

# Social Monitoring Report

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Semiannual Report  
January – June 2015

SRI: Integrated Road Investment Program –  
Tranche 1

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

## **CURRENCY EQUIVALENTS**

(As of December 2015)

Currency Unit	–	Sri Lanka Rupee (SLRs)
SLRs 1.00	=	0.00698 USD
USD 1.00	=	SLR 143.23

## **ABBREVIATIONS**

ADB	-	Asian Development Bank
BOQ	-	Bills of Quantities
DSD	-	Divisional Secretariat Division
EHS	-	Environmental, Health and Safety
ES	-	Environmental Specialist
ESDD	-	Environmental and Social Development Division
FAM	-	project Facility Administration Manual
FGD	-	Focus Group Discussion
GND	-	Grama Niladari Division
GoSL	-	Government of Sri Lanka
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
ICB	-	International Competitive Bidding
IROAD-	-	Integrated Road Investment Program
MFF	-	Multi Tranche Financing Facility
NCB	-	National Competitive Bidding
PE	-	Project Engineer
PIC	-	Project Implementing Consultant
PIU	-	Project Implementing Unit
PPTA	-	Project Preparatory Technical Assistance
RDA	-	Road Development Authority
RF	-	Resettlement Framework
ROW	-	Right of Way
SPS	-	Safeguards Policy Statement, 2009 of ADB
Tr1	-	Tranche 1
Tr2	-	Tranche 2

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## I. INTRODUCTION

### A. Project background

1. Integrated Road Investment Program also known as the “iRoad program” is a road improvement program focused to improve the rural connectivity between villages and economic centers of Sri Lanka. The Government of Sri Lanka (GoSL) has requested the Asian Development Bank (ADB) to fund this program. As a result ADB is to fund the program as a Multi Tranche Financing Facility (MFF). Road Development Authority (RDA) under the Ministry of Highways and Investment Promotion is the project executing agency.

2. Already two tranches have been formulated under this MFF, where tranche 1 (Tr1) will improve and maintain selected roads in Southern Province, while tranche 2 (Tr2) will improve and maintain selected roads in Sabaragamuwa, Central, North Central, North Western Provinces and Kalutara district in Western Province.

3. Approximate total lengths of roads to be improved in each province is summarised in table 1 below. Many of the roads selected for improvement and maintenance belong to the categories of Pradeshiya Saba and Provincial Council (rural roads) and there are a few trunk roads (under the preview of RDA).

**Table 1: Total lengths of roads to be improved and maintained in each province**

Tranche No.	Province	District	No. of Roads	Approximate total length of roads (km)
1	Southern	Galle	66	197
		Matara	67	218
		Hambantota	51	166
		<i>Sub-Total</i>	184	581
2	Sabaragamuwa	Ratnapura	38	255
		Kegalle	63	217
		<i>Sub-Total</i>	101	472
	Central	Kandy	50	221
		Matale	51	194
		Nuwara Eliya	43	180
		<i>Sub-Total</i>	144	595
	North Central	Anuradhapura	60	330
		Polonnaruwa	55	170
		<i>Sub-Total</i>	115	500
	North Western	Kurunegala	76	485
		Puttalam	38	220
		<i>Sub-Total</i>	114	705
	Western	Kalutara	83	276
<i>Sub-Total</i>		83	276	
<b>Grand Total</b>			<b>741</b>	<b>3,130</b>

Source: RDA (July, 2015)

**B. Context and purpose of this report**

4. A Resettlement Framework (RF) was prepared during the Project Preparatory Technical Assistance (PPTA). The RF sets out guidelines and procedures that need to be complied under social safeguards of the project. As section 10 of RF on “Monitoring and Reporting” it is important to prepare a semi-annual monitoring report on the progress of social safeguards compliance of the project.

5. This report is prepared to serve as the 1<sup>st</sup> semi-annual monitoring report on social safeguards and the reporting period is from January to June 2015.

6. However, it should be noted that only contractors of Southern province under Tr1 started mobilizing during May, 2015 and no civil works initiated during the reporting period. A summary of sub-project status is discussed separately.

7. Therefore this report mainly discusses the status of each tranche with respect to documentation, procurement of consultants and contractors, compliance with loan requirements (social aspects) and recommendations with respect to social safeguards.

