



Environmental Monitoring Report

Project Number: 47273

Loan Numbers: Tranche 1 – 3171

Tranche 2 – 3221 /3222

Tranche 3 – 3325 /3326

December 2016

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

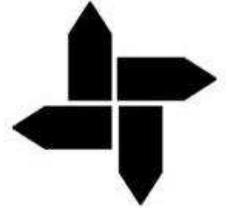
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Asian Development Bank

ADB FUNDED INTEGRATED ROAD INVESTMENT PROGRAM

ANNUAL ENVIRONMENT COMPLIANCE MONITORING REPORT NORTH WESTERN & NORTH CENTRAL PROVINCES



From March to December 2016

REPORT PREPARED BY

PYUNGHWA ENGINEERING CONSULTANTS

In Association with

RESOURCES DEVELOPMENT CONSULTANTS

On behalf of

Road Development Authority

Ministry of Higher Education and Highways

Submitted to

Asian Development Bank



In Association with



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Abbreviation

ADB	=	Asian Development Bank
AP	=	Anuradhapura
CE	=	Construction Engineer
CRC	=	Conventional Road Contracts
DS	=	Divisional Secretary/Secretariat
EMC	=	Environmental Monitoring Checklist
EMP	=	Environmental Management Plan
ES	=	Environmental Specialist
ESO	=	Environment and Social Officer
GN	=	Grama Niladhari
GND	=	Grama Niladhari Division
GRC	=	Grievance Redress Committee
IR	=	Involuntary Resettlement
iRoad	=	Integrated Road Investment Program
KU	=	Kurunegala
MFF	=	Multi-Tranche Financing Facility
NCP	=	North Central Province
NWP	=	North Western Province
PE	=	Project Engineer
PEC	=	Pyunghwa Engineering Consultants Ltd.

PIC = Project Implementation Consultant

PIU = Project Implementation Unit

PRDD = Provincial Road Development Department

PU = Puttalam

RDC = Resources Development Consultants

RMC = Road management Contract

RE = Resident Engineer

RF = Resettlement Framework

SE = Site Engineer

SSEMAP = Site Specific Environmental Management Action Plan

ADB Funded Integrate Road Investment Program

Annual Environment Compliance Monitoring Report - 2016

1.0 Introduction

The Environmental Assessment and Review Framework (EARF) prepared for Tranche 1 of ADB Funded Integrate Road Investment Program which is basically valid for forthcoming tranches shows that about 85% of population is living in rural and semi-urban areas in Sri Lanka, and 84.7% out of them are poor. A one of main reasons for this poor situation is due to poor accessibility between urban and rural to develop their economic activities specially the rural agriculture and agro-based products. Considering this situation, the Asian Development Bank provides \$800 million for the **Integrated Road Investment Program (iROAD)** under a **Multi-Tranche Financing Facility (MFF)** loan. This investment program has been planned to implement from 2014 to 2024 as 5 projects to rehabilitate 2548 km of rural roads under total program of iRoad project. Out of the selected rural roads, 500.45km of 115 roads located in North Central Province (NCP) – Project 4 and 704.53km of 114 roads located in North Western Province (NWP) – Project 5 are rehabilitated under PIC-2 with loan agreement No. 3325 in Tranches 2 and 3 (at present). In accordance with agreement, ADB provides \$200 million with \$23.88 million counterpart of Sri Lanka and total amount is \$223.88 million.

The Project Implementation Consultants (PIC) were deployed from 15th March 2016 while construction contracts were awarded in 01st of August 2016 to 15 Contractors as Kurunegala District into 5 Contract Packages, Puttalam District into 3 Contract Packages, Anuradhapura District into 4 Contract Packages and Polonnaruwa into 3 Contract Packages.

As per the road categorization, around 625.92km and 574.48 km of Local Authority Roads are included in this program for rehabilitation. The construction activities have to be completed within 24 months by Contractors and completed roads should be maintained by them for 36 months. The roads will be rehabilitated as Conventional Roads Contracts (CRCs).

The major part of Sri Lanka's population is concentrated in rural and semi-urban areas. The vital infrastructure facilities in the rural districts have received very little attention over past

years and its rural population consisting mainly of agrarian folk are facing immense difficulties due to the very poor condition of the transport infrastructure. This has greatly hindered the spread of economic activities and restricted access to basic health and education resources plus access to vital markets for procuring their basic requirements as well selling their produce.

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

The project mainly focuses on the rehabilitation of existing carriageways to suit all weather conditions. The improvements will be done within the available corridor of the candidate roads. The selection of rural roads for rehabilitation has been based on the concept of community participation in development and the avoidance of any land acquisition and involuntary resettlement (IR).

Figure 1: Provincial Locations



1.1 Project Background and Loan with respect to PIC

The Environmental Assessment and Review Framework (EARF) prepared for Tranche 1 of ADB Funded Integrate Road Investment Program which is basically valid for forthcoming tranches shows that about 85% of population is living in rural and semi-urban areas in Sri Lanka, and 84.7% out of them are poor. A one of main reasons for this poor situation is due to poor accessibility between urban and rural to develop their economic activities specially the rural agriculture and agro-based products. Considering this situation, the Asian Development Bank provides \$800 million for the **Integrated Road Investment Program (iROAD)** under a **Multi-Tranche Financing Facility (MFF)** loan. This investment program has been planned to implement from 2014 to 2024 as 5 projects to rehabilitate 2548 km of rural roads under total program of iRoad project. Out of the selected rural roads, 500.45km of 115 roads located in North Central Province (NCP) – Project 4 and 704.53km of 114 roads located in North Western Province (NWP) – Project 5 are rehabilitated under PIC-2 with loan agreement No. 3325 in Tranches 2 and 3 (at present). In accordance with agreement, ADB provides \$200 million with \$23.88 million counterpart of Sri Lanka and total amount is \$223.88 million.

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1.2 Contract Package Summary

The numbers of contract packages are varied by district to district depending on the total length and the geographical extent of each district. Therefore, the NWP consists of 8 contract packages as 5 in Kurunegala and 3 in Puttalam districts while 7 contract packages in NCP as 4 packages in Anuradhapura and 3 packages in Polonnaruwa districts.

The total of selected roads in Kurunegala district have been divided into 5 CRCs by RDA with the close collaboration with PRDD and Prardeshiya Sabhas (PSs) as fellows.

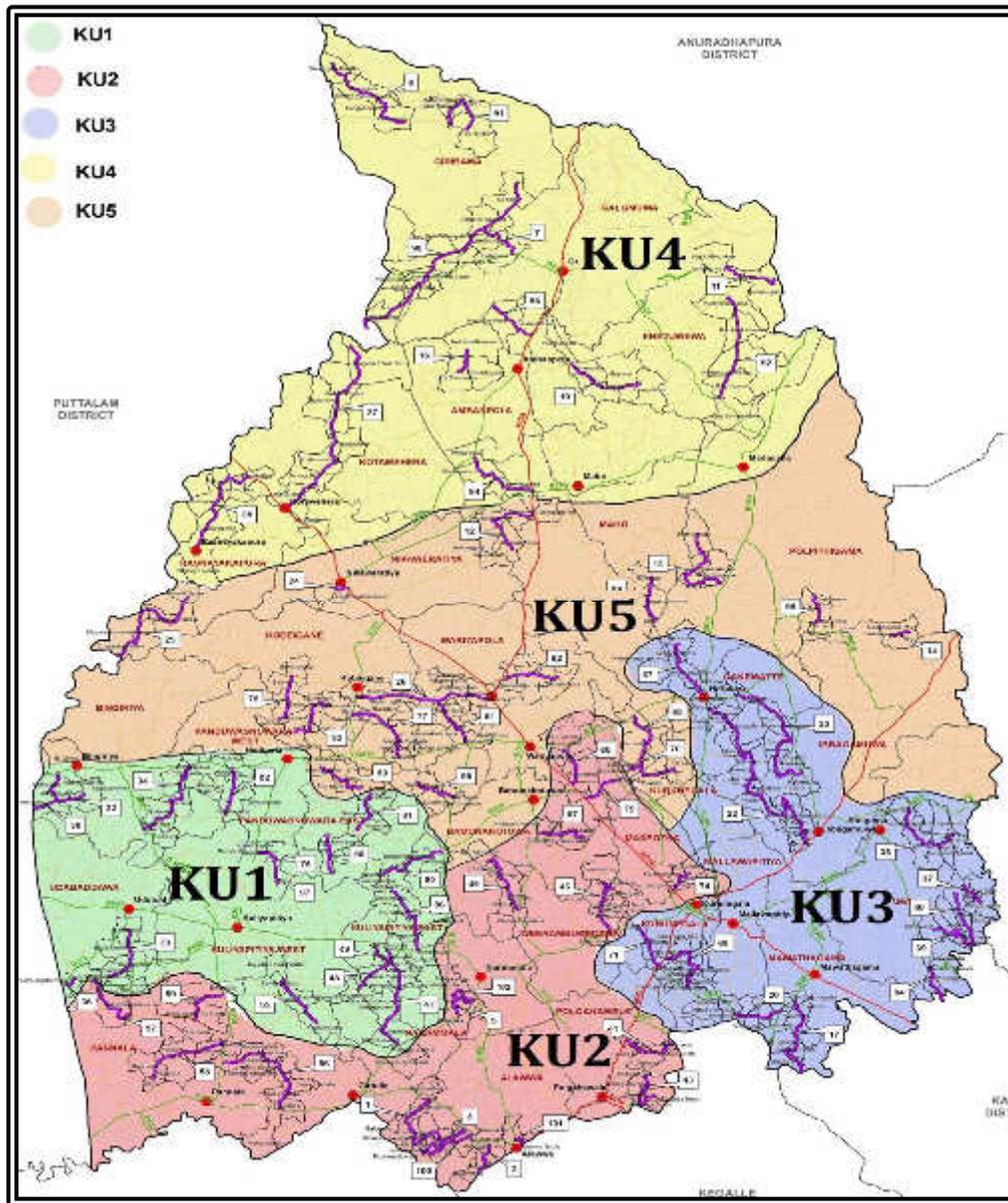
Table 01: CRCs in Kurunegala District

CRC	Contractor	Accepted contract amount (LKR)	Commencement date	RDA (Km/nos.)	PRDD* (PRDD + PC) (km/nos.)	Combined (PC + PS) (km/nos.)	PS (km/nos.)	Total (km/nos.)
KU1	Maga	2,005,790,082.72	01.08.2016		47	5	33.5	85.5
KU2	K.D.A. Weerasin ghe	2,124,166,266.00	01.08.2016		72.6		23.9	96.5
KU3	Ranken Railway Constructi on	1,976,721,917.95	01.08.2016		55.9	26.3	16.9	99.1
KU4	V.V. Karunarat hne	2,091,174,540.00	01.08.2016		20.9		76.2	97.1
KU5	Ranken Railway Constructi on	1,996,560,050.43	01.08.2016		27.3		76.5	103.8
Total		10,194,412,857.1		3*	223.7	31.3	227	485

**The Contract Package was not found in a document*

The locations of the 485Km (76 Nos.) roads in Kurunegala District are shown in **Figure 2**

Figure 2: Project Roads in Kurunegala District



The total of selected roads in Puttalam district have been divided into 3 CRCs by RDA with the close collaboration with PRDD and Prardeshiya Sabhas as follows.

