Social Screening Report for
Improvements of Thimbiriya – Mahallagama
Agro Road in Monaragala

Project Management Unit
Agriculture Sector Modernization Project
Ministry of Agriculture
Rajagiriya, Sri Lanka.

September 2019
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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>
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<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>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>Rehabilitation of Thibiriya Mahallagama Agro Road</th>
</tr>
</thead>
</table>
| Implementing Agency | 1. Provincial Irrigation Department, Uva Province  
2. Pradeshiya Sabha - Medagama (Local Authority) |
| Location | Mahallagama GND of Medagama DS Division in Monaragala district (Annex 1: Location Map) |
| Specific Objectives | The main objective of the sub project is to improve access to market, farm lands and farm households to 427 farm households or a population of 1,488 in Mahallagama GND. Improved access to transportation will lead to increased income realized through increased production and productivity. It will also contribute to food security and poverty reduction |
| Scope of Civil Works | The specific components of the sub project are as follows:  
I. Improve the road surface and concreting  
II. Construction of side drains and culverts |
| Estimated Cost | SRs. 13.0 million |
| Timeline | 3 months starting from November 2019 to January 2020 |
| Land Requirement and Mode of Land Taking | The project will undertake civil works for rehabilitation of existing agro road as well as construction of side drains with culvert for improved drainage that will enhance the climate resilience of the area during monsoons. The above activities do not require acquisition of land and all rehabilitation and new construction activities are going on the land which already belongs to the Pradeshiya Sabha- Medagama. As such, no private land acquisition is anticipated |

2. Justification of Intervention and Alternative Analysis

| Need for the Sub Project | The existing road is gravel road that remains in a dilapidated condition which is a major hindrance to the improvement of vehicles transporting goods and farm produce and people. The road is on flat terrain and gets inundated in some places during monsoons due to storm water flowing across the road. There are no side drains and the surface is damaged. Due to the vegetation in either side of road, the carriageway is narrow. During the rain periods’ tractors, lorries and trucks somehow make their way through further damaging the road. However, authorities have been reluctant to invest in road rehabilitation due to the high cost involved because of the bad condition of the road, the difficult terrain and the drainage path at certain places.  
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. |
| Purpose of the Sub Project | Upon completion, the rehabilitated road is sure to enhance the movement of people, goods and transport services and improved access to markets. 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 of a cluster of farmers to be supported under ASMP in terms of irrigation structures (agro–wells), technology, other inputs and services, and access to markets. The identified road rehabilitation project will address a critical issue of accessibility.

### Alternative Analysis
Being an existing road, there is no need to consider alternatives to meet the project objectives.

### 3. Corridor of Impact

#### Land Requirement
The total land requirement for the projects will be limited to the government lands and there is no private land acquisition is required. The local authority will act as a partner of the project implementing agency since they are the assets owner.

#### Project Impact Area
The land of the subproject impact area is owned by the farmers (Private parties). Most all the villagers are doing agricultural activities as their main and sole income source of the households. Some of them are doing agricultural activities as their secondary income source. All the farmers have free-landholding rights to their lands. There are the low lands owned by the farmers and they cultivate paddy only in Maha season. During Yala season, they cultivate maize and vegetable crops on low lands. The uplands are utilizing for seasonal crops only in Maha season and most of the uplands are kept vacant during Yala season due to water scarcity for cropping. All farmers have obtained membership in the farmer organization. The residential houses are also located in the village but there are no sources of irrigation. No indigenous communities are present in the project impact area.

### 4. Community Profile

#### Demographic details
The sub project covers Thimbiriya and Mahallagama GNDs of Medagama Divisional Secretariat area of authority. The total population of the GN Division is 1,488 (427 Families) persons contributed to by 46.2% males and 53.8% females.

#### Employment
Agriculture absorbs about 44.8% of the total workforce. About 16.6% are engaged in daily paid non-agriculture labor, 8.9% in industry and 8.4% are employed in services & business activities. Brick making, sand mining and gem mining are popular non-agricultural labor absorption avenues in the area.