**C. An overview of institutional framework**

8. Individual Project Implementing Units (PIUs) are to be established for each province. At present one fully functional PIU has been setup to look in to matters related to Southern Province and Kalutara district. Project Directors have been appointed for Central, Sabaragamuwa, North Western and North Central Provinces.

9. As per the RF and FAM the PIU will recruit suitable candidates to carry out tasks related to social safeguards. And the PIU will also be assisted by Environmental and Social Development Division (ESDD) of RDA with regards to any social safeguards issue. RDA is in the process of short listing and finalizing the interviews to recruit suitable candidates to fill up the positions related to social safeguards.

10. Three Project Implementing Consultants (PICs) will be established for Tr1 and Tr2. PIC 1 will work on Southern Province, PIC 2 will work on North Western and North Central Provinces while PIC 3 will work on Central and Sabaragamuwa Provinces and Kalutara district of Western Province. One Social, Gender and Resettlement Specialist will be recruited for each PIC on a full time basis.

11. From the contractors point an Environmental Officer will be recruited for each contract package who will assist the PIU and PIC in carrying out social safeguards.

**D. A summary of key social data collected during project preparation**

12. A sample socioeconomic survey was carried out covering all the Grama Niladari Divisions (GNDs) affected in the project areas of Southern, Central, Sabaragamuwa, North Western, North Central Provinces and Kalutara District of Western Province. Data collection and analysis was done during March to August, 2014. Table 2 presents details of sample size surveyed in each district against the requirement of 20% as indicated in the RF.

**Table 2: Estimated No. of households and enumerated households in each district**

Province and Tranche	District	Estimated No. of Households	Required sample size	Enumerated No. of Households	Actual Percentage of sample size
Southern (Tr1)	Galle	10,000	2,000	3,747	37.47
	Matara	9,000	1,800	3,945	43.83
	Hambantota	8,000	1,600	2,926	36.58
Sabaragamuwa (Tr2)	Rathnapura	18,000	3,600	4,566	25.37
	Kegalle	15,000	3,000	5,116	34.11
Central (Tr2)	Kandy	15,000	3,000	3,514	23.4
	Matale	15,000	3,000	3,440	22.9
	Nuwara Eliya	18,000	3,600	4,583	25.4
North Western (Tr2)	Kurunegala	14,500	2,900	4,590	34
	Puttalam	7,000	1,400	2,953	42
North Central (Tr2)	Anuradhapura	15,000	3,000	5,308	35.38
	Polonnaruwa	10,000	2,000	5,383	53.83
Western (Tr2)	Kalutara	25,000	5,000	7,367	29.47

13. Transect walks were conducted for each candidate road during the PPTA. Awareness meetings and Focus Group Meetings (FGDs) were also carried as per the requirements of RF. Section -- summarizes the number of FGDs conducted in each district and participation of women in these meetings.

## I. SUMMARY OF SUB-PROJECT STATUS

### A. Tranche one (Southern Province)

14. Subproject roads in Galle, Matara and Hambantota districts have been packaged in to nine (9) contract packages (i.e. 3 contract packages per district). Procurement of contractors for each package has been done as International Competitive Bidding (ICB). Procurement of contractors and project Implementing Consultant has been completed. Contractors have commenced mobilisation at sites towards end of April, 2015. While the PIC mobilised in June, 2015. Table 3 below presents a summary of each contract package with respect the name of contractor, date of mobilization and length of roads under the package.

**Table 3: Summary of each contract package**

District	Package No.	Contractor	Date of mobilisation	Length of roads to be improved (km)
Galle	G1	K. D. Ebert & Sons Holdings	19 May 2015	63.6
	G2	K.D.A. Weerasinghe & Co. (Pvt) Ltd	1 June 2015	62.3
	G3	K.D.A. Weerasinghe & Co. (Pvt) Ltd	1 June 2015	71.7
	<b>Total</b>			<b>197.6</b>
Matara	M1	CML MTD Construction	6 June 2015	96.9
	M2	K. D. Ebert & Sons Holdings	6 May 2015	65.7
	M3	K. D. Ebert & Sons Holdings	12 May 2015	54.9
	<b>Total</b>			<b>217.5</b>

District	Package No.	Contractor	Date of mobilisation	Length of roads to be improved (km)
Hambantota	H1	K.D.A. Weerasinghe Co. (Pvt) Ltd	1 June 2015	70.9
	H2	CML MTD Construction	25 April 2015	58.6
	H3	RR Construction (Pvt) Ltd	1 May 2015	41.4
	<b>Total</b>			<b>170.9</b>

15. Most of the contract packages are still in the mobilization stage which is usually about 3 months, some contractors have commenced surveying works but none has commenced construction works during the reporting period.