Table 02: CRCs in Puttalam District

CRC	Contractor	Accepted contract amount (LKR)	Commencement date	RDA (km/nos.)	PRDD (km/nos.)	Combined <u>(PS+ Irrigation)</u> (km/nos.)	PS (Km/nos.)	Total (km/nos.)
PU 1	Ranken Railway Construction	1,706,320,523.61	01.08.2016	-	17.76	25.25	49.72	92.73
PU 2	V.V. Karunarathne	1,463,917,284.00	01.08.2016	-	35.91	-	37.56	73.47
PU 3	V.V. Karunarathne	1,210,355,904.00	01.08.2016	-	48.15	-	5.65	53.8
Total		4,380,593,711.61		-	101.82	25.25	92.93	220

The locations of the 220Km (38 Nos.) roads in Puttalam District are shown in **Figure 3**

Figure 3: Project Roads in Puttalam District

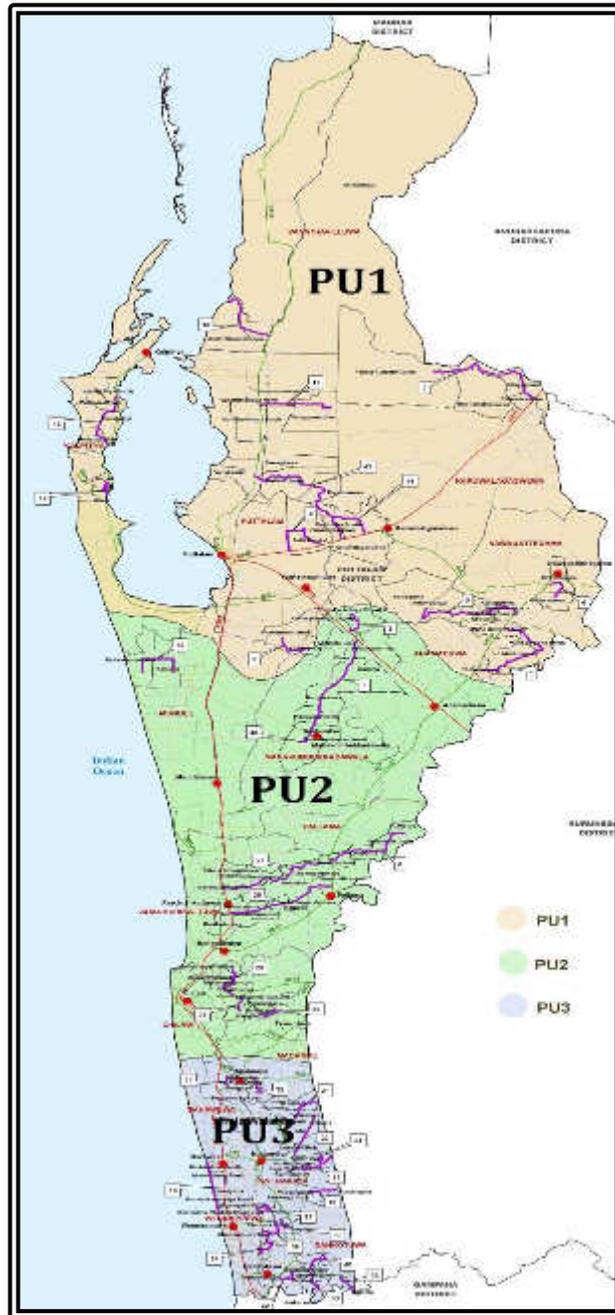


Table 03: CRCs in Anuradhapura District

CRC	Contractor	Accepted contract amount (LKR)	Commencement date	RDA (km/nos.)	PRDD (km/nos.)	PS (km/nos.)	Total (km/nos.)
AP1	MAGA	1,656,915,760.80	01.08.2016	-	47	35.9	82.9
AP2	MAGA	1,824,178,003.20	01.08.2016	4.6	48.65	23.35	76.6
AP3	MAGA	1,492,772,165.28	01.08.2016	-	55	28.4	83.4
AP4	MAGA	1,635,133,936.00	01.08.2016	-	48.9	38.2	87.1
Total		6,608,999,865.28		4.6	199.55	125.85	330

The locations of the 330Km (60 Nos.) roads in Anuradhapura District are shown in **Figure 4**

Figure 4: Project Roads in Anuradhapura District

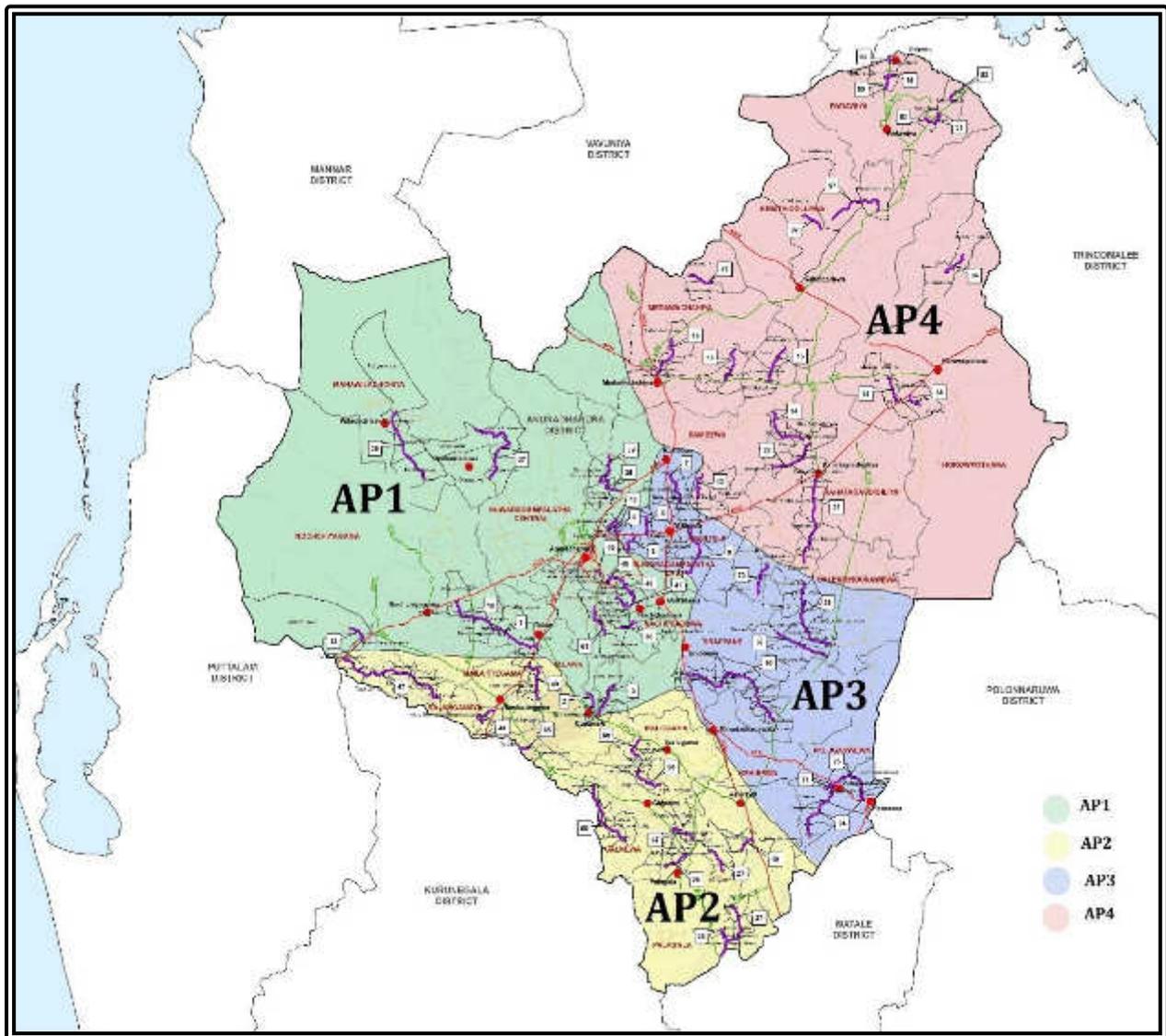
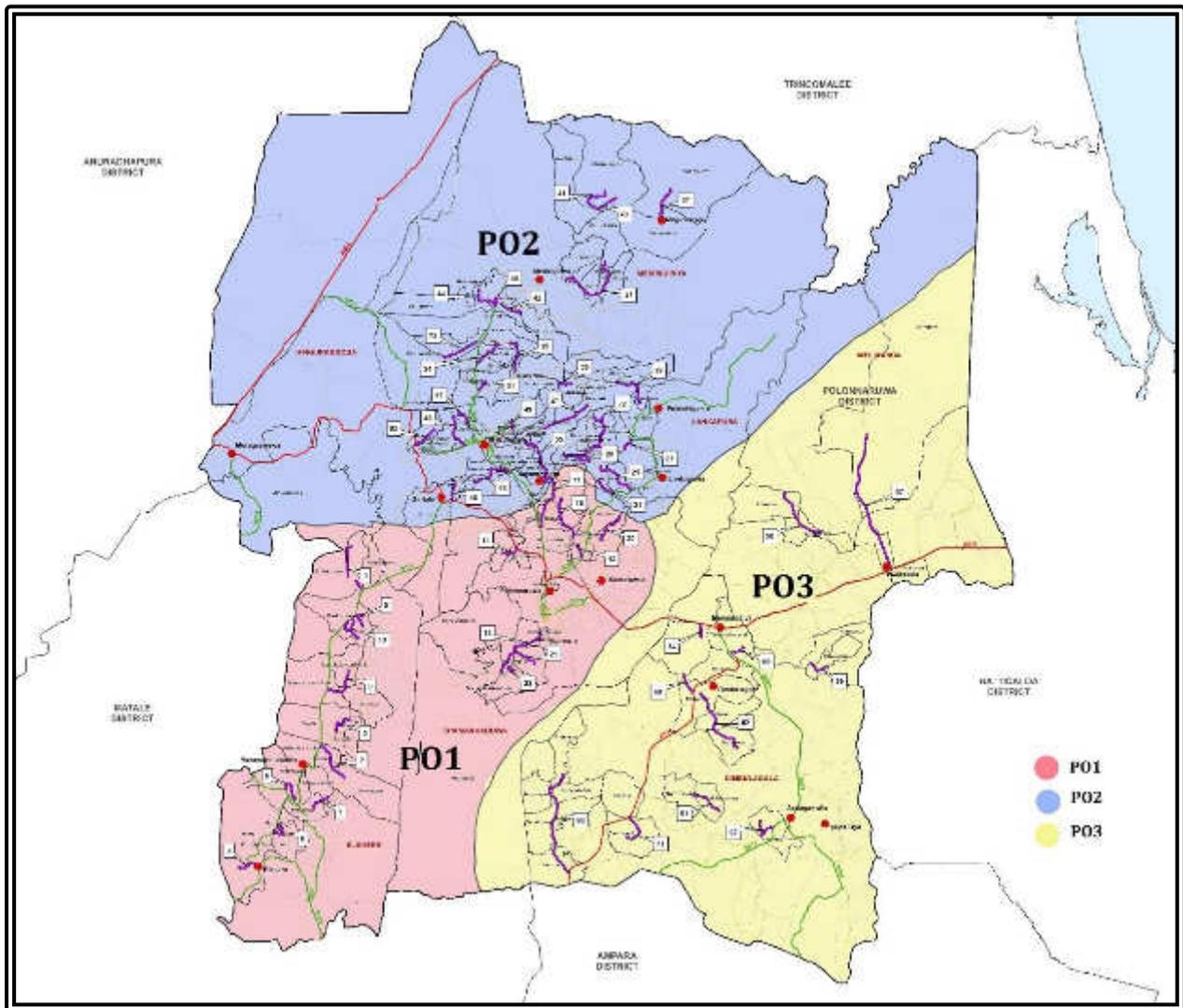


