Social Screening Report for Improvement of Farm Drainage in Kaluwanchikudi area at Kaluthavalai Cluster in Batticaloa

Project Management Unit
Agriculture Sector Modernization Project
Ministry of Agriculture
Rajagiriya, Sri Lanka.
September 2019
SSR- Drainage Canal Rehabilitation -Kaluthavalai, ASMP

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**Abbreviations**

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<tr>
<th>Abbreviation</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>AI</td>
<td>Agriculture Instructor</td>
</tr>
<tr>
<td>ASMP</td>
<td>Agriculture Sector Modernization Project</td>
</tr>
<tr>
<td>CBO</td>
<td>Community Based Organization</td>
</tr>
<tr>
<td>DDR</td>
<td>Due Diligence Report</td>
</tr>
<tr>
<td>FO</td>
<td>Farmers Organization</td>
</tr>
<tr>
<td>FTO</td>
<td>Farms Turn Out</td>
</tr>
<tr>
<td>GND</td>
<td>Grama Niladari Division</td>
</tr>
<tr>
<td>DSD</td>
<td>Divisional Secretary Division</td>
</tr>
<tr>
<td>EMP</td>
<td>Environmental Mitigation Plan</td>
</tr>
<tr>
<td>GoSL</td>
<td>Government of Sri Lanka</td>
</tr>
<tr>
<td>GRM</td>
<td>Grievance Redress Mechanism</td>
</tr>
<tr>
<td>IDA</td>
<td>International Development Association</td>
</tr>
<tr>
<td>IE</td>
<td>Irrigation Engineer</td>
</tr>
<tr>
<td>IP</td>
<td>Indigenous People</td>
</tr>
<tr>
<td>LGA</td>
<td>Local Government Authority</td>
</tr>
<tr>
<td>MOA</td>
<td>Ministry of Agriculture</td>
</tr>
<tr>
<td>MOPI</td>
<td>Ministry of Primary Industries</td>
</tr>
<tr>
<td>NE</td>
<td>North East</td>
</tr>
<tr>
<td>NIRP</td>
<td>National Involuntary Resettlement Policy</td>
</tr>
<tr>
<td>NGO</td>
<td>Non-Governmental Organization</td>
</tr>
<tr>
<td>OP</td>
<td>Operational Policy</td>
</tr>
<tr>
<td>PAP</td>
<td>Project Affected Persons</td>
</tr>
<tr>
<td>PAH</td>
<td>Project Affected Households</td>
</tr>
<tr>
<td>PMU</td>
<td>Project Management Unit</td>
</tr>
<tr>
<td>RoW</td>
<td>Right of Way</td>
</tr>
<tr>
<td>RPF</td>
<td>Resettlement Policy Framework</td>
</tr>
<tr>
<td>SLRs</td>
<td>Sri Lanka Rupees</td>
</tr>
<tr>
<td>SSR</td>
<td>Social Screening Report</td>
</tr>
</tbody>
</table>
1. Project Description

<table>
<thead>
<tr>
<th>Sub Project Title</th>
<th>Improvement of Farm Drainage in Kaluwanchikudi area in Kaluthavalai Cluster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementing Agency</td>
<td>Manmunai South Eruvil Pattu Pradeshiya Sabha (Local Authority)</td>
</tr>
<tr>
<td>Location</td>
<td>Project location in Kaluwanchikudi area (Kaluwanchikudi North, Kaluwanchikudi North 1, and Kaluwanchikudi North) at Manmunai South Eruvil Pattu DS Division in Batticaloa District. (Annex 1: Location Map)</td>
</tr>
</tbody>
</table>
| Specific Objectives | • To improve the farmlands’ drainage facility  
• To improve access the market, farmlands and hamlets for an overall beneficiary population of about 6,111 in 1,665 households of Kaluwanchikudi (3 GNDs) including both farming and non-farming communities. |
| Scope of Civil Works | The scope of the civil works is;  
I. Clearing the existing earthen and concrete canal section  
II. Construction of new bridge cum flood control regulator at the end of the channel.  
III. Construction of steel gates to the regulator  
Proposed civil works directly involves to rehabilitate the farmlands’ drainage but it indirectly help to upgrade the road sections of the area and improve the accessibility of the living community in the area. |
| Estimated Cost | SLRs. 15.00 million |
| Timeline | 5 months starting from November 2019 to March 2020 |
| Land Requirement and Mode of Land Taking | The proposed activity concerns rehabilitation of the sections of existing canals and the roads. There is enough space to construct the canal beds, sidewalls of the canal sections and the bridge with steel gate & regulator. So, no need for land acquisition for the proposed development. |