**B. Tranche two (Sabaragamuwa, Central, North Central, North Western provinces and Kalutara district of Western province)**

16. Tranche two is still in the procurement stage of contractors and consultants. Tranche two will have both National Competitive Bidding (NCB) and International Competitive Bidding (ICB) contracts. Two Project Implementing Consultant packages will be allocated to Tr2 but will be funded under Tr1. Table 4 provides a summary on the progress of procurement of contractors in each province.

**Table 4: A summary on procurement progress of tranche 2**

Province	Type of civil works package	No. of packages	Status
Sabaragamuwa	ICB	06	Final stage of procurement. Negotiations completed. Will be forward for ADB approval before end of July 2015.
Central	ICB	09	Final stage of procurement. Negotiations completed. Will be forward for ADB approval before end of July 2015.
North Central	ICB	02	Technical evaluation in the final stage. Will be forwarded to ADB before end July, 2015.
	NCB	04	Pre- bid evaluation in final stage. Will be forwarded to ADB before end July, 2015.
North Western	ICB	03	Technical evaluation in the final stage. Will be forwarded to ADB before end July, 2015.
	NCB	04	Pre- bid evaluation in final stage. Will be forwarded to ADB before end July, 2015.
Western (Kalutara district)	NCB	03	Pre- bid evaluation in final stage. Will be forwarded to ADB before end July, 2015.



## II. SOCIAL SAFEGUARDS REQUIREMENTS OF IROAD PROGRAM

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

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

## III. COMPLIANCE ON SOCIAL SAFEGUARDS REQUIREMENTS

### A. Compliance with requirements in the resettlement framework

18. Initial selection of rural and truck roads for Tr1 and Tr2 has been carried out based on the information gathered through District Secretariats, Divisional Secretaries and civil societies. These roads have been then inspected to verify the availability of land (i.e. Right of Way). Involuntary Resettlement (IR) Due Diligence and Socio-economic Assessment Report prepared for each province under Tr1 and Tr2 includes an annex providing field observations made on each road and IR categorization checklist for each province. Other requirements stipulated in the RF have been or are being complied with as detailed in the below table.

**Table 5: Compliance with RF with respect to tranche 1 and 2**

Item/ Section/ Schedule	Description	Status of Compliance
<b>A. Background</b>	<p>4. <b>Rural Roads.</b> For the rural roads there will be three contract packages per district. The contractor will be responsible for construction of the road over 2 years and performance based maintenance for another 3 years. For the rural roads the improvements will be undertaken completely within the existing right of way which is between 2.5m to 5.5m. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways and bridges.</p>	<p><b>Complied with in selection of roads under tranche 1 and 2.</b> No road having an average ROW less than 2.5 m was selected. Further locations where improvements to road structures and safety needs have been highlighted in transect walk records.</p>
<b>E. Screening Criteria of Subsequent Projects</b>	<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><b>Complied with in tranche 1 and 2.</b> Impact categorization checklists have been prepared for each road under Tr 1 and Tr 2; Impact categorization of the tranche have been done based on these check lists. The checklists have been annexed to the Involuntary Resettlement Due Diligence and Socio-economic Assessment Reports prepared on a province basis.</p>
<b>2. Land Acquisition Due Diligence Reports</b>	<p>48. If no acquisition and resettlement impacts were identified during screening, the government will be required to prepare a due diligence report providing support</p>	<p><b>Complied with in tranches 1 and 2.</b> Involuntary Resettlement Due Diligence and Socio-economic</p>

Item/ Section/ Schedule	Description	Status of Compliance
	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.	Assessment Reports have been prepared on a provincial basis. The reports include two sections; section 1 on Involuntary Resettlement and section 2 on the socio-economic profile. The IR categorization checklist is attached as an annex to the report with a note on each road with regard to available ROW. Sampling for the socio-economic assessment has been done on Divisional Secretariat Basis (DSD) and the sample sizes of most reports have exceeded the 20% household limit.

