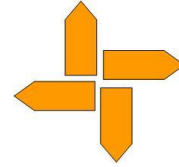


SFG1856



Social Impact Assessment
For
TRANSPORT CONNECTIVITY AND
ASSET MANAGEMENT PROJECT

JaEla to Puttalam Section of Peliyagoda - Puttalam Road (A03)

Road Development Authority

MINISTRY OF HIGHER EDUCATION AND
HIGHWAYS

2016

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ACRONYMS

APs	Affected Persons
BOI	Board Of Investment
CEA	Central Environment Authority
DBMOT	Design Built Manage Operate Transfer
DS	Divisional Secretary
DS	Divisional Secretariat
DSD	Divisional Secretariat Division
EIA	Environment Impact Assessment
FGD	Focus Group Discussion
GN	Grama Niladhai
HH	House Hold
HHH	House Hold Head
IEE	Initial Environmental Examination
Km	Kilometre
LA	Local Authority
LAA	Land Acquisition Act
MC	Municipal Council
NEA	National Environment Act
NGO	Non-Governmental Organization
NIRP	National Involuntary Resettlement Policy
OP	Operational Policy
OPRC	Output and Performance Based Road Contract Project
PAP	Project Affected Person
PS	Pradeshiya Sabaha
RAP	Resettlement Action Plan
RDA	Road Development Authority
ROW	Right of Way
SIA	Social Impact Assessment
UC	Urban Council
WB	World Bank

EXECUTIVE SUMMARY

Road Development Authority (RDA), the Apex Agency in the field of road development expects the possibility of applying the Output Based Performance Road Contract (OPRC) format to the new road development projects. This new concept will be tested in two road corridors. Jaela –Puttalam Road (A03) as the Corridor 1 and Avissawella –Padalangala Section of Colombo – Ratnapura- Wellawaya –Batticaloa Road A-04 as Corridor 2. It is expected that this new concept with OPRC format will enhance the productivity, sustainability and quality of work of the project and also will help to overcome the drawbacks of the current contract system of having several contracts and dealing with several consultants/contractors in handling one development project. This social impact assessment is carried out in corridor 1 road section which covers Divisional Secretariat Divisions (DSDs) of Gampaha and Puttalam Districts (Gampaha 3 DSDs and Puttalam 8 DSDs).

Jaela - Puttalam section of the (A-03) road is in a good condition, but to face the rapid urbanization and increasing traffic volume, the improvements will be essential to operate this road as an arterial road which connects Puttalam with the capital city of Colombo.

The project background and description of the project area are explained in the first chapter and objectives and methodology followed in completing the SIA are given in chapter 2. Social and economic status of the project area in chapter 3 and legal frame work and policies applicable to the project is given in chapter 4. Consultants carried out a participatory approach and a comprehensive consultation process to study the socio economic status and to identify the impacts of the project. Stakeholder meetings, Focused Group Discussions (FGDs) and Key Informants Discussions were held with identified persons in addition to a Socio Economic Survey and Road Users Survey carried out in the project area. In chapter 5 the consultation and social survey information are highlighted while social impacts pertaining to 2 lane and 4 lane scenarios are given in chapter 6. Chapter 7 explains the mitigation measures, conclusion and recommendations. The Gender Plan based on communities is given in chapter 8.

It is found that within the total length of 108.6 km to be upgraded, 14.1km will be considered for 4 lane developments and the major extent of 94.5km will be considered for 2 lane developments. The potential negative impacts of the major section of 2 lanes generate moderate impacts as the ROW for the proposed development is almost available without going for major land acquisition. The total land area to be taken over will be approximately 35.8 perches along the major length of 94.5km. The total number of potential households to be affected has been identified as 45. A small portion of land, a part of a parapet wall, or accesses to households etc. may be affected. However, not a single house will be fully affected as a result of this development.

Comparing with the 2 lane section of the proposed development, the last section of the 4 lane distance from 125th km post up to the end of the road generates significant impacts to 15 shops and a store. These 15 shops are semi-permanent and temporary nature and need

relocation. The owners have been running business for over 25 years. It was observed that, some of them do not have titles to their lands. It may be necessary to provide them with alternative lands or pay adequate compensation to enable them to find alternative places before vacating their existing premises. At a discussion held with them, they expressed their willingness to support to the project provided their needs are addressed in a favourable manner.

Among the recommendations made at the conclusion of the stakeholder meeting, the proposal to have a team of social planning professionals is of prime importance. Under the new concept (OPRC), the consultant/contractor may have to employ teams of professionals for planning, designing, building and maintaining etc. It is also proposed to have a team of young social planning professionals to continuously work in the field, especially during the construction period, so that the rest of the technical staff can be fully concentrated on completing the project within the given target time framework. The social planning team can contribute to enhance the quality of maintenance of the road network by closely mobilizing the Local Authorities (LAs), communities and NGOs with a pecuniary incentive as an inducement. Cleaning of drains that have been completely neglected at present should be attended to by LAs and other responsible state agencies, as a priority.

CHAPTER 01: PROJECT BACKGROUND

1.1 The Project

1. The Road Development Authority (RDA) of Sri Lanka as the apex agency in the area of road development is in the process of rehabilitating, improving and carrying out maintenance of the National Road Network. In this project RDA expects the possibility of applying the Output Based Performance Road Contract (OPRC) format as a pilot intervention. OPRC format is based on Design, Building, Maintain, Operate and Transfer (DBMOT) methodology which is worldwide known. It is expected to test this methodology in this proposed pilot project enabling the RDA to enhance the quality, productivity and sustainability of the road construction and the asset management of the Country's most priority road network.

2. Presently, in the road development sector design, build, maintain etc. is carried out as separate contracts by different Contractors and Consultants. This system has experienced difficulties in ensuring standards and quality of the civil works. One of the significant positive factors in this new concept is that the Contractor /Consultant is responsible for designing, building, maintaining, operating and transferring the project after 10 years. During this contract involving period of 10 years the Contractor/Consultant will attend to all civil works and ROW management. Accordingly, the entire project will be designed under one integral civil works and management operation, which has to ensure the quality of all the works to maintain for 10 years and to transfer the project to the client with the agreed level of service condition defined by the contract.

3. The three road corridors listed in the Terms of Reference to be studied and implemented as pilot interventions are;

1. Jaela – Puttalam section of Peliyagoda – Puttalam Road (A-03) as Corridor 1
2. Avissawella –Padalangala section of Colombo –Ratnapura – Wellawaya – Batticaloa Road of (A -04) as Corridor 2.
 - a. Avissawella –Pelmadulla – Corridor 2a
 - b. Pelmadulla –Padalangala – Corridor 2b

1.2 Description of the project

4. The project area for this social impact assessment (SIA) is the road section described above as Corridor 1, the road section from Jaela to Puttalam section of Peliyagoda – Puttalam Road (A-03) composed of 108.6km. This section of the road passes through the western coastal belt of Sri Lanka which is densely populated with mostly urban and semi urban population. Jaela, Negambo/Kochchikade, Wennappuwa, Nattandiya, Marawilla, Chilaw and Puttalam can be considered as large urban agglomerations and the area throughout this coastal belt from Jaela to Puttalam can be observed as more urban than rural atmosphere. This road development, which is the connectivity to the Northern Central and the Northern part of the country, will mostly benefit the commuters from the south and the resident population living along the western coastal belt.

5. Some sections of this road from Jaela to Puttalam will be developed as 4 lanes and major part of the road section will be developed as 2 lanes. This break down is indicated in the Table below.

Table 1.1 Respective 4 Lanes Sections and 2 Lanes Section of Jaela- Puttalam Section of Peliyagoda- Puttalam Road (A03)

From		TO		No of Lanes
Location	Chainage	Location	Chainage	
Daduganoya Bridge	18+000	Seeduwa Junction	20+889	4 Lane
Seeduwa Junction	20+889	Air Port Junction	23+730	4 Lane
Air Port Junction	23+730	Periyamulla Junction	31+358	4Lane
Periyamulla Junction	31+358	Negambo	32+520	4Lane
Negambo	32+520	Puttalam	125+000	2Lane
Puttalam	125+000	Puttalam Town	126+600	4Lane

Source: RDA, Sri Lanka

6. The four lanes are within 14.5 Km distance from Jaela and 1.6Km from the 125th km post to the Puttalam town. Each lane is 3.2m in width and will be considered as substandard 4lanes and shoulders. The balance road section will be developed as 2 lane road section, having 3.5m of each lane and shoulders for pedestrians. Drains will be constructed where ever necessary, for easy flow of storm water and to protect the road from stagnant water. There are several bridges to be constructed, which are fairly old and damaged due to the recent floods.

7. It is understood that at the design stage marginal acquisition of structures will be avoided if space is available on the opposite side of the road without valuable permanent structures and without compromising the safety and engineering architecture of the road.

8. The major livelihoods of the project area are fishing and tourism activities and large numbers of factory workers are residents around Katunayake Free Trade Zone. It is also observed that a large number of people in Marawila area have found foreign employment. There are existing fishing harbours at Dickowita, Negambo, Toduwawa, Chilaw and Puttalam.

9. Concentration of tourist hotels and activities related to tourism can be observed after passing Jaela and around Negambo as these areas are in close proximity to Katunayake International Air Port. Marawilla and Puttalam are the other areas with major tourist activities. Tourism is a thrust activity right along this coastal belt of the road section which is being performed at various scales from informal domestic levels to formal hotel level activities.

10. In addition to these two major livelihood activities there is a large number of population performing a variety of formal and informal service activities which are basically connected to the major activities such as transport, selling of various items , providing bicycles and other equipment, selling of food and boating and beach boys etc.

11. Analysing the above information it is observed that there is a large number of resident and cosmopolitan population using this road more frequently as pedestrians and commuters to various destinations. This is one of the busiest roads having a traffic volume in the range of 55,100 vehicles per day commencing from Peliyagoda and dwindling to around 12,480 at the end of the road. As the middle class population is growing rapidly around this are, the need for development of the road for their easy travelling has become important. The development of these road sections will ensure the road safety, easy and comfortable travel enabling them to contribute to the national development activities with time saving. This will also contribute to enhance the efficiency at work places of the public and the private sector as the working population can attend their work more effectively. The Administrative Divisions and the Map of the project area are shown below.

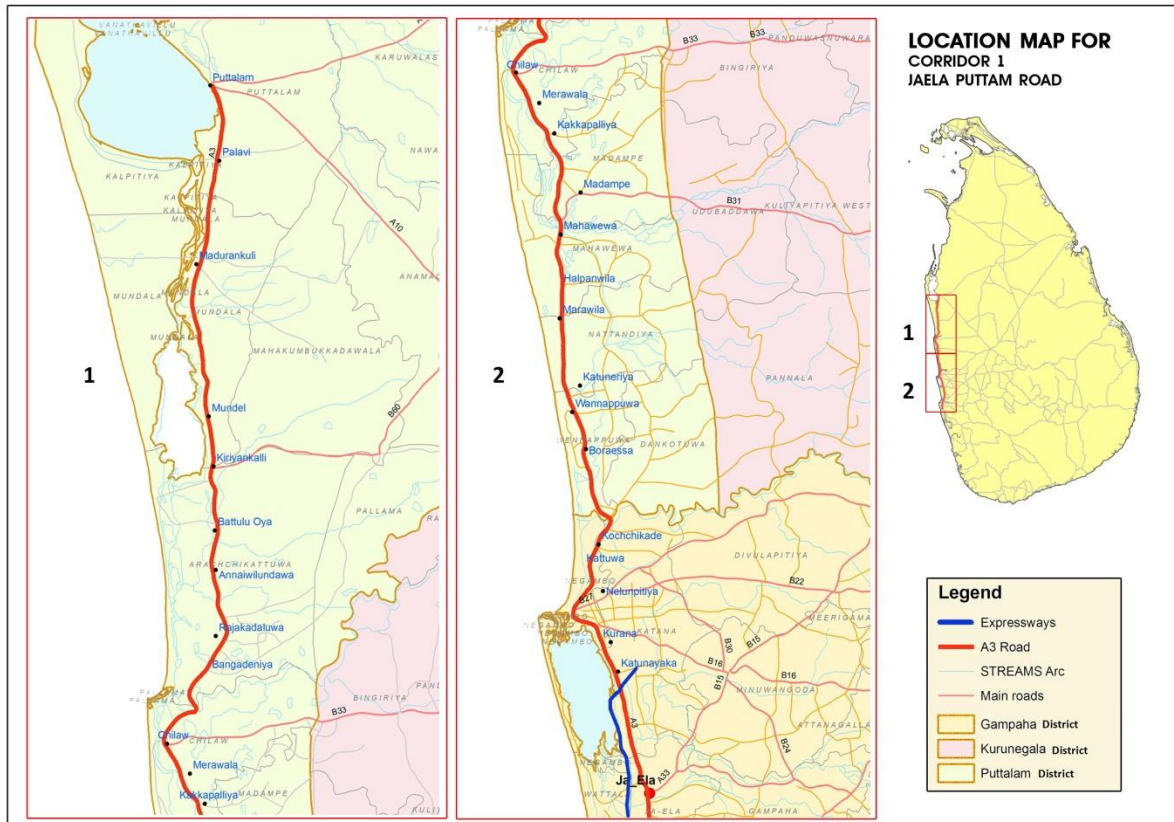
Table 1.2 No of Administrative Divisions in Study area

S.No	District	DSD	No of GND	Chainage
1	Gampaha	Ja-Ela	3	18.0 km -18.5Km
2		Katana	14	18.5Km - 29Km
3		Negombo	12	29Km - 37.5Km
4	Puttalam	Wennappuwa	17	37.5Km -48Km
5		Nattandiya	8	48Km -53.7Km
6		Mahawewa	7	53.7Km - 60.9Km
7		Madampe	8	60.9Km - 66.1Km
8		Chilaw	10	66.1Km - 77.3Km
9		Arachchikattuwa	9	77.3Km - 97Km
10		Mundalama	7	97Km - 118.1Km
11		Puttalam	5	118.1Km - 126.6Km
Total	2	11	100	108.6Km

Source: RDA, Sri Lanka

12. This road covers 108.6Km from Jaela – Puttalam in the two Districts of Gampaha and Puttalam where the road traverses through 11 DS Divisions and 100 GNDs as shown in the Table1. 2.

