



Social Monitoring Report

Project Number: 47273

Loan Numbers: Tranche 1 – 3171

Tranche 2 – 3221 /3222

Tranche 3 – 3325 /3326

Semiannual Report

July to December 2016

SRI: Integrated Road Investment Program PIC 02 – North Western and North Central Provinces

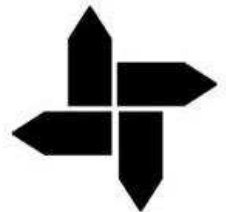
Prepared by the Road Development Authority, Ministry of Higher Education and Highways for the Asian Development Bank.

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Asian Development Bank

ADB FUNDED INTEGRATED ROAD INVESTMENT PROGRAM

SEMI ANNUAL SOCIAL COMPLIANCE MONITORING REPORT NORTH WESTERN & NORTH CENTRAL PROVINCES



JULY - DECEMBER 2016

REPORT PREPARED BY

PYUNGHWA ENGINEERING CONSULTANTS

In Association with

RESOURCES DEVELOPMENT CONSULTANTS

On behalf of

Road Development Authority

Ministry of Higher Education and Highways

Submitted to

Asian Development Bank



In Association with



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Abbreviations

ADS	Assistant Divisional Secretary
AIDS	Acquired Immunodeficiency Syndrome
ARE	Assistant Resident Engineer
CE	Construction Engineer
CSD	Context Sensitive Designs
CSR	Cooperate Social Responsibility
CRCs	Conventional Road Contracts
CO	Colony Officer
SGRS	Social/Gender/Resettlement Specialist
DSDs	Divisional Secretariat Divisions
EWCD	Elderly Women Children Disabled
EARF	Environmental Assessment and Review Framework
ESDD	Environmental & Social Development Division
ESO	Environmental and Social Officer
ES	Environmental Specialist
FAM	Facility Administrative Manual
GRM	Grievance Redress Mechanism
GAP	Gender Action Plan
GNDs	Grama Niladhari Division
GN	Grama Niladhari
HIV	Human Immunodeficiency Virus
IPP	Indigenous Peoples Plan
IPPF	Indigenous Peoples Planning Framework
IR	Involuntary Resettlement
i ROAD	Integrated Road Investment Project
MO	Mahaweli Officer
MOU	Memorandum of Understanding
MFF	Multi Tranche Financing Facility
NWP	North Western Province
NCP	North Central Province
PPTA	Project Preparatory Project Assistance
PE	Project Engineer
PIU	Project Implementation Unit
PD	Project Director
RE	Resident Engineer
RSA	Road Safety Awareness
ROW	Right of Way
SSO	Social Safeguard Officer
SGRS	Social/Gender/Resettlement Specialist
SPS	Safety Policy Statement

1.0 Introduction

1.1 Background of the Project

The major part of Sri Lanka's population is concentrated in rural and semi-urban areas. The vital infrastructure facilities in the rural districts have received very little attention over the past years and its rural population, consisting mainly of agrarian folk, is facing immense difficulties due to the very poor condition of the transport infrastructure. This has greatly hindered the spread of economic activities, restricted access to basic health and education resources as well as access to vital markets for procuring basic requirements as well selling their produce.

The Government has addressed this problem by implementing a country wide rural road investment program. The Integrated Investment Program (iROAD) which was initiated by the Road Development Department Authority (RDA) under the Ministry of Higher Education & Highways to improve transport connectivity between rural communities and socioeconomic centers. iROAD intends to connect 1,000 Grama Niladari Divisions (GNDs) throughout the country as rural hubs and link them to the trunk road network to all weather standards and operating a sustainable trunk road network of at least fair condition.

The project mainly focuses on the rehabilitation of existing carriageways to suit all weather conditions. The improvements will be done within the available corridor of the candidate roads. The selection of rural roads for rehabilitation has been based on the concept of community participation in development and the avoidance of any land acquisition and involuntary resettlement (IR). The Resettlement Framework is guided by all social safeguard activities. According to the Multi-Tranche Financing Facility (MFF) the NWP and NCP project area belongs to Tranche-03 which is classified as category 'B' of Involuntary Resettlement. No resettlement and land acquisition throughout the project when any urgent land requirement create, public land donation will be accepted. In addition to that the Grievance Redress Mechanism (GRM) will be practiced as a public participation tool for the project, especially for road designing, implementing and maintaining. Gender consideration, health, including HIV/AIDS and labour rights, are the other key areas of the social safeguard component of this project in complying with ADB's Safeguard Policy Statement 2009(SPS).

The purpose and the structure of this Report

The Resettlement Framework (RF) which has been prepared during the Project Preparatory Project Assistance (PPTA) sets out guidelines and procedures that need to be complied with under the social safeguards of the project. As seen in the section vii of the RF, semiannual monitoring reports are to be prepared and submitted by the PIC to RDA, and for further submission to ADB. This report is prepared by PIC-02, as the first semi-annual report on social safeguards and the reporting period is from July to December 2016 for Tranche 3, NWP and NCP. First section of this report is the introduction which explains the project background, reserved loan for each package, summary of each contract package, and the staffing setup of PIU, PIC and the Contractors. Section two reports on the progress of civil works during the reporting period, and section three includes the compliance with social safeguard requirements in the loan documents. In the section four of this report explain the status of compliance with the Gender Action Plan. The section five briefs the monitoring of social safeguard compliances at field level while the section six summarizes the issues observed and the status of compliance. Section seven reports the progress in donating lands, and section eight describes coordinating with line agencies. In the section nine includes a description of public consultations and information dissemination while section ten has included the programs and activities related to enhance the social environment, including CSR works, and finally include the conclusions and recommendations.

Staffing Setup at PIU, PIC and Contractor. Related to Social Safeguard

PIU	Social safeguard Officer Assistant Social Safeguard Officer	From the July-December 2016 in NWP and NCP PIUs
PIC2	Social/Gender/Resettlement Specialist	From July to December 2016
Contractor	Social & Environmental Officer	During August there were only two SEOs. During November only 11, during December only 13.(Five SEOs accepted the post and left within a short period)

The investment program is based on ADB's MFF which comprises of a series of loans for rural routes improvement in a number of districts and will involve two types of contract modalities such as Conventional Roads Contracts (CRCs) and Road Management Contracts (RMCs)

2.0 The Conventional Roads Contracts (CRC):

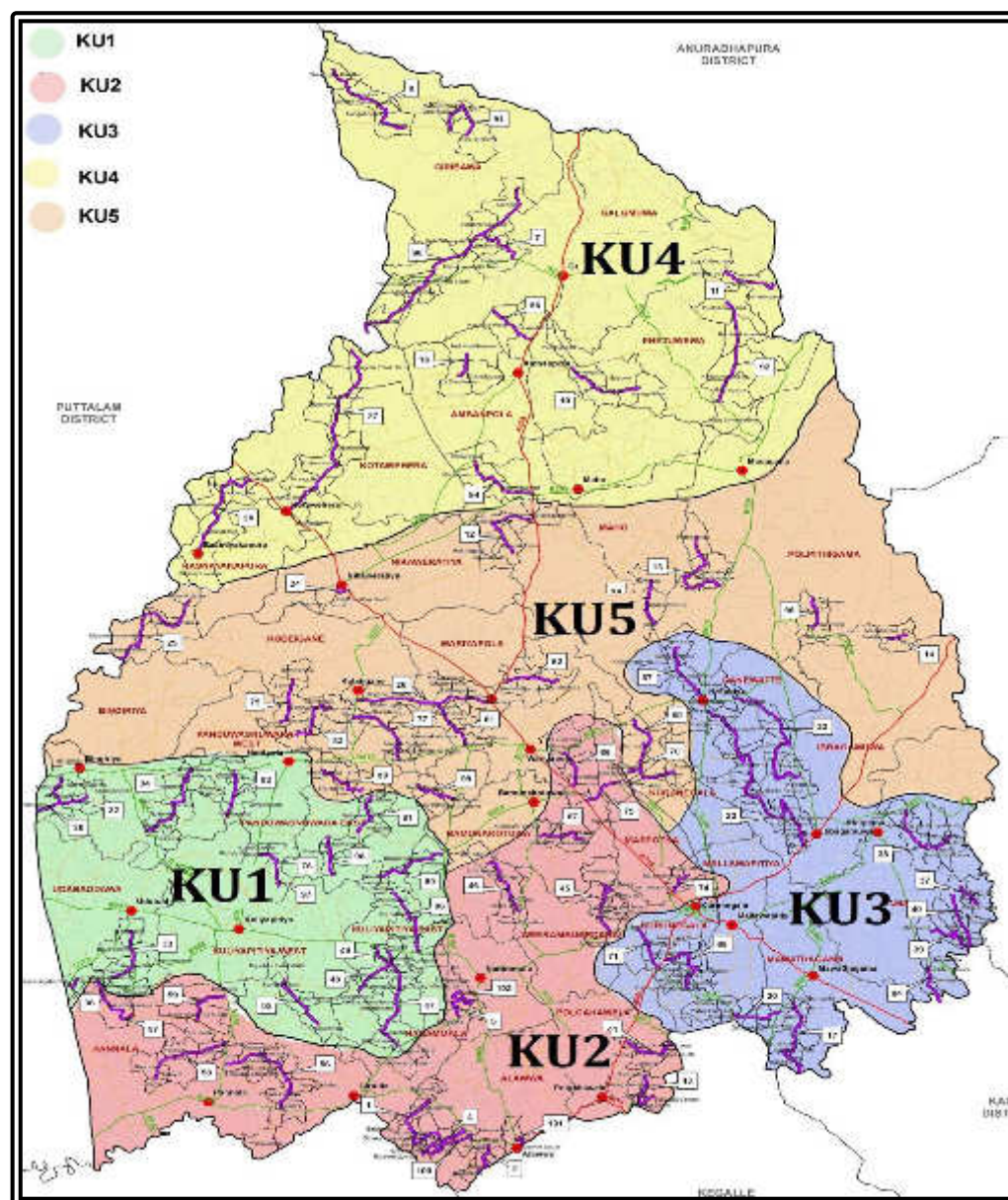
The iROAD Project will upgrade and improve approximately 1205 km of rural access roads in the NW & NC Provinces to all weather standards, sustaining connectivity between rural communities and socioeconomic centers in Sri Lanka. The roads under the contract packages are isolated lengths of roads dispersed across the North Western Province and North Central Provinces. The PIC2 Consultant will provide construction supervision services for fifteen (15) CRC's in Anuradhapura, Polonnaruwa, Puttalam and Kurunegala, comprised of approximately 1205 km of provincial and rural roads as per the tables below. Initial construction is to be completed over the first 2 years followed by a 3 years' performance based maintenance period.

The Five (5) CRCs in Kurunegala District are listed in Table 2.1

Table 2.1: CRCs in Kurunegala District

No	Contractor	Accepted Contract Amount (LKR)	Commencement Date	RDA (km)	PRDA (km)	PS/PC (km)	Total (km)/(nos.)
1	MAGA Engineering PLC	2,005,790,082.72	01/08/2016	-	17.00	68.50	85.50/16
2	KDAW-BMG JV	2,124,166,266.00	01/08/2016	-	30.40	69.10	99.50/19
3	Ranken	1,976,721,917.95	01/08/2016	-	37.90	61.20	99.10/12
4	VVK Construction	2,091,174,540.00	01/08/2016	-	20.90	76.20	97.10/12
5	Ranken	1,996,560,050.43	01/08/2016	-	22.30	81.50	103.80/17

The locations of the 485.00 km (76 Nos.) roads in Kurunegala Districts are shown in **Map 2.1** below.



Map 2.1: Locations of 485.00 km (76 Nos.) roads in Kurunegala District

The Three (3) CRCs in Puttalam District are listed in Table 2.2

Table 2.2: CRCs in Puttalam District

No	Contractor	Accepted Contract Amount (LKR)	Commencement Date	RDA (km)	PRDA (km)	PS (km)	Total (km)
1	Ranken	1,706,320,523.61	01/08/2016	-	17.76	74.97	92.73
2	VVK Construction	1,463,917,284.00	01/08/2016	-	35.91	37.56	73.47
3	VVK Construction	1,210,355,904.00	01/08/2016	-	48.15	5.65	53.80

The locations of the 220.00 km (38 Nos.) roads in Puttalam Districts are shown in **Map 2.2** below.



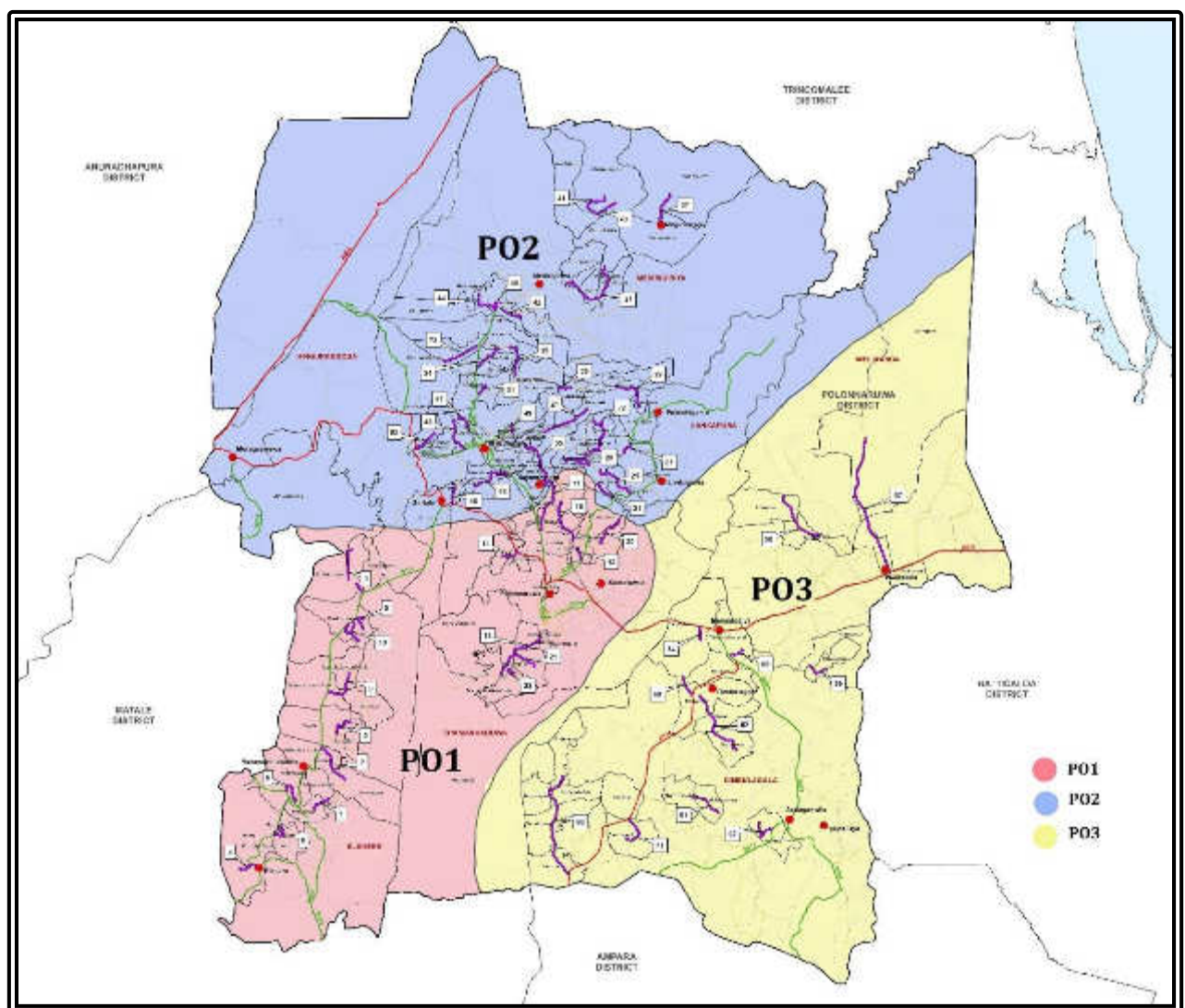
Map 2.2: Locations of 220.00 km (38 Nos.) roads in Puttalam District

The Three (3) CRCs in Polonnaruwa District are listed in Table 2.4

Table 2.4: CRCs in Polonnaruwa District

The locations of the 170.00 km (55 Nos.) roads in Polonnaruwa Districts are shown in **Map 2.4** below.

No	Contractor	Accepted Contract Amount (LKR)	Commencement Date	RDA (km)	PRDA (km)	PS (km)	Total (km)
1	MAGA Engineering PLC	1,158,532,987.42	01/08/2016	-	14.30	35.15	49.45
2	MAGA Engineering PLC	1,483,692,044.52	01/08/2016	-	21.45	52.60	74.05
3	Tissa – AMSK Construction	1,249,343,460.00	01/08/2016	-	38.50	8.00	46.50



Map 2.4: Locations of 170.00 km (55 Nos.) roads in Polonnaruwa District

➤ **Progress of Civil Works during the Reporting Period up to December 2016**

3. Present Status of CRC Contracts - North Western Province

3.1 CRC's in Kurunegala & Puttalam Districts

3.1.1 Contract KU1 - Contractor Maga Engineering PLC

The Contract Package KU1 consists of 16 roads, totaling 85 km, and the accepted contract value is LKR 2,005,790,082.00. The Contractor has provided the Engineer's facilities as per the contract with the Resident Engineer's Office located in Kurunegala and the Construction Engineers office located at Kuliyaipitiya. The Contractor has established his own office and yard along with his material testing laboratory at Bihalpola, all are now fully operational.

