



Social Monitoring Report

Project Number: 47273

Loan Numbers: Tranche 1 – 3171

Tranche 2 – 3221 /3222

Tranche 3 – 3325 /3326

Semiannual Report

January to June 2017

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

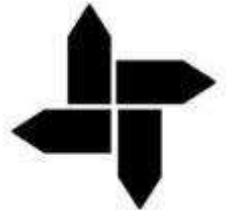
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ADB FUNDED INTEGRATED ROAD INVESTMENT PROGRAM

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



January-June 2017

REPORT PREPARED BY

PYUNGHWA ENGINEERING CONSULTANTS

In Association with

RESOURCES DEVELOPMENT CONSULTANTS

On behalf of

Road Development Authority

Ministry of Higher Education and Highways

Submitted to

Asian Development Bank



In Association with



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Abbreviations

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

1.0 Introduction

1.1 Background of the Project

i Road programme is mainly focusing on rural roads which have been maintained by Provincial Councils and Pradeshiya Saba's. This development effort is very significant since Road Development Authority have taken the responsibility for developing these roads which were belonged to local authorities. Since the population in rural and semi-urban areas increasing gradually, it is unavoidable that the need of improving linkages with the main cities and city centers to grasp new knowledge and technologies. Still the major part of Sri Lanka's population is concentrated in rural and semi-urban areas. The vital infrastructure facilities in the rural districts have received very little attention over the past years and its rural population, consisting mainly of agrarian folk, is facing immense difficulties due to the very poor condition of the transport infrastructure. This has greatly hindered the spread of economic activities, restricted access to basic health and education resources as well as access to vital markets for procuring basic requirements as well selling their produce.

The Government has addressed this problem by implementing a country wide rural road investment program. The Integrated Road Investment Program (i Road) 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. i Road programme intends to connect 1,000 Grama Niladari Divisions (GNDs) throughout the country as rural hubs and link them to the trunk road network to all weather standards and operating a sustainable trunk road network of at least fair condition.

The program mainly focuses on the rehabilitation of existing carriageways to suit all weather conditions. The improvements will be done within the available corridor of the candidate roads. The selection of rural roads for rehabilitation has been based on the concept of community participation in development and the avoidance of any land acquisition and Involuntary Resettlement (IR). The Resettlement Framework developed for the program provides guidelines of all social safeguards (including aspects of voluntary land donation) requirements that need to be fulfilled under the program by all social safeguard activities. In line with the guidelines given in the RF, project 4 and 5 will only develop the roads with in the available Right of Way (ROW). However if there is a need to take small strips of land from either side of the road for improvements to road safety or drainage, such taking will be done based on the process of "Voluntary Land Donation". The Grievance Redress Mechanism (GRM) has been setup to hear any suggestions, comments or complaints from public regarding the road rehabilitation and improvement works. Transect walks surveys have been conducted during Survey and Preliminary Engineering (SAPE) works as a public participation tool for the four and five programs, especially for road designing, implementing and maintaining. Gender consideration, health, including HIV/AIDS, human trafficking and labour rights, are the other key areas of the social safeguard component of this project in complying with ADB's Safeguard Policy Statement 2009 (SPS).

The Purpose and the structure of this Report

As seen in the section vii of the RF, semiannual monitoring reports are to be prepared and submitted by the PIC to RDA, and for further submission to ADB. This Semi-Annual Report briefs the progress of social safeguard activities implemented by the Contractors, Project Implementing Consultants (PIC2) and Project Implementing Units (PIUs) of North Central and North Western Provinces from January to June of 2017. First section of this report is the introduction which explains the project background, reserved loan for each package, summery of each contract package, and the staffing setup of PIU, PIC and the Contractors. Section two reports on the progress of civil works during the reporting period, and section three includes the compliance with social safeguard requirements in the loan documents. In the section four of this report explain the status of compliance with the Gender Action Plan. The section five briefs the monitoring of social

safeguard compliances at field level while the section six summarizes the issues observed and the status of compliance. Section seven reports the progress in donating lands, and section eight describes coordinating with line agencies. In the Section nine includes a description of public consultations and information dissemination while Section ten includes the programs and activities related to enhance the social environment, including CSR works. Conclusion and recommendations are discussed under chapter 12.

The activities related to social safeguard implementation and compliances of the social safeguard staff of PIC2, PIU and Contractor during the reporting period are reported in briefly here.

1.2 Staffing Setup at PIU, PIC and Contractor related to Social Safeguard

As mentioned above PIU, PIC and Contractor are the key actors of implementation and monitoring social safeguard activities of i Road program during the period of project implementation. This report highlights social safeguard performances of two projects, which carried out by these parties and how far two projects have been able to fulfil social safeguard requirements during the reporting period. Key officials who directly involved in the task are in the table below.

Table No.

Key staff of Social Safeguard activities

PIU	Social Safeguard Officer Assistant Social Safeguard Officer	From the July- 2016 to June 2017 in NWP and NCP PIUs
PIC2	Social/Gender/Resettlement Specialist	From June 2016 to June 2017
Contractor	Environmental & Social Officer	During August 2016 there were only two ESOs. During November only 11, during December only 13. Time to time ESOs who accepted the post have left within a short period until to date. As at end of June 2017 there were 27 ESOs in 15 packages.

2.0 The Conventional Roads Contracts (CRC):

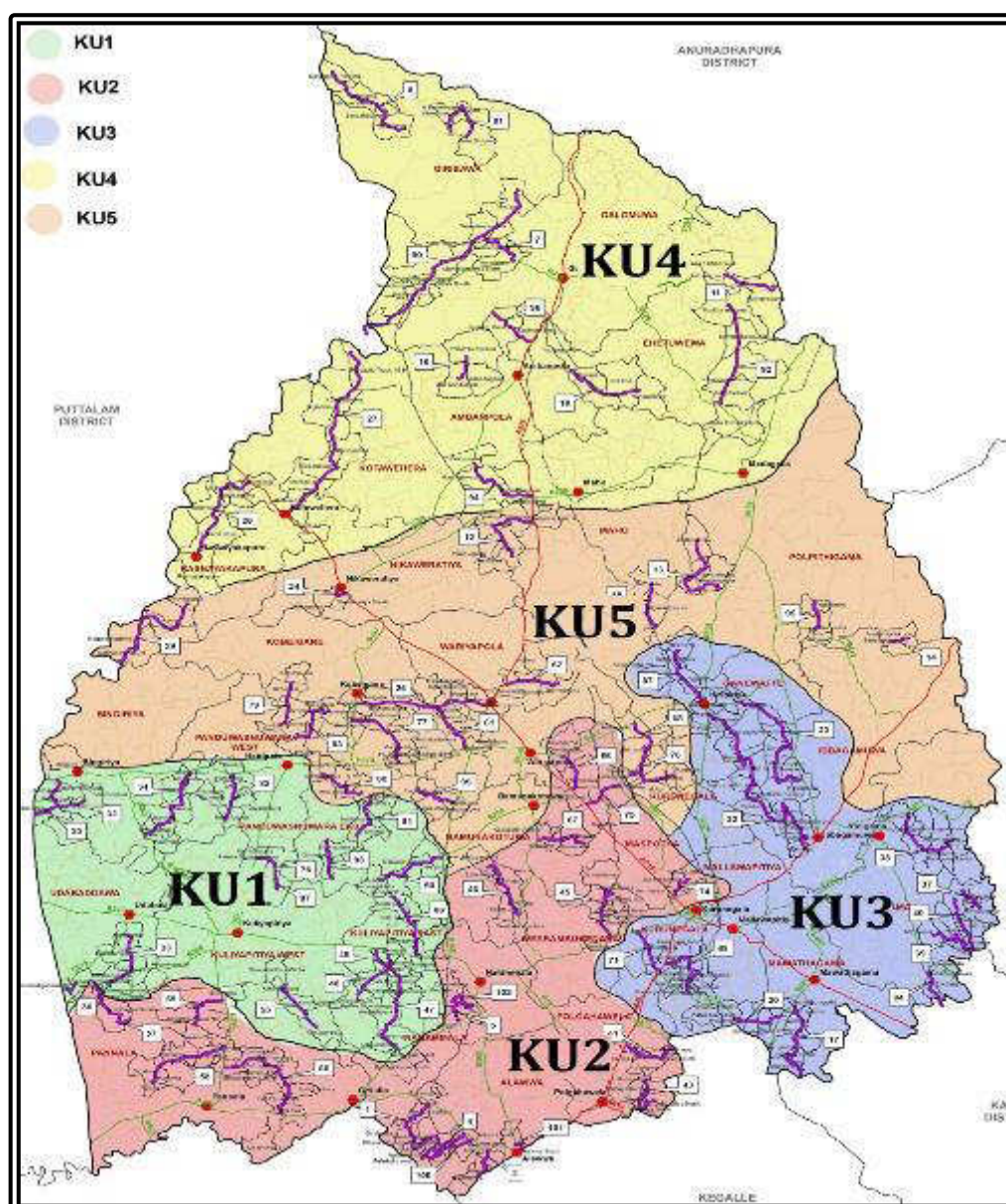
i Road Project will upgrade and improve approximately 1205 km of rural access roads in the NW & NC Provinces to all weather standards, sustaining connectivity between rural communities and socioeconomic centers in Sri Lanka. The roads under the contract packages are isolated lengths of roads dispersed across the North Central and North Western Provinces. The PIC2 Consultant provides construction supervision services for fifteen (15) CRC's in Anuradhapura, Polonnaruwa, Puttalam and Kurunegala districts in NCP and NWP. Number of contract packages, accepted contract amount, date of commencement, total lengths of roads and progress as at end of June 2017, in each contract are summarized in tables below. Initial construction is to be completed over the first 2 years followed by a 3 years' performance based maintenance period.

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

Table 2.1: CRCs in Kurunegala District

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

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



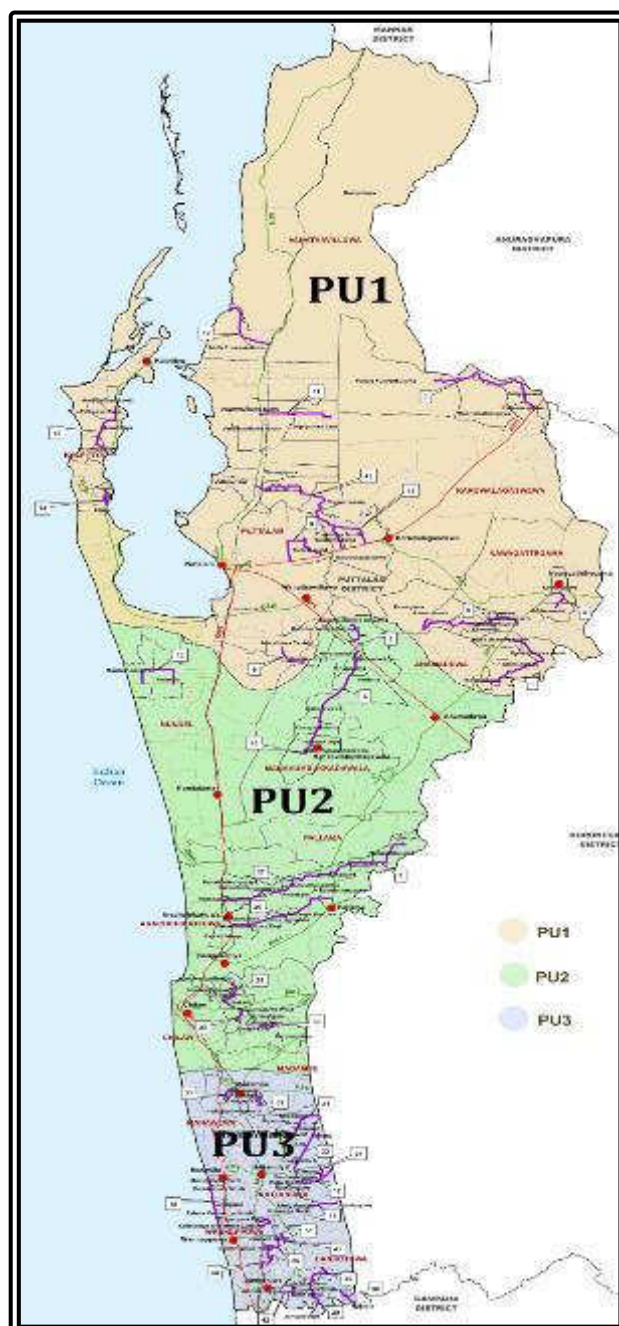
Map 2.1: Locations of 485.00 km (76 Nos.) roads in Kurunegala District

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

Table 2.2: CRCs in Puttalam District

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

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



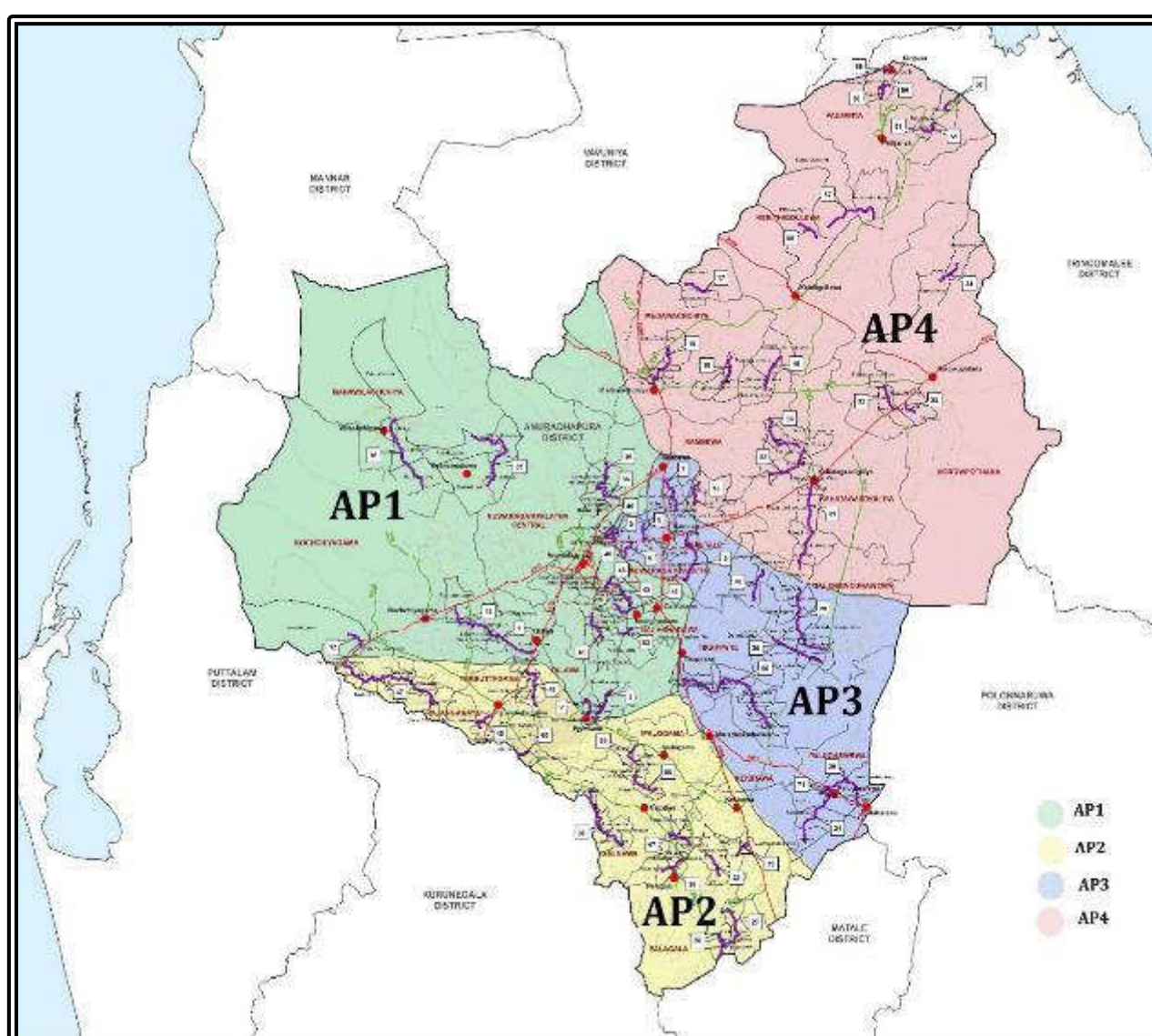
Map 2.2: Locations of 220.00 km (38 Nos.) roads in Puttalam District

The Four (4) CRCs in Anuradhapura District are listed in Table 2.3

Table 2.3: CRCs in Anuradhapura District

The locations of the 330.00 km (60 Nos.) roads in Anuradhapura Districts are shown in **Map 2.3** below.

No	Contractor	Accepted Contract Amount (LKR)	Commencement Date	RDA (km)	PRDA (km)	PS (km)	Total (km)
1	MAGA Engineering PLC	1,656,915,760.00	01/08/2016	-	47.00	35.90	82.90
2	MAGA Engineering PLC	1,824,178,003.20	01/08/2016	4.60	48.65	23.35	76.60
3	MAGA Engineering PLC	1,492,772,165.28	01/08/2016	-	55.00	28.40	83.40
4	MAGA Engineering PLC	1,635,133,956.00	01/08/2016	-	48.90	38.20	87.10



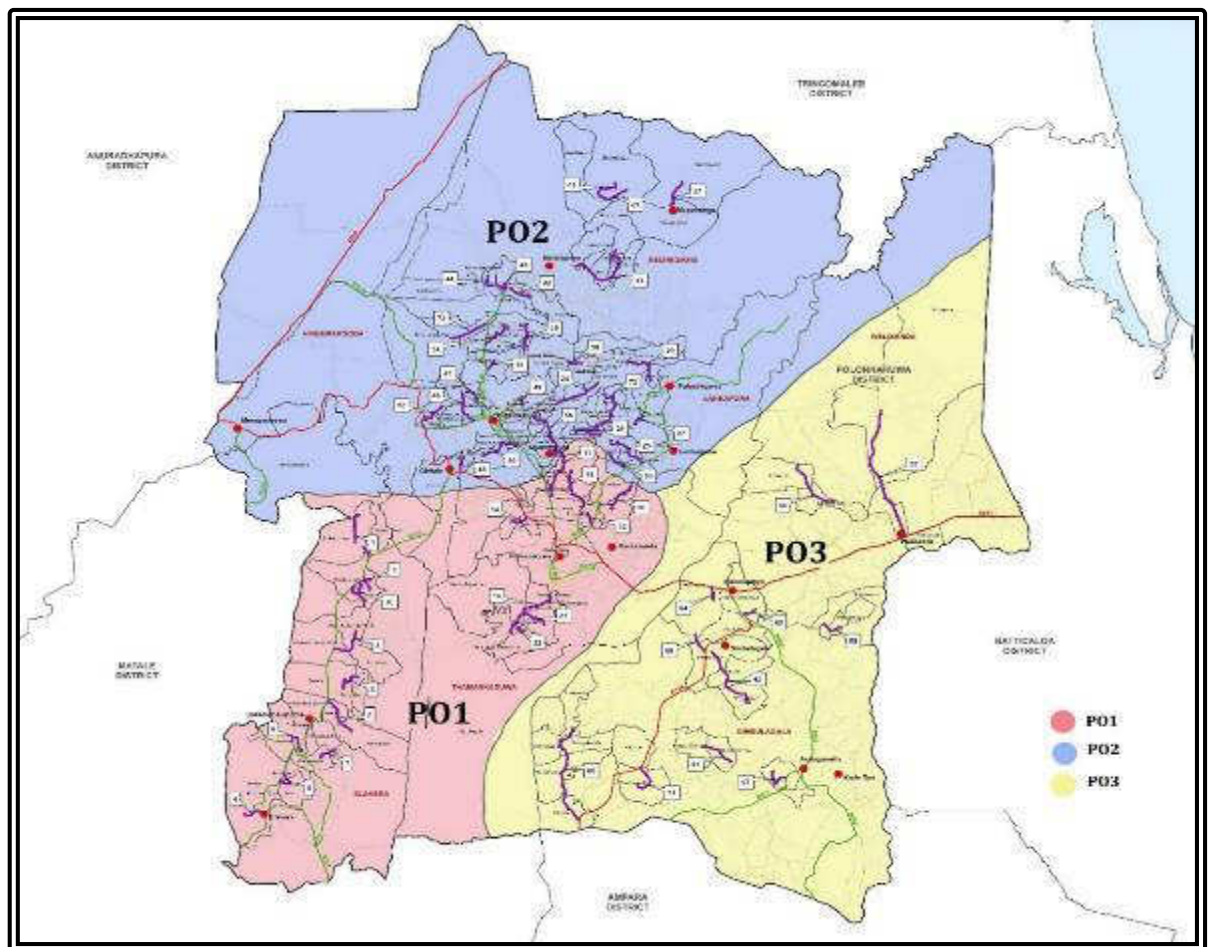
Map 2.3: Locations 330.00 km (60 Nos.) roads in Anuradhapura District

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

Table 2.4: CRCs in Polonnaruwa District

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

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



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

❖ Progress of Civil Works during the Reporting Period from January to June 2017

3. Present Status of CRC Contracts - North Western Province

3.1 CRC's in Kurunegala & Puttalam Districts




3.1.1 Contract KU1 - Contractor Maga Engineering PLC

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

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
Road No.		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
30	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
32	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
33	6.70					6.70	6.70	6.70	6.70	6.70				
34	8.90	8.90	8.90			8.90	8.90	8.90	8.90	8.90				
36	1.50	1.50	1.50			1.50	1.50	1.50	1.50	1.50				
47	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
48	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70
49	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00				
50	6.50	6.50	6.50	6.50		6.50	6.50	6.50	6.50	6.50				
55	5.00	5.00	5.00			5.00	5.00	5.00	5.00	5.00				
76	5.00	5.00	5.00			5.00	5.00	5.00	5.00	5.00				
81	7.70					7.70	7.70	7.70						
82	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60
86	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40
97	4.50	4.50	4.50			4.50	4.50	4.50	4.50	4.50				
98	4.50					4.50	4.50	4.50						
Page Total	85.00	66.10	66.10	41.20	34.70	85.00	85.00	85.00	72.80	72.80	34.70	32.70	32.70	32.70
Work Done (%)		78%	78%	48%	41%	100%	100%	100%	86%	86%	41%	38%	38%	38%

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
30	10	10		3	3		2	2					1	1		1	1		3	3	
32	7	7		2	2		3	3					1	1		1	1				
33																					
34	35	35					21						6			3			5		
36	2		2				2														
47	29	29					6	6		5	5		1	1		2	2		15	10	
48	12	11	1	1	1		2	1		1	1					1			7		
49	11	11					1	1		2	1					1	1		7		
50	22	22					2												20		
55	29		29							2	2										
76	29		29					1													
81	40		40				2	1													
82	14	14		4	3		3	3					1	1		2	2		4		4
86	21	21					5	5											16		
97	18	18					1						1			1			15		
98	10		10																		
Page Total	289	178	111	10	9	0	50	23	0	10	9	0	11	4	0	12	7	0	92	13	4

Serial No	DS Division	Road ID	Road Name	Road Category	Length (km)	Progress Up to End of June 2017										
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km
1	Bingiriya	30	Talagapitiya Junction to Walawe Road	PRDD	5.50											
2		32	Kaduwewa School to Walawe Road	PRDD	2.50											
3		34	Meladeniya Junction Udawela Kaliriyandiksha, Gungoda to Ambawewa Road	PS	8.50											
4	Udubadda	33	Karulla, Hentapola Kiribattotulla Via Peliyagala Road	PS	6.50											
5		36	Kumbukhamulla Central College	PS	1.20											
6	Pindowawewa West	76	Kumbukpola Junction to Pabalgama, Nindawela Road	PS	5.00											
7		97	Hidiyattilla Junction to Gurukippala Junction	PRDD	4.50											
8		98	Nagolagoda, Abetamulla, Hiranigama Temple Road	PS	4.50											
9	Pindowawewa East	81	Mawetala Junction to Thelbawa Temple via Dulpitiya Junction	PS	7.70											
10		82	Magalagana Junction to Ambagallanda, Nibodithawagoda Junction	PS	4.60											
11	Kuliyapitiya East	47	Bihapola Mahagala Road	PRDD	10.00											
12		48	Dalansithangala to Kone Junction Road	PRDD	5.70											
13		49	Nakawatha Temple Road to Kibola Road	PS	2.00											
14		50	Katupola, Dulpitiyagama, Thonnegalana, Krimatigama Road	PRDD	6.50											
15		86	Harasimbawa Mawetala Road	PRDD	6.40											
16	Kuliyapitiya West	55	Kargalamulla Junction to Dambadeniya Road	PRDD	5.90											
Total					85.00											

 Earthwork in progress
 ABC Completed
 Asphalt Completed

The Contractor has commenced permanent work at site on road No. 30, 32, 47, 48 and 86 plus culvert work. The contractor has completed all his initial maintenance works and is now on routine maintenance on all roads.

3.1.2 Contract KU2 - Contractor KDAW-BMG Joint Venture




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

The Contractor has started construction works in roads No. 56, 58, 01 and 74 while completing his initial maintenance work on the outstanding roads.

Description	Road No.	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
			Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
56		10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80	10.80
57		6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30
58		8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20
59		5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	3.00	3.00	5.20	5.20
1		11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50
2		3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50			
4		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
100		4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
101		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
5		3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90
102		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
41		6.20	6.20	6.20	5.90	5.90	6.20	6.20	6.20	6.20	6.20				
43		5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10
45		6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	3.25	3.00
46		6.60	6.60	6.60	6.00		6.60	6.60	6.60	6.60	6.60	6.60	6.60	2.50	
74		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
75		3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60	3.60
67		5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10					
66		4.00	4.00	4.00	4.00		4.00	4.00	4.00	4.00	4.00				
Page Total		100.00	100.00	100.00	99.10	89.10	100.00	100.00	100.00	100.00	100.00	82.50	79.00	74.35	71.60
Work Done (%)			100%	100%	99%	89%	100%	100%	100%	100%	100%	83%	79%	74%	72%

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	51	46	1	5			4		1				5	1		6	1		22	7	
2	10	6		4						1			1			1			3		
4	10	10					1						2			3			4		
5	14	11		3									4			4			28		
41	53	49		3			3						7			5			27		
43	33	33	2				8	2	2										23		
45	21	19		4			3						1						12		
46	24	22		2			1			1			3			3			13		
56	26	25	1	1	1		3	2					1		1				21	9	
57	16	15	3	1			3		3										5		
58	22	22					2	2					1	1					18	1	
59	18	17	6	1			2		2				3		3	1		1	5		
66	12																				
67	26																				
74	12	12	2				2		1				1		1	1			5		
75	11																				
100	40	40		1			3						3			3			15		
101	8	7		1			2						1						4		
102	19	18		1						1			2			1			12		
Page Total	426	352	15	27	1	0	37	6	9	3	0	0	35	2	5	28	1	1	217	17	0

Serial No	DS/Division	Road ID	Road Name	Road Category	Length (Kms)	Progress Up to End of June 2017																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
1	Pannala	55	Elabadagoda, Balanawara, Kalligoda, Lakkala via Nagender Kurunegala Road	PRDO	13.80																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

 Earthwork in progress
 ABC Completed
 Asphalt Completed

Road construction activities are carrying out in Rds. 57, 58, 01 and 74 and culvert construction are ongoing in other roads.