## B. Review of project documents

19. **Bidding Documents.** Standard bidding documents has been used in Tr1 and Tr2. Although there is no specific reference to the social safeguards, it is observed that some of the clauses in the Bid documents have direct references to mitigation measures on social impacts (excluding land acquisition). These clauses pertain to the following key social and safety requirements:

- Compliance with Pollution Control Regulations
- Health and Safety aspects during construction
- Compliance with Labour Regulations including child labour
- Standard drawings that could be utilised to different ROW situations (to avoid land acquisition).

20. **Volume 2 – Conditions of Contract** include clauses as follows:

4.8	Safety procedures	6.13	Supply of food stuff
4.14	Avoidance of interference	6.14	Supply of water
4.18	Protection of the environment	6.21	Child labour
4.24	Fossils	6.24	Non-discrimination and equal
6.6	Facilities for staff and labour		opportunity
6.7	Health and safety		

21. Above contract conditions are reiterated in Volume 3 – Specifications of contract documents. Under volume 3 the following provisions are specifically allowed for environmental (including social obligations) and safety requirements.

## 1. 103. Arrangements for traffic with safety precautions during rehabilitation or crossing of existing roads

### 103 ARRANGEMENTS FOR TRAFFIC WITH SAFETY PRECAUTIONS DURING REHABILITATION OR CROSSING OF EXISTING ROADS

#### 103.1 General

Append the following to paragraph 1 of this clause:

The Contractor shall, after consultation with the Engineer, all the concerned Local Authorities and Police prepare a scheme of traffic management for carrying out the Works. Such proposals shall be submitted to the Engineer for his approval, together with written approval / no objection certificates from the concerned authorities, not less than 30 days before the planned implementation of each proposal.

The Contractor shall not commence any works affecting any public highway until all approved traffic safety measures conforming to the Engineer's prior approval have been fully implemented to the satisfaction of the Engineer.

The Contractor shall take necessary measures for the safety of traffic and third parties by providing, erecting and maintaining all signs, lamps, barriers, traffic control signals, road markings, etc. in a clean and legible condition, and shall position, re-position, cover or remove them as required by the progress of the Works. The barriers shall be strong. Red lanterns or warning lights shall be mounted on the barriers at nights and shall be kept lit until sunrise. If the Contractor fails to comply with these requirements, the Engineer shall order a third party to rectify the shortcomings and shall recover the cost of such works from the Contractor.

22. Proceeding clauses of this section include;

- 103.2 - Using part of the road, which has two sub sections as;
- 103.2.1 - Initial maintenance of existing road
- 103.2.2 - Routine maintenance of existing roads included in the contract
- 103.3 - Temporary diversions

## 2. 108. Obligations of the contractor and general requirements

### 108.1 Mobilization, Maintenance and De-mobilization of Contractor's Facilities and Plant/Equipment

The Contractor shall make provision for erection, operation and removal after the completion of works, of his temporary installation and facilities, including offices, accommodation, workshops, quarries, borrow pits, batching and blending plants and restoring of temporary land for borrow pits and quarries, etc. He shall provide and maintain at his own cost sanitary facilities on site, first aid fire fighting equipment, drinking water facilities, electricity and telephone for the duration of the Contract.

The contractor shall be responsible for the management and security of the Site and safety of public and adjoining property and shall be liable for any claims arising from loss or damage suffered. He shall employ suitable security personnel and establish a security system for this purpose.

All temporary accommodation shall be kept well maintained during the contract period and shall be available for inspection by the Engineer and/or Government Medical Officer of Health. The Contractor must comply immediately with any instruction given by the Engineer and/or Medical Officer for cleaning, disinfecting and maintenance of any building to return it to a hygienic and sanitary condition.

The Contractor shall confine his apparatus, the storage of materials and the operations of his workmen to the limits indicated by law, ordinance, permits, or direction of the Engineer. The Contractor shall erect temporary fences as required by the Engineer. The Site boundary lines shall be to the approval of the Engineer.

