



Integrated Safeguards Data Sheet Restructuring Stage

Restructuring Stage | Date ISDS Prepared/Updated: 15-Aug-2017 | Report No: ISDSR23062

Regional Vice President:	Annette Dixon
Country Director:	Idah Z. Pswarayi-Riddihough
Senior Global Practice Director:	Jose Luis Irigoyen
Practice Manager/Manager:	Karla Gonzalez Carvajal
Task Team Leader:	Amali Rajapaksa



Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.

I. BASIC INFORMATION

1. BASIC PROJECT DATA

Project ID P132833	Project Name Transport Connectivity and Asset Management Project
Task Team Leader(s) Amali Rajapaksa	Country Sri Lanka
Approval Date 09-May-2016	Environmental Category Partial Assessment (B)
Managing Unit GTI06	Is this a Repeater project?

PROJECT FINANCING DATA (IN USD MILLION)

Total Project Cost 125,000,000.00	Total Financing 125,000,000.00
Financing Gap 0.00	

Financing Source	Amount
International Development Association (IDA)	125,000,000.00
Total	125,000,000.00

2. PROJECT INFORMATION



Current Project Development Objective

The Project Development Objective (PDO) is to strengthen the Road Development Authority's (RDA) capacity for asset management and improve the road service delivery on the selected corridor. The selected corridor means the road section from Ja-Ela to Chilaw on National Highway A003 in Sri Lanka.

Note to Task Teams: End of system generated content, document is editable from here.

1. PROJECT DESCRIPTION

Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.

3. PROJECT LOCATION AND SALIENT PHYSICAL CHARACTERISTICS RELEVANT TO THE SAFEGUARD ANALYSIS (IF KNOWN)

The proposed section targeted under the project is approximately 58 km along the Ja-Ela to Chilaw section of the A3 corridor, which was last rehabilitated in 2001. Ja-Ela to Madampe Road section (A03) is an existing paved national road that covers mainly Gampaha district and small extent within Puttlam- district. Gampaha District is located in the west of Sri Lanka and has an area of 1,387 square Kilometers. It is bounded by Kurunegala and Puttalam districts from north, Kegalle District from east, Colombo District from south and by the Indian Ocean from west. The borders of the district are the Maha River on the north, Kelani River on the south and 1,000 feet contour line on the east. Gampaha has a tropical monsoon climate. The annual rain fall is about 2500mm and the average temperature is about 27.9 °C. The Puttlam district has a land area of 3,013 square Kilometers including inland water bodies and a coastal belt of 288 Kilometers in length. Puttalam has a short dry season from June to September and a second dry season from January to March. The wet season is mainly from October to December. Temperatures remain steady throughout the year with little variations in between. The road section to be supported under the project traverse through highly built up area. There are number of religious sites along the section. A number of rivers go across the road section including Attanagalu Oya and Dandugam Oya that falls into the Negombo lagoon, Maha Oya, and Gin Oya. One man-made tank names Maha Oya is located closer to Madampe section of the road. There are trees planted within the Right of Way (RoW) in some places. There may be activities off the area of the road to be rehabilitated and maintained, including borrow-pit areas, disposal sites for soil spoil material, establishment of workers camps, equipment storage areas, and operation of quarries, which are to be identified by the contractor. 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 Km. The total population of the Divisional Secretariat areas covering the road section from Ja-ela to Madampe in both Gampaha and Puttalam Districts amount to 808,202, i.e Gampaha (3 DSDs) - 578948



and Puttalam (4 DSDs) - 229254 (Department of Census, 2012).

4. ENVIRONMENTAL AND SOCIAL SAFEGUARDS SPECIALISTS ON THE TEAM

Mohamed Ghani Razaak (GSU03), Darshani De Silva (GEN06), Bandita Sijapati (GSU06)