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

The Contract Package KU3 consists of 12 roads totaling 99.00 km and the accepted contract value is LKR 1,976,721,917.95. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office selected and almost equipped. The Contractor has established his own office, yard and main material testing laboratory near Kurunegala and these are operational. Road constructions works are in progress in roads 71, 17, 38 and 22.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
Road No.		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
71	4.18	4.18	4.18	4.18	4.18	4.18	4.18	4.18	4.18	4.18	4.18	4.18	4.18	4.18
68	6.70	6.70	6.70	6.70	6.70	6.70	6.70	6.70	6.70	5.35	6.70	1.92	2.00	1.92
17	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	4.00	4.00
20	5.00	5.00	5.00			5.00	5.00	5.00	5.00	5.00				
37	3.30	3.30	3.30	3.20		3.30	3.30	3.30	3.30	3.30				
38	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20	5.00
39	6.50					6.50	6.50	6.50						
84	3.54	3.54	3.54	3.54		3.54	3.54	3.54	3.54	3.54				
40	6.70					6.70	6.70	6.70						
22	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	11.00	6.00
	11.10	11.10	11.10	11.10	11.10	11.10	11.10	11.10	11.10	11.10	11.10	11.10	9.00	9.00
87	5.80	5.80	5.80	5.80		5.80	5.80	5.80	5.80	5.80				
23	13.80	13.80	13.80	13.80	13.80	13.80	13.80	13.80	13.80	13.80				
Page Total	92.12	78.92	78.92	73.82	61.28	92.12	92.12	92.12	78.92	77.57	47.48	42.70	37.38	30.10
Work Done (%)		86%	86%	80%	67%	100%	100%	100%	86%	84%	52%	46%	41%	33%

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	28	28		2	2		3	2								3	3	1	18		7
20	36	36		2			3									1			30		
22	75	75					1	1					2			2		1	70		
23	88	88					5			4			1			1			77		
37	25	25					1						1						23		
38	39	39					2	2					1			3	1		33	18	8
39	34		34	2			2						1						29		
40	66		66	2			2						1						61		
68	39	39		1									5	3		3	1		30		
71	16	16					4	4					2	2					10		5
84	25	25					1									2			22		
87	23	23											1						22		
Page Total	494	394	100	9	2	0	24	9	0	4	0	0	15	5	0	15	5	2	425	18	20

Serial No	DS Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to End of June 2017																		
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km	15 km	16 km	17 km	18 km	
1	Kumergala	71	Chivark Road Neeravalli Kumergala Main Road Kumbhraj Junction 3rd Pts	PSDD	4.18																			
2		68	Mudiyala Junction to Bagatamma Junction Chennigala Road (Gatigala Road) Road	PSDD	6.70																			
3	Mandragala	17	Alavala Junction to Uda (Gatigala) via Kumbhraj Road	PSDDPS	6.30																			
4		20	Belagachala Muvvachala, Katamla to Bagatamma, Kumergala Road	PS	5.00																			
5	Gatigala	17	Kumbhraj Road	PSDD	3.30																			
6		38	Palle Kumbhraj Junction Mangala Road	PSDD	7.20																			
7		39	Muvvachala, Bagatamma to Muvvachala Junction Road	PS	6.50																			
8		84	Mudiyala Junction to Bagatamma Junction Road	PSDD	3.54																			
9		40	Chivark, Kumergala, Bagatamma Junction Road	PSDDPS	6.70																			
10	Gatigala	22	Kumbhraj Junction to Bagatamma Junction, Bagatamma via Palle Road	PSDD	12.00																			
11		87	Chivark, Bagatamma Junction Road	PS	5.80																			
12	Bagatamma	23	Bagatamma Junction via Muvvachala Road	PSDD	13.80																			
Total					92.12																			

Earthwork in progress ABC Completed Asphalt Completed

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

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

The Contractor's Clause 8.3 program of Works has finally been approved. Rds. 92, 16 and 96 are now under construction showing slow progress during the reporting period.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
Road No.		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
27	11.80					11.80	11.80							
28	9.50	9.50	9.50			9.50	9.50							
90	15.00	13.25	12.79	6.50		15.00	15.00	15.00	13.50	13.50	6.46	6.46		
91	6.42	6.42	6.42			6.42	6.42	6.42						
92	9.72	9.72	9.72	9.72	9.72	9.72	9.72	9.72	9.72	9.72	9.72	9.72	9.72	9.72
7	4.43	4.43	4.43			4.43	4.43	4.43	4.43	4.43				
8	8.00					8.00	8.00							
10	6.16	6.16	6.16	6.16		6.16	6.16	6.16	6.16	6.16				
11	4.88	4.88	4.88	4.88	4.88	4.88	4.88	4.88	4.88	4.88	4.88	4.88	4.88	4.88
94	6.98	6.98	6.98	6.98	6.98	6.98	6.98	6.98	6.98	6.98				
16	7.64	7.64	7.64	7.64	7.64	7.64	7.64	7.64	7.64	7.64	7.64	7.64	7.64	7.64
96	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30
Page Total	94.83	73.28	72.82	46.18	33.52	94.83	94.83	63.53	57.61	57.61	33.00	33.00	26.54	26.54
Work Done (%)		77%	77%	49%	35%	100%	100%	69%	61%	61%	35%	35%	28%	28%

Road No.	Total Culvert Nos.	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
		Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
7	9	9					4			3			2			3			3		
8	25		25	2			1									3			11		
10	12	12					1												11		
11	22	22		2		1	2		1				1						12	1	5
16	26	26		2	1	1	6	2		1									15	8	
27	45		45	1						1									37		
28	48		48							2			2			3			34		
90	44	44					2												42		
91	20		20				1												16		
92	41	41					8	2	2	5	2	1	3	3		5	4	1	23	1	1
94	27		27	2															25		
96	17	17		1	1								1	1		1	1		9	5	
Page Total	336	171	165	10	2	2	25	4	3	12	2	1	9	4	0	15	5	1	238	15	6

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	Total Nos.	LHS			Both Side			RHS			Total Nos.	Completed	In progress
														Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
12																									
13																									
14																									
24	9		9														2						7		
26	28	28					1			2		1	1				2	1	1				22		
29																									
61	21	21								1			3	3			4	4		2	2		11		
62	19	19											3				2			2			12		
65																									
70																									
77																									
79																									
80	19		19	1						2			1										15		
83																									
89																									
95																									
99	22		22				4	1	1				1	1						2			12		
Page Total	118	68	50	1	0	0	5	1	1	5	0	1	9	4	0					6	2	0	79	0	0

Serial No	DS Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to End of June 2017										
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km
1	Kobelgama	26	Padeniya Kobelgama Road	PRDO	11.22											
2	Wariyapola	65	Wariyapola to Anuragama, Mahawela, Gokuvana Road	PS	5.50											
3		62	Wariyapola Junction to Naranas Thambanuvana Road	PS	3.06											
4		61	Rambuwana Junction to Ambagadivana, Hirigodara via Hirigodara Road	PS	4.69											
5	Polpitiyagani	14	Madakapola Mahapaya Madakapola Road	PS	8.20											
6		96	Madakapola to Hewan	PS	5.20											
7		13	Hirigodara Galkatayana across MElagoda Road	PS	9.48											
8	Rattapattana	25	Kalibetota Junction to Kadigawana across Subadigipet across Magamkudavala Road	PRDO	11.20											
9	Kurugedda	70	Pongola Junction to Toltu Sridhara Junction Road	PRDO/PS	7.40											
10	Paduvavuvana West	77	Wagawana Junction to Nallur Junction	PS	6.60											
11		76	Madakula Junction to Balagana Road	PS	4.50											
12		80	Over the Paduvavuvana Temple Mongolla Samsara to Peggawala School, Medagana Araya Samsara Road	PS	4.08											
13		96	Wagawana Junction to Dunugoda Rathmala Junction Road	PS	4.50											
14	Paduvavuvana East	83	Kajuwana Junction to Koonwewa, Balapola Road	PS	6.10											
15	Ganewathala	89	Dikawana Dya Bridge to Rathmala Road via Degagana Kalawana	PS	6.52											
16	Nikawentiyala	24	Gongola Road (Gongola Trade Centre to Court Complex via Budumadithana Temple)	PS	1.50											
17	Mahawa	12	Wagawana Junction to Rambuwana Road	PS	6.90											
Total					105.25											

 Earthwork in progress
 ABC Completed
 Asphalt Completed

3.1.6 Contract PU1 – Contractor Ranken Railway Construction Company Ltd.

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

The Contractor is carrying out construction works in Rd Id 8,7,43 and 44.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
Road No.		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
1	12.20	12.20	12.20	12.20	12.20	12.20	12.20	12.20	13.00	13.00	13.00	13.00	12.51	12.51
5	12.25	12.25	12.25	6.00	6.00	12.25	12.25	12.25	7.06	7.06	7.06	7.06	7.06	7.06
6	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	7.30	7.30	7.30	7.30	7.30	7.30
7	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	12.20	12.00	12.12	12.12	11.00	11.00
8	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	12.25	12.25	12.30	12.30	12.30	12.30
11	7.05	7.05	7.05	4.00	4.00	7.05	7.05	7.05	3.00	3.00	2.98	2.98	2.97	2.97
12	7.17	7.17	7.17			7.17	7.17	7.17	13.00	13.00	13.00	13.00	12.91	12.91
14	3.50	3.50	3.50			3.50	3.50	3.50	7.05	7.05	7.05	Pending		
15	7.26	7.26	7.26			7.26	7.26	7.26	7.17	Return				
43	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	3.50	3.50				
44	7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.06	7.26	7.26				
Page Total	92.79	92.79	92.79	65.56	65.56	92.79	92.79	92.79	92.79	85.42	74.81	67.76	66.05	66.05
Work Done (%)		100%	100%	71%	71%	100%	100%	100%	100%	92%	81%	75%	71%	71%

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	51	51		11			10						5			1			24		
5	49																				
6	8	8		2			2						1			1			2		
7	53	53		5			1						6			30			11		
8	13	13		3	3		2	2	0							1	1		7	3	4
11	8																				
12	10																				
14	6																				
15	9																				
43	40	40		1	1		6	6	0	1		1	3	3	0	3	3	0	26	12	4
44	11	11		1	1		2	2		1			1	1		1	1		5	5	
Page Total	258	176	0	23	5	0	23	10	0	2	0	1	16	4	0	37	5	0	75	20	8

Serial No	DS, Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to End of June 2017													
						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	Asansol	8	Bankabati, 4th Mile Post, Murveria, Sahasrula area	PS	7.30														
2	Wardhahat	11	Wardhahat-Moorthihata School Road	PS	7.05														
3		12	Elowahat - Gopendraya Road	PRDO	7.17														
4	Kalpiya	14	Tighi, Adhika (Intersected) Road	PRDO	3.50														
5		15	Kandhata - Fulkasibhara Road	PRDO	7.26														
6	Asansol	1	Maharajpur - Wadhaghat - Talgaon	PRDO/PS	12.29														
7	Navigahat	5	Wahura Ghat - Jandari - Chandrahat - Rajpur - Ganga Road	PS	12.25														
8		6	Intersected Road at Navigahat - Gopendraya Road	PRDO	7.50														
9		7	Sahyavati Junction to Nalchakra Road	PRDO	11.04														
10	Kanungahat	40	Thabawa, Kanungahat, Outer Circle	PRDO	11.11														
11		44	Maharajpur - Thabawa - Talgaon Junction	PRDO	7.06														
Total					92.90														

Earthwork in progress
 ABC Completed
 Asphalt Completed

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

The Contract Package PU2 consists of 11 roads totaling 73.51 km and the accepted contract value is LKR 1,463,917,284.00. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineers Office situated in Chilaw now completed. The Contractor's offices, yard and accommodation are complete. In the meantime, temporary testing facilities are in place. Road construction works are in progress in Rd 3, 26 and 27.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
Road No.		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
2	6.00	9.83	9.83	6.00	6.00	6.00	6.00	6.00	6.00	6.00				
3	9.83	10.92	10.92	9.83	9.83	9.83	9.83	9.83	9.83	9.83	9.83	9.63	7.00	5.98
4	12.40	12.53	12.53	12.40	12.40	12.34	12.34	12.34	12.34	12.34	12.40	12.40		
9	3.67	12.40	12.40			3.67	3.67	3.67	3.67	3.67				
13	6.15	2.00	2.00	6.15	6.15	6.15	6.15	6.15	6.15	6.15				
26	10.95	5.38	5.15	10.95	10.95	10.92	10.92	10.92	10.92	10.92	10.92	10.92	9.00	9.00
27	12.56	1.70	1.70	12.56	12.56	12.53	12.53	12.53	12.53	12.53	12.53	12.53	6.00	6.00
28	2.00	6.73	6.73	2.00	2.00	1.97	1.97	1.97	1.97	1.97				
29	5.38	3.67	3.67	5.38	5.38	5.34	5.34	5.34	5.34	5.34	5.34	5.34	0.50	0.50
30	3.10	6.15	6.15	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	2.00	
45	1.80	3.10	3.10	1.80	1.80	1.70	1.70	1.70	1.70	1.70	1.70	1.70		
Page Total	73.84	74.41	74.18	70.17	70.17	73.55	73.55	73.55	73.55	73.55	55.82	55.62	24.50	21.48
Work Done (%)		101%	100%	99%	95%	100%	100%	100%	100%	100%	76%	75%	33%	29%

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
2	29	29		5			7												17		
3	41	41		1			12	8	1				6	1	1	1			21	3	
4	50	50					4			4			3						39		
9	4	4																	4		
13	12	12		4			2						2			2			2		
26	29	29					5	5											24	5	
27	44	44					4	2					2		1				38	8	
28	10	10					3						1			1			5		
29	20	20		1			11						2			1			5		
30	8	8		1			4						1			1			1		
45	9	9					1						2			1			5		
Page Total	256	256	0	12	0	0	53	15	1	4	0	0	19	1	2	7	0	0	161	16	0

Serial No	DS Division	Road ID	Road Name	Road Category	Length (km)	Progress Up to End of June 2017												
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km
1	Pasaden	9	Medyani Attanilawa to Kula Road	PS	3.67													
2	Medawala	13	Palapala Junction to Mahabulakaduwa via Palapala Paraden Navatha 100 Acres Estate	PS	6.15													
3	Anuradawa	2	Melalukula Junction -Near Hospital to Kotabekethiya Village	PS	6.00													
4	Palana	3	Adamana Junction to Mahabulakaduwa Road	PS	8.50													
5	Mahabulakaduwa	4	Nalukumburawa Kintakethiya Road	PRDD	12.40													
6		45	Mahabulakaduwa Hospital Road	PRDD	1.80													
7	Anuradawa	26	Anuradawa to Palana via Adigala	PRDD	10.95													
8		27	Nalukumburawa to Wundakaduwa via Adithanagaraya	PRDD	12.56													
9	Chilaw	28	Elumangalawa Raviya Lanka Thilaka Mawatha to Karaka Temple	PS	2.00													
10		29	Thilakadeva Manawagama via Disagama Co-operative Shop	PRDD	5.38													
11		30	Kamalgama Junction to Kamagaya Road via Dalakula Road	PS	3.10													
Total					73.51													

 Earthwork in progress
 ABC Completed
 Asphalt Completed

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

The Contract Package PU3 consists of 11 roads totaling 73.47 km and the accepted contract value is LKR 1,463,917,284.00. The Consultant's Resident Engineer's Offices are established in Marawila and the Construction Engineer's Office is established in Kirimatiyana and it is completed.

Construction activities are in progress in Rd 16, 39 and 40.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
Road No.		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
16	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65	2.65
17	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90		
18	5.90	5.88				5.88	5.88	5.88						
21	6.85					6.85	6.85	6.85						
22	5.10	5.10	5.10			5.10	5.10	5.10	5.10	5.10				
24	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50		
31	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69
32	2.40	2.40	2.40			2.40	2.40	2.40	2.40	2.40				
33	2.88	2.88	2.88	2.88	2.88	2.88	2.88	2.88	2.88	2.88	2.88	2.88	0.75	
34	4.26	4.26	4.26			4.26	4.26	4.26	4.26					
36	2.90	2.90	2.90			2.90	2.90	2.90	2.90					
38	2.35	2.32	2.32			2.32	2.32	2.32	2.32					
39	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85
40	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90	2.90
41	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28		
42	2.40	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	1.00	
Page Total		51.81	44.95	39.07	22.09	51.80	51.80	51.80	39.07	29.59	22.09	22.09	10.84	9.09
Work Done (%)		87%	75%	43%	43%	100%	100%	100%	75%	57%	43%	43%	21%	18%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
													LHS			RHS					
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
16	10	10										5	2	3				5		5	
17	15	15		2			2					2						9		9	
18	1	1					1														
21	14	14					4			1								9			
22	8	8					2			1		2						3			
24	5	5					1			2		1						1			
31	2	2																2			
32	9	9					4			4		1									
33	6	6					1			1		1						3			
34	7	7					1			3								3			
36	7	7		1			1			2								3			
38	4	4								1		1						2			
39	7	7					1			1		2						3			
40	14	14		2			2	2				4	1			1		6		6	
41	3	3					1			2											
42	4	4		1						1		1						1			
Page Total	116	116	0	6	0	0	21	2	0	19	0	0	20	3	3	0	1	0	50	0	20

Serial No	DS.Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to End of June 2017						
						1 km	2 km	3 km	4 km	5 km	6 km	7 km
1	Madampe	31	Madampe Italgama Road	PRDD	1.75							
2		32	Saduwa Junction to Makumbaswewa Road	PS	2.40							
3	Nattetiya	16	Megahewilla Junction to Yakkalamulla Primary School Road	PRDD	2.65							
4		17	Saduwa Junction to Marigala via Sandarungama Katuwegoda Road	PRDD	3.90							
5		18	Kanumulla to Marigala Road (Beet Road)	RDA	5.90							
6	Mahawewa	21	Wanduraba Bo-tree to Walhapitiya Cemetery via Muthudavila Post Office Road	PRDD	6.85							
7		22	Yarakalana Temple to Tabbowa Katubagaya Road	PS	5.15							
8		24	Gurugodalla to Kulliyapitiya Nattetiya Main Road	PS	1.50							
9	Wenigapawa	33	Siripampala Church to Zimor Junction via Aubowen Junction	PRDD	2.95							
10		34	Wenigapala Road Baldu Junction Sandarungama Janapala to Dammaladeniya Haidendawa Road	PS	4.80							
11		36	Sanduripawa Kimariyana Jend Marotha to End of Jaya Mawatha	PRDD	2.90							
12	Dankotawa	38	Dalawa Road	PRDD	2.35							
13		39	Adiyawala Road (North)	PRDD	1.80							
14		40	Adiyawala Mahottaramulla Road	PRDD	2.90							
15		41	Kirimetiyanu Vanilla watta Road (Joint to Wenigapawa Road)	PS	2.28							
16		42	Mendikolliya to Dankotawa	PS	2.40							
Total					52.48							

Earthwork in progress
ABC Completed
Asphalt Completed

❖ Present Status of CRC Contracts - North Central Province

✓ CRC's in Anuradhapura & Polonnaruwa Districts

3.1.9 Contract AP1 - Contractor Maga Engineering PLC

The Contract Package AP1 consists of 17 roads totaling 82.90 km and the accepted contract value is LKR 1,656,915,760.00. The Contractor has provided the Engineer's facilities as per the contract with the Resident Engineer's Office and the Construction Engineer's offices located in Anuradhapura town. The Contractor has established his own office and small yard along with his material testing laboratory, all now fully operational. The Contractor's Programme of Works and supporting documents have been approved. Road construction are being commenced in Rd 01,03,37,41, and 45.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
1	10.30	10.30	10.30	4.50	4.50	10.30	10.30	10.30	10.30	10.30	4.60	4.60	4.60	4.60
2	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	1.00
3	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60	2.60
10	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20						
12	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.30	3.30	3.30		1.00	
36	11.00	11.00	11.00	6.00	6.00	11.00	11.00	11.00	11.00	11.00	3.64	3.64	3.64	3.64
37	13.00	13.00	13.00	6.00	6.00	13.00	13.00	13.00	13.00	13.00	5.00	5.00	5.00	5.00
38	4.40	4.40	4.40	4.40		4.40	4.40	4.40	4.40	4.40				
39	4.40	4.40	4.40	4.40		4.40	4.40	4.40	4.40					
40	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30						
41	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
43	3.40	3.28	3.28	3.28	3.28	3.40	3.40	3.40						
45	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
46	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
61	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90
63	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80	2.80
65	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00						
Page Total	82.90	82.78	82.78	64.98	56.18	82.90	82.90	82.90	69.30	64.90	39.44	36.14	27.14	34.14
Work Done (%)		100%	100%	78%	68%	100%	100%	100%	84%	78%	43%	44%	43%	41%

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					1												5	5		
2	5	5					7	7											4			
3	14	14					7												7			
10	6	6					3												3			
12	17	17					14					1							2			
36	33	33					6									1			26			
37	41	41					6												35			
38	9	9					1					2				1			6			
39	18	18					5					4				5			4			
40	7	7					4					1							2			
41	11	11		4	4		1	1				3	3			3	3		3	1		
43	17	17					1												16			
45	14	14		2	2		4	4				2	2			1	1		6	5		
46	8	8					3	1				1		1					4			
61	16	16					3									1			12			
63	8	8					1												7			
65	9	9										1				5			4			
Page Total	238	238	0	6	6	0	60	13	0	0	0	0	15	5	1	17	4	0	146	11	0	

Serial No	DS, Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to End of June 2017												
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km
1	Thalawa	1	Thalawa - Mampaga - 100 Mampaga Road	PRDA	10.32													
2		2	Eggen's Police Junction - Ganga Road	PRDA	2.00													
3		3	15 km - 100 Mampaga - Mampaga Road	PS	2.00													
4	Noddiyapala	18	Mampaga Junction - Mampaga Road	PS	2.00													
5		12	Mampaga Junction - Mampaga Road	PS	2.00													
6	Wadachipya	16	Thalawa Junction - Mampaga Junction - Mampaga Road	PRDA	11.00													
7		17	Mampaga Junction - Thalawa Junction - Mampaga Road	PRDA	13.00													
8		19	Thalawa Junction - Mampaga Junction - Mampaga Road	PS	4.00													
9	Noddiyapala - Canal	19	Thalawa Junction - Mampaga Junction - Mampaga Road	PS	4.00													
10		40	Mampaga Junction - Mampaga Junction - Mampaga Road	PS	2.32													
11		31	Mampaga Junction - Mampaga Junction - Mampaga Road	PS	4.50													
12	Mampaga Junction - Road	40	Thalawa Junction - Mampaga Junction - Mampaga Road	PS	2.00													
13		41	Mampaga Junction - Mampaga Junction - Mampaga Road	PS	1.10													
14		30	Mampaga Junction - Mampaga Junction - Mampaga Road	PRDA	2.00													
15	Noddiyapala	61	Thalawa Junction - Mampaga Junction - Mampaga Road	PRDA	4.00													
16		63	Mampaga Junction - Mampaga Junction - Mampaga Road	PRDA	2.00													
17		65	Mampaga Junction - Mampaga Junction - Mampaga Road	PS	3.00													
Total					82.98													

Earthwork in progress

ABC Completed

Asphalt Completed

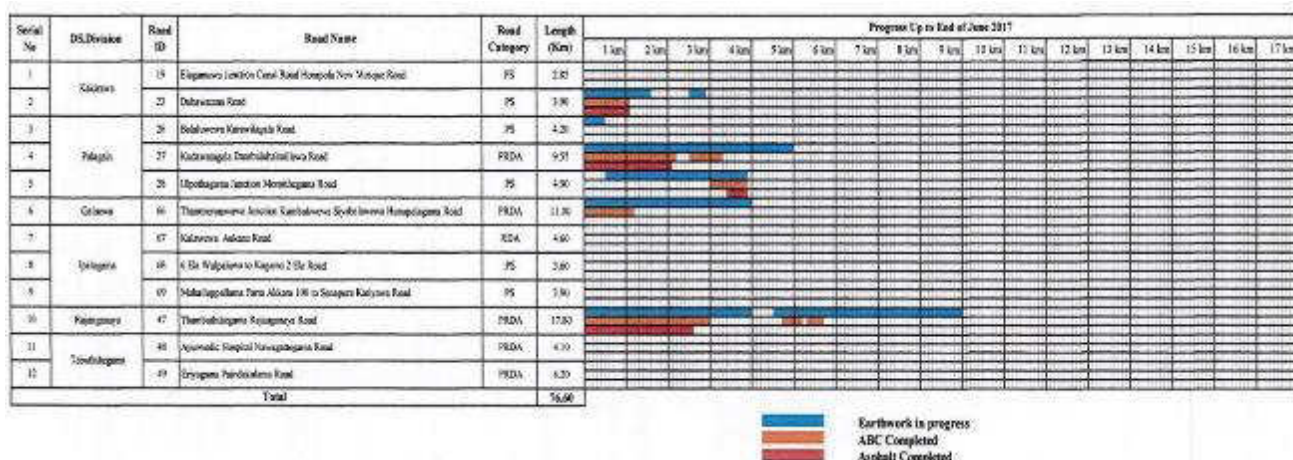
 Earthwork in progress
 ABC Completed
 Asphalt Completed

3.1.10 Contract AP2 - Contractor Maga Engineering PLC

The Contract Package AP2 consists of 12 roads totaling 76.60 km and the accepted contract value is LKR 1,824,178,003.20. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has now established a permanent office and a soils testing laboratory. Road construction activities are now commencing in Rd. 23, 27, 28, 66 and 47.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
19	2.85	2.85	2.85			2.85	2.85	2.85	2.85	2.85				
23	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90
26	4.20	4.20	4.20			4.20	4.20	4.20	4.20	4.20				
27	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55
28	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90	4.90
66	11.00	11.00	11.00	6.00	4.00	11.00	11.00	11.00	11.00	11.00	6.00	6.00	6.00	4.00
67	4.60	4.60	4.60			4.60	4.60	4.60	4.60	4.60				
68	3.60	3.60	3.60			3.60	3.60	3.60						
69	3.90	3.90	3.90			3.90	3.90	3.90	3.90	3.90				
47	17.80	17.80	17.80	13.00	12.00	17.80	17.80	17.80	17.80	17.80	12.00	12.00	12.00	9.00
48	4.10	4.10	4.10			4.10	4.10	4.10	4.10	4.10				
49	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20
Page Total	76.60	76.60	76.60	43.55	40.35	76.60	76.60	76.60	73.00	73.00	42.55	42.55	42.35	37.55
Work Done (%)		100%	100%	57%	53%	100%	100%	100%	95%	95%	56%	56%	56%	49%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
19	12	12					2						2						7		
23	9	9											2						7		
26	12	12					5												7		
27	60	59		1			21	20	1				8						30		
28	19	19					7	5					4	1	2				8		
47	27	27					2	1											24		
48	25	25					7						9						9		
49	18	18					6			1			2						9		
66	54	54					7	5	2	2			2						41		
67	18	18					10						7						1		
68	21	21											5						16		
69	21	21					6						1						14		
Page Total	296	295	0	1	0	0	73	31	3	3	0	0	42	1	2	0	0	0	173	0	0