Description	Road No.	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
									Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level		
30	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50						5.50	5.50	5.50	5.50	
32	2.50	2.50	2.50	2.50	2.50	2.50	2.50		2.50	2.50					2.50		2.50							2.50	2.50	2.50	2.50	
33	6.70	6.70	6.70	6.70	6.70				6.70	6.70					6.70	6.70	6.70							6.70	6.70	6.70	6.70	
34	8.90	8.90	8.90	8.90	8.90	8.90	8.90		8.90	8.90					8.90	8.90	8.90	8.90						8.90	8.90	8.90	8.90	
36	1.50	1.50	1.50	1.50	1.50				1.50						1.50	1.50	1.50							1.50	1.50	1.50	1.50	
47	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	7.00	7.00	10.00	10.00	10.00	10.00	10.00	10.00	3.00	3.00	3.00	3.00	10.00	10.00	10.00	10.00
48	3.70	3.70	3.70	3.70	3.70	3.70			3.70	3.70					3.70	3.70	3.70							3.70	3.70	3.70	3.70	
49	2.00	2.00	2.00	2.00	2.00	2.00			2.00	2.00					2.00	2.00	2.00							2.00	2.00	2.00	2.00	
50	6.50	6.50																						6.50	6.50	6.50	6.50	
55	5.00	5.00	5.00	5.00	5.00				5.00																	5.00	5.00	
76	5.00	5.00	5.00	5.00	5.00				5.00															5.00	5.00	5.00		
81	7.70	7.70													7.70		7.70									7.70		
82	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60				4.60	4.60	4.60	4.60	4.60	4.60				4.60	4.60	4.60	4.60	
86	6.40	6.40	6.40	6.40	1.00	6.40									6.40		6.40							6.40	6.40	6.40	6.40	
97	4.50	4.50	4.50	4.50	4.50				4.50															4.50	4.50	4.50		
98	4.50	4.50																								4.50		
Page Total	85.00	85.00	66.30	66.30	60.90	43.60	20.10	59.90	43.90	20.10	15.50	12.50	12.50	59.50	42.90	59.50	29.00	20.10	20.10	3.00	3.00	3.00	3.00	67.80	67.80	85.00	55.10	
Work Done (%)		100%	78%	78%	72%	51%	24%	70%	52%	24%	18%	15%	15%	70%	50%	70%	34%	24%	24%	4%	4%	4%	4%	80%	80%	100%	65%	

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
30	10	10					5						1						4		
32	5	5					3												2		
33																					
34	35	35					21						6			3			5		
36																					
47	29	29					4		1	4		2	1		1	2		1	18		
48	11	11					2												9		
49	10	10					1						1						8		
50	22		22																		
55	29																				
76	29																				
81	40																				
82	14	14					6									1			7		
86	21		21																		
97	18																				
98	10																				
Page Total	283	114	43	0	0	0	42	0	1	4	0	2	9	0	1	6	0	1	53	0	0

Serial No	DS Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016										
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km
1	Bingiriya	30	Telagahapitiya Junction to Walawwa Road	FEED	5.50											
2		32	Kaduwawa School to Walawwa School Road	FEED	2.50											
3		74	Mihintiya Junction Udaewela Kalanyandakula, Gangoda to Arisawewa Road	FEED	8.90											
4	Udubaddiya	33	Kandula, Haradupola Kibbintimulla Via Pallegama Road	PS	6.70											
5		36	Kandakumbura Central College	PS	1.50											
6	Pahalawansa West	76	Kumburupola Junction to Pallegama, Nisakwela Road	PSPC	5.00											
7		67	Hiripawala Junction to Gurahapala Junction	PS	4.50											
8		58	Nagallagoda, Abeyaratne, Hapugama Temple Road	PS	4.50											
9	Pahalawansa East	81	Manawala Junction to The Dewa Temple via Udutapaya Junction	PS	7.50											
10		82	Mugallagoda Junction to Ambushakula Mahabharatagoda Junction	PC	4.90											
11	Kaliyapitiya East	47	Udubaddiya Mahabharatagoda Road	PC	10.00											
12		48	Therimalahangala to Konda Junction Road	PC	3.70											
13		49	Nakawatha Temple Road to Kibbala Road	PS	2.00											
14		50	Kanupola, Dulagallagoda, Therothegoda, Karimawansa Road	PC	6.50											
15		85	Honarabawa Manawala Road	PS	6.40											
16	Kaliyapitiya West	93	Kongalawala Junction to Denduraniya Road	PC	3.00											
Total					83.00											

 Road Works in progress
 ABC Completed

The Contractor has commenced permanent work at site on road No. 47 & No. 30 plus culvert work. The contractor has completed all his initial maintenance works and is now on routine maintenance on all roads.



3.1.2 Contract KU2 - Contractor KDAW-BMG Joint Venture

The Contract Package KU2 consists of 19 roads totaling 100.00 km and the accepted contract value is LKR 2,124,166,266.00. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineers office located at Mahameruwatta near Giriulla. The Contractor has established his own office and yard along with his material testing laboratory at Mahameruwatta, all are now fully operational.

Description	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	CN Level		
56	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	2.00	2.00	10.80	10.80	10.80	10.80	
57	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30			6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30			6.30	6.30	6.30	6.30
58	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20			8.20	8.20	8.20	8.20
59	5.20	5.20	5.20	5.20	5.20	5.20		5.20	5.20					5.20	5.20	5.20	5.20							5.20	5.20	5.20	5.20
1	11.50	11.50	11.50	11.50	11.50	11.50	4.00	11.50	11.50	11.50		4.00		11.50	11.50	11.50	11.50	11.50	11.50							11.50	11.50
2	3.50	3.50	3.50	3.50	3.50	3.50		3.50	3.50					3.50													
4	2.50	2.50	2.50	2.50	2.50	2.50		2.50	2.50					2.50		2.50											
100	4.50	4.50	4.50	4.50	4.50	4.50		4.50	4.50					4.50	4.50	4.50											
101	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00					1.00		1.00											
5	3.90	3.90												3.90		3.90								3.90	3.90		
102	3.00	3.00												3.00	3.00	3.00	3.00							3.00	3.00		
41	6.20	6.20												6.20		6.20								6.20	6.20		
43	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	1.86	1.86	5.10	5.10	5.10	5.10	5.10	5.10					5.10	5.10		5.10
45	6.00	6.00																									
46	6.60	6.60																									
74	3.00	3.00		3.00	3.00			3.00						3.00	3.00	3.00	3.00							3.00			
75	3.60	3.60												3.60		3.60								3.60			
67	5.10	5.10												5.10		5.10								5.10	5.10		
66	4.00	4.00												4.00		4.00								4.00	4.00		
Page Total	100.00	100.00	58.60	61.60	61.60	58.60	34.40	61.60	58.60	41.90	25.30	24.86	20.86	87.40	57.60	87.40	53.10	41.90	41.90	25.30	25.30	2.00	2.00	64.40	57.80	42.00	47.10
Work Done (%)	100%	59%	62%	62%	59%	34%	62%	62%	59%	42%	25%	25%	21%	87%	58%	87%	53%	42%	42%	25%	25%	2%	2%	64%	58%	42%	47%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
1	44	44		2			5						4			3			30		
2																					
4																					
5																					
41																					
43	31	31					7						1			1			22		
45																					
46																					
56	24	24					3	2					1		1				20		
57	13		13																		
58	22		22																		
59	13		13																		
66																					
67																					
74	13	13		1			1						2						9		
75																					
100																					
101																					
102																					
Page Total	160	112	48	3	0	0	16	0	2	0	0	0	8	0	1	4	0	0	81	0	0

Serial No	D/S Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to and of December 2016																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
1	Paravali	55	Talukogama, Borewewa, Kaciripala, Lathala na Nigala to Kariyagala Road	PRDO	12.80																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</

 Road Works in progress
 ABC Completed

The Contractor has started physical work at site on road No. 56 and No. 43 and is actively engaged in completing his initial maintenance work on the outstanding roads.



3.1.3 Contract KU3 – Contractor Ranken Railway Construction Co. Ltd.

The Contract Package KU3 consists of 12 roads totaling 99.00 km and the accepted contract value is LKR 1,976,721,917.95. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office selected and almost equipped. The Contractor has established his own office, yard and main material testing laboratory near Kurunegala and these are operational although still to be fully equipped.

Description	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level		
71	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.18	4.18	4.40	4.40	4.40	4.18	4.40	4.40	4.40	4.40	2.00		4.40	4.40	4.40	4.40
68	7.20	7.20	7.20	7.20	7.20	7.20								7.20	7.20	7.20								7.20	7.20	7.20	7.20
17	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40				6.40	6.40	6.40	6.40
20	5.00	5.00				5.00								5.00	5.00	5.00								5.00	5.00	5.00	
37	3.30	3.30				3.30								3.30	3.30	3.30								3.30	3.30	3.30	
38	7.80	7.80	7.80	7.80	4.00	7.80	2.00	7.80	7.80	7.80	7.80	7.80	2.00	7.80	7.80	7.80	6.00	7.80	7.80	7.80				7.80	7.80	7.80	7.80
39	6.50	6.50				6.50								6.50	6.50	6.50								6.50	6.50	6.50	
84	6.00	6.00				6.00								6.00	6.00	6.00								6.00	6.00	6.00	
40	6.70	6.70				6.70								6.70	6.70	6.70								6.70	6.70	6.70	
22	25.00	25.00	25.00	25.00	25.00	25.00	6.00	25.00	25.00	15.00	15.00	9.00	5.00	25.00	25.00	25.00	10.00	5.00	5.00	5.00	5.00	4.00	3.76	25.00	25.00	25.00	25.00
87	5.80	5.80	5.80	5.80		5.80								5.80	5.80	5.80								5.80	5.80		
23	14.90	14.90	14.90	14.90	7.30	14.90								14.90	14.90	14.90								14.90	14.90		
Page Total	99.00	99.00	71.50	71.50	54.30	99.00	18.80	43.60	43.60	33.60	33.60	27.38	17.58	99.00	99.00	99.00	26.58	23.60	23.60	23.60	15.80	6.00	3.76	99.00	99.00	45.50	50.80
Work Done (%)		100%	72%	72%	55%	100%	19%	44%	44%	34%	34%	28%	18%	100%	100%	100%	27%	24%	24%	24%	16%	6%	4%	100%	100%	46%	51%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert				
		Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress	
														Total Nos.	Completed	In progress	Total Nos.	Completed	In progress				
17	26	26			3		2	4		2							3		1	16			
20																							
22	75	75						1						2		1	1			71			
23																							
37																							
38	38	38						1									4			33			
39																							
40																							
68	39	39		1				1						2			6			29			
71	17	17		1				4		3				2			2			8			
84	24		24																				
87																							
Page Total	219	195	24	5	0	2	11	0	5	0	0	0	6	0	1	16	0	1	157	0	0		

Serial No	DS, Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2006																		
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km					
1	Kurunegala	71	Colombo Road/Varamanala Kurunegala Main Road/Kalupala Junction Hal Pura	PRDD	4.40																			
2		68	Makumbura Junction to Bogambara Junction/Therapaya Road/Katipaya Rambodakana Road	PRDD	7.20																			
3	Mawathagama	17	Wavuni Junction to Uda Igumbathala via Kulumbura Road	PRDD/PS	6.40																			
4	Mulkawapaya	20	Belgodakumbura, Morankumbura, Kumbura Belgodakumbura, Ennegala Road	PRDD/PS	3.30																			
5	Katipaya	37	Kiribitigall Road	PS	3.30																			
6		38	Pala Hirapathana Gumbura Margaya Road	PS	7.80																			
7		39	Mirissa, Egumbura Mulkawapaya Junction Road	PC	6.50																			
8		84	Mankumbura-Gumbura - Bolakumbura Road	PC	6.00																			
9		40	Dela, Kalupala, Dambura Mirissa Road	PC	6.70																			
10	Gampahala	22	Mankumbura Junction to Wavuni, Sankumbura via, Pinnala Road	PC	25.00																			
11		87	Hirapaya/Udugama Kaluwana Road	PS	5.80																			
12	Bogambara	23	Bogambara Junction via Mulkawapaya Road	PRDD/PS	14.90																			
Total						99.00																		

 Road Works in progress
 ABC Completed

3.1.4 Contract KU4 – Contractor V. V. Karunaratne & Company.

The Contract Package KU4 consists of 12 roads totaling 97.10 km and the accepted contract value is LKR 2,091,174,540.00. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office near Ambanpola established and operational, however not fully equipped. The Contractor has established his own office with yard, which is only 75 % complete and his main laboratory building has been renovated but still waiting equipment. VVK agreed to complete the office and laboratory by the end of January 2017. Temporary testing arrangements are in place at the moment. VVK's staffing arrangements are still not at a satisfactory level.

The Contractor's Clause 8.3 programme of Works has finally been approved.



Description	Total Length (km)	GPS Point	TBM	Tra verse	TOPO Survey	Traffic count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level		
27	11.00	11.00						11.00	11.00															11.00	11.00		
28	9.60	9.60						9.60	9.60					9.60		9.60								9.60			
90	15.00	15.00						15.00	15.00					15.00		15.00								15.00			
91	6.20	6.20						6.20	6.20					6.20		6.20											
92	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90		9.90	9.90	9.90	9.90	9.90	9.90	4.40	4.40			9.90	9.90	9.90	9.90
7	4.60	4.60						4.60	4.60					4.60	4.60	4.60	4.60							4.60			
8	9.90	9.90						9.90	9.90					9.90		9.90											
10	6.60	6.60						6.60	6.60					6.60		6.60								6.60			6.60
11	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20					5.20	2.60	5.20	5.20						5.20			5.20	
94	7.20	7.20	7.20	7.20	7.20	7.20		7.20	7.20					7.20		7.20								7.20			
16	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60				7.60	7.60	7.60	7.60							7.60	7.60	7.60	7.60
96	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30			4.30	4.30	4.30	4.30
Page Total	97.10	97.10	34.20	34.20	34.20	34.20	27.00	97.10	97.10	21.80	14.20	14.20	4.30	86.10	29.00	86.10	31.60	14.20	14.20	8.70	8.70	4.30	0.00	81.00	32.80	21.80	33.60
Work Done (%)	100%	35%	35%	35%	35%	35%	28%	100%	100%	22%	15%	15%	4%	89%	30%	89%	33%	15%	15%	9%	9%	4%	0%	83%	34%	22%	35%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
		Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
7																					
8																					
10																					
11	22		22																		
16	26	26		1			5			1									19		
27																					
28																					
90																					
91																					
92	43	43					2			4			6			8			23		
94																					
96	18	18											1		1				3		3
Page Total	109	87	22	1	0	0	7	0	0	5	0	0	7	0	1	8	0	0	45	0	3

Serial No	DS Division	Road ID	Road Name	Road Category	Length (km)	Progress Up to end of December 2016														
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km	15 km
1	Kotawela	27	Palagalla Ingimimma Road (Ahangama Kotawela Road)	PSD	11.00															
2	Ranawakapana	28	Karunagala Peradeniya Junction to Mahipala across Ranawakapana	PS	5.60															
3	Galgamuwa	30	Ingimimma to Wapadawewa via Karunagala Junction	PS	15.00															
4		31	Palawewa Junction to Gallewewa via Unnawa Road	PS	6.20															
5		32	Wapadawewa to Mahipala across Kumbukkalawala	PS	9.90															
6	Elaipara	7	Ingimimma Junction to Nodduwala across Wapadawewa to Road	PS	4.60															
7		8	Gallewewa Wapadawewa to Sandagala Road	PSD	9.90															
8		10	In front Achangala School Camp to Kumbukkalawala Road	PS	6.60															
9		11	Karunagala Junction to near the School Road to Temple Road	PS	5.20															
10	Maduruwa	34	Thalagala to Mahipala across Achangala Road via Mahipala, Palagalla, Wapadawewa	PS	7.20															
11	Ahangama	16	Nelumbawewa Uduwawewa Road	PS	7.60															
12		96	Karunagala Junction to Mahipala Bridge via Palaw	PS	4.30															
Total					97.10															

Road Works in progress

ABC Completed

 Road Works in progress
 ABC Completed

The contractor has commenced edge widening only on road No. 96. No other works at site due to lack of resources.

3.1.5 Contract KU5 – Contractor Ranken Railway Construction Company Ltd.



The Contract Package KU5 consists of 17 roads totaling 103.8 km and the accepted contract value is LKR 1,996,560,050.43. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineers offices near Wariyapola now 95% complete. The Contractor's offices, yard and accommodation, which are located in Wariyapola, are now 95% complete.

The Contractor continues with his initial maintenance work at site along with his survey and site investigation work. It can be noted that his physical progress is behind his approved programme of works with only a small amount of clearing and grubbing plus edge widening and some culvert works in progress.

Description	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	Submitted	Approved		
65	3.50	3.50	3.50	3.50	3.50	3.50								3.50	3.50	3.50	3.50							3.50			
62	5.00	5.00	5.00	5.00	5.00	5.00				5.00				5.00	5.00	5.00	5.00	5.00	5.00					5.00	5.00	5.00	5.00
61	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	1.00	1.00	5.40	5.40	5.40	5.40
26	11.10	11.10		5.40	11.10	11.10	11.10	2.00	11.10	11.10	5.00	2.00		11.10	11.10	11.10	11.10	11.10	11.10					11.10	11.10		11.10
29	11.20	11.20					11.20							11.20		11.20								11.20	11.20		
24	1.50	1.50	1.50	1.50			1.50							1.50	1.50	1.50										1.50	
12	6.90	6.90					6.90							6.90		6.90								6.90	6.90		
13	9.40	9.40					9.40							9.40		9.40								9.40			
14	8.30	8.30		8.30			8.30							8.30	5.00	8.30								8.30	8.30		
95	3.20	3.20					3.20							3.20		3.20								3.20	3.20		
77	6.60	6.60					6.60							6.60	6.60	6.60								6.60			
79	4.50	4.50	4.50	4.50			4.50							4.50	4.50	4.50								4.50	4.50	2.00	
80	4.90	4.90		4.90			4.90							4.90	4.90	4.90								4.90	4.90	4.90	
99	4.30	4.30	4.30	4.30	4.30	4.30				4.30				4.30	4.30	4.30	4.30									4.30	4.30
83	6.10	6.10	6.10	6.10										6.10		6.10								6.10	6.10		
89	4.50	4.50		4.50			4.50							4.50	4.50	4.50								4.50	4.50		
70	7.40	7.40		7.40	7.40	7.40								7.40	7.40	7.40								7.40	7.40		
Page Total	103.80	103.80	35.70	66.50	36.70	97.70	7.40	16.50	16.50	19.70	7.40	5.40	5.40	103.80	63.70	103.80	29.30	21.50	21.50	5.40	5.40	1.00	1.00	98.00	78.50	23.10	25.80
Work Done (%)		100%	34%	64%	35%	94%	7%	16%	16%	19%	7%	5%	5%	100%	61%	100%	28%	21%	21%	5%	5%	1%	1%	94%	76%	22%	25%

Road No.	Total Culvert	Culvert Condition Report		New Culvert		Reconstruction Culvert		Redecking Culvert		Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS		
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress
12																		
13																		
14																		
24																		
26	28	28					5			3							20	
29																		
61	21	21								1			6		6	1		13
62	19	19											4			3		12
65																		
70																		
77																		
79																		
80																		
83																		
89																		
95																		
99	22		22															
Page Total	90	68	22	0	0	0	5	0	0	4	0	0	10	0	6	4	0	0

Serial No	DS/Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
1	Katugoda	35	Palitaya Koligoda Road	PRDO	11.18																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</

 Road Works in progress
 ABC Completed

3.1.6 Contract PU1 – Contractor Ranken Railway Construction Company Ltd.



The Contract Package PU1 consists of 11 roads totaling 92.73 km and the accepted contract value is LKR 1,706,320,523.61. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineers Office in Puttalam now 95 % complete. The Contractor's offices, yard, laboratory and accommodation is also in Puttalam and now 95 % complete. Contractor's staff mobilization at site is now at a satisfactory level.

The Contractor has actively commenced roadwork at site and work is under way on site clearing, edge widening and ABC plus culvert construction.