5. SAFEGUARD POLICIES TRIGGERED

Safeguard Policies	Triggered	Explanation
Environmental Assessment (OP) (BP 4.01)	Yes	Although the road corridor is known (existing), the detailed engineering design has not yet been done. A framework approach for safeguards was recommended, as the detailed design will be done by the DBMOT/OPRC contractor considering the prevailing conditions of the road. The existing ESMF of RDA was updated. In addition, based on the current alignment and conceptual design proposed, an Environmental Assessment (EA) has also been done. This EA will be updated by the OPRC contractor parallel to completing the detailed design during project implementation.
Natural Habitats (OP) (BP 4.04)	Yes	The natural habitats along the selected road corridor include few small rivers, two man-made tanks and a lagoon. An initial, assessment of potential sites that may get impacted has been identified in the EA including mitigation measures to manage significant negative impacts.
Forests (OP) (BP 4.36)	Yes	There are no natural forests along the selected road corridor, However, there may be off-site impacts to the forests as many of gravel and metal extraction sites are located within natural forests in Sri Lanka. EA identifies potential impacts and mitigation measures, as well as potential sites outside forests to be considered by the contractor.
Pest Management (OP 4.09)	No	The project does not involve pest management activities.
Physical Cultural Resources (OP) (BP 4.11)	Yes	This policy is applicable because there are number of religious sites along the road corridor, but out from the ROW that may require protection when rehabilitation and upgrading activities take place.



Indigenous Peoples (OP) (BP 4.10)	No	There are no indigenous people living within the identified project area.
Involuntary Resettlement (OP) (BP 4.12)	Yes	Given the detailed engineering design is to be carried out in the future, a framework approach (ESMF, RPF) has been adopted based on the conceptual design available. In addition, a Social Impact Assessment (SIA) and a Resettlement Action Plan (RAP) for the Ja-Ela to Chilaw corridor is being revised to reflect the recent engineering design. Consultations will be organized on the revised RAP and will be publicly disclosed. The specific instruments will be updated by the OPRC contractor parallel to completing the detailed design.
Safety of Dams (OP) (BP 4.37)	No	The project does not involve dam related works.
Projects on International Waterways (OP) (BP 7.50)	No	The project does not affect international waterways.
Projects in Disputed Areas (OP) (BP 7.60)	No	There are no disputed areas along the project corridor.

II. KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. SUMMARY OF KEY SAFEGUARD ISSUES

1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts.

The section to be supported under physical interventions of the project for A03 corridor has not changed. Hence, the starting point of 18 km post and end point of 76km post continue to be the same. The Environmental Assessment (EA) disclosed on March 8, 2016 by the Government of Sri Lanka based on the conceptual design continue to be applicable.

The project activities will include rehabilitation and/ upgrading and routine and periodic maintenance as well as instituting road safety measures and traffic management along a 58km section of the existing road corridor of A3. The Project has been assigned Environmental Category B because the environmental impacts are generic to upgrading, rehabilitation, and maintenance works of existing roads that will be predictable, localized and can be readily mitigated. The potential environmental impacts of the proposed road corridor of the project include: clearance of trees that have been planted on the road side due to realignment and safety needs (to avoid black spots), changes in drainage patterns to address current flooding issues within the road corridor and its immediate impact areas and increase in sediment load into waterways, and soil and water contamination due to spillage and



leakage of oils and other toxic materials, noise, dust and air pollution from road works, health and safety issues due to operation of borrow pits, quarries, crushers and asphalt plants. There are no potential large scale, significant and/or irreversible impacts anticipated given the fact that the proposed road corridor follows the existing road alignment, with likely road re-alignment not causing any changes to physical cultural resources or natural habitats. The client is expected to ensure the EA is updated once the detailed design has been done once the implementation commences, if there are significant changes to the EA consultations with stakeholders are held, clearance is obtained from the Bank and the EA is disclosed again to public. Restructuring is not changing environmental issues and impacts identified during the project preparation stage.

Social impacts intrinsic to rehabilitation and maintenance works are localized and can be readily mitigated. In the main road corridor, 48 private owners and 32 non-titleholders are expected to be affected by land acquisition, and an additional 217.93 perches (0.55 ha) is required for road re-alignment to rectify identified black-spots. Livelihoods of approximately 187 HHs, including a significant amount of mobile vendors along the road corridor, is expected to be affected by the project. Further, 16 shops are likely to require relocation and 35 individuals are expected to lose their income due to the acquisition of their properties (19 permanently and 16 temporarily).

Besides these adverse impacts, the project is also expected to have positive impacts with the most significant benefits perceived by the affected HHs being improvement of the quality of environmental conditions, high demand for land, and prospect of appreciating the value of land. Other notable advantages include improvement of road safety, a perceived reduction in the cost of living, development of business premises, work place and social infrastructure.