Table 04: CRCs in Polonnaruwa District

CRC	Contractor	Accepted contract amount (LKR)	Commencement date	RDA (km/nos.)	PRDD (km/nos.)	PS (km/nos.)	Total (km/nos.)
PO1	MAGA	1,158,532,987.42	01.08.2016	-	14.30	35.15	49.45
PO2	MAGA	1,483,692,044.52	01.08.2016	-	21.45	52.60	74.05
PO3	Thisa Builders	1,249,343,460.00	01.08.2016	-	3.00	43.50	46.50
Total		3,891,568,491.94		-	38.75	131.25	170

The locations of the 170Km (55 Nos.) roads in Polonnaruwa District are shown in **Figure 5**

Figure 5: Project Roads in Polonnaruwa District



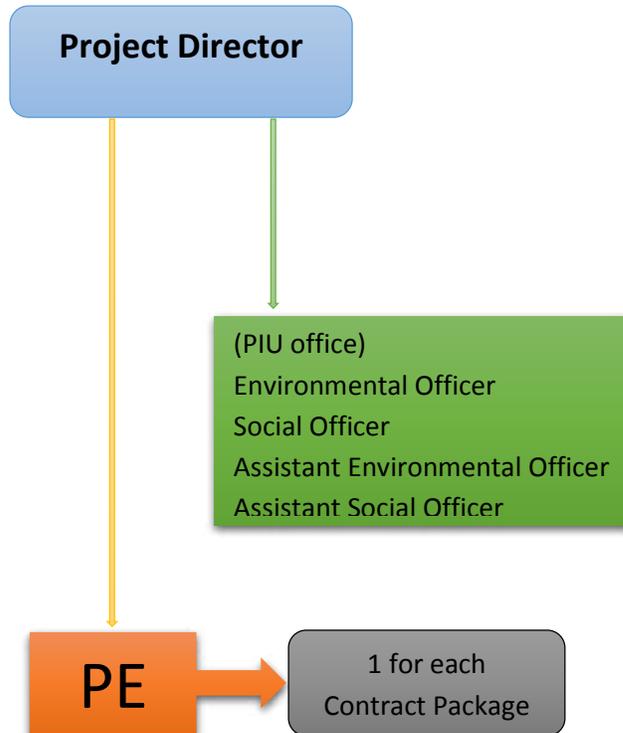
1.3 Staffing Setup (PIU/PIC/Contractor)

This PIC2 of iRoad program covers 229 roads in two provinces named North Western and North Central Provinces with two Project Implementation Units (PIUs) for two provinces. Hence PIC-2 has to work with 15 Contractor Packages. During last 5 months (initial period of Contractors), all parties taken full effort to recruit Environmental and Social Safeguards Officers and related other officers to implement and monitor the environment safeguards component.

1.3.1 PIU Staff

At the outset of the program, two PIUs recruited two Environmental Officers (one for each province) for environmental management. In addition, two Assistant Environmental Officers were also recruited. They monitor the project at the level of Project Director's office. Two Social Safeguards Officers and two Assistant Social Safeguards Officers at PIU level were recruited at the beginning of the Project. They are looking after the environmental related social safeguards activities at PIU level. Under the Contract Package level, Project Engineers have been appointed by PIU to manage the engineering activities including Environmental and Social Safeguards requirements. The Project Director directs these officers to manage the environmental safeguards activities in their own provinces.

Chart 1: PIU Staff (Environmental Related)

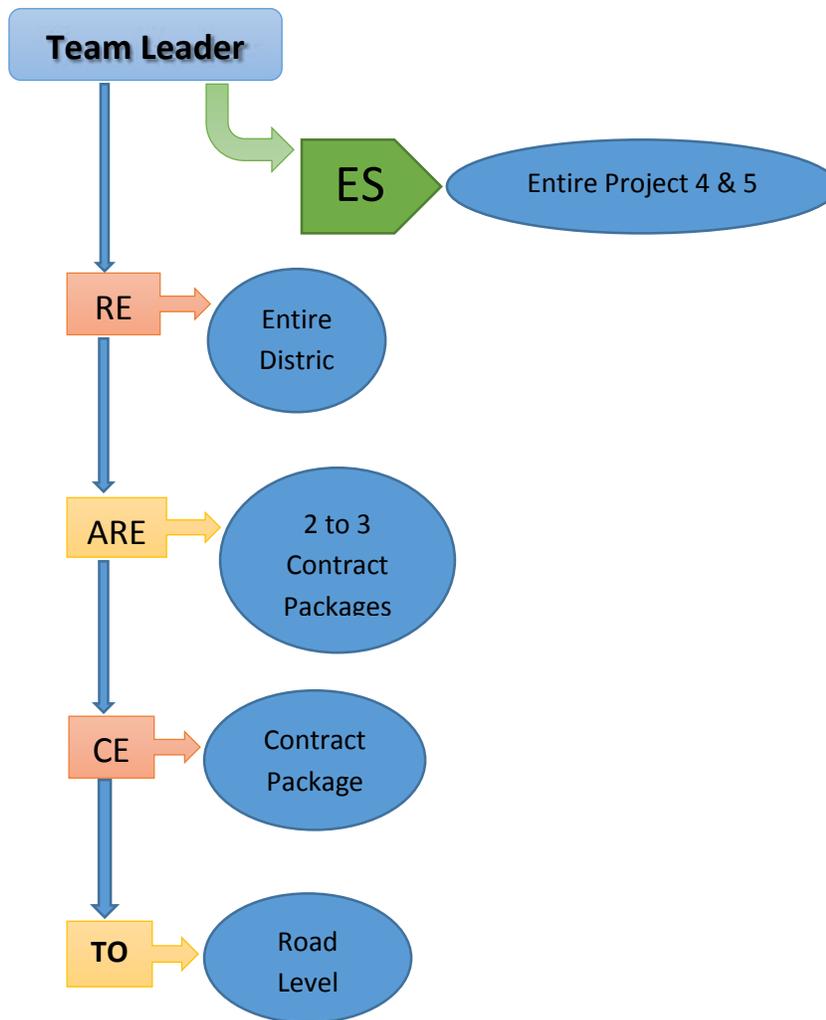


1.3.2 PIC Staff

The PIC2 was established from 15th March 2016 with Pyunghawa Engineering Consultants Ltd. (PEC) and Resources Development Consultants (RDC). An Environmental Specialist (ES) is available from the outset of the PIC2. In addition, a Resettlement, Gender and Social Safeguards Specialist has been appointed from the beginning. ES covers many activities related to environmental safeguards. These two specialists look after two provinces entirely. The Engineer/Team Leader leads and guides the environmental activities in two provinces. The Residence Engineers appointed for each district to monitor the environmental activities in their respective district. Depending on the scope of the district, 2 Assistant Resident Engineers (AREs) were appointed for Kurunegala district (NWP) and two for Anuradhapura district (NCP). The environmental safeguards monitoring is a major role of their duty. The

PIC has appointed Construction Engineers for all 15 contract packages and two Technical Officers for each contract package. They are responsible for the monitoring of environmental safeguards at contract package level.

Chart 2: PIC Staff (Environmental Related)

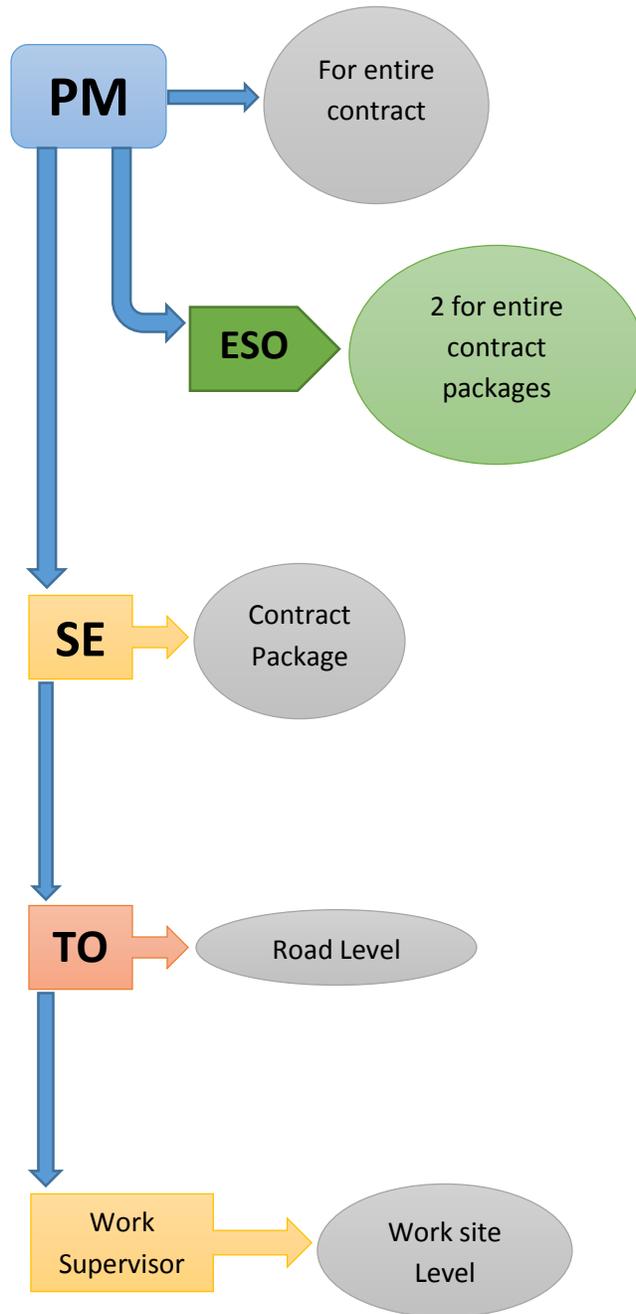


1.3.3 Contractor's Staff

According to Clause 5-Personnel under Supplementary Information of Volume 5b of the Contract Agreement, the Contractor is obliged to recruit 2 Environmental and Social Offices (ESOs) for their each package. All the Contractors faced a big problem of finding out

qualified persons but most of them have recruited at least one ESO. Sometimes it was evident that some recruited ESOs resigned due to various reasons and Contractors faced a big problems to recruit new ESOs again and again. However, Project Managers/Contractors' Representatives and their Site Engineers implement the environmental activities through their Technical Officers and Work Supervisors.