#### Household Income and Expenditure
The average monthly household income is SLRs. 48,842/= and the average monthly household expenditure is SLRs. 35,487/=.

#### Income Poverty
The households below the official poverty line is around 5.8%. They receive government subsidies such as Samurdhi Assistance.

#### Education
People have easy access to education. Kotabowa Maha Vidyalaya, and Medagama National School are in the neighborhood.

#### Health and other services
The community has access to services are the closest town, Medagama and Bibila where service centers including a base district hospital are located.
Access to Electricity | Households have access to electricity

5. Social Impact

Overall Impact

Overall impacts due to the project are positive, the Grama Niladhari, stated in his interview that the project addresses a critical need not only of the farmer community in the adjacent area of the identified site but the population in the entire GN Division including the non-farm households and the school children. He said that the two main issues of the area include lack of irrigation and lack of good roads. This project will address the accessibility issues and the culverts and the side drains will control the storm water drainage and support the long-term sustainability of the road benefiting all concerned.

According to the GN and others interviewed the project causes no physical displacement. Since the project funds the most difficult and high cost section of the road people have a good reason to influence the authorities to improve other connecting sections. The project will enhance access to market that will turn improve farmer income.

There will be significant savings to vehicle owners and operators due to lessened repair needs. The views and the information of villagers/road users who contacted during social screening is stated in the below table.

<table>
<thead>
<tr>
<th>Date</th>
<th>Person Contacted</th>
<th>Gender</th>
<th>Occupation</th>
<th>View/ Comments</th>
</tr>
</thead>
</table>
| 01/07/2019   | HKL Dissanayake  | Male   | Teacher    | • His second income source is farming and cultivating maize on his upland  
• Cultivation is doing only in Maha season  
• Highly appreciated the proposed sub project and the awareness conducted during the sub project identification and planning stages |
| 01/07/2018   | STJ Namal        | Male   | Farmer     | • His primary income source is farming and he cultivate maize on upland as seasonal crop and paddy on low land.  
• Officers of DOA and ASMP conducted initial meeting with farmers’ organization to identify the sub project.  
• Farmers proposed this sub project and everyone highly appreciated |

Loss of Land

No physical displacement due to volunteer land donation. All the required space to implement the subproject is available and free from other encumbrances.

Loss of Livelihood

There are no negative impacts on anyone's livelihood and all the impacts are positive for the farmers and villagers as well.

Impacts during Construction

There will be temporary impacts during road construction.

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 about 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 future generation too.

The people further suggested undertaking the civil works in between two cultivation cycles thereby allowing for unhampered cultivation activities. On behalf of the community, the farmer organization leaders will cooperate with the contractor and the officers.

The authorities accordingly proposed the following measures:
1. The entire project will be completed within 3 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. Schedule the construction programme without disturbing the existing cultivation patterns and the seasons
4. Promptly resolve any grievances through the GRM and at no cost to the individuals
5. Arrangements to obtain formal letters consenting to rehabilitate land from local authority
6. While there will be no adverse livelihood impacts, there will be some employment opportunities as workers of the construction contractor.

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 Mahallagama 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.

### Probable Involuntary Resettlement Impacts

<table>
<thead>
<tr>
<th>Probable Involuntary Resettlement Impacts</th>
<th>Yes</th>
<th>No</th>
<th>Not known</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will the intervention include new physical construction work?</td>
<td>✓</td>
<td></td>
<td></td>
<td>Construction of side drains and 2 culverts</td>
</tr>
<tr>
<td>Does the intervention include upgrading or rehabilitation of existing physical facilities?</td>
<td>✓</td>
<td></td>
<td></td>
<td>Rehabilitation of existing road surface</td>
</tr>
<tr>
<td>Is the intervention likely to cause any permanent damage to or loss of housing, other assets, resource use?</td>
<td>✓</td>
<td></td>
<td></td>
<td>The structural damages are not anticipated</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>New construction works will be limited to RoW owned by Local</td>
</tr>
</tbody>
</table>
### SSR- Thibiriya Mahallagama Agro Road Rehabilitation, ASMP