Figure 1.1 Map of the project area



Source: Survey Department, Sri Lanka

CHAPTER 02: OBJECTIVES AND METHODOLOGY

2.1 Objectives of the Social Assessment

13. The road development project, which will be implemented by applying the OPRC format, will initiate action as a participatory development approach. Accordingly, creating awareness among all stakeholders including the project affected persons (PAPs) will be of prime importance.

14. The main objective of the social assessment is to identify the potential social impacts as a result of implementation of this proposed road development project and to develop a plan of action to mitigate negative social impacts. Social assessment is also a key social intervention in the project development process and preparing the social action plans. It is also a World Bank requirement to carryout social assessment at the planning stage and to ensure that all relevant social concerns are given due attention in development projects. Therefore, all potential project affected persons will be identified and initiate action to obtain their views and opinion to mitigate their negative impacts which will be extremely important to implement the project in an acceptable manner.

15. The development activities of the project may generate both positive and negative social impacts which will also create new social issues. Positive social impacts may need to be maximized and actions will be necessary to avoid or minimize negative social impacts from the beginning of the project development cycle. In the planning, designing and implementation process some of the negative social impacts can be avoided or mitigated with appropriate actions, but there may be some negative social impacts which cannot be avoided. Those unavoidable negative social impacts need to be turned in to development efforts which will have major positive impacts which will be socially acceptable. This can be achieved through an active participatory approach where all affected parties have an understanding among them. Accordingly, social assessment is a key social intervention to inform the project development and to prepare social action plan.

2.2 Methodology

16. The consultants and the team members carried out the following procedures in the preparation of the social assessment.

1. Desk review of relevant records, policies , data and information (secondary data and information)
2. Review of legal aspects related to the project activities. (Secondary data and information).
3. Reconnaissance visit to the project area by the consultants with the team members.
4. Social Survey
5. Stakeholder Meeting.
6. Consultation, Focus Group Discussions(FGDs)

7. Road User Survey
8. Field Observations

2.2.1 Secondary Data and Information (1 & 2 Above)

17. Secondary data and information already available from various sources are extremely useful in comparing with the primary data and information from relevant stakeholders in the analysis. Census and statistics data obtained from the Department of Census and Statistics, pertaining to the project area and Resource Profiles of the relevant Divisional Secretariats are of prime importance. The information and the policies and records obtained from RDA are another valuable source of information. As the first step the consultants and the team members studied the data and information which had relevance to the concept and to the social assessment, as explained above.

18. Review of legal aspects related to the project activities was done by taking into consideration the project requirements and the secondary information and data obtained from available legislation and policy framework.

2.2.2 Reconnaissance Visit

19. A Reconnaissance visit was made by the consultants and the project team on the 30th December 2014 to the project area before the commencement of the field interventions. The objective of this initial visit was to observe the existing conditions of the road sections and to understand the gravity of the issues by the team before planning the field investigations.

2.2.3 Social Survey and the Sample

20. Basic information and data for the SIA was obtained through the social survey executed through a questionnaire. Randomly selected households at least to cover 4-5 households from each DSD were taken into the sample of the social survey. Collection of information from 5 affected people in each township was also carried out. Also, as time permitted collection of information from a few others living between townships was carried out. A total of 80 respondents were collected using the above methodology. In addition, capturing information on few others living outside the road and people who use the road such as pedestrians, cyclists, and car owners was carried out through a road user survey using a checklist. The strategy was to approach the car owners and other vehicle users when they stop to purchase goods or obtain services from local providers during the survey. In total 40 respondents from both categories none affected but living on either side of the road and other road users were covered, totalling to 120 households. In addition the findings of the Resettlement Survey was considered important to assess the impacts on 30 affected households living within the 4 lane area from 125th km post to the end of the road to Puttalam town (1.6km distance)

2.2.4 Stakeholder meetings

21. The road section from Jaela to 125th km point doesn't generate serious negative impacts. The affected persons are limited to several informal sector activists who sell vegetables, fruits, lottery tickets etc. but 1.6 km from 125th km point (close to Puttalam Town) as the road

will be developed in to four lanes, the number of affected parties in this section is higher. Therefore a stakeholder meeting was held at Puttalam Divisional Secretariat for which all stakeholders, including the affected parties were invited through the Divisional Secretary. Relevant Government Officials from the DS Office, the Health Department and RDA etc. were present at the meeting held on 27th January 2015. The minutes and the list of participants are attached.

22. At the end of the meeting the Consultants visited some of the affected persons who highlighted their grievances at the stakeholder meeting. It was also observed that, only a few structures will be affected and their residences and business units will not be fully affected by this development.

23. All participants fully agreed for the proposed development as it will help the commuters and pedestrians for their comfortable travelling and mobility. Upgrading of drains and pedestrian walkways will be attractive facilities under this development.

2.2.5 Consultation, Focus Group Discussions (FGDs) and Discussions with Key Informants

24. In the field investigations consultation was carried out with all approachable groups of people and individuals including affected and non-affected persons. The information and observations gathered in these consultations were helpful to understand the thinking of the non-affected people being the road users and service providers of the project area. This exercise further strengthened the information gathered through the road users' survey carried out with a check list among the heterogeneous society of the project area. Ideas and thinking of the three wheel drivers, vendor operators on the pavement, passengers, police men and road labourers were captured through these consultations.

2.2.6 Focus Group Discussions

25. Focus group discussions (FGDs) were planned to capture the perceptions, feelings, thinking, views and suggestions of homogenous groups in the proposed project area such as women organizations, road side vendors, and three wheel drivers, wage labours etc. The number of participants in a FGD was between 4-15 members from a homogenous community as explained above. The consultant was more concerned with identifying negative and positive impacts likely to be generated as a result of implementing this project through these discussions. The details of these discussions are given in **Annex 4**.

2.2.7 Interviews with Key Informants

26. It was possible to gather valuable information from Key-Informants such as Buddhist and Catholic Priests, School Principals, Montessori Teachers, Attorneys of law etc. on the proposed development of the road.

2.2.8 Road Users Survey

27. It was discussed earlier under the social survey about the Road Users Survey carried out in the project area, using a check list with the main objective of capturing the ideas, perceptions, views and feelings of the communities living beyond the project area. It is easy

to consult vehicle users when they stop to purchase goods or obtain services from local providers during the survey.

2.2.9 Field Observations

28. Observations made by the consultants and the team members during the field survey and inspections are extremely important in understanding the impacts of the affected parties. It was agreed among the team members to notify and inform their observations made during their discussions and meetings with people while moving along the road section. Sometimes the body language of these respondents and the words they use in the discussions can be observed as positive or negative aspects of their feelings.

29. Quantification of the research tools used to obtain data and information are shown in the Table 2.1

Table 2.1 Matrix 01

Social Survey	No and location of Stakeholder Meeting	No and Location of FGDs	Discussions with key stakeholders	Road Users Survey
80 households covering 9DSDs <ul style="list-style-type: none"> • Nattandiya • Mundalam a • Wennappu wa • Puttalam • ArachchiKattuwa • Chilaw • Mathampe • Mahawewa • Katana 	1. DS Puttalam 2. DS office Mahawewa 3. Minutes and attendance sheet Please refer Annexure	1. Madampe Road side vendors 2. Women Organization Puttalam 3. Iron works community Vikaal 4. Three wheel drivers at Palliya Junction Seduwa 5. Minutes and attendance sheet Please refer Annexure	1. Ven. Magama Darmasiri Thero 2. Ven. Udamitha Dammachara Thero 3. Mr.W.G.L Gunasiri , Police officer,Seeduwa Police 4. Rev. Father Fabrice Loschi and Mr.Vinston Dias 5. Mr.R.E.P Fernando, Notary Public 6. Mr.C.M. Mahusook Marrikkar,Chief Trustee Muslim Mosque 7. Senthil Kumar Kurukkal, Kovil	40 Road users from the road section Outcome of the road users survey at section 5.4 and Table 39 and 40

Social Survey	No and location of Stakeholder Meeting	No and Location of FGDs	Discussions with key stakeholders	Road Users Survey
			Madampe Contact details and main concerns are attached in annexure	

CHAPTER 3: SOCIAL AND ECONOMIC STATUS

30. The project area which starts from Ja-Ela in Gampaha District in the Western Province ends up at Puttalam in Puttalam District in the North Western Province Covers having 108.6 Km along the A03 Road. The project area covers three Divisional Secretariat Divisions in Gampaha District and eight Divisional Secretariat Divisions in Puttalam District. The project area also falls within the Provincial Councils of the Western Province and North Western Province. The total population of the two districts amounts to 2.99 million (2280860 – Gampaha District, 709677 –Puttalam District) according to Census of Population conducted in 2012 spread within a total land area of 4459 Km². The total population (Table 2) of the Divisional Secretariat areas covering the road section in both Gampaha and Puttalam Districts amount to 1,055,797 (Gampaha -578948 and Puttalam 476849,Census of Population and Housing 2012 Department of Census)

Table 3.1 Population of the Project Area 2012

District	DS Division	Sex		Total Population
		Male	Female	
Gampaha	Negambo	68600	73536	142136
	Katana	112803	122488	235291
	JaEla	97574	103947	201521
Sub Total Project Area Gampaha		278977	299971	578948
Puttalam	Puttalam	39785	42658	82443
	Mundel	29525	32113	61638
	Arachchikattuwa	19723	21276	40999
	Chilaw	29918	32597	62515
	Madampe	23261	24659	47920
	Mahawewa	24471	26607	51078
	Nattandiya	29550	32595	62145
	Wennappuwa	32209	35902	68111
Sub Total Project Area Puttalam		228442	248407	476849
Grand Total		507419	548378	1055797

Source: Extraction of Census of Population and Housing of Sri Lanka, 2012 Dept. of Census & Statistic

3.1 Population Distributions

31. Population of the 11 Divisional Secretariat Divisions of the project area is shown by ethnic groups in Table 3.2. This Table indicates that the area is predominantly a Sinhalese dominated area having over 81% Sinhalese of the total population of the project related area of the 11 Divisional Secretariats and 11% Sri Lankan Moor and 6% Sri Lankan Tamil Population. The balance 2% is composed of the other ethnic groups such as Indian Tamil, Malay Burger and others. This Population Table also Highlights that Katana, Ja-Ela and Negambo DS areas in Gampaha District and Puttalam, Wennappuwa and Chilaw DS

Divisions in Puttalam District have a large population concentration within the vicinity of the project area. They also can be considered as the frequent road users of the A-03 Road, The other significant feature which can be observed is the large concentration of the Muslim community based in Puttalam Mundalama and Negambo DS Divisions.

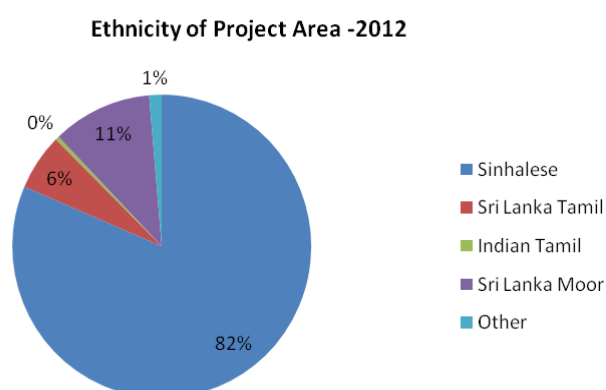
Table 3.2 Ethnicity of Project Area - 2012

District	DS Division	Ethnicity									Total
		Sinhalese	Sri Lanka Tamil	Indian Tamil	Sri Lanka Moor	Burgher	Malay	Sri Lanka Chetty	Bharatha	Other	
Gampaha	Negambo	107299	12785	887	19673	457	305	98	290	342	142136
	Katana	215581	9892	972	3431	836	1054	3247	27	251	235291
	Ja-Ela	186086	8042	1236	853	3453	1239	120	45	447	201521
Puttalam	Puttalam	21934	7184	315	52211	347	343	8	1	100	82443
	Mundel	25509	12299	186	23468	128	5	6	0	37	61638
	Arachchikattuwa	38768	1972	29	160	43	8	3	0	16	40999
	Chilaw	51532	5745	125	4890	67	119	10	2	25	62515
	Madampe	43793	1118	54	2729	18	10	9	180	9	47920
	Mahawewa	49868	1063	76	23	22	9	3	0	14	51078
	Nattandiya	53633	1692	176	6374	64	24	5	1	176	62145
	Wennappuwa	65786	1809	217	90	89	24	7	16	73	68111
Total		859789	63601	4273	113902	5524	3140	3516	562	1490	1055797

Source: Extraction of Census of Population and Housing of Sri Lanka, 2012 Dept. of Census & Statistic

32. This ethnic formation of the project related area as shown indicates higher ethnic percentages than the national figures, Sinhalese 73.8%, Sri Lanka Moor 7.2% and Sri Lankan Tamils are forming 3.9%. The Figure 3.1 shows the Percentage Distribution of the Ethnic Distribution.