Chart 3: Contractor's Staff (Environmental Related)



1.4 Purpose and Structure of the Project

The objective is to improve the transport infrastructure which hindered the spread of economic activities and the accessibility for basic health and educational resources in rural areas. Connectivity between rural communities and socio economic centers will be expected by rehabilitating 1205 km of 229 roads in NWP and NCP.

Under this program, following components are included.

1. Road improvement component will design, improve and maintain 705 km in NWP and 500 km rural roads in NCP.
2. Capacity development component will build the capacity of road agencies on road asset management, project management and contract administration.

2.0 Progress of civil works during the reporting period

2.1 Contract KU1 – Contractor Maga Engineering PLC

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

Table 5: Progress of Culvert construction/rehabilitation – KU1

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

Chart 4: Road construction activities – KU1

Serial No	DS Division	Road ID	Road Name	Road Category	Length (km)	Progress Up to end of December 2016															
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km					
1	Bingiya	30	Talagapitiya Junction to Walrawa Road	FRDD	5.50																
2		32	Kadunuwewa School to Walrawa School Road	FRDD	2.50																
3	Udubaddiya	34	Meladeniya Junction Udawela Kaleryamdittha, Ganegoda to Ambewewa Road	FRDD	8.90																
4		33	Karulla, Horathapola Kibulotaruwa Via Pallegama Road	PS	6.70																
5	Panduwanuwewa West	36	Kumbukgamaella Central College	PS	1.50																
6		76	Kamburupola Junction to Pakalaganawa, Noduwela Road	FS/PC	5.00																
7	Panduwanuwewa East	97	Hdiyemulla Junction to Gurubippala Junction	PS	4.50																
8		98	Nigalagoda, Abetmulla, Higunegama Tenile Road	PS	4.50																
9	Panduwanuwewa East	81	Mawee oia Junction to Thalawa Temple via Dalgapitiya Junction	PS	7.70																
10		82	Magaligama Junction to Ambigalanda Mobertharuwagoda Junction	PC	4.60																
11	Kaliyapitiya East	47	Bhalapola Mathgala Road	PC	10.00																
12		48	Dalaramakumbula to Korala Junction Road	PC	3.70																
13	Kaliyapitiya West	49	Nakkawatha Temple Road to Kabbala Road	PS	2.00																
14		50	Katupitiya, Dalapothagamu, Thonnagedara, Kirinawewa Road	PC	6.50																
15	Kaliyapitiya West	86	Horanuwewa Navve Ela Road	PS	6.40																
16		55	Kongalamulla Junction to Dambadeniya Road	PC	5.00																
Total					95.00																

■ Road Works in progress
■ ABC Completed

2.2 Contract KU2 - Contractor KDAW-BMG Joint Venture

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

Table 6: Progress of Culvert construction/rehabilitation – KU2

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

Chart 5: Road construction activities – KU2

Serial No	DS/Division	Road ID	Road Name	Road Category	Length (Kms)	Progress Up to end of December 2016																	
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km							
1	Punjab	56	Chandigarh, Baramulla, Kairatpola, Laboda via Nagambo Kurangala Road	PRDD	10.80																		
2		57	Arygama Kato Junction to Nahaikarajawara via Welpetapamulla Road	PRDD	6.50																		
3		58	Hirwala, Dambawa via Yatowala Road	PRDD	8.18																		
4		59	Dandakajawara Aywanda Junction to Nitawattagamulla Waddankulamulla Road	PRDD	5.20																		
5	Alvewa	1	Boyawatta Nawadaluwata Wawata Subud Road Arina Hithettagamulla Matapalaya Road	PC	11.20																		
6		2	Pinnawala to Moragama Arana Dujamawala Road	PS	3.50																		
7		4	6 Mile Pan, Thambulla Road	PS	2.50																		
8		100	Hambelawa Hambandawala via Andawa Waddankulamulla Hospital Road	PS	4.30																		
9		100	Alvewa Kurugamulla Road	PS	1.00																		
10	Nawarawa	5	Dampelawa Dampawattala Arana Waddankulamulla Road	PS	3.50																		
11		100	Pinnawala Waddankulamulla Road	PS	3.50																		
12	Polgahawala	41	Hodala, Fukilaya, Dambogala, Kanchana Road	PC	6.20																		
13		47	Pinnawala Railway gate to Pinnawala Road	PC	5.10																		
14	Weweragamulla	45	Pinnawala, Berigala, Waddankulamulla Road	PC	6.90																		
15		46	Pinnawala, Labakalaya, Kambala Odum Road	PC	5.00																		
16	Kurungala	54	Wewa Odum Kurungala School to Kibolawala via Yankampalaya Junction	PS	5.00																		
17		75	Mihakalaya Hithettagamulla Kottimma Junction Road	PS	3.60																		
18	Weweragamulla	57	Dampalaya Junction to Hithettagamulla Kottimma Junction, Kottimma Junction, Thambakalaya Junction	PS	5.10																		
19		66	Mihakalaya Junction to Kambala, Waddankulamulla Road	PC	4.00																		
Total					100.00																		

■ Road Works in progress
■ ABC Completed

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

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

Table 7: Progress of Culvert construction/rehabilitation – KU3

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

Chart 6: Road construction activities – KU3

Serial No	DS/Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016																		
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km					
1	Kurunegala	71	Colombo Road/Varamanala Kurunegala Main Road/Kalupala Junction Hal Para	PRDD	4.40																			
2		68	Malyiya Junction to Bogamulla Junction Thangama Road/Kurupiya Rambakkana Road	PRDD	7.20																			
3	Mawabagana	77	Warakka Junction to Uda Igrewaththa via Kalamirya Road	PRDD/PS	6.40																			
4	Mallewalpaya	20	Belgodikumbura, Mawabagana, Kalamirya, Beldiyakumbura, Kumbura Road	PRDD/PS	3.30																			
5	Kilinochchi	37	Kilinochchi Road	PS	3.30																			
6		38	Palu Hirambawa Gumbura Mangaya Road	PS	7.80																			
7		39	Mirimala, Egimimala, Mahawela Junction Road	PC	6.90																			
8		84	Mawabagana-Gumbura-Belkumbura Road	PC	4.80																			
9	Gampaha	40	Dabina, Kumbura, Dambura, Mirimala Road	PC	4.70																			
10		23	Mawabagana Junction to Wapala, Sivalama via, Pannala Road	PC	25.80																			
11	Bogamulla	87	Hiripiya Aluthgama Kaluwana Road	PS	5.80																			
12		21	Bogamulla Junction via Mahawa Road	PRDD/PS	14.90																			
Total					99.00																			

■ Road Works in progress
■ ABC Completed

Table 11: Progress of Culvert construction/rehabilitation – PU2

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

Chart 10: Road construction activities – PU2

Serial No	DS Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016																
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km					
1	Patalana	7	Madyama Alarukkova to Kucia Road	P5	3.67																	
2	Mawakama	13	Paasara Junction to Narakathodavaya via Paluana Parada Navamsa 100 Acres Estate	P5	8.11																	
3	Anaradawa	2	Melimolama Junction - Near Hospital to Sotarakachaya Village	P5	8.00																	
4	Pallama	3	Adarmani Junction to Madawakolama Road	P5	4.90																	
5	Mahabala Ratnawala	4	Mahabala Ratnawala Kotarakachaya Road	PRDD	12.43																	
6		45	Mahabala Ratnawala Hospital Road	P5	1.80																	
7	Anaradawa	26	Anaradawa to Palitana via Adipala	PRDD	16.55																	
8		27	Nalagamalawa to Werdakolawa via Adirama Gama	PRDD	12.58																	
9		28	El-Nayagantalawa Karaviri Lanka Thilaka Mawatha to Kuzuvila Temple	P5	2.90																	
10	Chilaw	29	Thilakawala to Manawagama via Thilagama Co-operative Shop	P5	5.38																	
11		30	Karavirigama Junction to Kongayala Road via Devalala Road	P5	3.10																	
Total					73.51																	

■ Road Works in progress
■ ABC Completed

2.8 Contract PU3 – Contractor VV Karunarthne & Company

The Contract Package PU3 consists of 11 roads totaling 73.47 km and the accepted contract value is LKR 1,463,917,284.00. The Consultant’s Resident Engineer’s Offices are established in Marawila and the Construction Engineer’s Office established in Kirimatiyana and is 90% complete. The Contractor’s main offices, yard and accommodation is only 85 % complete.

The contractor's main laboratory remains incomplete with soil testing equipment not delivered to date. In the meantime, temporary testing facilities are in place. Contractor's staff mobilization at site is unacceptable and he has been instructed to appoint the necessary surveyors and site staff without delay. It was noted during the December progress review meeting that insufficient contractor's labour at site and transport was available for proper implementation of this project. The Contractor's Representative was instructed to make immediate improvements at site.

