

# Social Due Diligence Report

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August 2019

## Democratic Socialist Republic of Sri Lanka: Second Integrated Road Investment Program (Tranche 2)

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

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# Second Integrated Road Investment Program (iRoad 2)

## Due Diligence Report on Social Safeguards for Processing of Tranche Two



April 2019

**Report prepared by**  
Project Coordinating Project Implementing Unit

**On behalf of**  
Road Development Authority  
Ministry of Highways & Road Development and Petroleum Resources Development

**Submitted to**  
Asian Development Bank

## CURRENCY EQUIVALENTS

Currency unit  
US\$1.00= LKR.176.13  
(As of March 2019)

## ABBREVIATIONS

|         |   |
|---------|---|
| ADB     | Asian Development Bank                        |
| DS      | Divisional Secretariat                        |
| CRC     | Conventional Road Contracts                   |
| CSD     | Context Sensitive Design                      |
| CSR     | Corporate Social Responsibility               |
| EHS     | Environmental, Health and Safety              |
| EMP     | Environment Management Plan                   |
| ES      | Environmental Specialist                      |
| ESDD    | Environmental and Social Development Division |
| ESO     | Environment Social Safeguards Officer         |
| EWDC    | Elderly, Women, Disable and Children          |
| FAM     | project Facility Administration Manual        |
| FGD     | Focus Group Meeting                           |
| GAP     | Gender Action Plan                            |
| GoSL    | Government of Sri Lanka                       |
| GN      | Grama Niladhari                               |
| GRC     | Grievance Redress Committee                   |
| GRM     | Grievance Redress Mechanism                   |
| ICB     | International Competitive Bidding             |
| IP      | Indigenous Peoples                            |
| IPPF    | Indigenous Peoples Planning Framework         |
| IR      | Involuntary Resettlement                      |
| iRoad 2 | Second Integrated Road Investment Programme   |
| MFF     | Multi tranche Financing Facility              |
| MOHEH   | Ministry of Higher Education and Highways     |
| MOU     | Memorandum of Understanding                   |
| NCB     | National Competitive Bidding                  |
| PE      | Project Engineer                              |
| PFR     | Periodic Financing Request                    |
| PIC     | Project Implementing Consultant               |
| PIU     | Project Implementing Unit                     |
| PM      | Project Manager                               |
| PPMS    | Project Performance Monitoring System         |
| RDA     | Road Development Authority                    |
| RE      | Resident Engineer                             |
| RF      | Resettlement Framework                        |
| ROW     | Right of Way                                  |
| SAPE    | Survey and Preliminary Engineering works      |
| SGRS    | Social, Gender & Resettlement Specialist      |
| SLRM    | Sri Lanka Resident Mission                    |
| SPS     | Safeguards Policy Statement, 2009 of ADB      |
| SEO     | Senior Environment Officer                    |
| SSSO    | Senior Social Safeguards Officer              |
| SSO     | Social Safeguards Officer                     |
| TA      | Technical Assistance                          |
| TL      | Team Leader                                   |
| UP      | Uva Province                                  |

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## 1. Introduction

1. The Integrated Road Investment Programme (iRoad) is operational in Southern, Sabaragamuwa, Central, North Central and North Western Provinces and Kalutara District in Western Province since 2015 with financial assistance from the Asian Development Bank (ADB). Based on the progress of iRoad programme the Government of Sri Lanka (GoSL) during 2017 requested ADB to finance the Second Integrated Road Investment Programme (iRoad 2).

2. iRoad 2 intends to upgrade and maintain about 3,400 kilometers (km) of rural access roads to all-weather standard; rehabilitate about 340 km of national roads and maintain at a good condition in Eastern Province (EP), Northern Province (NP), Uva Province (UP), and Western Province (WP); and improve the capacity of road agencies with respect to safeguards, road safety, maintenance, research capacity, and road design and construction. ADB is funding iRoad 2 through a time-sliced Multi tranche Financing Facility (MFF). The MFF finances slices of long-term contract packages selected under National Competitive Bidding (NCB) and International Competitive Bidding (ICB) under the investment program. Each tranche will finance slices of a group of contracts for civil works and consulting services.

3. The investment program has two outputs: (i) improved road conditions of about 3,400 km rural roads and 340 km national roads between the selected rural communities and socioeconomic centers, and (ii) enhanced capacity of road agencies. The list of project roads and the list of equipment for research capacity enhancement under this MFF presented in Appendix A.I and Appendix A.II of the Facility Administration Manual (FAM) of 10 August 2017 developed for iRoad 2.

4. The civil works packages in iRoad 2 program involves only **Conventional Road Contracts (CRC)**. These are conventional measure and value contracts, requiring detailed contract supervision. These contracts are being used for the rehabilitation of provincial, local authority, and isolated national road sections. Initial construction is to be completed in the first 1-2 years, followed by a three-year maintenance period for rural roads and five-year maintenance period for nation roads.

5. Table 1.1 presents a summary of number of roads, total road length and CRC packages in each Province/ District, while figure 1.1 presents the Provinces considered under iRoad 2 programme.

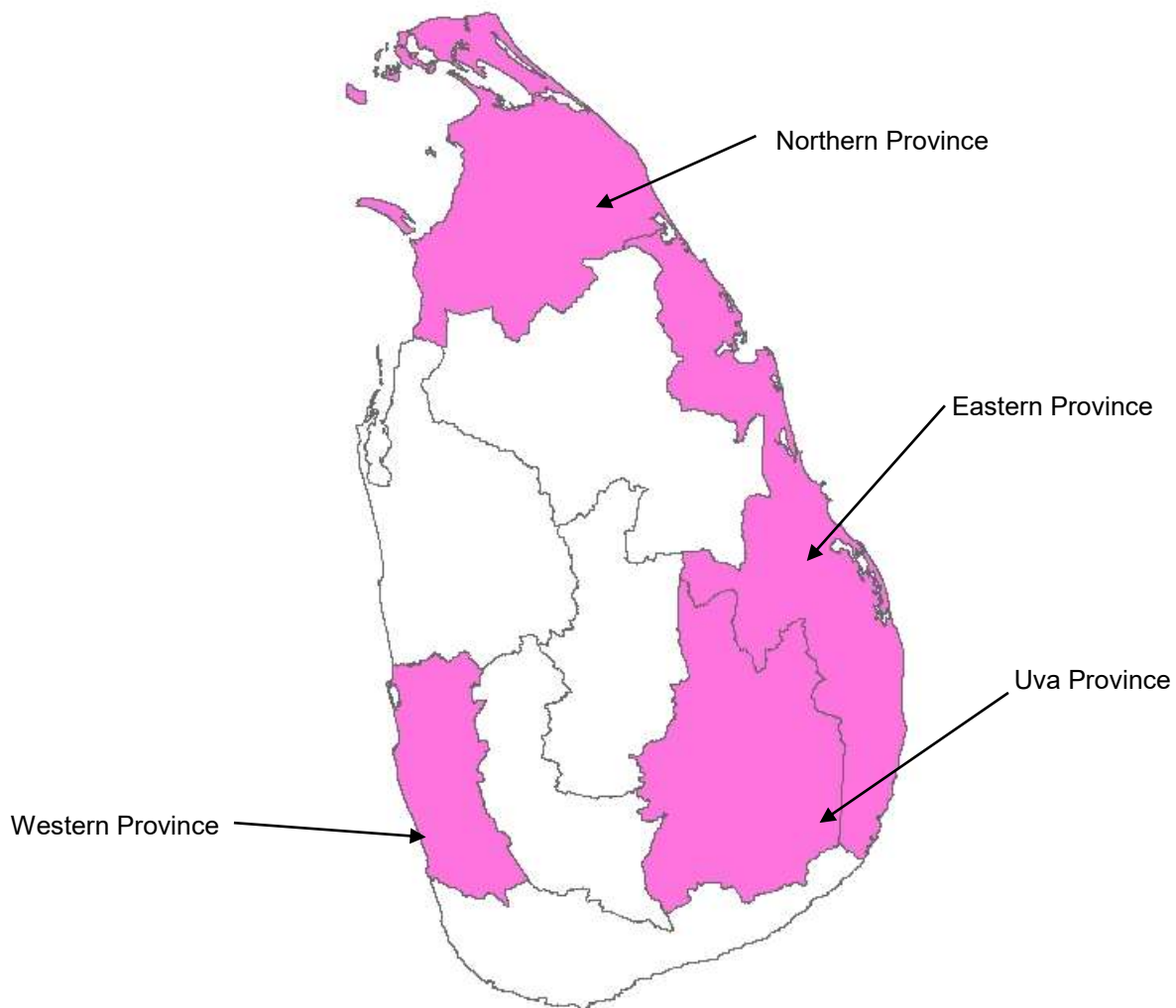
**Table 1.1 Summary information at district level**

| Province | District    | Total No. of roads | Total length of roads (km) | Total No. of contract packages | Estimated contract cost (LKR million) |
|----------|-------------|--------------------|----------------------------|--------------------------------|---------------------------------------|
| Northern | Jaffna      | 128                | 289.34                     | 5                              | 13,230                                |
|          | Kilinochchi | 47                 | 181.78                     | 3                              | 5,865                                 |
|          | Mannar      | 68                 | 166.32                     | 3                              | 6,380                                 |
|          | Vavuniya    | 64                 | 278.99                     | 4                              | 9,425                                 |
|          | Mullaitivu  | 36                 | 141.34                     | 2                              | 4,835                                 |
| Eastern  | Batticaloa  | 124                | 221.28                     | 3                              | 7,965                                 |
|          | Ampara      | 158                | 408.62                     | 5                              | 12,100                                |
|          | Trincomalee | 124                | 215.93                     | 3                              | 7,210                                 |
| Uva      | Badulla     | 153                | 555.73                     | 8                              | 18,055<br>(Awarded)                   |
|          | Moneragala  | 96                 | 488.78                     | 7                              | 15,235<br>(Awarded)                   |

| Province     | District | Total No. of roads | Total length of roads (km) | Total No. of contract packages | Estimated contract cost (LKR million) |
|--------------|----------|--------------------|----------------------------|--------------------------------|---------------------------------------|
| Western      | Colombo  | 149                | 247.21                     | 3                              | 6,625                                 |
|              | Gamapha  | 183                | 307.37                     | 4                              | 8,800                                 |
|              | Kalutara | 102                | 245.40                     | 3                              | 6,800                                 |
| <b>Total</b> |          | <b>1,432</b>       | <b>3,748.09</b>            | <b>53</b>                      | <b>122,525</b>                        |

Source: Project Coordinating and Project Implementing Unit of WP (End March 2019).

**Figure 1.1 Provinces considered under iRoad 2**



6. **Tranche 1** (Loan 3579SRI and 3580SRI (COL)) signed between GoSL and ADB on 22 November 2017. It became effective in February 2018 to finance the first slice of the MFF. Out of the four Provinces considered under iRoad 2, the contracts in Uva Province have been awarded and the contractors of the 15 packages have commenced civil works with supervision of a Project Implementing Consultant (PIC).

7. As the project implementing agency the Road Development Authority (RDA) under the Ministry of Highways & Road Development and Petroleum Resources Development is



expecting to award the civil works contracts of EP and NP by May and June 2019 respectively. RDA has awarded contracts for PIC in UP and EP and the contract negotiation for PICs for NP and WP have been concluded.

## 2. Context and purpose of this report

8. With civil works contractors in UP mobilizing in June 2018 and civil works of EP and NP are to be awarded in 2019 it is important to have sufficient funds to be available for disbursement. Thus, the GoSL intends to submit the next Periodic Financing Request (PFR) to ADB to process the next slice of the MFF which is Tranche 2 of iRoad 2.

9. Paragraph 50 under section “E”, “Screening of subsequent projects” of the Resettlement Framework (RF) and sections on social safeguards compliance in other loan documents of iRoad 2, states that the borrower shall prepare satisfactory social safeguards compliance due diligence reports and submit to ADB before appraisal of next tranche.

10. The report is prepared to fulfill above requirement. The report discusses the status of Tranche 1 with respect to procurement of consultants, contractors and physical progress up to end February 2019; compliance with loan requirements with respect to social safeguards including IR and gender aspects; findings and recommendations with respect to social safeguards compliance in Tranches 1.

## 3. Summary of project status

11. Out of the Project Implementing Units (PIU) that needs to be establish in each province, the PIU for project coordination and for UP is established and functional. Table 3.1 below summarized the status of civil and consultancy (PIC) contracts in each province.

**Table 3.1 Summary status of civil and consultancy contracts in iRoad 2**

| Province | Status of PIC contracts        | Status of civil works contracts   |
|----------|--------------------------------|---|
| North    | Contract negotiation concluded | Technical Bid Evaluation near in completion (expected date of award 15 June 2019) |
| East     | Awarded Egis – GTC JV          | Price bid evaluation near in completion (expected date of award 15 May 2019)      |
| Uva      | Awarded to PEC – CEA JV        | Works of 15 contracts in progress   |
| Western  | Contract negotiation concluded | To be decided   |

Source: Project Coordinating and Project Implementing Unit of WP (End March 2019).

12. The section below describes the status of civil works contracts in UP which is the only Province where civil works have commenced under tranche one.

### 3.1 Uva Province

13. iRoad 2 in Uva Province is handled by a PIU headed by a Project Director (PD). Established in Badulla District the PIU includes an Environment and Social Unit (ESU), a PIC has been appointed for the province which includes a team of engineering, environment and social professionals headed by a Team Leader (TL).

Subprojects roads under CRC packages in the two districts (Badulla and Monaragala) of UP have been divided in to fifteen (15) contract packages. All contract packages have been considered as National Competitive Bidding (NCB). Contractors and Project Implementing Consultant (PIC 06) mobilized in 20 June 2018. Figures 3.1 and 3.2 present district key maps of Uva Province, while table 3.2 presents a summary of each contract package.

Figure 3.1 Project key map of Badulla District

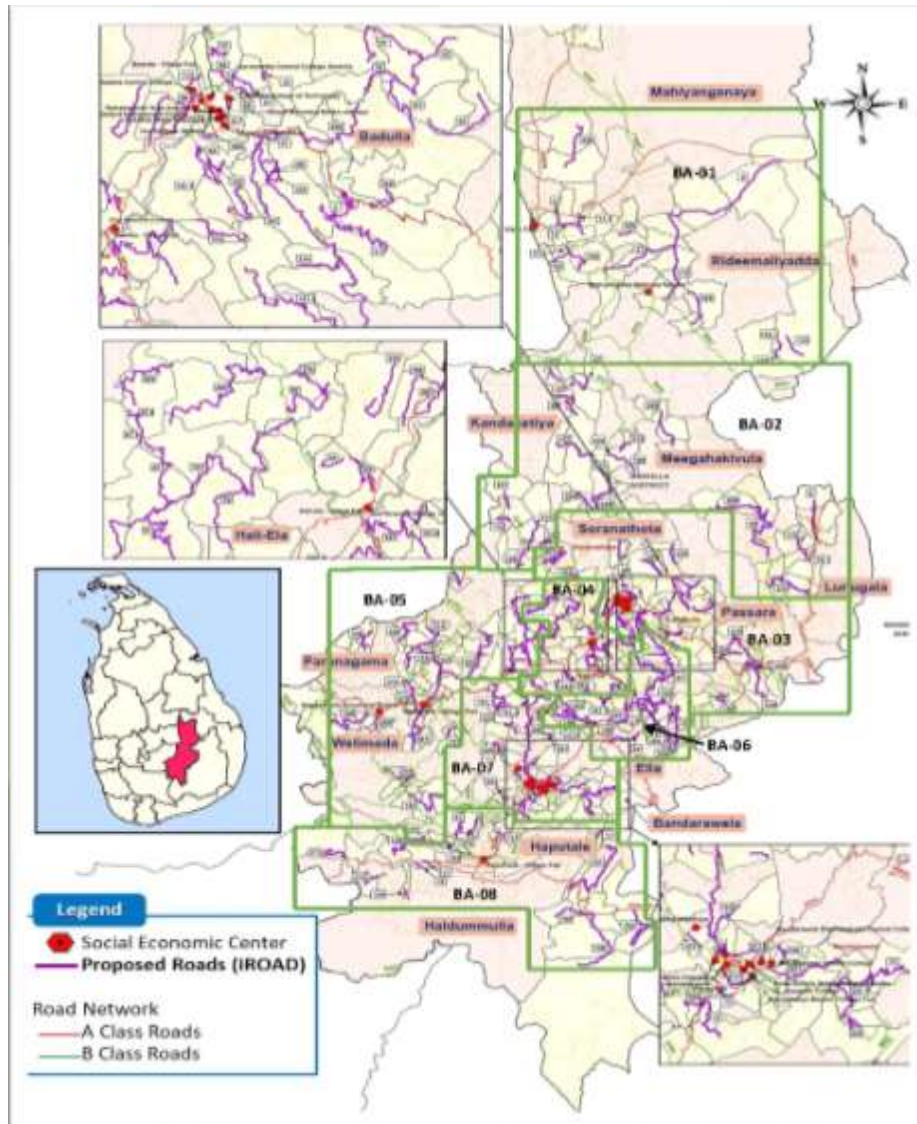
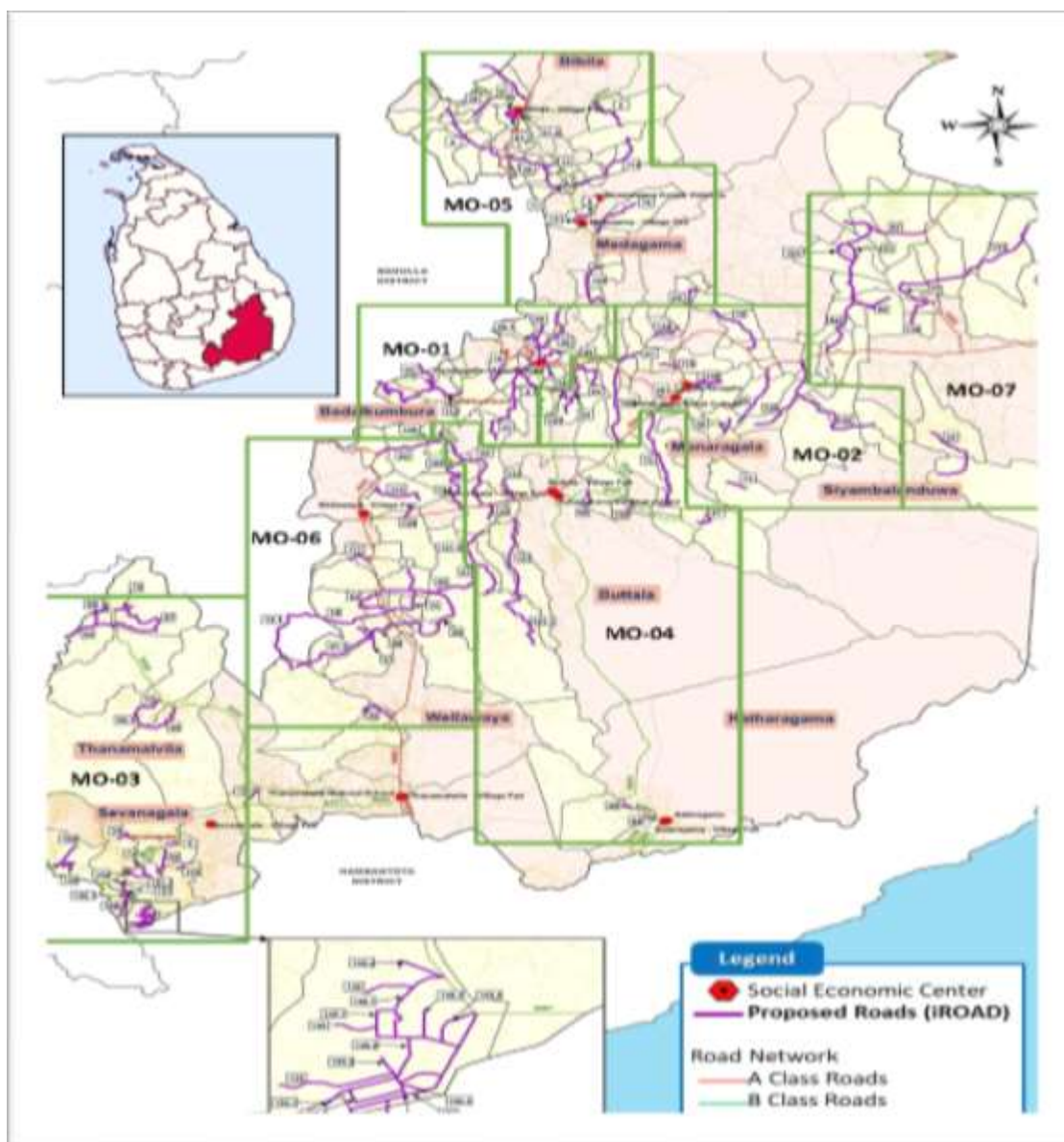