3.1.11 Contract AP3 - Contractor Maga Engineering PLC


The Contract Package AP3 consists of 12 roads totaling 83.40 km and the accepted contract value is LKR 1,492,772,165.28. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, large yard, labour camps, staff accommodation and the material testing laboratory. The contractor is now fully mobilized. Construction activities on going in Rd.06, 07, 08 and 09.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
		Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
5	2.64	2.64	2.64	2.64	2.64	2.64	2.64	2.64	2.64	2.64	2.64	2.64	2.64	2.64
6	2.83	2.83	2.83	2.83	2.83	2.83	2.83	2.83	2.83	2.83	2.83	2.83	2.83	2.83
7	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40
8	2.76	2.76	2.76	2.76	2.76	2.76	2.76	2.76	2.76	2.76	2.76	2.76	2.76	2.76
9	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76
10	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.00	3.00
24	9.18	9.18	9.18			9.18	9.18	9.18	9.18	9.18	9.18			
25	6.62	6.62	6.62			6.62	6.62	6.62	6.62	6.62				
71	1.73	1.73	1.73	1.73	1.73	1.73	1.73	1.73	1.73	1.73	1.73			
29	12.20					12.20	12.20	12.20	12.20	12.20				
30	7.82	7.82	7.82	7.82	7.82	7.82	7.82	7.82	7.82	7.82	7.82	7.82		
60	18.51	18.51	18.51	18.51	18.51	18.51	18.51	18.51	18.51	18.51	18.51	18.51	10.80	10.80
Page Total	82.83	70.63	70.63	54.83	54.83	82.83	82.83	82.83	82.83	82.83	64.01	54.83	37.19	34.69
Work Done (%)		85%	85%	66%	66%	100%	100%	100%	100%	100%	77%	66%	45%	42%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
5	12	10		2	1		4	4					1	1					5		
6	8	6		2	2		2	2											4	1	
7	14	14					2	1	1	1	1		1						10	4	
8	11	10		1	1		4	4											6		
9	14	13		1	1		8	8					1	1		1	1		4		
24	29		27	2			9						6			6			12		
25	21		19	2			7						8			8			4		
29	35	34		1			13												21		
30	26	26					22						1			1			3		
60	55	50		5			19	6					11	9		11	9		20		
70	18	18					6	1	4				8		4	7		4	4		
71	5		3	2			2												1		
Page Total	248	181	49	18	5	0	98	26	5	1	1	0	37	11	4	34	10	4	94	5	0

Serial No	DS Division	Road ID	Road Name	Road Category	Length (km)	Progress Up to End of June 2017																	
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	9 km	10 km	11 km	12 km	13 km	14 km	15 km	16 km	17 km	18 km
1	Mahaewela	5	Mahaewela-Samugama Road	PS	2.64																		
2		6	Kumbalagala-Bellini via Kumbalagala-Matara Junction Road	PS	2.81																		
3		7	Mahabandaram-Lankadevi-Salween Road	PIDA	2.40																		
4		8	Kumbalagala-Kumbalagala Road	PS	2.70																		
5		9	Mahabandaram-Lankadevi-Salween Road	PIDA	2.70																		
6		10	Kumbalagala-Bellini via Kumbalagala-Matara Junction Road	PIDA	2.81																		
7	Palagallawa	24	Palagallawa-Mahabandaram Road	PIDA	6.15																		
8		25	Lankadevi-Palagallawa-Kumbalagala Road	PS	6.62																		
9		26	Palagallawa-Kumbalagala	PS	1.75																		
10	Kumbalagala	29	Kumbalagala-Palagallawa-Kumbalagala Road	PS	12.29																		
11		30	Kumbalagala-Kumbalagala-Kumbalagala Road	PIDA	7.42																		
12	Thangama	35	A-1 Road (Kumbalagala-Mahabandaram Road)	PIDA	18.55																		
Total					87.10																		

Earthwork in progressABC CompletedAsphalt Completed

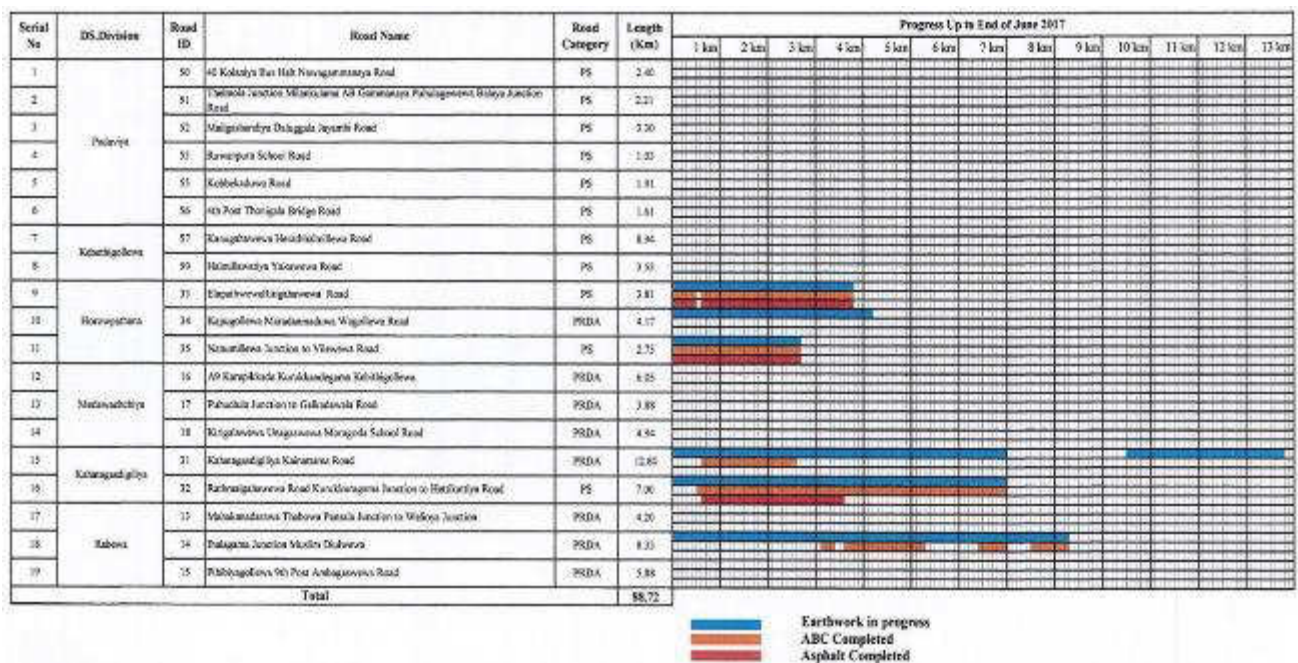
 Hardwork in progress
 ABC Completed
 Asphalt Completed

3.1.12 Contract AP4 - Contractor Maga Engineering PLC

The Contract Package AP4 consists of 19 roads totaling 87.10 km and the accepted contract value is LKR 1,635,133,956.00. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, large yard, labour camps, staff accommodation and the material testing laboratory. The contractor is now fully mobilized. Construction activities are in progress in Rd.33, 35, 31, 32 and 14.

Description	Road No.	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation			Pavement Design		Vertical Alignment		Design Cross Section	
			Submitted	Approved	Submitted	Approved	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved
	50	2.40	2.40				2.40	2.40	2.40	2.40	2.40				
	51	2.21	2.21	2.21			2.21	2.21	2.21	2.21	2.21				
	52	3.30	3.30				3.30	3.30	3.30	3.30	3.30				
	53	1.03	1.03	1.03			1.03	1.03	1.03	1.03	1.03				
	55	1.91	1.91	1.91			1.91	1.91	1.91	1.91	1.91				
	56	1.61	1.61	1.61			1.61	1.61	1.61	1.61	1.61				
	57	8.94	8.94	8.94			8.94	8.94	8.94	8.94	8.94				
	59	3.53	3.53	3.53			3.53	3.53	3.53	3.53	3.53				
	33	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81
	34	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.20	4.17
	35	2.73	2.73	2.73	2.73	2.73	2.73	2.73	2.73	2.73	2.73	2.73	2.73	2.73	2.73
	16	6.05	6.05	6.05			6.05	6.05	6.05	6.05	6.05	6.05	6.05		
	17	3.88	3.88	3.88			3.88	3.88	3.88	3.88	3.88				
	18	4.94	4.94	4.94	4.94		4.94	4.94	4.94	4.94	4.94	4.94	4.94		
	31	12.80	12.80	12.80	12.80	12.80	12.80	12.80	12.80	12.80	12.80	12.80	12.80	12.80	12.80
	32	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
	13	4.20	4.20	4.20	4.20		4.20	4.20	4.20	4.20	4.20	4.20	4.20		
	14	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33
	15	5.88	5.88	5.88	5.88	5.88	5.88	5.88	5.88	5.88	5.88	5.88	5.88	5.88	5.88
Page Total		88.72	88.72	83.02	53.86	44.72	88.72	88.72	88.72	88.72	88.72	59.91	49.66	44.75	38.81
Work Done (%)			100%	94%	61%	50%	100%	100%	100%	100%	100%	68%	56%	50%	44%

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			
13	12	12					2						1						9		
14	24	23		1	1		4	4											19		
15	24	24					2												22		
16	23	23					3												20		
17	17	17					3												14		
18	10	10					5												5		
31	58	55		3		2	10	9	1				3	3		3	3		42		
32	27	26		1	1		5	5											21		
33	17	17					8	7					3	3		3	3		6		
34	17	17					2						1			1			14		
35	11	11					4	4					1	1		1	1		6		
50	6	6																	6		
51	7	7					5												2		
52	9	9					2												7		
53	5	5					1												4		
55	6	6					1												5		
56	6	6					4												2		
57	26	26					5												21		
59	8	8					1												7		
Page Total	313	308	0	5	2	2	67	29	1	0	0	0	9	7	0	8	7	0	232	0	0



3.1.13 Contract PO1 - Contractor Maga Engineering PLC

The Contract Package PO1 consists of 18 roads totaling 49.40 km and the accepted contract value is LKR 1,158,532,987.42. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, large yard, staff accommodation and the material testing laboratory. The contractor is now fully mobilized. Construction activities are in progress in Rd.01, 02, 09, 10, 11, 12, and 13.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation					Pavement Design		Vertical Alignment		Design Cross Section		Design of Structures	
Road No.		Submitted	Approved	Submitted	Approved	Traffic Survey	Structural Condition Survey	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	Submitted	Approved
1	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76		
2	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76
3	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29	3.29
4	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	2.12	1.00	
5	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62
6	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	1.40	1.40		
7	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	1.50	
8	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88	1.88
9	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.00	1.00
10	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37	3.37
11	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70	4.70
12	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
13	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23	5.23
14	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	1.78	0.80
18	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45		
20	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14	3.14		
21	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	2.06	
22	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	1.65	
Page Total	51.13	51.13	46.68	51.13	46.69	51.13	51.13	51.13	51.13	51.13	51.13	41.45	51.13	46.68	50.51	40.83	35.02	23.33
Work Done (%)		100%	91%	100%	91%	100%	100%	100%	100%	100%	81%	100%	91%	99%	80%	68%	46%	

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					4		2				1						10		
3	14	14		2			7		5							1			4		
4	15	15					8									1			6		
5	10	10					1						1						8		
6	12	12					11									1					
7	10	10					2												8		
8	11	11					3						1						7		
9	20	20					2	1					4	3		1	1		13		
10	21	21		1		1	4	3	1				3	2		5	3	2	8		
11	13	13					3	3					3	3		3	3		6		
12	7	7					3	3											4		
13	1	1														1		1			
14	6	6		2															4		
18	13	13					1									2			10		
20	16	16											1						15		
21	7	7					2						1			1			3		
22	4	4											3						1		
Page Total	200	200	0	5	0	1	51	10	8	0	0	0	18	8	0	16	7	3	112	0	0

Serial No	DS, Division	Road ID	Road Name	Road Category	Length (Km)	Progress Up to End of June 2017					
						1 km	2 km	3 km	4 km	5 km	6 km
1	Elahera	1	Dhakulowewa Village Road	PS	3.76						
2		2	Gangegaya Village Road	PS	3.76						
3		3	Athanasakawala Pokunugala	PS	3.29						
4		4	Walankatuwa Village Road	PS	2.12						
5		5	Sarubima - Sagala Village Road	PS	2.62						
6		6	Bakumma - Damanayaya Village Road	PS	2.03						
7		7	Siribandayaya Trunk 18 Village Road	PS	2.22						
8		8	Ombendiyambalawa Village Road	PS	1.60						
9		9	Bisikintawa-Kondarawewa	PS	1.90						
10		10	Yaya 22 Temple - 32 Roadkoluwa Junction	PS	2.37						
11	Thurankadawa	11	Athmalpitiya Junction - Laanayana Sigahalgawewa Junction	PRDA	4.70						
12		12	Pelagodurana Samanayake Road	PS	1.18						
13		13	Pankrasamasudriya - Kalahagala Village Road	PRDA	5.23						
14		14	Kalawatalawa Village Road Stage 01	PS	1.78						
15		15	Di Chanah - Vijayahayana Village Road	PRDA	4.45						
16		16	Onagama Main Road - Galkiyo Cemetery	PS	3.14						
17		17	Pankrasamasudriya - Ambangaya Village Road	PS	2.06						
18		18	Pankrasamasudriya - Thikuna Ela Village Road	PS	1.65						
Total					51.14						

Earthwork in progress
ABC Completed
Asphalt Completed

3.1.14 Contract PO2 - Contractor Maga Engineering PLC

The Contract Package PO2 consists of 26 roads totaling 74.05 km and the accepted contract value is LKR 1,483,692,044.52. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, yard, staff accommodation and the material testing laboratory. The contractor is now fully mobilized. Construction activities in progress in Rd.24, 25, 27, 28, 35, 37, 40 and 44.

Description	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation					Pavement Design		Vertical Alignment		Design Cross Section		Design of Structures	
		Submitted	Approved	Submitted	Approved	Traffic Survey	Structural Condition Survey	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	Submitted	Approved
24	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	3.85	2.45	3.00	3.00
25	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
27	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
28	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05
29	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	2.00	2.00
31	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	0.77	1.50	0.90	0.70	0.70		
33	7.00	7.00	7.00	7.00		7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	5.50		3.00	3.00
34	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00			
35	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
36	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
37	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	2.70	3.00	3.00	3.00	2.50	3.00	3.00
40	2.10	2.10	2.10	2.10	1.00	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10
41	3.00					3.00	3.00	3.00										
42	2.00	2.00	2.00	2.00	2.00	2.00	2.00	1.50	1.50	2.00	2.00	2.00	2.00	2.00	2.00		1.00	1.00
44	2.50	2.50	2.50	2.50	2.00	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
45	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	1.00		2.00	2.00
46	3.50	3.50	3.50			3.50	3.50	3.50	3.50	3.50	3.50							
47	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75				
48	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40		
49	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70
51	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
52	2.30	2.30	2.30	2.30		2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30				
55	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	4.95	3.00	3.00
72	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	4.00	3.50	3.00	3.00
73	3.30	3.30	3.30	3.30		3.30	3.30	3.30	3.30	3.30	3.30	5.00						
Page Total	72.85	69.55	69.55	66.05	51.85	72.55	72.55	72.05	69.05	69.55	69.55	66.72	62.75	58.10	52.55	39.05	40.55	40.55
Work Done (%)		98%	96%	91%	71%	100%	100%	99%	95%	96%	96%	92%	86%	80%	72%	54%	56%	56%

Road No.	Total Culvert	Culvert Condition Report		New Culvert			Reconstruction Culvert			Redecking Culvert			Widening Culvert						Cleaning & Repairing of Culvert		
	Nos.	Submitted	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	Total Nos.	Completed	In progress	LHS			RHS			Total Nos.	Completed	In progress
													Total Nos.	Completed	In progress	Total Nos.	Completed	In progress			
24	13	13		1			4	2					2	1					6		
25	12	12														1	1		11		
27	2	2																	2		
28	9	9					5	5											4		
29	11	11		1			3	3											7		
31	8	8											2						6		
33	23	23					8	4					2	2		3			10		
34	8	8					2						2			2			2		
35	11	11											2	2		1	1		9		
36	3	3					1												2		
37	24	24					5	5					3	2		2	4		15		
40	7	7		2			3	3					2	2		2	2		0		
41	8	8					2												6		
42	5	5		1			2												2		
44	10	10					2	2					3	3		3	3		4		
45	15	15		4			8			2			1			1			1		
46	19	19					8						4			2			5		
47	10	10					2						3			2			3		
48	5	5					2												3		
49	6	6		1	1		4		1										1		
51	4	4		1															3		
52	19	19		2			3						2			2			10		
55	20	20		1			2						3			11			4		
72	13	13					3	3					1			1	1		8		
73	16	16		1			6			1			3			3			3		
Page Total	281	281	0	15	1	0	75	27	1	3	0	0	35	12	0	36	12	0	127	0	0

Serial No	DS.Division	Road ID	Road Name	Road Category	Length (km)	Progress Up to End of June 2017								
						1 km	2 km	3 km	4 km	5 km	6 km	7 km	8 km	
1	Lakapana	24	Hingurakgoda- 7th Mile's Post -Gallanura Hingurakdamana	PRDA	4.10									
2		25	Wiprapura 21T-Karabhalade Junction	PRDA	4.00									
3		27	BOP 317- Dalpalam	PRDA	1.30									
4		28	BOP 318- Karawalapana Junction -Chandampokuna	PRDA	3.05									
5		29	Pasugama Junction -Daruwasingala- Rekheyaya	PS	3.00									
6		31	Kubickanawa- 127 Bandanigama	PS	1.50									
7		72	Deberella Subaputana-Gallanura	PS	5.00									
8	Madirigama	33	Track 12 Bridge -Ningapana-Weligampura	PS	7.00									
9		34	Yuthaganawa -Trigatoo Junction- Disaru Junction	PRDA	3.00									
10		35	Kosampokuna- Pimpura	PRDA	2.50									
11		36	Pimpura Pasalgodai Main Road- Samagama 21 Division	PRDA	1.30									
12		37	Maagawewa- Wadigawewa	PS	3.00									
13		40	Madirigama Town Internal Road	PS	2.10									
14		41	Jayathagama Junction- Meegolawa School	PS	3.00									
15	Madirigama	42	Madirigama Water Tank- Mr. Vijayadasa's House	PS	2.00									
16		44	Madirigama Kalladi Palama- Disabandargama School	PS	2.50									
17	Madirigama	75	Dialakadawela Aluvankawa Junction	PS	3.30									
18	Hingurakgoda	45	Misariya Central College Road	PS	5.2									
19		46	Hatharawa Bridge-Nagagaharama Road	PS	3.5									
20		47	Dora 2 Junction-Palawewa	PS	1.75									
21		48	Girihale Middle Road	PS	1.4									
22		49	Hingurakgoda Airport-Vidyakula School Road	PRDA	1.7									
23		51	Balakawewa Middle Road	PS	1.1									
24		52	Misariya Samagapura	PS	2.3									
25		55	Hingurak 4th Mile Post -Chandampokuna Aluvankawa	PS	4.95									
Total					72.85									

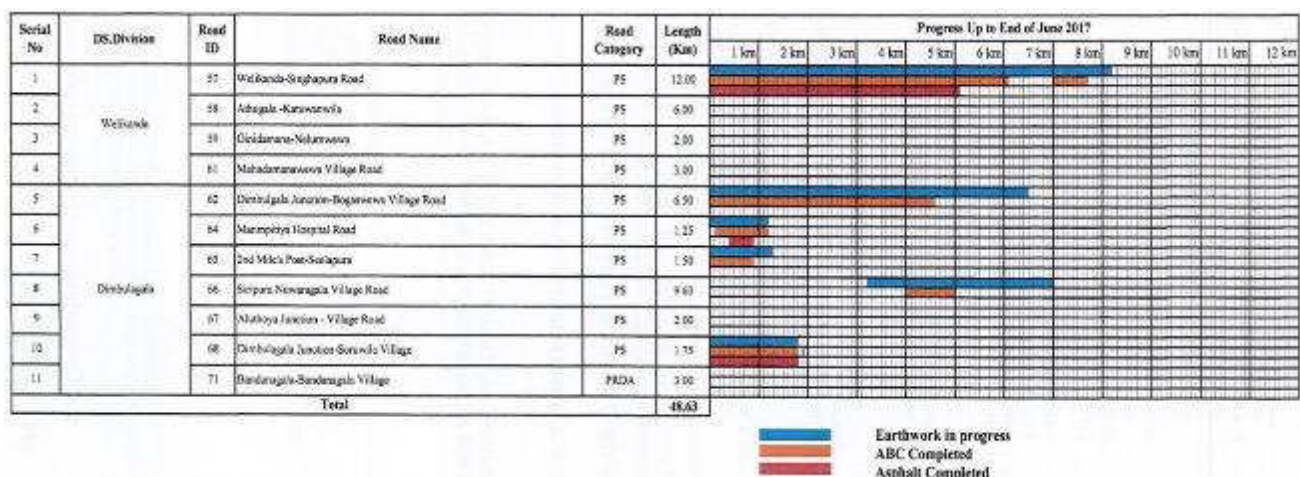
Earthwork in progress
ABC Completed
Asphalt Completed

3.1.15 Contract PO3 - Contractor TISSA-AMSK JV

The Contract Package PO3 consists of 11 roads totaling 46.50 km and the accepted contract value is LKR 1,249,343,460.00. The Contractor has provided the Engineer's facilities as per the contract with the Construction Engineer's office now fully equipped and operational. The Contractor has established a permanent site office, yard, staff accommodation and the material testing laboratory. The contractor is now fully mobilized The Contractor's Program of Works and supporting documents have been approved. Road construction activities are in progress in roads 57, 62, 64, 65, 66, and 68.

Description	Road No.	Total Length (km)	Horizontal Alignment		Initial Cross section		Investigation					Pavement Design		Vertical Alignment		Design Cross Section		Design of Structures	
			Submitted	Approved	Submitted	Approved	Traffic Survey	Structural Condition Survey	Test pit	Lab Testing	Report	Submitted	Approved	Submitted	Approved	Submitted	Approved	Submitted	Approved
	57	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
	58	6.00	6.00	6.00			6.00	6.00	6.00	6.00	6.00	6.00							
	59	2.00	2.00	2.00	2.00			2.00	2.00	2.00	2.00	2.00							
	61	3.00	3.00	3.00				3.00	3.00	3.00	3.00								
	62	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	1.00	1.00
	64	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
	65	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.00	1.00
	66	9.63	9.63	9.63	9.63	9.63	9.63	9.63	9.63	9.63	9.63	9.63	6.63	9.63	6.00	5.63	4.00		
	67	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00							
	68	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75		
	71	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00				
Page Total		48.63	48.63	48.63	39.63	37.63	43.63	48.63	48.63	48.63	48.63	45.63	32.63	35.63	32.00	28.63	27.00	3.25	3.25
Work Done (%)			100%	100%	81%	77%	90%	100%	100%	100%	100%	94%	67%	73%	66%	59%	56%	7%	7%

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	18	18					1												17		
58	12	12		1															11		
59	2	2																	2		
61	2																		2		
62	11	11					1									1			9		1
64	5	5					4	4											1		
65	4	4					1												3		
66	30		30	1									5						24		
67	6			1			2												3		
68	4	4																	4		
71	4		4				1												3		
Page Total	98	56	34	3	0	0	10	4	0	0	0	0	5	0	0	1	0	0	79	0	1



4.0 Compliance with Social Safeguard Requirements in the Loan Documents

4.1 Compliance with respect to provisions in the Loan agreement

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

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

Item/Section/Schedule	Description	Status of Compliance
Schedule 4-Consulting services	The borrower shall recruit the individual consultants for activities outlined in the Procurement Plan in accordance with procedures acceptable to ADB for recruiting individual consultants	It has been completed following the recruitment as described in the Procurement Plan
Schedule 5 - Safeguards	The borrower shall ensure, or cause RDA to ensure, that the project does not have any Indigenous Peoples Safeguards and Involuntary Resettlement Safeguards impacts	No indigenous people or communities identified during preliminary social studies/public consultations in the NCP and NWP area.

	both within the meaning of SPS. In the event that the Project does have any such impact, the Borrower shall take all steps required to ensure that the project complies with the RF and IPPF, applicable laws and regulations of the borrower and the SPS	All rural roads have been selected for Projects 4 and 5 of Tranche 2 and are between 2.5 m to 5.5 m width of ROW and there is no need of land acquisition or resettlement due to the project.
	The Borrower shall ensure, or cause RDA to ensure, that any voluntary donation of land by beneficiaries for any provincial or rural road is implemented in accordance with the procedures laid out in Appendix 3 of the RF after free, prior and informed consultation and consent of the affected persons, provided that there shall be no voluntary land donation for national roads.	When it is important and insisted by the beneficiaries to use their piece of land for construction of a road section the procedure will be followed accordance with Appendix 3 of the RF in respect of voluntary land donation. During the period up to June 2017, land donation activities have taken place in NCP and NWP.
Schedule 5- Labour Standards	The Borrower shall ensure that (a) all contractors under the Project comply with all applicable labour laws and regulations, do not allow employment of child labour for Project activities, encourage the employment of the poor, particularly women, and provide appropriate facilities for women and children in work sites; (b) people directly affected by the Project are given priority to be employed by the Project; (c) contractor do not differentiate wages between men and women for work of equal value; and (d) specific clauses ensuring these shall be included in the contracts	It is being observed by the Consultants staff (PIC2) especially by SGRS, ES, RE and ARE, that the status of the contractors' compliance with existing labour laws during implementation of construction were satisfactory. Also the contractors are advised not to use child labour and encourage them to recruit unemployed/poor people and project influenced people as workers. During the reporting period no any contractor has recruited children for their works. It is continuously advised that the contractors recruit women as much as possible as construction site staff while paying equal payment for men and women for same value of work.
Schedule 5 – Gender Considerations	The Borrower shall ensure that (a) the GAP is implemented in accordance with its terms; (b) the bidding documents and contracts include relevant provisions for contractors to comply with the measures set forth in the GAP; (c) adequate resources are allocated for implementation of the GAP; and (d) progress of implementation of the GAP, including progress towards achieving key gender out come and	Contractors are advised to do public consultations during GRC formation meetings, transect walks, finalizing road designs and ensuring the participation of women. Social and Environment safeguard officers of the contractors are advised to ensure the above activities and SGRS monitor relevant activities during transect

	output targets, are regularly monitored and reported to ADB	walks and GRC formation and during monthly progress review meetings. Monthly progress meetings use to visit all contractors by the SGRS and ES to monitor status of contractor's compliance of the GAP.
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4.2 Compliance to the Social Requirements under the Project Facility Administration Manual (FAM)

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

Table 4.2 - Compliance with FAM (Social Safeguards)

Item/ Section/ Schedule	Description	Status of Compliance
Pre-construction	57. The RDA supported by its ESDD and consultants will be responsible for conducting a transect walk for each rural road, during which the community will be consulted and involved in providing feedback including (i) minimize construction impact, (ii) identify and minimize social and environment impact, and (iii) integrate road safety design into road. The community will also be briefed about the Grievance Redress Mechanism (GRM). The results from the transect walk (report and map) will be submitted to the civil works contractor who will integrate feasible features into the Level 1 final design. The PIC will review final design.	<p>Transect walks have been conducted for all candidate roads during pre-construction stage. Community participation has been a key feature of these transect walks.</p> <p>The outcome of the transect walks and video footage have been provided to the respective contractors to consider feasible features in the designs.</p> <p>Refreshing transact walks during the period have supported the update of previous findings of each road. Even during January-June 2017 refreshing transect walks continued.</p>
Construction and maintenance.	58. During construction phase, the PIC will be responsible for conducting semi-annual onsite social safeguard monitoring. During the maintenance phase, the PIC will be responsible for conducting annual onsite social safeguard monitoring. PIC should pay close attention to ensure that all grievances are addressed in a timely manner. Reporting templates can be found in the Resettlement Framework.	<p>PIC is paying close attention to address all the public grievances and monitor onsite social safeguards. SGRS and ES meet ESOs and PMs of the 15 contract packages on a monthly basis to do field visits and review the progress on the implementation of social safeguard activities by the contractors.</p> <p>The Master Complaint Register is being maintained by the majority of Contractors successfully in PIC2. Newly appointed ESOs are being assisted by SGRS to do. Individually meet them and assist to keep documents and to do field work to ensure proper implementation of</p>

Item/ Section/ Schedule	Description	Status of Compliance
		social safeguard activities. All relevant requirements reviewed during monthly progress review meetings during the period up to end of June 2017.
Preparation of Subsequent Tranches or Unanticipated Impact.	59. A Resettlement Framework has been prepared to guide the preparation of subsequent Projects or unanticipated impact. For preparation of subsequent Projects, the PIC will be responsible for carrying out a due diligence on the ongoing Project(s). RDA will be responsible for initial road selection based on growth potential of Grama Niladari (GN) Divisions as rural hub. The Environment and Social Development Division (ESDD) will then conduct land acquisition due diligence and social impact assessment. 100% of affected households will need to be covered and 20% census of households in the project impact area will be surveyed. If land is required for the rural roads component, the voluntary land donation system will be used. For land donation, specific procedural requirements involving comprehensive consultations with the communities have been prepared in Appendix 3 of the resettlement framework (RF) and the Government will ensure that land donation is undertaken without coercion and documented in a transparent manner.	Being complied with projects 4 and 5. Land donation process follows the guidelines given in appendix 3 of RF. During this reporting period there has been 178 cases of land donations through signing of consent letters.
	Eminent domain will not occur if negotiation regarding land donation fails. Households will not donate more than 5% of land holding and no physical displacement will take place. The PIC will visit roads with land donation on a monthly basis until land donation process is finalized. An independent monitor will be engaged to verify and certify the process has been done as per RF. For national roads requiring land, acquisition will take place in accordance with requirements of the Government and the ADB SPS and land and assets will be compensated at replacement cost for both titleholders and non-titleholders. A Resettlement Plan will need to be prepared for projects with impact. For all roads, civil works cannot commence	Being complied with in projects 4 and 5. As stated above there were 178 cases of voluntary land donations through signing of consent letters. Details of land donation are discussed separately.

