

Resettlement Due Diligence Report

June 2018

SRI: SASEC Port Access Elevated Highway Project Ingurukade Junction to Galle Face

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

CURRENCY EQUIVALENTS

(as of 13 April 2018)

Currency unit	–	Sri Lanka rupees (Rs/LKR)
LKR1.00	=	\$ 0.00642
\$1.00	=	Rs. 155.68

ABBREVIATIONS

ADB	–	Asian Development Bank
DS		Divisional Secretariat
DSD		Divisional Secretary's Division
ESDD	–	Environmental and Social Development Division
DSD	–	Divisional Secretariat Division
FGD	–	Focus Group Discussion
GN		Grama Niladhari
GND	–	Grama Niladhari Division
GOSL		Government of Sri Lanka
GRC	–	Grievance Redress Committee
JICA		Japan International Cooperation Agency
MOH		Medical Officer of Health
NBK		New Bridge Over the Keleni River
NGO		Non-Governmental Organization
GRM	–	Grievance Redress Mechanism
SLPA	–	Sri Lanka Ports Authority
PAEH	–	Port Access Elevated Highway
PIU		Project Implementation Unit
PMU	–	Project Management Unit
SLPA		Sri Lanka Port Authority
SPS, 2009	–	Safeguards Policy Statement, 2009

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EXECUTIVE SUMMARY

1. Government of Sri Lanka (GOSL) implemented several road development projects during the recent past to improve the connectivity between Colombo city and peripheral cities and provide better access to administratively and economically important centers. Projects include the construction of expressways as well as widening of main roads leading towards Colombo. Improvements have reduced travel time to Colombo but have also increase the number of vehicles entering the city and contributed to increase in traffic congestion. The government attempted to decongest by widening roads but this has been met with significant resettlement impact. Another alternative was to construct elevated highways over existing main arteries. As the first step, GOSL has planned to construct an elevated highway over the existing Port Access Road from the New Bridge over the Kelani River (NBK) to Colombo Galle Face via Ingurukade Junction which connects the Colombo city and the Colombo port with other peripheral centers including Katunayake International Airport. Road section from the New Kalani Bridge to Ingurukade junction is being constructed by the Road Development Authority (RDA) with financial assistance from Japan International Corporation Agency (JICA). The Asian Development Bank (ADB) has proposed to construct the road section from Ingurukade junction to Colombo Galle Face Green. The Port Access Elevated Highway will be from Ingurukade junction (chainage 0+000Km) to Colombo Galle face (chainage 5.279Km).
2. The Road Development Authority (RDA) which is the main agency responsible for construction and maintenance of main road network is facilitating the process through the Project Management Unit established for the facilitation of construction of the present project. Environment and Social Development Division (ESDD) of the RDA shall facilitate / guide the social and environment safeguard aspect in the development process.
3. Resettlement impact and impact on indigenous people was screened in the project affected area through the laws and regulations of Sri Lanka and Asian Development Bank's (ADB's) Safeguards Policy Statement, 2009 (SPS).
4. Proposed road project from Ingurukade Junction to Galle Face Green is located in the Colombo Divisional Secretariat and the road traverse through six Grama Niladhari Divisions (GNDs). The entire length of the elevated highway will be located on land belonging to the Sri Lanka Ports Authority (SLPA). Hence, there is no resettlement impact due to this road construction. Further indigenous people are not living or involved in any activity in the project affected area.
5. Officers in Divisional secretariat (DS) including the Divisional Secretary (DS) and Assistant Director Planning (ADP), relevant Officers attached to SLPA and Medical Officer of Health (MOH) were consulted and public consultative meetings were conducted in studying the socio-economic situation in the project affected area. A Community Consultative Committee was formed with the representation of community members with the aim of consulting community views in case of necessity during the construction period of the project. It was confirmed that there will be no any negative social or economic impact over the community members living in the project affected area.
6. Details of the socio-economic situation of the project affected area, main features of the Elevated Highway Project and precautionary measures to be taken during construction and operation periods have been discussed in detail in the Due Diligence Report.

I. INTRODUCTION

1. Port Access Elevated Highway (PAEH) is the alternative access road proposed by the Road Development Authority (RDA) to solve the ever increasing traffic congestion in main roads in Colombo city and provide easy access and connectivity to economic and administrative centers in the Colombo city. The proposed road starts from New Bridge over the Kelani River and ends at Galle Face ground. Total length of the road is 6.426Km. The length from Kelani Bridge to Ingurukade junction (approximately 1.147 Km) is being constructed by the RDA with financial assistance from JICA. The Asian Development Bank has proposed to provide funds for the construction of the road section from Ingurukade junction (chainage 0+000) to Galle Face (chainage 5.279Km). The road traverses through six Grama Niladhari Divisions (GND) namely Bloemendal, Lunupokuna, Kotahena-West, Kotahena-North, Kochchikade-North, Pettah, and Fort coming under the administrative purview of the Colombo Divisional Secretariat. The entire PAEH is located on land owned by the Sri Lanka Port Authority (SLPA). Annexure 1 includes a letter from SLPA to RDA requesting for the development of the PAEH. Socio economic information of the project affected area is attached in annexure2.