Nineteen vulnerable families are likely to be impacted by the project, especially since they occupy structures that are likely to be affected from the rectification of identified black-spots (as stated above), derive their livelihoods from selling fish in temporary huts, and are economically active as wayside fruit, vegetable and corn sellers. Except for the probable income loss that they may suffer during construction, they would not face any other economic disadvantages as a result of the planned improvement. There appears to be no other major impact on their daily lives as most of them have facilities at close proximity to their dwellings for health, education and preschools for children.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area.

NA

3. Describe any potential alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Realignment to rectify identified black spots is being considered as part of the conceptual design. However, these are proposed to be avoided by introducing some deviations from the existing alignment to minimize or avoid potential environmental and social impacts.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

The potential environmental impacts of rehabilitation, upgrading and maintenance works for the existing national road, A003 will be mostly localized and can be easily managed through good planning and established good practices. Therefore, the project has been assigned Environmental Category B.



At this stage of the project, the targeted road section for DBM/OPRC has been identified with a conceptual design. However, the final engineering design including the specific road works required for the various sections and timing is not yet determined and will be carried out by the Contracting Entity (CE) once selected. Therefore, the Environmental and Social Management Framework (ESMF) for World Bank projects was updated and used as a guiding document for the conceptual design and to develop the site-specific safeguard instruments. The ESMF has established clear guidelines and methodologies for the identification and assessment of environmental and social impacts. Therefore, in line with the ESMF, the Environmental Assessment (EA), Environmental Management Plan (EMP), Social Impact Assessment (SIA) and Resettlement Action Plan (RAP) were developed for the project by the Road Development Authority (RDA) in close consultation with key stakeholders. In addition, a stand-alone Resettlement Policy Framework (RPF) has been adopted to provide guidance on the resettlement and rehabilitation principles to be applied in the preparation of the RAP. The EA/EMP and SIA/RAP provide the environmental and social baseline condition of the road corridor, identify potential impacts as per the conceptual design and propose mitigation measures to avoid, mitigate and/or compensate for significant environmental and social impacts associated with project activities.

The most critical environmental issues have been identified as the flooding due to the extensive hydrological system present in some parts of the corridor. In order to understand how the current hydrological system is functioning a detailed hydrological study has been also carried out. The potential issues that require attention under the project including maintaining the quality of surface water bodies/natural habitats and proposed mitigation measures have been identified through this study have been included in the EA and the conceptual design of the project. In addition, there is one archeological site and some religious and sensitive sites closer to the RoW of the road that could be impacted due to road works. While there will not be any physical relocation of these sites, during rehabilitation/upgrading works impacts due to dust, noise and temporary access issues are anticipated. The EA as part of the EMP, provides suitable measures to mitigate and/avoid such impacts. The EA also includes monitoring plan for these sensitive receptors both during pre-construction, construction and operations and maintenance periods. Some trees that have been planted within the RoW may have to be removed or pruned to ensure safety of the road users. The EA proposes to avoid the removal of threatened species as much as possible or try to relocate them to a new location if cost-effective or ensure replanting similar plants in a public place.

The interventions proposed by the project for the corridor does not require national approval from Central Environmental Authority (CEA), as this project does not fall within the prescribed project list identified as part of National Environmental Act. However, site clearances requires permission from CEA and local authorities. Environmental Protection Licenses, Licenses from Geological Survey and Mines Bureau and local authority permits will be necessary for offsite activities such as quarry operations, crusher plants, borrow pits, etc. The EA identifies potential sites that are currently been operated with the necessary licenses/permits outside sensitive areas such as significant natural habitats and forests. The EA also indicate that sites outside the RoW that will the supporting the road works need to be redeveloped prior to abandoning or handing over to the owners.

The most critical social issue is identified as the possible acquisition of land and the resulting physical displacement due to the proposed rectification of black-spots. As the black-spots were identified subsequent to the SIA and the finalization of RAP, the RPF will give guidance on the principles to be applied in the relocation of the project affected persons, which should be reflected in the updates made by the CE.

There is no change to the EA that has been prepared for A3 because of the restructuring. However, the RAP referenced in the previous Financing Agreement assumed that the special status for the priority projects (under the 2013 regulations) would be granted for this Project which would have allowed for expedited land acquisition



process, better entitlements/payments, and a stronger Grievance Redress Mechanism. Following the cabinet decision in June 2017 that this Project will have to follow the regular procedures for all projects (under the 2008 regulations), the RAP is being revised accordingly. Prior to finalization, consultations will be held on the revised draft, and it will be disclosed publicly in-country and in World Bank's Infoshop.