Item/ Section/ Schedule	Description	Status of Compliance
	until the right of way is free of encumbrance, meaning that the affected household must be fully compensated and/or assisted prior to dismantling or relocation. The PIU will be supported by the RDA's Environment and Social Development Division (ESDD) and a social safeguard team under the PIC.	
VII Safeguards – C. Indigenous Peoples	60. For the investment program, an Indigenous Peoples Planning Framework (IPPF) has been prepared to guide the screening and preparation of safeguard planning for future Projects.	There are no roads that are passing close to or through settlements of indigenous people. During refreshing transect walk surveys during January-June 2017, no such locations were observed within project area of project 4 and 5.
	61. For Tranche 1 and 2, no indigenous people were identified during due diligence and are categorized as "C" per ADB SPS. Tranche 3 will continue to finance the sub projects identified in the two earlier tranches therefore it will follow the categorization of "C". In case of any adverse impacts is identified during implementation, the RDA will ensure that the Indigenous peoples plan (IPP) is prepared in accordance with the IPPF and the IPP is reviewed and approved by ADB before commencement of the relevant section of the civil works contract.	There are no roads that are passing close to or through settlements of indigenous people. During refreshing transect walk surveys during January-June 2017, no such locations were observed within project area of project 4 and 5.
D. Grievance Redress Mechanism	62. The Grievance Redress Mechanism (GRM) will be established consistent with the requirements of the EARF. Grievances from the affected people on social and environmental issues during project implementation will be addressed mainly through the existing local administration system.	Being complied with in projects 4 and 5. During the reporting period 225 out of 233 level 2 GRCs have been formed and 73 out of 74 level 3 GRC have been formed. Separate chapter is discussing the progress of GRM.

4.3 Compliance with requirements in the Resettlement Framework (RF)

These rural roads have been selected during 2014 using information provided by government officers, civil societies and village leaders through District Secretaries and Divisional Secretaries. Initial investigations to verify the availability of required ROW have been carried out by RDA. Other requirements stipulated in the RF have been and are being complied as summarized under table 4.3.

Table 4.3 Compliance with the Resettlement Framework

Item/ Section/ Schedule	Description	Status of Compliance
A. Background	4. Rural Roads. For the rural roads there will be three contract packages per district. The contractor will be responsible for construction of the road over 2 years and performance based maintenance for another 3 years. For the rural roads the improvements will be undertaken completely within the existing right of way which is between 2.5m to 5.5m. Rehabilitation works will include improving pavements/road surface, construction of side drains and embankments, and improvement of culverts, causeways and bridges.	Complied with in selection of roads. No road having an average ROW of less than 2.5 m was selected. Locations where improvements to road structures and safety needs have been highlighted in transect walk records.
B. Screening Criteria of Subsequent Projects	<p>44. The PIU will be responsible for clearly documenting the answers to these questions in a table format. In addition, the PIU will submit to ADB the Involuntary Resettlement (IR) Impact Categorization Checklist in Appendix 1 for each subsequent tranche. Based on the screening, the tranche will be assigned to one of the following categories depending on the significance of probable involuntary resettlement impacts:</p> <p>(i) Category A – A proposed tranche is classified as Category A if it is likely to have significant involuntary resettlement impacts. A resettlement plan, including an assessment of social impacts, is required.</p> <p>(ii) Category B – A proposed tranche is classified as category B if it includes involuntary resettlement impacts that are not deemed significant. A resettlement plan, including assessment of social impacts, is required.</p> <p>(iii) Category C – A proposed tranche is classified as Category C if it has no involuntary resettlement impacts. No further action is required.</p>	<p>Compiled during Feasibility Study (FS).</p> <p>Screening of all roads has been completed.</p> <p>No land acquisition or resettlement requirements. Tranche 2&3 has categorized as “B” in updated FAM of October 2015, but both NCP & NWP are in the category “C” because there is no involuntary resettlement.</p>

Item/ Section/ Schedule	Description	Status of Compliance
C. Land Acquisition Due Diligence Reports	48. If no acquisition and resettlement impacts were identified during screening, the government will be required to prepare a due diligence report providing support and evidence that there is no impact on land and structures. The due diligence report should confirm whether there are outstanding grievances or issues from previous acquisition of land. The information in the report should be supplemented with findings and analysis from the socioeconomic survey comprising of 20% of households in the project affected area.	Compiled during Feasibility Study (FS). Involuntary Resettlement Due Diligence and Socioeconomic Assessment report has been prepared.

5.0 Compliance with Gender Action Plan (GAP)

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

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

Table: 5.1 complying status with the GAP

	Requirement	Current Status
1	Incorporating EWCD requirements in to the final designs	Being complied with in projects 4 and 5. During the building project awareness among road users and government officials at GRC formation meetings emphasize the importance of EWCD friendly designs. Then the participants proposed their requirements at meetings or during refreshing transect walks. Difficulties due to narrow road sections, especially for women, elderly people and children at schools, hospitals and religious places, road sections with water stagnation etc. are found as common requests in two provinces. Contractor, Consultant and Employer included these proposals in the final road designs as technically and financially appropriate. Ex: PO-03, Rd 64 a ‘parking bay’ and a ‘passing bay’ included in to the designs of the road section at the hospital, responding to public requests received during refreshing transect walks. During January-June 2017 period KU-03 provided assistance to old aged disabled family.
2	40% women participation during project preparation	This has been complied with in projects 4 and 5 during SAPE works stage. Even during the refreshing transect walks and

		GRC establishing meetings the women participation is encouraged.
4.	30% local employees for project activities –Road Maintenance	This requirement is for the maintenance period (PBM period). However the PIU, PIC and Contractors have brought women as professional staff, office staff and unskilled labour. Summary of gender composition in each PIU, PIC and Contractor is summarized in table 5.2.
5	Women participation in HIV/AIDS awareness programme	During the period up to end of June 2017 five programs have been held. Women participation in these programs was between 30-60%.It is planned to include at least 50% of women in these programme, including road users and women living close to project roads. Those programme will be implemented during June-December 2017 period.

Table: 5.2

Gender status within the workforce of the NWP and NCP project Area (as at June 2017)

Package	Office		Construction Sites	
	Male	Female	Male	Female
KU-01	50	02	242	20
KU-02	72	06	207	08
KU-03	40	01	143	01
KU-04	72	03	67	06
KU-05	15	09	65	25
PU-01	15	04	140	00
PU-02	26	06	164	17
PU-03	14	00	76	03
AP-01	54	13	137	08
AP-02	31	06	172	21
AP-03	40	02	78	00
AP-04	48	03	81	08
PO-01	37	10	190	23
PO-02	66	06	218	19
PO-03	30	08	156	85
	610	79	2136	244
		12.9%		11.4%
	Male	Female	Project Total	
PIU-Project 4	24	07	Male	Female
PIU- Project 5	33	04	610	79
PIC2-Project 4	79	21	2136	244
PIC2- Project 5	97	30	247	66
PIC2-TL Office	14	04	2993	389
	247	66		12.99%

5.2 Package PO-03 in Polonnaruwa and KU-05 shows considerable progress of women participation comparing with other packages.



Fig 1 AP-03 Rd 24 GRC formation-Women are very active in GRC formation meetings. (6.4.17)



Fig.2 A house wife explaining drainage issues

5.3 Other important point to be highlighted here is, due to changes of village economy during last 10-15 year period, it was created easy access to motor bicycles and push bicycles since village women are also able to contribute more to their families. Considerable number of women in villages are using push bicycles and motor bicycles, including government officers. Their contribution to the family is also now increasing due to transport facilities. Schooling their children, marketing, going to hospitals or dispensaries and participating in meetings etc. are doing by women. Rural road investment program facilitates these women transport facilities.



Fig.3 Rural women contribution to their families encouraged by road development

5.4 Also the Gender Action Plan emphasized, during road improving it should be considered to integrate safety and elderly –women-children-disabled (EWCD) friendly features in to final design. Relevant public suggestions have already received during refreshing transect walks and included in to the final designs. In some contract packages actions have taken in relation to EWCD considerations during construction. However no any effective activity so far identified during the reporting period related design change for the achieving EWCD objectives.

5.1 HIV/AIDS Awareness Programs

5.5 PIC2 safeguard compliance monitoring includes monitoring Contractor's compliance with and performance of required actions regarding HIV/AIDS, human trafficking and labour core standards in accordance with the contract documents such as awareness and education of laborers and workers. It is planned HIV/AIDS awareness programs are held in two stages. At the first stage it will be organizing the main awareness programs for the staff of (Office and Site) Contractors, Consultants and PIU, relevant to each package. During the second stage, it will organize programs for the people who are living in the project area.

Five first stage HIV/AIDS awareness programs have been completed by Contractors of five packages in NCP and NWP during the reporting period.

Table: 5.3 HIV/AIDS Programs Completed

Package	Date	Venue	Participants	
			Male	Female
KU-01	28.01.2017	Horombawa DSO	160	40
PU-02	27.03.2017	Palihawadana Reception Hall, Pallama	120	20
PO-01	07.04.2017	Hotel Super Friends, Giritale	135	40
PU-03	05.05.2017	Players Village, Lunuwila	98	15
PO-03	30.06.2017	'Prathiba' hall , Manampitiya	201	53

5.6 It is included more appropriate events and topics in the 1st stage awareness program. Non Communicable Disease (NCD) clinic-testing fasting blood sugar (FBS), Measuring body height and weight to assess Body Mass Index (BMI), Eye check, Blood Pressure etc. Presentations on Communicable and Non-Communicable Diseases, HIV/AIDS and STDs, Social Background and Community Participation for preventing HIV/AIDS and STDs, Condom Demonstration and safe actions/methods are included in the program (*Pl. See the Annex:03*). Resource persons/Agencies are selected considering their experiences on conducting similar programs and agencies, quality of the programs and the cost. Medical tests and lectures are conducted by medical officers and staff of closest base hospital. Even after the session participants can contact doctors in the same hospitals for advices or treatments.



Fig 4 KU-01 Programme. 28.1.17



Fig 5 KU-01 Programme. 28.1.17



Fig.6 PU-02 HIV/AIDS Awareness Program
27.3.17



Fig 7 Registration of Participants. PU-02 27.3.17



Fig.8 PO-03 HIV/AIDS Awareness Programme
Participants 30.6.17



Fig 9 PO-01 HIV/AIDS Awareness Programme
7.4.17



Fig 10 PU-03 HIV/AIDS Awareness Programme
5.5.17



Fig 11 Medical Tests. PU-03 5.5.17



Fig.12 PO-01 Participants. 8.4.17



Fig.13 PU-03 Medical Tests 5.5.17



Fig. 14 PO-03 Program/Inaugural Session.
30.06.2017

5.2 Identification and Capacity Building on Traffic and Road Safety Programs

5.7 As per item 1.5 of GAP which is “Ensure women’s participation in road safety awareness campaigns targeting local communities”, it is important to conduct road user safety awareness programme. Due to the open economic reforms, new technologies, transportation systems, imported goods and equipment came in to villages although the existing village infrastructure is not sufficient to bear all of them. On the other hand, since the most of project areas are still remaining as villages, people living there are still enjoining with their existing environment. Children running here and there crossing roads. Most of the women use motor bicycles to transport their children and to do other day to day work. The majority of cyclists who use these roads do not wear helmets, including women and children. After carpeting the roads, the speed of vehicles in the same roads will be higher than now. Complying with Context Sensitive Designs (CSD) concept of the project it is necessary to launch safety awareness programs in these areas.



Fig.15 This transporting habit, while forgetting any threats of road accidents due to existing Old damaged roads may be changed after asphaltting the same road.

5.8 All the rural road users are still enjoying their freedom and as an example unsafe riding of motor bicycles in existing village roads is now become as a usual practice; no safety helmets for three people. After improvement of roads it is expected that the motorists will operate at speeds much higher than now. Out siders may use these developed roads as by pass roads/short cuts. Hence similar kinds of life risking riding has to be stopped. Attitudinal changes are to be developed among public, explaining the conditions of the existing roads and after the development of roads due to the project through proposed road safety awareness programs.



Fig.16 Usual village life pattern will be changed after developing village roads

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

Two workshops on 'social, environmental safeguard and safety' for the project staff of two provinces held on 22.02.2017 and 23.02.2017 with the participation of CSD and Safeguard Specialist Consultant-TA 8473 (TA Consultant) ADB Safeguard Specialist and ESDD Social and Environment Officers.



Fig. 17 (22.2.2017) Project Director-NWP Addressing participants



Fig.18 (22.02.2017). PIC2 TL Addressing participants



Fig.19 ADB-Safeguard Specialist explains key Areas of I Road project's safeguard Policies. NCP-23.02.2017



Fig.20 PD-NCP addressing the participants-23.2.2017



Fig.21 Social safeguard requirements explained by Social Safeguard Officer of ESDD

In addition to above workshops a training workshop on “Safety Arrangements and Traffic Managements of Road Construction sites” held for NWP staff on 31st March 2017. This work shop was organized by PIC2 with the initiation of the PD-NWP. Mr. Sudath, Deputy Director-Network Planning and Road Safety Section of RDA conducted the session of traffic management and road safety. All Project Managers, ESOs, Safety Officers of the Contractor, PEs, SSO and ESO from PIU-NWP, SGRS, ES, REs, AREs, and CE, from PIC2 participated in the program.



Fig.22 Mr. Sudath presented basic principles and Practical issues



Fig.23 Participants in the workshop on traffic management and safety

5.9 In complying with requirements of GAP, it is planned to have safety/traffic awareness programs during October-December 2017 for the people living surrounding area. Basically participants will be elected from school children, teachers, truck drivers, three wheeler drivers, bus drivers, motor bicycle drivers, farmers, and office workers. Safety measures such as sign boards, speed controls to be placed along improved roads. The awareness sessions could be used as reviewing current measures and proposing new methods in dangerous locations. Also presentations on past accident records by traffic police officers, new traffic signs, road safety measures and speed limits by transport/traffic engineers of RDA and some important lessons using printed leaflets will be included in proposed programs.

6.0 Monitoring of Social safeguards compliance at field level

6.1 Ensuring that the project is complying with ADB's Safeguard Policy statement of 2009, monitoring project's social safeguard activities is a key task of the PIC2 social and environmental consultants. Social/Gender/Resettlement Specialist (SGRS) doing continuous monitoring with the assistance of ESOs of Contractors and Social Safeguard officers of PIUs. It could be interpreted that the descriptions in the RF on 'Monitoring' as, one of the objectives of the monitoring will be examining the delivery of the planned social safeguard activities to needy people who suffered differently due to the project activities, and the second objective will be to investigate whether the planned activities are producing the desired out comes. Monitoring includes how suggestions and requests of public are included under level one designs using the concept of Context Sensitive Design(CSD) and considering Elderly, Women, Disable and Children (EWDC) friendly features in to the designs; implementation of public awareness programs; identifying vulnerable families; public consultations beginning from GRC formation and refreshing transect walks. It has been well agreed that such approach will enable public to eliminate difficulties face during the past etc. Also the other areas sensitive to public during construction and how contractor mitigate such social and environmental construction repercussions to reduce day to day difficulties faced by the people due to construction are also being monitored.

Responsibility of delivery of the planned social safeguard activities are divided among the PIU, PIC2 and the contractors in varying levels and monitoring the expected out comes is a key responsibility of the PIC and PIUs. Public participation to be ensured in all project stages as the key strategy of i Road Project. While reporting outcome of monitoring of social safeguards compliance at field level during the period of Jan-June 2017, PIC2 uses sub sections to describe relevant important insights and information. All the findings are briefed under the topics of, formation of GRCs at GN and DS levels, GRC committee functions in resolving public issues, public consultation on land donation, progress of donating lands for road improvement works, monthly progress review meetings, PIU involvement in social safeguard monitoring, public consultations and information dissemination, channels of receiving public requests, suggestions and complaints and master public complaint register, visits by ADB and CSD-TA missions, key actions carried out by SGRS and capacity building workshops.

Formation of GRCs at GN and DS levels

6.2 In this section provides a brief description on key steps of formation of GRCs in determination with a proper GRM in project area and PIC2 monitoring strategies in formation GRCs. The establishment of the Grievance Redress Mechanism (GRM) and introducing a three level GRM system are the first efforts to take public participation and public consultation complying with social safeguard requirements. Then the GRM ensures smooth delivery of social safeguard services during the project. The formation of DS level GRCs and GN level GRCs, while building awareness among Government Officers and representatives of the public on the I ROAD project are initiated by the PIU.

At these meetings SGRS of PIC2 brief the social/environmental background, social safeguards and the importance of receiving public participation for the project. PIU Social safeguards and Environmental Safeguards Officers are explained the objectives and functions of GRCs and then appoint a committee. The same procedures follow even during GN level GRC formation. The responsibility of PIU is, organizing public to receive comments and suggestions prior to finalizing the road designs through DS level and GN level public meetings while forming GRC committees. Public comments, suggestions during meetings and refreshing transect walks has to be recorded by the Contractor. PIU and PIC2 equally monitor, all public proposals receiving through DS and GN level GRCs and they are incorporated in to final road designs. During the period up to end of June 2017, SGRS participated in formation of DS level GRCs in Chilaw, Maspotha, Madampe, Alawwa, Weerambudedara in NWP and Ipalogama and Palugaswewa in NCP. Also participated in formation of 23 GN level GRCs in two provinces during the period.



Fig.24 (2.3.17) Social Safeguards priorities Explained by ASSO of the RDA



Fig.25 (19.4.17) Environmental Safeguard activities during road construction are explained By ESO of PIU-NCP



Fig.26 Project Engineer explains technical features of the proposed road and refreshing transect walks beneficial to all people along the road





Fig.27 GRM allowed Public to raise their problems freely at GRC meetings

At these meetings SGRS of PIC2 observes that whether the public representation is sufficient, government agencies involvement, public interest on contributing with suggestions to improve the road, gender and ethnic balance, relevant officers from the Contractor, Consultant and Employer are taken parts in the meeting, refreshing transect walks are carried out etc. to ensure project services and benefits smoothly delivered. Resident Engineer or Assistant Resident Engineer, SGRS from PIC2, Project Engineer and Social Safeguard Officer from RDA, Design Engineer, Project Manager and ESO from the Contractor to be participated in these GRC meeting to explain project activities and listen to the public suggestions on construction of the road.

GRC committees' functions in resolving public issues

6.3 Field level social safeguard monitoring are continuously carrying out using two levels of GRCs which already formed. Whenever large scale public complaints receive GN level or DS level GRC meetings are called by DS or GN in participation with PD,RE,ARE,PE,CE, SGRS,PM,SSO,GN officials. On the other hand level two and three GRCs are used to resolve issues that cannot be effectively be resolved at level one. Under such circumstances the assistance of officers of Agrarian services, Department of Irrigation, Mahaveli Authority, PRDA, or PS are also obtained. There were GRC meetings which held as requested by DSs (Level 2 &3) during the reporting period are as follows. During the period GRM have been in action progressively and some design changes were also considered by the program team of iRoad while responding public and road users. A list of some incidents happened during reporting period as design changes due to public requests are in Annex: 05.

Table: 6.1

Resolving public issues at GRC levels 2 & 3

Details of GRC meetings held to resolve social requests/complaints

Date	Package/Road	Matters Discussed	Decision taken
22.03.2017	KU-02 Rd.43 In the temple with the ADP from DSO. PD,RE,ARE,PO, PE, CE, SGRS, SSO,GNs, GRC members participated	RDA Assistance for implementing community water supply project -to lay pipes crossing the road. Unrest situation in the villagers who worked in the road due to delay of paying salaries by sub-contractors. Delay of road construction.	RDA agreed to lay two 9 inches Hume pipes in suitable locations enable them to have their water lines.
27.03.2017	KU-04, Rd 96	Request for a wider road A culvert to be rehabilitated	PD- NWP that road widening cannot be accommodated

	<p>Ambanpola DSO with the DS</p> <p>DS,PD,RE,ARE,PO, PE, CE, SGRS, SSO,GNs, GRC members participated</p>	<p>Removing a telephone post</p> <p>Dust issue</p>	<p>under the current project.</p> <p>Decided to visit proposed new culvert locations</p> <p>Contractor promised to do watering sufficiently</p> <p>GN officers will coordinate with SGRS and SSO of PIC2 and PIU when having issues.</p>
16.05. 2017	<p>PU-02, Rd.26,27</p> <p>Arachchikattuwa DSO</p> <p>DS,PD,RE,ARE,PO, PE, CE, SGRS, SSO,GNs, GRC members participated</p>	<p>Public needed RDA to explain the method of road construction. They have confused with the method of using ABC in some sections while Gravel in other section for road shoulder construction.</p> <p>Controlling Sengal Oya flood and constructing a bridge</p> <p>Two trees to be removed</p> <p>Issue of dust control</p> <p>Insufficient culverts in some locations</p>	<p>It was explained by PD that ABC can be used as alternative to Gravel. No additional payments. ABC is stronger than Gravel. This happened due to scarcity of Gravel in the area.</p> <p>PD explained inability to construct bridges.</p> <p>To do a field visit to see locations of culverts to be improved.</p> <p>Contractor having water problem but promised to do watering at important locations.</p>
30.05.2017	<p>KU-03, Rd.17</p> <p>At the temple. GN level GRC. PD,RE,ARE,PO, PE, CE, SGRS, SSO,GNs, other GRC members participated</p>	<p>Public has complained to PRDA-NWP Provincial Director regarding some malpractices of the Contractor.</p>	<p>Complainants were not present. An issue emerged on using Gravel and ABC by was explained by the PD.</p> <p>Both side drains were included in certain locations as required but not needed along the entire road length.</p>
02.06.2017	<p>KU-02, Rd102,05</p> <p>At the temple. GN level GRC. PD,RE,ARE,PO,</p>	<p>Public requests to widen the road</p>	<p>PD explained policy of rural road</p>

	PE, CE, SGRS,SSO, GNs, other GRC members participated	<p>Marking of additional land strips are not done in a proper way.</p> <p>A causeway to be converted in to a culvert</p> <p>Side walls</p> <p>More Culverts needed</p> <p>Improvement to house access</p>	<p>construction and its maximum width.</p> <p>Consent letters to be taken after demarcating exact land strips to be taken.</p> <p>Field visit followed the meeting and decided new culverts and side walls.</p> <p>House access will be provided</p>
18.04.2017	AP-04, Rd 16 GN,RE,ARE,PE, SSO,PM , SGRS,SSO and other GRC members	Public request on converting a causeway in to a culvert with several Hume pipes.	Agreed to do considering savings from the package.



Fig.28 KU-02, Rd 43. GRC meeting and PD-NWP express his comments on public requests (22.3.2017)

Public Consultation on Land Donation

6.4 In this section briefs how the public consultation process carrying out by PIU, PIC2 and the contractor while complying with social safeguard requirements. On i Road land donation system and present status are included in a separate chapter in this report. As states the TOR of the PIC2, SGRS of PIC2 to monitor the land donation process and join with PIU Social Safeguard team and ESO of contractor when they having consultations and receiving consent letters from land donors. PIC2 should ensure that receiving additional land portions are technically and socially feasible and land owner her/himself decides to give land free and without any compensation.



Fig.29 Grama Niladhari, RDA (SSO) Contractor (ESO), Consultant (CE/SGRS) and the Land Owner to be there to sign Consent letters. (13.2.17. KU-04, Rd 96)

With that purpose, monitoring additional land requirements and signing MOU/ consent letters by PIU staff is become as a key responsibility of SGRS. In other words SGRS monitor related activities to land donation to ensure overall social safeguard requirements are complied.



Fig.30 SGRS meet land owner to ensure their understanding on land donation procedures. (PO-01 Rd 3. 21.6.17)

Among the basic principles of voluntary land donation are project benefits will realistically offset the size of the donated land, eminent domain or other powers of the government cannot use if owner not given consent, maximum 5% of the total land can be donated and no displacement due to land donation.



Fig.31 SGRS of PIC2 randomly meet land owners and ensures their voluntarily action on signing consent letters (21.06.17 PO-01)

PIC2 monitors field activities how social safeguard requirements complied during the practices and using all records of Consent Letters and MOUs related completed land donation activities. Also the SGRS joining in land donation consultations and signing consent letters irregularly.

PIC2- SGRS has to be observed that the dissemination of information to all relevant agency on land donation system and other project activities, the portion of the land to be donated is necessary to include in the final design for the benefit of road users and the technical proposal is accepted by the Employer and the Consultant, sufficient consultations with land owners have

carried out by SSOs and ESOs prior to signing ,owners are aware on the actual land strip to be donated and signing proper documents with relevant parties etc. completed successfully.

Progress in donating land for road improvement works

6.5 This section reserves for summarizing the related activities to land donation and current status of progress of relevant activities. According to the Resettlement Framework (RF) for the rural road component, voluntary land donation will be the method if private land is required for the investment program. Voluntary donation of land involves the contribution by individuals of land for a project that has community benefits including rural roads that are part of the community driven development.



Fig.32 Blocking Culverts create lead away issue

As the experiences gained during the reporting period, additional land requirement has been emerged during GN level GRC formation and refreshing transect walks. And land Donation requirement may identify by the contractor, consultant and employer during joint field visits which usually happen just after refreshing transect walks. One main reason of the requirement of additional land for lead away drains since existing lead away drain is encroached or filled due to human activities. (Fig 32.)



Fig33. Narrow road sections needs to improve

Other reason for requirement of additional land strips is, narrow road sections which lacking of minimum road with due to encroachments. (Fig...)As at end of June 2017, 225 GN level GRCs formed and carried out refreshing transect walks. However the requirements of additional land have not been existed in all roads equally. The table below presents the current status of land donation and no any requirements from Ku-02, AP-01 and PO-03 packages during the reporting period.