2. Justification of Intervention and Alternative Analysis

| Need for the Sub Project | The existing canal sections remain in a dilapidated condition which is a major hindrance to the flow of storm water especially during the NE monsoon period. The road is on flat terrain and gets inundated in some places during monsoons due to storm water flowing across the road. Even though, there is drainage canal, it does not convey the water flow quickly from the farmlands since it is blocked with vegetation, debris and silted at several sections. Due to the absence of the regulator & the flood gate, and the farmlands are located very close to the sea, the salinity intrusions are taken place via open canal during high tide period. It mainly causes on increase the salinity level of the farmland.  
As this area located at coastal line, salinity level of the soil is a little bit higher than the other areas. Therefore drain out of the water from farmlands is essential agricultural practices to wash-off the salinity condition of the soil. Otherwise, the accumulation of salinity level in farmland creates big issues for the cultivation activities. Therefore availability of good drainage facility must be for the good agricultural practices.  
Due to lack of maintenance of the drainage canals, water stagnation at several sections is common phenomena. It creates severe health and environmental issues in the area. Bad odor, mosquito problem, pollution of groundwater in the area are side effects from the depilated canals. |
Absence of the road structures at the canal passing section of the road, create inconveniences for the pedestrians. Due to frequent inundation condition at the road crossing section of the canal during rainy days, especially school children cannot cross these section. However, authorities have been reluctant to invest in road rehabilitation and the canal rehabilitation works due to the high cost involved because of the bad condition of both road and the canals. Due to the above issues, economic development and social wellbeing of the community have been affected. The people have had to incur losses due to depressed farm gate prices as well as extra expenditures for repairing damages to their vehicles, motor bicycles and foot bicycles. Due to the reason of weak road facility, farmers have to bear the additional cost to carry their agro- products to designated places for the collector middlemen or to transport them to the markets. During the peak period of rain, farmers have to hire more labor for manual transport the products to the motorable access point from their farmlands and it increases the cost of production and decreases the profit margin. Vulnerable groups like children, elderly persons and disabled persons face difficulties on their accessibility with the existing condition of the road and the canals.

### Purpose of the Sub Project

Upon completion, the rehabilitated canals and the bridge with regulator and the flood gate are sure to enhance the movement of people, goods and transport services and improved access to markets. Improvement of drainage facility will directly affect the enhancement of productivity of the farmlands. Improved road will contribute to access to markets. It will also enhance the quality of life of the village farmers as they will have better access to their farmland and houses. They will be able to save money due to less maintenance cost of their vehicles and decreases the additional transportation cost of their products.

The project will address the need for a cluster of farmers to be supported under ASMP in terms of technology demonstration park (Green Chili Cluster), other inputs and services, and access to markets. The identified road rehabilitation project will address a critical issue of farmlands’ drainage and the accessibility. Further, the disadvantaged groups like women, children and elderly persons will be benefitted from improved and safe access to hospitals, schools, market, and other facilities. There is enough and clear space for road rehabilitation works.

### Alternative Analysis

Being the existing drainage canals and road, there is no need to consider alternatives to meet the project objectives.

### 3. Corridor of Impact

#### Land Requirement

The canals rehabilitation and the road structures construction do not require the land acquisition and there is clear and demarcated space for the rehabilitation works. The proposed civil works will not cause temporary or permanent damage for land, property, or livelihood activities of the area owned by public or private parties.

