

Social Due Diligence Report

November 2018

Sri Lanka: Railway Efficiency Improvement Project

Construction of Operations Headquarters and Train Control Center at Maradana

Prepared by the Project Management Unit, Colombo Suburban Railway Project, and Ministry of Transport & Civil Aviation for the Asian Development Bank.

CURRENCY EQUIVALENTS

(as of 14 October 2018)

Currency unit	–	Sri Lanka Rupee/s (SLRe/SLRs)
SLRe1.00	=	\$0.005891
\$1.00	=	SLRs169.74

ABBREVIATIONS

ADB	–	Asian Development Bank
CSRP	–	Colombo Suburban Railway Project
GRC	–	grievance redress committee
MOTCA	–	Ministry of Transport & Civil Aviation
OH&TCC	–	operations headquarters and train control center
PMU	–	project management unit
SLR	–	Sri Lanka Railways
TA	–	technical assistance
UDA	–	Urban Development Authority

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I. INTRODUCTION

1. Sri Lanka Railways is a government department under the Ministry of Transport & Civil Aviation (MOTCA), which owns and operates approximately 1,500 kilometers of rail tracks, about 21 different types of 180 locomotives, 800 passenger coaches, about 1,500 freight wagons, and a signaling network. Established during the colonial period, SLR transports both passenger and freight. Current transport statistics of the country reveals that the present market share for passenger transport by rail is about 6.0% while the freight transport is only 1.0%.¹

2. The National Transport Policy of the Government of Sri Lanka has articulated a program to increase the market share for passenger and freight.² The program aims to modernize the railway transport system by enhancing the interconnection between different regions of the country both economically and efficiently. As indicated in the annual report 2017 of the Central Bank of Sri Lanka, the lack of timely investment in fleet replacement, lack of technology usage by Sri Lanka Railways (SLR), and frequent trade union actions have resulted in overcrowding the trains and delays. These have reduced reliability of the railway transport system. The Colombo Suburban Railway Project (CSRP) has been initiated by MOTCA together SLR to address some of these constraints. The MOTCA has requested Asian Development Bank (ADB) assistance to implement the program. The program aims to increase the railway market share to 10% of passenger and 5% of freight demand in 2020 and leverage the competitive advantage of rail transport in three market segments: suburban passenger services in Colombo and Kandy, redevelopment of freight transport to increase revenues and export capacity, and long-distance express services where rail can compete with road and air transport. Specific investment priorities are to: (i) rehabilitate and increase rolling stock fleet; (ii) expand railway lines and improve track capacity; (iii) improve signaling and telecommunications; (iv) enhance railway stations, and ticketing and information systems; (v) improve railway land management; (vi) increase private sector participation; and (vii) rationalize subsidies and tariffs. The strategy complements urban and suburban transport strategies for Colombo and the Western Province, which notably emphasize the development of a rapid transit network and of multimodal transport hubs.

3. Under CSRP, ADB's interventions include (i) a technical assistance (TA) approved in 2015 to prepare a prefeasibility study for suburban railway network improvements; (ii) a TA loan approved in 2016 for \$24.4 million to prepare feasibility and detailed design studies for four suburban lines; and (iii) a TA approved in 2017 to prepare a nationwide railway master plan.³ The Railway Efficiency Improvement Project (REIP). This project is the first physical intervention of ADB in the railway sector of Sri Lanka. Future assistance of ADB is expected to support the electrification and double tracking of the Kelani Valley Line in 2020, followed by future improvements of the Main Line and Coast Line. The project will (i) improve the efficiency of suburban railway operations by addressing key operating bottlenecks through the modernization of the telecommunication, ticketing, operations headquarter, and train control center systems; (ii) upgrade the railway workshop at Rathmalana; (iii) improve railway safety through the construction of housing blocks to support future resettlement of informal dwellers, improvements of Colombo Fort and Maradana stations, and upgrade of a railway underpass; (iv) upgrade the capacity of the Sri Lanka German Railway Technical Training Center; and (v) support project implementation capacity and readiness, notably to support the future modernization of the Kelani Valley Line and other suburban lines. The project will increase the

¹ [Sri Lanka Railways Website](#).

² Government of Sri Lanka, MOTCA. 2018. *National Transport Policy*. Colombo; and Government of Sri Lanka, Ministry of National Policies and Economic Affairs. 2017. *Public Investment Program, 2017–2020*. Colombo.