Figure 3.2 Project key map of Monaragala District



**Table 3.2 Overall physical progress summary of contract packages in Uva Province (Cumulative up to end February 2019)**

| Package No         | Contractor          | Contract Amount/ (Rs Million) | No of Roads | Total Road length / Km | No of Roads Civil Works in Progress | Planned physical progress % | Actual Physical progress % | Planned Financial progress % | Actual Financial progress % |
|--------------------|---------------------|-------------------------------|-------------|------------------------|-------------------------------------|-----------------------------|----------------------------|------------------------------|-----------------------------|
| BA-01              | NEM                 | 2,055.89                      | 14          | 58.00                  | 5                                   | 21.01                       | 14.40                      | 8.91                         | 5.20                        |
| BA-02              | Komuthi-HCM JV      | 2,262.82                      | 20          | 81.50                  | 6                                   | 24.00                       | 14.00                      | 11.98                        | 8.18                        |
| BA-03              | CML -MTD            | 2,458.96                      | 36          | 83.53                  | 4                                   | 14.87                       | 9.28                       | 11.90                        | 4.62                        |
| BA-04              | CINTIC - RDCE JV    | 2,118.73                      | 20          | 65.46                  | 4                                   | 16.23                       | 5.40                       | 17.21                        | 5.31                        |
| BA-05              | CINTIC - RDCE JV    | 2,504.97                      | 17          | 79.30                  | 3                                   | 23.00                       | 8.17                       | 21.70                        | 6.26                        |
| BA-06              | CML -MTD            | 2,345.80                      | 11          | 61.50                  | 3                                   | 14.44                       | 10.00                      | 15.12                        | 5.46                        |
| BA-07              | CML -MTD            | 2,461.43                      | 17          | 67.95                  | 5                                   | 18.95                       | 13.02                      | 15.57                        | 5.50                        |
| BA-08              | Tissa - PND JV      | 1,847.72                      | 18          | 60.81                  | 2                                   | 18.52                       | 8.02                       | 15.03                        | 3.74                        |
| <b>Sub Total</b>   |                     | <b>18,056.32</b>              | <b>153</b>  | <b>557.49</b>          | <b>32</b>                           | <b>18.9</b>                 | <b>10.3</b>                | <b>14.7</b>                  | <b>5.5</b>                  |
| MO-01              | AMSK - CGGC JV      | 2,241.23                      | 10          | 63.76                  | 4                                   | 23.61                       | 16.56                      | 25.12                        | 19.22                       |
| MO-02              | Tudawe Brothers     | 1,891.88                      | 14          | 63.46                  | 4                                   | 23.53                       | 13.41                      | 21.50                        | 9.70                        |
| MO-03              | Maga                | 2,201.47                      | 21          | 70.02                  | 11                                  | 17.50                       | 17.90                      | 23.56                        | 23.39                       |
| MO-04              | CML -MTD            | 2,274.49                      | 12          | 65.78                  | 3                                   | 14.43                       | 13.91                      | 12.25                        | 7.81                        |
| MO-05              | Tudawe Brothers     | 2,056.80                      | 14          | 64.33                  | 2                                   | 20.90                       | 15.03                      | 19.97                        | 7.70                        |
| MO-06              | Hovael Construction | 2,713.44                      | 16          | 97.28                  | 4                                   | 24.23                       | 13.00                      | 21.21                        | 10.15                       |
| MO-07              | Tudawe Brothers     | 1,858.08                      | 9           | 64.83                  | 2                                   | 21.87                       | 11.34                      | 16.16                        | 6.19                        |
| <b>Sub total</b>   |                     | <b>15,237.39</b>              | <b>96</b>   | <b>488.78</b>          | <b>30</b>                           | <b>20.9</b>                 | <b>14.5</b>                | <b>20.0</b>                  | <b>12.0</b>                 |
| <b>Grand Total</b> |                     | <b>33,293.71</b>              | <b>249</b>  | <b>1,043</b>           | <b>62</b>                           | <b>19.9</b>                 | <b>12.4</b>                | <b>17.3</b>                  | <b>8.8</b>                  |

Source: Team Leader's Office, PIC 6.

#### **4. Social safeguards requirements of iRoad 2**

14. The RF developed during Survey and Preliminary Engineering (SAPE) works stage of iRoad 2 includes guidance in selection, screening, categorization, impact assessment, project implementation and monitoring of social safeguards according to requirements of GoSL as well as the ADB SPS, 2009. According to the guidance given in this RF, following key social safeguards requirements needs to be complied during the project cycle:

- (i) Selections of roads that fulfil the minimum Right-of-Way (ROW) requirement, thereby avoid land acquisition and involuntary resettlement;
- (ii) Avoid acquisition of land and involuntary resettlement through alignment shifts, and modifications in cross-sections to the extent required from safety considerations;
- (iii) 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 into road designs;
- (iv) 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);
- (v) Ensure that such land is obtained ONLY through a well-documented "Land Donation Process" as stipulated in the RF for the project;
- (vi) Ensure that a Grievance Redress Mechanism (GRM) is in place to address any grievance; and
- (vii) Ensure gender participation in the project from preliminary design stage through construction and maintenance period.

15. Further the schedule five of the loan agreement (3580SRI (COL) Ordinary operations, concessional) for Tranche 1 the following social safeguards implementing and monitoring requirements.

#### **Safeguards**

16. 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.

17. 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.

#### **Human and Financial Resources to Implement Safeguards Requirements**

18. The borrower shall make available, or cause RDA to make available, necessary budgetary and human resources to fully implement the SPS, IEEs and EMPs and any safeguard documents which may be prepared for the project.

#### **Safeguards – Related Provisions in Bidding Documents and Works Contracts**

19. The Borrower shall ensure, or cause RDA to ensure, that all bidding documents contain provisions that require contractors to:

- (i) comply with the measures relevant to the contractor set forth in any safeguards document (including relevant IEEs, EMPs and road- specific EMPs), and any corrective or preventative actions set forth in the Safeguards Monitoring Report;
- (ii) make available a budget for all such safeguard measures; and
- (iii) provide the Borrower with a written notice of any unanticipated environmental, resettlement or small ethnic community peoples risks or impacts that arise during construction, implementation or operation of the Project that were not considered in the IEEs, EMPs and any other safeguard plans.

### **Safeguards Monitoring and Reporting**

20. The Borrower shall do the following or cause RDA to do the following:
- (i) submit annual Safeguards Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission;
  - (ii) if any unanticipated environmental and/or social risks and impacts arise during construction, implementation or operation of the Project that were not considered in the IEEs, EMPs, and any safeguard documents, promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and
  - (iii) report any actual or potential breach of compliance with the measures and requirements set forth in the IEEs, EMPs and any safeguard documents promptly after becoming aware of the breach.

### **5. Methodology and approach used for due diligence**

21. The GoSL intends to submit the PFR for tranche two loan processing to ADB at a time where civil works of all CRC packages in UP has commenced and contracts of EP and NP are to be awarded this year.

22. This due diligence report on social safeguards compliance is prepared based on the information collected through desk review of tender documents and other safeguards documents prepared by project coordinating PIU; PIU, PIC6 and civil works contractors of Uva Province. The report is further strengthened through information on all roads in UP where civil works have initiated which requires voluntary land donation and 10% sample of roads which the contractors are yet to initiate construction works.

23. Review of contact package specific information on social safeguards compliance which included handling of grievances and consultation with public, awareness programs, implementation of Gender Action Plan (GAP) and welfare works conducted by contractors as Corporate Social Responsibility (CSR) was also carried out.

24. A review was also conducted on the designs to identify inclusion of "Context Sensitive Design" or CSD approach from a social perspective (especially with respect to inclusion of Elderly, Women, Disable and Children (EWDC) friendly designs). Discussions were held with staff of contractors, PIC and PIU who are related to social safeguards compliance.

25. This due diligence was carried out during the month of March 2019.

## 6. Findings of the due diligence

### 6.1 Compliance with loan agreement (social safeguards and gender)

26. The requirements stipulated in the loan agreement of tranche one (under ordinary operations) have been or are being complied with as detailed in the below table.

**Table 6.1 Compliance with loan agreement (social safeguards and gender) of tranche one**

| Item/ Section/ Schedule                                  | Description  | Status of Compliance   |
|--|--|--|
| Schedule 5 – Execution of the project; Financial matters | <p><b><u>Safeguards</u></b></p> <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><b>Complied with during selection of roads in all four provinces (at SAPE works stage) under iRoad 2.</b></p> <p>No any road passing through or close to settlements of indigenous people have been selected in any of the Provinces appraised under iRoad 2.</p> <p>Roads selected for CRC packages in each province fulfilled the following guideline;</p> <p>Rural roads selected have minimum ROW not less than 2.5 m.</p> <p>National roads selected have sufficient ROW for improving the carriageway between 5.5 to 8.0 m.</p> <p>Road improvement works in UP have been carried out within the available road corridors and no widening of existing ROW has been done. Voluntary land donation process as</p> |

| Item/ Section/ Schedule                                  | Description  | Status of Compliance  |
|--|--|---|
| Schedule 5 – Execution of the project; Financial matters | 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>indicated under Appendix 3 of RF has been utilized only at locations where additional strips of land was required to improve road user safety.</p> <p>Road improvement works are presently carried out in UP. These improvement works are being carried out mainly within the available road corridors. However, at certain locations additional small strips of lands from adjacent land lots have been required to improve the road user safety and to develop lead away drains. Voluntary land donation on rural roads have followed the procedure laid out in appendix 3 of RF. No voluntary land donation has taken place for national roads.</p> <p>Obtaining such small land strips have followed the procedures stipulated under appendix 3 of the RF.</p> <p>During the period under review, 714 number of consent letters have been obtained from the owners in UP for the land strips donated. Details of voluntary land donation in UP is discussed as a separate section in this report.</p> <p>No incident has been recorded of eminent domain or other state power used for taking of additional land strips.</p> |



| Item/ Section/ Schedule   | Description  | Status of Compliance   |
|---|--|--|
| <p>Schedule 5 – Execution of the project; Financial matters</p> | <p><b><u>Human and financial resources to implement safeguards requirements</u></b></p> <p>5. The Borrower shall make available, or cause RDA to make available, necessary budgetary and human resources to fully implement the SPS, IEE, EMP and any safeguard documents which may be prepared for the Project.</p> | <p>The CSD and Safeguards Specialist consultant under TA8473 conducted awareness session to social, gender, resettlement staff of PIU and PIC of UP on land donation process during the initial environment and social safeguard awareness programme held from 18 to 21 September 2018.</p> <p>The guide note on voluntary land donation process developed under iRoad was distributed among PIU, PIC and contractor staff. Details of land donation is discussed separately in this report.</p> <p><b>Being complied with for all Provinces appraised under iRoad 2.</b></p> <p>Budgetary allocations are found in the contract documents.</p> <p>Positions of a Senior Social Safeguards Officer (SSSO), a Senior Environment Officer (SEO) and Social/ Environment Officers (SEO) have been included in to the cadre of each PIU established/ to be established at Provincial level. These officers shall make up the ESU of each PIU.</p> <p>PIU of UP has already recruited the SSSO and one SEO, while the PIU of EP is in the process</p> |

| Item/ Section/ Schedule   | Description   | Status of Compliance  |
|---|---|---|
| <p>Schedule 5 – Execution of the project; Financial matters</p> | <p><b><u>Safeguards – Related provinces in Bidding documents and works contracts</u></b></p> <p>6. The Borrower shall ensure, or cause RDA to ensure, that all bidding documents contain provisions that require contractors to:</p> <p>(a) comply with the measures relevant to the contractor set forth in any safeguards document, and any corrective or preventative actions set forth in the Safeguards Monitoring Report;</p> | <p>of recruiting the above staff. PIUs of NP and WP are yet to be established.</p> <p>Positions of one Social, Gender and Resettlement Specialist (SGRS), one Environment Specialist (ES) have been included as key staff under TL of each PIC. Position of Assistant Environment/ Social Officers (AESO) have been included as none key staff to assist SGRS and ES in each PIC. The PIC6 operational in UP have recruited the SGRS and eight ASEOs who are stationed in each Resident Engineer’s Office. PICs of the other three provinces are yet to be established.</p> <p>All CRC package contractors in UP have mobilized and have appointed suitable Environmental, Health and Safety (EHS) Officers who assist the PIU and PIC in executing social safeguards related tasks. Contractors of EP, NP and WP are yet to be mobilized.</p> <p><b>Complied with for all Provinces appraised under iRoad 2.</b></p> <p>Tranche 1 has been categorized as ‘Category B’ on Involuntary Resettlement and ‘Category C’ on Indigenous Peoples safeguards in accordance with SPS.</p> |

| Item/ Section/ Schedule   | Description   | Status of Compliance  |
|---|---|---|
| <p>Schedule 5 – Execution of the project; Financial matters</p> | <p>(b) make available a budget for all such safeguard measures; and<br/> (c) provide the Borrower with a written notice of any unanticipated environmental, resettlement or small ethnic community peoples risks or impacts that arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP and any other safeguard plans.</p> <p><b><u>Safeguards monitoring and reporting</u></b></p> <p>7. The Borrower shall do the following or cause RDA to do the following:<br/> (a) submit annual Safeguards Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission;<br/> (b) if any unanticipated environmental and/or social risks and impacts arise during construction, implementation or operation of the Project that were not considered in the IEE, EMP, and any safeguard documents, promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and<br/> (c) report any actual or potential breach of compliance with the measures and requirements set forth in the IEE, EMP and any safeguard documents promptly after becoming aware of the breach.</p> | <p>No incident of physical or economic displacement has been reported during civil works of CRC packages in UP (Contracts in EP, NP and WP are yet to commence).</p> <p><b>Being complied with for all four Provinces appraised under iRoad 2.</b></p> <p>PIC6 which is the only PIC mobilized in iRoad 2 so far submitted the first semi-annual progress reports on social safeguards compliance for the time period from July to December 2018.</p> <p>PICs of EP, NP and WP are yet to be mobilized.</p> <p>Civil works are ongoing currently only in UP and no any unanticipated social risks and impacts or cases of physical/ economic displacement including involuntary resettlement have arisen.</p> <p>No any actual or potential breach of compliance on social safeguards were observed or reported during implementation of works contracts under tranche one (in Uva Province).</p> |

| Item/ Section/ Schedule   | Description  | Status of Compliance  |
|---|--|---|
| <p>Schedule 5 – Execution of the project; Financial matters</p> | <p><b><u>Prohibited List of Investments</u></b></p> <p>8. The Borrower shall ensure, or cause RDA to ensure, that no proceeds of the Loan are used to finance any activity included in the list of prohibited investment activities provided in Appendix 5 of the SPS.</p> <p><b><u>Labour standards</u></b></p> <p>9. The Borrower shall ensure that;</p> <p>(a) all contractors under the Project comply with all applicable labor laws and regulations, do not allow employment of child labor for Project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites;</p> <p>(b) people directly affected by the Project are given priority to be employed by the Project;</p> <p>(c) contractors do not differentiate wages between men and women for work of equal value; and</p> <p>(d) specific clauses ensuring these shall be included in the contracts.</p> <p>10. The borrower shall ensure that;</p> <p>(a) the GAP is implemented in accordance with its terms;</p> | <p><b>Being complied with for all four Provinces appraised under iRoad 2.</b></p> <p>No incident in Uva Province was observed or reported where any proceeds of the loan has been used for any activity listed under the list of prohibited investment activities as indicated in Appendix 5 of SPS.</p> <p>Projects in EP, NP and WP are yet to commence.</p> <p><b>Being complied with for all four Provinces appraised under iRoad 2.</b></p> <p>Specific contract clauses have been included in Bidding documents of all CRC packages to avoid discrimination of labour, employment of child labour and to encourage women labour.</p> <p>Some of the key activities listed under the GAP for iRoad 2 Tranche 1 have been attended by the contractors of UP. Contractors of EP, NP and WP are yet to mobilize. A detailed account</p> |

| Item/ Section/ Schedule | Description  | Status of Compliance                           |
|-------------------------|--|--|
|                         | <p>(b) the bidding documents and contracts include relevant provisions for contractors to comply with the measures set forth in the GAP;</p> <p>(c) adequate resources are allocated for implementation of the GAP, including progress toward achieving key gender outcome and output targets.</p> | on complying with GAP is presented separately. |

## 6.2 Compliance to the requirements under the project Facility Administration Manual (FAM)

27. The Project Facility Administration Manual (FAM), August 2017 includes sections on safeguards (Involuntary Resettlement, Indigenous Peoples and Grievance Redress Mechanism), gender and social dimensions. These requirements are either complied or are being complied with under tranche one. Details of each item and status of compliance is summarised in below.