The Contractor shall implement his Environmental Management Action Plan accepted by the Engineer in compliance with the Environmental Management Plan given in Appendix A.1 of Section 6.6 of Volume II of Part II and submit a monthly Monitoring Report. The contractor shall implement measuring of selected environmental parameters as given in the Environmental Monitoring Plan (EMOP) attached as Appendix A.2 of Section 6.6 of Volume II of Part II.

23. Sub-clause 108.3 under clause 108 refers to HIV-AIDS prevention. This sub-clause specifies that the contractor shall conduct HIV-AIDS awareness programmes and conduct information, education and consultation communications campaigns to all sites staff, labour and immediate local communities via an approved service provider.

### C. Compliance with loan conditions (social safeguards)

24. The requirements stipulated in the loan conditions of tranche 1 and 2 have been or are being complied with as detailed in the below table.

**Table 6: Compliance with loan conditions (social safeguards) of tranche 1 and 2**

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 4 - Consulting Services	7. 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.	<p><b>Being partially complied with in tranche 1.</b> The PIC for Tr1 is yet to nominate/ recruit a Social, Gender &amp; Resettlement Specialist. This is a very important position that needs to be filled immediately as the roads selected are mostly rural and need to minimize the impacts (adverse) on the society.</p> <p><b>PICs for tranche 2 is yet to be appointed.</b></p>
Schedule 5 – Safeguards	<p>3. The Borrower shall ensure, or cause RDA to ensure, that the Project does not have any Indigenous Peoples Safeguards and Involuntary Resettlement Safeguards impacts, both within the meaning of SPS. In the event that the Project does have any such impact, the Borrower shall take all steps required to ensure that the Project complies with the RF and IPPF, applicable laws and regulations of the Borrower and with SPS.</p> <p>4. The Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any provincial or rural road is implemented in accordance with the procedures laid out in Appendix 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.</p>	<p><b>Complied with in tranches 1 and 2.</b> All roads selected under tranche 1 and 2 have minimum corridor of not less than 2.5 m in rural roads while the ROW for trunk roads has been set at 5.5 m.</p> <p><b>No civil works have commenced yet in Tr1 or Tr2.</b></p>

Item/ Section/ Schedule	Description	Status of Compliance
Schedule 5 – Labour standards	<p>9. The Borrower shall ensure that (a) all contractors under the Project comply with all applicable labour laws and regulations, do not allow employment of child labour for project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites; (b) people directly affected by the Project are given priority to be employed by the Project; (c) contractors do not differentiate wages between men and women for work of equal value; and (d) specific clauses ensuring these shall be included in the contracts.</p> <p>10. The Borrower shall ensure that (a) the GAP is implemented in accordance with its terms; (b) the bidding documents and contracts include relevant provisions for contractors to comply with the measures set forth in the GAP; (c) adequate resources are allocated for implementation of the GAP; and (d) progress on implementation of the GAP, including progress toward achieving key gender outcome and output targets, are regularly monitored and reported to ADB.</p>	<p><b>Being complied with in tranches 1 and 2.</b> Clauses have been added in to standard bid documents.</p> <p><b>To be complied with in T1.</b> The contractors have been advised to recruit more females in to the work force.</p> <p><b>Will be complied in all sub-projects under tranche two.</b></p>

**D. Compliance to the social requirements under the Project Facility Administration Manual (FAM)**

25. The requirements stipulated in the project Facility Administration Manual of Integrated Road Investment Program have been or are being complied with under tranches 1 and 2. Details of each item and status of compliance is summarised in below table.