Description	Road No.	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
									Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level		
1		12.20	12.20	12.20	12.20	12.20	12.20								12.20	12.20	12.20	12.20										
5		12.25	12.25	12.25	12.25	12.25	12.25								12.25	3.60	12.25											
6		3.00	3.00	3.00	3.00	3.00	3.00								3.00	3.00	3.00											
7		13.00	13.00	13.00	13.00	13.00	13.00				4.80	4.80			13.00	13.00	13.00								13.00	13.00	13.00	13.00
8		7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30		7.30	7.30	7.30	7.30	7.30	7.30					7.30	7.30	7.30	7.30
11		7.05	7.05	7.05	7.05	7.05	7.05								7.05		7.05								7.05	7.05		
12		7.17	7.17	7.17	7.17	7.17	7.17								7.17		7.17								7.17	7.17		
14		3.50	3.50	3.50	3.50		3.50								3.50		3.50											
15		7.26	7.26	7.26	7.26		7.26								7.26		7.26											
43		13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	4.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	5.00			13.00	13.00	13.00	13.00
44		7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.06	6.60	7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.06	6.00	7.06	7.06	7.06	7.06
Page Total		92.79	92.79	92.79	92.79	82.03	92.79	27.36	27.36	27.36	32.16	32.16	27.36	10.60	92.79	59.16	92.79	39.56	27.36	27.36	20.06	20.06	12.06	6.00	54.58	54.58	40.36	40.36
Work Done (%)		100%	100%	100%	100%	88%	100%	29%	29%	29%	35%	35%	29%	11%	100%	64%	100%	43%	29%	29%	22%	22%	13%	6%	59%	59%	43%	43%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
		Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
1																					
5																					
6																					
7	26		26	4			3						3						16		
8	13		13	3			2						3						6		
11																					
12																					
14																					
15																					
43	40	38		1			6			1			2			1			27		
44	11	11		1			2		1				2	1	1				6	2	
Page Total		90	49	39	9	0	0	13	0	1	1	0	10	1	1	1	0	0	55	2	0

Serial No.	DS/Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016													
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km
1	Punalai	8	Samudraya, 4th Mile Post, Maruvariya, Se'alevula Lane	PS	7.30														
2	Wairua/Cave	11	Wairua/Cave - Mootihara School Road	PS	7.85														
3		12	Elevarakara - Gupuvula Road	PRCPS	7.17														
4	Sulphur	14	Thet'si Ahihihi International Road	PRCPS	5.59														
5		15	Kudikodu - Piliwathani Road	PRCPS	7.55														
6	Ananai/and	1	Makawera - Ahihihihi - Thilgawera	PRCPS	12.35														
7	Nevigahia/Cave	5	Wairua/Cave Junction - Makawera - Makawera Road	PS	12.25														
8		6	Internal Road at Nevigahia/Cave - Gupuvula Road	PRCPS	3.08														
9	Kawakawera	7	Sulphur Junction to Makawera Road	PRCPS	13.30														
10		43	Thilgawera - Makawera - Makawera Road	PRCPS	12.11														
11		44	Makawera - Thilgawera - Makawera Road	PRCPS	7.98														
Total					92.90														

 Road Works in progress
 ABC Completed

3.1.7 Contract PU2 – Contractor V. V. Karunaratne & Company

The Contract Package PU2 consists of 11 roads totaling 73.51 km and the accepted contract value is LKR 1,463,917,284.00. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineers Office situated in Chilaw now 95 % complete. The standby generator has still to be supplied. The Contractor's offices, yard and accommodation are only 75 % complete. The contractor's main laboratory remains incomplete at 75 % only and the soil testing equipment has not been delivered to date. In the meantime, temporary testing facilities are in place. The Contractor's key staff mobilization at site remains unacceptable and he has been instructed to appoint the necessary officers and site staff without delay. It was noted during the December progress review meeting that still insufficient transport was available for proper implementation of this project by VVK. The Contractor's Representative was instructed to make immediate improvements at site.

The Contractor's Clause 8.3 Programme of Works has been returned to Contractor with comments and is awaited re-submittal.

Description	Road No.	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
									Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	G/N Level		
2		6.00	6.00																									6.00
3		9.83	9.83	9.83	9.83	9.83	9.83	5.00	9.83	9.83	9.83	5.00		9.83	9.83	9.83	9.83	9.83	9.83						9.83	9.83	0.70	9.50
4		12.40	12.40											12.40	6.00	12.40											8.50	12.40
9		3.67	3.67																						3.67	3.67		3.67
13		6.15	6.15											6.15	3.00	6.15												6.15
26		10.95	10.95	10.95	10.95	10.95	10.95	4.00	10.95	10.95	10.92	5.00	3.00	10.95	10.95	10.95	10.95	3.20	3.20						10.95	10.95	7.70	10.95
27		12.56	12.56	12.56	12.56	12.56	12.56				6.00			12.56	12.56	12.56	12.56								12.56	12.56	7.05	12.56
28		2.00	2.00											2.00	2.00	2.00											0.65	2.00
29		5.38	5.38											5.38	3.00	5.38											0.16	5.38
30		3.10	3.10											3.10	1.50	3.10												3.10
45		1.80	1.80											1.80	1.00	1.80											1.80	1.80
Page Total		73.84	73.84	33.34	33.34	33.34	33.34	9.00	20.78	20.78	26.75	10.00	3.00	0.00	64.17	49.84	64.17	33.34	13.03	13.03	0.00	0.00	0.00	0.00	37.01	37.01	26.56	73.51
Work Done (%)		100%	45%	45%	45%	45%	45%	12%	28%	28%	36%	14%	4%	0%	87%	67%	87%	45%	18%	18%	0%	0%	0%	0%	50%	50%	36%	100%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
2	22		22				2												20		
3	43		43	1			11						3				1		27		
4	49		49				1			3									45		
9	4		4																3		
13	7		7										1				1		5		
26	29		29				6												23		
27	44		44				3												41		
28	8		8				2										1		5		
29	15		15				9			1									5		
30	6		6																6		
45	9		9																9		
Page Total	236	0	236	1	0	0	34	0	0	4	0	0	4	0	0	3	0	0	189	0	0

Serial No	DS Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016											
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km
1	Pannai	9	Madaya Attakulla to Kula Road	PS	3.61												
2	Mandirani	13	Pakazala Junction to Madurabadawala via Palazala Pandara Mawatha 100 Acres Estate	PS	6.15												
3	Anantana	2	Melastakura Junction -Near Hospital to Kottakachchiya Village	PS	6.00												
4	Pillana	3	Akammara Junction to Macarawadallama Road	PS	9.50												
5	Mahabakuladawala	4	Manikabakuladawala Komakachchiya Road	PRDD	12.40												
6		45	Manikabakuladawala Hospital Road	PS	1.80												
7	Arachikattala	26	Arachikattala to Pallana via Adippala	PRDD	10.55												
8		27	Nalathankumara to Westkaddawa via Aththangampaya	PRDD	12.56												
9	Chilaw	28	El-Nasegudikawa Baravira Lanka Thirika Mawatha to Karama Temple	PS	2.30												
10		29	Thirukalade to Munawagana via Thirugatta Co-operative Shop	PS	5.38												
11		30	Karavagura Junction to Korgayaya Road via Dabakale Road	PS	3.10												
Total					73.51												

Road Works in progress

ABC Completed

 Road Works in progress
 ABC Completed

The Contractor's initial maintenance work is progressing very slowly due to lack of resources. Roadworks in progress consist only of clearing and grubbing. No culvert works in progress.

3.1.8 Contract PU3 – Contractor V. V. Karunaratne & Company

The Contract Package PU3 consists of 11 roads totaling 73.47 km and the accepted contract value is LKR 1,463,917,284.00. The Consultant's Resident Engineer's Offices are established in Marawila and the Construction Engineer's Office is established in Kirimatiyana and is 90% complete. The Contractor's main offices, yard and accommodation is only 85 % complete. The contractor's main laboratory remains incomplete with soil testing equipment not delivered to date. In the meantime, temporary testing facilities are in place. The Contractor's staff mobilization at site is unacceptable and he has been instructed to appoint the necessary surveyors and site staff without delay. It was noted during the December progress review meeting that insufficient contractor's labour at site and transport was available for proper implementation of this project. The Contractor's Representative was instructed to make immediate improvements at site.

The Contractor's Clause 8.3 Programme of Works has been returned to Contractor with comments and is awaited re-submittal.



Description	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level		
16	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	1.10		2.65	2.65	2.65	2.65	2.65	2.65					2.65	2.65	2.65	2.65
17	3.90	3.90	3.90	3.90	3.90	3.90				3.90				3.90	3.90	3.90	3.90							3.90	3.90	3.90	3.90
18	5.90	5.90												5.90	5.90	5.90								5.90	5.90		
21	6.85	6.85		3.00										6.85	6.85	6.85											
22	5.15	5.15		5.15	1.20	5.15								5.15	5.15	5.15											
24	1.50	1.50				1.50								1.50	1.50	1.50								1.50	1.50		
31	1.75	1.75	1.75	1.75	1.75	1.75		1.75	1.75					1.75	1.75	1.75	1.75										
32	2.40	2.40	2.40	2.40	0.60	2.40		2.40	2.40					2.40	2.40	2.40	2.40										
33	2.95	2.95	2.95	2.95	2.95	2.95		2.95	2.95	2.95				2.95	2.95	2.95	2.95									2.95	
34	4.80	4.80												4.80	4.80	4.80											
36	2.90	2.90	2.90	2.90	2.90									2.90	2.90	2.90	2.90									2.90	
38	2.35	2.35				2.35								2.35	2.35	2.35								2.35	2.35		
39	2.80	2.80				2.80								2.80	2.80	2.80								2.80	2.80		
40	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90			2.90	2.90	2.90	2.90	2.90	2.90	2.90				2.90	2.90		2.90
41	2.10	2.10		2.10	2.10	2.10		2.10	2.10					2.10	2.10	2.10	2.10							2.10	2.10		
42	2.40	2.40				2.40								2.40	2.40	2.40								2.40	2.40	1.25	
Page Total	53.30	53.30	19.45	29.70	20.95	32.85	5.55	14.75	14.75	12.40	5.55	1.10	0.00	53.30	53.30	53.30	21.55	5.55	5.55	2.90	0.00	0.00	0.00	26.50	24.40	15.75	9.45
Work Done (%)		100%	36%	56%	39%	62%	10%	28%	28%	23%	10%	2%	0%	100%	100%	100%	40%	10%	10%	5%	0%	0%	0%	50%	46%	30%	18%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
16	10	10					1						2						7		
17	13		13				1						3						9		
18																					
21																					
22																					
24																					
31																					
32																					
33																					
34																					
36																					
38																					
39																					
40	14	14		2			2						3						7		
41																					
42																					
Page Total	37	24	13	2	0	0	4	0	0	0	0	0	8	0	0	0	0	0	23	0	0

Serial No	DS, Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016							
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	
1	Madenpe	31	Madenpe Balagana Road	PS	1.73								
2		32	Sadiwella Junction to Makarawotawana Road	PS	2.40								
3	Narmadiya	16	Magahawila Junction to Yakkalamulla Primary School Road	PRDD	2.65								
4		17	Bodunnewa to Maningala via Sandarungama Katunegoda Road	PRDD	3.90								
5		18	Katunegoda to Manawala Road (Back Road)	PRDD	5.90								
6	Makarawana	21	Wanduraba Bo-tree to Walahapitiya Cemetery via Muttibodivila Post Office Road	PRDD	6.85								
7		22	Yakkalamulla Temple to Tabbawa Katunegoda Road	PRDD	5.15								
8		24	Gurugodda to Kulliyapitiya Narmadiya Main Road	PS	1.50								
9	Winnappawa	33	Siripampala Church to Zinnor Junction via Aubowana Junction	PRDD	2.95								
10		34	Winnappawa Road Balidi Junction Bandaranayake Janapada to Dammaladeniya Holderiyawa Road	PRDD	4.90								
11		36	Baddirippawa Kirtimukhya Jural Manawa to End of Jural Manawa	PRDD	2.90								
12	Dankotawa	38	Dankotawa Road	PRDD	2.35								
13		39	Anyawala Road (North)	PRDD	2.80								
14		40	Anyawala Mahommeda Road	PRDD	2.90								
15		41	Kirtimukhya Varalla wata Road (Joint to Winnappawa Road)	PRDD	3.10								
16		42	Murukkalaya to Dankotawa	PRDD	2.40								
Total					53.30								

Road Works in progress

ARC Completed

 Road Works in progress
 ABC Completed

The site work consists of clearing and grubbing only with no culvert works in progress.

❖ **Present Status of CRC Contracts - North Central Province**

✓ **CRC's in Anuradhapura & Polonnaruwa Districts**

3.1.9 Contract AP1 - Contractor Maga Engineering PLC

The Contract Package AP1 consists of 17 roads totaling 82.90 km and the accepted contract value is LKR 1,656,915,760.00. The Contractor has provided the Engineer's facilities as per the contract with the Resident Engineer's Office and the Construction Engineer's offices located in Anuradhapura town. The Contractor has established his own office and small yard along with his material testing laboratory, all now fully operational. The Contractor's Programme of Works and supporting documents have been approved.

Description	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey	
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level			
1	10.30	10.30				10.30								5.00	2.00									10.30	10.30	10.30	10.30	
2	3.00	3.00	3.00											3.00										3.00	3.00	3.00	3.00	
3	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.00	2.00	2.60	2.60		2.60	2.60	2.60					2.60	2.60	2.60	2.60	
10	5.20	5.20																								5.20	5.20	
12	3.00	3.00																										
36	11.00	11.00	11.00	6.00	1.00	11.00		6.00	6.00					5.00											11.00		11.00	11.00
37	13.00	13.00	13.00	13.00	6.00	13.00		13.00	13.00	6.00	6.00			6.00	6.00		6.00	6.00	6.00						13.00		13.00	13.00
38	4.40	4.40	4.40	4.40		4.40		4.40	4.40					4.40	4.40										4.40		4.40	4.40
39	4.40	4.40	4.40	4.40										4.40											4.40		4.40	4.40
40	2.30	2.30																							2.30			
41	4.50	4.50	4.50	4.50	4.50	4.50	2.00	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	1.00			4.50	4.50	4.50	4.50
43	3.40	3.40	3.40	3.40		3.40		3.40	3.40					3.40	1.00	3.40									3.40		3.40	
45	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	2.40	2.40	2.40	2.40	3.10	3.10	3.10	3.10	3.10	3.10	2.40	2.40	2.40	2.40	2.40	3.10	3.10	3.10	3.10
46	2.00	2.00	2.00	2.00	2.00	2.00		2.00	2.00																2.00		2.00	2.00
61	4.90	4.90																										
63	2.80	2.80																										
65	3.00	3.00																										
Page Total	82.90	82.90	51.40	43.40	19.20	54.30	7.70	39.00	39.00	15.50	15.50	8.90	8.90	41.40	23.60	11.00	16.20	16.20	16.20	9.50	6.90	3.40	2.40	64.00	23.50	66.90	63.50	
Work Done (%)		100%	62%	52%	23%	66%	9%	47%	47%	19%	19%	11%	11%	50%	28%	13%	20%	20%	20%	11%	8%	4%	3%	77%	28%	81%	77%	

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
		Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
1																					
2																					
3	11	11					2												9		
10	6	6					2												4		
12																					
36	32	32					2												30		
37	41	41					2												39		
38	9	9					1												8		
39	18	18					5						4			5			4		
40	5		5																		
41	10	10		2			1						3			3			4		
43	6		6																		
45	9	9		1									1						7		
46	7		7																		
61	10		10																		
63	9		9																		
65																					
Page Total		173	136	37	3	0	0	15	0	0	0	0	8	0	0	8	0	0	105	0	0

Serial No	DS/Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016													
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	
1	Thalawa	1	Thalawa - Niyagala 143 Hagarachchigama	PRCD	10.32														
2		2	Epipanda Police Station - Nya Ganga Rotaruna	PRCD	3.00														
3		3	...S. Sarana - Sihinakumbura - Mahabeswara	PS	2.60														
4	Neddegampala	10	Sihinakumbura - Rajapaya - Gangadaya Road	PS	5.20														
5		12	Pala - Kumbura - Kumbura - Kumbura	PS	3.09														
6	Giribaddiya	16	Nya - Nya - Baga - Hadda - Kumbura - Mahabeswara Road	PRCD	11.09														
7		37	Mahabeswara Junction - Nya - Gangadaya - Nya - Gangadaya Road	PRCD	15.06														
8	Nuwara - Gangapala - Central	38	4 Eka Junction - Mahabeswara - (Jaffa Road)	PS	4.40														
9		39	4 Eka Junction - Mahabeswara - (Jaffa Road)	PS	4.40														
10		40	Sihinakumbura - Mahabeswara - Mahabeswara Road	PS	2.30														
11	Nuwara - Gangapala - East	41	Sihinakumbura - Mahabeswara - Temple Road	PS	4.32														
12		42	OTB - Nya - Nya - Mahabeswara - Mahabeswara Road	PS	3.40														
13		43	Nya - Nya - Mahabeswara - Mahabeswara Road	PS	3.18														
14		44	Nya - Nya - Mahabeswara - Mahabeswara Road	PRCD	2.08														
15	Mahabeswara	61	4 Eka Junction - Mahabeswara - Mahabeswara Road	PRCD	4.91														
16		62	Rajapaya - Mahabeswara	PRCD	2.88														
17		63	Nya - Nya - Mahabeswara	PS	3.08														
Total					82.94														

Road Works in progress

ABC Completed

 Road Works in progress
 ABC Completed

3.1.10 Contract AP2 - Contractor Maga Engineering PLC

The Contract Package AP2 consists of 12 roads totaling 76.60 km and the accepted contract value is LKR 1,824,178,003.20. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has now established a permanent office and a soils testing laboratory. The Contractor's Programme of Works and supporting documents have been approved.