A. Background

2. During the recent past, Government of Sri Lanka (GOSL) has implemented several programs to improve the socioeconomic situation in the country. Projects include construction of Southern Expressway, Katunayaka Expressway, Outer Circular Highway, and widening of A, and B grade roads leading towards Colombo from all the provinces in the country and construction of flyovers in road junction with high traffic congestion has contributed to reduce the traffic time to Colombo from other regions. This improvement has contributed to increase the number of vehicle entering in to Colombo city with large number of passengers who come for employment and access education, health, and other public and commercial services.

3. This situation has contributed to create a new traffic problem in the city. Travelers spend about one and half hours from Mathara to Kottawa- (end point of Southern Expressway) has to spend another one and half hours to reach the Colombo Fort-the business center. The GOSL attempted to solve the problem by widening the existing roads within the Colombo city. But this approach was not practical in all roads due to the prohibitive resettlement cost. Through a feasibility study conducted in 2014, the RDA has identified construction of elevated highways over the existing roads. Two roads namely Base Line road from new Kelani Bridge to Kirillapona and from New Kelani Bridge to Colombo Galle Face via Ingurukade junction has been selected.

4. The present proposal is to construct the Elevated Highway from Ingurukade junction to Galle Face ground. As the entire length of the road traverse through land belonging to the Sri Lanka Port Authority (SLPA), there will be no interference from outside forces during the construction period. However, the existing Port Access Road is being used by the container trucks traveling between the Colombo Port and the outside centers. Traffic survey shown that 19,423 vehicles use this road per a day.

B. Port Access Elevated Highway

5. Proposed Elevated Highway is located in the administrative area of the Colombo Divisional Secretariat. The road traverse through six GN Divisions namely Bloemendal, Lunupokuna, Kotahena-West, Kotahena-North, Kochchikade-North, Pettah, and Fort. Present proposal is to construct Elevated Highway along the existing Port Access Road from Ingurukade junction to Colombo Galle Face ground. This road will be connected to New Bridge over the Kelani

river which will be constructed by the RDA with the financial assistance from JICA. Total length of the proposed road is 5.27Km. Width of the road varies from 23.4m to 32.3m per the ground condition and technical requirement of the construction process. The road start from Ingurukade Junction Chainage 0+000 and end at Galle Face ground at chainage 5.279 km. On and off-ramp facility will be provided to connect the elevated Highway at Galle Face, Port premises, Malwaththa junction of Colombo Fort and Ingurukade junction. The road will be equipped with toll gate facilities, street lighting and drainage outlets to dispose storm water. In addition to main Elevated Highway the existing Port Access Road will be widened to six lanes with the aim of facilitating the smooth transportation of traffic bounds towards Colombo Harbour. Width of this road is around 30 meters and the length are 1.40Km.