³ ADB. [Sri Lanka: Colombo Suburban Railway Project](#); ADB. [Sri Lanka: Transport Project Preparatory Facility](#); and ADB. [Sri Lanka: Railway Master Plan](#). Manila. The master plan will assess needs for institutional strengthening, identify and prioritize investments, support a tariff reform, and identify potential for private sector participation and development of freight supply chains. It is expected to be completed in October 2019.

efficiency and attractiveness of the railway system, thus increasing its market share and financial sustainability, and reducing road congestion.

4. Construction of a new Operations Headquarters and Train Control Center (OH&TCC) is one of the components of the REIP that involves civil works. Details of the civil work of OH&TCC is presented in Annex 1. The OH&TCC is to be built within a land owned by the government, between old Railway Goods Shed Buildings and Railway Workshop of F-18 in Maradana. The new center is planned to be a 15-story building to accommodate the train control center, all offices of the operating sub department, branch of signaling and telecommunication department, facilities for train controlling staff, etc. Location map of the proposed land site is presented in Annex 2. This report summarizes the social safeguards due diligence on the potential involuntary resettlement and indigenous peoples impacts and risks of constructing the OH&TCC.

II. OBJECTIVES AND METHODOLOGY

5. The objectives of this social due diligence report are to: (i) confirm that the land selected for the component is a government property, (ii) determine the social impacts of constructing the OH&TCC; (iii) recommend measures to address the impacts and risks, if any, in line with the government policy and ADB Safeguard Policy Statement.

6. After obtaining a footprint of the proposed building, the social safeguard team of the Project Management Unit (PMU) consulted the Divisional Secretary Colombo, with respect to the ownership status of the land. The team also held discussions with officials from SLR, Urban Development Authority (UDA), and Colombo Municipal Council. Field visits were conducted to the site to confirm whether there are any settlements within the proposed land, and if so, to determine the nature of impact such settlements will have due to the proposed project. The discussions and site investigations were carried out from 15 April 2018 to 30 May 2018.

III. DOCUMENT VERIFICATION AND FIELD OBSERVATIONS

7. The land lot for the proposed OH&TCC is about 2.0 acres in extent located between old Railway Goods Shed Buildings and Railway Workshop of F-18 in Maradana. This land and its surrounding lands have been a property of SLR from the colonial period. In year 2014, a land area of 11.3 acres, including the proposed land lot had been vested to UDA, with consent from SLR to develop a science and technology park under the Colombo City Development Program. However, identified portion of the land remained vacant without any development work as planned by UDA.

8. With the requirement to construct the new OH&TCC, the SLR requested UDA to divest the 2-acre land lot, to which the UDA has given their consent. The decision was undertaken on 3 May 2018 during a meeting chaired by the Secretary, MOTCA (Figure 1). The minutes of the meeting and the Cabinet approval to divest this land are presented in Annex 3a and 3b of this report. Therefore, acquisition of any private land does not occur under this subcomponent.



Figure 1: Discussion on the Proposed Land

9. During the site visits, it was confirmed that there are no encroachments to this land (Figure 2). The only structures surrounding this land lot are government-owned buildings. However, SLR's watch hut and small canteen are situated within the proposed OH&TCC premises.



Figure 2. Proposed Land for the OH&TCC

10. The involuntary resettlement and indigenous peoples impact screening checklists for this subproject are attached as Annex 5.

IV. OTHER SOCIAL IMPACTS AND MITIGATION MEASURES

11. The structures surrounding the building site may experience vibration impacts causing cracks and structural failures under extreme vibration conditions. There could be accidents and injuries to the public who pass close to the construction site and workers who carry out construction works. Construction work induced noise could also be a nuisance to people who work in offices near the construction site. Movement of construction-related vehicles (dump

trucks, concrete mixer trucks) along the main roads will also add to the existing traffic congestion in the project area.

12. The impacts related to construction are temporary and shall be mitigated through implementing an environmental management action plan. Clear foot paths shall be demarcated for people to move safely away from the construction site. The contractor shall develop a traffic management plan and agree with the traffic police in the project area for implementation.

V. GRIEVANCE REDRESS MECHANISM

13. A three-level grievance redress mechanism shall be formulated for REIP. The first shall be at the site level where complaints will be directly received and addressed by the contractor, project implementation consultant, or PMU representative on site. The second shall be at the regional level which shall address grievances that are simple but cannot be addressed at the site level. The Divisional Secretary will chair the regional level grievance redress committee (GRC). More complex grievances which cannot be addressed at the regional level and require inputs of Secretary for the Ministry will be addressed at the national level. Proposed grievance redress mechanism flow chart is attached as Annex 6.