Table 12 - Progress of Culvert construction/rehabilitation – PU3

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

Chart 11: Road construction activities – PU3

Serial No	DS.Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016						
						1 km	2 km	3 km	4 km	5 km	6 km	7 km
1	Madampe	31	Madampe Bulagana Road	PS	1.75							
2		32	Sulawella Junction to Makurawotawana Road	PS	2.40							
3	Narameniya	16	Megabowella Junction to yallosewawa Primary School Road	PRDO	3.65							
4		17	Bahawerawa to Matungala via Sordankinagana Katawegoda Road	PRDO	5.90							
5		18	Katuneriya to Marawa Road (Bech Road)	PRDO	5.90							
6	Muhawewa	21	Wanduraba Bo- tree to Walahapitiya Cemetery via Matthudavila Post Office Road	PRDO	6.85							
7		22	Yarakalana Temple to Tallowa Katubagaya Road	PRDO	3.15							
8		24	Gurugodaha to Kullapitiya Narameniya Main Road	PS	1.50							
9	Wenappawa	33	Siripangala Church to Zinner Junction via Ashowan Junction	PRDO	2.95							
10		34	Warakalaba Road Balde Junction Bandanawayake Jirapalaya to Damsaladereya Hanthudawana Road	PRDO	4.80							
11		36	Bandhrippawa Kirinnetiyana Jeed Marawa to End of Jaya Marawa	PRDO	2.90							
12	Dankotawa	38	Dalawala Road	PRDO	2.75							
13		39	Adaywela Road (North)	PRDO	2.80							
14		40	Adaywela Mahottirimala Road	PRDO	2.90							
15		41	Kirinnetiyana Vanilla watta Road (Joint to Wenappawa Road)	PRDO	2.10							
16		42	Merekkalaya to Dankonawa	PRDO	2.40							
Total					83.30							

 Road Works in progress
 ABC Completed

2.9 Contract AP1 – Contractor Maga Engineering PLC

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

Table 17: Progress of Culvert construction/rehabilitation – PO1

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

Chart 16: Road construction activities – PO1

Serial No	DS Division	Road ID	Road Name	Road Category	Length (km)	Progress Up to end of December 2016				
						1 km	2 km	3 km	4 km	5 km
1	Ehala	1	Ilakulawewa Village Road	PS	3.30					
2		2	Ganagayya Village Road	PS	3.30					
3		3	Adittakulawewa Polongala	PS	3.30					
4		4	Walankulawewa Village Road	PS	1.05					
5		5	Sachinza-Sagala Village Road	PS	2.00					
6		6	Dakulawa-Damanayya Village Road	PS	2.10					
7		7	Sirikandayya Tract 18 Village Road	PS	2.10					
8		8	Ochchindiriyambelawa Village Road	PS	1.75					
9		9	Dilokulawa-Kandulawewa	PS	1.75					
10		10	Yaya 32 Temple - 23 Dilokulawa Junction	PS	3.25					
11	Thamankulawa	11	Athmalpitiya Junction - Lakshmana Siyabalagawewa Junction	PRDD	4.70					
12		12	Palugadamana Semanayake Road	PS	1.20					
13		13	Perummasamudra-Kalshala Village Road	PRDD	5.10					
14		14	Kulawewa Village Road Stage 01	PS	1.80					
15		15	O'Connell-Vijayapuram Village Road	PRDD	4.90					
16		16	Duwegama Main Road-Gullitriya Cemetery	PS	3.00					
17		17	Perummasamudra-Ambanpala Village Road	PS	3.40					
18		18	Perummasamudra-Tikara Ela Village Road	PS	1.60					
Total					49.40					

█ Road Works in progress
█ ABC Completed

Chart 17: Road construction activities – PO2

Serial No	DS.Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016															
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km								
1	Lankapaya	24	Higunakoda-7th Mile's Post -Gallewasa Higunakodamama	PRDD	4.10																
2		25	Wanapaya 317-Kandakada Junction	PRDD	4.00																
3		27	BOP 917- Dalpalam	PRDD	1.20																
4		28	BOP 716- Karawalaya Junction -Chandrapokuna	PRDD	3.05																
5		29	Panuwana Junction -Daruwelmangala- Buhayaya	PS	3.00																
6		31	Kubakantawa- 127 Bawdargama	PS	1.30																
7		72	DabreDe Sufapalana-Gallewasa	PS	5.00																
8	Medirigiriya	33	Track 12 Bridge -Naganapaya Welgampaya	PS	7.00																
9		34	Yelugawaya -Irrigation Junction- Dinnara Junction	PRDD	3.00																
10		35	Kanampakana- Pimpura	PRDD	3.00																
11		36	Pampura Panalgodali Main Road- Sanuwana 21 Division	PRDD	1.30																
12		37	Mogampawa- Wadigawaya	PS	3.00																
13		40	Medirigiriya Town Internal Road	PS	2.10																
14		41	Jayathagama Junction Meggollawa School	PS	3.00																
15		42	Medirigiriya Water Tank- Mr. Vijayadasa's House	PS	2.00																
16		43	Jayathagama Junction -Meggollawa K.T. Wijaya's Stone Road	PS	2.00																
17		Medirigiriya	44	Medirigiriya Kalagodi Palana- Disobandampaya School	PS	2.50															
18	Medirigiriya	45	Dulanakalawala Aluwankuwa Junction	PS	9.00																
19	Higunakoda	46	Mimariya Central College Road	PS	5.2																
20		47	Elathawana Bridge-Nagagobdamama Road	PS	3.5																
21		48	Dura 2 Junction-Pakrawa	PS	1.75																
22		49	Gintale Middle Road	PS	1.4																
23		49	Higunakoda Airport-Vihayaloka School Road	PRDD	1.7																
24		51	Banukotawa Middle Road	PS	1.1																
25		52	Mimariya Sanagipara	PS	2.3																
26	55	Higunakoda 4th Mile's Post -Chandrapokuna Aluwankuwa	PS	4.95																	
Total					74.05																

 Road Works in progress
 ABC Completed

2.15 Contract PO3 – Contractor TISSA-AMSK JV

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

Table 19: Progress of Culvert construction/rehabilitation – PO3

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

Chart 18 - Road construction activities – PO3

Serial No	DS.Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to end of December 2016																	
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km						
1	Wolikada	57	Wolikada-Singapur Road	PS	12.00	12																	
2		58	Athagala-Karavavula	PS	5.00																		
3		59	Guntamanu-Nelumawa	PS	2.00																		
4		61	Makudaranawewa Village Road	PS	3.00																		
5	Dumbhalgala	62	Dumbhalgala Junction-Bogawewa Village Road	PS	6.00																		
6		64	Mannepiya Hospital Road	PS	1.20	12																	
7		66	2nd Miles Post-Setapann	PS	1.45																		
8		66	Siripana Nawangala Village Road	PS	9.20																		
9		67	Alakoya Junction - Village Road	PS	1.55																		
10		68	Dumbhalgala Junction-Somawala Village	PS	1.60																		
11		71	Bandhanagala-Bandhanagala Village	PCOD	1.00																		
Total					46.90																		

■ Road Works in progress
■ ABC Completed

3.0 Compliance with environmental safeguards requirements in the loan document

The environment component is the major part of the iRoad program and the implementation of program assure the safeguards policies of ADB (SPS) and Sri Lanka Government. To ensure the program activities of road rehabilitation in accordance with these polices, the environmental activities should be complied with the Loan Agreement of Tranche 2 and 3, updated FAM (updated in 2015) and EARF.

3.1 Compliance with Tranche 2 and 3

In accordance with the Appendix 6 of the FAM, “Tranche 3 will finance the second slice of five projects that were appraised under Tranches 1 and 2, namely (i) project 1 in Southern Province, (ii) project 2 in Sabaragamuwa Province and the Kalutara District of Western Province; (iii) project 3 in Central Province; (iv) project 4 in North Central Province; (v) project 5 in North Western Province, and (vi) consulting services.” Therefore, the PIC2 belongs to Tranche 3.

The Covenant 4.01 of the Article IV of Loan Agreement (Special Operations) Numbered 3326-SRI (SF) has mentioned the borrower’s obligations of environmental safeguards are mentioned in Schedule 5.

Team Leader (Engineer) sent all the safeguards documents including EARF, IEEs, Transect Walk Survey Report, Road Safety Audit Report, RF etc. to all Contractors separately by his letter dated 12.09.2016 (Annexure 1) to make them aware on implementation of related environment, health and safety safeguards activities.

Clause No. 6, 6(a), 6 (b) and 6 (c) of the schedule mention that the Borrower shall ensure, or cause RDA to ensure that all bidding documents contain provisions that require Contractors to:

(a) 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;

(b) Make available a budget for all such safeguard measures; and

(c) Provide the Borrower with a written notice of any unanticipated environmental, resettlement or small ethnic community 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.

To ensure the above conditions, the Borrower included relevant clauses to the Volume 5b – Schedules of the agreement signed between RDA and Contractors.

Safeguards Monitoring and Reporting

7. The Borrower shall do the following or cause RDA to do the following:

(a) Submit annual Safeguards Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission;

(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 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

(c) 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.

Clause - 32 of Loan Agreement (Ordinary Operations) numbered 3325-SRI mentions that the environment component of Tranche 3 has been categorized as category B such as Tranches 1 and 2. Accordingly, two IEEs for NWP and NCP have been prepared by the project.

3.2 Compliance with FAM

The investment program comprises of 5 projects according to FAM. The iRoad of NCP and NWP are categorized as Project 4 and Project 5 respectively.

In the **Project Organizational Structure** of the FAM (Appendix 6) mentioned that Project Implementation Consultants (PICs) as a key organization in the project. It has been deployed from 15 March 2016 by deploying the PIC2. And also, the Projectors for NCP and NWP have been appointed at the outset of the project.

Environmental management plan (EMP), environmental monitoring plan (EMOP), IEEs for both provinces and environmental assessment and review framework (EARF) were submitted by the RDA and the PIC2 implements the requirements of them at PIC level. On the other hand, the Contractors were advised to conduct transect walk during contract period to update physical information and conduct public consultations (Clause 51). And also, according to Clause 54, the project is implemented with required clearances, permits and licenses.

The Grievance Redress Mechanism (GRM) mentioned under Clause 62 is implemented as mentioned in FAM. In accordance with Clause 66 and 67 (HIV/AIDS and Health) all the Contractors were advised to implement awareness programs on HIV/AIDs for workers and prominent villagers in their contract packages, and Contractors were motivated to supply potable drinking water, quality accommodation facilities, safety measures, first aids facilities etc. for workers. All the Contractors expect to conduct HIV/AIDS awareness programs during early months of 2017.

While internal environmental monitoring is done by PIU. PIC2 monitors environmental component internally according to Clause 76. The Contractors submitted site specific environmental management action plans (SSEMAPs) for each road before constructions are commenced and environmental monitoring checklists (EMCs) required. Depending on these documents, PIC monitors environmental activities through REs, AREs, CEs, TOs and ES. The Contractors provide monthly progress report on environment periodically. In addition to them, the environmental progress review meeting for each contract package is conducted by ES once a two months (It was done once a month at the beginning but it was changed due to other related activities). In addition to them, joint site visits are conducted.

A qualified Environmental Specialist who has a Master a Degree in Environmental Management and More than 10 years relevant experience has been deployed by PIC2

from 15 March 2017 in accordance with the Attachment C-3 to FAM and Attachment C-4 to FAM (Clause 29 and 30 respectively). He checks the compliance of EARF requirements in project implementation.

3.3 Compliance with respect to EARF

The EARF prepared for Tranche 1 is valid to other Tranches of iRoad in Sri Lanka (Clause 5 and 6). The project is implemented in accordance with this EARF as per following guidelines.

- To assess and manage the environmental impacts and obtaining the environmental clearance for the project, the National Environmental Act, the key act of the Central Environmental Authority (CEA) in Sri Lanka has been followed by RDA. RDA has obtained a conditional concurrence for all roads in NCP and NWP from CEA.
- It was emphasized that existing rural and national road width not be widen.
- The roads are not fallen through the Wildlife Reserves or any Strict Nature Reserve.
- The ADB Safeguards Policies have not been violated.
- Applicable National Laws and Regulations mentioned in the Table 2 of Clause 11 and Table 3 of Clause 12 are thoroughly followed.
- In implementation, international agreements or conventions are not violated.
- The ESDD of RDA provided technical supports and Environmental Officers appointed for 2 PIUs supported and worked with together for benefit of the project.
- Two safeguards training programs for PIU, PIC and Contractors' relevant staff were conducted by PIUs with the support of PIC, ESDD and CSD Specialist.
- A SSEMAP for each road were prepared by the Contractor before the construction is commenced in accordance with guidelines of EMP.
- At the provincial level prepared 2 IEEs for 2 provinces are available.
- Standard EMP is available and it was used by Contractors to prepare their SSEMAPs.