Figure 1: Map of the Project Area

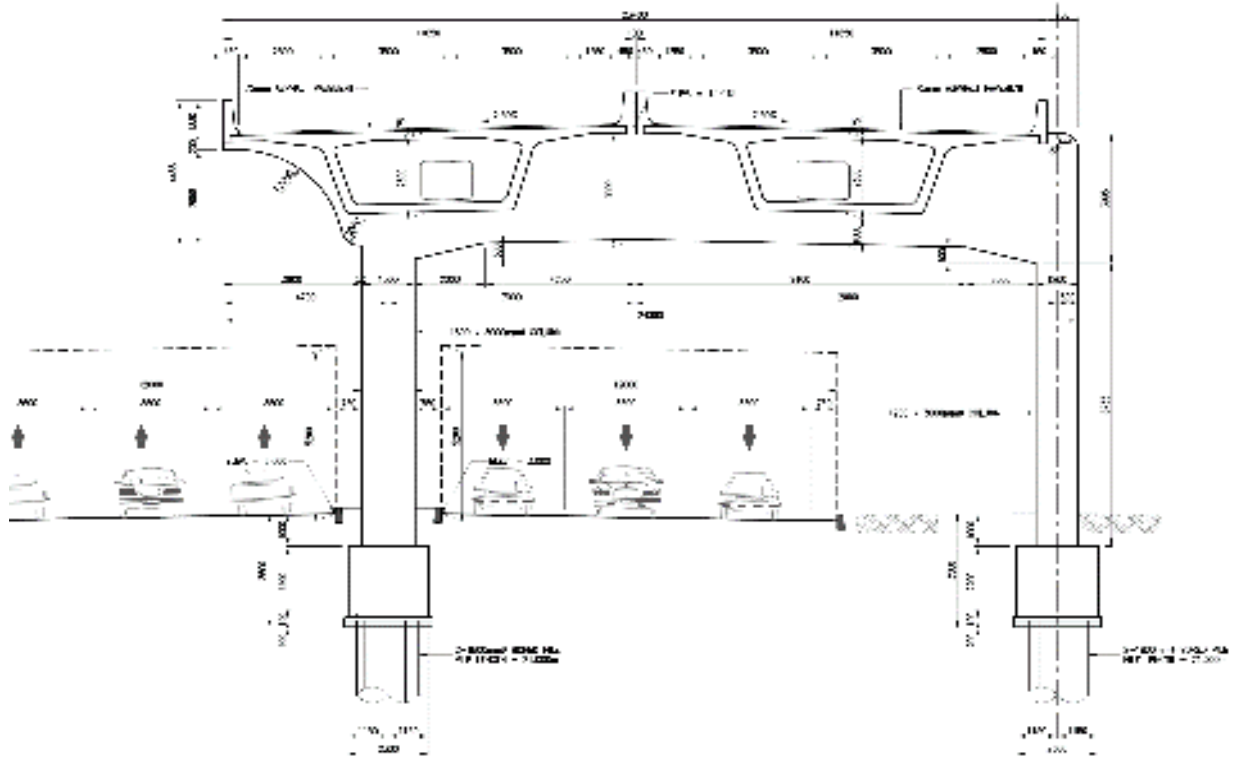


Figure 2: Starting Gate at the Port Access Road

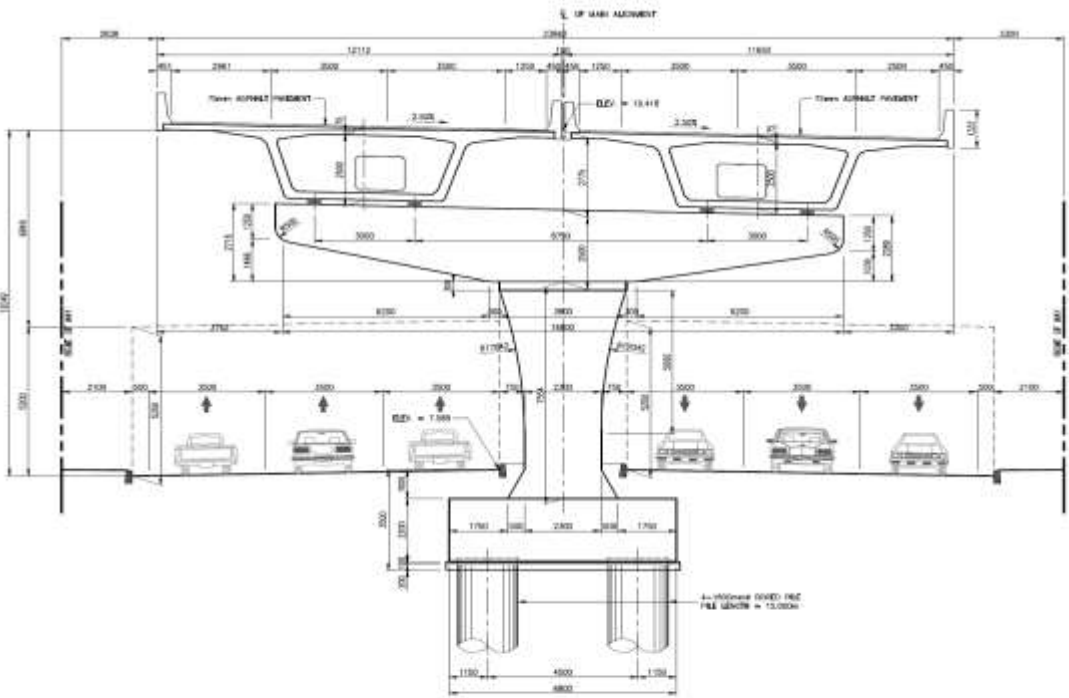
C. Structure of the Highway

6. Elevated Expressway will be constructed according to the following engineering specifications:

- **Piers:** Cantilever type piers resting on concrete insitu piles. (81piers) and post tensioned Portal Type piers resting on concrete insitu piles. (38 piers)
- **Deck:** Precast segmental post tensioned type box girder decks.
- **Surface of the road:** 75mm thick asphalt surfacing. Distance between piers: Distance between piers varies from 30 to 50 meters depending on the ground condition of the place and technical requirement.
- **Bored piling and foundation:** The foundation or sub structure will basically be cast in situ bored piles and pile caps. The construction shall be of reinforced concrete. The bored piles shall be of 1.0 m, 1.2 m, 1.5m diameter and in single pile or in pile groups of 4 and six numbers. The pile caps shall be of heights in the range of 1.8m to 2.3meters. The pile shall extend to depths of around 45 meters approximately from the ground surface. Due to local constraints at some locations the foundation shall be in single pile or two pile groups.



1 CROSS SECTION FOR PIER-1 @ STA. 0+130.00
SCALE 1/25



9a CROSS SECTION FOR PIER-22 @ STA. 0+971.000
SCALE 1/25

Figure 3: Typical cross section

II. DUE DILIGENCE OF RESETTLEMENT IMPACTS

7. There is no need for land acquisition for the Port Access Elevated Highway because, the road traverses through the land belonged to the SLPA. Resettlement Impact screening and Indigenous people's screening formats are attached in Annexure 3. Public consultations have also been held on the project area of impact and Annexure 4 includes summary of meeting.

8. The Port Access Elevated Highway will end at Ingurukade Junction and the construction of the On and Off ramp at that junction will require land acquisition. It is verified that the ramp is the part of the New Bridge over the Kelani River project that requires land acquisition. There had been a necessity to expand the existing ROW and acquisition of land has taken place. The land acquisition and resettlement are currently being implemented as part of the New Bridge over the Kelani River project (financed by JICA and implemented by RDA). The relocation process of affected persons has been implemented in a transparent manner with 587.3 perches of land being acquired for the Ingurukade Ramp. 33 households have been affected by the Ingurukade Ramp. 2 businesses are also impacted. Altogether 35 households are being relocated in Sirimuthu Uyana housing scheme through Urban Regeneration Project of Urban Development Authority (UDA). The 2 businesses are also compensated as per the Land Acquisition Act. Community consultative meeting was conducted at the Colombo DS Office to create necessary awareness among the community groups living in the project affected corridor. Community consultative committee was formed with the representatives for relevant GN Divisions. This group can be consulted through DS Office in case of necessity during construction period. Minutes of the meeting attached in Annexure 3.