14. Each GRC shall include at least one female member to represent the local community of women to exercise gender-responsiveness. When grievances or complaints are submitted to the GRC, they will be treated equally irrespective of their gender.

VI. CONCLUSION

15. The assessment of potential land acquisition, involuntary resettlement and indigenous peoples impacts and risks for the proposed construction of the OH&TCC building indicates that:

- (i) the land lot identified for the proposed subproject is a government-owned land; hence, no acquisition of private land is required;
- (ii) there are no encroachments to the land or any structure that needs to be shifted;
- (iii) there are no impacts on indigenous peoples communities; and
- (iv) the impacts to surrounding structures and impacts to people who pass through this land area are temporary and could be mitigated through the implementation of an environmental management action plan, and safety and traffic management plan.

ANNEX 1: DETAILS OF THE CIVIL WORKS UNDER THE SUBCOMPONENT OF THE PROJECT

Table 1. Details of Each Floor

Floor	Floor Allocation	Floor Space
Semi-basement	Service area	Train control center service area
		Office building service area
		Staff wash room area
		Circulation area
		Kitchen
Ground floor	Parking and entrance lobbies	Entrance lobby (CTCC)
		Visitor's wash room (CTCC)
		Reception (CTCC)
		Generator (CTCC)
		Entrance lobby (office)
		Reception (office)
		Back office (office)
		Visitor's wash room (office)
		Generator (office)
		Parking
		Circulation
1 st floor	Parking	Parking + pathways
		Visitor's wash room
		Circulation
2 nd floor	Parking	Parking + pathways
		Visitor's wash room
		Circulation
3 rd floor	Parking	Parking + pathways
		Visitor's wash room
		Circulation
4 th floor		Train control center
		Equipment room (train control center)
		Lunch room
		Short time store room
		Long time store room
		Minor staff rest room
		Minor staff wash room
		Minor staff store
Mezzanine level		Observation deck
		Lunch room
		Recode room
		Meeting room
		4 ATTS
		DOS
		Administration area
		Wash room
		Circulation
5 th floor		Television area
		Gym
		Relaxing area
		Locker room
		Changing area
		Dormitory

Floor	Floor Allocation	Floor Space
		Lunch room
		Pantry
		Store
		Wash room
		Circulation
		Equipment room (train control center)
6 th floor	Railway operations headquarters	Lunch room
		Pantry
		Store
		Office area
		Circulation
7 th floor	Railway operations headquarters	Lunch room
		Pantry
		Store
		Office area
		Circulation
8 th floor	Railway operations headquarters	Lunch room
		Pantry
		Store
		Office area
		Circulation
9 th floor	Signal headquarters	Lunch room
		Pantry
		Store
		Office area
		Circulation
10 th floor	Way and work headquarters	Lunch room
		Pantry
		Store
		Office area
		Circulation

ATTS = active torque transfer system; CTCC = centralized train control center; DOS = directionally oriented structures.

1. The construction involves the following activities:


- Complete building constructions with necessary disabled access, elevators (2), and stair cases
- Air conditioners and speed sensor requirements for the centralized train control center (CTCC)
- CTCC equipment and data centers
- Drinking water with overhead tanks and sewage disposal (septic and soakage pits)
- Water sumps for clear water
- Firefighting system requirements
- Drainage system for waste water and rain water
- Lightning protection system
- Landscaping, gates, and fences
- Solar power system
- Green concept adaptation

2. All technical designs and provisions are in accordance with the National Standards of Institute of Construction Training and Development and British Standards specifications, UDA Guidelines, and will be done in close coordination with the safeguard team of PMU and design consultants to avoid involuntary resettlement impacts. The due diligence process was conducted for proposed construction of the OH&TCC building in line with the ADB Resettlement Guidelines in ADB Safeguards Policy. This report describes the findings and provides copies of meetings minutes and photographs. Upon project implementation, the Deputy Project Director (Environmental & Social Safeguard) at PMU will undertake a review of this due diligence, prepare a confirmation report documenting any modifications for this subcomponent and submit these to ADB; and receive a “no objection” confirmation from ADB prior to start of construction.