Description	Road No.	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
									Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level		
	19	2.85	2.85												2.85		2.85								2.85	2.85	2.85	
	23	3.90	3.90	3.90	3.90	3.90	3.90	2.30	3.90	3.90	3.90	3.90			3.90	3.90	3.90	3.90	3.90						3.90	3.90	3.90	3.90
	26	4.20	4.20												4.20		4.20									4.20		4.20
	27	9.55	9.55	9.55	9.55	9.55	9.55	2.30	9.55	5.00	2.25	2.25	2.25	2.25	9.55	9.55	9.55	9.55	9.55	9.55	2.25	2.25	0.60	0.60	9.55	9.55	9.55	9.55
	28	4.90	4.90	4.90	4.90	4.90	4.90		4.90	4.90					4.90	4.00	4.90	3.50							4.90	4.90	4.90	
	66	11.00	11.00																								1.00	
	67	4.60	4.60												4.60		4.60									4.60	4.60	
	68	3.60	3.60																							3.60		
	69	3.90	3.90																							3.90		
	47	17.80	17.80	17.80	17.80	17.80	17.80	6.00	17.80	17.80	7.00	7.00	4.00	4.00	12.00	6.50	12.00	6.50	6.00	6.00	0.66	0.66			17.80	17.80	17.80	17.80
	48	4.10	4.10	4.10	4.10	4.10	4.10		4.10	4.10															4.10	4.10	4.10	
	49	6.20	6.20	6.20	6.20	6.20	6.20		6.20	6.20															6.20	6.20	6.20	
Page Total		76.60	76.60	46.45	46.45	46.45	10.60	46.45	41.90	13.15	13.15	6.25	6.25	42.00	23.95	42.00	23.45	19.45	15.55	2.91	2.91	0.60	0.60	53.50	49.30	66.60	35.85	
Work Done (%)		100%	61%	61%	61%	61%	14%	61%	55%	17%	17%	8%	8%	55%	31%	55%	31%	25%	20%	4%	4%	1%	1%	70%	64%	87%	47%	

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
19																					
23	6		6				0						2						4		
26	8		8				3						2						3		
27	56	16	40	2			20		2				12						22		
28																					
47	21	21					3												18		
48	9		9				4						5								
49	13		13				4			1									8		
66																					
67	18		18				10						6						2		
68																					
69	14		14				4						7						3		
Page Total	145	37	108	2	0	0	48	0	2	1	0	0	34	0	0	0	0	0	60	0	0

Serial No	DS/Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016																
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km	15 km	16 km	17 km
1	Kakara	19	Elagawana Junction Canal Road/Hiripala New Market Road	PS	2.85																	
2		23	Dabawana Road	PS	3.90																	
3	Pitigala	26	Sidawewa Kanetigala Road	PS	4.20																	
4		27	Kadawagala Dambalalimulla Road	PRDO	9.01																	
5		28	Elipitigala Junction Maritigala Road	PS	4.80																	
6	Gallewa	66	Thammasawera Junction Kanthawewa Sybilawewa Panapigala Road	PRDO	11.80																	
7		67	Kakara Arakura Road	RDA	4.60																	
8	Ipelagana	68	K-Et Walpola to Kagara 2 Et Road	PS	3.60																	
9		69	Mahalapollana Farm Arakura 180 to Sengura Kagara Road	PS	3.90																	
10	Rajagawana	47	Thambalawagala Rajagawana Road	PRDO	13.80																	
11	Tambalawagala	48	Appawala Hospital/Rajagawana Road	PRDO	4.10																	
12		49	Elipitigala Pantharawana Road	PRDO	6.30																	
Total					76.60																	

Road Works in progress

ABC Completed

■ Road Works in progress
■ ABC Completed

3.1.11 Contract AP3 - Contractor Maga Engineering PLC

The Contract Package AP3 consists of 12 roads totaling 83.40 km and the accepted contract value is LKR 1,492,772,165.28. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, large yard, labour camps, staff accommodation and the material testing laboratory. The contractor is now fully mobilized The Contractor's Programme of Works and supporting documents have been approved.

Description	Road No.	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level		
	5	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50				2.50	2.50		2.50							2.50	2.50	2.50	2.50
	6	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80				2.80	2.80	2.80	2.80	2.80	2.80					2.80	2.80	2.80	2.80
	7	5.50	5.50	5.50	5.50		5.50	5.50						5.50	5.50		5.50							5.50		5.50	
	8	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
	9	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	7.70	2.05			7.70	7.70	7.70	7.70
	70	5.70	5.70	5.70	5.70		5.70							5.70	5.70									5.70		5.70	
	24	9.50	9.50																								
	25	6.70	6.70											4.00												2.00	
	71	1.70	1.70											1.70												1.70	
	29	12.20	12.20											12.20	6.00									12.20	12.20	12.20	
	30	7.90	7.90	7.00										7.90										7.90	7.90	7.40	
	60	18.70	18.70	18.70	10.00	10.00	18.70	10.00	10.00					18.70	10.00		10.00	10.00						18.70	18.70		11.50
Page Total		83.40	83.40	52.40	36.70	25.50	45.40	13.00	31.00	15.50	10.20	10.20	10.20	71.20	42.70	13.00	31.00	25.50	13.00	10.20	10.20	4.55	0.00	65.50	54.30	50.00	27.00
Work Done (%)		100%	63%	44%	31%	54%	16%	37%	37%	19%	12%	12%	12%	85%	51%	16%	37%	31%	16%	12%	12%	5%	0%	79%	65%	60%	32%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
5	12	12	-	2			4						1						5		
6	6	6	-	-			2												4		
7	11																				
8	10	11	-	1		1	4	3											6		
9	12	12	-	-			6	1	1				2	1		2	1		4		
24	37																				
25	17																				
29	32																				
30	19																				
60	55	55	-	5			19						11			11			20		
70	18																				
71	2																				
Page Total	231	96	0	8	0	1	35	4	1	0	0	0	14	1	0	13	1	0	39	0	0

Serial No	DS Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016																	
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km	15 km	16 km	17 km	18 km
1	Makumbale	5	Makumbale Senggeya Road	PS	1.50																		
2		6	Korandakula School via Kaitakula Makumbale Senggeya Road	PS	1.50																		
3		7	Makumbalewa Left Bank Senggeya Road	PRCD	1.50																		
4		8	Makumbalewa Right Bank Senggeya Road	PS	1.50																		
5		9	Makumbalewa Junction Kaitakula Senggeya Road	PRCD	1.70																		
6		10	Korandakula Senggeya Junction Kaitakula Senggeya Road	PRCD	1.70																		
7	Palapayawa	24	Palapayawa Makumbalewa Road	PRCD	9.50																		
8		25	Palapayawa Palapayawa Junction Kaitakula Senggeya Road	PS	6.70																		
9		71	Palapayawa - Gethakumbale	PS	1.70																		
10	Gethakumbale	28	Palapayawa Palapayawa Junction Kaitakula Senggeya Road	PS	12.20																		
11		30	Kaitakula Senggeya Junction Kaitakula Senggeya Road	PRCD	7.90																		
12	Thirupar	60	A-B Road Kaitakula Senggeya Junction Kaitakula Senggeya Road	PRCD	18.70																		
Total					83.40																		

Road Works in progress ABC Completed

3.1.12 Contract AP4 - Contractor Maga Engineering PLC

The Contract Package AP4 consists of 19 roads totaling 87.10 km and the accepted contract value is LKR 1,635,133,956.00. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, large yard, labour camps, staff accommodation and the material testing laboratory. The contractor is now fully mobilized The Contractor's Programme of Works and supporting documents have been approved.

Description	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation				Pavement Design		Vertical Alignment		Design Cross Section		Status of GRC Meeting		Initial Maintenance	Structure Condition Survey
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level		
50	2.40	2.40																						2.40			
51	2.10	2.10																						2.10			
52	3.30	3.30																						3.30			
53	1.00	1.00																						1.00			
55	2.00	2.00																						2.00			
56	1.80	1.80																						1.80			
57	8.80	8.80																									
59	3.50	3.50																									
33	3.80	3.80	3.80	3.80	3.80	3.80	3.80	3.80	3.80	3.80	3.80	3.80		3.80	3.80	3.80	3.80	3.80	3.80	3.80				3.80	3.80		3.80
34	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20		4.20	4.20	4.20	4.20	4.20	4.20	4.20				4.20	4.20	4.20	4.20
35	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50						2.50	2.50	2.50	2.50
16	6.00	6.00				6.00								6.00										6.00		6.00	6.00
17	3.80	3.80												3.80										3.80			
18	4.90	4.90	4.90	4.90		4.90								4.90										4.90			4.90
31	12.80	12.80	12.80	12.80	12.80	12.80		12.80	12.80					12.80										12.80	12.80	6.40	12.80
32	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00				7.00	7.00		7.00	7.00						7.00	7.00	2.80	7.00
13	4.00	4.00												4.00										4.00			4.00
14	7.30	7.30	7.30	7.30		7.30								7.30	2.00									7.30	7.30	7.30	7.30
15	5.90	5.90	5.90	5.90		5.90								5.90	5.90									5.90		4.00	5.90
Page Total	87.10	87.10	48.40	48.40	30.30	54.40	17.50	30.30	30.30	17.50	17.50	10.50	2.50	62.20	25.40	10.50	17.50	17.50	17.50	10.50	8.00	0.00	0.00	74.80	37.60	33.20	58.40
Work Done (%)		100%	56%	56%	35%	62%	20%	35%	35%	20%	20%	12%	3%	71%	29%	12%	20%	20%	20%	12%	9%	0%	0%	86%	43%	38%	67%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
		Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
13	12	12					2						1								
14	23	23					4												8		
15	24	24					2														
16	23	23					3														
17	17																				
18	10	10					5														
31	55	55					2														
32	25	25					1												6		
33	17	17					5						2			2			4		
34	17	17		2			1												3		
35	11	11					4	2	2				1	1		1	1		3		
50	6																				
51	7																				
52	9																				
53	5																				
55	6																				
56	6																				
57	26																				
59	8																				
Page Total		307	217	0	2	0	0	29	2	2	0	0	4	1	0	3	1	0	24	0	0

Serial No	DS Division	Road ID	Road Name	Road Category	Length (Kms)	Progress Up to end of December 2016													
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km		
1	Padaveya	50	40 Kolariya Bus Halt Newagampawa Road	PS	2.40														
2		51	Chikiri Junction Mahakuliyawa AB Cinnamonya Pulugampawa Bungal Junction Road	PS	2.10														
3		52	Mudugahandana Dalugala Junction Road	PS	3.30														
4		53	Ruvungama School Road	PS	1.90														
5		55	Kobbolawewa Road	PS	2.00														
6		56	Ara Pasi Thangala Straga Road	PS	1.80														
7	Kobeliyagilawa	57	Saragampawa Handakuliyawa Road	PS	3.80														
8		58	Hahri Junction Yakkalam Road	PS	3.50														
9	Hiripampathana	33	Udugampawa Engalawewa Road	PS	3.80														
10		34	Saragampawa Handakuliyawa Wagilawa Road	PS/D	4.20														
11		35	Narandawa Junction to Vitarawa Road	PS	2.50														
12	Medawachchaya	16	A9 Saragampawa Kurukandagama Kobbilawewa	PS/D	6.00														
13		17	Pandula Junction to Gollakandawa Road	PS/D	3.80														
14	Kulasingapathana	18	Engalawewa Ungalawewa Naragala School Road	PS/D	4.30														
15		31	Kobbilawewa Junction Road	PS/D	12.80														
16		32	Bandakuliyawa Road Kurukandagama Junction to Handakuliyawa Road	PS	7.00														
17	Rabawa	13	Mahakuliyawa Thabawa Thabawa Junction to Welawa Junction	PS/D	4.00														
18		14	Engalawa Junction Mahiri Thabawa	PS/D	7.30														
19		15	Phibiyagilawa 5th Part Aringampawa Road	PS/D	5.90														
Total					87.10														

Road Works in progress

ABC Completed

 Road Works in progress
 ABC Completed



3.1.13 Contract PO1 - Contractor Maga Engineering PLC

The Contract Package PO1 consists of 18 roads totaling 49.40 km and the accepted contract value is LKR 1,158,532,987.42. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, large yard, staff accommodation and the material testing laboratory. The contractor is now fully mobilized The Contractor's Programme of Works and supporting documents have been approved.

Description	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation						Pavement Design		Vertical Alignment		Design Cross Section		Design of Structures		Status of GRC Meeting		Initial Maintenance			Structure Condition Survey	
								Submitted	Approved	Submitted	Approved	Submitted	Approved	Traffic Survey	Structural Condition Survey	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level	Completed	In Progress	Not Attend		
Road No.																																		
1	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	1.00					3.50	3.50	3.50		3.50	3.50	
2	3.50	3.50	3.50	3.50	3.50	3.50	3.50		3.50	3.50				3.50	3.50												3.50				3.50	3.50		
3	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20				3.20	3.20	3.20	3.20										3.20		3.20		3.20	3.20		
4	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95					1.95	1.95												1.95		1.95		1.95	1.95		
5	2.00	2.00	2.00	2.00	2.00	2.00	2.00							2.00	2.00	1.20	1.20										2.00		2.00		2.00	2.00		
6	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10					2.10	2.10												2.10		2.10		2.10	2.10		
7	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10					2.10	2.10												2.10		2.10		2.10	2.10		
8	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75					1.75	1.75												1.75		1.75		1.75	1.75		
9	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75				1.75	1.75	1.75	1.75		1.75	1.75	1.75					1.75	1.75	1.75		1.75	1.75			
10	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25					3.25	3.25	3.25	3.25										3.25		3.25		3.25	3.25		
11	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	2.00	4.70	4.70	4.70	4.70	4.50	4.70	4.70	4.70	4.70	2.00	2.00			4.70	4.70	4.70	4.70	4.70	4.70	4.70		
12	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20					1.20	1.20	1.20	1.20										1.20	1.20	1.20		1.20	1.20		
13	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10					5.10	5.10												5.10		5.10		5.10	5.10		
14	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80			1.80	1.80	1.80	1.80		1.80	1.80	1.80						1.80	1.80		1.80	1.80			
18	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50					4.50	4.50	4.50	4.50										4.50	4.50	4.50		4.50	4.50		
20	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00					3.00	3.00	3.00	3.00										3.00		3.00		3.00	3.00		
21	2.40	2.40	2.40	2.40	2.40	2.40	2.40							2.40	2.40												2.40		2.40		2.40	2.40		
22	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60					1.60	1.60												1.60		1.60		1.60	1.60		
Page Total	49.40	49.40	49.40	49.40	49.40	49.40	49.40	12.95	45.00	45.00	11.75	10.00	8.20	5.50	49.40	49.40	28.10	28.10	8.00	11.75	11.75	11.75	5.50	3.00	0.00	0.00	4.70	4.70	49.40	17.45	39.40	4.70	5.30	49.40
Work Done (%)	100%	100%	100%	100%	100%	100%	26%	91%	91%	24%	20%	17%	11%	100%	100%	57%	57%	16%	24%	24%	24%	11%	6%	0%	0%	10%	10%	100%	35%	80%	10%	11%	100%	

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
1	5	5																	5		
2	15		15																15		
3	12		12				3						1				1		7		
4	13		13				4										2		7		
5	14		14										1						13		
6	8		8				2												6		
7	10		10																10		
8	11		11				3						1				1		6		
9	20		20				2						1				2		15		
10	19		19				2			1			1				1		14		
11	12	12					2		2	1			2		2		2		5		
12	7		7	1			3												3		
13	1		1																1		
14	6		6	2															4		
18	10		10													1			9		
20	16		16																16		
21	9		9																9		
22	3		3																3		
Page Total	191	17	174	3	0	0	21	0	2	2	0	0	7	0	2	10	0	2	148	0	0

Serial No	DS.Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016				
						1 km	2 km	3 km	4 km	5 km
1	Eshera	1	Ithakulawewa Village Road	PS	3.50					
2		2	Gungayya Village Road	PS	3.50					
3		3	Athmakulawewa Pokumwala	PS	3.20					
4		4	Welankulawewa Village Road	PS	1.95					
5		5	Sarubima- Segala Village Road	PS	3.00					
6		6	Buketuna -Dumanyaya Village Road	PS	2.10					
7		7	Sirkanduyaya Track 18 Village Road	PS	2.10					
8		8	Orubendisiyambalawa Village Road	PS	1.75					
9		9	Bisoketawa-Konduruwawa	PS	1.75					
10		10	Yaya 32 Temple - 33 Bisoketawa Junction	PS	3.25					
11	Thamankulawewa	11	Athmalpitiya Junction -Laxunayana Sigahalgawewa Junction	PRDD	4.70					
12		12	Pahigadammata Senettipitiya Road	PS	1.20					
13		13	Parakramasamudra- Kalahagala Village Road	PRDD	5.10					
14		14	Kadrawalawewa Village Road Stage 01	PS	1.80					
15		15	DI Channel- Vijewahapura Village Road	PRDD	4.50					
16		16	Onagama Main Road- Galkiriya Cemetery	PS	3.00					
17		17	Parakramasamudraya- Ambanganga Village Road	PS	2.40					
18		18	Parakramasamudraya- Thikona Ela Village Road	PS	1.60					
Total					49.40					

 Road Works in progress
 ABC Completed

3.1.14 Contract PO2 - Contractor Maga Engineering PLC

The Contract Package PO2 consists of 26 roads totaling 74.05 km and the accepted contract value is LKR 1,483,692,044.52. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, yard, staff accommodation and the material testing laboratory. The contractor is now fully mobilized The Contractor's Programme of Works and supporting documents have been approved.