Figure 3.1 Ethnicity of Project Area -2012



Source: Census of Population and Housing of Sri Lanka, 2012 Department of Census and Statistics

33. Male population in the eight DSD areas in Puttalam District is 48% of the total population of these DS Divisions and the female population stands at 52%. The total female population in all DS Divisions in the Gampaha District is 51% of the total population and male population accounts for 49%.

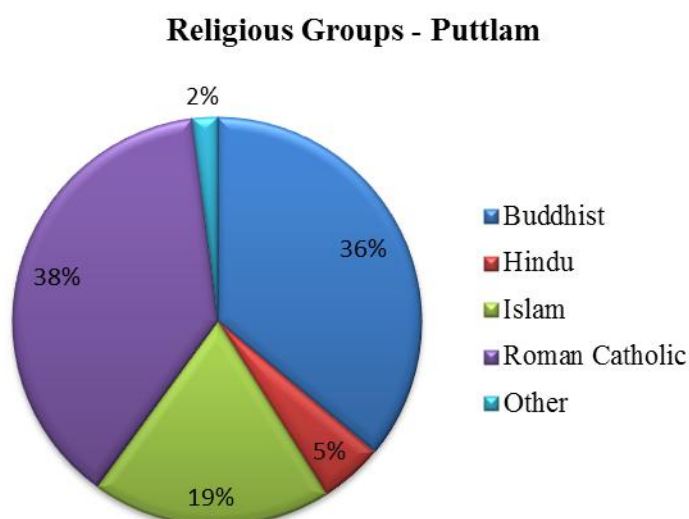
Table 3.3 Religious Diversity of Project Area – 2012

District	DS Division	Buddhist	Hindu	Islam	Roman Catholic	Other Christian	Other	Total
Gampaha	Negambo	15732	8317	20374	92828	4755	130	142136
	Katana	141353	3923	4799	75385	9676	155	235291
	Ja-Ela	87772	4235	2115	99515	7746	138	201521
Puttalam	Puttalam	15027	4854	52934	8302	1312	14	82443
	Mundel	10264	9328	23770	17806	464	6	61638
	Arachchikattuwa	24853	1263	169	13894	796	24	40999
	Chilaw	22855	4288	5205	28544	1609	14	62515
	Madampe	34803	652	2754	8304	1403	4	47920
	Mahawewa	23204	390	34	26436	1000	14	51078
	Nattandiya	28213	1079	6609	25226	1012	6	62145
	Wennappuwa	12278	789	111	53426	1492	15	68111
Total		416354	39118	118874	449666	31265	520	1055797

Source: Computed from data of Census of Population and Housing of Sri Lanka, 2012 Dept. of Census & Statistic

34. The Table 3.3 shows the Religious Diversity of the project area extracted from Department of Census and Statistics, 2012. Religious population in the eight DSDs of the Puttalam District coming within in the vicinity of Jaela – Puttalam A-03 road is depicted in the figure 3.3.

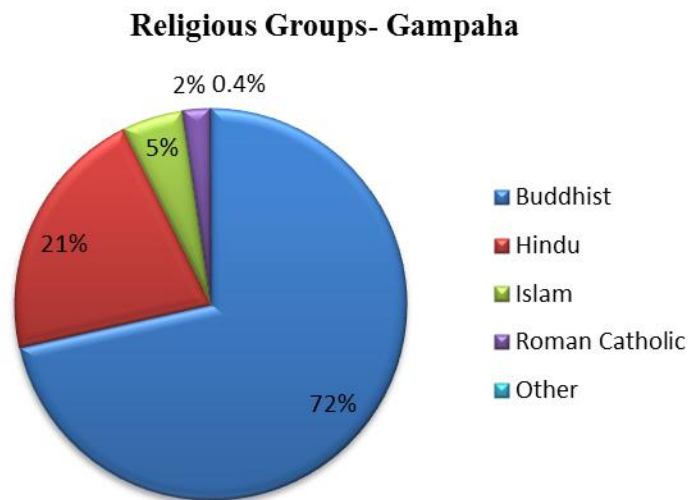
Figure 3.3 Percentage of the population by religious groups in the eight DSDs in Puttalam District



Source: Computed from data of Census of Population and Housing of Sri Lanka, 2012 Dept. of Census & Statistic

35. Religious based break down of the population in the total Gampaha district also given in the 3.4 figure.

Figure 3.4 Percentages of the population by religious groups- Gampaha District



Source: Computed from data of Census of Population and Housing of Sri Lanka, 2012 Dept. of Census & Statistic

Table 3.4 Age Distribution of the Project area – 2012

District	DS Division	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95 & above	Total
Gampaha	Negambo	11262	11978	11560	12302	11120	11017	12063	10074	9587	8774	8413	7199	6446	4413	2610	1615	1005	436	153	109	142136
	Katana	17143	17495	15898	20284	24812	24206	22689	17680	15835	13755	12307	10166	8746	5851	3529	2421	1399	695	221	159	235291
	Ja-Ela	15092	15601	14731	15581	15678	16053	17553	14946	14175	12874	12221	10980	9499	6870	4174	2725	1574	777	232	185	201521
Puttalam	Puttalam	9186	8807	8839	8391	6590	6268	6563	5436	4766	4412	3669	3193	2744	1578	936	572	264	116	40	73	82443
	Mundel	6563	6386	6222	5870	4970	4975	5186	4097	3689	3245	2875	2626	2151	1290	725	432	179	92	36	29	61638
	Arachchikattuwa	3564	3598	3581	3479	2889	3349	3524	2942	2707	2517	2153	2092	1889	1122	699	473	248	119	37	17	40999
	Chilaw	5321	5292	5225	5298	4491	5112	5442	4625	4199	3785	3474	3207	2928	1785	1086	671	320	164	35	55	62515
	Madampe	4014	4051	3744	3951	3375	3941	4008	3311	3103	3132	2741	2504	2370	1525	931	596	337	190	56	40	47920
	Mahawewa	4176	4182	4204	4268	3574	4227	4252	3612	3362	3176	2929	2692	2452	1685	1014	679	357	160	41	36	51078
	Nattandiya	5153	5289	5194	4801	4109	4878	5082	4359	4141	3706	3593	3444	3190	2094	1334	878	497	285	80	38	62145
	Wennappuwa	5266	5863	5517	5760	4869	5229	5399	4455	4399	4325	4129	3809	3524	2354	1422	900	506	256	85	44	68111
	Total	86740	88542	84715	89985	86477	89255	91761	75537	69963	63701	58504	51912	45939	30567	18460	11962	6686	3290	1016	785	1055797

Source: Computed from data of Census of Population and Housing of Sri Lanka, 2012 Dept. of Census & Statistic

36. Age wise distribution of the project area shown in Table 3.4 indicates the dependent population and economically viable population of the project area. There are 259,977 people below 14 years of age and 72,766 people over 65 years forming the total dependent population of the project area in to 332,743 people, which is 31.5% of the total population. It is encouraging to note that economically viable population of the project area (Age 15 – 79) amounts to 772, 061 which is 73% of the total population.

3.2 Urban Rural Population

37. The Corridor 1 Project area from Ja Ela to Puttalam has more urban features than those of the other areas of the country as these areas are more exposed to tourism and related activities. The attire of the youth and the nature of the urban centres exhibit a more urbanized outlook a result of the exposure from foreign nationals in the Colonial era for several generations. Only the population in Negombo MC Area, JaEla, Katunayake, Seeduwa, Chilaw and Puttalam UC areas are considered as urban population. A brief analysis of population and housing study shows that Gampaha Urban population represents 14.6% of the total of that district and Puttalam Urban Population accounts for 9.2% of the total district's population (Source- Department of Census and Statistic). Existing and projected population of some of the urban centres, up to 2030 is shown in the Table 3.5. This information will be useful for planning of infrastructure development.

Table 3.5 Existing and projected population up to 2030 in Urban Centres within Gampaha and Puttalam District

S.No	Urban Centre	Population-2002	Projected Population-2030
1	Ja-Ela	142779	293000
2	Chilaw	46066	113000
3	Puttalam	38513	79000
4	Wennappuwa	37191	91700
5	Naththandiya	20000	40000
6	Arachchikattuwa	18000	30900
7	Madampe	15400	31600
8	Marawila	15000	31000
Total		332949	710200

Source: Extracted from the National Physical Planning Policy Volume II-Table No 3.2, Detailed Policy report

38. The population has increased with the urban growth in the urban centres. The above population projection indicates that there is an increase of 113% of population in the identified urban centres within the project area in Gampaha and Puttalam Districts, taking into consideration the 2002 data by the National Physical Planning Department during the preparation of the National Physical Planning Policy. The above information was extracted from the data base maintained by the National Physical Planning Department for the year 2002.

3.3 Health

39. During the past two decades successive Governments have made significant contribution to enhance the health sector by improving human resources and physical infrastructure throughout the country. The districts within the Western Province including Gampaha had the opportunity to absorb more facilities in the previous years. However, policy makers' subsequently have made a decision to narrow down the regional disparities. Accordingly, other districts including Gampaha and Puttalam districts were given more priority in allocating funds and providing health facilities. Under these conditions the health services of both Gampaha and Puttalam districts were enhanced but Puttalam district needs further enhanced facilities considering the current socio economic conditions of the population.

40. There were 593 Government Hospitals with 73,437 beds in the whole country (excluding private hospitals), amounting to 3.6 beds per 1000 persons by the end of the year 2012. The qualified number of doctors was 17,129, having a doctor to every 1,187 persons and 29,781 nurses with a nurse for every 683 persons by the end of 2012. These facilities were extended to all districts in Sri Lanka including Gampaha and Puttalam districts.

41. In Puttalam District Medical Officers of Health (MOH) are stationed at Arachchikattuwa, Chilaw, Mundalama, Marawilla and Puttalam. In addition General Hospital at Chilaw, Madampe peripheral unit, Marawilla Base hospital, Puttalam Base Hospital etc. are facilitating the population of the district. In addition, rural populations obtain treatment from local Ayurvedic physicians and hospitals.

42. Gampaha DSD areas including Jaela, Katana and Negambo have better medical and hospital facilities than those of Puttalam DSD areas. In Gampaha district, Ragama Teaching Hospital, Wathupittiwela Base Hospital, District Base Hospital Negambo, Ariyakanda District Hospital, Nursing Hospital and Ayurvedic Hospital at Ariyakanda are the major Hospitals that provide health facilities to the people.

43. In addition Gampaha people have the advantage of obtaining health facilities from Colombo for special treatments within one hour reach. Health profile in the country is shown in the Table 3.6

Table 3.6 Health Profile of the Country

S.No		Item	2011	2012
1		Hospitals Practicing Western Medicine	592	593
2	Government	No of Beds	69731	737437
3		Primary Health Care Units	475	480
4		Doctors	16384	17129
5		Asst.Medical Practitioners	1097	1061
6		Nurses	29101	29781
7		Attendants	7477	8403
8		Ayurvedic	Ayurvedic Physicians	20353
		Total Government Expenditure (Rs. Billion)	89.2	99

Source: Table prepared within the information from Annual Report, Central Bank of Ceylon, 2012, Table 3.8

44. It is also important to record that infant mortality rate has declined due to satisfactory health and hospital services in the districts Gampaha and Puttalam during the past years. Infant mortality during 2000-2009 is depicted in the Table 3.7.

Table 3.7 Infant Mortality Rate in the Districts of Gampaha and Puttalam 2000 – 2009

Year	Districts		Sri Lanka
	Gampaha	Puttalam	
2000	5.5	9.7	13.4
2001	5.2	7.5	12.6
2002	5.4	6.6	11.4
2003	6.1	6.4	11.3
2004	3.4	5.6	9.8
2005	4.5	7.9	11.2
2006	4	9.8	10.8
2007	2.7	7	8.5
2008	3.7	6.4	9
2009	4.6	6.3	9.7

Source: Computed from the data extracted from a data table from Census and Statistics pertaining to Gampaha and Puttalam Districts.

45. Crude Birth rates and Crude death rates in the two districts show disparities which can also be observed from the 2013 rates of Gampaha and Puttalam in the Table 3.8 and Table 3.9 following statistics.