ANNEX 2: RELATIVE LOCATION AND SURROUNDINGS AS VISIBLE IN A SATELLITE IMAGE



ANNEX 3A: MINUTES OF MEETING

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Minutes of the Meeting regarding deciding the site for Construction of Colombo Train Control Center (CTCC) and Railway Operations Headquarters (ROHQ) under Colombo Suburban Railway Efficiency Improvement Project (CSREIP)

Date : 03rd May 2018

Time : 09.00 AM

Venue : Main conference Hall – Ministry of Transport and Civil Aviation -Baththaramulla

Participants:

MoT&CA
 Mr. G.S. Withanage -The Secretary- MoT&CA

SLR
 Mr. J.Uthayakumar –Additional General Manager (Infrastructure) - SLR
 Mr. J.I.D. Jayasundara –Chief Engineer (S&T) - SLR
 Mr. H.M.K.W. Bandara –Deputy Chief Engineer (Way & Works) - SLR

UDA
 Mr. Sumedha Rathnayake -Director General
 Mr. Mahinda Withanachchi- Deputy Director General (Projects)
 Ms Champika de Silva -Deputy Director General(Design)
 Ms. Priyani Nawarathne - Director (P)
 Mr. RLW Perera -Director-(Land)
 Brigadier S.A.R. Samarasinghe –Project Director-URPCC
 Mr. S.L.S. Wijesinghe-Assistant Director -Lands
 Mr. W.M.J.U. Weerakoon - (URP)
 Mr. Rohana Karunarathne –Field Assistant

CSRP
 Mr. Palitha Samarasinghe -Additional Secretary (Technical)-MoT&CA
 Mr. Mihindukulasooriya- Diputy Project Director -Land Acquisition
 Mr.U.Mallikarachchi- Deputy Project Director – Environmental & Social Safeguard
 Mr.P.K.Piyaratne - Assistant Project Director - Environmental & Social Safeguard
 Ms Hema Prathapage -Assistant Project Director-Land Acquisition
 Mr.W.M.K.Bandaranayake, Social Safeguard Officer


The Secretary, MoT&CA chaired the meeting and welcomed all participants. When reading the agenda, the Secretary explained that,

- 1) The development should encompass all sectors of the country. It can be observed that land acquisition has happened without paying much consideration about this factor.
- 2) The Sri Lanka Railway is an organization, functioning and rendering services to the public with immense difficulties. The task of SLR is not easy at all. This is an opportunity to develop railway sector and hence support from every other sector is needed at this stage.

The relevant cabinet approvals, survey maps etc. were then checked by all parties.

S/N	Issue/Agenda Item	Responsible	Time Period
1	<p>Utilizing the empty land available at Maradana in front of the Elpinstain Hall.</p> <p>The CSRP requested the unutilized land area available at present, in the 10 and half acre land which was vested in 2014 to the UDA through a Cabinet approval. Further, it was revealed that vesting has taken place with the agreement to provide 05 acres from Manning Town market to the SLR. But, this vesting has not been implemented. The UDA expressed that proposed transport hub in Colombo Fort has been designed in the 5-acre land and discussion has to be held with Megapolis Ministry in that regard.</p> <p>The CSRP further mentioned that this building construction is funded by ADB. When designing of the CTCC is carried out, it was seen that, more room space is necessary to be utilized as per requirements of the CTCC, to function it as one single center to coordinate island wide railway system. The cabinet paper in transferring this land to UDA includes a condition that if the land is not utilized, SLR can obtain it for its activities.</p> <p>UDA expressed that part of this land has been rented to a private party and income is received from it.</p> <p>Also agreed to arrange a coordination meeting between two designing teams of CSRP and UDA to assure a planned aesthetic view and height of buildings.</p> <p>Finally, CSRP requested consent letter to transfer the ownership of available vacant space to SLR to carry out the necessary designs of the CTCC.</p> <p>Considering the above facts and requirements, UDA & MOT&CA agreed to release the vacant area of the land towards SLR premises (IBDW- Colombo office) for the construction of CTCC & ROHQ and its related technical facilities. CSRP to survey the area and to send a request to UDA. Then, UDA will issue a formal agreement enabling the CSRP to obtain necessary approvals etc for the construction.</p> <p>The Secretary –MOT&CA stated that a Cabinet Approval will then be sought by MoTCA, because, SLR land has been vested to UDA on Cabinet Approval. With this, the ownership will be transferred to SLR.</p>	UDA and CSRP	As soon as possible