**Table 6.2 Compliance with FAM of tranche one**

| Item/ Section/ Schedule | Description   | Status of Compliance   |
|-------------------------|---|--|
| VII Safeguards          | <p><b>B. Involuntary Resettlement</b></p> <p>Paragraph 48. All tranches under the MFF are classified as “Category B” in accordance with SPS. The improvement of all project roads will be carried out within the existing alignment with no widening.</p> | <p><b>Complied with for all Provinces appraised under iRoad 2.</b></p> <p>Uva Province where civil works have initiated is carrying out road rehabilitation and improvement works mainly within the available ROW. However Road widening is envisaged for road safety and to accommodate public requests. The design engineers with SGRS of PIC along with PIU staff verifies such requirements, and if such requirement is justified then the PIU duly follows the voluntary land donation process in obtaining small strips of private land for such improvements.</p> |

| Item/ Section/ Schedule | Description   | Status of Compliance   |
|-------------------------|---|--|
| VII Safeguards          | <p><b>Pre-construction</b></p> <p>Paragraph 49: The RDA supported by its Environment and Social Development Division (ESDD) and CSD consultants will be responsible for conducting a transect walk for each rural road, during which the community will be consulted on how to (i) minimize construction impact, (ii) identify and minimize social and environment impact, and (iii) integrate road safety design. 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 reconfirm the ground realities and integrate feasible features into the Level 1 final design. The PIC will review final design.</p> | <p>Utility structures which may be affected during construction has been identified during transect walks. These locations are being verified during detailed designs. Shifting of structures are carried out with assistance from the line agencies who manage these utility services.</p> <p>Civil works of EP, NP and WP are yet to commence.</p> <p><b>Complied in with during SAPE works of roads appraised under the four Provinces of iRoad 2.</b></p> <p>Transect walk surveys and public consultations were conducted in all roads selected under tranche one which are currently being rehabilitated and improved in UP. This information has been submitted to respective civil works contractors, who has reconfirmed the ground realities and integrated feasible features in to level 1 design. PIC6 have reviewed and approved such designs.</p> <p>Transect walk surveys and public consultations were conducted in all roads selected in EP, NP and WP.</p> |
| VII Safeguards          | <p><b>Construction and maintenance</b></p>  |  |

| Item/ Section/ Schedule | Description  | Status of Compliance   |
|-------------------------|--|--|
|                         | <p>Paragraph 50: During construction phase, the PICs will be responsible for conducting semi-annual onsite social safeguard monitoring. During maintenance phase, the PICs will be responsible for conducting annual onsite social safeguard monitoring. PICs should pay close attention to ensure that all grievances are addressed in a timely manner. Reporting templates can be found in the resettlement framework.</p> <p><b>Unanticipated impact</b></p> <p>Paragraph 51: A resettlement framework has been prepared to guide the preparation of unanticipated impact. If land is required for the rural roads component, the voluntary land donation system will be used. For land donation, specific procedural requirements involving comprehensive consultations with the communities have been prepared in Appendix 3 of the resettlement framework and the government will ensure that land donation is undertaken without coercion and documented in a transparent manner. Eminent domain will not occur if negotiation regarding land donation fails. Households will not donate more than 5% of land holding and no physical displacement will take place. The PIC will visit roads with land donation on a monthly basis until the land donation process is finalized. An independent monitor will be engaged to verify and certify the process has been done as per the resettlement framework. For all roads, civil works cannot commence until the right of way is free of encumbrance, meaning that the affected household must be fully compensated and/or assisted prior to dismantling or relocation. The PIU will be supported by the RDA's ESDD and a social safeguard team under the PIC.</p> | <p><b>Being complied with in UP where civil works have commenced and PIC has mobilized.</b></p> <p>PIC6 on behalf of their PIU of UP have prepared and submitted the first semiannual monitoring report on social safeguards compliance (July – December 2018 report).</p> <p><b>Being complied with in UP where land donation process is followed.</b></p> <p>No any unanticipated impacts have been observed or reported in Uva Province where civil works are in progress.</p> <p>A detailed account on voluntary land donation is presented separately in this report.</p> <p>No any land donation has taken place in EP, NP and WP as the civil work contracts are yet to be mobilized.</p> |
|                         | <p><b>C. Indigenous Peoples</b></p>  |  |

| Item/ Section/ Schedule | Description   | Status of Compliance  |
|-------------------------|---|---|
| VII Safeguards          | <p>Paragraph 53: No indigenous people were identified during due diligence. In case of any adverse impacts identified during implementation, the RDA will ensure that the indigenous peoples' plan (IPP) is prepared in accordance with the IPPF, and the IPP is reviewed and approved by ADB before commencement of the relevant section of the civil works contract.</p> <p><b>D. Grievance Redress Mechanism</b></p> <p>Paragraph 54: Grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through the existing local administrative system. Depending on the nature and significance of the grievances or complaints, grievances will be addressed at three levels. The first will be at the grassroots level where complaints will be directly received and addressed by the contractor, the PIC, or the PIU representative on the site. Grievances that are simple but still cannot be addressed at the grassroots level will be addressed at the grama niladhari level. The grievance redress committee will be composed of the grama niladhari as chairperson, the PIU representative as secretary, a representative of the PIC, a representative of the contractor, a community member or religious leader, and a woman representative from among the community. More complex grievances that cannot be addressed at the grama niladhari level will be raised to the divisional secretariat level. The committee at the divisional secretariat level will include the divisional secretary as the chairperson, a representative of the PIU as secretary, grama niladhari, a representative of the PIC, a representative of the contractor, a representative of an NGO or community-based organization in the area, a community member or religious leader, and a woman representative from the community.</p> | <p><b>Being complied with in UP where civil works are in progress.</b></p> <p>No indigenous people have been observed or recorded in the roads that are being rehabilitated and improved in UP. Contracts of EP, NP and WP are yet to be mobilized.</p> <p><b>Being complied with in UP where civil works are in progress.</b></p> <p>Over 90% of GRCs established at DS level and above 40% of GND level GRCs have established up to as of end February 2019. Progress of establishing GRCs is presented in annex 1.</p> <p>Civil work contracts in EP, NP and WP are yet to commence, hence no GRC have been established.</p> |
| VII Safeguards          | <b>E. Prohibited Investment Activities</b>  |   |



| Item/ Section/ Schedule           | Description  | Status of Compliance  |
|-----------------------------------|--|---|
|                                   | <p>Paragraph 55: Pursuant to ADB's Safeguard Policy Statement (2009), ADB funds may not be applied to the activities described on the ADB Prohibited Investment Activities List set forth at Appendix 5 of the Safeguard Policy Statement.</p>   | <p><b>Being complied with for all four Provinces appraised under iRoad 2.</b></p> <p>No incident in Uva Province was observed or reported where any proceeds of the loan has been used for any activity listed under the list of prohibited investment activities as indicated in Appendix 5 of SPS.</p> <p>Projects in EP, NP and WP are yet to commence.</p>  |
| VIII Gender and social dimensions | <p><b>A. Gender and Development</b></p> <p>Paragraph 56: A gender action plan (GAP) will be formulated for each tranche of the MFF. Key gender mainstreaming activities for Tranche 1 include the following: (i) engage at least 35% women in consultation during design; (ii) integrate features that increase road safety and meet the needs of the elderly, women, children, and the disabled; (iii) encourage the employment of local women as road construction workers; (iv) ensure at least 30% of local employees hired for road maintenance are women and that they receive equal wages for equal work; (v) conduct road safety and HIV/STI awareness trainings with minimum of 40% women participants; (vi) appoint gender focal persons at all levels; (vii) build knowledge and skills of the transport sector on gender and inclusivity; and (viii) develop an online grievance reporting mechanism and track sex-disaggregated data of complainants.</p> <p>Paragraph 57: To ensure that these and other gender issues are addressed and complied with, the project implementation consultant will include a social/gender development expert. The PICs will provide monitoring support and ESDD of RDA will be responsible for the overall implementation the</p> | <p><b>A GAP has been developed during SAPE works of iRoad 2.</b></p> <p>PIC6 operational in Uva Province have submitted the first semiannual social safeguards monitoring report (July – December 2018). This report includes a section on implementation of GAP.</p> <p>PIC6 has appointed a full time SGRS, while the ESU of UP/ PIU has a SSSO and SSO.</p> <p>ESDD/ RDA is to monitor the implementation of requirements of the GAP and prepare the respective monitoring reports on implementation of GAP.</p> |

| Item/ Section/ Schedule           | Description   | Status of Compliance   |
|-----------------------------------|---|--|
| VIII Gender and social dimensions | <p>GAP. Semi-annual monitoring of the GAP shall be prepared and submitted to ADB for disclosure.</p>  |  |
| VIII Gender and social dimensions | <p><b>B. HIV/ AIDS</b></p> <p>Paragraph 59: RDA will ensure that all civil works contractors complete the following: (i) carry out awareness programs for labor on the risks of sexually transmitted diseases/AIDS and human trafficking; and (ii) disseminate information at worksites on the risks of sexually transmitted diseases and HIV/AIDS as part of health and safety measures for those employed during construction. Contracts for all subprojects will include specific clauses on these undertakings, and compliance will be strictly monitored by RDA, with the support of construction supervision consultants during project implementation.</p> | <p><b>Being complied with in UP where civil works are in progress.</b></p> <p>Civil work contractors of packages MO2, MO4, MO6, MO7, and BA7 have completed the first round of HIV/STI awareness programmes.</p> <p>Civil work contractors of EP, NP and WP are yet to be mobilized.</p>   |
| VIII Gender and social dimensions | <p><b>C. Health</b></p> <p>Paragraph 60: RDA shall ensure that contractors provide adequately for the health and safety of construction workers and further ensure that bidding documents include measures on how contractors will address this, including an information and awareness raising campaign for construction workers on sexually transmitted diseases, HIV/AIDS, and human trafficking.</p>  | <p><b>Being complied with in UP where civil works are in progress.</b></p> <p>Civil work contractors of packages MO2, MO4, MO6, MO7, and BA7 have completed the first round of HIV/STI awareness programmes.</p> <p>Civil work contractors of EP, NP and WP are yet to be mobilized.</p> <p>Awareness programs on safety including use of Personal Protective Equipment (PPE) are being held at field staff level.</p> |
| VIII Gender and social dimensions |   |  |

| Item/ Section/ Schedule | Description   | Status of Compliance   |
|-------------------------|---|--|
|                         | <p><b>D. Labor</b></p> <p>Paragraph 61: The project construction is expected to generate employment opportunities for local communities during construction and maintenance phases. Men and women will be paid equally for equal work. Provisions are in the bidding documents for the contractors to ensure that all the civil works comply with core labour standards (e.g. no child labour; no bonded labour; no work discrimination regardless of gender, race, and ethnicity; and freedom of association and collective bargaining). Targets for employing women for construction and maintenance have been established in the GAP. The project implementation consultant will monitor the provisions.</p> | <p><b>Being complied with in UP where civil works are in progress.</b></p> <p>Details of implementing labour laws and requirements are discussed separately (under review of project documents).</p> <p>PIC6 is monitoring the labour force of each civil works contractor and no incidences of child labour, bonded labour has been reported. Equal wages is paid for equal work done (irrespective of gender).</p> |

### 6.3 Compliance with requirements in the resettlement framework

28. Initial selection of roads in the four Provinces of iRoad 2 have been carried out based on the information gathered through Divisional Secretaries, District Secretariats and civil societies. These roads have been then inspected to verify the availability of land (i.e. Right of Way). The Involuntary Resettlement (IR) Due Diligence and Socio-economic Assessment Report prepared for each province 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 6.3 Compliance with RF of iRoad 2**

| Item/ Section/ Schedule     | Description  | Status of Compliance  |
|-----------------------------|--|---|
| <p><b>A. Background</b></p> | <p><b>Rural Roads</b></p> <p>Paragraph 5: For the rural roads, there will be three contract packages per district. The contractor will be responsible for construction of the road over 2 years and performance based maintenance for another 3 years. For the rural roads, the improvements will be undertaken completely within the existing right of way (ROW) which is between 2.5m to 5.5m. Rehabilitation works will</p> | <p><b>Complied with in selection of rural and national roads in the four Provinces under iRoad 2.</b></p> |

| Item/ Section/ Schedule                                    | Description   | Status of Compliance  |
|--|---|---|
|  | <p>include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways and bridges.</p> <p><b>National Roads</b></p> <p>Paragraph 6: For the national roads, there will be two contract packages within the three districts. The national roads will follow road management contract where the contractor will be responsible for ensuring that the road is in good riding condition for a period of 7 years including reconstruction and maintenance. For the rehabilitation of national road, the carriageway width will be from 5.5m to 8.0m and rehabilitation will be completely within the existing ROW. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, cause ways and bridges.</p> | <p>No rural road having an average ROW less than 2.5 m and national road having an average ROW less than 5.5 m were selected.</p> <p>Locations where improvements to road structures and safety needs have been highlighted in transect walk records.</p> <p>Out of the four Provinces civil works have initiated only in UP. And all road improvement works in UP are being carried within the available ROW. Voluntary land donation process has been duly followed to obtain small strips of land from adjoining lots where required (for the purposes of road safety). The concept of voluntary land donation has not been applied for national roads. The national roads in which the contractors have commenced civil works so far have sufficient ROW for the proposed rehabilitation and improvement works.</p> |
| <p><b>E. Screening Criteria of Subsequent Projects</b></p> | <p>Paragraph 45. The PIU will be responsible for clearly documenting the answers to these questions (questions listed under paragraph 43) 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><b>Tranche one of iRoad 2 is classified as “Category B” on involuntary resettlement.</b></p> <p>IR categorization checklists have been prepared on a province basis (as part of IR due diligence report) for all provinces appraised under iRoad 2.</p> <p>Civil works have commenced only in UP. All rehabilitation and improvement works are being</p>   |

| Item/ Section/ Schedule                                    | Description  | Status of Compliance  |
|--|--|---|
|  | <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>Paragraph 46. The involuntary resettlement impacts of an ADB-supported project are considered significant if 200 or more persons will experience major impacts, which are defined as; (i) being physically displaced from housing, or (ii) losing 10% or more of their productive assets (income generating). The level of detail and comprehensiveness of the resettlement plan will be commensurate with the significance of the potential impacts and risks.</p> | <p>carried out mainly within available ROW. No incidents of physical or economic displacements have been observed or reported in UP.</p> <p>Civil work contractors of EP, NP and WP are yet to be mobilized.</p>  |
| <p><b>E. Screening Criteria of Subsequent Projects</b></p> | <p><b>2. Land Acquisition Due Diligence Reports</b></p> <p>Paragraph 49: If no acquisition and resettlement impacts were identified during screening, the government will be required to prepare a due diligence report providing support and evidence that there is no impact on land and structures. The due diligence report should confirm whether there are outstanding grievances or issues from previous acquisition of land. The information in the report should be supplemented with findings and analysis from the socioeconomic survey comprising of 20% of households in the project affected area.</p>   | <p><b>Complied with in during SAPE works in the four Provinces appraised under iRoad 2.</b></p> <p>Involuntary Resettlement Due Diligence and Socioeconomic Assessment Reports have been prepared on a provincial basis for all four Provinces appraised under iRoad 2.</p> <p>These reports include two sections; section 1 on Involuntary Resettlement and section 2 on the socio-economic profile.</p> |

| Item/ Section/ Schedule                                    | Description   | Status of Compliance   |
|--|---|--|
|  |   | <p>The IR categorization checklist is attached as an annex to each report with a note on each road with regard to available ROW.</p> <p>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.</p> |
| <p><b>E. Screening Criteria of Subsequent Projects</b></p> | <p><b>3. Due Diligence Report for ongoing Tranche</b></p> <p>Paragraph 50: During preparation of subsequent tranche, a due diligence for existing on-going projects will be carried out by the PIC. The PIC report on all roads with land acquisition and donation and 10% sample of remaining roads.</p> | <p><b>Being complied with.</b></p> <p>This due diligence report is prepared to fulfill the requirements stipulated for subsequent tranche processing.</p> <p>The report includes information on the progress voluntary land donation in UP where CRC contracts have commenced civil works.</p>                         |

## 6.4 Review of project documents

### 6.4.1 Bidding documents

29. Standard bidding documents has been used for all CRC packages under iRoad 2 which are financed under tranche one. No new projects shall be considered under tranche two, thus no new bidding documents shall be prepared under tranche two.

