



Sri Lanka: Second Integrated Road Investment Program-Tranche 1

Project Name	Second Integrated Road Investment Program-Tranche 1									
Project Number	50301-002									
Country	Sri Lanka									
Project Status	Approved									
Project Type / Modality of Assistance	Loan									
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Loan 3579-SRI: Second Integrated Road Investment Program-Tranche 1</td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 90.00 million</td> </tr> <tr> <td colspan="2">Loan 3580-SRI: Second Integrated Road Investment Program-Tranche 1</td> </tr> <tr> <td>concessional ordinary capital resources lending / Asian Development Fund</td> <td>US\$ 60.00 million</td> </tr> </table>		Loan 3579-SRI: Second Integrated Road Investment Program-Tranche 1		Ordinary capital resources	US\$ 90.00 million	Loan 3580-SRI: Second Integrated Road Investment Program-Tranche 1		concessional ordinary capital resources lending / Asian Development Fund	US\$ 60.00 million
Loan 3579-SRI: Second Integrated Road Investment Program-Tranche 1										
Ordinary capital resources	US\$ 90.00 million									
Loan 3580-SRI: Second Integrated Road Investment Program-Tranche 1										
concessional ordinary capital resources lending / Asian Development Fund	US\$ 60.00 million									
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth									
Drivers of Change	Governance and capacity development Private sector development									
Sector / Subsector	Transport - Road transport (non-urban)									
Gender Equity and Mainstreaming	Effective gender mainstreaming									
Description	The investment program will improve the accessibility of the road network in Sri Lanka's rural areas, and thereby increase the involvement of the rural population in nationwide economic and social development. It will upgrade and maintain about 3,400 kilometers (km) of rural access roads to an all-weather standard; rehabilitate and maintain to a good condition about 340 km of national roads in Eastern, Northern, Uva, and Western provinces; and improve the capacity of road agencies with respect to safeguards, road safety, maintenance, research capacity, and road design and construction. Tranche 1 will finance the first slice of the projects.									
Project Rationale and Linkage to Country/Regional Strategy	In spite of the rapid progress in poverty reduction, Sri Lanka still faces several challenges to fully eradicate poverty. Pro-poor economic growth will need to be driven not by the high rates of public expenditures but by market-oriented value addition and private-sector-led investment. In this context, access to market, business and knowledge opportunities and benefits especially along agricultural value chains will be a key to further poverty reduction and shared prosperity in rural areas.									
Impact	Connectivity between rural communities and socioeconomic centers in Sri Lanka improved.									
Project Outcome										
Description of Outcome	Transport efficiency on project roads increased.									
Progress Toward Outcome										
Implementation Progress										
Description of Project Outputs	Road conditions between the selected rural communities and socioeconomic centers improved Capacity of road agencies enhanced									
Status of Implementation Progress (Outputs, Activities, and Issues)										
Geographical Location										
Safeguard Categories										
Environment	B									

Involuntary Resettlement	B
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	The scope of works of the MFF involves rehabilitation of existing rural and national roads. There will be no road widening and no roads falling inside protected areas that will be included in the project. Therefore, Tranche 1 has been categorized as <u>B</u> in accordance with ADB's Safeguard Policy Statement.
Involuntary Resettlement	All national and rural roads improvements will be undertaken within the existing rights-of-way. No involuntary resettlement impacts were identified during due diligence undertaken for tranche 1. However, for the national road component during implementation of the 7-year maintenance contract, involuntary resettlement impacts could be encountered, and the project has therefore been classified as category B.
Indigenous Peoples	No indigenous people were identified during due diligence. An indigenous peoples planning framework has been prepared to guide the screening and preparation of safeguard planning for future tranches.

Stakeholder Communication, Participation, and Consultation

During Project Design	To strengthen inclusiveness and empowerment of the poor and vulnerable in project implementation, meaningful consultations and social surveys were conducted along all project roads through household surveys, group discussions, and a transect walk. Community participation was undertaken to increase awareness of the project, to determine people's needs and concerns, and to obtain suggestions for enhancing benefits and mitigating negative impacts. For the rural road component, continued consultations will take place throughout the design and implementation period, including using community participatory approaches to finalize road designs, especially with respect to improving road safety, minimizing environmental impact, and minimizing construction impact. A grievance redress mechanism will be set up in all project areas for complaints raised by community members related to design and implementation.
During Project Implementation	TBD

Business Opportunities

Consulting Services	Consultants will be recruited, as firms or individuals, to support the project implementation and capacity development in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time).
Procurement	Procurement of civil works and equipment will be carried out in accordance with ADB Procurement Guidelines (2015, as amended from time to time).

Responsible ADB Officer	Nakai, Kanzo
Responsible ADB Department	South Asia Department
Responsible ADB Division	Transport and Communications Division, SARD
Executing Agencies	<i>Ministry of Higher Education and Highways 8th Floor, Denzil Kobbekaduwa Mawatha, Koswata, Battaramulla, Sri Lanka</i>

Timetable

Concept Clearance	-
Fact Finding	-
MRM	03 Jul 2017
Approval	06 Oct 2017
Last Review Mission	-
Last PDS Update	09 Oct 2017

Loan 3579-SRI

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	112.10	Cumulative Contract Awards			
ADB	90.00	-	0.00	0.00	%

Counterpart	22.10	Cumulative Disbursements			
Cofinancing	0.00	-	0.00	0.00	%

Loan 3580-SRI

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	60.00	Cumulative Contract Awards			
ADB	60.00	-	0.00	0.00	%
Counterpart	0.00	Cumulative Disbursements			
Cofinancing	0.00	-	0.00	0.00	%

Project Page <https://www.adb.org/projects/50301-002/main>

Request for Information <http://www.adb.org/forms/request-information-form?subject=50301-002>

Date Generated 13 October 2017

ADB provides the information contained in this project data sheet (PDS) solely as a resource for its users without any form of assurance. Whilst ADB tries to provide high quality content, the information are provided "as is" without warranty of any kind, either express or implied, including without limitation warranties of merchantability, fitness for a particular purpose, and non-infringement. ADB specifically does not make any warranties or representations as to the accuracy or completeness of any such information.