2	Malapalla Land CSRP explained the agreement that has been reached already with UDA to design and prepare bid documents for Malapalla Housing Scheme. A cabinet paper has already been submitted in this regard. UDA expressed that design concept paper is being prepared while design work is underway. Eleven floors and 140 houses are expected in 120 perches land. Once survey plan is received, output can be given within two weeks' time. CSRP agreed to give the survey plan within one-week time.	CSRP	As soon as possible
		UDA	Two weeks
		CSRP	One week
3	Development of Pedestrian Walkway between Panadura Bus stand to Panadura Railway Station SLR requested UDA to submit the proposed plan to consider it and give concurrence with railway district engineers view. The advantages of this pedestrian path was understood by both SLR and UDA.	UDA & SLR	
4	Progress of allocation of 1200 houses to project affected people in the Kelani Valley Railway Line. UDA expressed that 70 houses in Borella and Dematagoda will be ready by end of May 2018 and 192 housing units from Maradana will be ready by July 2018. CSRP expressed that entitlement matrix with resettlement plan have been just received and ready to be submitted to the cabinet. Once the cabinet approval is received, resettlement is expected to begin from Maradana to Castle road.	UDA & CSRP	



 Palitha Samarasinghe
 Additional Secretary (Technical)
 Ministry of Transport and Civil Aviation

ANNEX 3B: DECISION OF CABINET OF MINISTERS

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 OFFICE OF THE CABINET OF MINISTERS

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 Republic Building, Sir Baron Jayatilaka Mawatha,
 Colombo 01, Sri Lanka.

Urgent & Confidential

Mr. G.S. Withanage
 Secretary
 Ministry of Transport and Civil Aviation
 Fax: 2187224

CABINET DECISION

Given below is an extract of Item (13) of the Minutes of the Cabinet Meeting held on 2018-07-10.

Item (13)

Cabinet Paper No.18/1397/808/031, a Memorandum dated 2018-06-28 by the Minister of Transport and Civil Aviation on "Construction of the Colombo Train Control Centre (CTCC) and the Railway Operation Headquarters (ROHQ) under the Asian Development Bank funded Colombo Suburban Railway Efficiency Improvement Project (CSREIP)" - (Cabinet decision dated 2018-05-09 on CP No.18/0815/709/028 refers) the above Memorandum was considered along with the observations of the Minister of Finance and Mass Media. After discussion, it was decided to grant approval to the proposals (1) and (2) in paragraph 6 of the Memorandum.

It was also decided to direct the Secretary, Ministry of Transport and Civil Aviation, to take action to implement the above project in association with the Secretary, Ministry of Megapolis and Western Development to ensure that the activities of the said project will not overlap with the activities of the proposed Multi-Model Transport Hub (MMTH) project in Colombo Fort, to be implemented by the Ministry of Megapolis and Western Development.

It was further decided to treat this decision as confirmed and to authorize the Secretary to the Cabinet of Ministers to convey the same to the relevant authorities for necessary action accordingly.

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 Secretary } 2329620

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 Additional Secretary } 2329621

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 Senior Assistant Secretary } 2325279
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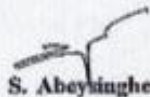
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Action by: **My/Transport and Civil Aviation** - above observations annexed.
My/Megapolis and Western Development - copy of Memorandum and above observations annexed.


Copied to: **Secretary to the President** - copy of Memorandum and above observations annexed.
Secretary to the Prime Minister - copy of Memorandum and above observations annexed.
My/National Policies and Economic Affairs - copy of Memorandum and above observations annexed.
My/Finance and Mass Media
My/Lands and Parliamentary Reforms - copy of Memorandum and above observations annexed.
My/Telecommunication, Digital Infrastructure and Foreign Employment - copy of Memorandum and above observations annexed.



S. Abeyasinghe

Secretary to the Cabinet of Ministers

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நிதி மற்றும் வெகுசன ஊடக அமைச்சு

MINISTRY OF FINANCE AND MASS MEDIA


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Cabinet Memorandum

Observations of the Minister of Finance and Mass Media

Ministry	: Transport and Civil Aviation
Subject & Date	: Construction of the Colombo Train Control Centre (CTCC) and the Railway Operation Headquarters (ROHQ) under the Asian Development Bank (ADB) funded Colombo Suburban Railway Efficiency Improvement Project (CSREIP) 28.06.2018
Proposals/ Requests	: Approval of the Cabinet of Ministers is sought for the following proposals;
	<ol style="list-style-type: none"> 1. To instruct the Secretary, Ministry of Megapolis and Western Development and the Chairman, Urban Development Authority to release the land area of 01 Acre 02 Roods (the plot of land already surveyed out of the land of 10 Acre and 02 Roods) to the Sri Lanka Railways to fulfil the project requirement and to enable the Railway Development in Sri Lanka. 2. To instruct the Secretary, Ministry of Transport and Civil Aviation to implement the project in accordance with the agreement with the ADB.
Observations	: I agree with the proposals.