30. Section six (6) of Part II – Employer’s Requirements of the standard bid documents refers to environment and safety requirements of the project. Section 6.5 is on “Traffic control and safety during construction” and section 6.6 is on “Environment Management Plan and Environment Checklist”. These key sections and some other clauses in the bid documents have direct references to mitigation measures for social impacts during construction and maintenance periods. Following clauses pertain to key social, gender 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).

#### **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 opportunity |
| 6.6  | Facilities for staff and labour |      |  |
| 6.7  | Health and safety               |      |  |

31. 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.

### 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.

32. 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

### 108 Obligations of the contractor and general requirements

#### 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 firefighting 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 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 Part II.



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

## 6.5 Handling of public requests, suggestions and complaints

34. The Grievance Redress Mechanism for iRoad 2 is described in the RF, where grievances are to be addressed at three levels by setting up Grievance Redress Committees (GRCs). The GRCs have to be established at grass root level (i.e. at subproject site level where the committee include members from PIU, PIC and contractor), Grama Niladhari (GN) Level and at Divisional Secretary (DS) Level. PIUs of each province has the responsibility in establishing the GRCs at GN and DS levels. The PIC and contractors of CRC packages assist the PIU in establishing the GRCs.

35. Only the civil works contractors in UP have mobilized and attending to road rehabilitation and improvement works at the time of preparation of this due diligence report. Therefore, this section describes how Uva Province manages and attends to suggestions, requests and complaints made by the public. The process stipulated in the Environment Assessment Review Framework and RF is duly followed by PIU, PIC and contractors in UP in handling of requests, suggestion and complaints from public.

36. Contractors have placed “suggestion, request, complaint” collection boxes in each road under construction. A public notice with project related information and contact details of key persons to be contacted in case of any grievance is displayed in each road under construction.

37. Suggestions, requests and complaints received through telephone calls or in verbal form are also logged in this register. RDA has also developed the “online” complaint receiving system.

**Figure 6.1 Complaint box installed in road ID: 121 ii and 121 vi of MO 4 Package in Uva Province**



38. A master complaint register is been maintained at each contractor’s Project Manager’s (PM) office. This master register logs all requests, suggestions and complaints made by public and received by different parties involved in the project (i.e. contractor, PIC and PIU). A detailed summary of this register is presented in the monthly environment and social progress report (Section – details of grievances) prepared by each contractor. A sample of this progress

report is attached as annex 2 of this report (the cover page, table of contents and the section on grievances), while annex 3 presents an extract another summary taken from contract package MO4. Overall analysis of these summary reports reveal that the suggestions and requests outnumber the complaints (which are very few so far). The most common complaint has been the issue of dust which is a common issue in any road construction project. Other than the issue of dust there has been complaints on delays in providing temporary access to houses and drainage. Majority of the requests and suggestions are related to improvement of drainage facilities, i.e. clean and clear the existing culverts, to provide new culverts and road side built up drains (or concrete drains).

39. Grievance Redress Committees have been established, according to the clustering of roads in each contract package and based on the implementation schedule of each cluster.

40. There are 15 DS Divisions in Badulla district and 11 DS Divisions in Monaragala district. It was noted that two or three contract packages fall in same DS division. As a result, number of total DS Level GRC formed will exceed the total number of DS Divisions in Uva province. From July 2018 to February 2019 under consideration, 34 GRCs at DS Level have been established out of 36 DSD Level GRCs and 202 GRCs at GN Level have been established out of 491 GN Level GRCs. A summary of the progress in establishing GRCs at DS and GN level and the number of GRCs held at GN and DS level in resolving public complaints (up to end February 2019) is presented as annex 1. It should also be noted that the PIUs have also requested assistance from the GRCs in resolving issues mainly related to clearing of existing culverts and drainage paths.

**Figure 6.2 Conducting GN level GRC meeting in a road under MO 5 Package, Monaragala district**



**Figure 6.3 Conducting a DS Level GRC meeting in Ella DS Division, BA 6 Package, Badulla district**



41. The three level GRC system is been established in Uva Province. However, all most all the public requests, suggestions and complaints received so far in UP have been resolved at Grass root or at field level. During this reporting period there has been only two instances where the GRC above level 1 has been required. One issue has been reported from MO1 package where the issue has been dust, and the other has been a request for a wider road. Both these issues have been successfully resolved at GN level GRC and figure 6.5 illustrates a photograph taken at the site during resolving the issue of MO5 package. It was observed that PIU, PIC and contractors have made every effort to resolve such complaints with the best possible solution/s within the context of available resources (including budgetary provisions). During the reporting period 09 number of suggestions, 257 number of requests and 20 number of complaints have been received in Uva Province. Out of these 176 grievances have been solved and solutions are in process for another 113.

**Figure 6.4 Attending to a public grievance at site (Road ID 201, BA7 package)**



**Figure 6.5 Attending to a public grievances at GN level on site (Road ID 39, MO5 package)**



## 6.6 Compliance with Gender Action Plan (GAP)

42. As stated under section VIII (Gender and social dimensions) in the FAM, a GAP has been prepared for tranche one processing. This GAP is presented as annex 4 of this report. According to paragraph 57 of FAM, the ESDD of RDA has the overall responsibility of implementing the GAP, while the PICs in each Province shall provide assistance in monitoring the implementation. Below is a description of each activity and indicators listed in the GAP and current status of implementation especially in Uva Province where civil work contractors have mobilized and road rehabilitation and improvement works are in progress.

### Output 1: Road conditions between the selected rural communities and socioeconomic centers improved

|                |  |
|----------------|--|
| Activity No.   | 1.1  |
| Activity       | For 3,400 km of rural roads, conduct community consultations and integrate findings into the 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.  |
| Indicator      | <ul style="list-style-type: none"> <li>• One community consultation guide book to be used by contractors and consultants developed</li> <li>• At least 35% 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> <li>• Contractors trained as per the training manual on gender and transportation (that will be developed as per Output 2.2)</li> </ul> |
| Responsibility | Contractors, PIC, ESDD/RDA   |
| Time frame     | Year 1   |

### Accomplishments to date

43. Public consultations and FGDs have been conducted as part of transect walk surveys during SAPE works of iRoad 2. Tranche two does not include any new roads or projects and it only provides the second slice of loan for the four Provinces appraised under tranche one. During above consultations an overall target of 39% of women participation has been achieved.

44. The consultation process is still being carried out at field level. Findings of these consultations are analyzed jointly by the safeguards and design teams of contractors with assistance from PIC. Most feasible features are then included in to the final designs which are approved by respective PICs. Such design features especially include Elderly, Women, Disable and Children or EWDC friendly design features. Few examples of design changes including EWDC friendly design features which were based on public requests made during transect walks and continued consultations is presented in annex 5.

|                |   |
|----------------|---|
| Activity No.   | 1.2   |
| Activity       | For 340 km of national roads to be improved, integrate safety and EWCD friendly features into the final designs   |
| Indicator      | <ul style="list-style-type: none"> <li>Results of the gender analysis and consultation recommendations integrated to make the project design, and in operation and maintenance</li> <li>Designs included paved shoulders, pedestrian crossings, and locations of signage</li> </ul> |
| Responsibility | Contractors, PIC, ESDD/RDA  |
| Time frame     | Year 1 – Year 2   |

### Accomplishments to date

45. National roads considered in the four Provinces in iRoad 2 were assessed for the availability of ROW and public views on proposed improvements were obtained during SAPE works. These suggestions and requests where feasible shall be considered during final designs. This activity has already commenced in Uva Province.

|                |  |
|----------------|--|
| Activity No.   | 1.3  |
| Activity       | Encourage contractors to employ local women in road construction   |
| Indicator      | <ul style="list-style-type: none"> <li>A communication campaign to inform and attract local women (especially from women headed households) developed and implemented</li> <li>Contractors meet core labor standards and work health and safety standards</li> </ul> |
| Responsibility | Contractors, PIC, PIU, ESDD/RDA  |
| Time frame     | Year 1 – Year 2  |

### Accomplishments to date

46. CRC package contractors in UP have recruited women mainly as office staff and some contractors have recruited women as labourers. Offices of PIU and PIC in Uva Province also have female staff members. A summary of women work force in PIU, PIC and Contractors in UP is presented in annex 6. These female staff members are being paid equal wages for equal work done. In order to retain a suitable women labour work force during maintenance period the contractors are in the process of recruiting women labourers during construction works.

**Figure 6.6 Female workers involved in road construction work at Athiliwewa Junction to D.S. Gama Road (MO6 package)**



|                |  |
|----------------|--|
| Activity No.   | 1.4  |
| Activity       | Ensure contractors employ local women for road maintenance   |
| Indicator      | <ul style="list-style-type: none"> <li>• At least 30% of local women employed in rural road maintenance (with an estimated 18,000 person-days allocated for women workers)</li> <li>• Ensure contractors meet core labor standards and work health and safety standards</li> <li>• 100% women employed for maintenance trained and provided with safety equipment</li> </ul> |
| Responsibility | Contractors, PIC, PIU, ESDD/RDA  |
| Time frame     | Year 3 – Year 7  |

### Accomplishments to date

47. Only CRC packages in UP have commenced road rehabilitation and improvement works and are yet to achieve road maintenance stage. However, contractors are in the process of employing local women for routine maintenance works. These women are given training on road works, maintenance works, safety and health mainly through tool box meetings held on a regular basis.

48. **Tool box meetings:** Tool box meetings are conducted once a week with special focus mainly on health and safety of contractor's staff and public. During these meetings a weekly plan is developed aligning with health and safety plan. The discussion with labour force during such tool box meetings include lessons learnt from previous weeks. Such lessons are used in developing the health and safety plan for the upcoming week. Addition to the contractor's staff, the Construction Engineers and ESOs from PIC participate in these meetings.

**Figure 6.7 Conducting a toolbox meeting on health and safety (Contractor NEM, BA1 package)**



|                |   |
|----------------|---|
| Activity No.   | 1.5   |
| Activity       | Conduct road safety awareness campaigns targeting local communities   |
| Indicator      | <ul style="list-style-type: none"> <li>At least three awareness campaigns launched per district, using diverse communication approaches (workshops, handouts, awareness for school children, billboards, street drama, etc.) to reach out to children, youth, and adults with 50% female participation</li> </ul> |
| Responsibility | Contractors, PIC, PIU   |
| Time frame     | Year 2 – Year 5   |

### Accomplishments to date

49. PIC6 in UP with assistance of their contractors have completed six awareness sessions during the period from July 2018 to February 2019. Schools have been selected to conduct these programme because the parents, teachers and students of particular school usually use the developed roads and they can disseminate safely norms among other villagers. A summary of road safety awareness programmes conducted in each package with percentage of women participation is presented in annex 7.

**Figure 6.8 Safety and environment awareness programme for public and school children from BA1 and MO6 and packages**



|                |   |
|----------------|---|
| Activity No.   | 1.6   |
| Activity       | Provide awareness training on sexually transmitted diseases, including HIV, and on human trafficking for civil works employees and local communities  |
| Indicator      | <ul style="list-style-type: none"> <li>• At least three community awareness sessions per district, with more than 40% female participants conducted.</li> <li>• Awareness training on an annual basis for civil works employees by all contractors conducted</li> </ul> |
| Responsibility | Contractors, PIC, PIU   |
| Time frame     | Year 2 – Year 7   |

### Accomplishments to date

50. Five number of HIV/AIDS prevention and health awareness programmes have been conducted during the period from July 2018 to February 2019. Out of these programmes, the programme conducted by BA7 package included all staff members of PIU, PIC and contractors staff (above the rank of Technical Officer) in Badulla District. Similarly, the programme conducted by MO2 package covered the staff members of PIU, PIC and contractors staff (above the rank of Technical Officer) in Monaragala District. Annex 8 summarizes the details of each programmes along with participation.

**Figure 6.9** Female participation for the health clinic conducted by package MO7, after HIV/AIDS awareness program





**Figure 6.10 Resource persons attending the HIV/ AIDS awareness programme, package MO2**



## **Output 2: Capacity of road agencies enhanced**

|                |  |
|----------------|--|
| Activity No.   | 2.1  |
| Activity       | Appoint social and gender focal points at contractor, consultant, and employer levels  |
| Indicator      | <ul style="list-style-type: none"> <li>• One gender and social focal staff for each PIU</li> <li>• One gender and social focal staff for each PIC</li> <li>• One gender and social focal staff for each contractor package</li> <li>• Semi-annual reports submitted on GAP monitoring include sex- disaggregated data and report progress against targets</li> </ul> |
| Responsibility | Contractors, PIC, RDA  |
| Time frame     | Within first six months  |

## **Accomplishments to date**

51. The PIU of UP has appointed a SSSO and ESO, while the PIC has appointed a SGRS and eight environment/ social assistants. Contractors of UP have also appointed environment/ social officers. PIUs of EP, NP and WP are yet to be established. PICs and contractors of EP, NP and WP are to be appointed. PIC6 (in UP) have submitted their first semiannual monitoring report on social safeguards, the report covers the period from July to December 2018.

|                |  |
|----------------|--|
| Activity No.   | 2.2  |
| Activity       | Build the capacity of the RDA and provincial road agencies on gender and transportation  |
| Indicator      | <ul style="list-style-type: none"> <li>• One training manual on gender and transportation to be used for gender capacity building training for transport sector staff developed</li> <li>• At least 80% of project staff of the RDA and provincial road agencies working on iRoad 2 trained on gender</li> <li>• At least one workshop in each province (4 total) for project staff of contractors, consultants, and employer conducted to discuss the means of promoting inclusiveness in the transport sector</li> </ul> |
| Responsibility | ADB (gender specialist), Consultant, ESDD/RDA  |
| Time frame     | Year 1 – Year 4  |

### Accomplishments to date

52. The training manual is yet to be developed and workshops in the four provinces are to be conducted.

|                |  |
|----------------|--|
| Activity No.   | 2.3  |
| Activity       | Develop and promote an online web application for grievance reporting by the local communities using local languages   |
| Indicator      | <ul style="list-style-type: none"> <li>• Web application translated in to local languages</li> <li>• Sex-disaggregated data of complaints available</li> <li>• Information campaign conducted for raising community awareness on the use of the application</li> </ul> |
| Responsibility | PIC, RDA   |
| Time frame     | Year 1 – Year 7  |

### Accomplishments to date

53. The web based application to receive public complaints have been translated in to local languages and is operations.

## 7. Institutional setup

54. As the project executing agency the RDA shall establish Project Implementing Units (PIUs) for each province. PIU for UP has been established and is functional. The PIU for WP shall also act as the project coordinating PIU for iRoad 2. All these PIUs are headed by a full time Project Director (PD) assisted by Deputy Project Directors and Project Engineers. An Environment and Social Unit (ESU) have been established with in each PIU to assist the PD in matters related to environment and social safeguards. Each ESU is manned by one Senior Environment Safeguards Officer (SESO), one Senior Social Safeguards Officer and Social/ Environment Officers. During this review it was observed that the ESU of UP has recruited the SSSO and two social/ environment officers. The position of SESO is yet to be filled. PIUs of other three provinces are yet to be established.

55. PIC6 (PIC of UP) is headed by the Team Leader (TL). Under the TL there is an Environment Specialist and a Social, Gender and Resettlement Specialist to assist the TL on environment and social matters and to guide contractors in complying environment and social safeguards. PIC has recruited their ES and SGRS who are working as key staff on a fulltime

basis. Due to the geographic spread of this programme the PIC6 has appointed eight Assistant Environmental & Social Officers (supporting Staff appointed under BOQ provision) covering the four RE regions.

56. Other than this institutional setup the ESDD of RDA also shall assist the PICs and PIUs in implementing environment and social safeguards and monitoring.

## 8. The process of land donation

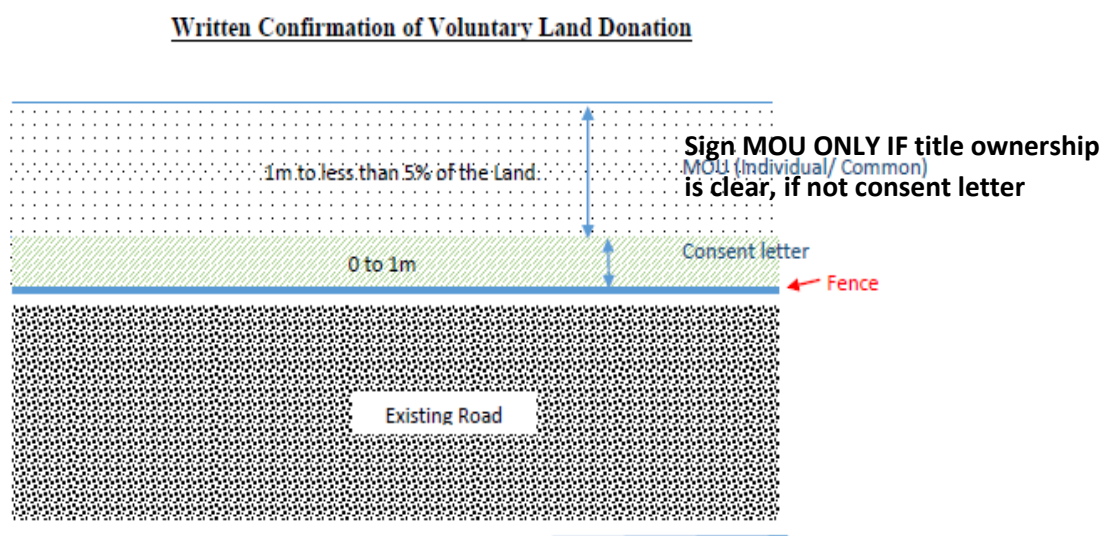
57. The RF developed for iRoad 2 includes an appendix on “Land Donation Procedural Framework and Templates for Preparation and Monitoring”. Based on the above guidelines a guide note has been developed under the concluded TA8473. This guide note has been shared with PIU and PIC in UP. The formats of Memorandum of Understanding (MOU) given in the Appendix of the RF have been translated in to local language. The consultant of TA8473 had carried out an awareness session on the land donation process targeting PIU and PIC staff in Badulla and Monaragala Districts in Uva province.