Table 3.8 Crude Birth Rate -2013

Crude Birth Rate-2013			
	Total	Male	Female
Sri Lanka	17.9	18.8	17
Gampaha	14.6	15.3	13.3
Puttalam	21.1	22.2	20

Source: Census of population Dept. of Census and Statistics 2012

Table 3.9 Crude Death Rate -2013

Crude Death Rate-2013			
	Total	Male	Female
Sri Lanka	6.2	7.2	5.2
Gampaha	6.8	6.8	5.2
Puttalam	5.5	6.5	4.5

Source: Census of population Dept. of Census and Statistics 2012

46. Increase in life expectancy is an indication of satisfactory health status. Table 3.10 indicates that over a period of time life expectancy at birth has increased both among males

and females in the Gampaha and Puttalam districts. It is also significant to note that life expectancy of the female population is higher than that of the males.

47. Life expectancy rate is an indicator to measure the health standards of a population. In more developed countries it stands around 71.9 male and 79.3 female. The world rate is 63.9 male and 68.3 female and less developed countries it is 62.5 male and 65.9 female (Census and Statistic Department). According to these figures, Sri Lanka has achieved the status of developed nations Gampaha and Puttalam districts also have achieved levels similar to or above the developed countries status. It should also be noted that Sri Lanka has highest ratio of elder population. Sri Lanka's fast aging population in the near future will also generate health issues unless adequate funds are allocated by the Government for health sector and required arrangements are made to address the situation in advance. Both Gampaha and Puttalam districts will also face this issue although extended family life in these districts seems as significant positive factor in the family structures.

Table 3.10 Life Expectancy at Birth by District and Sex 1980 -1982 and 2000 -2002

District	Male		Absolute Change	Female		Absolute Change
	1980-1982	2000-2002		1980-1982	2000-2002	
Gampaha	71.6	71.5	-0.1	76.2	80.4	4.2
Puttalam	68.7	69.1	0.4	73.9	78.9	5
Sri Lanka	67.7	68.8	1.1	72.1	77.2	5.1

Source: Computed from data extracted from Census of population and data profile

3.4 Education

48. Free education system that the country adopted since gaining of independence from the colonial powers has contributed immensely in generating a high level of educational standard in comparison to the other South Asian Countries. However, the current issue is that the education system is not geared to develop skills to suit the services sector requirements. The lack of coordination between the secondary and tertiary education during the past years has aggravated the situation of youth unemployment throughout the country, including urban and rural areas in the districts like Gampaha and Puttalam.

49. Gampaha District has 27 National Schools and over 200 other schools providing primary and secondary education to the children. JaEla DSD alone has 43 schools and has produced high educational standards. It is also observed that 23% of the population of Gampaha district falls into the age group of 0 - 4 indicating the necessity of preschool facilities and primary educational requirements

50. It is seen that the literacy rates of both male and female have increased over 90% as a result of free education and the facilities provided by successive governments of Sri Lanka. People in Gampaha and Puttalam districts have also been benefited by these facilities tremendously.

3.5 Economic Status

51. The economically active population in Gampaha district forms (population between 15 - 59) 63.6% of the total population, which is little above the national average of 61.8%. In Puttalam district economically active population is higher than that of the Gampaha district and the national average which stands at 66.7%. This is a good sign for future economic development in Puttalam district and the potential needs to be harnessed by setting up industries and other employment generating activities to absorb these human resources. Gampaha district has great potential for establishment of industries approved by Board of Investment (BOI) which can generate large number employment. Potential economic resources of the Puttalam district are not adequately tapped due to inadequate investments.

52. The western coastal belt coming within these two districts has a tremendous potential for tourism, fisheries and services sectors in addition to industrial development.

53. The Hindu Temple of Munneswaram is a sacred place for both Hindus and Buddhists devotees. St. Ant. Church in Thalawilla is one of the sacred places of Catholic population which is also located close to this road section.

54. Fishing and tourism are thrust economic activities along the long coastal line from Ja-Ela in Western Province and Wennappuwa to Puttalam in the Puttalam district. Puttalam has one of the largest lagoons in the Country and the salt production is a major industry in this district. In addition lagoons located in Negambo and Chilaw have plenty of potentials for fishing and recreation activities. District Secretary's (Mr. Kingsley Fernando) report has highlighted these potentials in a nutshell.

55. The road network has been developed to a satisfactory level which is a plus point for economic growth. Gampaha and Puttalam districts have produced 40186 and 55591 metric tons of paddy respectively during the year 2012 (Central Bank Annual Report 2012). In both these districts a considerable percentage of population is engaged in agriculture. There are 993 factories registered under the Ministry of Industries and the BOI within Gampaha district (Central Bank Annual Report 2012) and most of the BOI approved factories are located in the free trade zones at Katunayake and Biyagama. A large number of youth have found employment in these factories and a significant socio – economic change has taken place in these areas due to in migration of population from other part of the country.

56. In comparison to the situation of the Gampaha district, the Puttalam is fairly backward having only 130 industries located despite the fact that there is a great potential for industrial development. Fisheries and tourism sectors are the major livelihood activities of the people in the coastal belt starting from Wennappuwa to Puttalam. It is observed that housing conditions of the fishing communities along the coastal belt are extremely poor and have faced with serious difficulties due to sea erosion and economic issues. If their housing conditions can be improved and adequate assistance be given to carry out their activities in a more planned manner, it will be a motivation for these people to engage in these economic activities

productively. Services sector activities mostly related to these two major activities (fisheries and tourism) in Puttalam district such as transportation, providing food, facilitating tourists, boating etc. play a significant role in maintaining a healthy economy.

3.6 Poverty

57. Poverty is defined as a lack of access to basic human needs such as food, clothing, safe drinking water, sanitary facilities, health, shelter and education. Free education and health facilities were provided by the successive government and free food ration and other amenities also were provided from time to time to reduce poverty, by the state. The Household Income and Expenditure Surveys carried out by the Census Department links poverty to factors such as school education, inventory of durable goods, access to facilities in the area, debts of the households, condition of the housing units, agriculture holdings and livestock and income and expenditure. The Poverty Head Count ratio by districts of Gampaha and Puttalam are given below for years 2009/10 and 2012/13.

Table 3.11 Headcount Ratio by Districts for years 2009/10 and 2012/13

District	Head Count ratio	
	2009/10	2012/13
Gampaha	3.9	2.1
Puttalam	10.5	5.1

Source: Poverty Head Count Ratio by Districts, Department of Census and Statistic

Table 3.12 Head Count Index and population Below Poverty line by DSD 2002

S.No	Divisional Secretariat Division	Head Count Index(HI)	Household population below poverty line(HPBPL)
1	Negambo	7.1	9625
2	Katana	7.7	14089
3	Ja-Ela	7.8	13313
4	Nattandiya	15.54	8688
5	Mundalama	41.08	22503
6	Wennappuwa	14.88	10260
7	Puttalam(UC)	25.08	16864
8	Arachchikattuwa	21.82	8058
9	Chilaw(UC)	20.11	11536
10	Madampe	17.18	7252
11	Mahawewa	14.78	6926

Source: Head count Index and population below poverty line by DSD Sri Lanka, 2002 Department of Census and Statistic

58. Table 3.12 shows the Head Count Index and the number of people below the poverty line identifies at a study carried out by Department of Census and Statistic, on poverty. The outcome of this study highlights the poverty status in districts. The Table 3.13 is computed based on these data pertaining to Gampaha and Puttalam

Table 3.13 Number of poor persons by households and by districts of Gampaha and Puttalam 2006- 2007

District	Poor Person(000')	Poor Household(000')
Gampaha	196	39
Puttalam	104	21
Sri Lanka	2805	571

Source: Outcome of the study, Department of Census and Statistic

59. In order to minimize poverty, the successive governments that came into power from time to time introduced various programmes such as pension schemes, disability relief payments, Samurdhi, Mahapola and compensation programmes. As a result of these social security programmes, the National Poverty Headcount ratio has declined from 8.9% in 2009/2010 to 6.7% in 2012/2013.

CHAPTER 04: LEGAL FRAMEWORK AND POLICIES

60. The activities under this project need to be consistent with laws, regulations and national policies that are relevant in the context of land acquisition and resettlement. In addition, it is also essential to ensure that the land acquisition and resettlement activities are to be in conformity with the World Bank policies and guidelines. This section discusses the legal framework, regulations and policies which are relevant to this project and World Bank safeguards policies, which are mandatory in the implementation of the project.

4.1 Legal and Regulatory Frame Work in Sri Lanka

61. There is plenty of legislation on social dimensions which has legal aspects related to land acquisition, resettlement, social accountability, protecting rights and interests of socially weaker groups and public participation etc.

62. Among them, the following Enactments which may be relevant to this project are listed below with a brief description on each of them.

- a. Land Acquisition Act No. 9 of 1950 and Land acquisition regulation of 2008.
- b. National Environmental Act
- c. Road Development Authority Act
- d. State Land Act
- e. State Lands(recovery of possession) Act
- f. Urban Development Authority Law No.41 of 1978
- g. Other Legislatives Enactments and policies related to social safeguard
 1. Poor Law Ordinance
 2. Ordinance on Protecting Women and Children
 3. Labour Law

63. The policies which are relevant to this project with OPRC contract format are contained in the following documents

- a. National Involuntary Resettlement Policy (NIRP)
- b. World Bank Operational Policies on Involuntary Resettlement.

4.2 Land Acquisition Act No 9 of 1950 and Land Acquisition Regulation of 2008

64. The provisions of the Land Acquisition Act (LAA) No.9 of 1950 with several subsequent amendments, latest being the Amendment Act No.13 of 1986, are applicable in acquisition of a land for a public purpose. The Act had laid down the procedure for acquisition of lands and payments of compensation at market value for acquired lands. In keeping with the provisions of this Act a notice is issued, under Section 2, specifying the area in which the land needed for a public purpose and that Section 2 notice permits authorized personnel to undertake investigations to determine whether land is suitable for the proposed purpose. If it is suitable for the said purpose then the notice is issued under Section 4 of the LAA affording an opportunity for the owner/occupier to make written objection to the intended acquisition. If

there are no objections or if the objections made are rejected after an inquiry into such written objections, a declaration is made and published in the government gazette under Section 5 of the LAA, declaring that the land should be acquired for the proposed public purpose.

65. The acquiring officer thereafter calls for a survey of the land and a plan for the land by the Survey Department and issues a notice under section 7 of the Act describing the land and the intention to acquire. Acquiring officer is also directing any persons with any interest in this land to appear before him on specified date, time and place and make their claims for such interest and compensation. Acquiring officer then hold an inquiry under Section 9(1) of the LAA into the respective claims and either makes a decision on the claims or refer the claims with disputes to District Court or Primary Court for the LAA. Thereafter, following the decision of the acquiring officer under Section 10(1) of the LAA or the judgment to the court the acquiring officer under Section 17(1) of the LAA, make an award to the entitled persons. After making the award and compensation is paid the minister of lands publishes an order under Section 38(A) of the LAA directing the acquiring officer to take possession of the land.

66. The Land Acquisition Act No 9 of 1950 with the subsequent amendments provides for payment of compensation only for lands, structures and crops and the provision have not been with regard to resettlement and to address other issues that avoid or minimize impacts on people, compensate to those who do not have titles to their sitting properties. Provision also have not been made to provide successful social and economic integration of the affected people and their host community and to execute full replacement cost for all loses, complete social and economic rehabilitation of the displaced and affected communities and make training and capacity building of the youths etc.

67. In addition by gazette No. 1837/47 dated 22 November, 2013 an order was issued by the Hon. Minister of Land and Land Development on the payment of compensation for the affected persons as a result of implementation of projects. In this order guidelines are given in paying the market rates for the affected properties and the methods in deciding the compensation. There are provisions under section 38A of the LAA to acquire lands under urgent requirements, but the law discourages such unnecessary acquisitions as land acquired for one purpose cannot be used for a different purpose and the lands unused have to be returned to the original owners.

4.3 National Environment Act No 47 of 1980

68. The National Environment Act (NEA) No 47 of 1980 with subsequent amendment in 1988 has some reference to involuntary resettlement. The prescribed development projects under the NEA are required to obtain approval in terms of Part IV(c) of the Act, prior to implementation of such projects. The Minister in charge of the subject of Environment by his Gazette notification No.859/14 of 1995 determined the types of projects for which environmental Impact Assessment is required under Part IV(c) of the Act. The prescribed projects, requiring EIA includes item 12 which refers to "...involuntary resettlement exceeding 100 families, other than resettlement resulting from emergency situation". In the

Gazette notification published by order of the Minister has specified the projects and indicated that project proponent is required to prepare an Initial Environmental Examination (IEE) or Environmental Impact Assessment (EIA) according to CEA guidelines.

4.4 Road Development Authority Act of 1981

69. The Road Development Authority (RDA) Act No of 1981 has provided powers to establish the Road Development Authority (RDA) which has specific authority, functions and responsibilities to plan, develop and maintain the road network of the country. The RDA engages in integrated road planning and development and implementing road development projects. Section 22 of the RDA Act deals with land acquisition for road development activities as a public purpose. The RDA will follow the LAA in acquiring lands for such road development projects.