Mangala Samaraweera, M.P.
Minister of Finance and Mass Media

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 MINISTRY OF TRANSPORT & CIVIL AVIATION

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Cabinet Memorandum Ministry of Transport and Civil Aviation

Construction of Colombo Train Control Centre (CTCC) and Railway Operation Headquarters (ROHQ) Under Asian Development Bank funded Colombo Suburban Railway Efficiency Improvement Project (CSREIP).

1. Background.

Approval (No. 18/0815/709/028 of 09.05.2018) of Cabinet of Ministers was obtained for Construction of Colombo Train Control Centre (CTCC) and Railway Operation Headquarters (ROHQ) at Maradana (In front of Elphinston Theatre) under Asian Development Bank funds. As a result, ADB, listed this project as one of the key development endeavours under the USD 150.0 million financial assistance extended to Railway Sector.

The Consultancy for preparation of Preliminary Designs and Bid Documents has been assigned to M/s. Dohwa – Oriental Consultants – Brazil. Joint Venture and this endeavour is now at its final Stage. Intention is to commence the procurement process in July 2018.

2. Obtaining bear land of 01 Acre 02 Roods from the 10 Acre 02 Roods Land vested to UDA by Sri Lanka Railways.

In December 2014, 10 Acre, 02 Roods Railway Land at Maradana (In front of Elphinston Theatre) was vested to Urban Development Authority (UDA) by Sri Lanka Railways (SLR). Vesting took place as a grant to UDA, for setting up of International Market Oriented Information Technology Developments (ICT Industry). There were 18 Nos. of Railway Good Sheds and those were developed and were rented for ICT Developing Companies.

However, with this transaction, Sri Lanka Railway (other than the lands with railway establishments) lost lands for Railway developments. Because of this, a condition was included in the agreement (dated 05.12.2014) between UDA and SLR, as follows, (attachment I)

1. The vested land shall be used only for the International Market Oriented ICT Development.
2. If any land (out of the entire vested land of 10 Acre 02 Roods) would be used for purposes other than the above purpose, and if land would not be used and be kept as bear land, then that land shall to be handed over to GOSL back.

3. Present Status

Out of the 10 Acre 02 Roods land vested to UDA, only 07 Acre 01 Roods land area (this is the area where 18 Nos. of Railway Stores Buildings are existing) has been used for "International Market Oriented ICT Development".

Balance, land area is left behind unutilized. This means that plot of land has not been used for the purpose, stated in the agreement between UDA and SLR.

4. Need of 01 Acre 02 Roods land for construction of Colombo Train Control Centre (CTCC) and Railway Operation Headquarters (ROHQ).

Under the Pre-Feasibility Study of Colombo Suburban Railway Project (completed in 2017), few small-scale Railway Efficiency Improvement Project were identified and one of them was the Construction of Colombo Train Control Centre (CTCC) and Railway Operation Headquarters (ROHQ).

Later approval of Cabinet of Ministers was obtained for this small-scale project to be implemented at Maradana (In front of Elphinston Theatre). (attachment II)

Sri Lanka Railways considered different options (sites) to locate CTCC & ROHQ, by considering Technical, Architectural and future development needs. The best location to construct CTCC and ROHQ (and the related Car Parking and Services) is the 01 Acre 02 Roods bear land lot between Railway existing establishments and Railway Good sheds developed and rented for ICT Developers.

Since this plot of land too has been vested to UDA by SLR in 2014, a discussion participated by Ministry of Transport and Civil Aviation, Sri Lanka Railways and Urban Development Authority was held on 03.05.2018 and agreement was reached to release this plot of land by UDA for construction of CTCC & ROHQ (attachment III). Later, the land area was surveyed by MOT&CA and the Survey Plan (complying with plan prepared in 2014) has been prepared. (attachment IV)

5. Present Status of Design of CTCC & ROHQ.

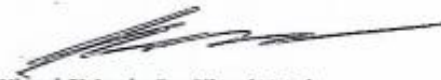
Consultancy has been appointed for preparation of Preliminary Design and BID Documents and 90% of this development has been completed.

ADB has included the project under their financing and has agreed to implement the project under ADB.