Description	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation						Pavement Design		Vertical Alignment		Design Cross Section		Design of Structures		Status of GRC Meeting		Initial Maintenance			Structure Condition Survey
Road No.								Submitted	Approved	Submitted	Approved	Submitted	Approved	Traffic Survey	Structural Condition Survey	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level	Completed	In Progress	Not Attend	
24	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.00	4.00	4.00	4.00			4.10	4.10	4.10												4.10	4.10	4.10			4.10
25	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00				4.00	4.00	4.00			4.00
27	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30		1.30	1.30		1.30	1.30	1.30									1.30	1.30	1.30			1.30
28	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05				3.05	3.05	3.05			3.05
29	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00											3.00	3.00	3.00			3.00
31	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50		1.50	1.50		1.50	1.50										1.50	1.50	1.05			1.50
33	7.00	7.00					7.00							7.00	7.00													7.00				7.00	7.00
34	3.00	3.00	3.00	3.00		3.00		3.00	3.00					3.00	3.00													3.00	3.00			3.00	3.00
35	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00					3.00	3.00													3.00	3.00			3.00	3.00
36	1.30	1.30	1.30	1.30	1.30			1.30							1.30													1.30	1.30			1.30	1.30
37	3.00	3.00		3.00	3.00	3.00		3.00		3.00				3.00	3.00													3.00				3.00	3.00
40	2.10	2.10	2.10	2.10				2.10																				2.10				2.10	
41	3.00	3.00	3.00	3.00				3.00																				3.00				3.00	
42	2.00	2.00	2.00	2.00				2.00																				2.00				2.00	
43	2.00	2.00	2.00	2.00				2.00																				2.00				2.00	
44	2.50	2.50	2.50	2.50	2.50			2.50						-	2.50													2.50				2.50	2.50
45	3.20	3.20	3.20	3.20	3.20	3.20		3.20	3.20					3.20	3.20													3.20	3.20		3.20	3.20	
46	3.50	3.50	3.50	3.50	3.50	3.50		3.50	3.50					3.50	3.50													3.50				3.50	3.50
47	1.75	1.75	1.75	1.75	1.75	1.75		1.75	1.75					1.75	1.75													1.75	1.75	1.75			1.75
48	1.40	1.40	1.40	1.40	1.40	1.40		1.40	1.40					1.40	1.40													1.40		1.48		1.40	1.40
49	1.70	1.70	1.70	1.70	1.70	1.70		1.70	1.70					1.70	1.70													1.70		1.70		1.70	
51	1.10	1.10	1.10	1.10	1.10	1.10		1.10	1.10					1.10	1.10													1.10	1.10	1.10			1.10
52	2.30	2.30	2.30	2.30	2.30	2.30		2.30	2.30					2.30	2.30													2.30			2.30	2.30	
55	4.95	4.95	4.95	4.95	4.95	4.95		4.95	4.95					4.95	4.95													4.95	4.95			4.95	4.95
72	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00			5.00	5.00	5.00	5.00				5.00	1.00				1.00	1.00	5.00	5.00			5.00	5.00
73	3.30	3.30	3.30	3.30		3.30		3.30	3.30					3.30	3.30													3.30	3.30			3.30	3.30
Page Total	74.05	74.05	64.05	67.05	51.65	61.15	21.95	73.95	51.05	24.85	21.85	9.85	8.55	61.15	64.95	16.15	17.85	0.00	14.85	10.85	8.35	7.05	7.05	5.05	0.00	4.05	4.05	74.05	43.55	22.53	3.20	49.35	64.95
Work Done (%)	100%	86%	91%	70%	83%	30%	100%	69%	34%	30%	13%	12%	83%	88%	22%	24%	0%	20%	15%	11%	10%	10%	7%	0%	5%	5%	100%	59%	30%	4%	67%	88%	

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
24	12	12					6						1						5		
25	12	12																	12		
27	2	2																	2		
28	9	9					5		4										4		
29	11	11		1			3												7		
31	8	8											2						6		
33	17		17				6						2			1			8		
34	8		8				2						1			2			3		
35	4		4													1			3		
36	2		2				1												1		
37	23		23				5									2			16		
40	7																				
41	2																				
42	2																				
43	4																				
44	8		8				3									2			3		
45	14		14	1			9			2						1			1		
46	12		12																		
47	9		9																		
48	4		4																		
49	4		4				3												1		
51	3		3	1									1						1		
52	12		12																		
55	24		24				3						7			11			3		
72	14	14					4						1						9		
73	18		18				4			1			1			1			11		
Page Total	245	68	162	3	0	0	54	0	4	3	0	0	16	0	0	21	0	0	96	0	0

Serial No	DS/Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2018							
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km
1	Lankapera	24	Hingurakgoda-7th Mile's Post-Gallamuna Hingurakdemana	PRDO	4.10								
2		25	Wetumpura 317-Kandakula Junction	PRDO	4.00								
3		27	HDP 317- Delapenna	PRDO	1.10								
4		28	HDP 316- Kantalagat Junction-Charanapokuna	PRDO	3.05								
5		29	Pelawagana Junction-Dennewembagoda-Methayaya	PS	3.00								
6		31	Kobudumunawa-127-Bawduthigama	PS	1.50								
7		72	Deberella Subapalana-Gallamuna	PS	3.00								
8	Madurigiriya	33	Trunk 12 Bridge-Nagumpura-Wetumpura	PS	7.00								
9		24	Yuthagunawa-Irrigation Junction-Dalana Junction	PRDO	3.00								
10		35	Kantalapokuna-Pirapaya	PRDO	3.00								
11		36	Pumpura-Punalgodaki Main Road-Sanayama 21 Division	PRDO	1.10								
12		27	Mogampawa-Wadigampawa	PS	3.00								
13		41	Madurigiriya Town Internal Road	PS	2.10								
14		41	Jayathirigama Junction-Magallawa School	PS	3.00								
15	Madurigiriya	42	Madurigiriya Water Tank- Mr. Vijayakumar's House	PS	2.00								
16		43	Jayathirigama Junction-Megallawa R.T. Wijaya's Store Road	PS	3.00								
17		44	Madurigiriya Kalagadi Palana-Gothandagunna School	PS	2.10								
18		73	Daladandawala Alwasakona Junction	PS	3.10								
19		45	Mimimya Central College Road	PS	3.2								
20		46	Hiruhurana Bridge-Nagapahadumana Road	PS	3.5								
21		47	Dona 2 Junction-Palawana	PS	1.75								
22	Hingurakgoda	48	Umbala Middle Road	PS	3.4								
23		49	Hingurakgoda Airport-Vidyakola School Road	PRDO	3.7								
24		51	Perakotawa Middle Road	PS	1.1								
25		52	Mimimya Sanayama	PS	2.8								
26		55	Hingurakgoda 4th Mile Post-Charanapokuna Alwasakona	PS	4.95								
27			Total		74.65								

 Road Works in progress
 ABC Completed

3.1.15 Contract PO3 - Contractor TISSA-AMSK JV

The Contract Package PO3 consists of 11 roads totaling 46.50 km and the accepted contract value is LKR 1,249,343,460.00. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, yard, staff accommodation and the material testing laboratory. The contractor is now fully mobilized The Contractor's Programme of Works and supporting documents have been approved. The Contractor has now started his permanent works at site on Road NO. 64.

Description	Road No.	Total Length (km)	GPS Point	TBM	Traverse	TOPO Survey	Traffic Count	Cross Sectional Survey	Submission of Control Point Details		Horizontal Alignment		Initial Cross section		Investigation						Pavement Design		Vertical Alignment		Design Cross Section		Design of Structures		Status of GRC Meeting		Initial Maintenance			Structure Condition Survey
									Submitted	Approved	Submitted	Approved	Submitted	Approved	Traffic Survey	Structural Condition Survey	Test pit	Lab Testing	DCP	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	Submitted	Approved	DS Level	GN Level	Completed	In Progress	Not Attend	
	57	12.00	12.00	12.00	12.00	12.00	12.00	4.00	12.00	12.00	4.00	4.00	4.00	4.00	12.00	12.00	12.00	12.00	12.00	4.00	4.00	4.00	4.00	1.00				12.00	12.00	12.00			12.00	
	58	5.00	5.00		5.00											5.00												5.00	5.00	5.00			5.00	
	59	2.00	2.00																									2.00		2.00				
	61	3.00	3.00																									3.00		3.00				
	62	6.10	6.10	6.10	6.10	6.10	6.10	5.00	6.10	6.10	6.10	3.00	3.00	3.00	6.10	6.10	6.10	6.10	1.20	6.10	6.10	3.00	3.00					6.10	6.10			6.10	6.10	
	64	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20		1.20	1.20	1.20	1.20	1.20	1.20	1.20			1.20
	65	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45					1.45	1.45	1.45			1.45	
	66	9.20	9.20	4.00	9.20	4.00										9.20												9.20	9.20	9.20			9.20	
	67	1.95	1.95													1.95												1.95	1.95	1.95				
	68	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60					1.60	1.60	1.60					
	71	3.00	3.00		3.00		3.00								3.00	3.00	3.00	3.00	3.00									3.00	3.00	3.00			3.00	
Page Total	46.50	46.50	26.35	39.55	26.35	25.35	13.25	22.35	22.35	14.35	11.25	11.25	11.25	25.35	41.50	25.35	25.35	20.45	22.35	14.35	14.35	11.25	11.25	3.65	0.00	1.20	1.20	46.50	41.50	40.40	0.00	6.10	37.95	
Work Done (%)		100%	57%	85%	57%	55%	28%	48%	48%	31%	24%	24%	24%	55%	89%	55%	55%	44%	48%	31%	31%	24%	24%	8%	0%	3%	3%	100%	89%	87%	0%	13%	82%	

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert					
		Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress		
	Total Nos.													Completed	In progress	Total Nos.	Completed	In progress						
57	16		16	1																15				
58	3		3																	3				
59	1												1											
61	3																			3				
62	5		5				2													3				
64	5	5					4		3											1				
65	4	4					2													2				
66	23		23	2																21				
67	5		5				1									1				3				
68	4		4																	4				
71	6		6	1			1													4				
Page Total	75	9	62	4	0	0	10	0	3	0	0	0	1	0	0	1	0	0	1	0	0	59	0	0

Serial No	DS/Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016																									
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km														
1	We roads	57	Wet Road - Singapur Road	PS	12.00																										
2		58	Ahagala - Kanakavilla	PS	5.00																										
3		59	Chidambaram - Nellikavil	PS	2.00																										
4		61	Mahadammur - Village Road	PS	3.00																										
5	Dinobugala	62	Dinobugala Junction - Baganwala Village Road	PS	6.10																										
6		64	Murugayya Hospital Road	PS	1.20																										
7		65	2nd Miles Post - Singapur	PS	1.45																										
8		66	Sripura - Nellikavil Village Road	PS	9.20																										
9		67	Akkavay Junction - Village Road	PS	1.95																										
10		68	Dinobugala Junction - Sonawala Village	PS	1.90																										
11		71	Banabugala - Banabugala Village	PRUD	3.00																										
Total					46.90																										

 Road Works in progress
 ABC Completed

4.0 Compliance with Social Safeguard Requirements in the Loan Documents

4.1 Compliance with respect to provisions in the Loan agreement

The requirements stipulated in the loan conditions of Projects 4 and 5 have been and are being complied with as detailed in the below table.

Table.4.1 Compliance with Loan Conditions of project Social Safeguard activities

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	It has been completed following the recruitment as described in the Procurement Plan
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 the SPS	No indigenous people or communities identified during preliminary social studies/public consultations in the NWP and NCP area, therefore no requirements for ensuring the safeguard of such people. All rural roads have been selected for Projects 4 and 5 of Tranche 2 and are between 2.5 m to 5.5 m width of ROW and there is no need of land acquisition or resettlement due to the project.
	The Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any provincial or rural road is implemented in accordance with the procedures laid out in Appendix 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.	When it is important and insisted by the beneficiaries to use their piece of land for construction of a road section the procedure will be followed accordance with Appendix 3 of the RF in respect of voluntary land donation. During the period up to December 2016, no land donation activities have taken place in NCP or NWP. However people in some road sections have expressed their consent to donate their land strips if required after completing road designs.
Schedule 5- Labour Standards	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	It is being observed by the Consultants staff (PIC2) especially by SGRS, ES, RE and ARE, that the status of the contractors' compliance with existing labour laws

	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) contractor 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	during implementation of construction. Also the contractors are advised not to use child labour and encourage them to recruit unemployed/poor people and project influenced people as workers. It is continuously advised that the contractors recruit women for at least 30% of their office staff and construction site staff while paying equal payment for men and women for same value of work.
Schedule 5 – Gender Considerations	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 of implementation of the GAP, including progress towards achieving key gender out come and output targets, are regularly monitored and reported to ADB	Contractors are advised to do public consultations during GRC formation meetings, transect walks, finalizing road designs and ensuring the participation of women. Social and Environment safeguard officers of the contractors are advised to ensure the above activities and SGRS monitor relevant activities during transect walks and GRC formation and during monthly progress review meetings. Monthly progress meetings use to visit all contractors by the SGRS and ES to monitor status of contractors compliance of the GAP

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

The requirements have been described in the project Facility Administration Manual of Integrated Road Investment Program have been and are being fulfilled in Project 4 and 5 of Tranche 2 & 3. Details of each item which is relevant is summarized in the matrix below.

Table 4.2 - Compliance with FAM (Social Safeguards)

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards – B. Involuntary Resettlement	Tranche 3. The tranche is classified as category “B” in accordance to SPS following the same categorization as the previous tranches. A due diligence report covering all subprojects was	No land acquisition or resettlement according to RF. Due diligence reports have been prepared. In accordance with the detailed designs are prepared by the

Item/ Section/ Schedule	Description	Status of Compliance
	prepared and confirms that safeguard impacts are minimal as was envisaged during the appraisal and that Tranches 2 and 3 are complied with the social safeguards requirements outlined in the resettlement framework prepared for the MFF.	contractor and the design engineers of PIC verifies 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 finalized during detailed designs and suitable mitigation measures will be provided in the designs. Sample household survey covering more than 20% household was completed.
	57. Pre-construction. The RDA supported by its ESDD and consultants will be responsible for conducting a transect walk for each rural road, during which the community will be consulted and involved in providing feedback including (i) minimize construction impact, (ii) identify and minimize social and environment impact, and (iii) integrate road safety design into road. The community will also be briefed about the Grievance Redress Mechanism (GRM). 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 final design.	Transect walks have been conducted for all candidate roads during pre-construction stage. Community participation has been a key feature of these transect walks. The outcome of the transect walks and video footage have been provided to the respective contractors to consider feasible features in the designs. Refreshing transact walks during the period have supported the update of previous findings of each road.
	58. Construction and maintenance. During construction phase, the PIC will be responsible for conducting semi-annual onsite social safeguard monitoring. During the maintenance phase, the PIC will be responsible for conducting annual onsite social safeguard monitoring. 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.	PIC is paying close attention to address all the public grievances and monitor onsite social safeguards. SGRS and ES meet ESOs and PMs of the 15 contract packages on a monthly basis to do field visits and review the progress on the implementation of social safeguard activities by the contractor. The Complaint register is being maintained by Contractor.
	59. Preparation of Subsequent Tranches or Unanticipated Impact. A Resettlement Framework has been prepared to guide the preparation of subsequent Projects or unanticipated	The Land donation procedure is being followed in accordance with Appendix 3 of RF.

Item/ Section/ Schedule	Description	Status of Compliance
	<p>impact. For preparation of subsequent Projects, the PIC will be responsible for carrying out a due diligence on the ongoing Project(s). RDA will be responsible for initial road selection based on growth potential of Grama Niladari (GN) Divisions as rural hub. The Environment and Social Development Division (ESDD) will then conduct land acquisition due diligence and social impact assessment. 100% of affected households will need to be covered and 20% census of households in the project impact area will be surveyed. 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 (RF) and the Government will ensure that land donation is undertaken without coercion and documented in a transparent manner.</p>	<p>Memorandums of Understanding (MOUs) are to be signed with the relevant land owners as per guidelines stipulated in the RF.</p> <p>Still no land donation cases have emerged up to December 2016. There were only six incidents which have taken consent letters.</p>
	<p>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 land donation process is finalized. An independent monitor will be engaged to verify and certify the process has been done as per RF. For national roads requiring land, acquisition will take place in accordance with requirements of the Government and the ADB SPS and land and assets will be compensated at replacement cost for both titleholders and non-titleholders. A Resettlement Plan will need to be prepared for projects with impact. For all roads, civil works cannot commence until the right of way is free of encumbrance, meaning that the affected household must be fully compensated and/or assisted prior to dismantling or relocation. The PIU will be supported by the RDA's Environment and Social Development</p>	<p>So far no land donation cases finalized, however during transect walks people did show their willingness to donate strips of land. After the completion of the road designs land donation requirements will be finalized.</p>

Item/ Section/ Schedule	Description	Status of Compliance
	Division (ESDD) and a social safeguard team under the PIC.	
VII Safeguards – C. Indigenous Peoples	60. For the investment program, an Indigenous Peoples Planning Framework (IPPF) has been prepared to guide the screening and preparation of safeguard planning for future Projects.	There are no roads that were passing close to or through settlements of indigenous people.
	61. For Tranche 1 and 2, no indigenous people were identified during due diligence and are categorized as “C” per ADB SPS. Tranche 3 will continue to finance the sub projects identified in the two earlier tranches therefore it will follow the categorization of “C”. In case of any adverse impacts is 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.	There are no roads that are passing close to or through settlements of indigenous people.
D. Grievance Redress Mechanism	62. The Grievance Redress Mechanism (GRM) will be established consistent with the requirements of the EARF. Grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through the existing local administration system.	Have informed the project affected people and relevant agencies on the three level grievances redress mechanism of the Project. Second level GRCs are being formed with the leadership of Grama Niladharis and third level GRCs are being formed with the leadership of the DSs. First level is ground level Project staff and resolving issues by themselves.

4.3 Compliance with requirements in the Resettlement Framework (RF)

These rural roads have been selected during 2014 using information provided by government officers, civil societies and village leaders through District Secretaries and Divisional Secretaries. Initial investigations to verify the availability of required ROW have been carried out by RDA. Other requirements stipulated in the RF have been and are being complied as summarized.

Table 4.3 Compliance with RF

Item/ Section/ Schedule	Description	Status of Compliance
A. Background	<p>4. Rural Roads. 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 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, causeways and bridges.</p>	<p>Complied with in selection of roads. No road having an average ROW of less than 2.5 m was selected. Locations where improvements to road structures and safety needs have been highlighted in transect walk records.</p> <p>Road selections that need additional strips of land for safety purposes have been identified.</p>
B. Screening Criteria of Subsequent Projects	<p>44. The PIU will be responsible for clearly documenting the answers to these questions in a table format. In addition, the PIU will submit to ADB the Involuntary Resettlement (IR) Impact Categorization Checklist in Appendix 1 for each subsequent tranche. Based on the screening, the tranche will be assigned to one of the following categories depending on the significance of probable involuntary resettlement impacts:</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>	<p>Compiled during Feasibility Study (FS).</p> <p>Screening of all roads has been completed.</p> <p>No land acquisition or resettlement requirements. Tranche 2&3 has categorized as “B” in updated FAM of October 2015, but both NCP & NWP are in the category “C” because there is no involuntary resettlement.</p>

Item/ Section/ Schedule	Description	Status of Compliance
C. Land Acquisition Due Diligence Reports	48. 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.	Compiled during Feasibility Study (FS). Involuntary Resettlement Due Diligence and Socioeconomic Assessment report has been prepared.

5.0 Compliance with Gender Action Plan (GAP)

5.1 As the FAM describes, Tranche1, 2 and 3 are categorized as “Effective Gender Mainstreaming” or EGM. Gender mainstreaming activities include (i) ensuring that 40% women are consulted during project preparation; (ii) integrating features to increase safety and meet the safety needs and meet the needs of the elderly, women, children and differently abled in to the final design(EWCD); (iii) ensuring that at least 30% of local employees hired for road maintenance are women, and that they receive equal wages for equal work done for both skilled and unskilled labour in project works; (iv) provide road maintenance training to all women who are employed; (v) ensure women participation in road safety, HIV/AIDS and human trafficking awareness campaigns targeting local communities; (vi) appoint a social and gender focal point at each of the four project implementation units, trained by a specialist in PIC; (vii) build the capacity of RDA and the five provincial road agencies on gender inclusive designs and gender mainstreaming in project preparation, consultation, road construction and maintenance.

The progress and current status of implementation of the above requirements on gender in NWP and NCP are as follows.