- Public consultation had been done during the project identification stage. It is also continued in road design stage and construction stage.
- Grievance Redress Mechanism is already applied by forming GRCs at DS level and GND levels. A complaint registry is used by every contractor and complaint boxes have been placed at many locations of each road.
- The activities under responsibilities mentioned in the **Table 1 of VI. Institutional Arrangement** are carried by PIU and PIC. ESDD supported as resource persons during 2 training workshop and provided technical assistance when and where required. The Contractors implement their SSEMAPs through their Environmental and Social Officers. They have submitted SSEMAPs and environmental monitoring checklists (EMCs) for each road during pre-construction and construction stages.
- All the Contractors report their progress monthly to PIC. In addition, Consultancy staff monitor Contractors' activities daily and progress review meeting are held at their Contract Packages at least once a two months. The Engineer submits the progress to the client monthly.

4.0 Monitoring of environmental compliance at field level

Clause No.3 of Section 7. Terms of Reference in RFP-PIC2 noted that monitoring of safeguards activities (Environment and Social) is a responsibility of the PIC and 15b of this document mentions in **b(vi)** to help the establishment of Grievance Redress Mechanism and its proper functioning and management. And also it mentions **in b(vii)** to carry out the duties of environmental safeguards.

In formation of GR Committees at DS level and GND level in the two provinces, the PIU was supported by PIC to build up awareness amongst community and GRC representatives. As a result of these awareness programs and the commitment of PIU, PIC and Contractors, 64 GRCs out of 72 DS level and 108 GN level GRCs were formed as the per the Table 20 below.

Table 20: Progress of GRC formation by 31st December 2016

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

As per the duties of environmental safeguards, following activities were conducted during the reporting period.

- Ensured all the environmental mitigation measures required to be implemented in accordance with the Contract Agreement.
- Supervised and monitored the implementation of environmental management plan (EMP). Regarding this subject, ES of PIU assisted all contractors to prepare SSEMAP and EMC for each Contract Package.
- If the Contractors or PIU staff required some information of environmental related laws and regulations, they were given by the ES/PIC2 to solve unexpected events are occurred by coordinating with all parties.
- Technical advises required by Contractors were given at any time after requested by Contractors.
- Environmental information are included in the Monthly Report prepared by PIC.

- Some complaints are referred by the public over the phone or by meeting the PIC staff. All the complaints are forwarded to the Contractors and assisted them to solve issues. Most of complaints are solved at GRC level 1.
- The Contractors were already aware the implementation of HIV/AIDS program and expect to conduct these programs during 2017 as early as possible.

To monitor the environmental safeguards activities following tools were applied.

- Daily site inspections are done by RE's level PIC staff.
- Periodic site inspections are conducted by Team Leader and ES as joint inspections with PIC staff, PIU staff and Contractors' staff.
- CSD Specialist of ADB TA conducted joint site visits.
- Monthly environmental progress reports are obtained from Contractors.
- Special environmental progress review meetings are conducted monthly or once a two month at Contractors Package level with PIU, PIC and Contractors staff.
- At the general progress review conducted by Team Leader at Contract Package level, environmental activities and issues are discussed.
- The claims of Contractors on environmental components are certified on the monthly performance based.

5.0 Issues observed (environment related) and status of compliance

There were not serious issues found during this short period of Contractors' mobilizations. During these few months, following issues were observed and advised by PIC staff to rectify then immediately.

Issues and mitigation measures applied:

The major issue during this period was the dust emission at road construction sites. In Sri Lanka, the months of September, October, November and December are heavy rainy months especially in NWP and NCP. But expected amount of rain was received. It can be understood by the following table of weather condition. (In August and September, the

weather condition was not reported by the Contractors due to their mobilization activities. But in the country situation, those months were dried months. The rainfall gage appeared on the table was obtained by Contractors using their own rainfall gage centers.)

Table 21 - Weather condition from August 2016 according to the Contractors

Contract Package	Number of Dates									
	Rain (1 – 10) mm					Heavy Rain (> 10) mm				
Month	Aug	Sept	Oct	Nov	Dec	Aug	Sept	Oct	Nov	Dec
KU – 01	-	-	8	1	2	-	-	3	15	-
KU – 02	Not reported	Not reported	12	Not reported	3	Not reported	Not reported	2	Not reported	-
KU – 03	Not reported	Not reported	5	10	17	Not reported	Not reported	4	18	12
KU – 04	Not reported	Not reported	3	7	3	Not reported	Not reported	-	4	3
KU – 05	Not reported	Not reported	6	7	4	Not reported	Not reported	3	5	0
PU – 01	Not reported	Not reported	6	6	1	Not reported	Not reported	16	-	1
PU – 02	Not reported	Not reported	-	2	4	Not reported	Not reported	-	11	3
PU – 03	Not reported	Not reported	-	15	2	Not reported	Not reported	-	2	-
AP – 01	Not reported	Not reported	3	4	9	Not reported	Not reported	-	8	1
AP – 02	Not reported	Not reported	5	3	1	Not reported	Not reported	0	4	2
AP – 03	Not reported	5	9	9	6	Not reported	4	8	8	1
AP – 04	Not reported	Not reported	3	1	1	Not reported	Not reported	5	11	5
PO – 01	Not reported	Not reported	6	8	3	Not reported	Not reported	2	5	6

Contract Package	Number of Dates									
	Rain (1 – 10) mm					Heavy Rain (> 10) mm				
Month	Aug	Sept	Oct	Nov	Dec	Aug	Sept	Oct	Nov	Dec
PO – 02	Not reported	Not reported	Not reported	0	2	Not reported	Not reported	Not reported	8	5
PO – 03	Not reported	Not reported	3	13	16	Not reported	Not reported	2	7	17

The natural water bodies were dried out. Some line agencies such as Department of Agrarian Services advised not take water from their reservoirs. At some places, community also opposed to take water from their water bodies. Due to this difficult situation the Contractors faced lot of difficulties to spray water on the roads to control dust. However, Contractors took maximum effort to minimize the issue.



Picture 01: - Dried situation – KU4 – 13.10.2016



Picture 02: – Dust control – PO1 – 08.12.2016

During this period, the road construction activities were at the beginning level, therefore, the debris issues was not found.

Stocked pile yards of sub base materials were not properly maintained at the construction commencement stage. This situation was rectified by Contractors by laying gunny bags around the soil erodible areas.



**Picture 03: – Stoked pile yard without soil erosion preventive measures – PO3-
15.11.2016**



Picture 04: – Stocked pole yards with soil preventive measures – PO3 – 21.11.201

Road safety arrangements at work sites were developed by Contractors at acceptance level after advises given by the PIC staff.



Picture 05: - Safety at culvert work site before advises – PO3 – 15.11.2016



Picture 06: – Developed safety arrangement at culvert work site – PO3 – 24.11.2016

The Contractors were strictly advised to obtain materials from duly approved plant sites. Even some difficulties to obtain relevant licenses for quarries, crushers, asphalt plants etc., Contractors were admitted to obtain materials from proper plants.



Picture 07: – Licensed crusher plant of PU1 – 12.10.2016 – *Dhammika* Crusher Plant



Picture 08: – Licensed Borrow pit at Sirambiadiya – PU1 – 12.10.2016

Many roads of the project are inundated during rainy seasons. Due to dry condition in the area, transect walk was conducted to identify these natural environmental issue. The Contractors with PIC staff and PIU staff are conducted transect walk together to identify locations and measures to identified for mitigation with public.

Table 22: - Environmental Issues as Contract Package wise

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
KU - 01	-	-	-	-	-
KU - 02	Dust due to material transport.	56			√

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
KU - 03	-	-	-	-	-
KU - 04	Distribution to road users.	96			√
	Dust emission in ABC Stockpiles.	96			√
	Dust emission in road section.	96		√	
KU - 05	Dust generation.	56			√
	<p>Chainage 4+430 Culvert is established very deeply. Soil mix sand and silt filled in the culvert. Block the water flow.</p> <p>Chainage 6+980 Culvert's pipe surrounding is not completed. Road carriage way and Guard stone are damaged. Floods happening due to narrow opening.</p> <p>Chainage 11+155 Culvert is located very deeply. So floods happening</p>	43			√

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
	<p>due to silt deposits inside of the pipe.</p> <p>Chainage 4+400 – 4+450, 6+950 – 7+150, 11+000 – 11+280, 11+400 – 11+580. In the Gravel surfaces of the above Road areas are flooded due to rainy seasons and in the unexpected weather conditions.</p> <p>Chainage 09+920 – 10+350, 10+400 – 10+500, Concreted road surface areas are flooded due to heavy rainy season.</p> <p>Chainage 1+184 is a Bio Sensitive area. Dust spreading is occurs when construction is ongoing and it effects to bio organisms.</p> <p>Chainage 9+080 – Public water tank. Chainage 9+120 –</p>	43 and 44			√

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
	<p>Thenuwara primary school.</p> <p>Chainage 9+120 – 10+350 – Buddhist statue.</p> <p>13+000 – Thabbowa Temple.</p> <p>Chainage 2+844 – Elaris wewa,</p> <p>Chainage 1+200 – Paddy field,</p> <p>Chainage 11+300 – 11+400 – Paddy field. (Manmade Bio sensitive areas)</p> <p>Chainage 0+524 is fully damaged. So it if flooding during rainy seasons.</p> <p>Chainage 1+680 – 2+500 culverts are flooding during rainy seasons. The Left and Right side drains which use as irrigation channel filled with removed plant debris and excavated soil as silt.</p>	44			√

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
	<p>Chainage 1+680 – 2+500 floods in the rainy seasons.</p> <p>Chainage 4+130 – 4+250 right hand side drain and access filled with silt and sand. So flooding and then stagnation.</p> <p>Chainage 5+525 culvert was occurred in low level. So it induce accumulating of silt and sand, As a result of that will be flooded relevant location.</p> <p>Chainage 4+780 is a flooding area & also Lake Bunt and Thabbowa lake.</p> <p>Chainage 5+525 former side drain filled with silt & sand. So rainwater may be flooded in those relevant location.</p>				

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
	<p>Chainage 6+460 culvert's location is too deep. So it is flooding in the rainy season.</p> <p>Chainage 0+432 is fully damaged. So the culvert floods in the rainy season.</p> <p>0+050 – 0+100 both side there are paddy Marketing boards.</p> <p>0+150 – Right Agrarian services Centre.</p> <p>0+200 both Left & Right M.O.H office.</p> <p>1+500 – 1+600 Right Adaptive Research Centre.</p> <p>2+900 Left side The Thabbowa temple.</p> <p>3+000 Right side The Thabbowa post office.</p> <p>4+350 – 4+550 Right side The Christian Church at Thabbowa.</p> <p>6+800 – 7+000 Left side D.S</p>				

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
	<p>Senanayake vidyalaya.</p> <p>Above mentioned human related resources & behaviors may be abused by during the construction period.</p> <p>Chainage 5+900 former side drain filled with silt and sand.</p>				
PU - 02	<p>Lack of Road safety when clearing the culvert.</p> <p>Dust generation.</p>				√
PU - 03	<p>Impacts due to management of health and safety of workers.</p> <p>Impacts due to Management of traffic.</p> <p>Dust due to construction activities.</p> <p>Dust due to Material Transport.</p>	<p>40 and 41</p> <p>40 and 41</p> <p>40</p> <p>40</p>			√

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
AP - 01	Dust due to construction activities.	1			√
		2			√
	Dust due to material transport.	41 and 45			√
	Dust due to construction activities.				
	Community health influenced due to dust generation.			√	
	Dust due to material transport.				
	Debris and excess soil generate in site.				√
	Road side vegetation that over grown towards carriage way.				
	Excavated burrow pits.				
	Oil contaminates with soil at yard.				
	Garbage accumulates within the office/yard and accommodation.				