Fig.34 Public consultation in LD

Public consultation is the next step after identifying additional land requirement. First the ESO visit the land owner after knowing the requirement of a land portion in consultation with the Design Engineer of the contractor and explain the requirement expecting consent of the land owner. At the same time a list of locations of additional land required are sent to the Resident Engineer of PIC2 and it is forwarded to Project Director of PIU. At this stage it was identified during the reporting period that some lands are not divided among family members, or belongs to children who are living in abroad or out of the village, or difficult to find owners and sometimes they ask several questions if they are not willing to give their consent at once. Then the ESO contact SSO of PIU and organize joint visit to meet land owners or find alternative solutions to receiving consent from them.



Fig.35 Signing Consent Letters

Finally signed consent letters with identified land owner after reading their documents related to the land. Exact land strip is shown to the land owner before signing consent letter. Project Engineer of the PIU and relevant Grama Niladari has to sign the consent letter with the land owner.

During the period of January to end of June 2017, considerable number of additional land requirements existed according to final road designs. Road bends improvements, providing drainage facilities, creation of embankments etc. caused to have additional strips of lands from adjoining lands. However so far no more than one meter width land requirements existed and no need to have MOUs but only consent letters.

Table: 6.2

Land Donation-Currant Status -as at end of June 2017

(More details in the Annex: 06)

Package	Consent Letters Requirement	Completed
NWP		
KU-01	1	1
KU-02	25	25
KU-03	19	19
KU-04	6	6
KU-05	-	-
PU-01	5	5
PU-02	6	6
PU-03	2	2
Sub Total	64	64
NCP		
AP-01	-	-
AP-02	1	1
AP-03	13	11
AP-04	2	1
PO-01	44	7
PO-02	54	0
PO-03	-	-
Sub Total	114	20

As describes the above table progress of completion of receiving consent letters is better in NWP than NCP during the reporting period. Number of cases are also little more than NWP and the progress of completion of land donation in NCP has to be expedited specially in Polonnaruwa district. No any MOU requirement during the reporting period. There are 98 requirements in Polonnaruwa however only 7 consent letters have taken during the reporting period. SGRS has planned to work closely with ESOs to be appointed newly. Also SGRS has consulted the ADB-TA Safeguard Consultant to have an orientation session to Project Engineers of PIU and Construction Engineers of PIC2 and ESO, PM, Design Engineer of contractor in NCP to plan to expedite balance land donation activities. As observed by SGRS, difficulties of identification of land owners has caused to delay signing consent letters in NCP. SGRS suggested the also to the PD-NCP to have an orientation programme to Polonnaruwa ESOs, PEs and CEs who involve land donation to expedite activities. *(Pl. See the Annex: 06 for more information on LD)*

Monthly Progress Review Meetings as Monthly Reporting system

6.6 Monthly progress review meetings and Joint field visits following progress review meetings were also used to monitor field level social safeguard implementation activities. From January to June 2017 there were 17 progress review meetings (Table 6.3) and three field visits have been carried out in each package. PIC2 has to organize these monthly progress review meetings and four Resident Engineers in four districts organize these meetings and field visits. This is a complete monitoring exercise which is PIC2 conducts in participation with the PIU/Project Directors of each Province. SGRS ensures at each meeting that, GRC committees are formed as planned, public complaints/requests are managing and recording successfully, land donation and receiving consent letters are according to the RF, gender balance within the project activities is

maintained, social issues are resolved successfully, activities related to information dissemination on the project is as required, S&EOs field activities and documentation and reporting are as required, HIV/AIDS, health and safety programs are organized etc. The information provided through monthly progress reports by the Contractor are also verified at meetings. All above information presents at the meeting by ESOs using multi-media projector. *(A sample of meeting minutes is in the Annex: 04.)*

Contractors' monthly progress review reports includes social safeguard progress during the month. PIC 2 reviews reports and data incorporate in to PIC2 monthly progress reports. All social data reported by Contractors are verified SGRS with PIUs.

Table: 6.3

Progress Review Meetings from January to June 2017

Date	Package	Meetings	Field Visits	Remarks
17.01.2017	PU-01,PU-02,PU-03	-DO-	-	-
18.01.2017	KU-05,KU-04	-DO-	-	-
19.01.2017	KU-03,KU-01,KU-02	-DO-	-	-
27.02.2017	AP-02,AP-01,AP-03,AP-04	-DO-	-	-
28.02.2017	PO-02, PO-03,PO-01	-DO-	-	-
14.03.2017	KU-02, KU-01, KU-05	-DO-	-	-
16.03.2017	KU-03, KU-04, PU-01,PU-02, PU-03	-DO-	-	-
21.04.2017	PU-02,PU-03,	-DO-	-	-
24.04.2017	KU-03, KU-04,	-DO-	-	-
25.04.2017	KU-01, KU-02	-DO-	-	-
26.04.2017	AP-01, AP-02, AP-03, AP-04	-DO-	-	-
27.04.2017	AP-02, AP-04, AP-03	-	-DO-	Rds.27,32,40,9,8
28.04.2017	PO-01, PO-02, PO-03	- DO-	-DO-	Rd.35
09.06.2017	KU-01,KU-02,KU-03, KU-04,	-DO-	-	-
12.06.2017	KU-05	-DO-	-	-
13.06.2017	AP-04, AP-03, AP-02, AP-01	-	-DO-	Rds 31,70,29,60,30,37, 66,27
15.06.2017	PO-02, PO-01, PO-03	-DO-	-	-

(Pl. see the annex: 04 for more information on Progress review meetings)



Fig.36 (16.03.17) Monthly Progress Review Meeting in NWP



Fig.37(15.6.17) Monthly Progress Review Meeting in NCP

PIU Involvement in Social Safeguard Monitoring

6.7 PIUs are also involved in monitoring social safeguard activities of Contractors. Investigating public complaints, organizing special GRC meetings have been carried out by the PIUs in participation with RE, ARE, ES, SGRS, SSO, ESO, CE and PEs. Six GRC meetings were organized by the PIU-NWP to resolve public issues which were not resolved at level one and during the reporting period. Also the consultation and deciding taking land strips and signing consent letters are also a responsibility of the PIUs. Project Engineers (PEs) attached to PIUs are reported to the PD or progress review meetings when they find any shortcomings on safety or environmental/social measures of Contractors in the field. PD will inform the Team Leader of PIC2 when find issues in the field and initiate calling GRC meetings. Other important role is coordinating with line agencies to resolve and clarify social requests are facilitated by PIUs. Some social issues are linked with PRDA, Agrarian Services, DS, and Mahaveli Authority, PIU organizes meetings or coordinate with them to clarify issues and inform to the public.

Public Consultation and Information Dissemination

6.8 In this section consider the activities and measures have been taken by PIU, PIC2 and contractor related to public consultation and information dissemination in the project 4 and 5 area during the reporting period, using meetings, discussions, field visits, notices, sign boards, colors and color lights etc. since all these are considered are important to dissemination of project information and consultation of public as allowing two way communication system.

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



Fig.38 what is the project? How it implement? And public role?
Explained at

GRC formation meetings by RDA representative is important to the public

(PU-02, Rd 2, 01.02.2017)



Fig.39 Transect walks allow public to communicate with Govt. Officers freely on their grievances related to roads



Fig.40 The message of iRoad project reaching the villagers as an effective way (30.03.17. Nachchadoowa, AP-01)



Fig41 Official announcement by the Ministry at the beginning of roads

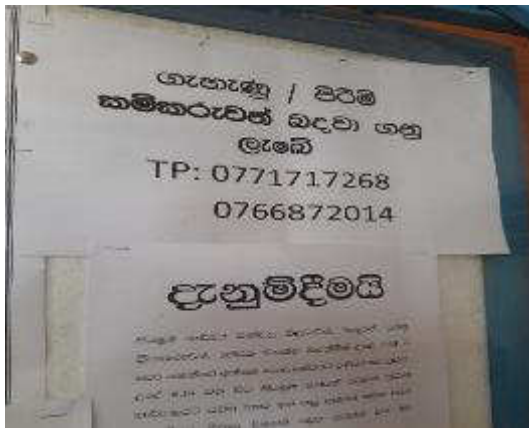


Fig.45 Contractor advertising for the public that there are opportunities in the work force equally for male and female and welcome them who willing to join with the workforce. (NCP.AP-04, Rd 14)

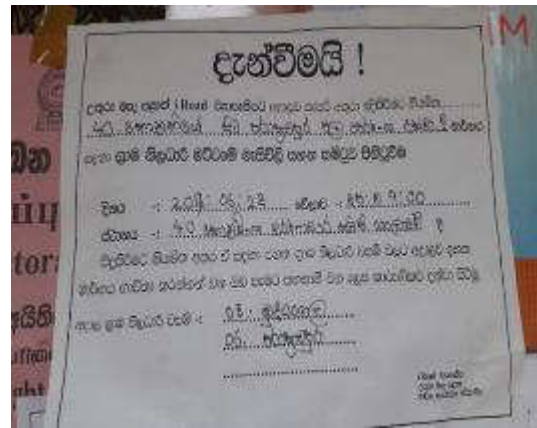


Fig.46 A notice published by Grama Niladari, as informed by RDA Officials to inform the people that GN level GRC formation for the road 40 will take place on 22nd and invite to participate (NCP.AP-04, Rd 14)



Fig.47 A Public Notice publishes by the contractor

This notice inform the people living in surrounding area how constructions along the road are commencing. What are the key activities? If the people having any difficulty or need more information how to contract project officers. Then people are well informed by the Contractor required basic information.



Fig.48 A request to public use complaint boxes when required

After placing public complaint boxes it is informed the public to use those boxes to communicate with the project staff. Then the gap between the public and Contractor is reduced.



Fig 49. Public Notices publishes by KU-05

In order to avoid the confusion of public on temporary road survey markings, the contractors' display an information notice explaining the nature of such temporary markings. Above figure is an example of KU-05 Contractor.



Fig 50 Complaint Boxes allowing public to communicate with PU-02contractor

Complaint boxes are set up in public places. Anybody in the village who does not like or cannot go to a project office or reluctant to explain officials they can write the complaint and put in to boxes. Especially women participation is encouraged by this system.



Fig. 51 'Sorry for Inconvenience'

Using two main languages is completes proper and appropriate public consultations. It is obvious that during construction road users and villagers may suffer in various ways. Temporary road closes, noise, dust, traffic blocks etc. affects women, school children, older people, vehicle owners in the village. Apologizing for those difficulties would be a good humanistic response of the Contractor. It was found during the reporting period several Contractors in NWP and NCP are following this peoples friendly methods.



Fig 54.Pre-Construction Structure Survey

Other important method of public consultation is conducting a pre-construction housing survey for the purpose of possible unavoidable damages to structures close to the road during construction(Fig 54) This method allow both parties to resolve issues without any doubts. ESOs and Safety Officers carried out this survey and take photographs of structures as above photographs, close to the road.

Channels of receiving public requests, suggestions and complaints and maintaining of a Master Public Complaint Register

6.10 Among the responsibilities of PIC2, ensuring all public complaints, suggestions and requests have been considered and incorporated in to Level 1 designs as appropriate. On the other hand monitoring relevant activities in the field, fulfils social safeguard compliances of the PIC2 and PIU. During the period of reporting all contractors were advised to place public complaint boxes, publish public notices which requesting their complaints, suggestions and requests, at suitable public places and collect them and record verbal suggestions continuously. Also the complaints, suggestions and requests are receiving during formation of GRCs to be registered in the Master Complaint Register and contractor should ensure all of them are included in the Level 1 designs if agreed by the Consultant and Employer.

However most of the comments, suggestions and requests received during GRC formation and refreshing transect walks are directly recorded by the contractor and consider to incorporate in the Level -01 designs and not registered in Master Complaint Register and only the received complaints later during construction are being recorded in the register. This register is electronically updated in the computer by all ESOs and during the reporting period 75% of ESOs were able to maintain the register as required. Public requests, complaints and suggestions received during this period were also similar to them received during June –December 2016, when formation of DS and GN level GRCs. Most of them are common to all proposed roads which project have experienced. The common suggestions and requests have so far been received from two projects are listed out as follows. *(An example a page of a Public complaint register is in the Annex: 01)* These requests and suggestions have been incorporated in the final road designs as appropriate.

Table 6.4 Public Suggestions and Requests

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

Table: 6.5 Public Requests/Complaints/Suggestions table

District	Contract Package	No. of Roads under civil works	No. of Requests	No. of Suggestions	No. of Complaints	Total	No. completely settled	No. where solution in progress
Project 4 – North Central Province								
Anuradhapura	AP1	17	37	0	01	38	16	22
	AP2	12	0	0	05	05	05	0
	AP3	12	21	42	01	64	41	23
	AP4	19	07	16	13	36	22	14
Sub-total		60	65	58	20	137	84	59
Polonnaruwa	PO1	18	14	0	16	30	28	02
	PO2	26	01	0	0	01	0	01
	PO3	11	0	0	02	02	02	0
Sub-total		55	15	0	18	33	30	03
Project 5 – North Western Province								
Kurunegala	KU1	16	15	01	05	21	11	10
	KU2	19	08	0	0	08	03	05
	KU3	12	02	0	01	15	12	03
	KU4	12	10	06	05	21	21	0
	KU5	17	01	0	06	07	06	01
Sub-total		67	36	07	17	72	53	19
Puttalam	PU1	11	16	0	08	24	18	06
	PU2	11	01	0	01	02	02	0
	PU3	11	08	0	18	26	18	08
Sub-total		33	25	0	27	52	38	14
		215	141	65	82	288	205	83

Also all of them have included in Environmental Management Checklist (EMC) enable to check whether they were incorporated in to the final design or if not reasons. Some complaints and requests which were received during construction have been directed to DS level and GS level GRCs. Following table includes information on special GRC meetings held for discussing complaints, requests and suggestions received after refreshing transect walks.

As the table: 6.4 describes number of requests 141, number of suggestions 65, number of complaints 82 and altogether 288. As the table states 205 out of 288 completed during the reporting period. Requests have accepted, complaints have resolved and suggestions have considered. However 83 requests, suggestions and complaints still to be completed. Public complaints should resolve as soon as possible since if not resolved public unrest continues. Majority of public complaint received during the period were dust problem. The requests or suggestions for new culverts, widening road sections, drains, house access etc. take time to complete since joint investigations by PIU, PIC2 and contractor to be carried out to come to a decision. Requests and suggestions are more than complaints and GRC committee members, some village leaders, government officers or politicians have made these requests and suggestions during the period. Relevant data on received complaints, requests and suggestions during reporting period is as follows.

Visits by ADB Missions

6.11 PIC2 and PIU field level social safeguard monitoring system is assessed and strengthened by ADB Missions, held annually or bi-annually up to June 2017. Last visits held on 24th and 25th November 2016 and the visits during Jan-June 2017 period were on 2nd to 5th May by ADB mid-term review Mission and 23rd to 26th May by CSD- TA mission. This time the ADB midterm review mission consisted with Gender and Social Expert in addition to Environment and Engineering Experts. CSD-TA mission had social, environmental, traffic and safety experts.



Fig.55 ADB Mission Field Visits-Environmental Expert emphasized the importance of application of correct and sufficient safety measures in the field. (4.5.2017)



Fig.56 ADB Mission Social Expert verify information in the public complaint register with the ESO (4.5.2017)



Fig.57 ADB mid-term Mission sharing their thoughts on the project in NWP



Fig.58 CSD Mission member explaining the importance of minimizing soil erosion and sedimentation PO-02, 23.5.2017



Fig.59 CSD Mission Member explains how to apply proper environmental safeguard measures in the field



Fig.60 CSD Mission Member discussing the importance of Road signs



Fig.61 CSD Mission Member having a discussion with RE-Anuradhapura



Fig.62 ADB-CSD-TA Social Expert going through written records on land donation in KU-03



Fig.63 ADB-CSD-TA Mission member sharing thoughts with a road side resident-KU-03 s



Fig.64 Presentations by ESOs at CSD workshop conducted by ADB-TA mission



Fig.65 (24.5.17) CSD workshop commenced in NCP, addressing by the Project Director

Key activities carried out by SGRS during the reporting period

6.12 From the year 2016, SGRS mainly involved with DS level and GS level GRC formation with the purpose of providing public a comprehensive picture of iRoad program concepts as well as strengthening PIU staff in doing the same. SGRS participated in about 90% of GRC formation meetings in NCP and NWP. PIC2 believes that the objectives of applying participatory development approach, which iRoad program emphasizing, to be explained to the public during formation of GRCs. Project background and how this program activities vary from other typical projects were also explained during SGRS's presentation. A multimedia presentation was guided which was prepared jointly by PIUs and PIC2 during SGRS's presentation. Gradually SSOs in PIUs used to do the key presentation.



Fig.66 SGRS briefing I Road programme objectives and its public participatory approach during formation of DS level GRC

SGRS's other responsibility is, ensuring field level social safeguard activities are positively implemented by Contractors. Strengthening ESOs in this task is also a SGRS's responsibility. During field level social safeguard monitoring, it was found within the reporting period that ESOs of Contractors were not sufficiently aware on their roles in safeguard implementation since they were very new to public works. Sometimes there were delays of appointing ESOs by some Contractors. Most of Contractors have appointed only one ESO instead of two. SGRS decided to visit all ESOs of each Contractor individually and assess their capabilities, make them aware on their TOR, doing joint field investigation, assisting them to maintain public complaint register, explaining ESOs role in land donation, keeping records on land donation status, CSR works, etc. On 20th April 2017 met ESOs in PU-02 and visited roads 3, 26, 27. And then 12th June met ESOs in PU-03, visited roads 40 and 16. And 28th June 2017 held a meeting with ESOs of KU-05 and carried out field visits along roads 26 and 61. The same continues during the year.



Fig 67 Joining in a meeting with PU-01 held with ES (18.01.2017)

Also joined in environmental and social monitoring meetings with the ES of PIC2. One was held with the staff of PU-01 on 18th January 2017. ESOs role and progress of works was discussed in the presence of Project Manager, Construction Engineers and Project Engineers. In these meetings public complaint register, HIV/AIDS awareness program, GRC meetings, placing public notices and complaint boxes, land donation procedure, Context Sensitive Designs concept (CSD), Corporate Social Responsibility (CSR) of the Contractor etc. were discussed. Similar meetings were held in other packages continuing several months. However ES and SGRS decided to discuss relevant issues in monthly progress review meetings without having separate meeting considering time constraint. However SGRS continues his individual meetings and field visits with ESOs.

SGRS's other responsibility is monitoring land donation system while complying with social safeguard principles. Since it is difficult to visit all programs being implemented at once in 4 districts, visits programs randomly or which are considering constraints and issues facing by PIU staff. As an example, visited land donation programs in Rd 102 and 2 in KU-02 since there were little misunderstandings have created between the Contractor and villagers on land donation procedures. A GN level GRC meeting was also held to explain LD procedures to the people in

participation with the PD-NWP and SSO. SGRS is involving in receiving consent letters from PO-1 and PO-02 roads since it was found there are about 110 LD cases identified during the reporting period and still unable to complete them. *(More details on SGRS's participation in LD are in the table 6.6.)*



Fig.68 joining with the PO-2 team to expedite LD activities in PO-1 and PO-02



Fig 69 SGRS at the inaugural Session of HIV/AIDS awareness programme of PO-03

Insisting Contractors to implement HIV/AIDS and Traffic/Safety programs as required and during the first two years is also a responsibility of the SGRS. During the reporting period five HIV/AIDS programs were held in KU-01, PU-02, PO-01, PU-03, and PO-03. SGRS observes the quality of the program, number of participants and Contractors facilities in each program.

Other key activity of SGRS is, participating in GRC meetings which are organizing DSs or GNs and with PDs of NCP and NWP. These meetings are called when number of public complaints are receiving on road construction by DS or PDs. PD and SGRS together explains at meetings, project policies and limitations when public request RDA to do works beyond the program concepts or estimated budgets. The list of GRC meetings which SGRS participated is in the Table: 6.1.

Table: 6.6 SGRS's participation in Land Donation Consultations and Signing Consent letters

Date	Package/Road	Activity	Participants	Remarks
13.02.2017	KU-04,Rd.96	Receiving consent for additional land strip for lead away drain ,2+218	PE,SSO,CE, ESO,GN	Consent was taken from the owner in front of the GN. Land strip was needed for a lead-away.
03.03.2017	KU-03, Rd17	Receiving the consent for a lead away from a private land owner(1+196)	PD,RE,ARE,ESO,PM, SGRS.ES,SSO,GN	Owner refused to give the consent for the land since it was not divided, decided to concrete the water logging section.

-DO-	-DO-	2+635, 4+966 Planning drainage system controlling water logging	-DO-	Collectively decided not to take additional land and construct drains in available space.
13.03.2017	PU-03, Rd40	New culvert needed to control water logging in the road section and lead away to be constructed along the paddy land (2+200)	PE,SSO,SGRS, PM,GN	After tracing owners and doing several consultations consent was taken by SSO-RDA from three land owners to construct the drain to avoid water logging in the road.
14.03.2017	KU-03, Rd 38	Rehabilitation of an existing culvert to avoid water logging in the road as public requested was not possible due to the lead away drain area was encroached by a neighbor (1+446)	PD,RE,ARE, PE, CE. SGRS,ESO, PM,GN	After consultation of the neighbor of the other boundary, the land lady given the consent to have the lead away alone her land. Existing lead away was filled by other neighbor for his house access.
17.03.2017	KU-03,Rd 17	A new lead away to control drainage system of the road (4+428) has to be constructed along private paddy land. Land owner requested if the drain could be cemented to protect his paddy land he will give his consent.	PD,RE,ARE,PE, CE.SSO, SGRS,ESO, PM,GN	RE and PD decided to cement the drain enable more people who use the road to benefit.
07.04.2017	PO-01,Rd.6	The need of a new culvert since to avoid water logging at the 1+200 Rd 6.	PE,ESO,CE,ADS, ADP,GN SGRS	No suitable land for the lead away. The govt. land

				shown by ADS having residents. Decided to concrete the road section
21.06.2017	PO-01, Rd 3	Needed additional land strips of road sections at 0+280, 0+535, 0+679, 1+280	PE,ESO,SGRS, CE,SSO,GN	First consultation was successful. Decided to show exact strip of land needed during second consultation

Capacity Building Workshops and Discussions

6.13 SGRS of PIC2 and SSO of NWP have observed that the Project Engineers who belong to the key responsible government agency (PIU) of the project should have a proper understanding on land donation procedures since they are the responsible in receiving Consent Letters or MOUs from land donors. Some Project Engineers in PIU needed more understanding on the land donation system. Then SGRS discussed the requirement with SSOs and PDs of PIUs and decided to have an orientation programme for PIU staff with the assistance of ADB Safeguard Specialist. First meeting held at PIU-NWP office on 29th March 2017 for all PEs of NWP. Second meeting was held on 5th April 2017 for PEs of NCP. Procedure described using appendix 3 of RF document and discussed issues found in the field and how to resolve them.



Fig.70 (29.03.2017) Orientation to PEs of PIU-NWP on Land Donation Procedure

A special meeting was held in Colombo to all SGRSs on 9th January 2017 by ADB Safeguard Specialist (Mr.Saranga Gajasinghe) to explain how to report social safeguard monitoring information and prepare semi-annual reports. ADB Safeguard Specialist carried out field visits during the period used to assess existing monitoring systems on implementation of social safeguard measures in the field. ESDD-RDA members were also joined in these programs. One field program and a meeting with all Contractors in Puttalam district was held on 24th and 25th January 2017. On 26th carried out field visits in Polonnaruwa and Anuradhapura district. The meeting was held on 27th in Anuradhapura PIU Office.

Social /environmental issues related to drainage systems, old and new culverts, lead away drains, additional land requirements, water logging or flood issues, public consultations, complaint

boxes, public notices, public complaint register etc. were discussed responding Contractors' questions. These programs were useful to build awareness among Contractors and their ESOs on social safeguard requirements/ADB policies during implementation of the project specially the importance of prioritization of public participation in i Road project. On behalf of RDA-ESDD Senior Social Safeguard Officer explained that RDA's policy on rural roads development, public participation /consultation and resolving public issues and maintaining gender equity according to the Gender Action Plan (GAP) in all relevant social activities and how to do reporting monthly, semi-annually and annually in reports. Senior Social Safeguard Officer of ESDD presented all required social considerations complying with ADB policies in brief.

A workshop on land donation system was held on 29th March 2017 at PIU-NWP Office in participation with ADB Safeguard Specialist. It was helpful to clarify key public procedures of MOU and Consent letters receiving for additional land requirements. Project Engineers and Social Safeguard Officer with SGRS participated in the workshop. Organization of this work shop was initiated by the PD-PIU responding unresolved issues related to land donation and clarify some other issues according to ADB guidelines.



Fig.71 25.01.2017 Awareness on Social Safeguard to project staff



Fig.72 Field Visits by ADB Safeguard Specialist 25.1.2017



Fig.73 reviewing findings of field visits in Polonnaruwa (27.01.17)

A special meeting was held in *Sethsiripaya* on 4th April 2017 in participation with all social/environmental safeguard officers of PIUs and SGRSs and ESs of all PICs. ADB Safeguard Specialist conducted the meeting with the ESDD Senior Social Safeguard Officer. Among the topics were discussed there, land donation principles, practices and issues, GRM and its application and issues, Gender Action Plan and its application and implementation of safety awareness programs.



Fig.74 The Meeting held by ADB Safeguard Specialist and ESDD for all Social/Environmental staff of NWP and NCP 04.04.2017

Another workshop on the concept and practice of GAP was conducted by ESDD on 7th June 2017 for SGRSs in all PICs and SSOs in PIUs. Gender and Social Development Officer of ADB-SLRM and Senior Social Safeguard Officer of ESDD presented how to apply GAP as required during road designing, construction and road maintaining as well as when assessing overall road improvement benefits.



Fig.75 Gender Workshop for SGRSs and SSOs on 7.6.2017



Fig.76 Gender Workshop for SGRSs and SSOs on 7.6.2017

7.0 Issues Observed (Social Related) and status of compliance

7.1 During the reporting period up to June 2017 there were some social issues and six GRC meetings were held to resolve them in NWP. Table 6.6 includes in brief all social issues resolved through special GRC meetings. However during the reporting period no major issues emerged to have DS level GRC meetings.



Fig.77 (3.3.2017), Rd 17 in KU-03 Excavating to find the old culvert

An issue at 1+196 in Rd 17 of KU-03 was related to a public request to have a culvert rehabilitation of an old culvert to control water logging in the road section. Public believed that

there was a culvert which now not visible and the lead away was also filled for other purposes by adjoining land owner. Since there were no any sins, that there was a culvert, PD and RE decided to excavate the location of the road to find an old culvert. Finally realized no sins of an old culvert and decided not to construct a culvert but strengthen side drains to avoid water logging.

Dilapidating existing culverts and filling old lead a ways for other purposes a usual issue in the project area. The culvert section of 0+000 in Rd 40 of PU-03 was also created a social problem due to not having land area for a lead away drain. The Contractor has already started to construct the culvert which was identified by public as urgently needed to control flood during rainy periods and also noted during refreshing transect walks. Since the 50% of the culvert construction completed, project staff needed to find a solution while finding a land strip to have lead away to send water coming through the culvert. A lead away drain needed along the paddy field to direct water to the main culvert which is 100 meter far from the culvert. Several consultations taken place in participation with RE, ARE, PE, SSO and SGRS with the people. People in the area opposed stopping construction of the culvert and they needed to have proper drainage system during heavy rain.