Table: 5.1 complying status with the GAP

	Requirement	Current Status
1	Incorporating EWCD requirements in to the final designs	During the building project awareness among road users and government officials at GRC formation meetings emphasize the importance of EWCD friendly designs. Then the participants proposed their requirements at meetings or during refreshing transect walks. Difficulties due to narrow road sections, especially for women, elderly people and children at schools, hospitals and religious places, road sections with water stagnation etc. are found as common requests in two provinces. Contractor, Consultant and Employer included these proposals in the final road designs as technically and financially appropriate. Ex: PO-03, Rd 64 a ‘parking bay’ and a ‘passing bay’ included in to the designs of the road section at the hospital, responding to public requests received during refreshing transect walks.
2	40% women participation during project preparation	During formation of DS level and GN level GRCs, a considerable number of women have participated. 20- 40% road users and officials who participated in GRC meetings were women. Also they contributed with suggestions to improve the

		road conditions, safety, and reduce difficulties to the public during construction. However, due to some cultural reasons women participation was less from some villages.
4.	30% local employees for project activities	This number is still increasing, however Contractors have informed the public that women employment is also available. During the period the women percentage in workforces in the project is shown at varying percentages between 01%- 29% approximately. The whole project average female representation is 10.23% during the period.
5	Women participation in HIV/AIDS awareness programme	During the period no programmes have been held. However similar programmes will be planned and implemented during February and March 2017. It is planned to include at least 50% of women in these programmes, including road users and women living close to project roads.

Table: 5.2

Gender status within the workforce of the NWP and NCP project Area (as at December 2016)

Package	Office		Construction Sites	
	Male %	Female %	Male %	Female %
KU-01	90.4	9.5	92.2	6.7
KU-02	85.7	14.2	99	01
KU-03	71.4	28.5	97.1	2.98
KU-04	80	20	80	20
KU-05	84.2	15.7	87.5	12.5
PU-01	71.4	28.5	98.3	1.6
PU-02	76.9	23.7	100	-
PU-03	85.7	14.2	100	-
AP-01	94.8	5.1	100	-
AP-02	83.3	16.6	87.7	12.2
AP-03	95.2	4.7	100	-
AP-04	89.6	10.3	92.4	7.5
PO-01	80.9	19.0	90.9	9.0
PO-02	86.3	13.6	83	16.1
PO-03	76.6	23.3	70.7	29.2
NWP,NCP	84.8	15.1	91.6	8.3
Whole Project Workforce	Male: 88.47% Female: 10.23%			

5.2 Still the 30% target of women participation has to be achieved in two provinces. Package PO-03 in Polonnaruwa shows considerable progress of women participation comparing with other packages. Although the Contractors publicized female recruitments, actual numbers in the labour force is low. Socio-economic reasons are also cause this situation. It may be a reason that when the women are from middleclass families, they are not willing to work on the roads. Most of the roads are traversing through lower middle class and middle class communities. Women in Muslim villages are also not interested in working on the roads. In general, women are prioritizing looking after their children and assisting husbands to do farming or other income generation activities. One good example is that during school times most of the women are rushing to the school gates with their own motor bicycle or push bicycle to pick-up their children. However female participation in GRC meetings is satisfactory, except in areas of Muslim communities. An average of 30-40% women participate in DS level and GN level GRC formation meetings equally in NWP and NCP. Also they raise questions and propose some important suggestions at meetings and also join

transect walks. Finally, women become GRC members without any reluctance. The majority of Development Officers and Grama Niladharies are also women who participate in GRC meetings and transect walks.



*Women Participation in GRC meetings
(22.12.2016 AP-03, Rd 6)*



*Women needs more clarification about the project
at GRC meetings (22.12.2016 AP-03, Rd 6)*



*Women needs more clarifications about the
project at GRC meetings*



*During Transect Walks women play a
major role (22.12.2016 AP-03, Rd 6)*



*Female Social/Environmental Safgurd Officers from the PD office
Conduct GRC sessions in NCP- Thamankaduwa DS*



5.3 Contractors are advised to recruit at least 30% of women as their labour force. During the period up to December 2016 it has been around 8.3%. However, among the staff level (offices) female percentage was at 15.1%. The highest percentage of women participation in the labour force is shown in Package 03 of Polonnaruwa, it was 29.2%. Secondly 16.1% shown in Package 02 in Polonnaruwa. Thirdly 12% in AP-02 Anuradhapura and KU-05 Kurunegala



5.4 Most of the government officers who are attached to the DSDs are women. Grama Niladharies, Development Officers, Agricultural Officers who are participating in GRC formation meetings and transect walks are women. When the proposed road is belonged to several GN divisions each women GN officer takes responsibility to stay in their road section and show critical areas of the road to be considered during road designing.

5.1 HIV/AIDS Awareness Programs

5.5 SGRS has already instructed the Social and Environmental Officers of Contractors to organize awareness programmes with a 40% women participation. Awareness programmes will be held in two stages. At the first stage it will be organizing the main awareness programme for the staff of (Office and Site) Contractors, Consultants and PIU, relevant to each package. During the second stage, it will organize programmes for the people who are living close to each road. To limit the participants, each road level GRC members will be selected and 2-3 programmes will be conducted in each package.

It will be planned to have more appropriate events and topics in the 1st stage awareness programme. NCD clinic-Testing fasting blood sugar (FBS), Measuring body height and weight to assess Body Mass Index (BMI), Eye check, Blood Pressure etc. Presentations on Communicable and Non-Communicable Diseases, HIV/AIDS and STDs, Social Background and Community Participation for preventing HIV/AIDS and STDs, Condom Demonstration and safe actions/methods will be included in the programme. Resource persons/Agencies will be selected considering their experiences on conducting similar programmes and agencies and the cost and contents of the programmes.

5.2 Road Safety Programmes

5.6 It is necessary to implement road safety awareness programmes in project area parallel to HIV/AIDS awareness programmes. Due to the open economic reforms, new technologies, transportation systems, imported goods and equipment came in to villages although the existing village infrastructure is not sufficient to bear all of them. Tractors, cars, small trucks called dimo batta, motor bicycles, paddy harvesting machines etc are now in villages which accommodate existing project roads. However roads and other road infrastructure are still to be improved. On the other hand, since the most of project areas are still remaining as villages, people living there are still enjoining with their existing environment. Children running here and there crossing roads. Most of the women use motor bicycles to transport their children and to do other day to day work. The majority of cyclists who use these roads do not wear helmets, including women and children. After carpeting the roads, the speed of vehicles in the same roads will be higher than now. Complying with Context Sensitive Designs (CSD) concept of the project it is necessary to launch safety awareness programmes in these areas. PIC2 Consultants are now planning to conduct several road safety awareness programmes in each package during the first quarter of 2017. Road users (drivers + pedestrians), villages and school children and traffic police officials of the area will be the participants of the programme.



5.7 Unsafe riding of motor bicycles in existing village roads is now become as an usual practice, no safety helmets for three people (Above Photograph). A bag is in the bicycle handle. After carpeting the roads more high speed vehicles are to be expected. Hence similar kinds of life risking riding has to be stopped. Attitudinal changes are to be developed among public, explaining the conditions of the existing roads and after the development of roads due to the project through proposed road safety awareness programs.



Usual village life pattern will be changed after developing village roads

Children enjoy with everything that they find or in everywhere they are moving. However, this behavior must change after the improvement of these roads. Proposed road safety programs are aiming to address these issues.

6.0 Monitoring of Social safeguards compliance at field level

6.1 It could be interpreted that the descriptions in the RF on 'Monitoring' as, one of the objectives of the monitoring will be examining the delivery of the planned social safeguard activities to needy people who suffered differently due to the project activities, and the second objective will be to investigate whether the planned activities are producing the desired out comes.

Responsibility of delivery of the planned social safeguard activities are divided among the PIU, PIC and the Contractor in varying levels and monitoring the expected out comes will be the responsibility of the PIC and PIU. As the key strategy of the iRoad Project, public participation is ensured in all project stages. The establishment of the Grievance Redress Mechanism (GRM) and introducing a three level GRM system are the first efforts to take public participation and public consultation complying with social safeguard requirements. The formation of DS level GRCs and GN level GRCs, while building awareness among Government Officers and representatives of the public on the I ROAD project are initiated by the PIU.



Initiating establishment of Thamankaduwa DS level GRC by the Project Director of NCP (13.09.2016)



One Project Engineer in NWP explain the project at a GN level GRC

6.2 The Project Engineer of PIU describes project technical features at GRC formation meetings. Then the Social/Environmental Specialists of PIC brief the social/environmental background, social safeguards and the importance of receiving public participation for the project. PIU Social safeguards and Environmental Safeguards Officers are appointing GRCs at meetings. The same procedures follow even during GN level GRC formation. The responsibility of PIU is, receiving public comments and suggestions prior to finalizing the road designs, with the purpose of that PIU is planning and organizing DS level and GN level public meetings to form GRC committees. Public comments, suggestions during meetings and refreshing transact walks are recorded by the PIU and the Contractor. PIU and PIC equally monitor, all public proposals receiving through DS and GN level GRCs are incorporated in to final road designs. During the period up to end of December 2016 there are 65 DS level GRCs out of 81 , and 175 GN level GRCs out of 230 have established by the two PIUs in corporation with PIC2 and Contractors.

6.3 Monitoring additional land requirements and organizing receiving consent letters and carrying out land donation activities are also a responsibility of the PIU. However, so far no land donation cases found and no requirement of receiving consent letters during the reporting period.



SGRS of PIC2 briefs Social and Environmental importance and safeguards Policies of the Project at a GRC formation meeting (PU-02-NWP)



DS level GRC formation, Social and Environmental safeguards by ES of PIC2



Social Safeguard Officer of RDA (NWP) explain GRC system at a GRC meeting



RDA-NCP Social Safeguard Officer assist to select the GRC committee at a GRC meeting

6.4 Among the social safeguard monitoring responsibilities of the PIC2, participating GRC formation meetings was a key activity of the SGRS during the period. SGRS should ensure that relevant officials from the project staff are participating in the GRC formation meetings (PE, RE/ARE, CE, PM, SGRS/ES, S&EO), sufficient public representation, government officers participation (DS/ADS/ADP, GS, DO, A&RO, CO/MO), public awareness on the GRM functions, public participation on social safeguard related road designing, construction and maintenance activities etc relevant to GRC meetings. Monitoring such activities and assisting PIU staff to carryout GRM functions as required is fulfilled by the SGRS during the period. A presentation for DS level GRC formation meetings was prepared jointly by the PIU and PIC2 Social/Environmental safeguard staff in NWP. In addition to these activities, building awareness on social and environmental safeguard requirements among Contractors and assessing performances of their Social/Environmental Officers were also carried out. Two meetings for each province were conducted by PIC2 at the beginning of the project (PI. See the annex: 01.)



PIC2 is having a meeting with Contractors and PEs, REs, CEs, S&Eos, of NCP



PIC-02, NCP Resident Engineer Address PEs, CEs, PMs on Social/Environmental Safeguard



PIC2 is having an awareness building meeting with Contractors, PEs, REs, CEs, S & EOs of NWP (26.07.2016)



Social/Environmental Monthly Progress Review Meeting-In Anuradhapura

6.5 Other key activity carried out during the period by ES and SGRS of PIC2 was conducting social/environmental monthly progress review meetings. This is a complete monitoring exercise which is PIC2 organized and done with the PIU and the Contractor. SGRS ensure at each meeting that, GRC committees are formed as planned, public complaints/requests are managing successfully, land donation and receiving consent letters are according to the RF, gender balance within the project activities is maintained, social issues are resolved successfully, activities related to information dissemination on the project is as required, S&EOs field activities and documentation and reporting are as required, HIV/AIDS, health and safety programmes will be organized by the Contractor etc.



Monthly Social/Environmental Progress Review Meetings in NWP

6.6 At the same time PIU will also monitor relevant Social Safeguard implementation activities during the month through the monthly progress review meetings. PEs and Social/environmental Officers are participating from PIU while RE/ARE, CE, SGRS and ES participate from PIC2. Project Managers and Social and Environmental Officers participate from the Contractor for these progress review meetings. Monthly progress reports are prepared by ES and SGRS reporting the progress of complying with environment/social safeguards. Social/Environmental Officers of PIU also prepared monthly progress reports to submit at PCC meetings. In addition to meetings, joint field visits are also carried out by the PIC2, PIU and the Contractor. The monthly progress report which is submitted by the Contractor includes a section to describe the progress of social safeguard. This information is discussed basically at progress review meetings.



A meeting with E&S Officers and PMs of Contractors in Polonnaruwa by PIC2 (04.08.2016)



Joint Field visit to MAGA metal crusher site, monitoring social safeguard activities

6.7 The Environmental and Social Development Division of RDA (ESDD) and CSD/SG Specialist monitor PIU and PIC safeguard monitoring activities. CSD/SG Specialist visited PIC2 Office in Kurunegala on 8th July 2016 and had a discussion with the Team Leader, Deputy Team Leader, Environmental Specialist (ES) and Social/Gender/Resettlement Specialist (SGRS).(PI. See the Annex: 02) He emphasized SGRS's main tasks during the project implementation. Complying with the Resettlement Framework (RF), Gender Action Plan (GAP), Road Safety Awareness (RSA), HIV/AIDS awareness programme are to be the priority. Also explained about the Context Sensitive Design (CSD) principles. SGRS has to monitor refreshing transact walks randomly. Secondly a workshop organized on 30th August 2016 in Battaramulla, Sethsiripaya for Social and Environmental staff of all provinces by ESDD and CSD/SG Consultant. At the meeting it was discussed that Due Diligence Reports have to be done in the future and the land donation system. Also emphasized was the importance of HIV/AIDS and health awareness programmes. ESDD explained the basic monitoring activities of environmental and social safeguard during the project implementation complying with ADB safeguard policies.



The workshop held in Kurunegala conducted by CSD-SG Specialist on the Safeguard Compliance.

6.8 Another two workshops for NWP and NCP have been conducted by ESDD and SCD-SG Specialist on 7th and 8th September 2016. Presentations of workshops included Development, Social and Environmental impacts, Mitigatory Measures, CSD system, preparing Due Diligence Reports, complying with Resettlement Framework, land donation practices, GRC functions, keeping a public complaint register, gender action plans and awareness programmes.



Social safeguard Officer of ESDD presenting on compliance with ADB social safeguard policies at the workshop.



A workshop held in Sethsiripaya, Battaramulla organized by ESDD (30.08.2016)

6.9 An ADB Mission visited the project on 24th and 25th November 2016 and they were interested to observe the progress of construction activities. During their field visits safeguard requirements were also discussed. They wanted to ensure all the beneficiaries are aware on the GRM system and their contribution to the road designs. They were also interested to know about the knowledge of CSD among the project staff.



ADB Mission progress review meeting at PO-01 Contractor's office (24.11.2016)



ADB Mission Field Visits-PU-01, Rd 44, (25.11.2016)

6.1 Progress of functions of Grievance Redress Mechanism (GRM)

6.10 The GRM is explained very comprehensively at DS and GN level GRC committee formation meetings by the PIC2 and the PIU. During the reporting period, a few public complaints have been received and recorded by Contractors. The reason was most of the contract packages have started working in short road sections. However, suggestions and comments have been made by the target communities during refreshing transect walks. After that the complaints, requests and comments of the people were low. KU-01 recorded 03 requests, while KU-04 recorded only one request. AP-02 have recorded 02 requests, 21 suggestions, which were received during refreshing transect walks, and 02 complaints. AP-04 had recorded 44 requests which were also received during refreshing transect walks. PO-03 have recorded 03 requests and one complaint. As shown in the section 2 of 'progress of civil works' in this report, most of the contract packages have started construction only within 1-4 km distance in 2-3 roads.

Table: 6.1 Progress of GRC formation as at end of December 2016

Package	No.of DS level GRCs to be formed	Already formed as end of December 2016	No.of GN level GRCs on each road to be formed	Already formed as at end of December 2016
Package: KU-01	06	05	16	10
Package: KU-02	07	04	19	08
Package: KU-03	06	06	12	12
Package: KU-04	08	08	15	05
Package: KU-05	10	09	17	07
Package: PU-01	06	03	11	06
Package: PU-02	05	05	11	04
Package: PU-03	05	02	17	08
Package: AP-01	06	04	17	05
Package: AP-02	06	04	12	07
Package: AP-03	04	03	12	04
Package: AP-04	06	04	19	06
Package: PO-01	02	02	18	06
Package: PO-02	03	03	26	21
Package: PO-03	02	02	11	09
Total	72	64	163	108

6.11 However, the total number of suggestions and requests received through transect walks are more than the recorded number, in the public complaint register. During the period, 64 DS level and 108 GN level GRCs have been formed and at the same time transect walks in 108 roads have completed and requests and suggestions received from them have recorded. Public complaints could be expected only during commencement of construction in each road. So far commencement of construction in only within short distances in 2-3 roads in each package.

6.12 Other reason to have less public complaints is, people living along proposed roads are fairly aware on the construction procedures and public participatory GRM system of the project. Also the relevant information on the project has already been disclosed to the public through sign boards, posters, and GRC meetings and through politicians etc. People in the area are highly concerned about a carpeted road instead of gravel or damaged roads, which they have been suffered during last 10-15 years, and they need to complete roads as soon as possible. They have positive attitudes on construction impacts as difficulties which may emerge temporary and within a short period.

6.13 Among the few public complaints so far received the 'dust problem' has taken the first place. Due to the dry weather during the period between July-December 2016 all the areas in the country

suffered. Lowering ground water level, reducing water in reservoirs, damaging all kind of crops and increasing dust everywhere became a common issue. However, Contractors hardly managed to spray water in important places of road sections such as schools, dispensaries etc. Another issue which become a public complaint was the damaging of underground water lines that have been laid through community water supply projects. Although there were very few complaints, this issue has emerged due to unplanned activities of the Contractor. During GRC meetings information on these water projects including responsible officers and organizations was identified. The Contractors' responsibility is to keep in contact with them during construction, to know the pipe laying locations and to avoid unnecessary damage and disturbance to the water supply. However, all damaged pipes were repaired by the Contractor.



Refreshing Transect Walks in NCP and investigating Public requests on culverts by the PD-PIU.

6.14 The majority of suggestions and requests are receiving during the DS and GN level GRC formation meetings. Most of them are common to all proposed roads. Most common suggestions and requests have so far been received from two provinces and are listed out as follows.

Table 6.2 Public Suggestions and Requests

Water stagnation in some sections of the road -need a new culvert
Water stagnation in some sections of the road-need new side drains
Water stagnation in some sections of the road -need to repair existing culvert
Water stagnation in some sections of the road-need to rehabilitate existing drains
Access to the houses/buildings is needed
New lead-away drain is needed
Existing Lead-away drain to be rehabilitated
Existing Causeway to be repaired
A bridge or large culvert to be constructed instead of the causeway
Road width to be increased as much as possible
Road width to be increased in front of the school/hospital/dispensary/temple
Entrances of by-roads to be carpeted
Passing bays and parking bays
Concreting road sections of low land areas surrounded by several water tanks
Side walls for some sections of roads
Private water supply lines crossing the road to reinstate
Reducing dangerous bends
Controlling heavy vehicles after construction
Road safety measures after construction of the road
Construction of old bridges
Placing roundabout on road junctions/Junction improvements
Constructing side walls of irrigation canals bounded to proposed roads
Controlling heavy/construction vehicles on the road during school hours

These requests and suggestions have been incorporated in the final road designs as appropriate. No complaints have been directed to GN level or DS level GRCs except rd 43 in PU-01 (It will be describe later).



