follow any of the following channels in submitting their complaints/ grievances/ suggestions or requests to the project.

##### **i. Complaints & Suggestion Box**

Availability of complaint & suggestion box at the site has been identified as one of the effective methods to get views of communities prior to the designing stage. Complaint & suggestion boxes are installed at Contractor's site offices in all Contract Packages and public are expected to put their written grievances

in to the Complaint & Suggestion box. Daily Complaints/ suggestions are being collected from the *box* at the end of each day.

## **ii. Office of Grama Niladhari (GN)**

Grama Niladhari is the Government Administrative Officer at Grama Niladhari Division (GND). GN also plays the role of the Chairman of the Grievance Redress Committee (GRC) established under the project at GND level. A public notice is also displayed at each GND offices in the project area and public can submit their written grievances to the GN office.

## **iii. Office of the Divisional Secretary**

Divisional Secretary (DS) is the Government administrative officer at Divisional Level. DS is also playing the role of Chairman of Grievance Redress Committee (GRC) established under the project at Divisional Secretary level (DSD)). A public notice is also displayed at each GND offices in the project area and public can submit their written grievances to the DS office.

## **iv. Field staff**

In addition to the above channels, all the field staff of the project is instructed to accept public grievances and hand them over to the Project Engineer (PE)/ Environment Officer (EO) /Social Safeguard Officer (SSO) on the same day or in failing which the following day for necessary action.

## **(c). Maintenance of Records for Public Grievances**

Maintenance of relevant records is considered as a prime requirement. All the received complaints/suggestions are being registered at the Project Manager's office of the Contractors.

During the period under review, there had not been any complaints received from the public.

# **5. HIV/AIDS PREVENTION AND HEALTH AWARENESS PROGRAMMES**

As per the Contract Document Volume 3 S.Cl.108.3 and Volume 5A BOQ pay item 108.3 (1) the contractors have to conduct HIV/AIDS prevention and Health programmes to all site staff, labourers and the immediate local communities via an approved service provider, in accordance with the S.Cl.6.7 of Conditions of Contract and the need of providing awareness on STD including HIV/ AIDS and human trafficking for civil works employees and communities is also specified under item 1.6 of GAP.

No such programmes have conducted in the Western Province. However, PIC 07 will plan to conduct HIV/AIDS prevention and Health programs in due course.

# **6. LAND DONATION**

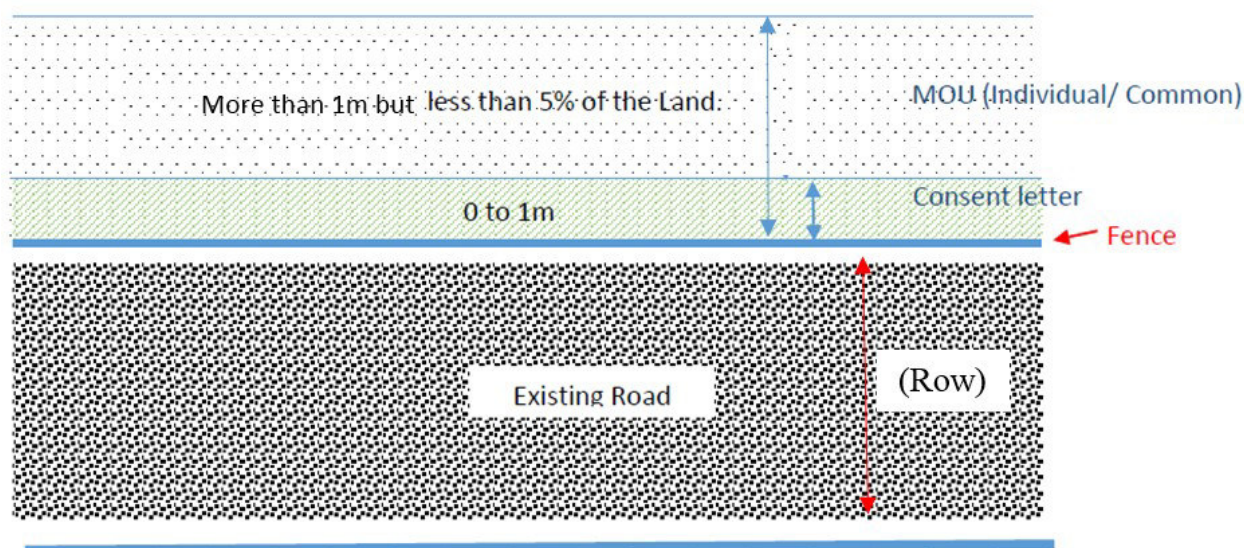
Paragraph five of the Resettlement Framework (RF) for the iRoad2 program states that “for the rural roads improvements will be undertaken completely within the existing Right of Way (ROW) which is between 2.5m to 5.5m. However, in paragraph nine it states that voluntary land donation will be used if additional strip of private land is required. Appendix 1 of the RF further explains that land donation will be method if private land is required for the iRoad. Voluntary donation of land involves the contribution by