58. Experience in voluntary land donation process in iRoad programme has shown that signing of MOUs at some locations were not practical due to following key reasons:

- The average width of the strip of land to be donated is less than 1 meter;
- Some of the occupants are reluctant to sign MOUs but are willing to donate land for the betterment of the village; and
- Some of the people who wanted to donate land did not have clear title deeds (i.e. although they occupy the land, the land is still registers under one of their ancestors).

59. Under such instances a “letter of Consent” was taken from the occupant. A common format was developed for this “letter of Consent” under iRoad programme. Another format was also developed to record the “Willingness to donate a portion of land”. This improved system has been adopted in iRoad 2 which also keeps a track of consultations carried out with a “willing land donor” during the land donation process. The pictorial diagram developed to clearly explain the limits where MOU or “letter of Consent” are to be signed is presented in figure 8.1.

**Figure 8.1 A pictorial representation of limits to sign MOU or “letter of Consent”**



60. Civil works under iRoad 2 had only commenced in UP and no any incidence of eminent domain or other powers of the state being used to take additional strips of land was observed or reported up to end March, 2019. PIU of UP has followed the due process of land donation where required. And no incidences of physical or economic displacement has been observed or reported. The process of voluntary land donation in any given rural road is certified by the Grama Niladhari of that area who is also the Chairmen of level 2 GRC. This certification confirms that no external force from government, other local agency/ authority or public has been exerted during the process.

61. Figure 8.2 below present an example where the owner of a land signing a “letter of consent” to voluntarily donate a strip of land in package BA2.

**Figure 8.2 Signing of a “Consent letter” for a voluntary land donation**



62. A summary of number of land donations which have taken place in each CRC package in UP is presented in annex 9. Based on the records available at the PIU and confirmed by the Senior Social Safeguards Officer of the PIU, it is confirmed that no person have donated more than 5% of their land, and such donation has temporarily or permanently affected their income or any income generating assets. Further it is confirmed that no permanent or temporary structure had been affected due to voluntary donation of land in UP. The records kept at PIU on each voluntary land donation site includes details of the strip of land donated.

## **9. Use of the concept of context sensitive design in a social perspective**

63. Application of the concept of Context Sensitive Design or CSD had brought a large public recognition to iRoad programme operational in Southern, Sabaragamuwa, Central, North Central, North Western Provinces and Kalutara District in Western Province. This novel approach has helped the project to comply with safeguards requirements, such as avoiding the need of additional land strips, improving the safety of road users and improving the usability of a road during any weather condition which is one of the basic outcomes of the programme. Based on this success the same concept had been adopted in iRoad 2.

64. The TA consultant of the concluded TA8473, was able to complete one round of awareness workshop on the concept of CSD for the staff of contractors, PICs and PIUs of UP

before the conclusion of this TA. Below figure illustrates an example from UP which presents the adoption of the concept of CSD.

65. Below is an example of applying CSD which was explained by Mr. Saranga Gajasinghe (TA consultant) during the field training program conducted in September 2018.

66. During the field visit on road ID UMO 110 of MO 1 package, landslide was observed at one section (as shown in figure 8.1). Thus, the design engineers have first considered to construct a retaining wall for which a significant amount of funds shall be required. Further on, it was identified that the reason for the landslide was the altered storm water drainage path due to blockage. As such, the team decided to construct the drainage system (using concrete drains) and re-establish the drainage path away from the slope to avoid or minimize any future landslides.

**Figure 9.1 (a) Landslide area on UMO 110, MO – 01 Package identified to be constructed a retaining wall previously; (b) During the field training, identified to improve the culvert in by road and introduced concrete drains to prevent landslide**



(a)



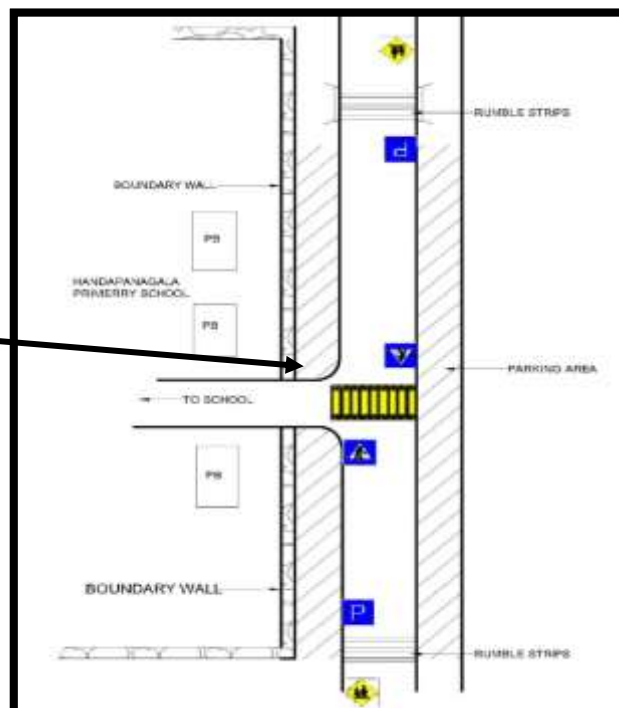
(b)

67. PIU, PIC, and contractor staff identified the importance of introducing hard shoulders with concrete drainages to prevent soil erosion instead of using a soft shoulder at road ID: UBA 273 due to the existing environmental conditions. Figure 9.2 also presents an example of application of CSD. Here the design of road section (at Chainage 4+300) of road ID UMO11 which passes near a school has included rumble strips and pedestrian foot walk as safety measures for pedestrians. A dedicated parking area has also been included in the design to avoid/ minimize congestion of traffic. The design modifications presented in annex 5 are also examples for application of CSD in Uva Province.

**Figure 9.2 An example of application of the concept of CSD (Road ID: UMO 011, MO6 package)**



**Current condition at 4+300 LHS/ Road ID UMO 11**



**Plan view of proposed CSD application at 4+300 LHS/ Road ID UMO 11**

## 10. Public consultation, information disclosure and Corporate Social Responsibility (CSR) programs

68. Consultation of public and disclosure of information on the program has been a key feature of the ongoing iRoad programme. The same process has been adopted in iRoad 2, where views of the public have been considered in to the designs mainly to develop roads that are acceptable in environmental, social and safety aspects. Public consultations and disclosure of information has been an integral part during the SAPE works for all four Provinces appraised under iRoad 2. With commencement of civil work contractors of UP with assistance from PIU and PIC have carried out public consultations as means of updating the information available through environment checklists and transect walk survey reports.

69. Contractors of some CRC packages have conducted Corporate Social Responsibility programs. Such programmes help to create a friendlier environment especially between the communities and contractor staffs whose interactions are direct and common compared to PIU and PIC staff. A summary of CSR program conducted in each province disaggregated to CRC package level is presented in annex 11.

## 11. Conclusions and recommendations

### 11.1 Conclusions

70. The Second Integrated Road Investment Program is now operational in Uva Province and intends to start operations in Eastern and Northern Provinces in year 2019. Government

of Sri Lanka intends to submit the next PFR to ADB to process the next slice of the MFF. This time slice or Tranche 2 will finance the second slice of the loan for the four Provinces appraised under iRoad 2. This due diligence report on social safeguards (including IR, IP and GAP) is prepared to fulfill the requirements stipulated in the RF on processing of subsequent tranches.

71. Tranche 1 was classified as 'Category B' in involuntary resettlement; 'Category C' in Indigenous Peoples aspect. The programme is considered as an effective gender mainstreaming project hence a gender action plan was developed during processing of Tranche 1.

72. No incidence of physical or economic displacement of people due to the programme have been observed or reported during the period for which this report is prepared. No incidence of impacts to IPs were observed or reported. The PIU, PIC and CRC contractors in Uva Province have implemented many activities listed under the GAP.

73. The PIU in UP with assistance from PIC6 have duly followed the voluntary land donation process as indicated in the RF for obtaining small strips of lands for road improvement works. Taking of such small strips of lands from adjoining land lots have been carried out only for improvement of road safety aspects and drainage requirements.

74. GRCs have also been established in UP as per the guidelines given in the RF. Public complaints that cannot be resolved at grass root level have been resolved at GN or DS level GRC.

75. No unanticipated social risks and impacts had arisen so far with respect to road rehabilitation and improvement works in Uva Province.

76. Tranche 2 is considered as the second slice of loan for Provinces appraised under iRoad 2 tranche 1. As there will be no new project roads included under tranche two, it is expected that tranche two shall also be 'Category B' on IR, 'Category C' on IP. Activities listed under the GAP developed under tranche one are already being implemented in UP and they shall be continued in EP, NP and WP with mobilization of respective PIUs, PICs and civil works contractors.

## **11.2 Recommendations**

77. It is recommended that PIU and PIC of UP continue to monitor the safeguards implementation by contractors of UP and assist them in rectifying any issues that needs more site specific measures.

78. It is recommended that ESDD of RDA also continue monitoring execution of social safeguards measures implemented by contractors, PICs and PIUs and assist where required. As the key responsibility of implementing the GAP is entrusted with ESDD it is important that the ESDD pay more attention in executing activities (which are listed under their responsibility) in a timely manner. The gender focal point of ADB shall assist ESDD with regard to this process.

79. The consultant of the recently concluded TA8473 SRI and ESDD conducted only one formal awareness session on the concept and application of CSD, safeguards and safety for contractors, PIC and PIU staff in Uva Province. Based on the experience gained from iRoad programme it is important to continue such awareness programmes on a regular basis. Therefore, it is recommended that this process continues throughout iRoad 2, where such trainings shall be conducted in EP, NP and WP once the respective PIUs, PICs and contractors are mobilized. Such measure will enable the contactors, PIC and PIU to effectively implement safeguards requirements stipulated in the subsequent loan agreements.

80. It is expected that the same processes of GRC, voluntary land donation and application of the concept of CSD shall be applied and followed by PIUs, PICs and contractors appointed for EP, NP and WP.

81. It is recommended the vacant positions in the ESU of PIU/ UP are filled without any further delay. RDA should take all possible measures to recruit environment and social safeguards officers of the remaining three PIUs parallel to recruiting engineering and administrative staff.

82. It is also important that the current level of public consultation is at least maintained or improved during the remaining period of the programme.



**Annex 1: Progress of establishing Grievance Redress Committees in Uva Province**

*Package distribution in Divisional Secretariats of Uva Province*

| SN | District   | Divisional Secretariat                | Packages            |
|----|------------|---------------------------------------|---------------------|
| 1  | Badulla    | Badulla Divisional Secretariat        | BA 03               |
| 2  |            | Bandarawela Divisional Secretariat    | BA 07               |
| 3  |            | Ella Divisional Secretariat           | BA 06               |
| 4  |            | Haldummulla Divisional Secretariat    | BA 08               |
| 5  |            | Hali-Ela Divisional Secretariat       | BA 04, BA 06, BA 07 |
| 6  |            | Haputale Divisional Secretariat       | BA 08               |
| 7  |            | Kandaketiya Divisional Secretariat    | BA 02               |
| 8  |            | Lunugala Divisional Secretariat       | BA 02               |
| 9  |            | Mahiyanganaya Divisional Secretariat  | BA 01               |
| 10 |            | Meegahakivula Divisional Secretariat  | BA 02               |
| 11 |            | Passara Divisional Secretariat        | BA 03               |
| 12 |            | Rideemaliyadda Divisional Secretariat | BA 01               |
| 13 |            | Soranathota Divisional Secretariat    | BA 03               |
| 14 |            | Uva-Paranagama Divisional Secretariat | BA 05               |
| 15 |            | Welimada Divisional Secretariat       | BA 05               |
| SN | District   | Divisional Secretariat                | Packages            |
| 1  | Monaragala | Badalkumbura Divisional Secretariat   | MO 01, MO 02, MO 06 |
| 2  |            | Bibile Divisional Secretariat         | MO 05               |
| 3  |            | Buttala Divisional Secretariat        | MO 04 , MO 06       |
| 4  |            | Katharagama Divisional Secretariat    | MO 04               |
| 5  |            | Madulla Divisional Secretariat        | MO 02, MO 05, MO 07 |
| 6  |            | Medagama Divisional Secretariat       | MO 05               |
| 7  |            | Monaragala Divisional Secretariat     | MO 01, MO 02, MO 04 |
| 8  |            | Sevanagala Divisional Secretariat     | MO 03               |
| 9  |            | Siyambalanduwa Divisional Secretariat | MO 02, MO 07        |
| 10 |            | Thanamalvila Divisional Secretariat   | MO 03               |
| 11 |            | Wellawaya Divisional Secretariat      | MO 06               |

*Summary of GRC Formation in Badulla and Monaragala Districts of Uva Province*

| District         | Package | Total No. of DSDs | DSD level   |                   | Total No. of GNDs | GND level   |                   |
|------------------|---------|-------------------|-------------|-------------------|-------------------|-------------|-------------------|
|                  |         |                   | Established | To be Established |                   | Established | To be Established |
| Badulla          | BA 01   | 2                 | 2           | -                 | 30                | 10          | 20                |
|                  | BA 02   | 3                 | 3           | -                 | 33                | 10          | 23                |
|                  | BA 03   | 3                 | 2           | 1                 | 62                | 8           | 54                |
|                  | BA 04   | 1                 | 1           | -                 | 30                | 7           | 23                |
|                  | BA 05   | 2                 | 2           | -                 | 45                | 14          | 31                |
|                  | BA 06   | 2                 | 2           | -                 | 34                | 16          | 18                |
|                  | BA 07   | 2                 | 2           | -                 | 36                | 15          | 21                |
|                  | BA 08   | 2                 | 2           | -                 | 26                | 5           | 21                |
| <b>Sub Total</b> |         | <b>17</b>         | <b>16</b>   | <b>1</b>          | <b>296</b>        | <b>85</b>   | <b>211</b>        |


| District           | Package | Total No. of DSDs | DSD level   |                   | Total No. of GNDs | GND level   |                   |
|--------------------|---------|-------------------|-------------|-------------------|-------------------|-------------|-------------------|
|                    |         |                   | Established | To be Established |                   | Established | To be Established |
| Monaragala         | MO 01   | 2                 | 2           |                   | 29                | 17          | 12                |
|                    | MO 02   | 4                 | 4           | -                 | 29                | 18          | 11                |
|                    | MO 03   | 2                 | 2           | -                 | 24                | 17          | 7                 |
|                    | MO 04   | 3                 | 2           | 1                 | 21                | 16          | 5                 |
|                    | MO 05   | 3                 | 3           | -                 | 31                | 9           | 22                |
|                    | MO 06   | 3                 | 3           | -                 | 37                | 18          | 19                |
|                    | MO 07   | 2                 | 2           | -                 | 24                | 22          | 2                 |
| <b>Sub Total</b>   |         | <b>19</b>         | <b>18</b>   | <b>1</b>          | <b>195</b>        | <b>117</b>  | <b>78</b>         |
| <b>Grand Total</b> |         | <b>36</b>         | <b>34</b>   | <b>2</b>          | <b>491</b>        | <b>202</b>  | <b>289</b>        |

**A Summary of Public Grievances, Requests, Suggestions and Complaints received in Uva Province**

| District           | Package | No. of road in work progress (including maintenance) | No. of Requests | No. of Suggestions | No. of Complaints | Total      | No. of Completely Settled | Solutions in progress |
|--------------------|---------|--|-----------------|--------------------|-------------------|------------|---------------------------|-----------------------|
| Badulla            | BA 01   | 5  | 8               | 0                  | 1                 | 9          | 8                         | 1                     |
|                    | BA 02   | 6  | 28              | 0                  | 2                 | 30         | 6                         | 24                    |
|                    | BA 03   | 4  | 8               | 1                  | 1                 | 10         | 5                         | 5                     |
|                    | BA 04   | 4  | 7               | 2                  | 3                 | 12         | 6                         | 6                     |
|                    | BA 05   | 4  | 3               | 1                  | 2                 | 6          | 4                         | 2                     |
|                    | BA 06   | 3  | 12              | 0                  | 3                 | 15         | 13                        | 2                     |
|                    | BA 07   | 5  | 17              | 2                  | 3                 | 22         | 8                         | 14                    |
|                    | BA 08   | 2  | 7               | 0                  | 0                 | 7          | 0                         | 7                     |
| <b>Sub Total</b>   |         | <b>33</b>  | <b>90</b>       | <b>6</b>           | <b>15</b>         | <b>111</b> | <b>50</b>                 | <b>61</b>             |
| Monaragala         | MO 01   | 4  | 17              | 0                  | 0                 | 17         | 8                         | 9                     |
|                    | MO 02   | 4  | 75              | 0                  | 0                 | 75         | 74                        | 1                     |
|                    | MO 03   | 11   | 33              | 1                  | 1                 | 35         | 17                        | 18                    |
|                    | MO 04   | 3  | 18              | 0                  | 1                 | 19         | 8                         | 11                    |
|                    | MO 05   | 2  | 2               | 2                  | 1                 | 5          | 3                         | 2                     |
|                    | MO 06   | 4  | 14              | 0                  | 0                 | 14         | 12                        | 2                     |
|                    | MO 07   | 2  | 8               | 0                  | 5                 | 13         | 4                         | 9                     |
| <b>Sub Total</b>   |         | <b>30</b>  | <b>167</b>      | <b>3</b>           | <b>5</b>          | <b>178</b> | <b>126</b>                | <b>52</b>             |
| <b>Grand Total</b> |         | <b>63</b>  | <b>257</b>      | <b>9</b>           | <b>20</b>         | <b>289</b> | <b>176</b>                | <b>113</b>            |

**Annex 2: A sample of monthly environmental and social monitoring report**

Pyunghwa Engineering Consultant Ltd  
 Consulting Engineers & Architects Associated (Pvt) Ltd  
 Road Development Authority

Tudawe Brothers (Pvt) Ltd 

**Monthly Environmental and Social Progress  
 Report  
 j Road – MO 05**

**March – 2019  
 (Report No. 08)**



**SECOND INTEGRATED ROAD INVESTMENT PROGRAMME  
 REHABILITATION/IMPROVEMENT AND MAINTANANCE OF 64.15 KM RURAL  
 ROADS IN MONARAGALA DISTRICT IN THE UVA PROVINCE – PACKAGE -05  
 CONTRACT NO: RDA/ADB/IROAD -2(UVA)/NCB/MO – 05**