Contractors' Social & Environmental Officers are also assist PIU to appoint GRCs. Practicing GRM is also a Contractors' responsibility.



Contractors' Environment/social officers are assisting PIU to do refreshing Transect Walks, Contractors' active participation in practicing GRM of the project.



PO-02 S&EO Forms GRC Committees with the assistance of PIU and PIC2-Contractor's active participation on GRM.



People need more width of roads and new bridges...beyond project limitations.



People including government officials participate in a DS level GRC formation meeting



Religious leaders in villages are still leading the villagers through the GRM to develop their roads



Refreshing transect walks are helpful to identify other existing infrastructure to be protected along roads



It is necessary to receive public participation to develop rural roads with different geographical features



Culvert rehabilitation is a common request of the people during transect walks-Welikanda



Listening to the villagers first on their requests/suggestions, and explaining project limitations and negotiation on possible solution-GRM practices by a PE in NWP during refreshing transect walks.



Refreshing Transect walks reduces issues may emerge during construction. Designing to have new culverts with lead away drains cannot be decided without proper public consultations.

6.15 Establishing GRCs in DS level and GN level were fairly progressive (As the table 5.1) and due to awareness programmes during forming GRCs and refreshing transect walks, the public were happy about the commencement of the project. Since not very much construction work has been carried out during the period, the number of public complaints were also less than mentioned at the beginning of this chapter. During the period up to December 2016, there were no GRC inquiries in NCP but few GN level inquiries were in NWP.

It was related to an issue created due to construction of a new culvert at 6+460, rd. no. 43, PU-01 which was decided during refreshing transect walks. The Land owner and villagers close by have opposed the new culvert which will diverting water through the side drain may cause to create flood along the road during heavy rain. All decided to find new location for a culvert during a field visit in surrounding area. Finally, all agreed to construct a new culvert at 6+350 and divert water through a side drain close to another local authority road. It was easy to come to a decision when the relevant parties were present including the AD-Planning from the Divisional Secretary Office, representatives from Pradeshiya Sabawa, NWP-PRDA, and Executive Engineer's Office in addition to GRC members. (See the annex 03) There are some more GRC inquiries reported from KU-02 Rd.56, on removing culverts, lead away blockings, relocation of community water supply pipes, embankment construction in paddy field area. The issues were resolved at a GRC meeting held at Kadirapola temple on 20th December. (Pl. See the annex: 04)

7.0 Issues Observed (Social Related) and status of compliance

7.1 During the period, no considerable social issues emerged in the two provinces. During the formation of GRCs there were some misinterpretations on road sections which are to be constructed through the project. According to groups of villagers, some road sections in the RDA plan are not traversing through populated area. Some people have proposed new road sections which are important to them. One example is from Padaviya and other one from Ashoka Pura, Anuradhapura. Separate public meetings were held to clarify the issues by the PD, PE, RE and other officials. PIU-PD explained that RDA was able to construct only the road sections already approved for the ADB loan.



Villagers express their comments on the road section to be constructed (AP-04/Rd50- 24.08.2016-Padaviya)



Female villager complained that there is another important road section, RDA to be constructed (AP-04/Rd50- 24.08.2016-Padaviya)



DS, PD, RE, PE, PM, SGRS discussed the matter and all agreed that new road sections cannot be included in the project. (AP-04/Rd50- 24.08.2016-Padaviya)



PD-NCP explained the possible solution. (AP-04/Rd50- 24.08.2016-Padaviya)

7.2 Ashoka Pura-Samagipura (AP-03, Rd 8) people complained to RDA, that the road section RDA proposed should be up to the railway station. The PD-PIU explained the actual situation and people accepted. The incident happened in Kekirawa (AP-02, Rd19) is also related to a road section RDA proposing to construct.



The road section removed from the original road section

7.3 This incident is from AP-02 Rd 19 in Kekirawa and one community group with the high priest of the Buddhist temple wanted to change the RDA proposed original road section and remove a section running through the Bo-tree and adding a new section. The Buddhist monk who belongs the Bo-tree and villagers were got together and agreed to the adjustments and RDA approval was also taken. However, another Buddhist monk who belongs to another temple close by, proposed a new road section which was not in the RDA plan. PE of PIU explained the Buddhist monk the actual situation and the difficulty of adding a new section now. Previous adjustments with a new section was made after removing a similar section in the original road section. No public meetings were held or no adjustments to the road done so far. No further complaints from the people or from the Buddhist monk.



The Buddhist monk justifying on the proposed new road section (AP-02, RD19).

7.4 No social issues have been directed to GRC level 2 or 3 during the period. The issues were created due to approved RDA road sections and could be resolved after explaining the actual situation. Roads were selected in 2014 by a group comprised of Grama Niladharies, Development Officers attached to DS offices and Politicians attached to local authorities. Since the planning took place in 2014 and the delay of two years of implementation, it is unavoidable receiving new proposals for new road sections to be constructed. However after having proper explanations by the PIU people are understood the project limitations. On the other hand these issues so far emerged are very limited.

8.0 Progress in donating land for road improvement works

8.1 According to the Resettlement Framework (RF) for the rural road component, voluntary land donation will be the method if private land is required for the investment programme. Voluntary donation of land involves the contribution by individuals of land for a project that has community benefits including rural roads that are part of the community driven development.

During the period up to December 2016, the project very few land donation cases have completed in NWP. One case was in road 17, KU-03, Watareka Junction to Uda Inguruwatta via Kudumiriya

road. Private land strips from five locations of the road 17 were needed on the project for lead away drain construction. Land donation procedures completed only signing no objection letters and consent letters on 22nd December 2016. The second land donation was carried out in Rd 71 in KU-03 in NWP. The road name is Narammala -Kurunegala main road to Kumbalpola junction. Due to the insufficiency of road width at the 3+329-3+342, it was needed to add an additional land strip from a private land. One Ms. Kamalawathee from Boyagane signed no objection and her consent letter to donate the land strip from her property. (Pl. see the annex: 04)

During the period of reporting only six cases in two roads have completed land donation procedure. However so far programme team has completed refreshing transect walks in 107 roads and there were also locations already identified as additional land requirement for road widening in narrow sections, reducing road bends and for lead away drains. During the year 2017 more land donation cases are to be expected.

9.0 Coordinating with line agencies and sharing of experience with other PICs

9.1 All the proposed roads in NWP and NCP belong to Pradeshiya Saba and Provincial Councils. Since the RDA has taken the responsibility to construct these roads, it is necessary to continue contacts with Provincial Road Development Department (NWP/NCP) and Pradeshiya Saba (NWP/NCP). Project Directors offices in NWP and NCP are coordinating and having progress review meetings. Issues to be resolved with the assistance of PRDD are discussed at meetings and solutions found to continue the project.

9.2 In addition to above key agencies, Ceylon Electricity Board (CEB), National Water Supply and Drainage Board (NWSDB), Agrarian Services Department, Telecom, Community Water Supply Project, Divineguma Department, Mahaweli Authority, Irrigation Department and Divisional Secretariats are the other agencies which are important to the iROAD project implementation. Since the all roads are constructed within the existing ROW, there is no need to shift CEB or Telecom posts. However, when a requirement exists to widen a road section in a donated land strip or in a government reservation, CEB/Telecom post will be shifted as convenience. NWSDB services are needed when water supply pipes are crossing the existing roads. Support of the Dept. of Irrigation and Mahaweli Authority are needed when constructing roads along irrigation canals. Some damaged canal banks and culverts may disturb road construction and similar issues are already identified in some project roads in Anuradhapura and Polonnaruwa districts. Services from Dept of Agrarian is also important when constructing roads along tank bunds. Some places of tank bunds and sluices are to be repaired before constructing roads. Villagers need passing bays when road traversing on the tank bunds. The RDA alone cannot resolve these issues. Objectives of two levels of GRCs are achieved with the participation of DS, AD-P, Grama Niladharies, Development Officers and Agricultural Officers. Two PIU-PD officers are coordination with above agencies to receive their fruitful and continued support to launch the iROAD project.

9.3 During workshops or meetings with ESDD and CSD/SG Specialist share experiences of other PICs. PIC2 SGRS and ES visited the Southern Province Project during May-June 2016. First hand experiences received from the PIC in Southern Province and PICs established later collected valuable experiences from them. SGRS of PIC2 are still coordinating with PIC1-SGRS when they find issues to be resolved. The meeting held in Sethsiripaya on 30th August 2016 organized by ESDD had a chance to share experiences on implementation of safeguard policies in all provinces where iROAD projects are being implemented. Since the progress monitoring and reporting systems are similar to all PICs, sharing information with each other is easier among SGRSs and ESs.

10.0 Public Consultation and Information Dissemination

10.1 During the period up to December 2016, public consultation related activities initiated with the establishment of two levels of GRC committees. Project Engineers of each PIU office meet the Divisional secretary and give a brief about the project first, prior to fixing a meeting for formation of DS level GRC. Since the majority of DSs were involved in i ROAD Project activities during 2014, it was easy to draw their participation. After receiving a date for the DS level GRC formation meeting all relevant project staff in PIC, PIU and the Contractor are informed. AD-Planning, Relevant Grama Niladharies, Development Officers, Divineguma Officers, Agricultural Officers, Community Representatives, Religious leaders are participating in the GRC formation meetings. As the first step of public consultation, project objectives, projects technical information, social and environmental safeguard policies, how construction is carried out and how the public can support the road construction etc. are explained by the PE of PIU, SGRS/ES of PIC2, and PM of the Contractor at such meetings. They then invite participants' comments, suggestions and proposals. Secondly, dates are fixed for the formation of GN level GRCs for each road. At these meetings the same project information is delivered by relevant officials, in addition refreshing transect walks are held after appointing GN level committee. So far the project teams of NWP and NCP have completed basic consultation activities through formation of 64 DS level and 108 GN level GRCs.



Project information by the PE of PIU



Social/environmental safeguards requirements by SGRS/ES of PIC2



'How to do road construction and required public cooperation' by the Contractor

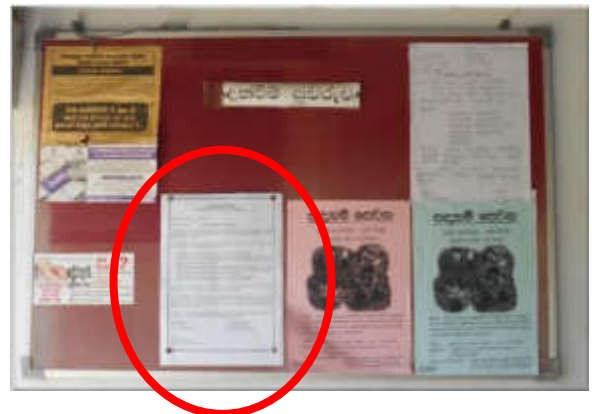


Public need more clarifications on project information

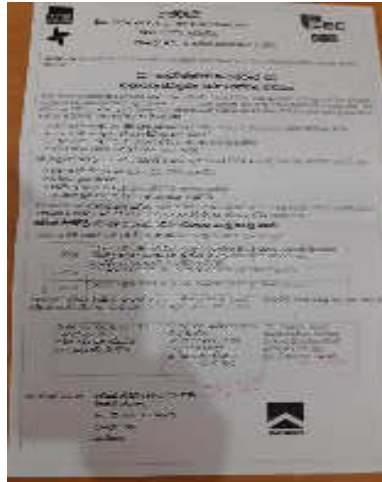


Public Consultation on road designs through transect walks

10.2 The first and basic step of public Consultation are fulfilled during the GRC formation and transect walks. Secondly while resolving public complaints, land donation activities, organizing road diversions, temporary closing roads etc. public consultation to be carrying out at varying levels. To make the people aware of project procedures and activities, public media methods are also used to continue public consultation. Project staff have published posters and notices in public places. The posters explain the GRM system, current project activities, and prior notices on road diversions or closure, information of contact persons if any issue etc. Sign boards are displayed at both sides of the project road describing the project road information with the length, cost of construction, construction commencement date, completing date, names of contractor, consultant and the implementing agency, contact persons etc.



10.3 At the beginning of construction on all project roads, a notice describing construction procedures is published to inform the public so as to receive their cooperation. The notices inform the public that surveying works have commenced and do marking on walls, trees only for surveying purposes but not related to land acquisition. Also the notice says centerline of the road is marked and soil sample will be collected etc. Three names of PE, SSO, S&EO with addresses and phone numbers are also in the notice to enable the public to inform any urgent issue happened in the field. The notice is issued by the PD-PIU.

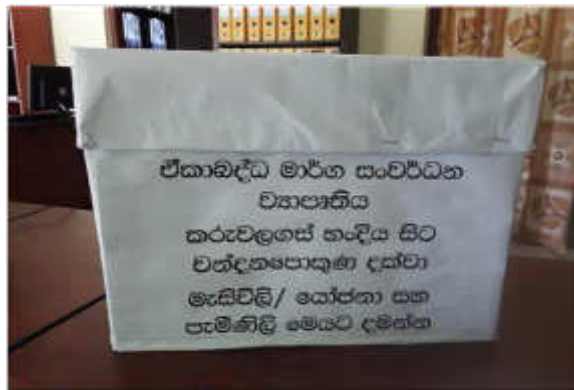


10.4 Above poster information includes the name of the road, what improvements will take place on the road, what assistance is expected from the public, how the public can forward their grievances/ complaints and requests, three names (PE, SGRS, ES) and addresses with phone numbers to contact in case of emergency etc. This notice is published by the Contractor.



10.5 This is a signboard posted on both sides of the proposed road at commencement of construction (Above photograph). It describes the names of the implementing agency, the funding agency, consultants, contractors, road length, road width, total construction cost of the road, work commencement date and completion date.





Complaint Boxes

10.6 The project also provides the opportunity to people who cannot come to the offices to make their complaints by putting them in writing and into complaint boxes which are placed at public places along the road.



A Sign Board with a public complaint box

10.7 Public consultation can be fulfilled even informally during other construction related works such as; during land surveying, boundary marking, land donation, problem resolving, roads diverting, proposing by-pass roads and temporary road closing etc. When the Contractor needs land and buildings for storage facilities, water, building materials, Contractors' representatives meet the village people and discuss their needs.



Enjoying the commencement of road construction (27.12.16 AP-03 Road 29)

10.8 During the formation of GRC meetings and on transect walks, religious leaders, community leaders and elites of villages, politicians and government officers praised the iROAD project and its procedures of implementation. Most of them have mentioned and appreciated that welcoming public participation by RDA prior to commencement of this project activities is very new to them. The formation of GN level GRCs for each road is also appreciated by villagers who remember previous bad experiences on unsuccessful development projects, carried out by some politicians/contractors without informing village people. Refreshing transect walks have recognized village people and indigenous knowledge of them by engineers are also plus marks to i ROAD project. Government officers are the other party who appreciate the project which is implementing in coordination with them. In some areas, villagers offered sweets and tea (*Keum, Kiribath*) for the GN level GRC participants and project officers to celebrate the inauguration of construction of their road.

The High priest of Dimbulagala appreciated the project and it helps to construct their damaged roads after a long time suffering. He also praised the RDA effort to receive public participation on road construction and maintenance.



Enjoying the commencement of road construction with the Officials (27.12.16 AP-03 Road 29)



Dimbulagala High Priest appreciated the project activities

10.9 Other important social factor noted due to the project is the local politicians' interest in participating on project activities. Rural roads are the most important development path of the rural people and they are happy when road conditions improve. To win the village people the politicians who link with key political parties are participating in DS and GN level GRC formation meetings and in transect walks. Some politicians are encouraging villagers to cooperate with Contractors and provide facilities them including additional land strips when required to construct roads.



Some politicians participated in GN level GRC formation meeting

11.0 Programs and Activities to enhance social environment including CSR works

11.1 While concentrating beyond the formal project activities additional social works have been planned by Contractors to build awareness among the public on the project activities. These additional social works will also create an understanding between the Contractor and the Public. This understanding will help the Contractors' project activities to continue without any difficulties from the people in surrounding area. It is too early for Contractors of i ROAD project to do social activities in addition to planned project activities during the reporting period. However, it is reported some activities during the period have carried out by three Contractors in addition to their project activities which could be supported to improve the understanding between the Contractor and the people living there.



Developed a by-road by MAGA in AP-03 responding the public requests.

11.2 A request came from 14 village families living along a by-road close to Road Id 09 in AP-03 (Wellankulama Junction-Alappankulama road), to improve their road. About 50 people use this road every day for their socio-economic activities. Contractor, MAGA responded positively and improved the road and completed on 29th November 2016.

11.3 Another social activity is reported from the VVK Company in PU-02, a playground was developed in response to a request from the principle of Katupotha Junior School. The activity was completed on 3rd December 2016.

11.4 It is also reported that two social activities from MAGA, AP-01 completed, responding public requests to improve the ground of the weekly fare in Sucharithagama and the playground of the school in Sucharithagama.



*Upgrade the floor condition of
Sucharithagama fair*



*Widen the school ground, Sucharithagama
School*

11.5 In addition to above activities no other programs implemented during the reporting period as awareness building or educational programs related to enhancing social environment. Road safety programs will be implemented during first quarter of 2017. HIV/AIDS awareness programs and other health programs will also be implemented during the first quarter of next year. The need of a road safety awareness programme has come through GRC meetings. Some villagers have suggested the need to build awareness among pedestrians /drivers on road safety measures. At the same time, proper orientation is to be given specially to pedestrians including school children on how to behave along improved roads. Sharing Traffic Police records is also important. A road safety programs organized by the SGRS of Southern Province were observed during PIC2 field visits, those experiences will be used to organize programs for NWP and NCP.

11.6 The process of fulfilling Context Sensitive Designs (CSD) requirements are commencing from the activities of the formation of DS and GN level GRCs which are considered as first stage of public consultation. At those meetings, CSD policy and objectives are explained to the public directly or indirectly while explaining the construction impacts which are so sensitive to the human and physical environment. Then emphasizes that, it is not advisable implementation of i ROAD construction without identifying those sensitive areas which construction affect and appropriate migratory measures to minimize them. Since, this is a collective activity, all road beneficiaries have to organize each other through GRC committees to soften the sensitivity of potential construction impacts to the physical and human environment. GRM and Public Consultations could be the key tools to identify and propose proposals to include in to final road designs which are manageable the sensitivity of human and physical environment. It has been identified areas of sensitive to the human lives and physical environment during transect walks. Sometimes there were cool arguments between engineers and villagers. When the engineering solution could not be matching with the human or environment solution, these differences are continuing. However, finally a proposal was found on which both parties agreed and will be added to the final design of the road. Some conclusions of the engineers of project team such as the requests of bridges, villagers genuinely accept, although the issue is very sensitive to them. When admitting by engineers that it was not within the RDA scope/or new bridge project would come etc. villagers were happy that at least RDA has understood their problem.