#### Project Impact Area

The identified sections of the canal rehabilitation starts from farmland and ends at beach (the existing sea outfall). The adjacent area is owned by the farmers and mainly uses for agricultural purposes. Most of the farmers’ residential houses and the paddy fields are
located far beyond this area. There are residential lands within the project
influenced area and they are getting benefits from the road structures' reha-
bilitations. The farmers and the residents have free landholding rights
for their lands. All most all farmers, have obtained membership in the farmer
organization and the green chili producer group membership as well.
The identified site passes through farmland devoted to seasonal crops such
as chili, red onion, okra, etc… Farmers have constructed tube wells in their
farmland for irrigation purposes and electricity supply has been connected
to the village.
All the road side drains and storm water drains are linked with the farmlands’
drainage canal and it convey the water to sea. The paddy fields are located
far beyond the area.
No indigenous communities are present in the project impact area.

4. Community Profile

| Demographic details | The sub project covers Kaluwanchikudi North, Kaluwanchikudi North 1, and
Kaluwanchikudi North GNDs and green chili cluster in Mannunai South
Eruvil Pattu Divisional Secretariat area of authority. The current population
of the villages is 6,111 persons contributed to by 2,993 females and 3,020
males. There are 1,665 households in sub project influenced area. |
|---------------------|------------------------------------------------------------------------|
| Employment          | Agriculture absorbs about 28.2% of the total workforce. About 14.3% are
engaged in manufacturing sector, 13.9% in industrial section, and 12.1% is
engaged with skilled labor category. |
| Household Income and
Expenditure          | The average monthly household’s income is SLRs. 40,366/= and the average
monthly household’s expenditure is SLRs.32, 807/-. The community who
lives below the poverty line is around 11.3 %-( Statics in 2012/13). The
percentage of population who is living below the poverty line is much higher
than other ASMP benefitted area |
| Income Poverty      | The households below the official poverty line is around 11.3%. They receive
government subsidies such as Samurdhi Assistance. |
| Education           | People have easy access to education. Kaluthavalai National College is in the
neighborhood. |
| Health and other
services             | The community has access to services are the closest town, Kaluthavalai and
there are a district hospital and many private medical centers. |
| Access to Electricity| Households have access to the national electricity grid. |

5. Social Impact

| Overall Impact | Overall impacts due to the project are positive, mainly the villagers and the
village level government officer such as Grama Niladhar, Agricultural
Research and Development Officer (ARDO), Samurdhi Officer and
Agriculture Instructor expressed the positive response on the proposed
development.
Mainly they mentioned the difficulties faced by the due to the absence of
the improvement for drainage canal as well as the road section. Further,
they mentioned that the relevant institutions have promised at several times
to rehabilitate the canal and the road section but still it does not work and
villagers and the officers are disappointed on this regards.
Villagers and the officers especially appreciated the steps taken by the ASMP
to identify the issues and propose the civil works. ASMP always consulted |
the community and acknowledged their views and suggestions to design the subproject. Therefore, the farming community and the villagers are well aware of the components of the proposed subproject. According to the GN and others interviewed the project causes no physical or livelihood displacement by the proposed subproject while it improves the economy of the villagers. The improved road condition and the drainage facility will enhance the land value of the area. The project will enhance access to the market that will turn improve farmer income. There will be significant savings to vehicle owners and operators due to lessened repair needs.

<table>
<thead>
<tr>
<th>Loss of Land</th>
<th>No land acquisition is involved in the proposed intervention</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of Livelihood</td>
<td>No temporary or permanent livelihood impacts for the road users and the farmers who are living in project influenced area other than the positive outcome from the subproject.</td>
</tr>
<tr>
<td>Impacts during Construction</td>
<td>There will be temporary impacts during road construction such as dust and noise. It can be mitigated through implanting the EMP (Environmental Management Plan) which will be annexed in contract agreement.</td>
</tr>
</tbody>
</table>