4.5 State Lands Act No 13 of 1949

70. State reservations are provided for in part VI of the State Lands Act No. 13 of 1949 in which Section 51 of this Act stipulates that titles to state reservations cannot be acquired by possession or user. Section 53 of this Act exempts state from the liability of paying compensation for any improvements done on reservations. It states: “subject as hereinafter provided, no person shall be entitled to any compensation from the state in respect of any improvements effected at any time after commencement of this Act on any state reservation; nor shall any claim for any such compensation be at any time entertained by any court.” Section 54 stipulates for summary ejection of offenders in unlawful possession of state reservations.

4.6 State Lands (Recovery of Possession) Act No 7 of 1979

71. The State Lands (Recovery of Possession) Act No 7 of 1979 has incorporated provisions for the recovery of possession of state lands from persons in unauthorized possession or occupation. Section 10 stipulates that no appeal is maintainable against an order of ejection by a Magistrate. Section 13 has provisions for reasonable compensation for the damages sustained by reason of his having been compelled to deliver up possession of such land.

4.7 Urban Development Authority Law No 41 of 1978

72. Urban Development Authority Law No 41 of 1978 has some relevance to road development initiatives, when the Minister in charge of urban development declares any area as development area by a Gazette notification. Where any land or area is declared as a development area that land or area deemed to be required for public purposes such as integrated town development in which road development could be implemented as a part of the integrated town development.

4.8 Other Legislative enactments related to Social safeguards

a. Poor Law Ordinance

The poor law Ordinance No 30 of 1939 which was originally introduced in Municipal Councils of Colombo, Kandy and Galle was further strengthened

in 1947 by extending it to the social service net in the other parts of the Country by the Social Service Commission. On the basis of this Ordinance all poverty eradication programmes such as Janasaviya and Samurdhi (Currently in operation) have been subsequently developed to provide more benefit. The prime objective of these programmes is to improve the quality of life of the people identified as poor.

b. Ordinance on protecting women and children

The Government of Sri Lanka in its 'Women Charter' established in March 1993 indicates to protect women in this country. A revision to the Penal Code has been done with the objective of safeguarding and protecting the rights of women. Legal provisions against employing children and young persons are given this Ordinance to protect them and to facilitate and to educate and provide a peaceful environment.

c. Labour Laws

There are over 25 Ordinances which govern labour legislation administered by specific commissions of the Department of Labour. In this labour legislation stipulation employment of women young persons are mentioned. Child labour is prohibited accordingly. Women rights are secured by these Acts and it is imperative that women should be treated in an equitable manner. Such rights are also covered by World Bank operation procedure and policies. All road sector assistance projects are encouraged to get participation of men and women in their work respecting the labour legislation of Sri Lanka.

4.9 National Involuntary Resettlement Policy (NIRP)

73. The land Acquisition Act provides for payment of compensation for land, structures and crops only. Provisions have not been included in this Act to address resettlement issues by exploring alternative project options that avoids or minimize impacts on people, compensate the APs who don't have titles to their lands but are currently using and depend on lands. Also, no provision has been made in the LAA for implementation of income restoration measures aiming at social and economic rehabilitation of displaced persons. Furthermore, LAA does not deal adequately with the impacts on those occupiers of lands who are not legal owners but whose lands are taken over for development activities. Considering the above situation and to remedy the current gaps in the LAA in addressing the key resettlement issues, the Cabinet of Ministers approved on 24th May 2001, the National Involuntary Resettlement Policy (NIRP) and enunciated its adaptation to all development induced resettlement. The Ministry of Land has the institutional responsibility for implementing the NIRP.

74. In order to ensure that displaced persons are treated in a fair and equitable manner and to particularly ensure that people are not impoverished or suffer unduly as a result of public or private project implementation, Sri Lanka adopted this national policy to protect the rights of all people affected by development projects. This policy, principled on human and ethical considerations endorses the payment of resettlement value (replacement cost) for affected structures and facilitate their resettlement and rehabilitation, where necessary.

75. Resettlement may generate number of adverse social, economic and cultural effects and impacts. This includes impoverishment of displaced persons due to homelessness and landlessness, joblessness, economic marginalization, increased morbidity, food insecurity, and lack of access to common property and public services and disruption of existing community networks. The NIRP seeks to;

- a. Avoid, minimize and mitigate negative impacts of involuntary resettlement by facilitating the reestablishment of the affected people on a productive and self-sustain basis. The policy should also facilitate the development of the APs and the project;
- b. Ensure that APs are fully and promptly compensated and successfully resettled, the livelihood of any and all displaced persons should be re-established and their standard of living improved
- c. Ensure that no impoverishment of people shall result as consequence of compulsory land acquisition for development purpose by the state;
- d. Assist APs in dealing with the psychological ,cultural, social and other stresses caused by compulsory land acquisition;
- e. Make all APs aware of process available for the redress of grievances that are easily accessible and immediately responsive, and
- f. Have in place a consultative, transparent and accountable involuntary resettlement process with a time frame agreed to by the project executing agency and APs.

76. It is envisaged that NIRP enables the establishment of a framework for planning and implementation of the OPRC format based road development projects from JaEla to Puttalam. The NIRP requires that a comprehensive Resettlement Action Plan (RAP) where twenty or more families are affected. If the number of families affected is less than twenty in number the NIRP still requires a plan which may be prepared in less details. This policy applies to all projects regardless of the source of funding. The Sri Lanka National Involuntary Resettlement Policy (NIRP) is given in appendix No 01.

4.10 World Bank Social Safeguard Policies

77. In order to eliminate or reduce the adverse effects of developmental projects, the WB has three Social safeguard policies as listed below:

- OP/BP 4.10: Indigenous Peoples
- OP/BP 4.11 Physical Cultural Resources
- OP/BP 4.12: Involuntary Resettlement

4.10.1 Indigenous Peoples Policy (OP/BP 4.10)

78. It is important to mention here that there are no indigenous people living along this road section or in the vicinity to consider. The collected data, including Government census

reports and follow up social surveys, revealed that there are no indigenous people in the project areas and, therefore, the policy on IP (OP 4.10) is not triggered.

4.10.2 Physical Cultural Resources (OP/BP 4.11)

79. Physical cultural resources that will be affected as a result of this road development are observed to be negligible. It was brought to the notice of the team of consultant at the stakeholder meeting held on 30.01.2015 at the DS Office of Puttalam that a parapet wall of a Buddhist Temple and a part of the Catholic Shrine would be affected. However, when the road width was measured while preceding with the field survey, it was observed that these two places will not be affected, as they are located out-side the proposed ROW.

4.10.3 Involuntary Resettlement (OP/BP 4.12)

80. Involuntary resettlement covers situations where a project must compensate people for loss of land, other assets, livelihood or standard of living. This project from JaEla to Puttalam Road Section of Peliyagoda Puttalam Road (A03) does not involve major land acquisition; there may be small strips of lands to be acquired depending on the requirement. However, World Bank Policy states that a resettlement policy framework should be prepared for projects of this nature where potential negative impacts and effects on people's assets and livelihoods are identified.

81. World Bank Operational Policies seek to avoid where feasible or minimize involuntary resettlement exploring all possible and viable alternative projects options. Resettlement planning has the objectives of providing displaced persons with a standard of living equal to if not better than their pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher. In addressing the impacts, it is required to ensure that the displaced persons are informed about their options and rights pertaining to resettlement.

82. It is required, according to the WB Involuntary Resettlement Safeguard policy (Appendix 02) to prepare an abbreviated resettlement plan when the impacts on the entire displaced population are minor or fewer than 200 people and impacts are considered minor and the affected people are not physically displaced and less than 10% of their productive assets are lost. If the numbers of affected people are more than 200, a full Resettlement Action Plan has to be prepared. Public consultation and implementation disclosure (op 17.50) also defined as Banks requirements for giving the public access to project information and documentation. It highlights the necessity of consultation with the project beneficiaries and affected groups and local NGOs during the planning and preparatory process. Consultation should be an ongoing process throughout the design and implementation stages.

5. Consultation and Social Survey

5.1 The Outcome of the Consultation Programme

5.1.1 Awareness Programme

83. The consultation programme for Jaela – Puttalam Road commenced with the stakeholder consultative meeting held at Puttalam Divisional Secretariat on 30-01-2015. The stakeholders involved in this development project were from RDA, Health Department, and Divisional Secretariat, Women Organizations and APs within 1.6 Km distance from Puttalam town were present at the meeting. At this meeting the consultants explained the process to be followed in developing the proposed road and the entitlements of the affected people (APs). APs and other stakeholders raised their issues and expressed their views on the project. They requested that if their current business places are affected, to provide them with alternative places to continue their business activities. The Divisional Secretary responded by



Figure 5.1 Stakeholders Meeting at Puttalam

requesting them to consult the Grama Niladharis and report back on the availability of suitable lands. The Medical Officer of Health (MOH) and some of the other stakeholders raised issues pertaining to their lands, houses and parapet walls that are likely to be affected by the proposed road project. The stakeholder meeting was followed by a visit by consultants to the properties of APs who raised their land issues and found that the impacts are extremely negligible and decided to await the outcome of the field survey.

5.1.2 Focus Group Discussions

84. In addition, the Consultants held Four (4) Focus Group Meetings with different communities. Road side vendors in Madampe, Women's' Society at Puttalam, three wheel drivers at Palliya Junction Liyanegemulla and the community engaged in light engineering work at Vaikkala were the communities consulted through the focus group discussions. The minutes of these meetings and the lists of participants are given in **Annex 03** In summarizing the general outcome of these discussions it is



Figure 5.2 Focus Group Discussion

important to record that all stakeholders including APs agreed support this development project and no one raised any voice against this development though few of them sought clarifications on their entitlements. They all understood that during the construction period there may be temporary disturbances to their activities, but such disturbances can be avoided by mutual arrangement between APs and the executing agencies.

85. At focus group discussions, it was transpired that the roadside vendors in Madampe area are in occupation of lands along the road over the past 20 years. Most of them are women and they are residents of the neighbouring villages. They sell fruits, king coconut (Thambili), vegetables and snacks, mostly to commuters who travel on this road. The temporary huts they have constructed with wood and zinc sheets have been built according to a plan given by Pradeshiya Sabha, Madampe. They agreed that for the development of the road some of their wooden structures need to be shifted and there is enough land space to shift their huts backward without being relocated elsewhere. They requested assistance to shift their hut backward. They only wanted formation of land behind the existing huts, by the executing agency. The consultants explained to them that even though they may have to face temporary interruptions during construction period, their business will be more profitable with the migration of labourers and other people to the area.



Figure 5.3 FGD at Madampe

86. Focus Group Discussion with the three wheel drivers was very encouraging. They complained that when road development activities were carried out previously, they were never consulted. They also opined that they always in association with common people their familiar with the feelings and perceptions of the commuter population. They made two important points at the discussion. One is the inundation of the road section at Liyanagemulla,



Figure 5.4 FGD with Three Wheel Drivers

(approximately 2 km) even with a slightest rain fall. The reason is that the drains are not maintained properly and do not have the capacity to carry away the water during the rainy days. They also pointed out that the bus stops are not demarcated properly and with the haphazard vehicle parking, the traffic blocks are created. They said that they would support this road development project as it will benefit them as well as the local population including the pedestrians

87. A Focus Group Discussion was held with the community who engaged in iron work (light engineering work) at a place where many iron workshops are concentrated, just in front of Vaikkala Rail Gate. The only request they made was to expedite the construction as any delay in construction will cause to disturbances to their work and such disturbances will affect their livelihood activities as already experienced when the previous upgrading of this road was carried out. They are a well-established community engaged in manufacturing knives and similar items and the marketability of these products depend on the commuters who use this road. Therefore, if any disruption occurs, not only their livelihood will be severely affected, but the daily paid labourers employed in these workshops will lose their regular income.



Figure 5.5 FGD with Vaikkala

88. A Focus Group Discussion was also held with the women organizations at the Puttalam Divisional Secretariat. Consultants explained the details of the proposed road development project to the participants and the participants inquired as to whether alternative places will be provided for the affected persons to enable them to continue with their livelihood activities. Consultants clearly explained that if the land plots and other assets are acquired, all affected people will be compensated in accordance with the Land Acquisition Act and prevailing regulations.

89. They accepted the fact that as a result of this road development project, a better drainage system will be in place and environmentally the area will be upgraded. They also agreed with the fact that pedestrians will enjoy the convenient and comfortable walkways along the constructed pavements. Several participants opined that there will be negative impacts such as increasing the road accidents and loss of livelihoods as a result of proposed road development. The Consultants reiterated that the affected parties will be adequately compensated and the project will take all possible measures to mitigate negative impacts and to improve the living standards of APs even better than pre project level.

90. The APs within the 1.6km section close to the Puttalam town informed that they have been in occupation of these lands for about 24 years and running small scale business units to eke out some income. One of the female participant said she has been selling fish and her husband is engaged in fishing and if their place of business is affected they have no other place to shift as their place of business is located very near to the lagoon. She sought a solution for this problem. The consultants visited these lands and found that impact would be negligible and there is no need to acquire these properties.