A. Demolishing of buildings due to Port Access Elevated Highway

9. Undermentioned buildings have been earmarked for demolition within the Colombo Port. All buildings belong to the SLPA and SLPA will make necessary arrangements for relocation of activities functioned in these buildings. It is verified that all buildings are government buildings and all support the function of the port. There are no squatters or encroachers occupying the buildings. Photos describing the nature of the buildings are found in Annexure 5.

Table 1: List of Affected Buildings Owned by SLPA inside Colombo Port

No	Location (Chainage)	Description of the building
1	Gate 7 @ Ingurukade Junction-0+140	First Check Point Temporary shed
2	1+180	Check Point Container Box Small building
3.	1+700- 1+800	Sport Complex Indoor Stadium
4	1+750- 1+850	Two rings of two oil tank
5	2+400- 3+500	Existing Railway line will be shifted to left hand side.
6	3+400- 1+600	Work-shop and store rooms of Chief of Work
7	3+600	Workshops Welfare buildings Rest rooms
8	3+900	Steel fabricating unit Rest Room Welfare building for security section Welfare building for mechanical section
9	4+860	Part of Chairman's building

III. IMPLEMENTING ARRANGEMENTS

10. Road Development Authority (RDA) which is functioning under the Ministry of Highways and Road Development is the main agency authorized to manage and maintain all highways and expressways in Sri Lanka. RDA is facilitating the present Elevated Highway project through the Project Management Unit (PMU) created especially for the purpose.

11. Presently, PMU is equipped with experienced manpower to perform effectively and efficiently in facilitating the completion of detail design for the project.

12. Environmental and Social Development Division (ESDD) is the environmental and social monitoring arm of the RDA. Main role of the ESDD is to ensure compliance for environmental and social safeguard policies and regulation in project implementation process. A Director and a Deputy Director are monitoring and guiding the facilitative as well as management function of the ESDD. The ESDD facilitate the preparation of Environmental and Social safeguard reports to ensure the compliance with the safeguard regulations and policies in implementation of development projects. ESDD has been strengthened with 8 Environmental Safeguard officers and 16 Social Safeguard officers to fulfill the responsibilities in an effective manner.

IV. GRIEVANCE REDRESS MECHANISM

13. 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, PIC or PIU representative on site. Grievances which are simple but still cannot be addressed at the grassroots level will be addressed at the Divisional Secretariat (DS) level. More complex grievances which cannot be addressed at the GN level will be addressed at the District Secretariat (DS) level. There will be a Grievance Redress Committee (GRC) at the GN and DS levels.

14. **DS Level GRC members** will be:

- | | |
|--|-----------|
| ▪ 1) Divisional Secretary of the area | Chairman |
| ▪ 2) Representative of PMU | Secretary |
| ▪ 3) Representative from SLPA | Member |
| ▪ 4) Representative of Supervision Consultant | Member |
| ▪ 5) Representative of Contractor | Member |
| ▪ 6) Representative of NGO/Social Organization/CBO | Member |
| ▪ 7) A Community member/ Religious Leader | Member |
| ▪ 8) Woman Representative from the local community | Member |

15. **District Level GRC members** will be.