*Monthly Environmental & Social Progress Report – MO 05*

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## 12. Details of Received Grievances

| COMPLAINT REF. No. | DATE OF COMPLAINT/REQUEST/SUGGESTION | MODE (REQ./SUG./COM.) | Grievance received by (RDA/PIC/Complaint Box/Project Manager etc) | NATURE OF THE COMPLAINT/REQUEST/ SUGGESTION MADE   | NAME OF THE ROAD  | ROAD ID No. | DETAILS OF THE COMPLAINTNER   | DATE OF ATTENDENT | STATUS OF ACTION TAKEN |                      |                  | ACTION TAKEN                                    | FEEDBACK OF PERSON | REMARKS |
|--------------------|--------------------------------------|-----------------------|---|--|---|-------------|-------------------------------|-------------------|------------------------|----------------------|------------------|---|--------------------|---------|
|                    |                                      |                       |   |  |   |             |                               |                   | SOLUTION AGREED        | SOLUTION IN PROGRESS | ACTION COMPLETED |   |                    |         |
| 1                  | 29.09.2018                           | Complaint             | Project Manager   | Complainer thinks that will be take over part of his land at the road construction by Constructors, so he complained against it (Ch 2+900) | Bibila Watta Road   | UM0039      | H.M. Jayasundara              | 13/11/2018        |                        |                      | ✓                | We proved him that not need a part of his land  | Satisfied          |         |
| 2                  | 23.11.2018                           | Request               | Complaint Box   | Requested new culvert  | 5 <sup>th</sup> Mile Post to Thithawalkula                      | UM0005      | E.P.J. Rathnasiri             | 11/12/2018        |                        |                      | ✓                | Constructed new culvert (Ch 3+350)              | Satisfied          |         |
| 3                  | 25.11.2018                           | Request               | Complaint Box   | Requested to construct a cross drain   | 5 <sup>th</sup> Mile Post to Thithawalkula                      | UM0005      | J.P. Wimalasiri               | 11/12/2018        |                        |                      | ✓                | Constructed new cross drain (Ch 1+554)          | Satisfied          |         |
| 4                  | 10.01.2019                           | Suggestion            | Project Manager   | Damage to the paddy from the water that flows throughout the culvert (Ch 1+720)  | 5 <sup>th</sup> Mile Post to Thithawalkula                      | UM0005      | P.C. Jayasinghe               | 17/01/2019        |                        |                      | ✓                | Constructed a concrete drain up to next culvert | Satisfied          |         |
| 5                  | 25.01.2019                           | Suggestion            | Project Manager   | Lining the Water pipe lines throughout the road  | 5 <sup>th</sup> Mile Post to Thithawalkula                      | UM0005      | M.P.S. Weerawardhana          | 30/01/2019        |                        |                      | ✓                | Water pipes were made to suitable locations     | Satisfied          |         |
| 6                  | 06.02.2019                           | Request               | Project Manager   | Requesting concrete drains for 220 division area   | Bibila Watta Road   | UM0039      | Villagers of Bibilawatta      | 18.03.2019        |                        | ✓                    |                  | Submitted to Engineer for instruction           |                    |         |
| 7                  | 18.02.2019                           | Suggestion            | Project Manager   | Suggesting to shift the starting place of the road to another place  | 5 <sup>th</sup> Mile post Yalkubura road (via Kotagama Malhewa) | UM0006      | Yalkubura, Kotagama Villagers | 18.03.2019        |                        | ✓                    |                  | Submitted to Engineer for instruction           |                    |         |
| 8                  | 26.02.2019                           | Suggestion            | Project Manager   | Requested to be careful when do construction works with drains   | 5 <sup>th</sup> Mile Post to Thithawalkula                      | UM0005      | P.S. Jayasinghe               | 28.02.2019        | ✓                      |                      |                  | Agreed  |                    |         |

## Monthly Environmental &amp; Social Progress Report – MO 05

|    |            |           |                 |  |   |        |                               |              |   |   |  |                                       |  |  |
|----|------------|-----------|-----------------|--|---|--------|-------------------------------|--------------|---|---|--|---------------------------------------|--|--|
| 9  | 05.03.2019 | Complaint | Project Manager | Damage to the retaining wall due to road construction works                | 5 <sup>th</sup> Mile post Yalkubura road (via Kotagama Malhewa) | UM0006 | Yalkubura, Kotagama Villagers | 18.03.2019   |   | ✓ |  | Submitted to Engineer for instruction |  |  |
| 10 | 06.03.2019 | Complaint | Project Manager | They are saying which road constructions not enough for the road           | 5 <sup>th</sup> Mile post Yalkubura road (via Kotagama Malhewa) | UM0006 | Sumithuru Sansadaya           | 18.03.2019   |   | ✓ |  | Submitted to Engineer for instruction |  |  |
| 11 | 09.03.2019 | Request   | Project Manager | Requested to repair the water pipe lines which damaged due to construction | 5 <sup>th</sup> Mile post Yalkubura road (via Kotagama Malhewa) | UM0006 | Prajamula Sanvidanaya         | 18.03.2019   | ✓ |   |  | Agreed and attended                   |  |  |
| 12 | 12.03.2019 | Request   | Project Manager | Requested to repair the water pipe lines which damaged due to construction | 5 <sup>th</sup> Mile post Yalkubura road (via Kotagama Malhewa) | UM0006 | Prajamula Sanvidanaya         | 18.03.2019   | ✓ |   |  | Agreed and attended                   |  |  |
| 13 | 13.03.2019 | Request   | Project Manager | Requested additional concrete drains                                       | 5 <sup>th</sup> Mile Post to Thithawalkula                      | UM0005 | P.C. Jayasinghe               | 18.03.2019   |   | ✓ |  | Submitted to Engineer for instruction |  |  |
| 14 | 15.03.2019 | Complaint | Project Manager | Damage to the paddy from the water that flows throughout the culvert       | Bibila Watta Road   | UM0039 | T.M.A. Samanmalee             | To be attend |   |   |  |                                       |  |  |

**Annex 3: An extract of the grievance section of the monthly environmental and social monitoring report – Package MO4**
**Status of Grievances Received upto 28 February 2019 - MO 04 Package**

| COMPLAINT REF. No. | DATE OF COMPLAINT/REQUEST/SUGGESTION | MODE (REQ./SUG./COM.) | Grievance received by (RDA/PIC/Complaint Box/Project Manager etc) | NATURE OF THE COMPLAINT/REQUEST/SUGGESTION MADE   | NAME OF THE ROAD                                       | ROAD ID No. | DETAILS OF THE COMPLAINER   | DATE OF ATTENDENT | STATUS OF ACTION TAKEN |                      |                  | ACTION TAKEN  | FEEDBACK OF PERSON |
|--------------------|--------------------------------------|-----------------------|---|---|--|-------------|---|-------------------|------------------------|----------------------|------------------|---|--------------------|
|                    |                                      |                       |   |   |  |             |   |                   | SOLUTION AGREED        | SOLUTION IN PROGRESS | ACTION COMPLETED |   |                    |
| 1                  | 16/08/2018                           | Request               | Project director  | Request from regional irrigation engineer construct the causeway along the Rahathangama tank without changing spill level & reducing the causeway length. | Old Butthala Junction to Kukurampola Junction Sec ii   | UMO 121 ii  | Divisional irrigation engineer, Butthala  | 03/09/2018        |                        | Processing           |                  | Causeway design have been carried out considering their request   |                    |
| 2                  | 19.09.2018                           | Request               | Project manager   | Request construct the spill way of the Rahathangama tank.   | Old Butthala Junction to Kukurampola Junction Sec ii   | UMO 121 ii  | Nirajan Aththanayaka, secretary, unit of Agriculture Organization, No: 15/16, Rahathangama, Butthala. | 03/09/2018        |                        | Processing           |                  | Causeway design have been carried out considering their request   |                    |
| 3                  | 5/8/2018                             | Request               | Project engineer  | Request to divert the road to protect the "Boilers tank" burnt  | Horambawa-Suduwatthura sara-Galtemandiya Road          | UMO 072     | R.M.Ranjith Mudduma Bandara, Ministry of public, administration, management, law order institute      | 3/10/2018         | Yes                    | Processing           |                  | Discussed with DS and request the letter regarding the tank reconstruction                              |                    |
| 4                  | 6/10/2018                            | Request               | Project manager   | Request a retain wall at 21+580 to 21+640 Km to the house at LHS  | From Palwatta Junction to Passara Road                 | UMO 059     | H.M. Hesarala, 20/b, Uda arawa, Uva Palwatta.   | 10/10/2018        | Yes                    |                      | Yes              | Try to do the horizontal alignment without disturbing that land   | Satisfied          |
| 5                  | 23.10.2018                           | Request               | Project manager   | Request to handover the interlock to PS sub road after removing from PS Butthala.   | Palwatta Co-operative via Gonagodalla-Kukurampola Road | UMO 122     | H.M. Chinthaka Sampath Bandara, Vice President, Pradesiya sabha, Butthala.                            | 20/12/2018        | Yes                    |                      | Yes              | Discussed with PS chairman nominate their responsible person to the takeover the blocks after removing. | Satisfied          |
| 6                  | 01.11.2018                           | Request               | Project manager   | Request to protect of removed fence in preschool.   | Palwatta Co-operative via Gonagodalla-Kukurampola Road | UMO 122     | A.M. Thushani Aththanayaka, Administrator, Arumodaya preschool, Gonagodalla, Uva Palwattaha.          | 09.11.2018        | Yes                    | Processing           |                  | Change centerline and proposed road alignment without disturbing that fence of preschool                |                    |
| 7                  | 10.12.2018                           | Request               | Project engineer  | Request both side concrete line drain in front of temple.   | From Palwatta Junction to Passara Road                 | UMO 059     | Ven. Palwattithe Dammajothi, Mulgiri raja maha viharaya, Uva-Palwattaha.                              | 12/12/2018        | Yes                    | Processing           |                  | Discussed with construction engineer to build concrete line drain for both side                         |                    |
| 8                  | 26.12.2018                           | Request               | President of pradesiya sabha                                      | Request to cross duct   | Palwatta Co-operative via Gonagodalla-Kukurampola Road | UMO 122     | L.H.Ayrangani, Gonagodalla road, Uva-Palwattaha.  | 26/12/2018        | Yes                    |                      | Yes              | To be gotten cross duct from water board  | Satisfied          |

| COMPLAINT REF. No. | DATE OF COMPLAINT/REQUEST SUGGESTION | MODE (REQ./SUG./COM.) | Grievance received by (RDA/PIC/Complaint Box/Project Manager etc) | NATURE OF THE COMPLAINT/REQUEST/ SUGGESTION MADE   | NAME OF THE ROAD                                       | ROAD ID No. | DETAILS OF THE COMPLAINER  | DATE OF ATTENDENT | STATUS OF ACTION TAKEN |                      |                  | ACTION TAKEN   | FEEDBACK OF PERSON |
|--------------------|--------------------------------------|-----------------------|---|--|--|-------------|--|-------------------|------------------------|----------------------|------------------|--|--------------------|
|                    |                                      |                       |   |  |  |             |  |                   | SOLUTION AGREED        | SOLUTION IN PROGRESS | ACTION COMPLETED |  |                    |
| 9                  | 07.01.2019                           | Request               | Project engineer  | A water drain system is requested for a concrete line drain system to flow through the culvert at 29+005 (RHS) | From Palwatta Junction to Passara Road                 | UMO 059     | Mr. S.B.M. Ariyapala, Passara road, Uva-Pelwaththa.                                    | 9/1/2019          | Yes                    |                      | Yes              | Discussed with construction engineer to build concrete line drain in both side of the road.                      | Satisfied          |
| 10                 | 30.01.2019                           | Request               | Construction engineer   | A water drain system is requested for a concrete line drain system to flow through the culvert at 22+469 (RHS) | From Palwatta Junction to Passara Road                 | UMO 059     | L.H.Ayragami,Gonagodella road,Uva-Pelwaththa.  | 1/2/2019          | Yes                    |                      | Yes              | Discussed with representative to made leader way temporarily inspection after rainy season further               | Satisfied          |
| 11                 | 07.02.2019                           | Request               | Project manager   | request waterline on UMO 059 road  | From Palwatta Junction to Passara Road                 | UMO 059     | President, Prajamma organisation, Kelimessa, Hingurakadimwa, Passara.                  | 8/2/2019          | Yes                    |                      | Yes              | Discussed with project engineer to get water line  | Satisfied          |
| 12                 | 11.02.2019                           | Request               | Resident engineer   | request waterline shifting from 23+000Km to 26+000 Km on UMO 059 road  | From Palwatta Junction to Passara Road                 | UMO 059     | Secretary,Pragathi organization, Horabokka, Uva-Pelwaththa                             | 13/02/2019        | Yes                    |                      | Yes              | Discussed with representative to made line drain   | Satisfied          |
| 13                 | 11.02.2019                           | Request               | Resident engineer   | to extent of line drain near the 25/3 culvert on LHS   | From Palwatta Junction to Passara Road                 | UMO 059     | D.Waththabawa, Horabokka, Uva-Pelwaththa   | 13/02/2019        | Yes                    | Processing           |                  | Discussed with representative to made line drain   |                    |
| 14                 | 20/02/2019                           | Request               | Project manager   | request waterline on UMO 059 road at 27+785  | From Palwatta Junction to Passara Road                 | UMO 059     | A.H.Sarath Kumara, "MADHUSHEKA", Passara road, Okuruwawa, Uva-Pelwaththa.              | 15/02/2019        | Yes                    |                      | Yes              | After inspection they decided to not required waterline at that place  | Satisfied          |
| 15                 | 07.01.2019                           | Request               | Project engineer  | Request for concrete line drain at 0+139 on UMO 122 road.  | Palwatta Co-operative via Gonagodalla-Kukurampola Road | UMO 122     | D.M.Lakshmi Janka, Pahalawela, Uva-Pelwaththa  | 16/01/2019        | Yes                    |                      | Yes              | To arrange construction of the culvert instead of causeway   | Satisfied          |
| 16                 | 25.02.2019                           | Request               | Project engineer  | request culvert & waterline on UMO 059 road at 23+450 (LHS)  | From Palwatta Junction to Passara Road                 | UMO 059     | Upper Horabokka & Gangodakumbura "Ekamathu" grama development society, Uva-Pelwaththa. | 27/02/2019        | Yes                    | Processing           |                  | Discussed with representative to made earth drain both side of the road.   |                    |
| 17                 | 21.02.2019                           | complain              | Project engineer  | Request to prevent , land erosion by culvert water line at 1+285 to 1+315Km on UMO 122                         | Palwatta Co-operative via Gonagodalla-Kukurampola Road | UMO 122     | U.V. Megilin nona,Gonagodella, Uva-Pelwaththa.   | 23/02/2019        | Yes                    |                      | Yes              | Land owner not agreed to make line drain along the land because Discussed with representative to made line drain | Satisfied          |
| 18                 | 25.02.2019                           | Request               | Project manager   | request line on UMO 059 road at 28+190 (LHS)   | From Palwatta Junction to Passara Road                 | UMO 059     | W.D.C. Gumarathana, Passara road, Uva-Pelwaththa                                       |                   |                        | Pending              |                  |  |                    |
| 19                 | 25.02.2019                           | Request               | Complain box  | Request developing road to protect the "Boileru" tank  | Horambawa-Suduwatthura sara-Galtemandiya Road          | UMO 072     | Unknown Person, (villager)   |                   | Yes                    | Processing           |                  | Discussed with DS and request the letter regarding the tank reconstruction                                       |                    |

**Annex 4: GAP for Tranche one**

| Activity   | Targets and Indicators  | Responsibility   | Timeframe                       |                 |
|--|---|--|---------------------------------|-----------------|
| <b>Output 1: Road conditions between the selected rural communities and socioeconomic centers improved</b> |   |  |                                 |                 |
| 1.1  | For 3,400 km of rural roads, conduct community consultations and integrate findings into the 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>• One community consultation guide book to be used by contractors and consultants developed</li> <li>• At least 35% 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> <li>• Contractors trained as per the training manual on gender and transportation (that will be developed as per Output 2.2)</li> </ul> | Contractors, PIC, ESDD/RDA      | Year 1          |
| 1.2  | For 340 km of national roads to be improved, integrate safety and EWCD friendly features into the final designs   | <ul style="list-style-type: none"> <li>• Results of the gender analysis and consultation recommendations integrated to make the project design, and in operation and maintenance</li> <li>• Designs included paved shoulders, pedestrian crossings, and locations of signage</li> </ul>  | Contractors, PIC, ESDD/RDA      | Year 1 – Year 2 |
| 1.3  | Encourage contractors to employ local women in road construction  | <ul style="list-style-type: none"> <li>• A communication campaign to inform and attract local women (especially from women headed households) developed and implemented</li> <li>• Contractors meet core labor standards and work health and safety standards</li> </ul>   | Contractors, PIC, PIU, ESDD/RDA | Year 1 – Year 2 |
| 1.4  | Ensure contractors employ local women for road maintenance  | <ul style="list-style-type: none"> <li>• At least 30% of local women employed in rural road maintenance (with an estimated 18,000 person-days allocated for women workers)</li> </ul>  | Contractors, PIC, PIU, ESDD/RDA | Year 3 – Year 7 |



| Activity  |  | Targets and Indicators   | Responsibility           | Timeframe               |
|---|--|--|--------------------------|-------------------------|
|   |  | <ul style="list-style-type: none"> <li>• Ensure contractors meet core labor standards and work health and safety standards</li> <li>• 100% women employed for maintenance trained and provided with safety equipment</li> </ul>  |                          |                         |
| 1.5   | Conduct road safety awareness campaigns targeting local communities  | <ul style="list-style-type: none"> <li>• At least three awareness campaigns launched per district, using diverse communication approaches (workshops, handouts, awareness for school children, billboards, street drama, etc.) to reach out to children, youth, and adults with 50% female participation</li> </ul>  | Contractors, PIC, PIU    | Year 2 – Year 5         |
| 1.6   | Provide awareness training on sexually transmitted diseases, including HIV, and on human trafficking for civil works employees and local communities | <ul style="list-style-type: none"> <li>• At least three community awareness sessions per district, with more than 40% female participants conducted.</li> <li>• Awareness training on an annual basis for civil works employees by all contractors conducted</li> </ul>  | Contractors, PIC, PIU    | Year 2 – Year 7         |
| <b>Output 2: Capacity of road agencies enhanced</b> |  |  |                          |                         |
| 2.1   | Appoint social and gender focal points at contractor, consultant, and employer levels  | <ul style="list-style-type: none"> <li>• One gender and social focal staff for each PIU</li> <li>• One gender and social focal staff for each PIC</li> <li>• One gender and social focal staff for each contractor package</li> <li>• Semi-annual reports submitted on GAP monitoring include sex- disaggregated data and report progress against targets</li> </ul> | Contractors, PIC, RDA    | Within first six months |
| 2.2   | Build the capacity of the RDA and provincial road agencies on gender and transportation  | <ul style="list-style-type: none"> <li>• One training manual on gender and transportation to be used for gender capacity</li> </ul>  | ADB (gender specialist), | Year 1 – Year 4         |

| Activity | Targets and Indicators   | Responsibility   | Timeframe                              |
|----------|--|--|--|
|          | <p>building training for transport sector staff developed</p> <ul style="list-style-type: none"> <li>• At least 80% of project staff of the RDA and provincial road agencies working on iRoad 2 trained on gender</li> <li>• At least one workshop in each province (4 total) for project staff of contractors, consultants, and employer conducted to discuss the means of promoting inclusiveness in the transport sector</li> </ul> | Consultant, ESDD/RDA   |  |
| 2.3      | <p>Develop and promote an online web application for grievance reporting by the local communities using local languages</p>  | <ul style="list-style-type: none"> <li>• Web application translated in to local languages</li> <li>• Sex-disaggregated data of complaints available</li> <li>• Information campaign conducted for raising community awareness on the use of the application</li> </ul> | <p>PIC, RDA</p> <p>Year 1 – Year 7</p> |