6. Mitigation Measures

| Community based solutions to issues | During the consultations conducted at the project identification, planning and design stages where the aspects of the project design and details of the impact and long-term benefits were discussed, the community was very concerned about the long-term benefits of the project. They noted that the section of the road had been neglected by the authorities due to the high cost, difficult terrain and drainage issue. Improved access will enhance the value of land, and this is a tremendous advantage especially for their children and vulnerable groups. Therefore, they welcomed the project and the short term inconveniences will be mitigated by applying the following remedial actions: The authorities accordingly proposed the following measures: 1. The entire project will be completed within 5 months using machinery, and the impacts will be limited to a short period. 2. Implementation of the civil works section by section to reduce the construction related impacts and the disturbances to road users. Each section will be complete within a few days except for the construction works on the culverts where the impacts are localized. At any rate, given the house are located at a distance there will be hardly any impacts such as dust and noise on these households. 3. Providing of temporary access for the road users during the road structures construction 4. Schedule the construction programme without disturbing the existing cultivation patterns and the seasons 5. Promptly resolve any grievances through the GRM and at no cost to the individuals 5. While there will be no adverse livelihood impacts, there will be some employment opportunities as workers of the construction contractor. |
| Civil works organization | The affected community have been made aware of the GRM in place to promptly address any grievances including any unforeseen impacts that may arise during the implementation phase, at no cost to the people. Field level grievances will be recorded by Kaluwanchikudi Village Farmer |
Organization in a registry. The ASMP and PID officials will promptly resolve the grievances. The middle level grievances committee will operate at the provincial PMU / regional project officer to address the issues which are unsolved or when AP is not satisfied with decision at field level. The 3rd tier of GRM will operate at PMU headed by Project Director of ASMP with technical support from Social Development Specialist to address the issues which are not solved at initial stages.

7. Probable Involuntary Resettlement Impacts

<table>
<thead>
<tr>
<th>Screening Question</th>
<th>Yes</th>
<th>No</th>
<th>Not known</th>
<th>Remarks/ Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will the intervention include new physical construction work?</td>
<td>√</td>
<td></td>
<td></td>
<td>The proposed sub project is rehabilitation of existing canal and the road sections that belongs to the government. The culverts are constructed on the existing roadway to control the natural drainage without altering the path. Therefore, the impacts are minimal.</td>
</tr>
<tr>
<td>Does the intervention include upgrading or rehabilitation of existing physical facilities?</td>
<td>√</td>
<td></td>
<td></td>
<td>The proposed sub project is rehabilitation of existing drainage canal that belongs to the government. The causeways are constructed on the existing roadway to control the natural drainage without altering the path. Therefore, the impacts are minimal</td>
</tr>
<tr>
<td>Is the intervention likely to cause any permanent damage to or loss of housing, other assets, resources use?</td>
<td>√</td>
<td></td>
<td></td>
<td>There are no structures on the identified worksite of in the adjacent areas.</td>
</tr>
<tr>
<td>Is the site chosen for this work free from encumbrances and is in possession of the government / community land?</td>
<td>√</td>
<td></td>
<td></td>
<td>The proposed sub project is rehabilitation of existing canal and the road sections that belongs to the government.</td>
</tr>
<tr>
<td>Is this sub project intervention requiring private land acquisitions?</td>
<td>√</td>
<td></td>
<td></td>
<td>The site belongs to the government.</td>
</tr>
<tr>
<td>If the site is privately owned, can this land be purchased through negotiated settlement?</td>
<td>√</td>
<td></td>
<td></td>
<td>The site belongs to the government.</td>
</tr>
<tr>
<td>If the land parcel has to be acquired, is the actual plot size and ownership status known?</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are these land owners willing to voluntarily donate the required land for this sub-project?</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whether the affected land owners likely to lose more than 10% of their land/structure area because of donation?</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is land for material mobilization or transport for the civil work available within the existing plot/ Right of Way?</td>
<td>√</td>
<td></td>
<td></td>
<td>The access to site is free from other encumbrances</td>
</tr>
<tr>
<td>Are there any non-titled people who are living/doing business on the proposed site/project locations that use for civil work?</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is any temporary impact likely?</td>
<td>√</td>
<td></td>
<td></td>
<td>Confined to very short period. Construction work is undertaken section by section, and during the off season</td>
</tr>
</tbody>
</table>
Screening Question | Yes | No | Not known | Remarks/ Details
--- | --- | --- | --- | ---
Is there any possibility to move out, close of business/commercial/livelihood activities of persons during construction? | V |  |  | Construction work is undertaken section by section, and during the off season when the movement of people and goods is limited. Additionally, temporary access will be established to avoid the disturbances for the road users. Impact is minimal.
Is there any physical displacement of persons due to constructions? | V |  |  | No houses, shops, or any other structure in the project area.
Does this project involve resettlement of any persons? If yes, give details. | V |  |  | No houses, shops or any other structure in the project area.
Will there be loss of / damage to agricultural lands, standing crops, trees? | V |  |  | There are no trees or crops are affected.
Will there be loss of incomes and livelihood? | V |  |  | But there are few job opportunities for the villagers as the construction workers for a short period and it will be an added advantage of their livelihood.
Will people permanently or temporarily lose access to facilities, services, or natural resources? | V |  |  | The identified section is hardly used during the off season when construction takes place. The temporary access will be established to avoid the inconveniences for the road users. Impact is minimal.
Are there any previous land acquisitions happened and the identified land has been already acquired? | V |  |  | No previous land acquisition and the identified site already belongs to the government.
Are any indigenous people living in proposed locations or affected / benefitted by the project intervention? | V |  |  | No indigenous persons are present in the project impact area or the Munnai South Eruvil Pattu Division.