6. Approval Sought

Considering above, the approval of the Cabinet of Ministers is sought,

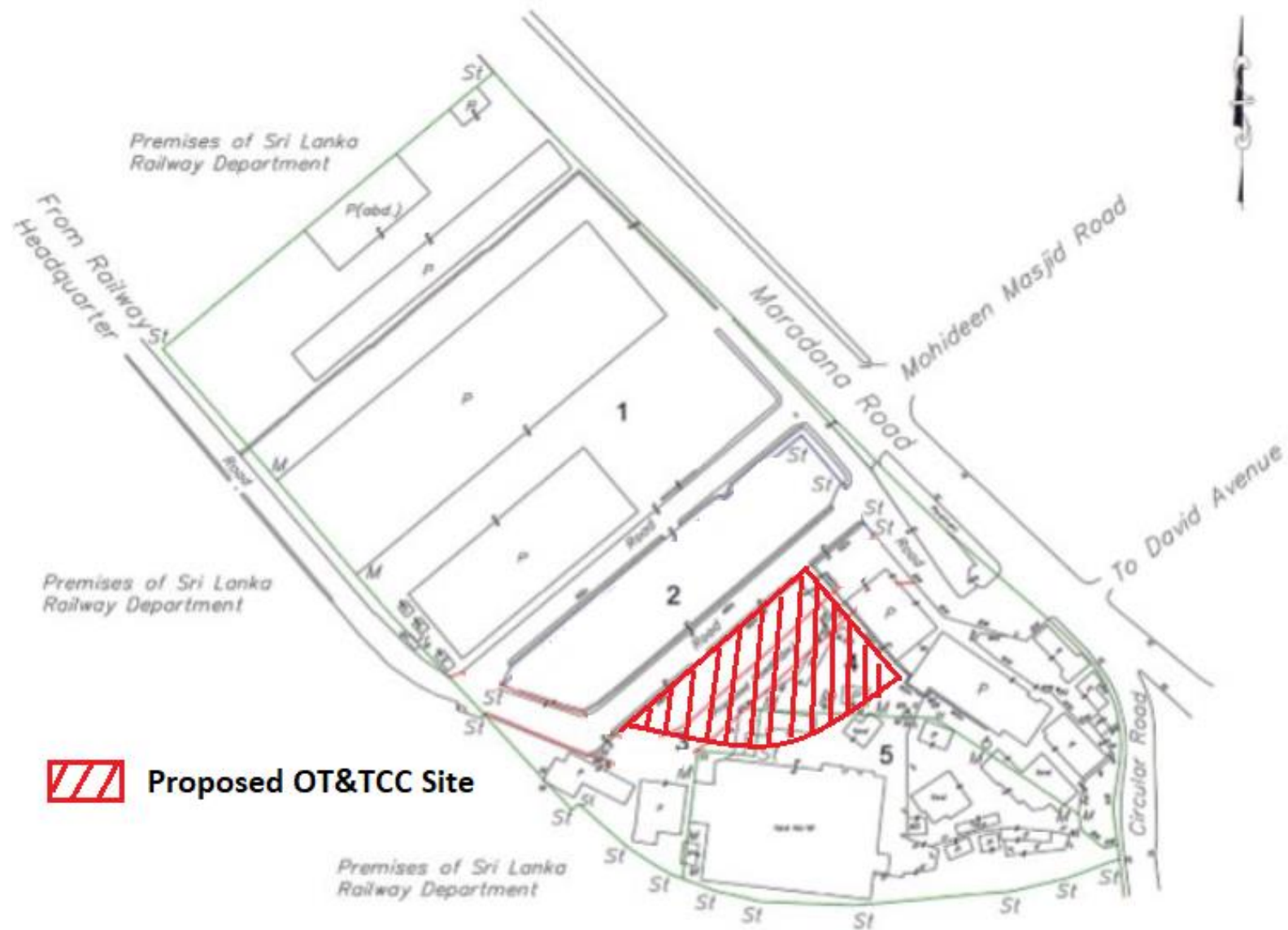
1. For the Cabinet of Ministers to instruct, Secretary, Ministry of Megapolis and Western Development and Chairman, Urban Development Authority to release the 01 Acre 02 Roods land area (the plot of land already surveyed out of 10 Acre 02 Roods land) to Sri Lanka Railways to fulfil the project requirement and to enable Railway Development in Sri Lanka.
2. For the Cabinet of Ministers to instruct, Secretary, Ministry of Transport and Civil Aviation to implement the project in accordance with the agreement with ADB.