**Annex 5: Examples of design modifications due to public request and EWDC friendly designs**

| SN | Package | Road ID | Name of the Road                                    | Request  | Request made by           | Changes made  | Status of Satisfaction               |
|----|---------|---------|---|--|---------------------------|---|--------------------------------------|
| 1  | BA - 01 | UBA 113 | Paharagamma Road (Bodiya) to Senanigama School Road | Parking improvement in front of Senanigama primary school  | Principal                 | 0+835 - 0+855 LHS location enhancing the parking area and introducing rumble strips. Demarcating the road crossing area using white lines.                              | Design in progress                   |
| 2  | BA - 02 | UBA 295 | Polagaharawa Main Road                              | New Culvert  | Transect Walk People      | 2+410 - New culvert under construction  | Satisfied - Construction in progress |
| 3  | BA - 02 | UBA 295 | Polagaharawa Main Road                              | New Culvert  | Transect Walk People      | 2+680 - New culvert under construction  | Satisfied - Construction in progress |
| 4  | BA - 02 | UBA 295 | Polagaharawa Main Road                              | New Culvert  | Transect Walk People      | 3+600 - New culvert under construction  | Satisfied - Construction in progress |
| 5  | BA - 04 | UBA 054 | Dematawalhinna Via Dalukhinna Road                  | Protect the water spring at LHS of the road UBA 054, 2+800 | Transect walk participant | Shift the center line toward the RHS and Build-up a retaining wall to protect the spring at LHS at 2+800, Protect the spring by introducing a proper concrete structure | Design in progress                   |
| 6  | BA - 04 | UBA 316 | Silpolagama to Unagolla Road                        | Request to avoid the water flow across the road            | Transect walk participant | Build up a cross drain at 0+320   | Design in progress                   |
| 7  | BA - 05 | UBA 361 | Welimada -Kerandimulla Road                         | New culvert  | Transect walk participant | New culvert to be constructed at 1+068km  | Design in progress                   |

| SN | Package | Road ID | Name of the Road                                       | Request   | Request made by           | Changes made   | Status of Satisfaction               |
|----|---------|---------|--|---|---------------------------|--|--------------------------------------|
| 8  | BA - 05 | UBA 290 | Pelwinna Road (from pelwinna Junction)                 | Due to culvert leader way, rain water flows over villagers paddy land and covered with sand. Because of that they requested to change proposed drain pathway. | Peliarawa Farmers         | Changed the drain path and diverse storm water in to another culvert | Design in progress                   |
| 9  | MO - 01 | UMO 028 | Badalkumbura Karawilaella Road                         | Request for retaining wall  | Principal                 | Retaining wall was under construction with a protection fence.       | Satisfied - Construction in progress |
| 10 | MO - 01 | UMO 031 | Badalkumbura - Bogahapelessa lunugala Janapadaya road  | Remove a tree and reduce a bend   | Villagers                 | Tree was removed and bend was smoothed                               | Satisfied                            |
| 11 | MO - 02 | UMO 144 | Batugamma Waralanda Road                               | Protect the 'BO' tree at 0+153 LHS  | Transect walk participant | Shifting of Center Line at 0+153 LHS                                 | Satisfied                            |
| 12 | MO - 02 | UMO 140 | Weheragala Ampitiya Road                               | Protect the 'BO' tree at 5+050 RHS  | Transect walk participant | Shifting of Center Line at 5+050 RHS                                 | Satisfied                            |
| 13 | MO - 02 | UMO 147 | Madukotan Arawa Helatunthala Punsisigama Junction Road | Protect the 'Jak' tree 2+544 RHS  | Transect walk participant | Shifting of Center Line at 2+544 RHS                                 | Satisfied                            |
| 14 | MO - 03 | UMO 138 | Hathporuwa pola junction to Somadevi school road       | Increase road width up to 6.2 m   | Transect walk participant | Increase the asphalt width up to 6.2m                                | Satisfied                            |
| 15 | MO - 04 | UMO 122 | Palwatta Co-operative via Gonagodalla-Kukurampola Road | New culvert   | D.M. Lahiru Janaka        | New culvert to be constructed at 0+139                               | Design in progress                   |

| SN | Package | Road ID    | Name of the Road   | Request   | Request made by  | Changes made  | Status of Satisfaction |
|----|---------|------------|--|---|--|---|------------------------|
| 16 | MO - 04 | UMO 122    | Palwatta Co-operative via Gonagodalla-Kukurampola Road   | New culvert   | Transect walk participant  | New culvert to be constructed at 1+320 & 1+541                                  | Design in progress     |
| 17 | MO - 04 | UMO 120    | Okkampitiya-Dabeyaya road  | Improve bends   | Transect walk participant  | Decide to design 0+525 dangerous bend is widening to LHS side to avoid accident | Design in progress     |
| 18 | MO - 04 | UMO 072    | Horambawa-Suduwathura aara-Galtemandiya Road   | Improve bends   | Transect walk participant  | Decide to design dangerous bend is widening side to avoid accident              | Design in progress     |
| 19 | MO - 04 | UMO 121.ii | Divisional irrigation engineer, Buththala  | Request from regional irrigation engineer construct the causeway along the Rahathangama tank without changing spill level & reducing the causeway length. | Divisional irrigation engineer, Buththala  | causeway design is in progress considering their request                        | Design in progress     |
| 20 | MO - 04 | UMO 121.ii | Niranjana Aththanayaka, secretary, unit of Agriculture Organization, No: 15/16, Rahathangama, Buththala. | Request construct the spill way of the Rahathangama tank.   | Niranjana Aththanayaka, secretary, unit of Agriculture Organization, No: 15/16, Rahathangama, Buththala. | causeway design is in progress considering their request                        | Design in progress     |

## Annex 6: Summary of women workforce in Uva Province

### Badulla district

| Working Location          | Package     | Gender     |            | Total Nos.  | Female percentage |
|---------------------------|-------------|------------|------------|-------------|-------------------|
|                           |             | M          | F          |             |                   |
| PD Office                 | NR          | 16         | 2          | 18          | 11%               |
| TL Office                 | NR          | 17         | 5          | 22          | 23%               |
| RE Office                 | Badulla     | 11         | 4          | 15          | 27%               |
|                           | Bandarawela | 13         | 3          | 16          | 19%               |
| CE Office                 | BA 01       | 10         | 3          | 13          | 23%               |
|                           | BA 02       | 10         | 2          | 12          | 17%               |
|                           | BA 03       | 10         | 2          | 12          | 17%               |
|                           | BA 04       | 12         | 2          | 14          | 14%               |
|                           | BA 05       | 11         | 2          | 13          | 15%               |
|                           | BA 06       | 9          | 2          | 11          | 18%               |
|                           | BA 07       | 10         | 3          | 13          | 23%               |
|                           | BA 08       | 7          | 3          | 10          | 30%               |
| Contractor's Office staff | BA 01       | 59         | 5          | 64          | 8%                |
|                           | BA 02       | 10         | 6          | 16          | 38%               |
|                           | BA 03       | 29         | 4          | 33          | 12%               |
|                           | BA 04       | 17         | 8          | 25          | 32%               |
|                           | BA 05       | 25         | 7          | 32          | 22%               |
|                           | BA 06       | 41         | 6          | 47          | 13%               |
|                           | BA 07       | 49         | 7          | 56          | 13%               |
|                           | BA 08       | 25         | 5          | 30          | 17%               |
| Contractor's Worker staff | BA 01       | 102        | 10         | 112         | 9%                |
|                           | BA 02       | 89         | 3          | 92          | 3%                |
|                           | BA 03       | 45         | 1          | 46          | 2%                |
|                           | BA 04       | 18         | 0          | 18          | 0%                |
|                           | BA 05       | 70         | 6          | 76          | 8%                |
|                           | BA 06       | 74         | 12         | 86          | 14%               |
|                           | BA 07       | 105        | 11         | 116         | 9%                |
|                           | BA 08       | 75         | 4          | 79          | 5%                |
| <b>Sub Total</b>          |             | <b>969</b> | <b>128</b> | <b>1097</b> | <b>12%</b>        |

## Monaragala district

| Working Location          | Package  | Gender      |            | Total Nos.  | Female percentage |
|---------------------------|----------|-------------|------------|-------------|-------------------|
|                           |          | Male        | Female     |             |                   |
| RE Office                 | Bibila   | 12          | 2          | 14          | 14%               |
|                           | Butthala | 10          | 3          | 13          | 23%               |
| CE Office                 | MO 01    | 12          | 1          | 13          | 8%                |
|                           | MO 02    | 9           | 1          | 10          | 10%               |
|                           | MO 03    | 11          | 2          | 13          | 15%               |
|                           | MO 04    | 11          | 2          | 13          | 15%               |
|                           | MO 05    | 10          | 2          | 12          | 17%               |
|                           | MO 06    | 9           | 3          | 12          | 25%               |
|                           | MO 07    | 11          | 2          | 13          | 15%               |
| Contractor's Office staff | MO 01    | 62          | 8          | 70          | 11%               |
|                           | MO 02    | 27          | 4          | 31          | 13%               |
|                           | MO 03    | 47          | 14         | 61          | 23%               |
|                           | MO 04    | 38          | 5          | 43          | 12%               |
|                           | MO 05    | 43          | 9          | 52          | 17%               |
|                           | MO 06    | 35          | 4          | 39          | 10%               |
|                           | MO 07    | 33          | 5          | 38          | 13%               |
| Contractor's Worker staff | MO 01    | 114         | 25         | 139         | 18%               |
|                           | MO 02    | 57          | 23         | 80          | 29%               |
|                           | MO 03    | 94          | 17         | 111         | 15%               |
|                           | MO 04    | 123         | 25         | 148         | 17%               |
|                           | MO 05    | 106         | 1          | 107         | 1%                |
|                           | MO 06    | 65          | 7          | 72          | 10%               |
|                           | MO 07    | 136         | 5          | 141         | 4%                |
| <b>Sub Total</b>          |          | <b>1075</b> | <b>170</b> | <b>1245</b> | <b>14%</b>        |
| <b>Grand Total</b>        |          | <b>2044</b> | <b>298</b> | <b>2342</b> | <b>13%</b>        |

**Annex 7: Summary of road safety awareness programmes conducted in Uva Province**

| District  | Package | Venue                        | Conducted Date | Participation |     |          |    |         |    | F%  |       |
|---|---------|------------------------------|----------------|---------------|-----|----------|----|---------|----|-----|-------|
|   |         |                              |                | Students      |     | Teachers |    | Parents |    |     | Total |
|   |         |                              |                | M             | F   | M        | F  | M       | F  |     |       |
| Monaragala  | MO 04   | Arunodaya preschool          | 12/11/2018     | 18            | 14  | 00       | 02 | 01      | 20 | 55  | 65%   |
| Monaragala  | MO 02   | Helatunthala Primary School  | 21/11/2018     | 25            | 20  | 01       | 01 | 00      | 00 | 47  | 45%   |
| Monaragala  | MO 06   | D.S.Senanayaka collage       | 30/01/2019     | 43            | 54  | 04       | 05 | 00      | 00 | 106 | 57%   |
| Badulla   | BA 01   | Senanigama Primary School    | 23/11/2018     | 24            | 18  | 02       | 02 | 04      | 14 | 64  | 53%   |
| Badulla   | BA 05   | Royal collage Walimada       | 18/01/2019     | 41            | 62  | 02       | 06 | 00      | 00 | 111 | 61%   |
| Badulla   | BA 07   | Iliganghawela Primary School | 27/02/2019     | 28            | 35  | 02       | 03 | 00      | 00 | 68  | 56%   |
| Total of Road safety awareness programme participants |         |                              |                | 179           | 203 | 11       | 19 | 5       | 34 | 451 | 57%   |

M: Male, F: Female

**Annex 8: Details of HIV/AIDS and health programmes conducted in Uva Province**

| Date   | S/N | District   | Contract Package | Venue                                    | M   | F   | Total | F % |
|--|-----|------------|------------------|--|-----|-----|-------|-----|
| 23/09/2018   | 01  | Monaragala | MO - 02          | Capital Resort Inn - Monaragala          | 223 | 37  | 260   | 14% |
| 02/11/2018   | 02  | Badulla    | BA - 07          | Seven Hill Reception - Bandarawela       | 169 | 69  | 238   | 29% |
| 27/12/2018   | 03  | Monaragala | MO - 07          | Jayasiri Hotel - Monaragala              | 125 | 24  | 149   | 16% |
| 07/02/2019   | 04  | Monaragala | MO - 04          | Kottawaththa, Holiday Resort in Buththla | 87  | 13  | 100   | 13% |
| 28/02/2019   | 05  | Monaragala | MO - 06          | Hotel Fortey Grand, Ella rd, Wellawaya   | 239 | 11  | 250   | 5%  |
| <b>Total of HIV/AIDS Prevention and Health Awareness Programs Step 1</b> |     |            |                  |  | 843 | 154 | 997   | 15% |

M: Male, F: Female



**Annex 9: Summary of voluntary land donations in Uva Province**

| S/N | District | Contract Package | Road ID | Consent Letters |              | Memorandum of Understanding |                |
|-----|----------|------------------|---------|-----------------|--------------|-----------------------------|----------------|
|     |          |                  |         | Individual      | Common/Group | Individual                  | Common / Group |
| 1   | Badulla  | BA - 01          | UBA004  | 0               | None         | None                        | None           |
| 2   |          |                  | UBA011  | 0               |              |                             |                |
| 3   |          |                  | UBA011  | 0               |              |                             |                |
| 4   |          |                  | UBA104  | 1               |              |                             |                |
| 5   |          |                  | UBA 113 | 0               |              |                             |                |
| 6   |          |                  | UBA105  | 0               |              |                             |                |
| 7   |          |                  | UBA248  | 0               |              |                             |                |
| 8   |          |                  | UBA303  | 0               |              |                             |                |
| 9   |          |                  | UBA002  | 0               |              |                             |                |
| 10  |          |                  | UBA133  | 0               |              |                             |                |
| 11  |          |                  | UBA165  | 0               |              |                             |                |
| 12  |          |                  | UBA165  | 0               |              |                             |                |
| 13  |          |                  | UBA005  | 0               |              |                             |                |
| 14  |          |                  | UBA119  | 0               |              |                             |                |
| 15  | Badulla  | BA - 02          | UBA299  | 0               | None         | None                        | None           |
| 16  |          |                  | UBA345  | 0               |              |                             |                |
| 17  |          |                  | UBA 127 | 0               |              |                             |                |
| 18  |          |                  | UBA 129 | 0               |              |                             |                |
| 19  |          |                  | UBA 130 | 0               |              |                             |                |
| 20  |          |                  | UBA 131 | 0               |              |                             |                |
| 21  |          |                  | UBA 132 | 0               |              |                             |                |
| 22  |          |                  | UBA 181 | 0               |              |                             |                |
| 23  |          |                  | UBA 047 | 0               |              |                             |                |
| 24  |          |                  | UBA 095 | 4               |              |                             |                |
| 25  |          |                  | UBA 331 | 0               |              |                             |                |
| 26  |          |                  | UBA 069 | 0               |              |                             |                |
| 27  |          |                  | UBA 008 | 0               |              |                             |                |
| 28  |          |                  | UBA 178 | 0               |              |                             |                |
| 29  |          |                  | UBA 233 | 0               |              |                             |                |
| 30  |          |                  | UBA 250 | 0               |              |                             |                |
| 31  |          |                  | UBA 199 | 0               |              |                             |                |
| 32  |          |                  | UBA 212 | 1               |              |                             |                |
| 33  |          |                  | UBA 238 | 3               |              |                             |                |
| 34  | UBA 295  | 2                |         |                 |              |                             |                |
|     | UBA 327  | 1                |         |                 |              |                             |                |
|     | UBA 329  | 2                |         |                 |              |                             |                |