5.1.3 Discussions with Key Informants

91. Discussions were also held with Ven. Magama Dhammasiri Thera, the Chief Incumbent of Suvisuddaramaya, Liyanagemulla, Seeduwa, Ven.Udammita Dhammachara Maha Thera, Rev.Father Fabrice Loschi and Mr.Winston Dias of the Association of St. Joseph- 525-Colombo Road – Kurana- Negambo, Mr.R.E.P. Fernando-Notary Public- Sapatha- Katuneriya-Nathandiya, Mr.C.M.Mahusook Marikkar-Chief Trustee- Muslim Jumma Mosque-Madampe, Mr. Sendil Kumar Kurukkal-Priest of the Hindu Kovil-Madampe and Mr.W.G.L. Gunasiri- Police Officer attached to Seeduwa Police Station.

92. Valuable ideas and views were expressed at these discussions. The chief incumbents of the two temple requested that if parapet walls of the temples are to be affected they be reconstructed by the executing agency as the Temples do not have funds for this purpose. They however opined that proposed project would be extremely important. Rev.Father Loshi and Mr. Winston Dias pointed out that the road at this place is inundated during rainy days as the drains are not properly maintained and the water holding capacity of the drains is not sufficient. Local Authority is also inactive in attending to their duties, they pointed out. Mr. Fernando a Notary Public highlighted some important points about the current status of road maintenance. He said that many sections of the road are flooded during rainy days and the situation has become more aggravated as influential persons and certain politicians of the area are in the practice of dumping lorry loads of the earth to prevent water flowing into their premises. This has resulted in blockage of the pavement and the pedestrians have become victims who have to tread on the muddy water. There are placards and display boards kept on the pavement of the road during the day time and this has become a severe menace to the pedestrians. Responsible agencies have failed to take action to prevent this menace. Chief Trustee of the Mosque at Madampe pointed out that there are traffic blocks on Fridays. He said that about 1000 devotees attend the Mosque on



Figure 5.6 Discussions with a High Priest



Figure 5.7 Discussions with the Church



Figure 5.8 Discussions with a Police

Fridays and when they leave the Mosque after prayer there is huge traffic congestion. It was observed that the drain right in front of the Mosque is blocked. Therefore it is necessary to examine the drainage system by the road designers of this project. A Police Officer said that this road is busy during 6 am to 9 pm. He further opined that after opening of the Katunayake Express Way the traffic volume has slightly reduced.

5.2 The Outcome of the Social Survey of the Project Area

93. The Social Survey conducted along the JaEla - Puttalam Road Section of A03 Road has derived the following facts and figures of the Socio Economic Characteristics of the project area.

94. Eighty household were enumerated for the Social Survey and The Table 5.1 shows the number of respondents by DSDs. A total 9 Divisions out of 11 DSDs have been considered for the Social Survey.

Table 5.1 Number of Respondent by DS Division

DS Division	Nos	%
Nattandiya	12	15
Mundalama	18	22.5
Wennappuwa	17	21.25
Puttalam	6	7.5
Arachchikattuwa	10	12.5
Chilaw	4	5
Madampe	4	5
Mahawewa	1	1.25
Katana	8	10
Total	80	100

Source: Social Survey, OPRC Project, 2015

95. The Table 5.2 indicates the gender wise distribution of the population within these 80 households. There are 129 males and 125 females within the population of which the ratio is 51% for males and for females 49%. National ratio is 49% to 51% with female are the majority.

Table 5.2 Gender distribution

Male population	%	Female population	%	Total	%
129	51	125	49	254	100

Source: Social Survey, OPRC Project, 2015

96. Table 5.3 indicates the type of location of the households. Large number as 41 units are from the semi urban area, 21 are from rural areas and only 18 households are from urban sector.

Table 5.3 Type of location

Road Section	Urban	%	Semi Urban	%	Rural	%	Total	%
A3	18	22.5	41	51	21	26	80	100

Source: Social Survey, OPRC Project, 2015

97. Out of 80 households, male headed households are 71 equal to 89% of the total households. The household headed by females account for 9, equivalent to 11% of the total number as given in the Table 5.4.

Table 5.4 Households by Gender

Head of the Household	NOs	%
No. of Male headed HHs	71	88.8
No. of Female headed HHs	9	11.3
Total	80	100

Source: Social Survey, OPRC Project, 2015

98. The Table 5.5 indicates the family size of households. The Table shows that 50% of the households have 3 - 4 members in their families, 35% with 1 – 2 members and 15% of the 80 households have 5- 7 members in their families.

Table 5.5 Family Size of Household

Household Members	Household size	%
1-2	28	35
3-4	40	50
5-7	12	15
7 and above	0	0
Total	80	100

Source: Social Survey, OPRC Project, 2015

99. Male and female populations by age groups are indicated in the Table 5.6. It is observed that 74.02% of them fall within 15 – 60 age group which is an indication of the economically active population of the study area. This figure is far above the national percentage of 61.8%.

Table 5.6 Population of Households by Sex and Age Categories

Age Category	Male	%	Female	%	Total	%
Below 5	5	3.88	3	2.4	8	3.15
6-14	15	11.63	13	10.4	28	11.02
15-30	35	27.13	36	28.8	71	27.95
31-45	25	19.38	25	20	50	19.69
46-60	29	22.48	38	30.4	67	26.38
Over 60	20	15.50	10	8	30	11.81
Total	129	100	125	100	254	100

Source: Social Survey, OPRC Project, 2015

100. Literacy rates of the population within the study area of 80 households are shown in Table 5.7. According to this Table literacy rate among males is 95.9% and the same among the females is 99% making an average rate of 97.6% for all. The salient feature here is that the literacy rates among the people belong into these households surpasses the National rate of 90%.

Table 5.7 Literacy rates by Gender (aged 5 years and above)

Ability to read & write	Male	%	Female	%	Total	%
Yes	119	95.9	121	99	241	97.6
No	5	4.0	1	0.8	5	2.4
Total	124	100	122	100	246	100
<i>*Two individuals of ages 7 and 8 and still awaiting entry to school</i>						

Source: Social Survey, OPRC Project, 2015

101. Educational achievements of the sample population are shown in the Table 5.8. Majority of the population of 59.5% are below the GCE (O/L) standard and 40.5% are above the GCE (O/L) standard.

Table 5.8 Educational Achievements

S.No	Educational Achievement	Male	Male %	Female	Female %	Total	Total %
1.	Illiterate	1	0.8	0	0	1	0.4
2.	Can place signature	2	1.6	1	0.8	3	1.2
3.	Awaiting entry to school*	7	5.4	3	2.4	10	3.9
4.	Class I – V	16	12.4	19	15.2	35	13.8
5.	Class VI –G.C.E O/L	53	41.1	49	39.2	102	40.2
6.	G.C.E O/L Pass	43	33.3	45	36	88	34.6
7.	G.C.E A/L Pass	0	0.0	4	3.2	4	1.6
8.	Undergraduate/Graduate	6	4.7	4	3.2	10	3.9
9.	Post Graduate	1	0.8	0	0	1	0.4
10.	Other	0	0.0	0	0	0	0.0
Total		129	100	125	100	254	100

**Two individuals of ages 7 and 8 and still awaiting entry to school*

Source: Social Survey, OPRC Project, 2015

102. Primary and secondary sources of income and other type of activities of the population within the sample area are shown in Table 5.9. Accordingly, 59 persons (majority) equivalent to 23% are performing as housewives. Among the other categories, students account for 45 or 17.7% of the total. The number of non-agricultural labourers is 41 which is 16.14% of the total. Meanwhile 33 persons equivalent 13% are engaged in commercial activities.

Table 5.9 Type of activities of the population

Income category	Primary Source (No. of Persons)	%
Farming own land	1	0.39
Agricultural labour	2	0.79
Non-agriculture labour (skilled)	41	16.14
Non-agriculture labour (unskilled)	13	5.12
Fishing	5	1.97
Weaving	4	1.57
Livestock Husbandry	2	0.79
Commercial Activities	33	12.99

Vendor		0.00
Government Services/ Executive	3	1.18
Government Services/ other grades	1	0.39
Private Sector/ Executive	1	0.39
Private Sector/ other grades	11	4.33
Police, Home guard/Security Services	3	1.18
Housewife	59	23.23
Retired person	7	2.76
Student	45	17.72
Child (0-5 age)	8	3.15
Unemployed	10	3.94
Above 60	3	1.18
Other	2	0.79
Total	254	100.00

Source: Social Survey, OPRC Project, 2015

103. Annual income of the households in the sample 80 units is shown in the Table 5.10. Forty five percent of the households are earning an annual income of Rs.250, 001- 500,000, and 26.25% of them are earning 500,001- 1,000,000 while 25% are earning Rs.150, 000-250,000. The highest income earners who earn more than Rs.1, 000,000 constitute 2.5% of the household population. The lowest income earners account for 1.25%.

Table 5.10 Annual Incomes of the Households

Annual income group (Rs.)	HHs	%
Less than 150,000	1	1.25
150,000-250,000	20	25
250,001-500,000	36	45
500,001-1,000,000	21	26.25
More than 1,000,000	2	2.5
No response	0	0
Total	80	100

Source: Social Survey, OPRC Project, 2015

104. The Table 5.11 displays the income derived by population and by gender. There are 59 house wives who do not engage in income earning activities but contribute to the household matters which are not valued on monetary terms.

Table 5.11 Monthly Incomes of APs

Monthly income derived by the APs from their affected livelihood in Rs.	Total Male	Total Female	Male %	Female %
<5,000	0	0	0.0	0.0
5,000-7500	0	3	0.0	2.4
7,501-10,000	2	2	1.6	1.6
10,001-15,000	10	7	7.8	5.6
15,001-25,000	45	14	34.9	11.2
25,001-50,000	28	1	21.7	0.8
>50,000	2		1.6	0.0
Not Applicable*	42	98	32.6	78.4
Total	129	125	100.0	100.0

* These include those APs who are unemployed. These are students, housewives and retired persons.

Source: Social Survey, OPRC Project, 2015

105. The Table 5.12 below shows that only one disabled person is living project affected area.

Table 5.12 Disability of members of households by gender

Type of disability	Female No.	%	Male No	%	Total	%
Not disabled	124	100	129	100	253	99.6
Major	0		0	0	0	0.0
Minor	0		1	0	1	0.0
No Response	0		0	0	0	0.4
Total	124	100	130	100	254	100

Source: Social Survey, OPRC Project, 2015

106. The Table 5.13 shows the number of sub families living within affected households in the Divisional Secretariat Divisions under reference. Accordingly, there are 76 households with one extended family and 4 households with 2 or more extended families.

Table 5.13 Nature of the Extended families

Divisional Secretariat Divisions	No Of sub families		Total number of family members	%
	1	2 or more		
Nattandiya	12	0	33	13.0
Mundalama	17	0	56	22.0
Wennappuwa	17	1	55	21.7
Puttalam	5	1	24	9.4
Arachchikattuwa	10	0	27	10.6
Chilaw	4	0	17	6.7
Madampe	3	1	12	4.7
Mahawewa	1	0	1	0.4
Katana	7	1	29	11.4
Total	76	4	254	100.0

Source: Social Survey, OPRC Project, 2015

107. The Table 5.14 indicates the types of the houses /buildings. Out of 80 units of buildings 77 are permanent and only 3 units are as temporary.

Table 5.14 Type of the House/Building

Type of the House	Total	%
Permanent	77	96.25
Temporary	3	3.75
Total	80	100

Source: Social Survey, OPRC Project, 2015

108. Table 5.15 shows sources of drinking water within the study area. The significant feature is that a large number of households are using tube wells for domestic water supply.

Table 5.15 Main source of drinking water

Source	Total	%
Piped borne	24	30
Tube wells	52	65
Total	76	
No water source	4	5
Total	80	100

Source: Social Survey, OPRC Project, 2015

109. The type of toilet facilities are shown in the Table 5.16 .Majority as many as 75% of the households in the sample area use pour flush latrines and 20% use flush toilets and 5% improvised pit latrines.

Table 5.16 Type of toilets and facilities

Type of the toilet	Total	%
Flush toilet	16	20
Pour flush latrine	60	75
Improved pit latrine	4	5
Typical Pit latrine	0	0
Total	80	100
No toilets	0	0
Total	80	100

Source: Social Survey, OPRC Project, 2015

110. Location of the toilet in a house is an indication of the housing condition. Table 5.17 shows that 77 households have built their toilets within their own lands and only 2 households have built toilets outside their lands. Table 5.17 provides the details of location of the toilets.

Table 5.17 Location of Toilets

Location of Toilet	Total	%
In own land	77	96.25
Outside the land	2	2.5
Total	79	98.75
Not relevant	1	1.25
Total	80	100

Source: Social Survey, OPRC Project, 2015

111. Table 5.18 shows mode of lighting in the study area. It is observed that as many as 97.5% of the households are using electricity for lighting

Table 5.18 Main sources of energy for lighting

Source	Total	%
Electricity	78	97.5
Solar	1	1.25
Kerosene	1	1.25
Total	80	100

Source: Social Survey, OPRC Project, 2015

112. According the Table 5.19 it is seen that most of the households in the study area are using fuel wood for cooking as it is a low cost mode of cooking. In the study area fuel wood is available in plenty

Table 5.19 Main source for energy for Cooking

Main source	Total	%
LPG	5	6.25
Fuel Wood	61	76.25
Fuel Wood and LPG	14	17.5
Electricity	0	0
Kerosene	0	0
Improved stove	0	0
Not relevant	0	0
Total	80	100

Source: Social Survey, OPRC Project, 2015

Table 5.20 Proximity Status to Health, Education and Pre School

Public Places	Within 100m	100m – 500m	500m – 1km	1 km – 2km	No response/Not Applicable
Hospitals/Medical centre/Health Centre	1	4	13	49	1
%	1.3	5.0	16.3	61.3	1.3
Childcare centre	3	21	7	8	41
%	3.8	26.3	8.8	10.0	51.3
Schools	0	0	11	49	2
%	0.0	0.0	13.8	61.3	2.5

Source: Social Survey, OPRC Project, 2015

113. The Table 5.20 indicates the location of health, education and child care facilities. It is observed that the above facilities are available within 100m to 2 km distance.