Fig.78 (13.3.17) several discussions taken place with PE at Rd 40, PU-03



Fig.79 the culvert partly constructed without a lead away at Rd 40, PU-03

Consultation started with two farmers who owned the paddy land which a drain could be constructed through from the culvert and divert water to the main culvert situated 100 meter away. Discussions were successful they voluntary donated their lands to construct a lead away drain up to the main culvert in consideration the benefits of the public.



Fig.80 Finlay two farmers donated the land strip along their paddy field for the lead away

Rehabilitation of dilapidated culverts or construction of new culverts to control water lagging along road sections converting in to social issue when having difficulties to find land strips to use as lead away drains. During construction of the Watareka- Inguruwatta rd. (KU-03, Rd.17.) similar issues emerged. A paddy land owner needed a concrete lead away drain crossing their paddy land for the new culvert. However It was very costly concreting 40 meter drain and promised to do concreting only 8meter length section which at the beginning of the drain.



Fig.81 (17.3.2017) Watareka –Inguruwatta Rd resolving social issues



Fig.82 After the consent receive from the farmer the

PD, RE, ARE, CE, PM, SGRS, GS and three GRC members with Agrarian Services officer and land owner discussed the issue. The public who use the road needed the culvert to protect the road. Technical advices were also insisted to have a culvert if not it will be difficult to protect new road due to the water flow coming from the sloping road section. Finally he agreed to donate the land strip for the complete drain and he satisfied with the 8 meter concrete section.



Fig.83 (22.3.2017) Meeting at the temple resolve issues of Rd43 of KU-02 PD-NWP explains alternative solutions drain was constructed.

Community water supply projects in addition to NWS&DB service are in some areas in operation, and these water lines are crossing the proposed I Road project roads. Villagers in Rd.43 of KU-02 requested the Contractor to re-instate same water line out of I Road project cost. A GN level GRC meeting was held. The High Priest chaired the meeting and the meeting was called by the GN level GRC committee to present their problems to RDA. Key problem was the re-instating water line. AD-planning, GRC members, PD, RE, ARE, PM, SGRS, Grama Niladari, ESO and SSO participated in this meeting. PD explained that it was difficult to bear whole cost of re-instating water lines and suggested to use only two nine inches Hume pipes in two locations of the road enable villagers to fix their individual connections. Other issue discussed here was that Sub-Contractor has not paid salaries for workers during last few months and they stopped working. And the workers were also from the same village. PD explained and advised the Contractor to pay salaries as soon as possible and it would be a bad reputation to the RDA. High Priest advised workers to start working in the road to complete road construction and he ensures their salaries.

A GRC meeting was called by Ambanpola DS to resolve some social problems which came through public complaints to the DS. As the President of the GRC committee inform the PD-NWP to have a special GRC meeting to discuss issues related to road number 96 of KU-04. (Kasikote Junction to Meeoya bridge rd.) On 27th March 2017. DS, AD-P, PD, RE, ARE, CE, SSO, SGRS, GNs participated in the meeting.



Fig.84 PD-NWP explained project activities answering public complaints at the Ambanpola DS office on 27.03.2017

Key issue raised by the majority of people was, why the RDA was not able to widen the road although the road width is sufficiently available. PD answered and explained about the I Road project objectives and according to objectives, development of existing rural roads to be done without acquiring additional lands. Rural road length should be as it is and surface to be improved and rural roads are considered as linking two or more main roads. On the other hand it is not possible to go beyond the estimated cost during 2014 to do any additional construction works including road widening. Participants accepted explanations given by the PD.



Fig.85 Public Asking questions at Special GRC meeting – Ambanpola DSO

Other request was to re-construct a culvert which was constructed by *Samurdhi* project. Now this culvert is not functioning well and Hume pipes are broken. Then decided to do a field visit after the meeting. DS informed that there were complaints on lack of watering and dust emission. Contractor promised to expedite watering in important locations. During the field visits it was noticed that insufficient safety arrangements by the Contractor. Grama Niladharies and Development Officers showed some sections of the road very unsatisfactory due to Contractor's negligence in safety and dust control during the same field visit.



Fig.86 Field Visits after the Special GRC meeting on Social Issues at Rd 96 of KU-04



Fig.87 Development Officers and Grama Niladharies explaining public issues during road construction

A similar issue recorded from Rd.6 of PO-01 at Bakamoona-Damanayaya Rd. However the resolving actions have been post ponded until commencement of road construction. One villager's (Mr.Sirisena Ranasinghe) house and home garden was flooding during heavy rain and due to the water flow coming along the road. A Hume pipe fixed unofficially by a member of Pradeshiya Saba, two years ago to stop water flowing into the house. However another family recently settled in the other side of the road blocked the water flow coming through the Hume pipe to avoid flooding in their house and home garden. The issue was discussed with relevant villagers and investigated for a suitable location to have a lead away by SGRS, PE, CE, GS and ESO on 7th April 2017. Since it was unsuccessful finally met the DS of Elahera DSD (Ms. Kumarihamy). She agreed to find a land for a drain and asked the Assistant DS (Ms. Malaviarachchi) to visit the area with project officials. ADS found that there is a land belonging to the government and asked project staff to construct a drain there. After looking at the land it was found that few families are living there and they do not like diverting water towards the land although they were living illegally. But the ADS insisted RDA to use the land but RDA did not agree, since it is violating social safeguard principles of I Road project.



Fig.88 (7.4.2017) SGRS,PE,CE and ESO discussing with affected family



Fig.89 (7.4.2017) PE, CE, ESO, SGRS and GS met Divisional Secretary - Elahera



Fig.90 ADS-Elahera advice RDA to use the Govt. Land

During construction of roads more social issues have been emerged which needed urgent solutions. During construction of road shoulders Contractors are using ABC or Gravel considering easy availability. Due to the GRM introduced to villagers at the beginning of the project they were concerned on construction methods. They always compare with the past mal practices of Contractors during construction of other roads. Then they have found that when shoulder construction of a same road Contractor use gravel in some sections and ABC for other sections. People thought this was a racket of the Contractor. People including GRC members at Rd.17 of KU-03 complained the PD-NWP describing these practices as mal practices. PD called a GRC meeting and it was held in the temple in participation with RE, ARE, CE, PE, ESP, SSO and SGRS. PD explained that there were no any damages to the road quality. But usage of ABC is coastwise expensive. Gravel is the only recommended solution but due to scarcity of gravel in the

area Contractors are using ABC. ABC could be stronger than gravel and expensive however no any additional payments to Contractors when using ABC instead of gravel. Same issue discussed at the special GRC meeting held in Arachchikattuwa DSO, and in PU-02, at Rd 26 and 27.



Fig. 91 (30.5.2017) PD explained the actual situation of the issue of Gravel and ABC for road shoulders

I Road project cannot claim those encroached land legally but if they offer required additional sections voluntarily by land owners. The issue created in roads Id 102 and 05 in KU-02 was due to misleading of land donation procedures by the Contractor staff. Without having collective agreement on road width and required additional land strips, Contractor has pegged-out in private land close to roads. This was confused to the villagers and some were reluctant to give more land to the road. Some villagers raised an issue that the road width in some sections are not sufficient referring some pegs and they want to widen the road. People complained the PD-NWP and called special GRC meeting on 2nd June 2017.



Fig.92 Narrow roads widths at Rd 102 and Rd 05, KU-02

At the meeting, people informed that they are willing to donate land for the betterment of the community but the process of voluntary land donation was not clear to them. They stated that they were willing to donate land but they should know exact land portion they have to donate. Also the villagers pointed out that important culverts and a causeway to be constructed.



Fig.93 (2.6.2017) A villager raised their issues at Rd.102, KU-02.



Fig.94 (5.6.2017) Field Visit after the Special GRC meeting .Rd 102.

PD-NWP and SGRS explained the process of voluntary land donation, responsibilities of each parties in the process and the importance of such donations. That the accepted land donation procedures to be followed by the Contractor. Project staff did a field visit after the meeting and decided to re-demarcate road width using finalized designs. SGRS did a field visit after finalizing road width, with the SSO, PE, CE, ESO, GN and villagers and PIU signed consent letters. Two ESOs were provided instructions on the practicing of land donation procedure in different situations.

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

8.1 During implementation of IRoad Project in NWP (Project 5) and NCP (Project 4) it was necessary RDA to continue coordination with project related govt. agencies. During the reporting period, PIUs have recorded related activities and those information are briefed here.

- Especially with the PRDA and Pradeshiya Saba since the roads are improved under the I Road project belong to Local Authorities. Mahaveli Authority, Dept. of Agrarian Services, Dept. of Irrigation were also important to take decisions on additional land requirements, construction over tank bunds, constructing lead a ways through paddy fields, diverting rain water through improved culverts to existing water streams etc. Continuous consultation on changes of road designs, additional land requirements, constructing new culverts and new lead a ways etc., with PRDA and Pradeshiya Saba's are to be considered as very important since after the five year period with the RDA authority on roads to be handed over to Local Authorities.
- Other important factor is the current situation of roads and related technical and social issues are well known by local authorities and useful them to incorporate new road designs of I Road project. Agencies like Water Board, CEB, and Telecom are also important in existing utility management along the road. As included in the table 8.1 below District coordinating committee meetings held in Puttalam and Kurunegala districts during the reporting period (Jan-Jul 2017) were very important to the I Road project management since all relevant agencies are participating in these meetings.
- As the table describes the Divisional Coordinating Committee meetings were also helpful to incorporate public views in to the project management. Meetings with the District Secretary and the Chief Secretary were also important to assist the Contractors to find gravel easily. It was also organized joint field investigations with the Agrarian Services Department, Water Board, Irrigation department, PRDA and Pradeshiya Saba to clarify issues related to road construction during the reporting period.

- As the Table 8. 2 describes on NCP status of coordination with line agencies, PIU' of I Road project has participated in eight District Coordinating Committee meetings held in Anuradhapura and Polonnaruwa. At the same time has participated in 12 Divisional Secretariat level Coordination Committee meetings during the reporting period. Also has coordinated continuously with PRDA, Pradeshiya Saba, Mahaveli Authority, Agrarian Services Department, Irrigation Department and Police Department.

Table: 8.1

NWP- Coordinating with line agencies

Meeting	Description	Date of meeting held on	
		Kurunegala	Puttalam
District Coordination Committee meeting	<p>Once a month having those meeting each district secretariat office.</p> <ul style="list-style-type: none"> Discuss the project progress Any Issues identify by the project Make the partnership with other government organizations as PRDD, water board, Electricity Board, telecom, Irrigation Department, Agrarian service etc. Coordinate political body of the province. 	<p>2017.02.27 2017.05.08</p>	<p>2017.01.17 2017.05.15 2017.06.27</p>
Divisional Coordination Committee Meeting	<ul style="list-style-type: none"> Those meeting handle by Divisional Secretary in respective Divisional secretariat. Once a month having those meeting. Particular Project Engineer in those division represent in this meeting. Progress, issues & difficulties presenting by meeting. To get supportive from ground level government officers as well as local politicians. 	<p>Pallama DSD Karuwalagaswewa DSD Wennappuwa DSD Puttalam DSD Ehetuwewa DSD Polgahwela DSD Ganewaththa DSD Kobeigane DSD Polpithigama DSD Mawathagama DSD Nikaweratiya DSD Kuliyapitiya- East DSD Kotawehera DSD Kurunegala DSD Paduwasnuwara-East DSD</p>	<p>2017.04.28 2017.05.16, 2017.03.02 2017.05.16, 17.3.2 2017.06.29 2017.06.12, 03.13 2017.6.15, 5.8, 2.20 2017.6.12, 5.8, 3.13, 2017.2.13, 01.09 2017.06.12, 17.02.13 2017.6.27, 5.15, 2.28 2017.06.27, 17.2.20 2017.6.12, 5.8, 17.3.13 2017.06.17 2017.6.16, 3.20, 17.2.20, 17.1.19 2017.6.12, 17.5.08, 17.4.3, 2017.2.15 2017.06.12</p>
Central Expressway Project	Current issues of provincial roads		
Special Meeting with District Secretary - Puttalam	<ul style="list-style-type: none"> Issues soil extraction permits to discuss & minimize delay & difficulties Gravel & soil issues solving difficulties 	2017.06.27	2017.05.07
Special meeting with chief	Gravel & soil issues solving difficulties	2017.01.25	

secretary Office		
Meeting with Rural steel bridge project	Identify which roads having this bridge project.	2017.01.13
Irrigation department (Thabbowa, Nilabemma, Iginimitiya, Aththaragalla, Bathalagoda, Rajanganaya systems)	Joint field inspection with respective organization to solve any issues related road. Field visit will organize by as needed. If any issues in road, respective local authority come for the jointly field visit and solve the problems. Project will invite those organizations to participate monthly progress meeting in each month.	
Agrarian service department		
Water board/ rural water supply Project		
Provincial Rural Development Department		
Pradeshiya saba		

Table: 8.2

NCP-District Coordination Committee Meetings January to June 2017

Date	District/Institute	Reason
13/01/2017	Anuradhapura	Co-ordination of other activities with regard to the progress of the program on the i-road development project and Offered will discuss current issues with other agencies
17/01/2017	Polonnaruwa	
28/02/2017	Polonnaruwa	
27/03/2017	Anuradhapura	
28/03/2017	Polonnaruwa	
18/04/2017	Polonnaruwa	
30/05/2017	Polonnaruwa	
27/06/2017	Polonnaruwa	

Divisional Secretariat Level Coordinate Committee Meeting January to June 2017

Desk on represent I Road project in 'Janapathi Podujanasewa' (president mobile service)in Kobeigane
DSD 2017.06.12

06/02/2017	Padaviya Divisional Secretariat	Co-ordination of other activities with regard to the progress of the program on the i-road development project and Offered will discuss current issues with other agencies
16/02/2017	Hingurakgoda Divisional Secretariat	
06/03/2017	Padaviya Divisional Secretariat	
19/04/2017	Dimbulagala Divisional Secretariat	
08/05/2017	Hingurakgoda Divisional Secretariat	
15/05/2017	Kekirawa Divisional Secretariat	
18/05/2017	Palagala Divisional Secretariat	
19/05/2017	Palugaswewa Divisional Secretariat	
30/05/2017	Welikanda Divisional Secretariat	
12/06/2017	Kekirawa Divisional Secretariat	
13/06/2017	Palugaswewa Divisional Secretariat	
19/06/2017	Padaviya Divisional Secretariat	
Other Agencies		
Date	Relevant Agencies	Purpose
29/03/2017	Pradeshiya Saba	Permission to get the Hume pipes of the culverts which are removed from the I-road construction work.
18/04/2017	Department of Irrigation	To discuss causeway issues arising out of the road project
18/07/2017	Ministry of Mahaweli Development and Environment	To extend the Yasapala Herath Mawatha to Henawatta road
26/05/2017	Department of Police	Requesting the permission to close the road
26/05/2017	Agrarian Department	To discuss the road carpeting over the tank bunds in Anuradhapura i-road construction area.

	26/06/2017	Department of Agrarian Development	To discuss availability soil for road construction works.
	28/06/2017	Divisional Irrigation Department	To make road access that the main road is easily accessible through the dividing canals

Sharing Experiences with Other PICs.

During the reporting period the SGRS and ES of PIC2 had several rounds of informal discussions related to following matters;

- HIV/AIDS awareness programs
- Road Safety Awareness programs
- CSD concept and CSR programs
- Application of GAP
- ESO of Contractors' role in social safeguard
- Land Donation experiences

While these informal experience sharing happening continuously, formal programs organized by ESDD and ADB Safeguard Specialist were helped to meet other SGRSs and ESs to clarify issues to be resolved in the field. The meetings organized by ESDD and ADB Safeguard Specialist and held in *Sethsiripaya* and RDA headquarters on 25th January, 20th March and 7th June were helpful to meet members of other PICs. At the meeting held on 25th January discussed and shared experiences on traffic and safety measure during construction, how to aware ESOs on the CSD concept, EWDC friendly designing roads and construction activities, preparation of Semi-Annual and Annual progress Reports, waste management, public notices, HIV/AIDS awareness programs etc. At the Gender Workshop held on 7th June 2017 discussed and exchanged experiences on encouraging women participation and how and when their contribution needed in road development. The experiences of Southern Province project were very valuable since the project activities are now almost completed.



Fig.95 (04.04.2017) Opportunities to share experiences among PICs of I Road Programme

9.0 Programs and Activities to enhance social environment including CSR works

11.1 Contractors are encouraged by the PIC2 to do public social services to increase their reputation among the public, in other words to prove their corporate social responsibility. Especially in rural areas village communities are very sensitive to outsiders. Villagers are very observable on the behavior of Contractors who coming in to villages. Even good or bad incidents of outsiders, affect to the villagers. During GN level GRC meetings villagers showed their hospitality and indicated their willingness to help Contractors in assisting to find locations for offices, stores, stock piles or other construction materials. Also more requests from villagers, religious leaders, and schools are received by Contractors to develop roads, lands, to help *Sramadana*, religious activities, festivals etc. in addition to proposed road construction. All the Contractors in 15 packages have responded positively to these requests. Also special programs for Dengue prevention and National Environmental Day have launched during the reporting period considering National Interests. Repairing and cleaning hospital wards, collecting and removing polyurethane and other garbage, distribution of school books in schools, helping poor families etc were significant among social activities Contractors have carried out during January to June 2017 period. Annexure 02 includes some CSR activities carried out during the period.



Fig.96 Above photograph reports PO-03 Contractor has involved helping a Tamil school in repairing and rehabilitation its access road.



Fig.97 this photograph from PO-01 Contractor who helped to clean Laxauyana School premises in Laxauyana- Polonnaruwa



Fig. 98 responding the principle of Ihakuluwewa primary school, cleared the school playground using a Motor Grader and developed by PO-01 Contractor.



Fig.99.

Flood relief campaign was carried out for the people affected in Ratnapura district due to flood and landslides. Dry rations, hygienic items and school stationary packs were distributed among 200 affected families in the area by the PO-01 contractor.

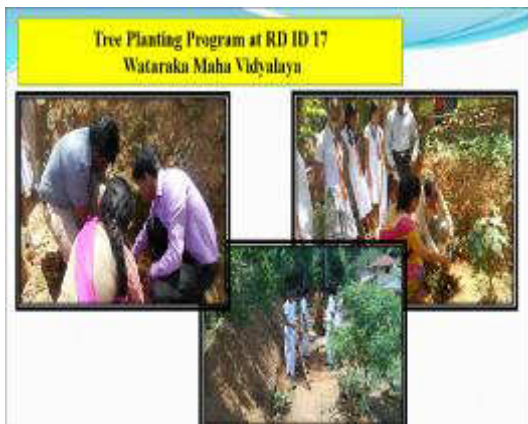


Fig.100 KU-03 Contractor has organized school programs on tree planting, environment conservation and etc. during the Environmental Day.



Fig.101 AP-02 Contractor and workers provided a wheelchair to differently able person



Fig.102 AP-04 Contractor prepared the Kurundam Kulama School Ground using their machineries

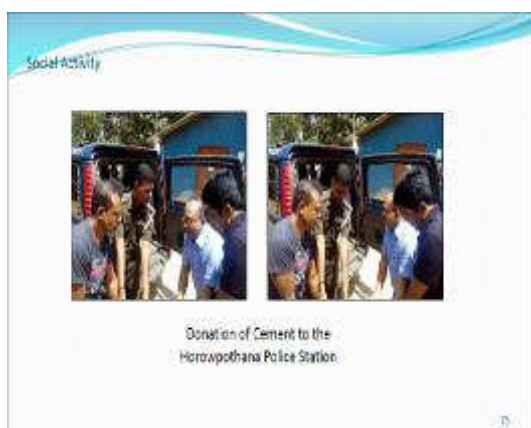


Fig. 103 AP-04 Contractor donated Cement to the Horowpathana Police station

11.2 The slow progress of contractors' adaptability in to the IRoad project concept was observed during the period of June-December 2016, however January to June 2017 period has shown its progressive change. However their responsibility to the villagers during construction is still to be improved among some Contractors. CSR activities are increasing gradually among the Contractors and the status during the reporting period was satisfactory. 37 programs during the reporting period as reported to PIC2 have completed by 15 packages in NWP and NCP. *(Pl. see the annex: 02.)*

10.0 Conclusions and Recommendations

10.1 Conclusions

This report is the semi-annual progress report on social safeguards and implementation of Gender Action Plan prepared for IRoad program in North Central and North-Western Provinces which are listed as project 4 and 5 of tranche 2. The report is prepared by PIC2 who is responsible in guiding and monitoring the civil work contractors in 15 CRC packages spread in these provinces.

This progress report includes relevant details of contracts including name of Contractors and project areas with project roads, how they are spread within two provinces, and current status of progress of construction activities as at end of June 2017 etc. More sections reserved here to explain how the compliances of social safeguard have taken place during the reporting period.

Firstly, compared with the loan documents and loan conditions and secondly compared with Facility Administration Manual (FAM). Thirdly compared with Gender Action Plan. Reviewing implemented project activities complying with project documents is a responsibility of SGRS of PIC2. PIC2 ensures that all complying requirements have been tested in the field during the reporting period. Basic principles which spelled out in project documents in relation to the social safeguard are spread over Project Managers and ESOs, however interpretation them in to the practice in field level was indicated slow progress during the beginning of reporting period. It is

notable that a little progressive trends identified during the end of reporting period that ESOs and some Project Managers' interest in applying social and environmental safeguard requirements shown satisfactory progress. They take an additional effort to present the progress at monthly progress review meetings what they applying in the field as social/environmental migratory measures. Hence, sins of ignorance of applying traffic and safety measures in the field is now gradually reducing and entering them in positive way.

PIC2 believe that the ADB mission and CSD - TA mission observation's comments and their concluding presentations have strongly influenced contractors' staff. It was an encouragement that the CSD-TA mission allowed ESOs to do presentations and reviewed by mission members with appreciations. Non-compliance of social/environmental safeguard in the field such as unsystematic road closures, lack of sign boards, unsafe cut sections of road shoulders, lack of watering to control dust, poor barriers at excavated locations which were common in all packages which were highlighted by mission members and provided valuable lessons to mobilize ESOs and PMs of Contractors in correct way. However the PIC2 is now working closely with ESOs and PMs and the majority of ESOs are shown their interest to work in the field, practicing safeguard measures as a new experience for them.

Young engineers of PIC2 and PIUs' contribution in monitoring safeguard requirements to be appreciated during the reporting period. Especially in conducting GRC formation meetings, transect walks, public consultations to review public requests, resolving social issues, and land donation activities, some of engineers' contribution is valuable to project social safeguard staff.

It has to be mentioned here that this progress report is not providing satisfactory outcome on implementation of roads safety and traffic awareness program for the public who will be used improved roads. Since, now organizing first stage HIV/AIDS programs are almost over, contractors' will have time to organize traffic/ safety awareness programs. PIC2 is now formulating such programs in collaboration with PIUs.

PIC2 is still not in the stage of road maintenance it is little early to analyze the factors behind the women participation in development activities. Social-economic factors are definitely affect to vary the levels of women participation. Women within middle class or low-middle class societies and women in particular ethnic groups are not willing to do labour works. This situation may change during maintenance works. If there will be maintenance committees for each road for assisting road maintenance, more women may join in committees like they joined GRC committees.

Other important point to be highlighted here is, considerable number of women in villages are using push bicycles and motor bicycles including government officers and children. Women's' contribution to the 'family' is also now increasing due to transport facilities. Schooling their children, marketing, going to hospitals or dispensaries and participating in meetings etc. are doing by women. IRoad road program will directly beneficial for them. However after developing roads, building awareness on safety measures and placing traffic signs will be must. Women participation in this regard would be very important and these traffic safety public programs are now being planned in consideration with women participation. PIC2 intends to implement safety awareness program for the benefits of road users.

Recommendations

PIC2's intends to continue guiding ESOs and PMs of Contractors to improve their positive attitudes in social safeguard compliances during the year. More joint field visits to be carried out to mobilize them on how social safeguard policies putting in practice in the field.

Socio-economic changes occurred during last 10-15 years in rural areas which iRoad program being implemented, to be considered during planning traffic and safety and other awareness programs.

In this exercise difficulties may arise due to uneven journey of physical development and spiritual development in everywhere in the world. The challenge will be, how village people absorb such fast technologies and modern infrastructure coming in villages and convert their typical thoughts in to realistic and sustainable way. Awareness program on how to use improved road infrastructure to be prioritized in determining with existing social behavior.

It is necessary to improve present documentation and records maintaining system within ESOs of Contractors. Significant social impacts within rural areas due to the iRoad program are still not documenting completely. PIC2 intends to review present reporting formats and improve them if necessary considering social impacts occurring in rural communities due to the integrated road investment program. Also the Contractors' CSD activities are now in a satisfactory level however reporting them to PIC2 or PIU to be encouraged and improved. PIC2 understands still there is a need of capacity development programs for ESOs, PMs, CEs and PEs on how to integrate physical development with spiritual development strategies while implementing road infrastructure development programs mixing with modern knowledge in rural areas in the country. In other words, the iRoad task force of delivering modern transport infrastructure in to villages should know how to prepare village people to welcome modern road infrastructure such as asphalt paved roads instead of macadam or gravel roads they have been used to live with from their birth. The same emphasizes the Context Sensitive Designs approach (CSD). Assurance of simultaneous and balanced journey of the 'Development' with 'Safeguard' should be the key strategy of iRoad task force and strengthening them on the task is also a major task of the iRoad management.

11.0 Annexures

Annex: 01 A Sample page of Public Complaint Register

HD/GRS/CW/1

**INTEGRATED ROAD INVESTMENT PROGRAM
(ROAD) TRANCHE 2 NORTH CENTRAL PROVINCE
Status of Public
PU3 - Suggestions / Requests / Complaints / Grievances**

District:
Contract Package:

Complaint Ref. No	Road ID No	Name of the road	Date of complaint	Complaint Received by (i.e. Name and/or Designation of person Complaint Box, GRC etc.)	Complaint made in Written/Verbal	Details of complainer (Name, Address, Contact No. etc.)	Nature of complaint/ Issue description of complaint and Chain age	Status of action taken			Remarks / Satisfaction of complainer with action and/or other remarkable notes
								Solution agreed	Solution in progress	Action completed	
1	40	Aiyawala Mahatammulla Road	2017.01.04	ESD	Verbal	R.D.J Chandranayake, Mahatammulla, Dambakumbura	Dust generation due to the transport and construction activities	Water sprinkles use for dust control		✓	Water sprinkles were used for dust control 2017.01.05
2	40	Aiyawala Mahatammulla Road	2017.01.10	ESD	Verbal (over the phone)	M. Ramasundari, Mahatammulla, Dambakumbura	Dust generated due to stock yard	Water sprinkles use for dust control		✓	Water sprinkles were used for dust control 2017.01.10
3	17	Road, near to Kumbhagala Badarangama Kotuwa Sudda Road	2017.01.14	TO	Verbal	Chathura, Maringala, Dambakumbura	Damage water pipe due to the solvent cleaning activity at Maringala, Dambakumbura Road	Coordinate the water supply community will repair the damaged pipe		✓	Coordination with DN and Rural Water supply community member and repaired the damage.
4	40	Aiyawala Mahatammulla Road	2017.01.17	ESD	Verbal	Mrs. K. Kumudini, Mahatammulla, Dambakumbura	Dust generated near to stock yard	Water sprinkles use to control dust generation in stock yard.		✓	Water sprinkles were used.
5	40	Aiyawala Mahatammulla Road	2017.02.10	TO	Verbal	Minerath, Herath Street, Dambakumbura	Dust generation	Water sprinkles use for dust control		✓	Water sprinkles were used.
6	40	Aiyawala Mahatammulla Road	2017.02.17	TO	Verbal	M. Herath, Herath Street, Dambakumbura	Dust generation	Water sprinkles use for dust control		✓	Water sprinkles were used.
7	40	Aiyawala Mahatammulla Road	2017.02.17	FR/GR/4	Verbal (over the phone)	M. Herath, Herath Street, Dambakumbura	Dust generated in ABC stock yard	Water sprinkles use to control dust generation in stock yard.		✓	Water sprinkles were used.
8	40	Aiyawala Mahatammulla Road	2017.02.20	ESD	Verbal (over the phone)	Mrs. Manal Kumudini, Mahatammulla, Dambakumbura	Dust generation	Water sprinkles will be used for dust control		✓	Water sprinkles were used.