individuals of land for the project that has the community benefits including rural 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

As per Appendix 1 of the Resettlement Framework (RF), written confirmation is required for the donation made by the land owners.

### Written Confirmation of land donation



If any land owner is willing to donate a strip of his/her land for the improvement of roads that should be confirmed by a written document. As illustrated in the above diagram, if the width of such land strip is more than 01-meter, relevant Project Engineer (PE) shall have to enter in to a **Memorandum of Understanding (MOU)** with the land owner. In this regard, PE shall ensure that the donated land strip is less than 5% of the owner's entire land as per Resettlement Framework (RF).

If the width of such land strip is less than 01 meter, PE shall obtain a duly signed **letter of consent** from the land owner.

The above system has been adopted to avoid confusions as to what level the agreements will be signed. This system is currently practicing in other PICs also.

### 6.1 Status of Land Donation

In the implementation of the iRoad, it was identified that there had been occasions where additional land strips were needed to carry out the road improvement works.

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

- Disseminate information to all relevant agencies on project information and the land donation concept. Continuous public awareness on land donation process has encouraged people to involve in project activities positively. Methods that are being used to create awareness among public and other stakeholders are One on One discussions, Focus Group Discussions (FGD) and GRC meetings. A Public Notice has been developed in local language in accordance with the guidelines laid down under Appendix 3 of the Resettlement Framework (RF). The public notices are being displayed at notice boards of every Grama Niladhari offices located in the project area. As a result, land owner having understand the value of donating their pieces of lands for the purpose of improving/rehabilitation of roads, 16 land owners have willingly agreed to donate their pieces of lands to meet the additional land requirement for the improvement of roads.
- Identify and verify the land to be donated.
- Raise awareness and undertake meaningful consultation and negotiation with APs.
- Signing of Memorandums of Understanding (MOUs) by the land owners and the relevant Project Engineers. (This activity ensures the transparency through written confirmation.)

Memorandums of Understanding (MOUs): The project has introduced two types of MOUs and translated in to local language.

- a) MOU to be signed by a single private owner  
and
- b) MOU to be signed by group of private land owners.

The PIC 07 has not received any land donation during the reporting period.

## 7. **Conclusion**

As per section IX of Resettlement Framework (RF) on “Monitoring and reporting”, this Semi-annual Social safeguard Monitoring Report (SSMR) for the period from January to June 2020 has been compiled as the first SSMR. The report consists of the status of compliance with the Social Safeguard requirements of Resettlement Framework (RF), Loan Conditions (social safeguards) and Facility Administration Manual (FAM).

In compliance with the loan conditions (social safeguards) and the Resettlement Framework (RF); recruitment of individual consultants for activities laid down in the Procurement Plan has been completed. In relation to employment, Contractors were instructed and encouraged to follow the conditions laid down in the Schedule 5 – labour standards in the Loan Conditions.

Under the Social Safeguard, it discusses practical application of Grievance Redress Mechanism (GRM) and establishment of Grievance Redress Committees (GRCs) in detail. Other areas falling under Social Safeguard such as Gender Action Plan, EWCD friendly design, addressing public grievances, implementation of HIV/AIDS prevention and Health awareness programmes, Road Safety Awareness (RSA) programmes, Cooperate Social Responsibility (CSR) programmes and land donation process have not been discussed in details since the project activities have been started at the latter part of the reporting period.

Implementation of main project activities have been commenced during the latter part of the period under review: a) Implementation of main project activities have been commenced during the latter part of the period under review, b) Only few Contractors were mobilized during the period under review, c) The current novel coronavirus (COVID-19) pandemic outbreak is severely affected to the project performance.

During the next reporting period, which is from July to December 2020, it is expected that more social safeguard related activities shall carried out under iRoad2 program in western province. This information shall be included in the second semi-annual report for 2020.