5.3 Outcomes of the Road User Surveys

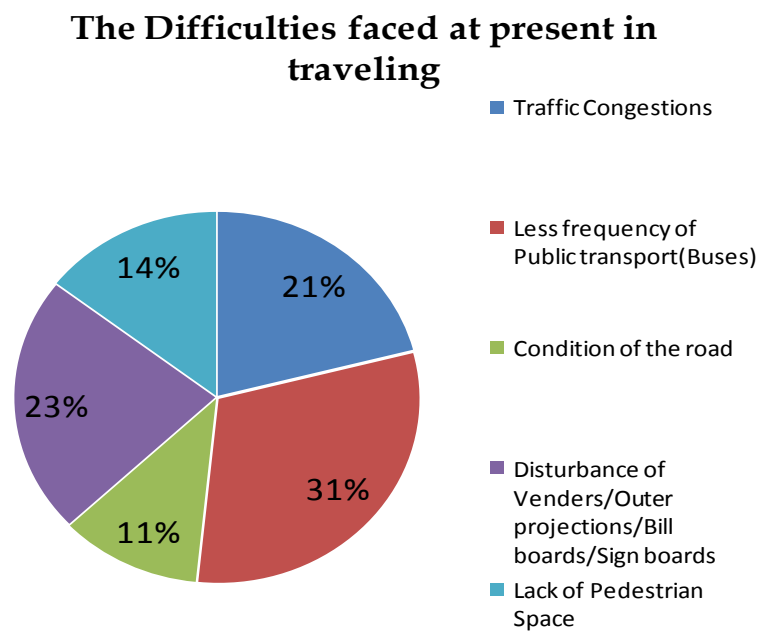
114. The road user survey was carried out on random basis for the Ja Ela Puttalam section of A03 Road where 40 numbers of respondents were consulted. The respondents were in the categories of car owners, bus drivers, three wheel drivers and van drivers, motor bike users, push cycle users, pedestrians etc. The Table 5.21 depicts the purpose travel by the road users.

Table 5.21 Travel purposes of the road users

Travel purpose	No of responses	%
i. Work place	14	35
ii. Business place	11	27.5
iii. Education	8	20
iv. Other(Specify)	7	17.5
Total	40	100

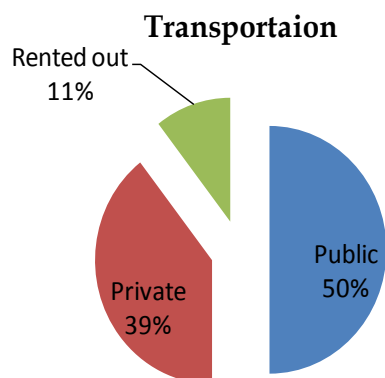
Source: Road User Survey, Ja-Ela -Puttalam Road Section of A03, Resource Development Consultancy, January 2015

Figure 5.9 The Difficulties faced at present in Traveling



115. The figure 5.9 shows current difficulties faced by the road users at present in term of percentages.

Figure 5.10 Transportation Method



116. The figure 5.10 shows the transport category of the sample road users of the study area, where 11% of the road users are using vehicles rented by them and 39% use their own private vehicles while 50% go by public transport.

6. SOCIAL IMPACTS

117. Social impacts of the proposed project area can be broadly divided into two categories as observed by the project team. One category is the existing social impacts of the proposed project area as (Pre-project situation) and the other is potential impacts which may be generated during the construction period and after.

118. The consultants and the survey team, while having consultations and meeting with the people living along road section under study, observed and identified several impacts which need to discuss in the report.

6.1 Pre Project Impacts

119. Absence of consultation with the public by some executing agencies that engaged in development projects was one of the major concerns of the people that lead to creation of impacts.

120. APs complained that officials, especially field officers of the executing agencies do not interact with the project affected people and the general public due to several reasons. First and for most is that they lack the experience and expertise in consultation with public, which may end up, sometimes, with brawls and unsavoury situation. When people want to know full details of the project including benefits to be accrued to them, the officials who engaged in consultation should be fully conversant with such details.

121. The public should be told the truth and if the public feel that if the officials are trying to shroud the actual facts they will lose trust on them. Transparency should be maintained throughout the planning stage to the time of completion of the project.

122. The study team another hindrance to the pedestrians in the urban areas i.e.: display of sign boards by different agencies and the business community. Although the Road Development Authority and local government authorities have the powers to remove these obstacles they merely turn blind eye and ignore their responsibility. In the circumstances it is essential that the RDA, the local government authorities and the Police should intervene and find a solution to this issue.

123. Another disturbing factor that the study team identified in their field visits is blocking of the pavement of the road sections traversing between Vaikkala and Wennappuwa, by the politicians and other influential groups by dumping earth to prevent water flowing into their premises. This has caused immense inconvenience to the pedestrians including school children.

124. Another issue raised by some of the respondents was stagnation of water at many places along the road. They pointed out the stagnation of water is caused due to lack of capacity of the drains to retain the water on rainy days. Poor maintenance of drainage system is an issue.

125. Due to indiscriminate disposal of garbage into the drains by the public and some of the road side vendors the situation has become worse. In the above circumstances it is imperative to make a concerted effort by all relevant agencies and the public to find a solution to this grave issue.

126. However, it should be noted that negative social impacts due to the proposed road improvement project would be very insignificant. The total extent of the land to be acquired would be only 28.18 perches coming within the entire length of the ROW. Most of the land lots that will be affected are located within 1.6Km distance within the city limit of Puttalam. The total number of structures to be affected is 41, out of which 28 are located within the city limits and 132 of them are located within the ROW of the entire length of the road. Out of the total number of 41 structures, 31 will be partly affected and 4 structures will be fully affected.

6.2 Potential Social Impacts

127. To identify the potential social impacts, information gathered in respect of 150 households which were consulted at the road user survey and the resettlement survey were considered, in addition to the information collected in respect to 80 householders who were interrogated at the social survey.

Impacts on the 2 Lane and 4 Lane Scenarios

128. The development of the road length of 108.6km from Ja-Ela to Puttalam will be of two scenarios. Only 14.1km will be considered for 4 lane development and 94.5km (the balance sections) will be developed as two lanes. The road section from Ja-Ela will be improved as a substandard 4 lane to a distance of 12.5km and the width of each lane to be 3.2m. From this point to the 125th km post the road will be developed to a 2 lane road having 3.5m width of each lane. The last section of the road from the 125th km post to a distance of 1.6km will be widened to a 4 lane stretch up to Puttalam town.

129. The potential negative impacts of the major section of the 2 lane development of 94.5km will generate moderate impacts as the ROW for the envisaged development is mostly available without major land acquisition. The total number of affected households is approximately 45 and the total APs are identified to be 140 carried out by the Resettlement survey. The total land area to be taken over will be approximately 35.8 perches (Resettlement Survey, RDC). Accordingly, 2 lanes section which covers 94.5km out of 108.6km of the total road will affect less number of households and not a single house is fully affected within this section of the road.

130. The last section of the 4 lane distance from the 125th km post up to the end of the road generate significant impacts to 15 shops and stores running businesses. These 15 shops and business units will need relocation as 1.6km section will need to be developed as a 4 lane road. These business units are semi-permanent and of temporary nature. However, the occupants have been doing business and providing services the urban sector of Puttalam town over a very long period. Most of them were selling fish. They prefer to stay in close

proximity to the city centre. It is learnt that some of them do not have titles to their lands but, this could be ascertained only after preparation of the preliminary plans under the LAA. There is no acquisition involved in the case of state lands, but the APs who occupy state lands need to be provided with alternative accommodation or be paid with reasonable compensation before vacating their lands.

Impact on Mobile Vendors

131. There are approximately 60 - 65 road side vendors engaged in selling variety of items for the commuting population along the entire length of the road in both 2 lane and 4 lane sections. They are not directly affected as they carry out their activities outside the proposed ROW, but this proposed development will obstruct their day today business activities. Some relief need to be considered for them as their livelihood may face some obstruction as a result of this development.

6.2.1 Negative Potential Impacts

1. Some APs will lose lands, structures and some of them will lose part of the structures of their houses.
2. There may be temporary or permanent relocation for a few APs as a result of implementation of this project
3. During the project implementation period there will be obstructions to commuters resulting an increase in the travel time
4. The barricades and obstacles placed by the road constructors might result in accidents, unless precautionary measures are taken by the implementing agencies to ensure the security of the commuters and pedestrians
5. Inconvenience to the public because of road closures and deviations are anticipated to occur in this project as well, as has happened in the previous road development projects.
6. Air pollution, sound pollution and emission of smoke by vehicle will be hazardous to the road users.
7. Digging of the road side by construction workers may damage underground water supply lines, sewerage, electricity or any other system.
8. Felling of trees may cause damage to the environment and to the bird life. Some people start their business or day today activities after feeding the birds etc.
9. Stock piling of material and storing of equipment by the contractors and parking of vehicle on the pavement will cause inconvenience to the road users.
10. Digging of drains on the either side of the roads and the construction work on the pavement may damage the livelihood activities of the business community and the informal sector vendors.
11. Delays in completing the construction work will cause inconvenience to commuters, pedestrians and road side vendors.
12. If the road construction work is not done according to excepted standards the entire nation has to bear the cost.
13. The influx of construction workers to the project development areas may generate social issues and health risks such as HIV/ AIDS.

6.2.2 Positive Potential Impacts

1. All stakeholders using the road will experience positive beneficial impacts because an upgraded highway will save travel time and enjoy comfortable travel. Pedestrians also will get the opportunity of walking on upgraded pavements and walkways.
2. The land owners will get the benefit of enhanced land values.
3. Employment opportunities for the skilled, semi-skilled and unskilled labourers will be generated during the construction period of the road and their earnings will be added to the family income.
4. It is also observed that with the influx of the workers into the construction sites of the road, incomes of those who engage in small business activities such as tea kiosk, supply of lunch packets and snacks and other consumer items will be increased.
5. Upgrading of the road will contribute to enhance retail business activities in a more planned manner and consequently tourist attraction will also be enhanced.

132. The advantages and disadvantages of implementation of this road development project have been communicated by road users and the outcome of this exercise is been summarized in the Table 6.1.

Table 6.1 Expression on Advantages and Disadvantages of Road Users

S.No	Potential Positive Impacts due to the Road Development	Potential Negative Impacts of the Road Development
1	Improved travel comfort	Losing properties due to construction work
2	Increase of land values	Frequent waste disposal
3	Development of the area	Illegal parking
4	Reduction of travel time	Noise pollution
5	Road safety improved	Difficulties caused due to road works & diversions
6	Improvement of business activities	Non displaying of warning boards during construction will resulting accidents
7	Improvement to living standards	Behaviour of drivers
8	Effective reduction in cost of travelling	Encroachments by street hawkers
9	Vehicle maintenance cost reduced	Absence of proper lighting
10	Fall in the price of consumer goods	Air, environmental pollution
11	Health conditions improved	Bad condition of the road surface
12	Better outlook on the villages	Higher possibilities for accidents as speed increases
13	Walking area is increased	Trees will be destroyed
14	Less traffic	Business places will be removed
15		There will be no space for parking

Source: Road User Survey, Ja-Ela -Puttalam Road Section of A03, Resource Development Consultancy, January 2015

133. The above are the positive and negative impacts identified in the field visits listening to the views and opinions expressed by the road users, about the proposed project. The advantages and disadvantages mentioned by the public of different social strata can be considered as potential negative and positive impacts as a result of implementation of the road project. Most of the disadvantages mentioned above are of serious nature. If early actions to minimize the ill effects are not taken at proper times, serious repercussions will be generated among the public.