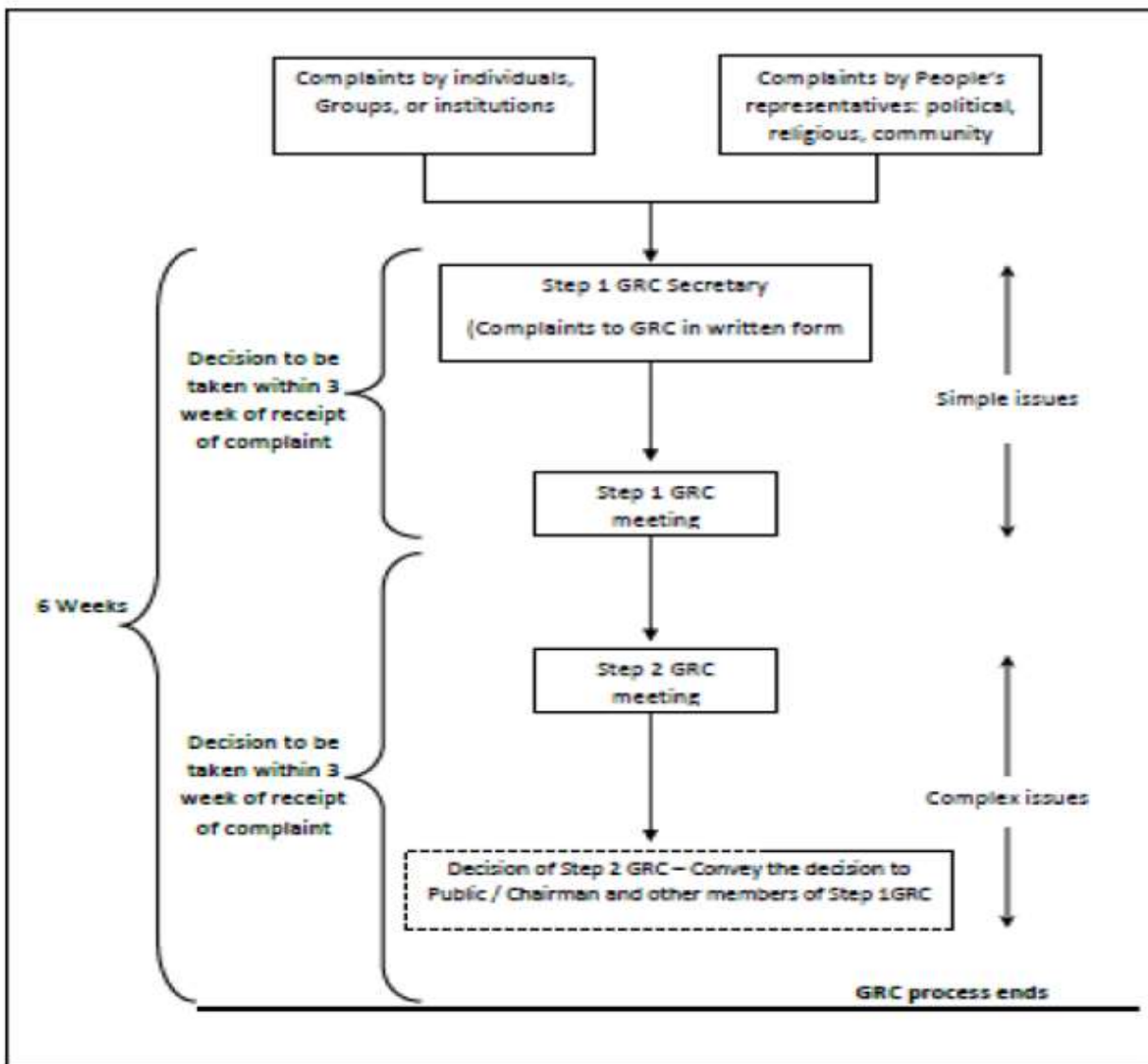
- | | |
|--|----------|
| ▪ District Secretary of the area | Chairman |
| ▪ Representative of the PMU | Member |
| ▪ Representative of the SLPA | Member |
| ▪ Representative of the supervision consultant | Member |
| ▪ Representative of the contractor | Member |
| ▪ A community member/ Religious leader | Member |
| ▪ Representative from CBO/ NGO | Member |

- Women Representative from the community Member

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

17. Adjustments may be made to the GRM during processing of succeeding tranches if necessary and accordingly described in the respective IEE. In addition, a complaint contact person will be designated within the PIU to help address all concerns and grievances of the local communities and affected parties. Contact details of this person will be provided in the project information display board that will be placed at the project site.

Figure 4: Summary of GRM Procedures



ANNEXURE 1: SLPA LETTER TO RDA REQUESTING THE DEVELOPMENT OF PAEH

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Chairman
 Road Development Authority
 "Setha Sripeva"
 Battaramulla

Dear Sir,

Elevated Highway near SLPA Premises

This refers to the meeting had with Hon. Minister of Ports and Shipping at the Ministry of Ports and Shipping on 27th January 2016.

The proposed plan of providing elevated road over SLPA land is acceptable in principle subject to address SLPA concerns during the construction period and after construction period as mentioned in the attached meeting minutes.

RDA was requested to jointly work with SLPA in preparation of plans and SLPA concerns shall be fully addressed without cost to SLPA. SLPA will nominate and inform a suitable team in order to coordinate with you regarding the above project.

Furthermore design and build type contracts are to be carefully administered to include all the requirements to the Engineering Procurement Construction (EPC) contract in order to avoid cost overruns.

There are number of identified and unidentified service lines along the proposed road route for elevated road and it shall be clearly delineated wherever applicable. It is proposed to construct service duct connecting North and west of the Colombo city in parallel with the elevated road project to route above services and future services.

Any unidentified work which is required for uninterrupted operation of SLPA during or after construction of elevated road is to be undertaken by RDA at no cost to SLPA.

Yours Sincerely
 Sri Lanka Ports Authority


 Prof. L. Prasanna Perera
 Act. Chairman

Copy: Secretary to the Ministry of Ports and Shipping - for your information please

ANNEXURE 2: SOCIO-ECONOMIC PROFILE OF SIX GN DIVISIONS

1. Port Access Road traverses from New Kelani Bridge to Port premises through Ingurukade junction. The proposed Elevated Expressway will be constructed over this road with the aim of easing existing traffic congestion particularly in this road as well as in Colombo metropolitan area. The proposed Elevated Expressway starts from Ingurukade junction and goes up to the Galle face (Fort City). This stretch of road and land is the property of the Port Authority. No any human settlement in this road stretch. However, two residential flats that give shelter to about 924 families have been constructed just about 40 meters from the boundary of this road. Large number of low income group's human settlements are scattered along the road side (beyond the limit of Port Authority) This area is coming under the Bloemendal GN Division in Colombo Divisional secretariat area. Although there is no direct connection with the proposed Elevated Expressway, attention was paid in the study of the socio- economic situation of the community live in immediate vicinity of the Elevated Expressway because, the community in this area may have some impact during the construction process of the road and usage of this road will change the living style of this community in the long run.