Annex: 02 Social Works (CSR)

Package	Date	Social Work	Objective
KU-01	27.03.2017	Developed primary school ground-removing the bushes and leveling the land surface.	Developing social relationships
KU-01	25.05.2017	Ranasgala Temple-Cleaning and grabbing the location for religious	Developing social relationships
KU-01	18.06.2017	Cleaning and grabbing School ground-Sri Siddhartha college	Developing social relationships
KU-02	01.05.2017	A Cricket match in the Narammala playground for staff , laborers and public	Developing social relationships
KU-02	31.05.2017	Alms giving and Bodhi Pooja in the temple Meddepola Rajamaha Viharaya	Developing social relationships
KU-02	05.06.2017	Awareness and action programme (Street Drama and Sticker) for world environmental day. Kurunegala RDA Office and Central Bus stand	Developing social relationships
KU-03	03.04.2017	Chanting Pirith at the site with the people Rd.17	Developing social relationships
KU-03	07/09.05.2017	Contributing to develop Volley Ball ground at 1+480, Rd 17	Developing social relationships
KU-03	22.06.17	Organized tree plantation programme and road safety awareness programme in Watareka Maha Vidyalaya. Rd 17	Developing social relationships
KU-04	01/30/.02.2017	Development of Pubudu Pre-School Land at Rd 96	Developing social relationships
KU-04	01/30/.02.2017	Improving Kasikote Temple premises	Developing social relationships
KU-04	07.06.2017	A medicinal Kolakenda Dansala organized with Kasikote School and donated text books to Scholarship Students.	Developing social relationships
KU-05	05.06.2017	Road Safety Awareness Programme for Narammala School, Rd 62	Reducing accidents after improving village roads
PU-01	13.06.2017	Dengue prevention programme with 250 school children Grade 9 and staff	Developing social relationships
PU-01	07.06.2017	Donation for the Poson Poya Dansala organized by Sirambiadiya Young Society, Rd 6	Developing social relationships
PU-01	07.06.2017	Donation for the Poson Poya Dansala organized by Thabbowa Young Society, Rd 44	Developing social relationships
PU-02	05.05.2017	Developing Bopathgama Public Playground providing machineries, Rd 26	Developing social relationships

PU-02	06.06.2017	Organizing Dengue Prevention programme on Environmental Day and Cleaning Deduru Oya Bridge surrounding Area	Developing social relationships
AP-02	03.02.2017	Organized a programme for prevention of LEPTOSPIROSIS and donation of medicine at Morethegama Community hall.97 male and 61 female participated.	Developing social relationships
AP-02	07.03.2017	Provided a wheel chair to a differently able person in a vulnerable family in Ulpothagama by workers of MAGA.	Developing social relationships
AP-03	19.04.2017	Assistance for a funeral function of a person in yaya 2 Dakunu Iuwra.	Developing social relationships
AP-03	24.03.2017	Developing a public play ground in Weluwanagama	Developing social relationships
AP-03	17/25.06.2017	Developing school ground ; clearing and leveling	Developing social relationships
AP-04	18.02.2017	Repairing and painting a ward of the Kahatagasdigiya hospital	Developing social relationships
AP-04	20.02.2017	Developing a public play ground in Morakewa village	Developing social relationships
AP-04	03.04.2017	Donation to Navodaya Welfare Society for the New Year	Developing social relationships
AP-04	04.04.2017	Donation cement to Galkulama Army Office.	Developing links with Government agencies
AP-04	17.06.2017	Donating cement to the Police station-Horowpathana	Developing links with Government agencies
AP-04	19.05.2017	Organizing a Wesak Dansala at the Kalpe Maga office	Developing social relationships
PO-01	25.03.2017	Responding the principle of Ihakuluwewa primary school, cleared the school playground using a Motor Grader and developed	Developing social relationships
PO-01	27.03.2017	As the request of the principle of Laxauyana primary school prepared the front yard landscape of the school.	Developing social relationships
PO-01	03/04.06.2017	Flood relief campaign was carried out for the people affected in Ratnapura district due to flood and landslides. Dry rations, hygiene items and school stationary packs were distributed among 200 affected families in the area.	Developing social relationships
PO-02	27.02.2017	Filled and leveled the Bodhiya area in a Buddhist temple at Rd 44(Medirigiriya kalagedipallama - Bisobandara School rd.)	Developing social relationships

PO-02	26.05.2017	Access to the temple at rd. 37 (Meegaswewa-Wadigawewa rd.) completed using asphalt.	Developing social relationships
PO-03	04.02.2017	Organized a Sramadana programme to clean the Manampitiya Tamil school premises. Male 90 female 50 participated.	Developing social relationships
PO-03	04.03.2017	Playground development of Siripura, Medagampitiya School. 25 male and 10 female participated	Developing social relationships
PO-03	06.06 2017	Organizing a Dansala for the Poya Day in Manampitiya. 45 male and 32 female participated	Developing social relationships

HIV-AIDS PREVENTION and HEALTH PROGRAMME



Organized by

V.V. Karunaratne & Company



With support from

Integrated Road Investment Program in the North Western Province

PU3 Package - Puttalam

In association with

Alliance Lanka



HIV/AIDS AND STD PREVENTION AWARENESS PROGRAMS TO THE STAFF OF CONTRACTORS

INTRODUCTION TO PROJECT

RDA/ADB/iROAD (NW)/NCB/CP-RR (PU3) road contract package is a part of the Integrated Road Project funded by Asian Development Bank to improve provincial roads in the North Western Province. The Project will contribute to the improvement of the overall performance of road sector in RDA/ADB/iROAD (NW)/NCB/CP-RR (PU3) by improving transport efficiency and expanding access to economic opportunities and public services.

Project roads are located at Madampe, Naththandiya, Mahawewa, Wennapuwa and Dankotuwa Divisional secretariat divisions of Puttalam district. There are 16 roads which are rehabilitated/ improved under this project, the total length of project roads is 54Km.

Project Road List

Serial No	D.S.D	Description	Road ID	Road Category	Length (Km)
1	Madampe	Madampe Ihlagama Road	31	PS	1.69
2		Suduwalla Junction to Mukunuwatawana Road	32	PS	2.4
3	Naththandiya	Megahawila Junction to Yakkdessa Primary School Road	16	PRDD	2.64
4		Bandurawa to Maningala via Sadanangama Katuwa Goda Road	17	PRDD	3.86
5		Katuneriya to Marawila Road (Beach road)	18	PRDD	5.9
6		Gurugodalla to Kuliyaipitiya Nattandiya Main Road	24	PRDD	1.5
7	Mahawewa	Waduraba to Tree to Walahapitiya Cemetery via Muttibadivila Post Office Road	21	PRDD	6.9
8		Yatakalana Temple to Thabbowa Kotabagaya Road	22	PRDD	5.2

9	Wennapuwa	Srigampala Church to Zinnor Junction via Aubowan Junction	33	PRDD	2.89
10		Weralugaha road Balldi Junction Bandaranayake Janapadaya to Dummaladeniya Haldaduwana Road	34	PRDD	4.8
11		Bandirippuwa - Krimatiyana Jerad Mawatha and to End of Jaya Mawatha	36	PRDD	2.9
12	Dankotuwa	Dekwel Road	38	PRDD	2.35
13		Atiyawala Temple Road (North)	39	PRDD	2.8
14		Atiyawala Mohattimulla Road	40	PRDD	2.91
15		Kirimatiyane Varalla Watta Road (Joint to Wennappuwa Road)	41	PRDD	2.1
16		Morakkuliya to Dankotuwa	42	PRDD	2.4
Total length					53.24

The Asian Development Bank recognizes that the unintended consequences of increased accessibility in previously- isolated communities as well as mobility of workers due to road construction can potentially increase the risk of HIV.

It is mention in standard Environmental Management Plan, Contractor shall conduct an HIV/AIDS awareness program via an approved service provider and shall undertake such other measures as specified in the contractor's personnel and local community and the local community, to promote early diagnosis and to assist affected individuals.

OBJECTIVE OF THE PROGRAMME

To reduce the risk of transfer of HIV virus between and among the Contractor's personnel and the local community and also to promote early diagnosis and to assist affected individuals.

Programme

Date : 5th May 2017
Venue : Players Village, Koswattha Road, Bothalegama, Lunuwila.
Time : From 08.30 to 16.00 hours
Service Provider : Alliance Lanka
Organized By : V.V. Karunaratne & Company – PU 03

Time	Activity
08.30- 09.00	Registration, opening Ceremony, religious activities and lightening of the oil lamp
09.00 – 10.30	NCD clinic – Testing fasting blood sugar (FBS), Measuring body height and weight to assess body mass index (BMI), eye check Blood pressure etc.
10.30-10.45	Tea Break
10.45-11.30	Presentation on Non Communicable Diseases (NCDs)
11.30-13.00	HIV/AIDS and STSs
13.00-13.45	Lunch
13.45-14.45	Social Background and Community participation for preventing HIV/AIDS and STDs
14.45 – 15.45	Condom Demonstration and Safe action/methods
13.45- 14.00	Evaluation and end of Programme/Tea

Registration, opening Ceremony, religious activities and lightning of the oil lamp



NCD clinic – Testing fasting blood sugar (FBS), Measuring body height and weight to assess body mass index (BMI), Blood pressure etc.



Measuring body height



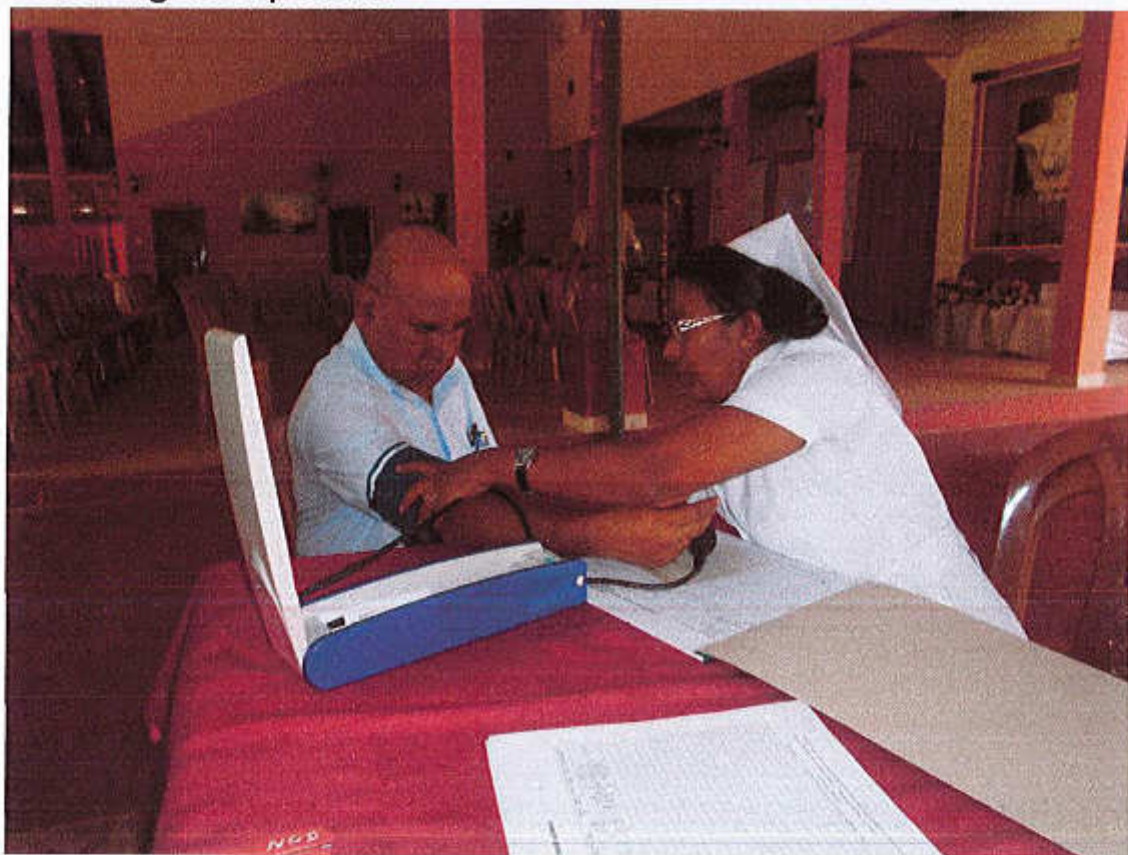
Measuring body weight



Testing fasting blood sugar (FBS)



Measuring Blood pressure





Morning Tea Break



Welcome Speech





Lecture on HIV/AIDS and STIs





Condom Demonstration and Safe action/methods



Lunch



Social Background and Community participation for preventing HIV/AIDS and STDs





Presentation on Non Communicable Diseases (NCDs)





Evaluation and end of Programme/Tea





Awareness Material



Annex: 04 A Copy of Monthly Progress Minutes

Pyunghwa Engineering Consultants Ltd

In association with

Resource Development Consultants (Pvt.) Ltd



Loan 3171 – SRI: Integrated Road Investment Program – Tranche 1
Consulting Services for Project Implementation including Construction Supervision, Contract Management and other activities in North Western and North Central Provinces.

Progress Review Meeting No. 09

Meeting : Monthly Progress Review Meeting RDA/ADB/ROAD(NW)/NCB/NW-RR(KU1)

Date : 12 July 2017

Time : 09:30 am

Location : RE's Office, 4th Lane, Mavidalupotha, Yanthampalawa, Kurunegala.

Present:

No.	Name	Designation	Organization
1	Mrs. T.S.H. Abeywickreme	Senior Project Director	RDA
2	Mr. R.M.P. Rathnayaka	Project Director(NWP)	RDA
3	Mr. H.A.S. Deshapriya	Project Engineer (KU-01)	RDA
4	Mr. K.S. Thilakasiri	ESO	RDA
5	Mr. P.M.S.N. Pathiraja	ESA	RDA
6	Mr. Peter Diack	Team Leader	PEC/RDC
7	Mr. W.G. Premadasa	Resident Engineer	PEC/RDC
8	Mrs. V. Nallathamby	Contract & Claim Engineer	PEC/RDC
9	Mr. N. Maddugoda	SGRS	PEC/RDC
10	Mr. S.H. Damith	RRDE	PEC/RDC
11	Mr. T.I. Jayatilake	Assistant Resident Engineer	PEC/RDC
12	Mr. D.M.A.S. Dissanayaka	Construction Engineer	PEC/RDC
13	Mr. I.G.R. Gunawardana	Material Engineer	PEC/RDC
14	Mr. R. Raguvarnan	Surveyor	PEC/RDC
15	Mr. W.K.A.S. Priyadarshana	Quantity Surveyor	PEC/RDC
16	Mr. D.M. Siriwardana	Project Coordinator	MAGA
17	Mr. G.M.W.K. Gajanayaka	Project Manager	MAGA
18	Mr. A.R.U. Rathnasekara	Environmental Officer	MAGA
19	Mr. T.G.C.N.R. Dharmasiri	QAM	MAGA
20	Mr. D.A.K. Wimalasooriya	ME	MAGA

Item	Description	Action
1.0	Introduction and Welcome Address by Employer/Engineer The Team Leader (TL) welcomed all the participants.	
2.0	Confirmation of the minutes of the previous meeting It was confirmed that the minutes of the meeting No 8 held on 10 Jun. 2017 is accepted and all parties signed off the minutes.	

No. 180/6, Pabudu Mawatha,
Colombo Road,
Kurunegala

Telephone/Fax: 037 2225484
E-mail: tpic02iroad@gmail.com

Item	Description	Action
3.0	Presentation by the Project Manager CR presented the progress for the month of June 2017. 16 roads in this package and priority roads are RD 30, 47 & 82. (zone I).	CR
4.0	Mobilization <ol style="list-style-type: none"> a. Employer/Engineer Personnel mobilization <i>Refer table.1</i> b. Contractor's mobilization <ol style="list-style-type: none"> 1. Office Office is already mobilized at Bihalpola. (On Rd.47). CR said that Site office is already established on Rd. ID 30. 2. Yard Yard is mobilised in the land opposite to the contractor's office. 3. Staff CR stated that all the required staff as per the requirement is appointed. <i>Refer table.2</i> 4. Main Laboratory Main Lab is mobilized and furnished at Kuliyaipitiya. Only 95% of equipment was received. CR was instructed to arrange the balance equipment without further delay and CR agreed to complete within this month. 5. Field Laboratory Field laboratory is established at Bihalpola and it has been fully equipped. 6. Survey equipment Survey equipment was supplied except one prism. CR was reminded to provide immediately and CR agreed to supply within this month. 	<p>CR</p> <p>CR</p> <p>CR</p> <p>CR</p>
5.0	Employer's/Engineer's facilities <ul style="list-style-type: none"> Vehicles Contractor has provided following permanent vehicles, 1 No. Type-3 vehicle (SUV, for Employer), 4 Nos Type-2 vehicles (Double cabs, 2 for Employer + 2 for Engineer) 1 No. Type-5 vehicle (Van, for Engineer). 4 No. Type-4 vehicles (Motor cycles, for Engineer) Office – Type 2 Office Type-2 is supplied. Office - Type 1 Office Type-1 is provided. House accommodation – Type 3 There is no requirement of house type-3. House accommodation – Type 1 Type-1 House is provided for Resident Engineer. 	

Item	Description	Action
	<p>each category of utilities and submitted without delay for PE's action. Schedules are submitted on rd. ID 30, 32, 47, 48, 86, 82, 55 and 49.</p> <p>CR assured to complete the preparing utility list by end of July 2017. CR said that there is a delay in S/LT shifting. In reply to the query raised by TL, CR said that utility shifting will be completed very soon.</p>	CR
14.0	<p>Maintenance of roads</p> <p>1. Initial Maintenance</p> <p>Initial maintenance inspections and initial maintenance work has been completed on all the Roads. PD said that there are no complaints regarding road maintenance.</p>	CR
15.0	<p>Traffic Management</p> <p>Traffic and safety arrangements is a prime responsibility of the Contractor. Therefore, the Contractor must make sure all necessary safety measures and traffic management plans are in place during the construction and at night. The Contractor to arrange traffic controllers where required. These persons must be trained and provided with necessary safety equipment. The safety arrangements should also be in place for night time. Traffic signs to be in readable manner. Contractor's safety officer to ensure compliance at site.</p> <p>Traffic diversion plan should be sent at least 3 days in advance.</p>	CR
16.0	<p>Safety and accidents</p> <p>No major accidents or issues were recorded during June 2017. TL requested his staff to be vigilant in road traffic in day and night. ESO-MAGA said that there were 3 minor accidents happen and TL requested though they are minor all should be informed to the Engineer and to the Employer.</p>	ARE/CI/ CR
17.0	<p>Environmental Management & Social matters</p> <p>EMAP and SSEMAP are accepted. Environmental and Social matters will be presented at Monthly Progress Meetings by contractor's ESO. EMC in pre-construction, during construction and post construction to be submitted. Contractor was requested to show the EMC in table format road at presentation.</p> <p>TL asked the ES and SSGS to visit contractor's site and main offices to inspect environmental and social safeguard implementations. The SSGS will also check the Public Request/Complain Register and ensure it is kept up to date.</p> <p>CR said that tree planting programme was conducted at Ranasgalla Primary School to celebrate world Environment day together with school children and teacher and TL requested contractor to inform the Environment officers of Employer and Engineer also.</p>	<p>CR</p> <p>ES/SSGS</p> <p>CR/ESO</p>
18.0	<p>Variation and Claims</p> <p>Vo No 1 – Provision of assistant Quantity Surveyor (AQS)</p> <p>Vo No 2 – Additional Office equipment requirement (Type 1)</p> <p>Vo No 3 – Provision of assistant Environmental officer (AEO)</p> <p>Rate Submission</p> <p>Road pavement excavation – under review</p> <p>Prepare sub grade in cut area - under review</p> <p>Reinforced Concrete Pipe 450 mm dia. & 750 mm dia. – Recommended.</p>	CR
19.0	<p>Payments</p> <p>Certificate No.1 (1st Mobilization Advance) certified.</p>	

Item	Description	Action
	<p>Certificate No.2 up to 31st August 2016 certified. Certificate No.3 (2nd Mobilization Advance) certified. Certificate No.4 up to 31st October 2016 certified. Certificate No.5 up to 30th November 2016 certified. Certificate No.6 up to 30th December 2016 certified Certificate No.7 (Advance Payment 3rd Instalment) certified Certificate No.8 up to 31st January 2017 certified Certificate No.9 up to 28th February 2017 certified. Certificate No.10 up to 31st March 2017 in certified. Certificate No.11 up to 30th April 2017 in certified. Certificate No.12 up to 31st May 2017 in progress.</p> <p>The rate for providing temporary vehicles type 2 & type 4 has been forwarded for the approval of the PD. The PD has requested the contractor to review his rate for a Type 2 vehicle as he is of the opinion the rate is too high.</p> <p>The CR stated that he had responded earlier to TL copied to PD and stated that MAGA cannot reduce the rate as requested and therefore requested payment. PD to respond.</p> <p>The PD has accepted Additional Type 4 (Motor Bike) hired rate only. VO will be prepared.</p>	<p>PD/CR</p> <p>PD</p>
20.0	<p>Public complaints</p> <p>Public complaint registers to be maintained in contractor's office. TL has requested it to be also maintained on an Excel Spread sheet for distribution whenever necessary. The ESO agreed to this proposal. It should be email to TL and RE monthly.</p>	CR
21.0	<p>Any other Matters</p> <ul style="list-style-type: none"> Hand rail to be fixed in culvert on Rd-30 at Ch.3+400. CR said that temporary hand rails were already provided and PD asked to provide permanent hand rails immediately. Quotations are already submitted and hand rails are under fabrication. CR is to Email the corrected soft copy of presentation to TL and RE. TL said that the salaries of AQS and AEO will be finalized after discussing with PD immediately. 	<p>CR</p> <p>CR</p> <p>PD/T</p>
22.0	<p>Next meeting</p> <p>Will be informed in due course.</p>	

Minutes of Meeting agreed by:	Date:
Team Leader, PIC 02	
Project Manager, KU 1- MAGA	
Project Director, NWP/iROAD	

Annex: 05 A few examples received during reporting period on changes of road Designs due to public requests

District	Contract Package	Road ID	Name of road	Changes made to the original design	Issue related to environment/ Social	Discussed at		Satisfaction of complainer to the solution
						GND	DSD	
Project 4 – North Central Province								
Anuradhapura	AP1	41	Sucharuthagama Yahalegama Temple road	Included two new culverts to response to the public	Environmental			✓
		41	Sucharuthagama Yahalegama Temple road	Widen the culvert as public request	Environmental			✓
		45	Abayapura,Housing Scheme Rd	Included two new culverts responding to the public	Environmental			✓
		3	15 th Post, Kiriamunukole-Mawathawewa Rd	Respondin g public decided to include a new culvert at 1+615 in the design	Environmental	✓		✓
	AP2	66	Thammannewa Junction,Kumbukwewa, Siyambala wewa,Siyambala wewa, Hunupallaegama Rd	The culvert opening size is increased 2.26 sqm to 4.5 sqm	Environmental	✓		✓

	AP3	6	Kurundam Kulama School via Kalattewa Matale Junction Rd	Decided to have a concrete drain instead of earth drain to protect a boundary wall of a house	Social	✓		✓
		7		Shifting the road 3 feet to LHS at 2+280	Environmental			✓
	AP4							
Sub-total								
Polonnaruwa	PO1							
	PO2							
	PO3	66	Siripura-Nuwaragala Village road	Centre line has been shifted to protect trees	Environmental	✓		✓
		64	Manampitiya Hospital road	Provided a parking bay, and passing bay and also raised the road avoiding inundation during rainy season responding public	Environmental and social	✓		✓
Sub-total								
Project 5 – North Western Province								
Kurunegala	KU1	34	Meladeniya Junction, Udawela Kekiriyamaditta Ganegoda to Ambanwewa Rd	Shifting centre line RHS and toe wall at 0+510-0+620 and at 1+950-2+050	Social	✓		✓

		86	Horombawa-Maveeela Rd	Centreline shifted to RHS at 4+540 and 6+360 to protect Siyambala and Kahata tree	Environmental	Project staff		✓
	KU2							
	KU3	68	Malpitiya Junction to Bogamuwa Junction, Theeragama Road	Decided to shift the centre line LHS to protect a 'Bulu' tree at 2+705	Environmental	Project staff		✓
		68	Malpitiya Junction to Bogamuwa Junction, Theeragama Road	Widening the existing culvert by 0.8m at 2+714	Environmental	✓		✓
	KU4							
	KU5							
Sub-total								
Puttalam	PU1							
	PU2	26	Arachchikattuwa to Pallama via Adippala	01+193 Decided to provide Cell box culvert with 1.2 m span	Environmental	✓		✓
		26	Arachchikattuwa to Pallama via Adippala	5+200 Cause-way and a drain for LHS side will be provided	Environmental	✓		✓
		27	Nalladarankattuwa to Wendakaduwa	New culvert will be constructed at 0+038	Environmental	✓		✓
		27	Nalladarankattuwa to Wendakaduwa	Decided to provide new deck concrete to the culvert structure with additional widening part 1.2m to RHS side	Environmental	✓		✓

		3	Adammana Junction Medawakkulama Rd	Shifted in to a new location at 6+234 to connect existing leader way	Environmental			✓
		30	Karavitagara Junction to Kongasyaya Rd via Dabakele Rd	Decided to lay concrete from 0+000 to 0+290 and 1+470 to 1+650 due to inundation responding public	Environmental	✓		✓
		28	Mungandaluwa Ranaviru lanka thilaka mawatha to Karavita	Decided to lay concrete from 0+000 to 0+140 due to inundation responding to public	Environmental	✓		✓
	PU3							
Sub-total								

Annex: 06 Land Donation Data as at end of June 2017

District	Contract Package	Road ID	Name of Road	S. No	Chainage	Side of road	Type of owners hip (Govern ment/ private)	Reason for additional land requirement	Name and address of present occupant
Project 4 – North Central Province									
Anuradhapura	AP1	41	Sucharithgama-Yahalegama Rd	LD/AP1/41/1	3+910	RHS			
		41	Sucharithgama-Yahalegama Rd	LD/AP1/41/2	3+977	RHS			
	AP2	27	Kudawatagala-Dambuluhalmillewa Rd	LD/AP2/27/1	2+300	LHS	P	Lead away	B.G.Somapala, 78/8 Narangaswewa Dewahoowa
	AP3	5	Matale Junction-Samagipura Rd	LD/AP3/5/1	1+398-1+415	RHS	P	Road Improvement	L.P.S.Rujith Kumara, 511-B, Yasapala Herath Mawatha, Thennayankulama,Mihintale.
		5	Matale Junction-Samagipura Rd	LD/AP3/5/2	1+420-1+444	RHS	P	Road Improvement	S.S Shantha, 510, Henawatha Rd, Thannayankulama, Mihintale.
		5	Matale Junction-Samagipura Rd	LD/AP3/5/3	1+506-1+535	RHS	P	Road improvement	B.Charlot,508, Yasapala Herath Mawatha, Thennayankulama,Mihintale
		5	Matale Junction-Samagipura Rd	LD/AP3/5/4	1+535-1+575	RHS	P	Road improvement	P.G.Cyril Wimaladasa, Yasapala Herath Mawatha, Thennayankulama,Mihintale
		5	Matale Junction-Samagipura Rd	LD/AP3/5/5	1+582-1+618	RHS	P	Road improvement	D.K.S.Karunaratna,503, Yasapala Herath Mawatha, Thennayankulama,Mihintale
		5	Matale Junction-Samagipura Rd	LD/AP3/5/6	1+501-1+565	LHS	P	Road improvement	E.A.R.Lanka Amarasinghe, 435/A, Yasapala Herath Mawatha, Thennayankulama,Mihintale
		5	Matale Junction-Samagipura Rd	LD/AP3/5/7	1+619-1+641	RHS	P	Road improvement	S.A. Rasika Hemantha, 13/457,Nidahas mawatha, Pulleys junction,