The Contracting Entity who will be preparing the detailed design is expected to update the EA/EMP and SIA/RAP and get it approved by RDA and Bank prior to commencement of physical activities on the ground. The EA and SIA identify significant impacts anticipated due to the project as described above under sub-section IIA1. The potential environmental and social impacts and proposed mitigation measures for the impacts identified as included in EA/EMP and SIA/RAP will be included in the bidding document of the OPRC format and will form the basis for monitoring by the Borrower and the Monitoring Consultant to be engaged under the project. The frameworks (ESMF and RPF), on the other hand, will provide guidance to the Contracting Entity in the likely event that more interventions are identified during the implementation period. The bidding document will also include the need to update the safeguard instruments in line with the detailed design and preparation of an Environmental Methods Statement in line with the EMP and construction method statement to be kept regularly updated satisfactory to the RDA and the Bank.

RDA already has a Project Management Unit (PMU) set up with a seasoned Environmental and Social Specialist who is very conversant with the environmental and social safeguard requirements of the Bank to manage project related safeguard activities. RDA also has an Environmental and Social Division with adequate capacity who will also support the PMU in reviewing documents and monitoring.

Nevertheless, further (and continuous) training programs will be proposed on environmental and social safeguard compliance, targeting the staff of RDA, the general public / local CBOs and NGOs in the project area, as well as the staff and laborers of the CE. This training will mainly focus on sensitizing the need for environmental and social safeguards compliance in road development projects and use of safeguards instruments in place to mitigate potential impacts.

5. Identify the key stakeholders and describe the mechanism for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

During preparation of safeguards instruments for the project, consultations with key stakeholders and potential project affected persons were carried out and has been documented as part of the EA and SIA. Additional consultations will be held during the revision of RAP.

The key stakeholders for the project are the people living and working along the identified road corridor, as well as the road users. A participatory approach was undertaken to carry out a comprehensive consultation process to study the socio economic status and to identify key impacts of the project. Stakeholder meetings, Focused Group Discussions and Key Informants Discussions were held with identified persons, in addition to a Socio Economic Survey and Road Users Survey.

Stakeholder meetings were carried out during the month of January 2015, usually held at the Divisional Secretary's (DS) office, chaired by the Divisional Secretary himself. At the stakeholder meeting carried out in Puttalam, for example, thirty six participants were present including affected persons, the DS, Urban Councilor, Chief incumbent priest of the Puttalam Buddhist centre, the divisional engineers of Chilaw and Puttalam of RDA. A framework has been proposed for continuing consultations during the implementation.

The EA and SIA have been publicly disclosed in country and the documents have also been disclosed in Bank's Infoshop. The revised RAP will also be disclosed in country and in the Infoshop.



B. DISCLOSURE REQUIREMENTS

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank

15-Dec-2015

Date of submission for disclosure

09-Mar-2016

For Category 'A' projects, date of distributing the Executive Summary of the EA to the Executive Directors

"In country" Disclosure

Country

Sri Lanka

Date of Disclosure

09-Mar-2016

Comments

Resettlement Action Plan/Framework Policy Process

Date of receipt by the Bank

08-Jan-2016

Date of submission for disclosure

22-Feb-2016

"In country" Disclosure

C. COMPLIANCE MONITORING INDICATORS AT THE CORPORATE LEVEL

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?

Yes

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

Yes

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

Yes



OP/BP 4.04 - Natural Habitats

Would the project result in any significant conversion or degradation of critical natural habitats?	No
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	NA

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?	Yes
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes
Is physical displacement/relocation expected?	Yes
Provide estimated number of people to be affected.	16
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes
Provide estimated number of people to be affected.	187

OP/BP 4.36 - Forests

Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	NA
Does the project design include satisfactory measures to overcome these constraints?	NA
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	No



The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?	Yes
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes
Have costs related to safeguard policy measures been included in the project cost?	Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes

III. APPROVALS

Task Team Leader(s)	Amali Rajapaksa	
Approved By		
Safeguards Advisor		
Practice Manager/Manager		

Note to Task Teams: End of system generated content