2. There are six GN Divisions namely Bloemendal, Lunupokuna, Kotahena West, Kochchikade, Pettah and Fort in the close proximity of the proposed Elevated Expressway. Most interesting chrematistic of these GN divisions is the large population live in a relatively small land area. Reason for the less population in Pettah and Fort GN Divisions is these areas are not residential areas. Business establishments occupy majority of buildings and this is the commercial hub of the country.

Table 2: Demography in the Colombo DS area. 2012

S/Number	Description	Figures
1	Number of GN Division	35
2	Population (Singhala)	7,9468
3	Population (SL Moor)	12,6345
4	Population (SL Tamil)	97,960
5	Population (Indian Tamil)	8,635
6	Other	5,910
7	Total	31,8048

Source: Census and Statistic. 2012

3. Total population in the six GN Divisions adjoining the proposed Elevated Expressway.

Table 3: Total Population on 6 GN Divisions

N.	GN Division.	Families.	Male.	Female.	Total
1	Bloemendal	4,521	6,915	7,277	14,222
2	Lunupokuna.	1,218	6,545	6,256	12,801
3	Kotahena W.	2,402	4,757	4,937	9,695
4	Kochchikade. W.	3,587	5,157	4,466	9,623
5	Petah.	202	1,910	72	1,982
6	Fort.	86.	1,097	421	1,518
		12,016	167,748	165,335	333,383

Source: Resource Profile. Colombo DS Secretariat. 2015

4. Age wise distribution of population data explain the future picture of the area. Figures in the table shows the explosion of the future population in the area. Number of person in the age group bellow 20 years is 14406. Number of person above 50 years is 11405. Number of person in reproduction age is 23931. They will contribute to the explosion of population bomb in the next 10

to 15 years and those who live in age group between 15 to 20 will add to next step of population increase.

Table 4: Age wise Distribution of the population.

GN Division	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	Above 60
Blomendal	1162	1211	1140	1208	1173	1047	1177	962	982	957	936	724	1544
Kotahena	646	642	697	766	835	824	748	660	656	691	656	575	1298
Kochchikade	598	667	621	833	878	804	842	670	706	700	634	521	1151
Lunupokuna	858	960	920	1093	1111	1091	1137	927	934	824	853	608	1382
Fort	25	38	36	74	376	425	131	88	78	91	75	36	45
Pettah	7	6	8	190	415	358	203	130	144	155	140	96	131
	3296	3524	3422	4164	4788	4549	4238	3437	3500	3418	3294	2560	5551

Source: Resource Profile. Colombo DS Secretariat. 2015

5. Most important characteristic of the community live in these GN Divisions is majority of them belong to the lowest income group and they are engaged in temporary and informal employments such as cleaning workers in CMC, waiters in small restaurants and hotels, daily paid cleaning workers in business companies. According to the Sampath Pathikada in Colombo DS Office the percentage of this category is about 48%. 15% of this population is engaged in self-employment mainly in preparation of food items for local market and selling of various items in streets and buses. 25% of the working population work in semi-permeant employment in private sector while 12% are employed in the government sector. About 70% of the women in working age is engaged in some kind of income earning activity.

6. Successive governments in Sri Lanka has contributed a lot to upgrade the living standard of this community. Specially living areas has been upgraded through construction of drainage system and improving the housing condition. Three large living apartments have been constructed to replace the living areas identified as Low-income settlements. Number of families residing in these apartments is as follows.

- Sirimuthu Uyana - (Constructed by government)528
- Sirisanda Sewana. (Constructed by government)396
- Jayamanga Sewana (Constructed by government)165
- VTV Court (Constructed by private Sector)300

7. There is a well-developed health service system managed by the ministry of health. Two MOH offices namely Grand pass MOH Division and Jinthupitiya MOH Division provide the health care services to the community living in this six GN Divisions. Basically, these institutions conduct regular maternal and child care clinics and dispensary services. PHI conduct community awareness programmes on communicable deceases and normal health habits. Conduct regular cleaning sessions and fogging spraying sessions as a measure of mosquito control against dengue and filaria. Health authorities maintain a health volunteer system for easy communication in the event of breaking up of epidemic situation. According to the information from health authority, community awareness spreading HIV/ Aids is satisfactory. Younger generation is more concern about their health habits and personal life objectives. However, during the construction period steps should be taken to create awareness among contractors/ staff and workers in relation to human behavior and risk of spreading HIV/Aids.

8. Divisional Secretaries office also conduct several programmes targeting women, youth and elders to disseminate various type of awareness and knowledge to upgrade their living

standard. Discussions with health and community service in DS office officials reveal that the position of women are comparatively satisfactory with the overall development of the societies.

9. Engagement of women in income earning process and updating the general awareness on community life have contributed to reduce violence against women.