**Table 7: Compliance with FAM (Social Safeguards) in tranche 1 and 2**

Item/ Section/ Schedule	Description	Status of Compliance
VII Safeguards – B. Involuntary Resettlement	45. <b>Project 1.</b> Project 1 for the improvement of rural access roads and national roads in Southern Province is classified as category “B” in accordance with SPS. The improvement of project	<b>Complied with in tranche 1.</b> No road widening is envisaged in the detailed designs carried out by the contractor and the design

Item/ Section/ Schedule	Description	Status of Compliance
	<p>roads will be carried out all within the existing alignment with no widening. A land acquisition due diligence was undertaken for all Project 1 roads and did not identify any impact on land, structures, private trees, or community resource properties. Social impact assessment comprising of at least 20% households and focused group discussions were also conducted. However, for the 7-year road management contract of selected national roads, resettlement impact might be encountered at a late stage.</p> <p><b>46. Pre-construction.</b> 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 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 Redressal Mechanism. The results from the transect walk (report and map) will be submitted to the civil works contractor who will integrate feasible features into the Level 1 final design. The PIC will review final design.</p> <p><b>47. Construction and maintenance.</b> During construction phase, the PIC will be responsible for conducting semi-annual onsite social safeguard monitoring. During maintenance phase, the PIC will be responsible for conducting annual onsite social safeguard monitoring. PIC should pay close attention to ensure that all</p>	<p>engineers of PIC will verify the same. An awareness programme was also conducted on this regards. Utility structures which may be affected during construction has been identified during transect walks for Tr1 and Tr2. These locations will be verified during detailed designs and suitable mitigation measures will be provided in the designs.</p> <p><b>Sample household survey covering more than 20% household in most of the roads was completed in tranche 1 and 2.</b></p> <p><b>Complied with in tranche 1 and 2.</b> Transect walks have been conducted for all candidate roads in tranche 1 and 2 during pre-construction stage. Community participation has been a key feature of these transect walks.</p> <p><b>Outcomes of the transect walks of Tr1 has been provided to respective contractors to consider feasible features in to the designs. The same procedure will be followed in Tr2 once the civil works contractors and PICs are procured.</b></p> <p><b>To be complied with in tranche 1.</b> PIC of Tr1 is yet to recruit a suitable social development/ safeguards specialist. Also the PIU has obtained applications from suitable candidates to fill the positions on social</p>

Item/ Section/ Schedule	Description	Status of Compliance
	<p>grievances are addressed in a timely manner. Reporting templates can be found in the Resettlement Framework.</p> <p><b>48. Preparation of Subsequent Tranches or Unanticipated Impact.</b> A Resettlement Framework has been prepared to guide the preparation of subsequent Projects or unanticipated 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 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. 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 to 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</p>	<p>safeguards. However the recruitment could be done only after the ongoing elections of the country is over.</p> <p><b>Has been complied with in tranche 1 and 2.</b></p>



Item/ Section/ Schedule	Description	Status of Compliance
	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 house hold 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 Division (ESDD) and a social safeguard team under the PIC.	
VII Safeguards – C. Indigenous Peoples	49. 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. 50. For Project 1, no indigenous people were identified during due diligence. 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.	<b>Complied with in tranches 1 and 2.</b> There were no roads in tranche 1 and 2 that were passing close to or through settlements of indigenous people.

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

26. The gender action plan prepared for IROAD program is presented in annex 1 of this report. As per the GAP it is important that women participation is considered from the preliminary design stage of each tranche (at least 40% female representation in consultations related to the final design.) This has been complied with in tranche 1 and 2 by providing opportunities to women to participate in Focus Group Discussions. Below is a summary of women participation in FGDs on a district basis.

**Table 8: Gender participation in FGDs**

Tranche No.	Province	District	No. of FGDS held	Total Participation	Women	Percentage of women
1	Southern	Galle	65	3431	1452	42.32
		Matara	46	2445	1102	45.07
		Hambantota	43	2324	998	42.94
<b>Grand total</b>			<b>154</b>	<b>8200</b>	<b>3552</b>	<b>43.32</b>
2	Sabaragamuwa	Rathnapura	35	1112	277	24.91
		Kegalle	69	2312	846	36.59
	Central	Kandy	54	3570	1439	40.31
		Matale	53	2052	622	30.31
		N'eliya	47	2841	919	32.35

Tranche No.	Province	District	No. of FGDS held	Total Participation	Women	Percentage of women
	North Central	Anradhapura	51	2172	967	44.52
		Polonnaruwa	65	2201	990	44.98
	North Western	Kurunegala	44	1599	680	42.53
		Puttalam	38	1037	455	43.88
	Western	Kalutara	79	3,415	1507	44.13
<b>Grand Total</b>			<b>535</b>	<b>22311</b>	<b>8702</b>	<b>39</b>

27. With mobilization of contractors in Southern Province transect walk details and information gathered during FGDs is in the process of being incorporated in to final designs with the assistance from the PIC. The same process is expected to be carried out in other provinces.