Contract Package	Issues	Road Number/ Location	Status		
			Not complied	Partially complied	Complied
	Removal of existing utility posts (14 – Telecom Posts and 02 – Electricity Posts) Removal of existing utility posts (2 – electricity posts)		√		
PO - 02	Construction debris at site	25		√	
PO - 03	Removed the tree branches which prone to the road (172 Nos.) & 11 trees to be removed.	57		√	

Table 23: Tree removal status by Contract Packages

Contract Package	Road Number(s)	Tree removing			Tree planting			Planting Location		Remarks
		Total No. of plants to be	No. of plants removed	No. of native plants	Total No. of plants to be	No. of plants planted	Species (Common name and Scientific name)	Identified	To be identified	
KU - 01	47	2	-	-	6	-	-	-	√	-
	48	1	-	-	3					

Contract Package	Road Number(s)	Tree removing			Tree planting			Planting Location		Remarks
		Total No. of plants to be	No. of plants removed	No. of native plants	Total No. of plants to be	No. of plants planted	Species (Common name and Scientific name)	Identified	To be identified	
KU - 02	-	-	-	-	-	-	-	-	-	-
KU - 03	-	-	-	-	-	-	-	-	-	-
KU - 04	-	-	-	-	-	-	-	-	-	-
KU - 05	Not finalized	-	-	-	-	-	-	-	-	-
PU - 01	-	-	-	-	-	-	-	-	-	-
PU - 02	3	7	-	-	21	-	-	-	√	-
PU - 03	-	-	-	-	-	-	-	-	-	-
AP - 01	41	1	-	-	3	-	Not finalized.	-	√	-
	45	-	-	-	-	-	-	-	-	-
AP - 02	-	-	-	-	-	-	-	-	-	-
	8	1	-	1	3	-		-	√	-

Contract Package	Road Number(s)	Tree removing			Tree planting			Planting Location		Remarks
		Total No. of plants to be	No. of plants removed	No. of native plants	Total No. of plants to be	No. of plants planted	Species (Common name and Scientific name)	Identified	To be identified	
AP - 03	9	9	-	9	27		To be identified			
AP - 04	-	-	-	-	-	-	-	-	-	
PO - 01	11	8	-	8	30	-	To be decided after consulting the Department of Forest Conservation	√	-	
	1	1	-	1	5	-	To be decided after consulting the Department of Forest Conservation		√	
PO - 02	-	-	-	-	-	-	-	-	-	-
PO - 03	57	11	2	0	250	0	10		-	-
	64	3	3	0						

The Contract Package PO 3 has identified 11 trees of road ID 57 and 3 trees of road ID 64 to be removed due to issues of safety and obstructions to the road construction activities. Out of them, only 5 trees were removed. But they planned to replant 250 plants instead of removed

trees and removed branches of some trees. Any other Contractor has not removed any tree during this period.

6.0 Public consultation and information dissemination

The public consultation is a principle requirement of the iRoad program. The importance of this requirement is described in Chapter V of the EARF.

When the project is identified, public consultation had been done during the transect walk activity. Public had been consulted individually, group wise and public meeting wise at the end of all the transect walk on relevant roads.

Following this system, the public consultations were conducted as same above, during the road construction design stage. The meetings of GRC formation at DS level and GND level were also used as vehicle to consultant public because community leaders, NGO people, women groups, clergies and line agency representatives are invited to participate in. In addition to that, individual consultations, group discussions etc. were conducted to collect ideas and build awareness of the project. And also, transect walks after the meeting were conducted. The ideas, suggestions and complaints from public were received and they are considered as important inputs in designing roads.



Picture 09: – Identification of inundation area by officials with community – KU1 – ID 30

There are two ways of information dissemination in this project. One of them is government officers who are working with day to day life of the people such as Grama Niladhari (GN = Village Officer), Divisional Agrarian Services Officer, Agricultural Research and Production Assistants and Economic Development Officers and Divisional Secretaries. Other way is public notices demonstrated at public places as paper notice and road notice name boards with basic information.

7.0 Programs and activities to enhance environment

There were two programs conducted on Environmental and Social Safeguards and Safety Management for PIU staff, PIC safeguards staff and Contractors' PMs, ESOs and Design Engineers of two PIUs of NCP and NWP. The first one was held in Kurunegala for NWP on 7th September 2016 and Anuradhapura for NCP on 8th September. Mr. Saranaga

Gajasinghe, CSD Specialist and Mr. Malaka Wijesinghe and Ms. Lakmali Liyanage from ESDD participated as resource persons in the workshop.

In addition to above programs, Mr. Saranga Gajasinghe, CSD Specialist participated for awareness programs conducted for PIUs, PIC and Contractors' staff at several time in order to fulfil the request made by PD/NWP and Team Leader. A special field level exercise was conducted on 24th September 2016 at Road Nos. 41 and 43 of KU2 to educate relevant PD's staff, PIC staff and Contractors' staff to do how to conduct a transect walk along the road. The CSD Specialist and ESDD personnel participated as resource persons I this program.

Periodical group discussions and individual discussions with ESOs were conducted at early stage of the Contractors' mobilization to expedite the activities of environment safeguards component in order to request of Team Leader.

By the end of December 2016, the SSEMAPs have been submitted by Contractors as per the table below.

Table 24: SSEMAP approvals - end of December 2016

CP	Total Roads	No. of Roads approved	SSEMAP Approved Road IDs	No. of Roads to be submitted	SSEMAP to be submitted - Road IDs
KU1	16	1	47	15	30, 32, 33, 34, 36, 48, 49, 50, 55, 76, 81, 82, 86, 97, 98
KU2	19	1	56	18	01, 02, 04, 05, 41, 43, 45, 46, 57, 58, 59, 66, 67, 74, 75, 100, 101, 102

KU3	12	1	71	11	17, 20, 22, 23, 37, 38, 39, 40, 68, 84, 87
KU4	12	1	96	11	07, 08, 10, 11, 16, 27, 28, 90, 91, 92, 94, 96
KU5	17	2	61, 26	15	12, 13, 14, 24, 29, 62, 65, 70, 77, 79, 80, 83, 89, 95, 99
PU1	11	2	43, 44	9	01, 05, 06, 07, 08, 11, 12, 14, 15,
PU2	11	3	03, 26, 27	8	02, 04, 09, 13, 28, 29, 30, 45
PU3	16	1	16	15	17, 18, 21, 22, 24, 31, 32, 33, 34, 36, 38, 39, 40, 41, 42
AP1	17	2	41, 45	15	01, 02, 03, 10, 12, 36, 37, 38, 39, 40, 43, 46, 61, 63, 65
AP2	12	1	27	11	19, 23, 26, 28, 47, 48, 49, 66, 67, 68, 69
AP3	12	2	08, 09	10	05, 06, 07, 24, 25, 29, 30, 60, 70, 71
AP4	19	3	33, 34, 35	16	13, 14, 15, 16, 17, 18, 31, 32, 50, 51, 52, 53, 55, 56, 57, 59
PO1	18	2	01, 11	16	02, 03, 04, 05, 06, 07, 08, 09, 10, 12, 13, 14, 18, 20, 21, 22

PO2	26	2	27, 28	24	24, 25, 29, 31, 33, 34, 35, 36, 37, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 51, 52, 55, 72, 73
PO3	11	2	64, 65	9	57, 58, 59, 61, 62, 66, 67, 68, 71
Total	229	26		203	

Table 25: Status of Environmental Monitoring Checklists (EMC)

Contract Package	Road Numbers				
	Pre – Construction stage	Construction stage (%)			Operational stage
		25 %	50 %	75 %	
KU - 01	30, 47	-	-	-	-
KU - 02	56	-	-	-	-
KU - 03	71	-	-	-	-
KU - 04	96	-	-	-	-
KU - 05	-	-	-	-	-
PU - 01	8,43,44	-	-	-	-
PU - 02	3,26,27	-	-	-	-
PU - 03	16,40	-	-	-	-
AP - 01	41,45	-	-	-	-
AP - 02	27	-	-	-	-
AP - 03	8,9	-	-	-	-
AP - 04	33,34,35	-	-	-	-
PO - 01	11	-	-	-	-
PO - 02	25,28,37,44	-	-	-	-
PO - 03	57,64,65	-	-	-	-

8.0 Conclusions and recommendations

Conclusions

1. The most project roads which are never touched for rehabilitations in the history are located in very difficult rural areas of Kurunegala, Puttalam, Anuradhapura and Polonnaruwa districts. Except southern part of Kurunegala and Puttalam districts, all roads are belonged to dry zone in the country. The threat of wild elephants and other wildlife, traveling of night time, long distance from home towns of staff, lack of water for drinking, bathing and washing purposes and other geographical issues are met by Contractors' staff in these project. Therefore, experienced persons on safeguards are reluctant to come and work with Contractors. On the other hand, they have many opportunities in other development projects in Sri Lanka. Therefore, sometimes it was evident that some recruited ESOs resigned due to above and other specific reasons and Contractors faced a big problems to recruit new ESOs again and again.
2. The constructive support of CSD Specialist, ESDD staff and PDs and their staff rendered is a very good advantage for the implementation of the project to the Engineer. If any issues are met at the field, everybody is gathered with together and intervene in the issue to solve it as soon as possible. Therefore, the commitments of these parties are very valuable for the success of the project in future.
3. All the REs and their staff (AREs, CEs and TOs) are actively committed in implementation of safeguards component on the ground. At some discussions, it was revealed that they never touched the environmental and social safeguards like this project. However, they have understood that the environment safeguards is an integral part of their duty and the life. This is a positive attitudinal change of the activists of the iRoad program.
4. Due to commitment of ESOs and RE's staff, rate of removal of trees is very low.
5. The project implementation knowledge of environmental safeguards is some sort of little of some ESOs of Contractors. The CSD concept is new for all of ESOs.