10. This project will not have a direct impact over the poverty level of the community. However overall development of the society will bring lime light to the lives of communities living in the area. Colombo Petah and Fort play and important role in the economic development of the country. Important government departments including the presidential secretariat and treasury/ Ministry of finance Central Bank are located in Fort area. Majority of the main offices of commercial companies and business establishments are also located in Fort. World Center is like an icon in Colombo city landscape.

11. Colombo Pettah is the place majority of visitors to Colombo has to pass through. The main bus stand and railway station provide the transport facility to go to any place in the country. Business establishments housed in Pettah operate whole sale and retail market in majority of consumer items consumed by country people.

12. There are number of places/ buildings with archeological and historical value close to the construction site of the proposed Elevated expressway. Some of these buildings have been erected during the colonial rule and have architectural value that should be protected for the future generations. Following table provide more details of these archeological places.

Archeologically Important Locations -Fort Access Road		
Regu Mandeeraya	4+860	The Elevated Highway is proposed to be constructed above this building.
The Grand Oriental Hotel	4+625	50m
Walkers Building	4+550	30m
Mackinnon Mackenzie Building	4+575	45m
Clifan Burg House: At Sri Lanka Navy Head Quarters	Ramp	50-60m.
<u>Other Buildings *</u>		
Port Commission Building	4+600	25m (Elevated Highway to be constructed above the Bridge attached to this building)
Maritime Museum: Old building opposite to Regu Mandeeraya	4+910	4m (Elevated Highway to be constructed above this building About 6m section of the building will be under the proposed Road.)
Galbokka Lighthouse (1952): In front of Navy Headquarters	0+220 (Ramp)	34m
Khan Clock Tower (1923)	4+140	45m

**Old buildings not listed as Protected Monuments by Department of Archaeology*

13. It is interested to note that the designers of the Elevated Expressway have taken some precautionary measures to protect these buildings.

14. Colombo harbor as well as the upcoming Port City will expand the import and export business as well as tourist industry in the country. Proposed Elevated Expressway which will come over the existing port Access Road will contribute greatly to expand these businesses and maximize the productivity through minimizing the travel time within the city area.

ANNEXURE 3: INVOLUNTARY RESETTLEMENT AND INDIGENOUS PEOPLES IMPACT CATEGORIZATION CHECKLIST

INVOLUNTARY RESETTLEMENT IMPACT CATEGORISATION CHECKLIST.

Probable Involuntary Resettlement Effects.	Yes	No	Not Known.	Remarks.
Involuntary Acquisition of Land.				
1. Will there be land acquisition?		✓		Entire work site is the property of the SLPA.
2 Is the site for land acquisition known?				Not applicable.
3 Is the ownership status and current usage of land to be acquired known?				Yes, it is the property of the SLPA.
4 Will easement to be utilized within an existing Right of Way. (ROW)?				Not applicable.
5 Will there be loss of shelter and residential land due to land acquisition?				No, all within the existing access controlled Port.
6 Will there be loss of agricultural and other productive assets due to land acquisition?				No, all within the existing access controlled Port.
7 Will there be losses of crops, trees, and fixed assets due to land acquisition.				No, all within the existing access controlled Port.
8 Will there be losses of businesses or enterprises due to land acquisition.				No, all within the existing access controlled Port.
9 Will there be loss of income source and means of livelihood due to land acquisition?				No, all within the existing access controlled Port.
Involuntary restriction on land use or on access to designated parks and protected areas.				
10 Will people lose access to natural resources, communal facilities and services?		✓		No.
11 If land use is changed, will it have an adverse impact on social and economic activities?		✓		No
12 Will access to land and resources owned communally or by state be restricted.		✓		
Information on displaced persons.				
Any estimate of the likely number of persons that will be displaced by the project? No/Yes- No				
Are any of them poor, female- heads of households or vulnerable to poverty. No Yes. ? Not Applicable.				
Are any displaced persons from indigenous or ethnic minority groups? No Yes. ? Not Applicable.				

<p>E. Involuntary Resettlement Category <input checked="" type="checkbox"/>New <input type="checkbox"/>re-categorization</p> <p>After reviewing the answers above, the project Team Leader Social and Resettlement Specialist agree, subject to confirmation, that the project:</p>
<p>Project Categorization and Resettlement Planning Requirement</p> <p><input type="checkbox"/>Category A, significant IR impact, a full resettlement plan is required</p> <p><input type="checkbox"/>Category B, non-significant IR impact, a short resettlement plan is required</p> <p><input checked="" type="checkbox"/>Category C, no IR impact, no resettlement report is required</p>

INDIGENOUS PEOPLES IMPACT SCREENING CHECK LIST.