		5	Matale Junction-Samagipura Rd	LD/AP3/5/8	1+641-1+660	RHS	P	Road improvement	D.I.Dharmasiri, 502, Yasapala Herath Mawatha, Thennayankulama, Mihintale
		9	Velankulama Junction-Alappankulama Rd	LD/AP#/9/1	1+714	LHS	P	Lead away	K.B.Nandane Ramyalatha, Mahahakirindagama, Mihintale.
		6	Kurundamkulama School via Kalattewa Matale Junction rd	LD/AP3/6/1	2+047	LHS	P	Lead away	W.M.T.Menike, 29, Track.6,Kurundamkulama, Anuradapura.
		6	Kurundamkulama School via Kalattewa Matale Junction rd	LD/AP3/6/2	2+190	LHS	P	Lead away	Wimala Gunasekara, 27, Track.6,Kurundamkulama, Anuradapura
		6	Kurundamkulama School via Kalattewa Matale Junction rd	LD/AP3/6/3	2+716-2+774	RHS	P		
		6	Kurundamkulama School via Kalattewa Matale Junction rd	LD/AP3/6/4	2+705-2+750	LHS	P		
		6	Kurundamkulama School via Kalattewa Matale Junction rd	LD/AP3/6/5	2+750-2+820	LHS	P		
		6	Kurundamkulama School via Kalattewa Matale Junction rd	LD/AP3/6/6	2+746-2+770	RHS	P		
	AP4	16	A9 KarapikkadaKurukkandegama Kebithigollewa	LD/AP4/16/1	1+820-1+900	RHS	P	Lead away	M.A.somadasa Akkarakoduwa Kumbidampirijawa Medawachchiya
		32	Ratmalgahaweawa Rd-Kurukkuragama Junc.	LD/AP4/32/1	3+965	RHS	P	Lead away	A.J.M.Sudubanda Akkarakoduwa Kumbidampirijawa Medawachchiya
		31	Kahatagasdigiliya-Kainattama Rd	LD/AP4/31/01	1+110	RHS	P	Lead away	K.Dingiribanda Akkarakoduwa Kumbidampirijawa Medawachchiya
		31	Kahatagasdigiliya-Kainattama Rd	LD/AP4/31/02	1+951	LHS	P	Lead away	K.Karunaratna Akkarakoduwa

									Kumbidampiri Jawa Medawachchiya
Polonnaruwa	PO1	10	Track 32 Temple-33 Bisokotuwa Junk Road	LD/PO1/10/1	1+140-1+304	RHS	P	Road improvement	R.M.Bisomenike, Track.32,No46,Konduruwawa,Attanakadawala,
		10	Track 32 Temple-33 Bisokotuwa Junk Road	LD/PO1/10/2	0+350-0+404	RHS	P	Road improvement	K.G.Alahakoon Track.32,No46,Konduruwawa,Attanakadawala
		10	Track 32 Temple-33 Bisokotuwa Junk Road	LD/PO1/10/3	0+404-0+422	RHS	P	Road improvement	K.G.Wijeratna, Track.32,No46,Konduruwawa,Attanakadawala
		10	Track 32 Temple-33 Bisokotuwa Junk Road	LD/PO1/10/4	1+389+1+569	RHS	P	Road improvement	W.M.Upali Wijesinghe, Track.32,No50,Konduruwawa,Attanakadawala
		10	Track 32 Temple-33 Bisokotuwa Junk Road	LD/PO1/12/5	1+681-1+855	LHS	P	Road improvement	T.A.G.Piyasena, Kaduruwewa,Mahayaya,Attanakadawala
		10	Track 32 Temple-33 Bisokotuwa Junk Road	LD/PO1/10/6	1+865-1+940	LHS	P	Road improvement	A.M.Tikiri Banda 62/1, Kaduruwewa,Mahayaya,Attanakadawala
		3	Attanakadawara-Pokunugala Rd	LD/PO1/3/1	1+865-1+940	LHS	P	Road improvement	D.S.MRanasinghe Banda Track.29,No.49, Attanakadawala, Polonnaruwa
		3	Attanakadawara-Pokunugala Rd	LD/PO1/3/2	2+742	LHS	P	Lead away	D.S.M.Rtnapala Track 26,No.14, Attanakadawara,Polonnaruwa
		3	Attanakadawara-Pokunugala Rd	LD/PO1/3/3	0+535-0+560	LHS	P	Road improvement	G.K.Ratnayake Track.26, No10, Attanakadawala
		3	Attanakadawara-Pokunugala Rd	LD/PO1/3/4	0+635-0+679	RHS	P	Road improvement	J.A.Pathmasiri Jayasinghe Track.26, No12-R,

									Attanakadawala
	3	Attanakadawara-Pokunugala Rd	LD/PO1/3/5	0+679-0+695	RHS	P	Road improvement	M.A.Leelawathi Track.26, No19, Attanakadawala	
	3	Attanakadawara-Pokunugala Rd	LD/PO1/3/6	0+610-0+710	LHS	P	Road improvement	R.P.Kamalawathi Track.26, No11, Attanakadawala	
	3	Attanakadawara-Pokunugala Rd	LD/PO1/3/7	1+030-1+065	LHS	P	Road improvement	S.S.Ariyadasa, Track.26, No26, Attanakadawala	
	3	Attanakadawara-Pokunugala Rd	LD/PO1/3/8	2+965-3+085	LHS	P	Road improvement	A.M.Lokubanda Track.26, No41, Attanakadawala	
	3	Attanakadawara-Pokunugala Rd	LD/PO1/3/9	3+085-3+190	LHS	P	Road improvement	A.M.T.Abeyratna, Track.26, No41, Attanakadawala	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/1	1+220-1+295	LHS	P	Road improvement	B.G.Somawathi, 2/44, Orubendisiyambalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/2	1+500-1+526	RHS	P	Road improvement	W.M.R.M.Ranjith Wijebandara 2/49, Orubendisiyambalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/3	1+530-1+540	LHS	P	Road improvement	A.G.Nimal Wijebandara 2/59, Orubendisiyambalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/4	1+585-1+605	LHS	P	Road improvement	M.D.Jayasinghe, 2/60. Orubendisiyambalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/5	1+600-1+630	RHS	P	Road improvement	N.A.Premaratana 2/52 Orubendisiyabalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/6	1+600-1+653	RHS	P	Road improvement	R.M.Wijeratna 2/53 Orubendisiyabalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/7	1+660-1+680	LHS	P	Road improvement	Pradeep Priyantha 2/52 Orubendisiyabalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/8	1+694-1+706	LHS	P	Road improvement	N.A.G.Somapala 2/52 Orubendisiyabalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/9	1+706-1+746	LHS	P	Road improvement	Orubendisiyabalawa	
	8	Orubendisiyambalawa Village Rd	LD/PO1/8/10	1+746-1+776	LHS	P	Road improvement	W.M.Nandawathi	

									57 Orubendisiyabalawa
	14	Kadawalawewa Village Rd.	LD/PO1/8/1	0+815-0+860	LHS			Road improvement	
	14	Kadawalawewa Village Rd.	LD/PO1/14/2	0+985-1+060	RHS	P		Road improvement	P.L.J.Perera 527/A 23 Mile post, Gaminee school Rd, Jayanthipura
	14	Kadawalawewa Village Rd.	LD/PO1/14/3	1+690-1+780	RHS			Road improvement	K.R.Gaminee Chandrasekara,4,Perakum Uyana Polonnaruwa
	21	Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/1	0+740-0+820	RHS			Road improvement	
	21	Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/2	0+820-0+835	RHS			Road improvement	
	21	Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/3	0+835-0+857	RHS			Road improvement	
	21	Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/4	0+857-0+898	RHS			Road improvement	
	21	Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/5	0+898-0+960	RHS			Road improvement	
	21	Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/6	0+960-1+008	RHS			Road improvement	
	21	Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/7	1+076-1+090	RHS			Road improvement	
	21	Parakrama Samudraya-	LD/PO1/21/8	1+270-1+340	RHS			Road improvement	

			Ambanganga Village Rd						
	21		Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/9	1+360-1+640	RHS		Road improvement	
	21		Parakrama Samudraya-Ambanganga Village Rd	LD/PO1/21/10	1+640-2+060	RHS		Road improvement	
PO-02	28		BOP 316,Karuwalagas Junction-Chandanapokuna	LD/PO2/28/1	0+000-0+093	LHS		Road improvement	
	28		BOP 316,Karuwalagas Junction-Chandanapokuna	LD/PO2/28/2	0+093-0+145	LHS		Road improvement	
	28		BOP 316,Karuwalagas Junction-Chandanapokuna	LD/PO2/28/3	0+145-0+205	LHS		Road improvement	
	28		BOP 316,Karuwalagas Junction-Chandanapokuna	LD/PO2/28/4	0+523-0+540	LHS		Road improvement	
	28		BOP 316,Karuwalagas Junction-Chandanapokuna	LD/PO2/28/5	0+678-0+832	LHS		Road improvement	
	28		BOP 316,Karuwalagas Junction-Chandanapokuna	LD/PO2/28/6	0+832-0+850	LHS		Road improvement	
	72		Dabarella-Sudupalama-Galamuna	LD/PO2/72/1	0+832-0+850	RHS		Road improvement	
								Road improvement	
	72		Dabarella-Sudupalama-Galamuna	LD/PO2/72/2	0+000-0+60	LHS		Road improvement	
	72		Dabarella-Sudupalama-Galamuna	LD/PO2/72/3	0+000-0+100	RHS		Road improvement	

	72	Dabarella-Sudupalama-Galamuna	LD/PO2/72/4	0+060-0+101	LHS		Road improvement	
	72	Dabarella-Sudupalama-Galamuna	LD/PO2/72/5	1+085-1+175	LHS		Road improvement	
	72	Dabarella-Sudupalama-Galamuna	LD/PO2/72/6	0+175-1+410	LHS		Road improvement	
	72	Dabarella-Sudupalama-Galamuna	LD/PO2/72/7	1+410-1+480	LHS		Road improvement	
	72	Dabarella-Sudupalama-Galamuna	LD/PO2/72/8	1+480-1+530	LHS		Road improvement	
	72	Dabarella-Sudupalama-Galamuna	LD/PO2/72/9	1+530-1+590	LHS		Road improvement	
	35	Kusum Pokuna-Pinpara Junction Rd	LD/PO2/35/1	0+210-0+315	RHS		Road improvement	
	41	Jayathugama Junction-Megollewa School Rd	LD/PO2/41/1	0+350-0+500	RHS		Road improvement	
	41	Jayathugama Junction-Megollewa School Rd	LD/PO2/41/2	0+800-0+850	RHS		Road improvement	
	41	Jayathugama Junction-Megollewa School Rd	LD/PO2/41/3	1+00-1+250	RHS		Road improvement	
	41	Jayathugama Junction-Megollewa School Rd	LD/PO2/41/4	1+300-1+500	RHS		Road improvement	
	41	Jayathugama Junction-Megollewa School Rd	LD/PO2/41/5	1+800-2+100	RHS		Road improvement	
	41	Jayathugama Junction-Megollewa School Rd	LD/PO2/41/6	3+050	RHS		Road improvement	
	73	Diulankadawala-aliwanguwa Junction road	LD/PO2/73/1	0+000-0+250	LHS/RHS		Road improvement	

	73	Diulankadawala-aliwanguwa Junction road	LD/PO2/73/2	0+400-0+480	RHS		Road improvement	
	73	Diulankadawala-aliwanguwa Junction road	LD/PO2/73/3	0+480-0+680	LHS/RHS		Road improvement	
	73	Diulankadawala-aliwanguwa Junction road	LD/PO2/73/4	1+200-1+350	RHS		Road improvement	
	47	Dora deka junction-Paluwewa Rd	LD/PO2/47/1	0+970-1+010	LHS		Road improvement	
	47	Dora deka junction-Paluwewa Rd	LD/PO2/47/1	1+220-1+270	LHS		Road improvement	
	47	Dora deka junction-Paluwewa Rd	LD/PO2/47/1	1+270-1+340	RHS/LHS		Road improvement	
	47	Dora deka junction-Paluwewa Rd	LD/PO2/47/1	1+420-1+470	RHS/LHS		Road improvement	
	47	Dora deka junction-Paluwewa Rd	LD/PO2/47/1	1+470-1+650	LHS		Road improvement	
	45	Minneriya Central College Road	LD/PO2/45/1	1+010-1+030	LHS		Road improvement	
	45	Minneriya Central College Road	LD/PO2/45/2	1+120-1+150	RHS		Road improvement	
	45	Minneriya Central College Road	LD/PO2/45/3	2+950-2+966	LHS		Road improvement	
	52	Minneriya samagipura rd	LD/PO2/52/1	0+00-0+150	RHS/LHS		Road improvement	
	52	Minneriya samagipura rd	LD/PO2/52/2	0+550-0+580	LHS		Road improvement	
	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/1	0+100-0+300	RHS/LHS		Road improvement	
	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/2	1+300-1+740	RHS/LHS		Road improvement	
	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/3	1+750-1+950	LHS		Road improvement	
	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/4	2+070-2+100	LHS		Road improvement	

	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/5	2+100-2+150	LHS		Road improvement	
	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/6	2+340-2+400	RHS		Road improvement	
	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/7	2+700-2+770	LHS/RHS		Road improvement	
	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/8	2+950-3+000	LHS/RHS		Road improvement	
	46	Hathamuna Bridge-Nugagahadamana Rd	LD/PO2/46/9	3+190-3+220	LHS		Road improvement	
							Road improvement	
	55	Hinguraka 4 th Mile postChandana Pokuna aliwanguwa Rd	LD/PO2/55/1	0+260-0+570	RHS		Road improvement	
	55	Hinguraka 4 th Mile postChandana Pokuna aliwanguwa Rd	LD/PO2/55/2	0+700-0+960	RHS/LHS		Road improvement	
	55	Hinguraka 4 th Mile postChandana Pokuna aliwanguwa Rd	LD/PO2/55/3	0+750-0+850	RHS/LHS		Road improvement	
	55	Hinguraka 4 th Mile postChandana Pokuna aliwanguwa Rd	LD/PO2/55/4	1+130-1+250	RHS		Road improvement	
	55	Hinguraka 4 th Mile postChandana Pokuna aliwanguwa Rd	LD/PO2/55/5	1+250-1+360	RHS/LHS		Road improvement	
	55	Hinguraka 4 th Mile postChandana Pokuna aliwanguwa Rd	LD/PO2/55/6	1+360-1+420	RHS		Road improvement	
	55	Hinguraka 4 th Mile postChandana Pokuna aliwanguwa Rd	LD/PO2/55/7	1+870-3+130	RHS/LHS		Road improvement	
	55	Hinguraka 4 th Mile postChandana Pokuna aliwanguwa Rd	LD/PO2/55/8	3+200-3+400	RHS		Road improvement	
							Road improvement	
	31	Kumbukkanaruwa-127 Bauddarthagama	LD/PO2/31/1	0+000-0+500	RHS		Road improvement	

	PO3		(No land donation requests so far received)						
Project 5 – North Western Province									
Kurunegala	KU1	48	Ihalmuluthengala to Korale Junction	LD/NWP/KU1/001	2+350-2+352	LHS		Leadaway	M.M.A.S.Marasinghe
	KU2	58	Elivila, Daraluwa via Yakvila Rd	LD/NWP/KU2/001				Improving Road Shoulders	T.M.Sirisena Kongoda Yakvila
		58	Elivila, Daraluwa via Yakvila Rd	LD/NWP/KU2/002				Improving Road Shoulders	D.M.Asanka Dissanayake Kongoda Yakvila
		58	Elivila, Daraluwa via Yakvila Rd	LD/NWP/KU2/003				Improving Road Shoulders	T.M.Dayaratne Kongoda Yakvila
		43	Panaliya Railway gate-Peellawatta Rd	LD/NWP/KU2/004	1+640-1+830	LHS		Keeping the lead away	R.M.T.Rajapaksha Lindawatta,panaliya Polgahawela
		43	Panaliya Railway gate-Peellawatta Rd	LD/NWP/KU2/005	1+360-1+430	LHS		Keeping the lead away	R.G.Nandawathi Salwath,Panaliya Polgahawela
		43	Panaliya Railway gate-Peellawatta Rd	LD/NWP/KU2/006	1+415-1+440	RHS		Keeping the lead away	W.H.Sunil Karunarathne Dewalegedara,Panaliya, polgahawela
		43	Panaliya Railway gate-Peellawatta Rd	LD/NWP/KU2/007	1+535-1+575	RHS		Keeping the lead away	I.R.Elbert Panaliya Polgahawela
		56	0025Elabaddegama,Bu mmanna,Kadirapola Labbala via Negambo	LD/NWP/KU2/008				Improving road shoulders	H.M.Ravindra Ruwan Kumara Kadirapola Narangoda
		56	0025Elabaddegama,Bu mmanna,Kadirapola Labbala via Negambo	LD/NWP/KU2/009				Improving road shoulders	J.A. Ananda Lal Jayasinghe Kadiragoda Narangoda
		56	0025Elabaddegama,Bu mmanna,Kadirapola Labbala via Negambo	LD/NWP/KU2/010				Improving road shoulders	K.L.R.Chandrawathi Kadiragoda narangoda

	56	Elabaddegama, Bumma nna, Kadirapola Labbala via Negambo	LD/NWP/KU2/0 011				Improving road shoulders	W.T.Roshan Wikkrathilake Kadirapola Narampola
	56	Elabaddegama, Bumma nna, Kadirapola Labbala via Negambo	LD/NWP/KU2/0 012				Improving road shoulders	J.A.Mallika Jayasinghe Thuthikala, Bopitiya
	56	Elabaddegama, Bumma nna, Kadirapola Labbala via Negambo	LD/NWP/KU2/0 013				Improving road shoulders	N.G.Irangani Kusumalatha Peniweralugama Labbala
	56	Elabaddegama, Bumma nna, Kadirapola Labbala via Negambo	LD/NWP/KU2/0 014				Improving road shoulders	N.G.Somarathne Pala Labbala, Labbala
	56	Elabaddegama, Bumma nna, Kadirapola Labbala via Negambo	LD/NWP/KU2/0 015				Improving road shoulders	N.G.Jayawardana Pala Labbala, labbala
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 016	0+530- 0+610	LHS		Improving road shoulders	Amurtha Pathiraja Manawila, Yakvila
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 017	0+810- 0+860	RHS		Improving road shoulders	L.P.lasantha Sanjeewa Manawila, Yakvila
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 018	2+160- 2+190	RHS		Improving road shoulders	W.A. Dayarathne Minuwangamuwa, Walakumbura
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 019	0+810- 0+860	LHS		Improving road shoulders	W. Jenat Pettrisia Manavila Yakvila
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 020	0+570- 0+610	RHS		Improving road shoulders	K.U.R. Gunasekara Hansagiri Nedalagamuwa
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 021	0+550- 0+570	LHS		Improving road shoulders	A.M. Jayasena Millawetiya Wal kumburamulla

	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 022	0+530- 0+550	RHS		Improving road shoulders	E.M. Darmasena Monaravila, Yakwila
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 023	2+220- 2+240	RHS		Improving road shoulders	W.A.Wimalawathi Minuwangamuwa Walakumbura
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/0 024	2+190- 2+220	RHS		Improving road shoulders	W.A. Dayawathi Minuwangamuwa Walakumbura
	59	Nendalagamuwa Aurveda Junction to Ninuwangamuwa, Walakumburamulla Rd	LD/NWP/KU2/	2+160- 2+311	LHS		Improving road shoulders	Kanthi Irangani Herath School Lane Udawela Welipenna
KU3	68	LD/NWP/KU3/001	Mallawapitiya junction Bogamuwa Thiragama Katupitiya	1+400	RHS		to keep the leader way	H.M.Santha Bogamuwa Rd, Nailiya, Boyagane
	38	LD/NWP/KU3/002	Pallehorombuw a- Ginihiriya	1+446	LHS		to keep the leader way	K.G.Bebinona No-1 Lihiniwehera Dodamgaslanda
	71	LD/NWP/KU3/003	Colombo road to Kumbalpolajunct ion via Narammala Ku/gala main road	3+329	LHS		to keep the leader way	Kamala Muthugala Ogodapola, Boyagane
	17	LD/NWP/KU3/004	Watareka- udainguruwatha	5+080	LHS		to keep the leader way	P.G.Chandrarathne Udeinguruwatta Inguruwatta
	17	LD/NWP/KU3/005	Watareka- udainguruwatha	1+196	LHS		to keep the leader way	L.H.M. Wijekoon Bandara Watareka,Udainguruwatta

	17	LD/NWP/KU3/006	Watareka- udainguruwatha	1+480	LHS		to keep the leader way	L.H.M. Munidasa Mahinda Herath Pallewaththa 1/39,Watareka Udainguruwatta
	17	LD/NWP/KU3/007	Watareka- udainguruwatha	1+300	LHS		to keep the leader way	L.H.M.D.K. Embillapitiya 15,Watareka, Udainguruwatta
	17	LD/NWP/KU3/008	Watareka- udainguruwatha	4+428	LHS		to keep the leader way	E.M. Thilakarathne Pallegama Inguruwatta
	17	LD/NWP/KU3/009	Watareka- udainguruwatha	5+495	RHS		to keep the leader way	P.G.Gunarathne Udainguruwatta, Inguruwatta
	17	LD/NWP/KU3/010	Watareka- udainguruwatha	5+880	LHS		improving the drain & sholders	B.G.Kulathilake Udainguruwatta, Inguruwatta
	17	LD/NWP/KU3/011	Watareka- udainguruwatha	4+859	RHS		culvert construction	B.G.J. Ranasinghe Udainguruwatta Inguruwatta
	17	LD/NWP/KU3/012	Watareka- udainguruwatha	4+810	LHS		culvert construction	B.G.J. Ranasinghe Udainguruwatta Inguruwatta
	17	LD/NWP/KU3/013	Watareka- udainguruwatha	4+856	RHS		culvert construction	D.G. Gunarathne Udainguruwatta Inguruwatta
	17	LD/NWP/KU3/014	Watareka- udainguruwatha	4+825	RHS		culvert construction	H.M. Podinilame Udainguruwatta Inguruwatta
	17	LD/NWP/KU3/015	Watareka- udainguruwatha	4+825	LHS		culvert construction	H.M. Podinilame Udainguruwatta Inguruwatta
	17	LD/NWP/KU3/016	Watareka- udainguruwatha	4+825	RHS		culvert construction	D.G. Gunarathne Udainguruwatta Inguruwatta
	17	LD/NWP/KU3/017	Watareka- udainguruwatha	4+740	LHS		culvert construction	U.M.U. Banda Udainguruwatta Inguruwatta
	17	LD/NWP/KU3/018	Watareka- udainguruwatha	4+810	RHS		culvert construction	B.G. Gurathne Udainguruwatta Inguruwatta

		17	LD/NWP/KU3/019	Watareka- udainguruwatha	4+740	RHS		culvert construction	B.G.T. Dilanee Udainguruwatta Inguruwatta
KU4		96	LD/NWP/KU4/001	183,Kasikote- west	2+218	RHS		to keep the leader way	R.Mahinda Rajapaksha 732/1, Pilla, Ambanpola
		96	LD/NWP/KU4/002	183, Kasikote- west	3+735	LHS		improving road shoulder	H.P.D. Chaminda Kumara Jayalath Pilla, Ambanpola
		96	LD/NWP/KU4/003	183, Kasikote- west	3+045	LHS		improving road shoulder	N.P.Siril Jayathilake Pilla, Ambanpola
		96	LD/NWP/KU4/004	183, Kasikote- west	3+103+	LHS		improving road shoulder	J.R.Wijithasiri Pilla, Ambanpola
		96	LD/NWP/KU4/005	183, Kasikote- west	3+622	LHS		improving road shoulder	N.P.Alisnona Pilla, Ambanpola
		96	LD/NWP/KU4/006	183, Kasikote- west	3+790	LHS		improving road shoulder	R.D.Gamini Wijayadase Pilla, Ambanpola
KU5			(No LD requests)						
Puttlam	PU1			Sirambiadiya 4 mile Manaweriya, Selwankanda					
		8	LD/NWP/PU1/001	Sirambiadiya 4 mile Manaweriya, Selwankanda	4+166	LHS		to keep a leader way	R.M. Sujith Resli Lal Perera
		8	LD/NWP/PU1/002	Sirambiadiya 4 mile Manaweriya, Selwankanda	6+500	RHS		to keep a leader way	H.A.Dilhani Asoka
		43	LD/NWP/PU1/003	Mailankulama- Thabbowa temple junction	0+294	RHS		to keep a leader way	W.E.N. Crusse

		1	LD/NWP/PU1/004	Mahauswewa-Watthegedara-Thalgaswewa	11+183	RHS		to keep a leader way	J.M. Kusumawathi
		5	LD/NWP/PU1/005	Welewewa garment junction-Tharanagahawewa-Rajawegama road	1+462	LHS		to keep a leader way	W.A. Wikramasinghe
PU2		3	LD/NWP/PU2/001	Adammana junction to Madawakkulama	9+200	LHS		improving road shoulders	Mohamad Ibraheem Abdul Raheem Madawakkulama, Andigama
		3	LD/NWP/PU2/002	Adammana junction to Madawakkulama	9+185	RHS		improving road shoulders	I.Mohomad Madawakkulama, Andigama
		3	LD/NWP/PU2/003	Adammana junction to Madawakkulama	2+667	LHS		keeping leader way	M.W.S.Irangani Katupotha, Pallama
		26	LD/NWP/PU02/004	Arachchikattuwa to Pallama via Adippala	3+100	LHS		keeping leader way	L.M. Premarathne Katupotha, Pallama
		26	LD/NWP/PU02/005	Arachchikattuwa to Pallama via Adippala	3+100	LHS		keeping leader way	W.R.M. Sumanaweera Katupotha, Pallama
		26	LD/NWP/PU02/006	Arachchikattuwa to Pallama via Adippala	3+100	LHS		keeping leader way	J.M.Darmasena Katupotha, Pallama
PU3		40	LD/NWP/PU3/001	Atiyawela-mohattimulla road	0+000	RHS		to keep leader way	A.M.Chandrasena Arthanayaka

		40	LD/NWP/PU3/002	Atiyawela- mohattimulla road	0+001	RHS		to keep leader way	A.M.Upali Arthanayaka

(All above records are from two PMUs of NCP and NWP, some information have still not found and not filled the format completely as at end of June 2017. During July onwards these information will be updated. Investigations on LD requests in P0-01 and PO-2 not commenced in full at the end of June. Updated data sheets will be included in the next report-- SGRS)