#### **IV. SOCIAL SAFEGUARDS MONITORING**

28. As indicated no civil works have commenced in Tr1 or Tr2 during this reporting period. Also PIC1 is still mobilizing and is yet to recruit the Social, Gender and Resettlement Specialist. Therefore no monitoring has been conducted by the PIC during the reporting period.

#### **V. SOCIAL SAFEGUARD ISSUES AND MITIGATION MEASURES IMPLEMENTED FROM JANUARY TO JUNE, 2015**

29. It should be noted that civil works in Tr1 and Tr2 have not initiated during the reporting period. Thus the construction related impacts to public such as temporary loss of access, dust and noise nuisances have not arisen.

30. Although the roads selected under Tr1 and Tr2 have average ROW more than 2.5 m, there may be cases where small strips of land may needed to be obtained from public. Such requirement will arise only due to road user safety needs as the project does not involve any road widening. In case such requirement arises the RF provides guidance on taking land through the "land donation process".

#### **VI. AWARENESS PROGRAMMES AND GRIEVANCES**

31. Public awareness programmes has been conducted during project preparatory stage in all provinces coming under tranche 1 and 2. These awareness programmes have been carried out at different administrative levels starting from provincial level to Divisional Secretariat Division (DSD) level. Further awareness has been done during transect walks for each selected road under each DSD.

32. The PIU has organized few DSD level awareness programmes through respective Project Engineers (PE) under tranche 1. It is expected that the establishment of Grievance Redress Committees (GRCs) in Southern Province will commence from July, 2015.

#### **VII. PUBLIC CONSULTATION**

33. Consultation of public has been a key feature of IROAD program. Views of the public have been considered in to the designs mainly to develop a road that is acceptable in environmental, social and safety aspects. As a means of further strengthening this aspect, all contractors of tranche 1 have been instructed to maintain suggestion boxes and public

compliant registers as indicated above. PIU has appointed PEs for each package in tranche 1, and these PEs will also be responsible to maintain this aspect during construction and maintenance period of each road.

## VIII. CONCLUSIONS

34. This report is the first semi-annual monitoring report on social safeguards for IROAD program. The reporting period is from January to June 2015. During this period no construction activity commenced in Tr 1 or Tr2. Therefore no social impacts related to construction activities occurred during the reporting period. However, it is anticipated that such impacts could occur during construction and it is required that contractors strictly follow the guidelines to avoid/mitigate any such adverse impact.

35. As per the preliminary information available the roads selected in Tr1 and Tr2 comply with the minimum requirement of ROW (i.e. 2.5 m for rural roads). With mobilization of contractors in southern province the land survey works have initiated. Additional small strips of land may be required in some roads basically to improve the safety standards. However, such requirements will only be finalized with the land survey and detailed designs. And if such requirements arise it will be (i.e. taking of small strip of land) as per the "land donation process" indicated in the RF.

36. It is recommended that recruitment of the Social Specialist in PIC 1 is carried out without any delay. This is because this is a key position with relation to "Context Sensitive Design" approach and as the civil contractors of Tr1 are still in the initial stages of works any issues arising on social safeguards needs to be addressed.

37. With commencement of civil works it is expected to have a more elaborated report on social safeguards compliance for the period from June to December, 2015.