Recommendations

1. To obtain experienced ESOs to the country, youngsters who have basic educational qualifications should be recruited. But he/she should be worked with an experienced ESO in the same project for some reasonable months.
(Contractor should appoint 2 ESOs in the project)
2. The rapport with each parties should be developed by maintaining a proper communication system and arranging workshops and conducting joint progress monitoring systems.
3. On the job training and experience exchange programs should be conducted to develop capacity of staff on environment safeguards and CSD.
4. The Contactors should give proper facilities, salaries and other incentives to retain ESOs until end of the project period.

9.0 Annexures and any other supporting documents

Annexure 1: Letter Dated 12.09.2016

Annexure 1

Pyunghwa Engineering Consultants Ltd

In association with

Resource Development Consultants (Pvt.) Ltd



ADB Funded – SRI: Integrated Road Investment Program
Consulting Services for Project Implementation including Construction Supervision, Contract Management and
other activities in North Western and North Central Provinces.

Ref No : iROAD/PIC-02/MAGA/AP1/01/275

Date : 12.09.2016

Mr.W.M.R.L.Wijesekara
Contractor's Representative (AP1)
M/s MAGA Engineering (Pvt) Ltd.
No 200, Nawala Road,
Narahenpita,
Colombo-05

Dear Sir,

REHABILITATION/IMPROVEMENT OF 83KM OF RURAL ROADS IN ANURADHAPURA DISTRICT - CONTRACT 1 INCLUDING PERFORMANCE BASED MAINTENANCE FOR THREE YEARS.

CONTRACT PACKAGE: RDA/ADB/iROAD/(NC)NCB/CP-RR (AP1)

Subject: Acknowledgement of Documents

As highlighted in the recent Environmental & Social, Safeguard and Safety workshop, please confirm in writing the receipt of soft copies of the following documents.

- i. Transect Walk Survey Report – Anuradhapura District
- ii. Transect Walk Survey Report – Polonnaruwa District
- iii. Economic Analysis and Traffic Studies - North Central Province
- iv. Road Safety Audit Report - North Central Province
- v. Road Design booklets - Anuradhapura District
- vi. Road Design booklets - Polonnaruwa District
- vii. IEE Report - North Central Province
- viii. EARF & RF

Videos of all project roads are also available at this office.

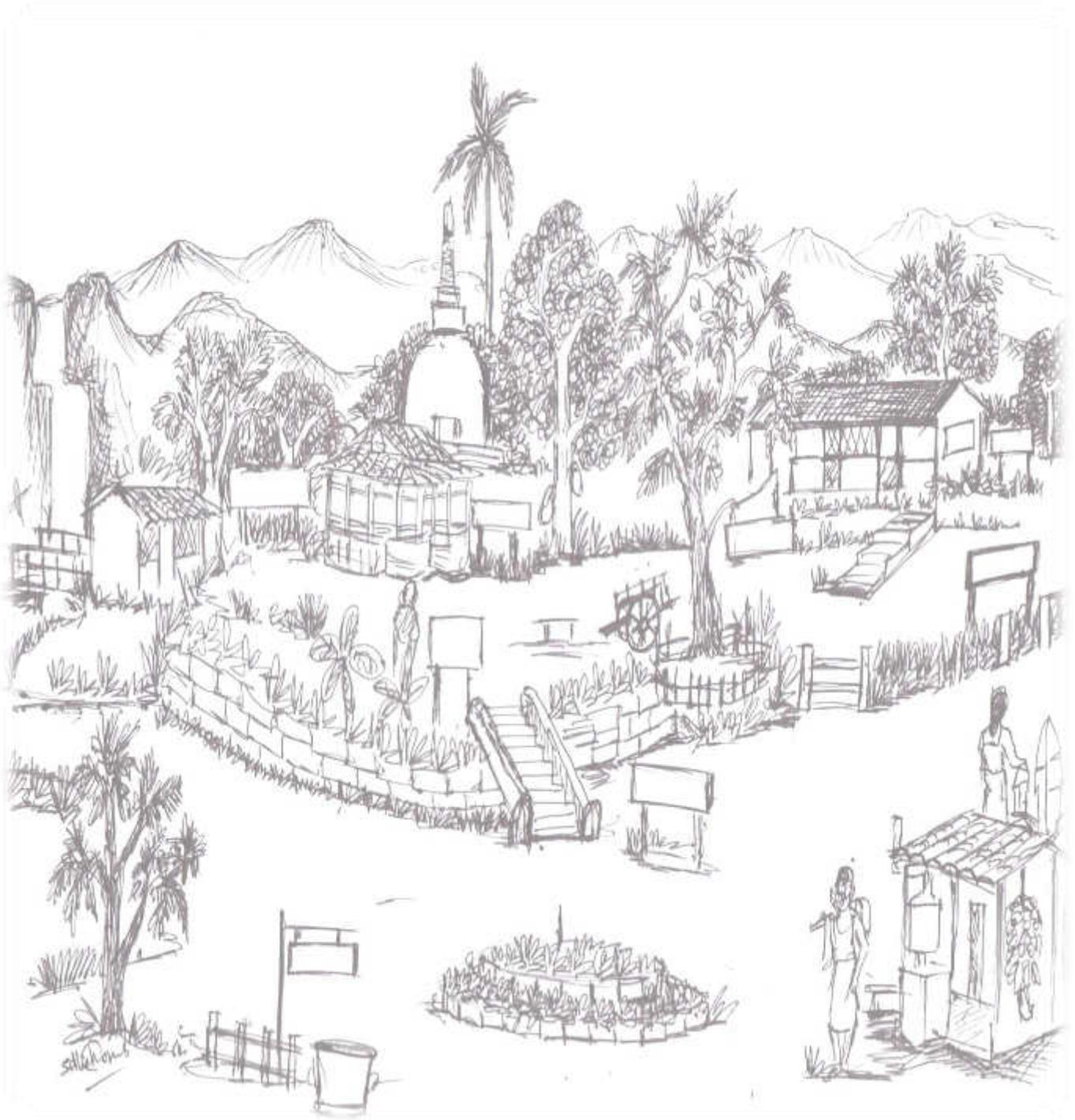
Yours sincerely,

For PEC, the Engineer

Peter Diack
Team Leader
PIC 02

CC: PD - NCP
RE - AP
ES - iRoad
SGS - iRoad

You all are welcome



Integrated Road Development Program

Funded by Asian Development Bank



What is a Rural Road?







Galle Road in year 1900



Who is using Rural Roads & for what purposes?





The advantages of improvement/development of Rural Roads.

- To be able to fulfill day to day requirements easily.
- Convenience for fulfill common facilities/needs.
- Convenience for the career or income generation program.
- To be able to obtain very high price for the rural products and opportunities for new markets.
- To be able to gain opportunity for reduce the urban pressure.
- To be able to maintain the public transport service(s) in proper way.
- Increase the price of the rural lands/rural resources.
- To be able to save money of the community.

**Present
weaknesses of the
rural roads can be
seen.**



Surface of the roads are damaged. Also it can be happened due to natural disasters.

Culverts, bridges, drains like drainage systems are damaged.



Blocking the roads by roadside's vegetation.

Disturbances can be happened afterwards because of the human activities.



Integrated Road Investment Program (iRoad)

- Improves the inter connection between the rural community and the economical centers by establishing efficient road system of main, provincial and rural roads which were selected from areas where the rural community is living.

Project implementation and Funding

- Executive Agency – Ministry of Higher Education and Highways.
- Implementation Agency - Road Development Authority.
- Funding – Asian Development Bank.



Length of provincial or district roads covered under the project.

Province	Length of the accepted roads.
Southern	582
Sabaragamuwa	472
Central	595
North Central	500
North Western	705
Kalutara District of Western	276
Total	3130

Integrated Road Investment Program - NWP

- Project Implementation Unit:
Integrated Road Project Office, North
Western Province.
- Consultants: Pyunghwa & RDC
Engineering Consultants (Pvt) Ltd.
- Implementation - Selected
Contractors.

	Kurunegala District	Puttalam District
Number of roads	76	38
Number of DSD's covered	30	16
Length (K.m)	485	220

Safeguards objective of the program

If a negative impacts are occurred to the environment or the society when implementing this project, they are avoided, reduced or mitigated.

Uses of “*Community participation approach*” for design of rural roads for rehabilitation.

- To obtain the support to implement the project works efficiently.
- To develop the road safety.
- To reduce the environmental impacts.
- To reduce the construction impacts.
- To implement public grievances redress mechanism.
- To disseminate project information to the public.
- To obtain participation of civil societies/Women societies for the road development activities and decision making process.

Obtain people's ideas/proposals for the project activities and Grievances Redressing Mechanism

Objectives:

Implementing of Grievance Redressing Mechanism

Take all the complaints/ideas/proposals of community directly from Contractors/Consultants/Road Development Authority and try to solve them at ground level discussions.



Contents of the GRC committee Level 2

- Grama Niladhari - President
- Representative of RDA - Secretariat
- Representative of PIC - Member
- Representative of Contractor - Member
- Community representative / Clergy - Member
- Development Officer/A.R.& D.A - Member
- Community Women's representative - Member



**➤ The grievances which cannot be solved at
GRC Level - 2 will be sent to the GRC
Level - 3.**

➤ Contents of the Grievance Redressing Committee – 3

- Divisional Secretariat - President
- Representative of RDA - Secretariat
- Grama Niladhari - Member
- Representative of PIC - 2 - Member
- Representative of Contractor - Member
- Representative of Local Government Authority - Member
- Representative of Civil society/NGO - Member
- Representative of Community/Religious Leaders - Member
- Representative of women - Member
- Other as per the requirements - Member

Some problems which can be solved through Grievance Redress Mechanism.

- Dust emission
- Noise and vibration
- Loss of access
- Damages to properties (private and public)
- Blockage of drainage
- Shifting of religious statues or trees
- Flooding or changes to storm water paths that affect residents or pedestrians
- Problems caused to public due to closure of road sections
- Problems arising due to handling of traffic
- Storage of construction material obstructing traffic and pedestrian movement

❖ **Project Director's office is located :**

**Postal Address : Project Director's Office,
Integrated Road Program (North Western Province)
No: 27,
Ganewatte road,
Horombuwa,
Wariyapola.**

Telephone number: 0372268446

Fax number : 0372268446

E - mail: pdiroadnwp@gmail.com

Contact Persons

Designation

Name

Residence Engineer

Mr. W.G Premadasa.

Environmental Consultant

Mr. A.H.M.R Abeyratne.

Social Consultant

Mr. Nandasena Maddugoda.

Contractor

Representative of Project Manager.

Environmental and Social Officer.

Road Development Authority

Project Engineer

Mr. T.M.T.P Pathiraja.

Mr. W.L.D Botheju.

Environmental Safeguards Officer.

Mr. Kasun Thilakasiri

Social Safeguards Officer.

Mr. P.M.V.S.B. Pallegama.

Thank You...!!