8. Specific Impacts

<table>
<thead>
<tr>
<th>Private land required (sq. m.)</th>
<th>Landowners losing more than 10% of the landholding (No.)</th>
<th>Government land required (sq. m.)</th>
<th>Forestland required (sq. m.)</th>
<th>Shops affected (No.)</th>
<th>Houses affected (No.)</th>
<th>Other structure affected (No.)</th>
<th>Squatters affected (No.)</th>
<th>Public utilities affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>25</td>
<td>0</td>
</tr>
</tbody>
</table>

9. Information on Affected Persons

Any estimate of the likely number of households that will be affected by the sub project?
- [v] No. [ ] Yes. If yes, approximately how many? ……
- No. of HHs losing < 10% of their productive assets (Land/cowshed/shops) ……
- No. of HHs losing 10% or more of their productive assets? ……

Are any vulnerable households affected?
- [v] No. [ ] Yes. If yes, please briefly describe their situation with estimated numbers of HHs?
What are the needs and priorities for social and economic betterment of vulnerable people who are affected by this project?  
No vulnerable people are affected by the project.

10. Categorization

After reviewing the answers above, it is determined that the sub project is:

- [ ] Categorized as an A project, a full resettlement plan is required
- [ ] Categorized as a B project, an abbreviated resettlement plan is required
- [√] Categorized as an C project, no RP is required, Only Due Diligence Report is required

Screening report completed by
J.A.P. Jayaweera/ Consultant-Environment and Social Safeguards  
E-mail: japjayaweera@gmail.com  
Name/Designation/Contact information

Date  
September 2019

Signature

Screening report reviewed by
Name/Designation/Contact information
D.M. Sanjaya Bandara  
Environment and Social Safeguard Specialist  
Agriculture Sector Modernization Project

Date

Signature

Screening report Approved by
Name/Designation/Contact information
Dr. R.R.A.Wijekoon  
Project Director  
Agriculture Sector Modernization Project

Date

Signature
Annex 1: Location Map

Source: Google map
Annex 2: Technical Designs of the Subproject
BRIDGE CUM FLOOD CONTROL REGULATOR AT END OF THE DRAINAGE CHANNEL AT KALUWANCHIKUDY IN KALUTHAVALI CLUSTER
Bridge cum flood control regulator at end of the drainage channel at Kaluwan Chikudy in Kaluthavali cluster.
BRIDGE CUM FLOOD CONTROL REGULATOR AT END OF THE DRAINAGE CHANNEL AT KALUWANCHIKUDY IN KALUTHAVALI CLUSTER