## ANNEX 1 – GENDER ACTION PLAN

	Activity	Indicator	Responsibility	Timeframe
<b>Output 1: Improved Rural Roads and national roads network</b>				
1.1.	For 560 km of rural roads to be improved, conduct community consultations and integrate findings into final design, addressing issues of: (I) road safety and EWCD features; (II) construction impact and mitigation measures; and (III) social and environmental impact and mitigation measures.	<ul style="list-style-type: none"> <li>At least 40% female representation in consultations related to the final design.</li> <li>Consultation findings are integrated into the final design.</li> <li>Road safety and EWCD features include: pedestrian crossings and location of signage.</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by ESDD/ RDA</li> </ul>	Year 1
1.2	For 130 km of national roads to be improved, integrate safety and elderly-women-children-disabled (EWCD) friendly features into final design.	<ul style="list-style-type: none"> <li>EWCD and safety design features integrated into final design.</li> <li>Designs include: paved shoulders, pedestrian crossings and location of signage.</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by civil works contractor</li> <li>Monitored by PIC and ESDD/RDA</li> </ul>	Year 1- Year 2
1.3	Employ local women for road maintenance and ensure equal wages for equal work done by both male and female skilled and unskilled labor in project works	<ul style="list-style-type: none"> <li>At least 30% of local maintenance workers are women.</li> <li>For rural roads, a 3-year maintenance period with an estimated 40,000 person-days of work for women.</li> <li>For national roads, a 7-year maintenance period with an estimated 16,000 person-days of work for women.</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by ESDD/ RDA</li> </ul>	Year 3- Year 7
1.4	Train local women for routine road maintenance.	<ul style="list-style-type: none"> <li>100% women employed for maintenance are trained</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by contractor</li> <li>Monitored by PIC</li> </ul>	Year 3- Year 6
1.5	Ensure women's participation in road safety awareness campaigns targeting local communities	<ul style="list-style-type: none"> <li>At least 30% female participation in at least 3 awareness sessions per district, with a total of 9.</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by PIC</li> <li>Monitored by ESDD/ RDA</li> </ul>	Year 2- Year 5
1.5	Provide awareness training on sexually transmitted diseases, STI, including HIV, and human trafficking for civil works employees and local communities	<ul style="list-style-type: none"> <li>3 gender segregated awareness sessions per district, with a total of 9.</li> <li>Awareness training conducted on an annual basis for civil works employees by all 11 contractors</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by PIC (for community)</li> <li>Conducted by civil works contractor (for civil works staff)</li> </ul>	Year 2- Year 7

Output 2: Enhanced capacity of RDA and provincial roads executing agencies				
2.1	Institutionalize sex-disaggregated database and conduct gender analysis during preparatory surveys for all rural roads projects in Sri Lanka.	<ul style="list-style-type: none"> <li>Poverty and social assessment study include gender assessment with sex-disaggregated data for relevant indicators.</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by ESDD</li> <li>Supported by Gender Focal Point, ADB SLRM</li> </ul>	Year 1- Year 7
2.2	Appoint a social and gender focal at the PIU level and trained by Specialist in PIC	<ul style="list-style-type: none"> <li>Effective social and gender officer engaged</li> </ul>	<ul style="list-style-type: none"> <li>Engaged PIU</li> <li>Trained by PIC</li> <li>Monitored by ESDD/RDA</li> </ul>	Year 1
2.3	Build the capacity of RDA and provincial road agencies on gender-inclusive design and mainstreaming gender in project preparation, consultation; road construction; and maintenance	<ul style="list-style-type: none"> <li>20 RDA staff from the national level trained</li> <li>20 staff from the provincial road agency trained</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by PIC</li> <li>Supported by Gender Focal Point, ADB SLRM</li> <li>Monitored by ESDD/RDA</li> </ul>	Year 2- Year 4
2.4	Conduct Impact assessment for sample roads with sex-disaggregated indicators	<ul style="list-style-type: none"> <li>Socioeconomic impact assessment conducted for sample roads with a focus on time-use study of women road users.</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by ADB (ERD)</li> </ul>	Year 1- Year 8
Output 3: Project preparation of the following tranches				
3.1	Collect sex-disaggregated data and conduct a gender analysis during preparatory surveys, feasibility studies, assessments and reports.	<ul style="list-style-type: none"> <li>Poverty and social assessment study include gender assessment with sex-disaggregated data for relevant indicators.</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by ESDD/ RDA</li> </ul>	Year 1- Year 2
3.2	Integrate gender-inclusive features into final design and formulate gender-mainstreaming activities.	<ul style="list-style-type: none"> <li>At least 50% of outputs for subsequent tranches include gender-related targets.</li> </ul>	<ul style="list-style-type: none"> <li>Conducted by ESDD</li> </ul>	Year 1- Year 2

ERD = Economic Research Department of ADB, ESDD = Environment and Social Development Division of Road Development Authority; PIC = project implementation consultant; RDA = Road Development Authority;