The most of the project team members do not know the CSD concept in words or sentences but only in practice. This is also explained to PMs, SEOs, PEs, CEs, when having monthly progress review meetings by PIC2. Not only during designs, during implementation of designs and during using the improved road, the sensitive areas to the human and physical environment to be considered. Construction impacts mitigation, continuing GRM and public complaints management, assisting vulnerable families and protecting livelihoods, information dissemination, controlling air and water pollution, assuring construction materials, waste management, health and safety awareness building etc are in the action phase of the CSD, since these are the instruments which reduce the sensitivity.

11.7 The first photograph below says something related to the concept of CSD. The first thing is the nature of rural roads and why we need to consider sensitivities during designing road construction. This road is very useful to farmers in the areas to transport their harvest to the town, to send children to school, for people to go to working places. Public transport needs to be improved. If the road remains unconstructed all the expectations of the family will be destroyed. It affects their economy and their social life. When the road construction is ongoing soil erosion in to paddy fields and water pollution is possible. Due to heavy rain landslides are possible. Road diversions or closures also affect their day to day activities. During the operation of the new road, pedestrians and cyclists are in danger due to high speed vehicles. On the other hand road accidents will be possible for vehicles due to high speed. All these teach us it is necessary to consider sensitive areas during designing, constructing and operating roads.



Locations very sensitive to physical and environment.



Project Team given their fullest support to human design people friendly structures

12.0 Conclusions and Recommendations

In comparison with the other road development projects being implemented, iROAD Project has become a first rural road development project designed to implement with beneficiary participation. From the stage of road designing, until road operation and maintenance, all over the period of five years, the Contractor will look after the road incorporating the beneficiary participation. GRM is the main theme and GRCs and community consultation are playing a key role as instruments of the project moving. ADB social safeguard policies and CSD concept are pushing and guiding the project implementation while complying its main objectives. Final achievement to be the attitudinal changes among the road beneficiaries' that their 'rights' to contribute to plan their own road construction and its maintenance activities. Contractors should think that this is their social responsibility to complete not only for financial profits but also for social profits. Activities so far implemented including formation of GRCs and finalizing road designs have been carried out with the public participation. This is a positive factor in rural road development but it is too early to come to a conclusion on its sustainability.

The other important feature of this project is the roles of the government institutions within the project which is also very new to rural roads development sector. Roads belongs to local authorities have taken to develop for a five year period by RDA which is a National organization belongs to a Cabinet Ministry. This will also be a positive factor to expect quality rural roads constructed by RDA, using its expertise due to long term experiences on construction of expressways and highways.

The project activities have so far shown somewhat negative factors as well. Active participation of line agencies including local authorities' in the project is so far, not very progressive. On the other hand Contractors adaptation with public participatory development methods are also not as expected. These two factors directly affect the sustainability of i ROAD Project concept.

Recommendations

The Local authorities' participation in rural road construction works is needed from the beginning. Working with experienced the national authority will be beneficial to the local authorities to carry out future local road development activities by themselves. One day i ROAD project should focus on local authorities as project executing agencies to develop rural roads. The recognition of relevant line agencies and creating good coordination from the beginning of the project is needed.

Technical staff (of PIU, PIC and Contractors) including engineers who are on i ROAD projects should be provided with proper training on public participatory development methods and CSD conceptual development activities.

More comprehensive training/orientation on public participatory development methods including safeguard principles to be provided owners or key officials of local Contractors. Knowledge and experience on public participatory development strategies should be a pre-qualification of Contractors who select for i ROAD projects.

It seems that the Contractors are still not taking responsibility to produce final reports on the status of incorporating public proposals in to the final design. Two PIUs roles in this regard are also not clear. Proper instructions need to be given to Contractors with proper orientation on the objectives of the activity. PIC 2 and two PIUs should have free dialogue on similar issues and come to finalize proper procedures. Contractors' lethargic efforts on recruiting two qualified ESOs for each package should not be continued. During the process of land donation activities, practice of public consultation is to be improved with the assistance of SGRS. A proper review on land donation on the so far completed to be carried out collectively by three parties and agree on basic procedures of public consultations.

13.0 Annexes

Annex: 01 Anuradhapura Meeting by PIC2

Important points expressed by the Social/Gender/Resettlement Specialist, related to Social Safeguard requirements, at the meeting held on 12th July 2016 with the officials of the Contractor MAGA- Anuradhapura District.

Objective of the meeting:

Explaining how to prepare the EMAP by the Contractor and Contractors role in Environmental and Social Safeguard during the project

Participants:

MARGA officials, RDA-PD office officials, RE, Social and Environmental Experts of PIC2 (18)

Venue: MARGA office, Horowpathana

Date: 12.07.2016

Key points highlighted by the Social/Gender /Resettlement Specialist

This project prioritizes social and environmental conservation while improving and constructing rural roads with the purpose of linking rural communities with mainstream of the center.

Why is it important to consider the social and physical environment equally during construction? It is humans who change the patterns of the nature and earth by damaging the environment, the social structures and the relationships for their living. None of the other living beings damage the patterns of the nature of earth for their living.

These roads are well linked with the socio-cultural values of the people living in surrounding areas, since the existing roads are the results of development of foot paths which were used by the people who lived in the past in these villages. All social relationships are well linked with the old village road networks in which the people travelled using bullock carts, push bicycles, two wheel tractors and four wheel tractors etc. to their Chena, paddy fields, temples, visit relatives, village market, dispensaries, town centers etc. Due to the impact of economic development, which was emphasized by National policies especially after 1977, all development activities focused on considering the importance of linking the periphery with the Centre. Rural development and rural infrastructure development are basically focused on road development. As we know, bad experiences of ignorance of the environmental and social values during in the past, ADB, World Bank and CEA are now highly concerned about the conservation of the environment during development projects. Even during rural road development, prioritization of conservation of existing social/cultural and environmental status are very important to all projects like iROAD.

This project (iRoad) is having a radical change by itself. Traditionally and as well as at present in some projects, the Contractor, Consultant and Employer play the main role as the key stakeholders who responsible for the consideration of the impact on environment and the society during construction. The Employer issues the rules and regulations to the Contractor, Contractor follows these rules and regulations and the Consultant supervises the Contractor. This project is aiming to do collaborative works by the Contractor and the Consultant together. Part of the responsibilities of the Consultant to be taken by the Contractor in managing social and environmental impacts mitigation and reporting.

At the same time the Contractor should consider the environmental and social considerations are not only contractual obligations but also humanistic obligations as we are people of one country and in one planet (earth). That the negative impact will not only have effect on other people but on them personally as well.

In this project, the Contractor needs to prepare an Action Plan incorporating environmental and social conservation principles, values, rules and regulations that have been introduced by CEA and ADB. The Contractor also needs to ensure that negative impacts will not occur within the

existing social and environment structures during construction. While implementing, the Contractor himself report to the Consultant on the progress of the implementation of migratory measures. They will also have to participate in consultations with the beneficiaries at the designing stage of the roads, listening to the public complaints, grievances etc. through GRCs and cooperate with the people until the completion of the construction. While taking key responsibility in these events, the Contractor has to cooperate and coordinate with the Employer, Consultant, DSs and GNs.

The Contractor's role and the contribution in this project is very important as there are only two consultants from PIC and 16 social and environmental officers in RDA-PD offices for all 15 packages in four districts to look after environment and social safeguard during the project period. All necessary training, guidance and awareness will be provided by the PIC and RDA officers. GRCs will be a better instrument for the Contractor to meet the public. All DS level GRCs are organized by the PE but active participation of the Contractor is needed. They have to organize and play an active role in GN level GRCs and all records should be kept well and reported to the Consultant.

Contractors' consideration on safety, public complaints, and impacts to the vulnerable people during road designing and constructing is very important. Safety awareness programmes and HIV/AIDS awareness programmes to be implemented by the Contractor with the support of PIC. Contractor should understand objectives of awareness programmes and their active participation in these programmes are highly important. As a result of these programmes public cooperation during construction will be improved. Finally the Contractor can ensure no damage is done to the society or to the environment in the area during construction.

The Contractor has access to records of transect walks, which have been carried out previously, and videos of the roads and other social and environmental project documents. The Contractors' should make an effort to get the participation of the public during designing, construction, road safety, traffic diversions etc. are very important. Even during operation, strong safety measures should be adhered to and villages or road users should be aware of the difference between old roads and new roads. Taking labour from surrounding villages including women is very important. Receiving equal participation as much as possible from women and men is one of valuable tasks of the Contractor. The labour camps and the behavior of workers of the Contractor should not damage the environment and the existing socio-cultural values in the area. (Explained Jaffna experiences)

Reporting monthly social activities carried out by the Social-Environmental officers of the Contractor is very important. Since, it will be valuable assistance to the two Consultants of PIU to monitor the progress and to report to the Employer and ADB. All relevant formats for reporting are already prepared and soft copies will be provided (Explained all formats)

N.Maddugoda,

Social/Resettlement/Gender specialist

Annex: 2

Notes of the discussion had with Mr.Saranga Gajasinghe on 8th July 2016

- Social/Gender/Resettlement Specialist (SGRS) should concentrate on Resettlement Framework (RF), Gender Action Plan (GAP), Road Safety Awareness (RSA), HIV/AIDS awareness programme.
- Context Sensitive Design: The project continue while protecting community values
- Socio-Economic Profile, IR due Diligence Report.
- Transect walk records: Previous findings will be updated during surveying roads by the Contractor, SGRS will not be participate but randomly.

Responsibilities;

Land Donation: Process to be followed, PE will take the initiative. However visiting the family of land donation party and keeping records on dialogs of them is important. SGRS should participate with PE, SEO, PD office SSO.

First their consent letter, then PE check deeds and survey, then MOU will be signed. Not to be taken 10% from the total land. Boundary walls, life fences can be replaced.

Establishment of GRCs: DSD level first. Then GN level. SGRS's participation in DS level is necessary. Cooperation of PM and SEO of Contractor is important and to be maintained good relationship. 'Establishment of GRCs and awareness' to be found. Public notice on GRCs to be placed by the Contractor. PDs calls DS level GRCs.

GAP: Women participation to be ensured. See the IEE report. Include in Contractors' labour force. No need to prepare GAP action plan already prepared. Ensure equal wages for equal works.

Staff: Contractor's SEO, PD office Social Staff.

Formats: As being used by Southern Province

Reports: Monthly Report; one chapter to include in Consultants Report.

Road Safety Awareness Programmes: Cost from the Consultant, one for a package, school level.

AIDS/HIV awareness programme: Cost from the Contractor

Workshops: CSD training, one for a Province, Saranga will call, second week of August

GRC awareness: NCP/A'pura 26.07.2016, NWP: 27.07.2016

Annex: 03

Grievance Redress Committee / Level – 2

Discussion notes of meeting number - 02

Contractor's Package: PU 01

Road Name: Thabbowa, outside circular road of Karuwalagaswewa

Road number: 43

Date and Time: 2016.12.06, 10.00 p.m.

Venue: Thabbowa Fisheries Village Meeting Hall

Meeting Number: 02

Participants:

Project Director	Integrated Road Investment Program, Project Implementation Unit, Wariyapola.
Project Engineer	
Social Safeguards Officer	
Assistant Environmental Safeguards Officer	
Residence Engineer	Consultancy Company (RDC)
Assistant Residence Engineer	
Design Engineer	
Social Safeguards Consultant	
Technical Officer	
Project Manager	Ranken Railway Pvt. Ltd.
Environmental Officer	
Mechanical Officer	
Assistant Design Director	Divisional Secretary Office, Karuwalagaswewa.
Grama Niladari	Thabbowa
Secretary	Pradeshiya Sabha, Karuwalagaswewa.
Mechanical Officer	Department of Road Development, North Western Province. Executive Engineer's Office – Anamaduwa.
Grievance Redress Committee Members	

(Participant's signature sheet is attached)

- Welcome speech is done by Grama Niladari (Thabbowa).
- Purpose of this Committee meeting is explained by Project Director.
 - ❖ Discussed about the conflict of a new culvert which was proposed to construct, place where the 6 + 460 km road on 04th of October 2016, GRC – 02.
 - ❖ Discussed about the proposal of a new culvert which is asking to construct by converting the Leader way along to the side drain near the Pradeshiya Sabha road by replacing the deactivated culvert which is located in front of the Mr. H.A. Ratnapala's land near the factory of Block stones on the 5+525 km road.

Decisions of the Discussion

- ❖ Decided to implement the proposal of the new culvert for construct near the Pradeshiya Sabha road by replacing the culvert which is located on the place of 5+525 km
- **Grama Niladari** - There is not a true statement about the problem because the house owners of that area (6 + 460 km) were absent for the meeting which is held on 2016.10.04. Anyway if will be constructed a cross drain by crossing this road, it must be size of 6 feet and have to construct near the Diyawara village's entrance road. Or else it can construct two culverts and can design to drain out the water through those culverts.
- **Project Director** - It must have to get the maximum usage of the funds of the project, so that cannot construct two culverts and also cannot do concreted drains on the Pradeshiya Sabha road.

- **Assistant Director -Planning** There is no money in this iROAD project for construct the drains on Pradeshiya Sabha road, hence Divisional Secretariat Office can grant funds for the construction of the cross drain on year 2017. For that, it must have to state a proposal in a village level.
- **Local community in that area** - If the drain (6 + 460) km is constructed on above place, it can be submerge the roadside houses because the draining of water along the low level road. At present also cause to be under water when the heavy rain occurs. In future it will be more. There is another most suitable place for construct a new culvert.
- **Secretary of Pradeshiya Sabha** - Pradeshiya Sabha has to grant a for the construction of drains in this road. It cannot reserve funds immediately.
- **Project Director** – It is better to decide the place for the new culvert which is proposed by the local community in that area after the field observations.

Decisions of Discussion / Field visit of road observation

- ❖ These decisions were taken by according to the agreement of all the Officers, Committee members and the participants of local community of that area after the field observation of both 6 + 460 km place a and new place which is proposed.
- 1. The new culvert is going to be constructed at the place where 6 + 350 km instead of the place where 6 + 460 and the draining water of that place is going to direct to the side drain of the Pradeshiya Sabha road which is situated on that place.
- 2. It is going to build a protective system to the slope of the drain to avoid wash away of the land area about 30m along the land of Grama Niladari office at Diyawara village.
- 3. The agreement of the secretary of Pradeshiya Sabha at Karuwalagaswewa was stated for build a culvert about higher degree of opening width for the sub road which is going through the backside of the Grama Niladari office coming along the 6th lane on next year.
- ❖ Decided to construct a new culvert near the Pradeshiya Sabha road instead of current culvert which is situated at the place where 5 + 525 km

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D.M.T.P Pathiraja,
Secretary,
Grievance Redress Committee Level – 02.

Annex: 04

Date-20.12.2016 at 2.00 pm

Venue-Kadirapola temple

Participants-PD, PE, ARE, Contractors representatives (PM, DPM, DE, EO), DNs, Agriculture officers, Development officers, Civil community leaders, Few Villagers

Reason-to take the final decision for following matters raised by the public.

Name of the complainer	Complaint	GRC Decision
Pahala Labbala Paddy Field Owners	Remove the Culvert at (8+908)	Culvert will be remove from the culvert list.so will not be constructed
Neighbors –Villagers of the Alabadagama	Lead away blocking at the culvert at 0+264	Concern will be taken from land owner to make a drain
Mr Sarath	Relocation of community water supply pipes from 4+500-5+500	Relocation will be conducted with collaboration of both parties(Contractor and Public)
Bammana villagers	Closed culvert at 3+720	Catch pit will be introduced and repairing of culvert
Mr. Piyasena Amarasingha,Kadirapola,Narangoda	Embankment construction in paddy field areas	Concern will take from relevant Authorities



Photographs of the GRC meeting

Annex: 05

REHABILITATION/IMPROVEMENTS OF 99 KM OF RURAL ROADS IN KURUNEGALA DISTRICT

CONTRACT NO: RDA/ADB/IROAD (NW)/NCB/CP-RR (KU3)

Narammala Kurunegala Main Road to Kubalpola Junction

(Hal para -Colombo Road (Road ID-71))

Land donation Process

Date : 2016/12/09
Divisional Secretariat Division : Kurunegala
GN Division : Madithiyawela

Participants

Index No	Name	Designation
01	Mr. Sudeera Bandara	Project Engineer
02	Mr. Pallegama	SO- IROAD-NWP,RDA
03	Mrs. S.D.P. Weeraratne	ESO-Ranken
04	Mr. P.A. Marasingha	President-GRC(GS- Madithiyawela)
05	Mr. C. Jayaweera	SE-Ranken

Status of Land donation

Road ID	Location/ Chainage	Side of the road	Ownership of land (Government /Private)	Reason for additional land requirement	Name & Address of the land owner	Status of signing No Objection letter	Consent letter from GN
71	3+329 - 3+342	LHS	Private	Not enough the Road width	Kamalawathi Muthugala,Og odapola Boyagane.	√	√



PE in consultation with the land lady

Annex: 5.1**CONTRACT NO: RDA/ADB/IROAD (NW)/NCB/CP-RR (KU3)****Wataraka Junction to Uda Iguruwatta via Kudumiriya Road (Road ID-17)****Land donation Process**

Date : 2016/12/22

Divisional Secretariat Division : Mawathagama

GN Division : Wataraka

Participants

Index No	Name	Designation
01	Mr. K. S. Thilakasiri,	ESO- IROAD-NWP,RDA
02	Mr. S. Pathiraja	ESA- IROAD-NWP,RDA
04	Mrs. M.A.M. Samaranayaka	President-GRC (GS Boyagane)
05	D P A S Jayawardana	Committee member (Development Officer)
06	Mrs. S.D.P. Weeraratne	ESO-Ranken
04	Mr. C. Jayaweera	SE-Ranken

Status of Land donation

Road ID	Location/Chainage	Side of the road	Ownership of land (Government/Private)	Reason for additional land requirement	Name & Address of the land owner	Status of signing No Objection letter	Consent letter from GN
17	1+300	LHS	Private	Lead away construction	LHMDK Abillapitiya, No 15, Uda iguruwathta, Wataraka	√	√
	4+428	LHS	Private	Lead away construction	EM Thilakarathna. Pallegama Iguruwathta, Mawathgama	√	√
	1+480	LHS	Private	leader of way construction	LHMMN Pallewaththa, 39, Wataraka, Iguruwathta	√	√
	5+495	RHS	Private	Lead away construction	PG Gunarathna, Uda iguruwathta, Iguruwathta	√	√
	5+880 - 5+940		Private		BG Kulathilaka, Uda iguruwathta, Iguruwathta, Mawathgama	√	√

Wataraka Junction to Uda Iguruwatta via Kudumiriya Road (Road ID-17)

Land donation Process in Photographs