Nimal Siripala De Silva (M.P.)
Minister of Transport and Civil Aviation

28 June 2018
Ministry of Transport and Civil Aviation

ANNEX 4: SURVEY PLAN OF THE LAND FOR THE PROPOSED OH&TCC



ANNEX 5: RESETTLEMENT AND INDIGENOUS PEOPLES IMPACT SCREENING CHECKLISTS

A. Subproject Details: Construction of Railway Operations Headquarters and Colombo Train Control Center

B. Information on Project/Subproject/Component:

- (i) Administrative name: Colombo DSD in the Colombo District
- (ii) Location: Western Province, Sri Lanka
- (iii) Civil works details (proposed): Construction of a multi-story building complex
- (iv) Technical description: These works are related to the construction of a new medium-rise multi-stories building complex.

C. Screening Questions for Involuntary Resettlement Impact

Involuntary Resettlement Impacts	Yes	No	Not known	Remarks
Will the project include any physical construction work?	✓			Construct a new multi stories building complex
Does the proposed activity include upgrading or rehabilitation of existing physical facilities?		✓		
Will it require permanent and/or temporary land acquisition?		✓		
Is the ownership status and current usage of the land known?	✓			The land is a property of the government
Are there any non-titled people who live or earn their livelihood at the site or within the corridor of impact (COI) / right-of-way (ROW)?		✓		
Will there be loss of housing?		✓		
Will there be loss of agricultural plots?		✓		
Will there be losses of crops, trees, and fixed assets (i.e. fences, pumps, etc.)?	✓			There are no losses of crops. However, about three trees may need to be removed.
Will there be loss of businesses or enterprises?		✓		
Will there be loss of incomes and livelihoods?		✓		
Will people lose access to facilities, services, or natural resources?		✓		

Involuntary Resettlement Impacts	Yes	No	Not known	Remarks
Will any social or economic activities be affected by land use-related changes?		✓		
Are any of the affected persons (AP) from indigenous or ethnic minority groups?		✓		

D. Involuntary Resettlement Impact

1. The PMU-CSR Safeguard Team confirms that the proposed subproject has involuntary resettlement impact. Hence, a resettlement plan or corrective action plan is not required.

E. Screening Questions for Indigenous Peoples Impact

Key Concerns (Please provide elaborations on the remarks column)	Yes	No	Not Known	Remarks
A. Indigenous Peoples Identification				
1. Are there socio-cultural groups present in or use the project area who may be considered as "tribes" (hill tribes, scheduled tribes, tribal peoples), or "indigenous communities" in the project area?		✓		
2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the project area as belonging to "ethnic minorities", scheduled tribes, tribal peoples, national minorities, or cultural communities?		✓		No indigenous people – not applicable
3. Do such groups self-identify as being part of a distinct social and cultural group?				Not applicable
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?				Not applicable
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?				Not applicable

Key Concerns (Please provide elaborations on the remarks column)	Yes	No	Not Known	Remarks
6. Do such groups speak a distinct language or dialect?				Not applicable
7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?				Not applicable
8. Are such groups represented as "Indigenous Peoples" or as "ethnic minorities" or "scheduled tribes" or "tribal populations" in any formal decision-making bodies at the national or local levels?				Not applicable
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target Indigenous Peoples?				Not applicable
10. Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g. child-rearing, health, education, arts, and governance)		✓		
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)		✓		
12. Will the project be in an area (land or territory) occupied, owned, or used by Indigenous Peoples, and/or claimed as ancestral domain?		✓		
C. Identification of Special Requirements <i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of Indigenous Peoples?		✓		Not required as there are no indigenous people
14. Physical displacement from traditional or customary lands?		✓		Not required as there are no indigenous people

Key Concerns (Please provide elaborations on the remarks column)	Yes	No	Not Known	Remarks
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, spiritual uses that define the identity and community of Indigenous Peoples?		✓		Not required as there are no indigenous people
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied or claimed by indigenous peoples?		✓		Not required as there are no indigenous people
17. Acquisition of lands that are traditionally owned or customarily used, occupied or claimed by indigenous peoples?		✓		Not required as there are no indigenous people

F. Indigenous Peoples Impact

2. The PMU-CSR safeguard team confirms that the proposed subproject has no potential to impact on indigenous peoples communities. Hence, an indigenous peoples plan is not required.

ANNEX 6: GRIEVANCE REDRESS MECHANISM PROCESS (FLOW CHART)