| S/N | District | Contract Package | Road ID     | Consent Letters |               | Memorandum of Understanding |                |
|-----|----------|------------------|-------------|-----------------|---------------|-----------------------------|----------------|
|     |          |                  |             | Individual      | Common/ Group | Individual                  | Common / Group |
| 35  | Badulla  | BA - 03          | UBA074      | 0               | None          | None                        | None           |
| 36  |          |                  | UBA240      | 0               |               |                             |                |
| 37  |          |                  | UBA301      | 10              |               |                             |                |
| 38  |          |                  | UBA003      | 0               |               |                             |                |
| 39  |          |                  | UBA 021     | 0               |               |                             |                |
| 40  |          |                  | UBA022      | 0               |               |                             |                |
| 41  |          |                  | UBA 026     | 6               |               |                             |                |
| 42  |          |                  | UBA032      | 0               |               |                             |                |
| 43  |          |                  | UBA033      | 0               |               |                             |                |
| 44  |          |                  | UBA 040     | 0               |               |                             |                |
| 45  |          |                  | UBA 091     | 0               |               |                             |                |
| 46  |          |                  | UBA094      | 0               |               |                             |                |
| 47  |          |                  | UBA 096     | 0               |               |                             |                |
| 48  |          |                  | UBA 097     | 0               |               |                             |                |
| 49  |          |                  | UBA098      | 0               |               |                             |                |
| 50  |          |                  | UBA099      | 0               |               |                             |                |
| 51  |          |                  | UBA147      | 0               |               |                             |                |
| 52  |          |                  | UBA 161     | 0               |               |                             |                |
| 53  |          |                  | UBA172      | 0               |               |                             |                |
| 54  |          |                  | UBA 195     | 0               |               |                             |                |
| 55  |          |                  | UBA 291     | 0               |               |                             |                |
| 56  |          |                  | UBA 346     | 0               |               |                             |                |
| 57  |          |                  | UBA356      | 11              |               |                             |                |
| 58  |          |                  | UBA 366     | 0               |               |                             |                |
| 59  |          |                  | UBA 308     | 0               |               |                             |                |
| 60  |          |                  | UBA 182     | 0               |               |                             |                |
| 61  |          |                  | UBA 249     | 0               |               |                             |                |
| 62  |          |                  | UBA279      | 0               |               |                             |                |
| 63  |          |                  | UBA 289     | 0               |               |                             |                |
| 64  |          |                  | UBA 107     | 0               |               |                             |                |
| 65  |          |                  | UBA 035     | 0               |               |                             |                |
| 66  |          |                  | UBA189      | 0               |               |                             |                |
| 67  |          |                  | UBA 224     | 0               |               |                             |                |
| 68  |          |                  | UBA254      | 0               |               |                             |                |
| 69  |          |                  | UBA 257     | 0               |               |                             |                |
| 70  | UBA358   | 0                |             |                 |               |                             |                |
| 71  | Badulla  | BA - 04          | UBA 341     | 0               | None          | None                        | None           |
| 72  |          |                  | UBA 316     | 7               |               |                             |                |
| 73  |          |                  | UBA 151.vii | 0               |               |                             |                |

| S/N | District | Contract Package | Road ID     | Consent Letters |               | Memorandum of Understanding |                |
|-----|----------|------------------|-------------|-----------------|---------------|-----------------------------|----------------|
|     |          |                  |             | Individual      | Common/ Group | Individual                  | Common / Group |
| 74  | Badulla  | BA - 04          | UBA 019     | 0               |               |                             |                |
| 75  |          |                  | UBA 023     | 0               |               |                             |                |
| 76  |          |                  | UBA 024     | 0               |               |                             |                |
| 77  |          |                  | UBA 200     | 0               |               |                             |                |
| 78  |          |                  | UBA 214     | 0               |               |                             |                |
| 79  |          |                  | UBA 219     | 0               |               |                             |                |
| 80  |          |                  | UBA 151 iii | 0               |               |                             |                |
| 81  |          |                  | UBA 334     | 0               |               |                             |                |
| 82  |          |                  | UBA 244     | 0               |               |                             |                |
| 83  |          |                  | UBA 054     | 0               |               |                             |                |
| 84  |          |                  | UBA 151 ix  | 0               |               |                             |                |
| 85  |          |                  | UBA 151 iv  | 0               |               |                             |                |
| 86  |          |                  | UBA 151 V   | 0               |               |                             |                |
| 87  |          |                  | UBA 276     | 0               |               |                             |                |
| 88  |          |                  | UBA 075     | 0               |               |                             |                |
| 89  |          |                  | UBA 090     | 19              |               |                             |                |
| 90  |          |                  | UBA 253     | 0               |               |                             |                |
| 91  | Badulla  | BA - 05          | UBA 362     | 0               | None          | None                        | None           |
| 92  |          |                  | UBA 314     | 0               |               |                             |                |
| 93  |          |                  | UBA 63      | 0               |               |                             |                |
| 94  |          |                  | UBA 282     | 0               |               |                             |                |
| 95  |          |                  | UBA 336     | 0               |               |                             |                |
| 96  |          |                  | UBA 116     | 6               |               |                             |                |
| 97  |          |                  | UBA 348     | 0               |               |                             |                |
| 98  |          |                  | UBA 009     | 0               |               |                             |                |
| 99  |          |                  | UBA 067     | 0               |               |                             |                |
| 100 |          |                  | UBA 167     | 0               |               |                             |                |
| 101 |          |                  | UBA 290     | 3               |               |                             |                |
| 102 |          |                  | UBA 361     | 0               |               |                             |                |
| 103 |          |                  | UBA 204     | 0               |               |                             |                |
| 104 |          |                  | UBA 078     | 0               |               |                             |                |
| 105 |          |                  | UBA 198     | 0               |               |                             |                |
| 106 |          |                  | UBA 310     | 0               |               |                             |                |
| 107 |          |                  | UBA 141     | 0               |               |                             |                |
| 108 | Badulla  | BA - 06          | UBA088      | 19              | None          | None                        | None           |
| 109 |          |                  | UBA081      | 113             |               |                             |                |
| 110 |          |                  | UBA 084     | 0               |               |                             |                |
| 111 |          |                  | UBA293      | 0               |               |                             |                |
| 112 |          |                  | UBA055      | 0               |               |                             |                |

| S/N | District | Contract Package | Road ID    | Consent Letters |               | Memorandum of Understanding |                |
|-----|----------|------------------|------------|-----------------|---------------|-----------------------------|----------------|
|     |          |                  |            | Individual      | Common/ Group | Individual                  | Common / Group |
| 113 |          |                  | UBA109     | 0               |               |                             |                |
| 114 |          |                  | UBA137     | 0               |               |                             |                |
| 115 |          |                  | UBA155     | 0               |               |                             |                |
| 116 |          |                  | UBA258     | 0               |               |                             |                |
| 117 |          |                  | UBA297     | 0               |               |                             |                |
| 118 |          |                  | UBA322     | 0               |               |                             |                |
| 119 | Badulla  | BA - 07          | UBA242     | 10              | None          | None                        | None           |
| 120 |          |                  | UBA245     | 0               |               |                             |                |
| 121 |          |                  | UBA 324    | 0               |               |                             |                |
| 122 |          |                  | UBA 012    | 0               |               |                             |                |
| 123 |          |                  | UBA 013    | 0               |               |                             |                |
| 124 |          |                  | UBA 015    | 0               |               |                             |                |
| 125 |          |                  | UBA 120    | 0               |               |                             |                |
| 126 |          |                  | UBA 177    | 0               |               |                             |                |
| 127 |          |                  | UBA 201    | 0               |               |                             |                |
| 128 |          |                  | UBA 228    | 0               |               |                             |                |
| 129 |          |                  | UBA 271    | 0               |               |                             |                |
| 130 |          |                  | UBA 016    | 0               |               |                             |                |
| 131 |          |                  | UBA 151.i  | 0               |               |                             |                |
| 132 |          |                  | UBA 151.ii | 0               |               |                             |                |
| 133 |          |                  | UBA 373    | 0               |               |                             |                |
| 134 |          |                  | UBA 223    | 3               |               |                             |                |
| 135 |          |                  | UBA 391    | 0               |               |                             |                |
| 136 |          |                  | Badulla    | BA - 08         |               |                             |                |
| 137 | UBA 77   | 0                |            |                 |               |                             |                |
| 138 | UBA 124  | 0                |            |                 |               |                             |                |
| 139 | UBA 135  | 1                |            |                 |               |                             |                |
| 140 | UBA 162  | 0                |            |                 |               |                             |                |
| 141 | UBA 196  | 0                |            |                 |               |                             |                |
| 142 | UBA 273  | 0                |            |                 |               |                             |                |
| 143 | UBA 163  | 0                |            |                 |               |                             |                |
| 144 | UBA 115  | 0                |            |                 |               |                             |                |
| 145 | UBA 045  | 0                |            |                 |               |                             |                |
| 146 | UBA 061  | 0                |            |                 |               |                             |                |
| 147 | UBA 312  | 0                |            |                 |               |                             |                |
| 148 | UBA 101  | 0                |            |                 |               |                             |                |
| 149 | UBA 017  | 0                |            |                 |               |                             |                |
| 150 | UBA 278  | 0                |            |                 |               |                             |                |
| 151 | UBA 142  | 0                |            |                 |               |                             |                |

| S/N | District   | Contract Package | Road ID    | Consent Letters |               | Memorandum of Understanding |                |
|-----|------------|------------------|------------|-----------------|---------------|-----------------------------|----------------|
|     |            |                  |            | Individual      | Common/ Group | Individual                  | Common / Group |
| 152 |            |                  | UBA 043    | 0               |               |                             |                |
| 153 |            |                  | UBA 148    | 0               |               |                             |                |
| 154 | Monaragala | MO - 01          | UMO004     | 0               | None          | None                        | None           |
| 155 |            |                  | UMO016     | 14              |               |                             |                |
| 156 |            |                  | UMO025     | 0               |               |                             |                |
| 157 |            |                  | UMO028     | 6               |               |                             |                |
| 158 |            |                  | UMO031     | 18              |               |                             |                |
| 159 |            |                  | UMO058     | 0               |               |                             |                |
| 160 |            |                  | UMO098     | 33              |               |                             |                |
| 161 |            |                  | UMO108     | 0               |               |                             |                |
| 162 |            |                  | UMO110     | 19              |               |                             |                |
| 163 |            |                  | UMO143     | 0               |               |                             |                |
| 164 |            |                  | Monaragala | MO - 02         |               |                             |                |
| 165 | UMO 094    | 87               |            |                 |               |                             |                |
| 166 | UMO 093    | 84               |            |                 |               |                             |                |
| 167 | UMO 041    | 0                |            |                 |               |                             |                |
| 168 | UMO 048    | 0                |            |                 |               |                             |                |
| 169 | UMO 075    | 0                |            |                 |               |                             |                |
| 170 | UMO 144    | 0                |            |                 |               |                             |                |
| 171 | UMO 035    | 0                |            |                 |               |                             |                |
| 172 | UMO 049    | 0                |            |                 |               |                             |                |
| 173 | UMO 106    | 0                |            |                 |               |                             |                |
| 174 | UMO 116    | 0                |            |                 |               |                             |                |
| 175 | UMO 040    | 0                |            |                 |               |                             |                |
| 176 | UMO 010    | 0                |            |                 |               |                             |                |
| 177 | UMO 055    | 0                |            |                 |               |                             |                |
| 178 | Monaragala | MO - 03          | UMO138     | 0               | None          | None                        | None           |
| 179 |            |                  | UMO 052    | 3               |               |                             |                |
| 180 |            |                  | UMO115     | 0               |               |                             |                |
| 181 |            |                  | UMO145     | 8               |               |                             |                |
| 182 |            |                  | UMO155     | 0               |               |                             |                |
| 183 |            |                  | UMO 012    | 0               |               |                             |                |
| 184 |            |                  | UMO 150    | 1               |               |                             |                |
| 185 |            |                  | UMO 151    | 0               |               |                             |                |
| 186 |            |                  | UMO 148    | 0               |               |                             |                |
| 187 |            |                  | UMO 074    | 0               |               |                             |                |
| 188 |            |                  | UMO 152    | 0               |               |                             |                |
| 189 |            |                  | UMO 003    | 0               |               |                             |                |
| 190 |            |                  | UMO 149    | 0               |               |                             |                |

| S/N | District   | Contract Package | Road ID    | Consent Letters |               | Memorandum of Understanding |                |
|-----|------------|------------------|------------|-----------------|---------------|-----------------------------|----------------|
|     |            |                  |            | Individual      | Common/ Group | Individual                  | Common / Group |
| 191 |            |                  | UMO 146    | 0               |               |                             |                |
| 192 |            |                  | UMO 079    | 0               |               |                             |                |
| 193 |            |                  | UMO 069    | 0               |               |                             |                |
| 194 |            |                  | UMO 070    | 0               |               |                             |                |
| 195 |            |                  | UMO 089    | 0               |               |                             |                |
| 196 |            |                  | UMO 090    | 0               |               |                             |                |
| 197 |            |                  | UMO 34     | 0               |               |                             |                |
| 198 |            |                  | UMO 097    | 0               |               |                             |                |
| 199 | Monaragala | MO -04           | UMO 059    | 21              | None          | None                        | None           |
| 200 |            |                  | UMO 122    | 59              |               |                             |                |
| 201 |            |                  | UMO 121.i  | 34              |               |                             |                |
| 202 |            |                  | UMO 072    | 0               |               |                             |                |
| 203 |            |                  | UMO 137    | 0               |               |                             |                |
| 204 |            |                  | UMO 120    | 0               |               |                             |                |
| 205 |            |                  | UMO 121.ii | 0               |               |                             |                |
| 206 |            |                  | UMO 121.vi | 0               |               |                             |                |
| 207 |            |                  | UMO 047    | 0               |               |                             |                |
| 208 |            |                  | UMO 050    | 0               |               |                             |                |
| 209 |            |                  | UMO 42     | 0               |               |                             |                |
| 210 |            |                  | UMO 64     | 0               |               |                             |                |
| 211 | Monaragala | MO - 05          | UMO001     | 0               | None          | None                        | None           |
| 212 |            |                  | UMO 039    | 0               |               |                             |                |
| 213 |            |                  | UMO 006    | 1               |               |                             |                |
| 214 |            |                  | UMO 013    | 5               |               |                             |                |
| 215 |            |                  | UMO 038    | 0               |               |                             |                |
| 216 |            |                  | UMO 111    | 0               |               |                             |                |
| 217 |            |                  | UMO 112    | 0               |               |                             |                |
| 218 |            |                  | UMO 005    | 0               |               |                             |                |
| 219 |            |                  | UMO 008    | 0               |               |                             |                |
| 220 |            |                  | UMO 015    | 0               |               |                             |                |
| 221 |            |                  | UMO 076    | 0               |               |                             |                |
| 222 |            |                  | UMO 128    | 0               |               |                             |                |
| 223 |            |                  | UMO 065    | 0               |               |                             |                |
| 224 |            |                  | UMO 061    | 0               |               |                             |                |
| 225 | Monaragala | MO - 06          | UMO 007    | 0               | None          | None                        | None           |
| 226 |            |                  | UMO 011    | 0               |               |                             |                |
| 227 |            |                  | UMO 019    | 0               |               |                             |                |
| 228 |            |                  | UMO 020    | 2               |               |                             |                |
| 229 |            |                  | UMO 021    | 6               |               |                             |                |

| S/N | District | Contract Package | Road ID    | Consent Letters |               | Memorandum of Understanding |                |
|-----|----------|------------------|------------|-----------------|---------------|-----------------------------|----------------|
|     |          |                  |            | Individual      | Common/ Group | Individual                  | Common / Group |
| 230 |          |                  | UMO 022    | 10              |               |                             |                |
| 231 |          |                  | UMO 060    | 0               |               |                             |                |
| 232 |          |                  | UMO 062    | 0               |               |                             |                |
| 233 |          |                  | UMO 068    | 0               |               |                             |                |
| 234 |          |                  | UMO 086    | 0               |               |                             |                |
| 235 |          |                  | UMO117     | 0               |               |                             |                |
| 236 |          |                  | UMO 118    | 0               |               |                             |                |
| 237 |          |                  | UMO 139    | 0               |               |                             |                |
| 238 |          |                  | UMO 126    | 0               |               |                             |                |
| 239 |          |                  | UMO 087    | 0               |               |                             |                |
| 240 |          |                  | UMO 123    | 0               |               |                             |                |
| 241 |          |                  | Monaragala | MO - 07         |               |                             |                |
| 242 | UMO 077  | 1                |            |                 |               |                             |                |
| 243 | UMO 130  | 0                |            |                 |               |                             |                |
| 244 | UUMO 131 | 0                |            |                 |               |                             |                |
| 245 | UMO 092  | 0                |            |                 |               |                             |                |
| 246 | UMO 091  | 0                |            |                 |               |                             |                |
| 247 | UMO 054  | 0                |            |                 |               |                             |                |
| 248 | UMO 104  | 0                |            |                 |               |                             |                |
| 249 | UMO 024  | 0                |            |                 |               |                             |                |

**Annex 10: Summary of CSR programmes conducted in Uva Province**

| District   | Package | Type of Social Work/programs Conducted                                   | No. of Beneficiaries |      |
|------------|---------|--|----------------------|------|
|            |         |  | M                    | F    |
| Monaragala | MO - 01 | Donating school stationary and other items                               | 62                   | 69   |
| Badulla    | BA - 07 | Shramadhana programme conducted at "Sanasuma", Elder's home, Amunudowa   | 18                   | 22   |
| Badulla    | BA - 07 | Bank accounts opening for school children                                | 10                   | 15   |
| Badulla    | BA - 01 | Renew the Bandaranayaka School's play ground                             | 470                  | 449  |
| Monaragala | MO - 03 | Excavation was done for the water pipe laying in Somadevi school         | 1362                 | 1638 |
| Badulla    | BA - 01 | Preparing the washroom's access for Senanigama Primary School's Students | 08                   | 13   |

M: Male, F: Female