Key Concerns (please provide elaborations on the remark column)	Yes	No	Not known	Remarks.
Indigenous people's identification				
1 Are there socio-cultural groups present in or use the project area who may be considered as tribes (hill tribes, scheduled tribes , tribal peoples) “ minorities” (ethnic or national minorities or “ indigenous communities” in the project area?		✓		No presence of indigenous people in the project area. In Sri Lanka presence of indigenous people are confined only to UVA province.
2 Are there national or local laws or policies as well as anthropological researches /studies that consider these groups present in or using the project area as belonging to “ethnic minorities”, scheduled tribes, tribal peoples, national minorities, or cultural communities?		✓		
3 Do such groups self-identity as being part of a distinct social and cultural group?		✓		
4 Do such groups maintain collective attachments to distinct habitats or ancestral territories and /or to the natural resources in these habitats and territories?		✓		
5 Do such groups maintain cultural, economic, social and political institutions distinct from the dominant society and culture?		✓		
6 Do such groups speak a distinct language or dialect?		✓		
7 Has such groups been historically, socially and economically marginalized, disempowered, excluded, and /or discriminated against?		✓		
8 Are such groups represented as” indigenous people “or as “ethnic minorities” or “scheduled tribes” or “tribal population” in any formal decision making bodies at the national or local levels?		✓		
B Identification of potential impact				
9 Will the project directly or indirectly benefit or target indigenous people?		✓		
10 Will the project directly or indirectly affect indigenous people's traditional socio-cultural and belief practices? (E.g. child rearing, health, education, arts and governance)		✓		
11 will the project directly or indirectly affect the livelihood systems of indigenous people? (e.g. food production system, Natural resource management, crafts and trade, employment system)		✓		
12 Will the project be in an area (and or territory) occupied, owned or used by indigenous people and/or claimed as ancestral domain?		✓		
C Identification of special requirement.				
Will the project activities include?				
13 Commercial development of the cultural resources and knowledge of indigenous people?		✓		
14 Physical displacement from traditional or customary lands?		✓		
15 Commercial development of natural resources (such as minerals, hydrocarbons, forest, water, hunting or fishing grounds) within customary lands underuse that would impact the livelihood or the cultural, ceremonial, spiritual uses that define the identity and community of indigenous people.?		✓		

ANNEXURE 4: COMMUNITY CONSULTATIVE MEETING FOR CONSTRUCTING PORT ACCESS ELEVATED EXPRESSWAY

Venue: Divisional Secretariat-Colombo.

Date: 17 May 2017

Participants (Totally 34)

A.D.Sriyakanthi- Administrative Grama Niladhari- DS Office. Colombo

M.A.S.Kanchana- Assistant Divisional Secretariat. DS Office. Colombo

Abeyratne Attanayake – Social and Resettlement Specialist- Katahira Engineering.

Asela Bandara- Engineer Katahira Engineers Internationals.

Meeting was started at 10.00Am with opening remarks by Miss. M.A.S. Kanchana. She welcomed the participants and mentioned the construction of an Expressway will be very useful in facing the challenges in road transport. She further cited the example of constructing of Southern expressway and how it has contributed to reduce the travel time from Mathara to Colombo.

Mr. Abeyratne Attanayake explained that the proposed elevated Expressway will be constructed over the existing Port Access Road and further explained that there will be no land acquisition or relocation of any structures.

One participant raised a question and explained that, although there is no direct connection to road construction work there will be opportunities where the dwellers in the vicinity of the work site will be disturbed by vibration and noise of machines working in the site.

Mr. Aselabandara Engineer explained that the construction work will be implemented with most modern machines which will have minimal impact over the natural surroundings. Noise and vibration management plan will be implemented where necessary.

Social and Resettlement Specialist explained that the project will establish the GRM mechanism to pay attention to all kinds of complains and grievances submit by the community.

Community consultative committee was formed with the aim of making arrangements to maintain smooth coordination during the construction period.

N.	Name.	GN Division	Telephone number.
1	Niluka Anthoni	Nelumpokuna.	0112520671
2	Saju Dias kumara Pathirana	Fort.	0726866220
3	Dayaratne	Kochchikade- North	0710150150
4	Dhammika Malkanthi	Kotahena West	0725978911
5	Kamlani Nirosha	Kochchikade- North	0774578447
6	A.A. Surammya.	Kochchikade- North	0112451087
7	Duminda Asela	Fort	0711313390
8	Thuwan Nur	Fort	0718663090

Some participants questioned about job opportunities for the people in the area during construction period. Social specialist explained that contractor will be instructed to give priority to see the possibility of recruiting suitable workers from the area.

After the vote of thank by Miss. Sriyakanthi of DS office the meeting was concluded.



Community Consultative meeting



Community Consultative meeting



Community Consultative meeting.

ANNEXURE 5: PHOTOGRAPHS OF BUILDINGS TO BE DEMOLISHED



Photograph No.01 – Check Point -Ch 1+140



Photograph No.02 – Sport Club House – Ch 1+700



Photograph No. 03 – Indoor Stadium Ch -1+735



Photograph No. 04 – Oil Tanks Ch- 1+784

Palm Oil Tank – One ring from the top to be removed because the proposed, Elevated Highway pass over this place



Photograph No.05 – Work Shop Ch- 3+457



Photograph No.06 Work Shop Ch-3+497



Photograph No.07 Rest Room Ch- 3+357



Photograph No.08 Fabrication Workshop- Ch 3+532



Photograph No.09 – Main Store Complex Ch- 3+573



Photograph No. 10- Rest Room / Security Section Building- Ch- 3+659



Photograph No.11 - Machine Workshop- Ch 3+652



Photograph No.11.a- Inside of the Workshop- Ch 3+652



Photograph No.12 - Workshop Building. – Ch- 3+700



Photograph No.13- Stores/ Welfare Building Ch 3+673



Photograph No.14- Rest Room Ch 3+662



Photograph No.15 – Chairman's Office Ch-4+900

Small Part of in third floor of this building will be removed.