Table 6.2 Suggestions made by the Road Users - Jaela Puttalam Road Section of A03 Road

S.No	Suggestions for the Proposed Project
1	Pedestrian space must be increased
2	Need for bus halts near the Forest Department & the temple (125 km -126 km).
3	Quality of construction
4	Proper response from the RDA
5	Maintenance & improvement of road shoulders
6	Timely information about road works should be provided.
7	Short alternative routes
8	Remove illegal constructions
9	Completion of road works should be done in time.
10	People who do business along the road side should be properly considered (consulted)
11	Avoid destruction of trees
12	Road edge repairs should be undertaken immediately
13	Need pedestrian cross lines & larger pavements?
14	Centre median should be reduced
15	The project must be fully completed

Source: Road User Survey, Ja-Ela -Puttalam Road Section of A03, Resource Development Consultancy, January 2015

7. Mitigation Measures, Conclusion and Recommendations

7.1 Mitigation Measures

134. The negative impacts and the mitigation measures proposed are shown in the following Table 7.1

Table 7.1 Mitigation of potential Negative Impacts

S.No	Negative Impacts	Mitigation of Negative Impacts
1	APs losing land, structures and parts of structures	Compensation will be paid in accordance with LAA and relevant regulations applicable to RAP
2	Temporary or relocation of business units /residences	Involuntary resettlement policies will be applied to mitigate the impacts.
3	Construction period obstruction to commuters and travel time will increase.	Well planned traffic management and introduction of alternative by passes.
4	Barricades / Obstacles may have the risk of potential accidents.	Precautions should be taken by implementing adequately with name boards and guiding by aids.
5	Road closure, deviations causing in convenience.	Clear directions and guide aids to help with police assistance
6	Air pollution, sound pollution vehicle emission	Watering for dust at correct intervals, stop machines during night work
7	Damaging service lines by workers while digging and construction	To be carried out under direct supervision of technical personnel.
8	Cutting trees, losing greenery damages to flora and fauna.	Plants trees where ever possible replacing trees
9	Storing Materials/ Machinery and equipment storing on payments/ Road sides.	Find alternative land and completely refrain from obstructing payments.
10	Digging of drains during construction will damage the livelihood activities of the business community and informal sector vendors	Declare minimum time period for this activity which is unavoidable.
11	Delay in completing the construction work	Implement a very well planned construction programme. Monitoring the time

		management and damages for delays to be introduced.
12	If the construction works are not done in good quality	The OPRC format and DBMOT methodology may find appropriate solution.
13	This influx of construction workers to the project will generate social issues and health risk.	Very closely monitored social management programme and precautions to health risk.

7.2 Conclusions and Recommendations

135. The widening and improving of A03 road section from Ja-Ela to Puttalam covers a distance of 108.6km passing through 11 DSDs of Gampaha and Puttalam districts which have a population of 1,055,797. This widening of the road will generate moderate negative social impacts compared to most of the other road widening and development projects implemented in the recent past considering the length of the road and the nature of the resettlement impacts. The total extent of affected land area has been ascertained as 64 perches and not a single residence is fully affected but 15 business units will need relocation. Other impacts are limited to partially affecting houses and commercial buildings. But the positive impacts as explained earlier are very much beneficial to the population of the two districts and to the general commuters who travel from other parts of the country to various destinations.

136. In order to provide the commuter population and the pedestrians with comfortable travel, the authorities will develop the road including the shoulders, pavements, walkways and the drains in accordance with the standards stipulated. The project will be implemented through the new concept of Design Build Maintain Operate and Transfer methodology (DBMOT) as the basis for their asset management. This new concept is to handle all planning, designing, construction and maintenance by one contractor/ consultant and to transfer the project to the client after 10 years. In order to smooth implementation of this novel concept and to gain the positive impacts of the project the following recommendations are proposed in a summarized form.

1. The consultant/ contractor may need to have teams of professionals under his purview to handle different components of the road development such as planning, designing, constructing and maintaining etc. It is proposed to have a team of young social planning professionals to continuously work in the field during the construction period. This will ease the burden of the technical staff that is entrusted to deliver the outputs within the set targets. They should be able to handle all social issues generating in the field.
2. The Church plays a leading and guiding role among the Christian population of this area of the road development. The Church normally intervene into matters when the families are in distress and therefore it will be helpful for all physical developers to maintain a dialogue with them as the Church is playing a pivotal role in the social framework.
3. One of the serious violations is that people are obstructing the pavements, walkways and sometimes the shoulders by vehicle parking and material storing, resulting accidents and

inconvenience to the commuters and pedestrians. It is of great importance to introduce some mechanism to address this situation in consultation with the Police and the Local Authorities, as the RDA is the apex agency responsible for road development and maintenance.

4. The residents, small and other business communities as well as commuter population are eagerly waiting to see the completion of the road construction work to prevent from the hardships they will have to under go by delaying the completion of the road works. It is recommended to explore some new mechanism under the new concept to make the completions in accordance with the time targets.
5. It is also observed that along the main High ways the drains are completely neglected though it is the function of LAs to clean and maintain. It is affecting the road due to stagnation of water. If a system could be introduced by mobilizing the LAs and communities with an incentive package as a pilot intervention the situation can be improved.
6. It is also proposed to develop a social management frame work to be implemented under the new concept which may also find solutions to many social issues generated in the construction field. Awareness programmes for the general public, combined operations with LAs, Police and the community organizations may be highly recommended. The earlier proposed social planners can be the catalysts of such a programme which will generate positive impacts in road development projects.

8. Gender Action Plan

8.1 Background

137. The project area covers 108.6kms from Jaela to Puttalam and difficult to conceptualize to prepare a Gender Action Plan (GAP) for the entire area due to long distance. Therefore GAP is prepared based on identified communities of the project area. Considering the status of gender this GAP is prepared as a part of the overall activity plan of the proposed development project. Women will be identified as a distinctly separate category of population under this plan having different set of requirements and needs to be fulfilled during the project period. The GAP will be included in the Resttelment Action Plan (RAP) for the project with adequate budget provisions and institutional responsibilities. The Implementation of GAP will be the responsibility of the project executing agency (RDA).

8.2 Gender Status

138. The female population of the 11 Divisional Secretariat areas within the vicinity of the Jaela-Puttalam Road Development project area amounts to 52% of the total population. Female population is higher than the male population. Over 15 years population in Puttalam district in 2012 was 290,029 and only 68% were married, never married 19.2%, widowed were 10.1%, separated 1.8% and divorced 0.4%

139. The economically active population in Puttalam district in 2012 was 284,967 and 26.9% of this were females. Total number of employed population in Puttalam district were 271,137 and 26.4% of this were females. The above figures also indicate that the economically active male population in Puttalam district is higher than the female population and the percentage of employed female population is lower than the male employed population.

Potential gender related issues are security of women and children and issues related to preschools and schooling for their children, absence of health facilities, lack of amenities such as water and sanitation etc. and issues generated as a result of influx of construction workers to the area during the construction

8.3 Gender Status of the Sample Project Area

140. The socioeconomic survey carried out for the project area reveals the gender status of the project area. The population disaggregated by gender and by age groups of the sample project area is shown in the Table 8.1;

Table 8.1 Population Disaggregation among Project Affected Person by Gender

Age Category	Male Number	%	Female Number	%	Total	%
Below 5	5	3.88	3	2.4	8	3.1
5-14	15	11.63	13	10.4	28	11.0
16-30	35	27.13	36	28.8	71	28.0

31-45	25	19.38	25	20.0	50	19.7
46-60	29	22.48	38	30.4	67	26.4
Over 60	20	15.50	10	8.0	30	11.8
Total	129	100.00	125	100.0	254	100.0

Source: Resources Development Consultants (Pvt) Ltd Socioeconomic survey; 2015

141. According to Table 8.1 the study of the project area indicates that the females are less than males which is different to the national or district scenario of having females over the male population. The dependent population of this sample area is 25.9% and economically active population is 74.1%. The female dependent population is 10.2% of the total population of the sample area. The literacy rates by gender (age 5 years and above) of the sample area indicates 98% (male and female) and male 96.7% and female 99.2%.

142. The education status of the sample area highlights that out of the 125 female populations, 50 have reached up to 6- GCE (O/L) standard, 45 have passed their GCE (O/L) and only 4 have reached higher educational standards.

143. There are no disabled persons among women identified within the sample but there is only one disabled person among men.

Vulnerable households have been identified within the sample area and the outcome is shown in the Table 8.2;

Table 8.2 Vulnerable Households by Category of Vulnerability

Vulnerability	Number of Vulnerable Households	%
Households headed by very old people (above 65)	10	50
Disabled	0	0
Very Poor (those who earn less than Rs. 150,000)	1	5
Women headed (without reasonable income)	9	45
Total	20	100

Source: Resources Development Consultants (Pvt) Ltd Socioeconomic Survey; 2015

144. The 9 women headed family income details are given in the following manner (Table 8.3)

Table 8.3 Women Headed Families

Women headed family	No of Family Members in each family	Monthly income per family
1	5	68,000
2	2	22000
3	4	45000
4	2	10000
5	3	20000
6	1	13000
7	5	25000
8	2	25000
9	1	(retired)

Source: Resources Development Consultants (Pvt) Ltd Socioeconomic survey; 2015

Proposed Gender Plan

8.4 Legal Protection

145. The government has established the ‘Women Charter’ in 1993 March in order to protect the women in the country. A revision to the Penal Code also has been done with the objective of protecting and safeguarding the rights of women. Legal provision for employing children and young persons are given to protect them and to facilitate them. In addition there are over 25 Ordinances which indicate labour legislation administered by the Commissioner of the Labour Department. Child labour is prohibited accordingly and women rights are covered by these acts and the women should be treated in an equal manner. It is also covered by World Bank operation procedures and policies. All road sector assistance projects are encouraged to have men and women participate in the work, paying attention to labour legislation of Sri Lanka.

8.5 Objectives of the GAP

146. Free women from subordination and allow them to meet their practical and strategic needs like men, create an environment for women to achieve equality, equity and empower them to live like men by looking after their children and their security are main objectives of the GAP. Mobilise communities into the project and to obtain their support to ensure smooth functioning and completion of the road development is of prime importance. The project may hire labour or facilitate the communities to earn additional income by way of encouraging them to provide process food, tea and meals for the project work force. But the overall objective of the GAP is to empower the women and to strengthen them to live like men. Having considered these aspects the GAP is proposed which has several components.

8.6 Components of the GAP

147. There are five components in the proposed GAP which include Community Mobilisation, Capacity Building, Hygiene and Sanitation Awareness Programme, Monitoring and Evaluation and Consolidation. In all these components the social planning team has to play a guiding and leading role until the communities get familiarised with the basic functional arrangements. Positive results are assured, if inputs of a Gender Specialist or an experienced social planner can be obtained at the inception of the process. The assistance of the relevant public and private sector agencies have to be obtained which has to be coordinated by the project and the social planning team.

8.7 Implementation of the GAP

148. As mentioned earlier GAP will be implemented in selected communities. As a pilot intervention the communities selected for FGDs can be considered to commence implementation. Accordingly, road side vendors at Madampe or women society at Puttalam can be selected for the pilot GAP exercise of this road section. It is important to establish accurate data and information on the selected communities at the community mobilisation period and documentation of all activities and basic data need to be kept in order. Social planning team will guide the communities in maintaining these documentation and youths and women could be trained as a capacity development exercise. It is important to observe how pilot community act as to look after their welfare, efficiency or empowerment in addressing their practical or strategic needs while helping the road developing authorities. Clear understanding of the roles and relationships between the community and the social planning team will be developed through discussions and awareness programmes.

Gender Action Plan

Components	Actions proposed	Action By
1. Community Mobilization	<ul style="list-style-type: none"> - Identification of communities, create awareness on the gender action planning process - Identify gender roles. What women, men, boys and girls can do in various productive and reproductive and community related activities and facilitate them. 	-Guidance by the Project's Social Planning Team. The project has to facilitate the process. Transfer the knowledge to the community action planning team through capacity building process for long term sustenance.

Components	Actions proposed	Action By
	<p>-Encourage women's active involvement in the project and direct access to project benefits.</p> <p>- Identification of community Action Planning Team, and prioritized action plan</p> <p>- Prepare basic guidelines considering the challenges that they have to face under this road development. Utilize their participation as a positive group of the community while helping them to achieve their objectives.</p>	
<p>2. Capacity Building</p>	<p>- Create awareness among women, men, boys and girls to respond to the challenges of the proposed development by way of positive contribution to the project activities.</p> <p>- Involve women group, youths in discussions and participatory development initiatives.</p> <p>- Possible assistance and guidance to upgrade their economic status by way of coordinating credit facilities, training and capacity building.</p>	<p>-Social planning team, relevant public and private agencies coordinated by the project and the social planning team.</p>
<p>3. Hygiene and Sanitation Education Programme</p>	<p>-This is a priority action to maintain environmental stability within the project areas to be focused on maintenance of the environment including solid waste disposal, maintenance of drains etc.</p>	<p>-Respective health and sanitation sector Agencies, Local Authority. Social planning Team and the project have to coordinate and facilitate this process.</p>
<p>4. Monitoring and Evaluation</p>	<p>-Review the process and observe whether there is any positive impact as a result of implementation of the</p>	<p>-Community action planning team with the guidance of the social planning team.</p>

Components	Actions proposed	Action By
	<p>GAP.</p> <p>-Is it creating capacity of the women to achieve equality, equity and empower them to live like men? What corrective actions need to be taken to improve?</p>	
5. Consolidation	<p>-Stabilize developed relationships with the communities even after completion of the project. Consider these communities as pressure groups for continued support.</p>	<p>RDA to mobilize these communities to maintenance or any other related activities by having unbroken relationships and the communities to support.</p>

Annexure

The following annexure will be submitted separately in a CD with the Final Report.

1. Leaflet
2. Questionnaires
3. Minutes of Focused Group Discussions and Stakeholder meetings
4. Attendance sheet of Stakeholder meetings and Focus Group Discussions
5. Comments on Draft Social Impact Assessment on JaEla-Puttalam Road
6. Structure plan provided by Provincial Council