#### Probable Involuntary Resettlement Impacts

<table>
<thead>
<tr>
<th>Probable Involuntary Resettlement Impacts</th>
<th>Yes</th>
<th>No</th>
<th>Not known</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is this sub project intervention requiring private land acquisitions?</td>
<td>√</td>
<td></td>
<td></td>
<td>Authority</td>
</tr>
<tr>
<td>If the site is privately owned, can this land be purchased through negotiated settlement?</td>
<td></td>
<td></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>If the land parcel has to be acquired, is the actual plot size and ownership status known?</td>
<td></td>
<td></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Are these land owners willing to voluntarily donate the required land for this sub-project?</td>
<td></td>
<td></td>
<td>N/A</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></td>
<td></td>
<td>N/A</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>The site is free from encroachments and other activities</td>
</tr>
<tr>
<td>Is any temporary impact likely?</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is there any possibility to move out, close of business/commercial/livelihood activities of persons during constructions?</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is there any physical displacement of persons due to constructions?</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does this project involve resettlement of any persons? If yes, give details.</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will there be loss of /damage to agricultural lands, standing crops, trees?</td>
<td>√</td>
<td></td>
<td></td>
<td>Civil works of sub project is scheduled to avoid the disturbances to existing cropping pattern and cultivation seasons of farmers of the area and the daily transportation requirement of the villages. The alternative access will be provided by Pradeshiya Sabhaba- Medagama during civil works if required.</td>
</tr>
<tr>
<td>Will there be loss of incomes and livelihoods?</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will people permanently or temporarily lose access to facilities, services, or natural resources?</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are there any previous land acquisitions happened and the identified land has been already acquired?</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are any indigenous people living in proposed locations or affected/benefitted by the project intervention?</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 8. Specific Impacts

<table>
<thead>
<tr>
<th>Private land required (sq. m.)</th>
<th>Landowners losing more than 10% of the</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>
</table>
9. Information on Affected Persons

Any estimate of the likely number of households that will be affected by the sub project?
- [ ] No. [√] Yes. If yes, approximately how many? ...25...
- No. of HHs losing < 10% of their productive assets (land/cowshed/shops) ...25...
- No. of HHs losing 10% or more of their productive assets? ...0...

Are any vulnerable households affected?
- [√] 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. However,

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: Design Drawings of the project.
Mellagama-Edunupola 915mm H/P Culvert
(0+681/1+582/1+875)
SSR- Thibriya Mahallagama Agro Road Rehabilitation, ASMP

Plan View

Section

Coller Joint
Gravel Filling

1:36 [37.5mm] Mas concrete

Ground Level

1:36 [37.5mm] Mas concrete

Head Wall Section

Coller Joint Detail

Mellagama-Edunupola 610mm H/P Culvert
(1+322/1+439/1+491/1+660/1+740/1+927/1+950)
Mellagama-Edudupola 610mm Culvert X View (’0+619/1+252)
Catch Pit For 610mm H/P Culvert

825

1:2:4 [19mm] Mas concrete

1200

600

1650

Mellagama-Edunupola Road

Catch Pit For 915mm H/P Culvert

1125

1200

900

1650

225
Mellagama-Edunupola Road
Drain

-100 LESS THAN 5°
32mm d. WWP HOLE AT 1000 C/C OR LESS
T-10 & 300 C/C
T-10 & 300 C/C MAXIMUM
COVER= 30mm
DRAIN SECTION-TYPE I

Length= 20.0m

50mm d. WWP HOLE AT 1000 C/C OR LESS
T-10 & 300 C/C MAXIMUM
COVER= 30mm
DRAIN SECTION-TYPE I
cross drain 0+608

4y10-c/c Bottom & Top
4y16-c/c Bottom & Top
1:4:4[20mm] concrete
y10-300mm-c/c
y10-300mm-c/c

line drain 0+350

4y12-c/c Bottom & Top
1:2:4[20mm] concrete
y10-300mm-c/c
y10-300mm-c/c

Ellagama-Edunupola Road

Divisional Engineer (Road), Divisional Engineer's office