Social Due Diligence Report

November 2018

Sri Lanka: Railway Efficiency Improvement Project

Reconstruction of Underpass for Roadway and Pedestrians at School Lane Maligawatta

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
m	–	meter
MOTCA	–	Ministry of Transport & Civil Aviation
PMU	–	project management unit
ROW	–	right-of-way
SLR	–	Sri Lanka Railways

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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 kilometer 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 with SLR to address some of these constraints. The MOTCA has requested Asian Development Bank (ADB) assistance to implement the program.

3. 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.

4. The existing railway tracks over School Lane Bridge include three service lines for through railway movements on Main Line, one service line for Kelani Valley Railway Line, and several other technical tracks. Under CSRP, SLR intends to improve the present railway system at the Loco Junction area by increasing the number of railway lines to eight, which will include four service tracks for thorough movements, two service tracks for Kelani Valley Line, and two separate tracks for technical movements among some railway sheds. Therefore, reconstruction of the School Lane Bridge has been has identified as an output under the safety enhancement component of Colombo Suburban Railway Efficiency Improvement Project. Reconstruction of the bridge will include widening it within the existing right-of-way (ROW). Location map of the proposed land site presented in Annex 1 and 2. Details of the building are presented in Annex 4.

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; and (ii) determine the social impacts of constructing the medium-rise housing scheme; and (iii) recommend measures to address

[1] Sri Lanka Railway 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.

social impacts and risks, if any, in line with the government policy and the ADB Safeguard Policy Statement.

6. After obtaining the preliminary information on design and reconstruction details of the bridge that was prepared by Design Office (Kandy) of Road Development Authority, the social safeguard team of the Project Management Unit (PMU) consulted the Divisional Secretary Colombo, and officials from SLR and Colombo Municipal Council. Field visits were then conducted to the site to confirm whether there will be any need of acquisition of private land and/or damage to private properties close to the project site, and if so, to determine the nature of impact such settlements will have due to the proposed project. Public consultations and focus group discussions were held to obtain community views of nearby communities. The discussions and site investigations were carried out during the period from December 2017 to April 2018. The Environmental and Social Development Division of Road Development Authority assisted the PMU team in conducting this due diligence assessment and preparation of this report.

III. SUMMARY OF DOCUMENT VERIFICATION AND FIELD OBSERVATIONS

7. The discussions with officials from Divisional Secretary of Colombo, Colombo Municipal Council, and SLR confirmed that the land where School Lane Bridge (underpass) is located is a government property (SLR property). Discussions with the preliminary design team confirmed that the reconstruction works shall only take place within the existing ROW will be reconstructed in the same place. Therefore, the necessity of acquiring any additional land does not arise due to this project.

Figure 1: Existing School Lane Bridge at Maligawatta

8. Further, it was confirmed through site visits there are no privately-owned lands, permanent or temporary structures within the existing ROW. Therefore, any involuntary resettlement will not occur due to the project. Temporary establishment of pre-casting yard for use of construction period is proposed in the vacant SLR land, 200 meters (m) away from the School Lane Bridge as shown in Annex 3. Views and suggestions of community on the design are given in Annex 6.

9. It was also observed that there are two mobile vendors and one motorcycle spare part shop close to the ROW. The mobile vendors and the shop will not be affected due to the project. The team consulted the operators of these ventures for their views on the project which are summarized below.

a. Spare parts shop, Jayantha Weerasekara Mawatha Street

10. This shop is located in SLR land but will not be affected by the project. Shop owner is Mr. Volter Ruwan Gunasekara. He expressed his concerns on dust, noise, and vibration issues during construction and disruption of access to the shop during construction period. However, he reiterated that these issues are temporary, and he welcomed plan to improve School Lane Bridge.

Figure 2: Consultation with Mr. Gunasekara

b. Temporary stalls

11. Mr. Wimalasiri is operating one shop (wade stall) near the Loco Junction (Annex 3). As this is a movable stall, it can be shifted out from the present location during the construction period. He stated that he does not expect any loss of income due to the project.

Figure 3: Consultation with Mr. Wimalasiri with Temporary Structure on the Background

12. Another temporary structure is located close to Loco Junction (Annex 3). As shown in Figure 4, the stall owned by Mr. Aleam is a mobile structure (on wheels). As a movable stall, it can be easily shifted to another location during the construction period and continue business activity. Mr. Aleam welcomed the project as he is observing the difficulties the pedestrians and motorists are experiencing on a daily basis and explained that he will not have any impact due to the project. However, he requested that the contractor to be more cautious about issues of dust, noise, and vibration during the construction period.

Figure 4: Consultation with Mr. Aleam with Temporary Structure on the Background

13. The involuntary resettlement categorization checklist for the project is presented in Annex 5.

IV. OTHER SOCIAL IMPACTS THAT MAY ARISE DURING THE CONSTRUCTION PERIOD

14. During the construction period, pedestrians, motorists, other road users, and the public around the area will face following temporary impacts. Proposed mitigation measures are given below.

a. Temporary loss of access during the construction period and increase of traffic congestion

15. As the construction period will be about 18 months, the road section under the bridge shall be closed to pedestrians and motorists. However, pedestrians may use the existing foot bridge above the rail tracks which is located about 250 m away from the project (Annex 2), and motorists shall use alternative roads around the area. These alternate routes shall be displayed at strategic points along the main roads located near the project area.

16. The School Lane is used by motorists (except lorries and other vehicles with height of more than 3.0 m) as a by-road to avoid traffic along main roads in the near vicinity. This opportunity shall be lost during road and bridge construction, causing traffic congestions in the main roads. But once road and bridge is reconstructed, it shall allow more traffic to cross the bridge and for the pedestrians to move safely across the road which is a key benefit of this project. The following measures are suggested to minimize the issues of traffic congestion during the construction.

- A detailed traffic management plan shall be prepared and implemented in coordination with the police.
- The public shall be informed through newspapers/announcements/ radio/television, etc., about the construction activities to avoid any inconvenience due to traffic congestion.
- Use of Flagmen and/or temporary traffic lights shall be done to control traffic flow within the road network of the project area.

b. Temporary disruption to utility supplies of electricity, water, telecommunication, and sewer lines

17. Reconstruction work shall also include shifting of all utility services including sewer, electricity, telecommunications, and waterlines. The contractor shall coordinate all administrative agencies including Colombo Municipal Council, Ceylon Electricity Board, Sri Lanka Telecom, National Water Supply and Drainage Board (NWS&DB), Divisional Secretary, and any other relevant agencies. These activities shall be coordinated by the PMU of CSRP.

c. Disruption to traffic and/or transportation

18. During the construction period, road users cannot use School Lane road, and they must use alternative roads around the area. Accordingly, traffic congestion will be increased within the road network of the project area. Further, this issue will magnify due to the operation of construction vehicles. The following measures should be considered to minimize this impact.

d. Dust, noise, and vibration

19. Dust, noise, and vibration impacts will be felt by the people living near the project area during the construction period. Vibration occurring during this period may damage structures close to the project area. Following measures are suggested to avoid, minimize, or mitigate such impacts.

- Spray water on road surface to reduce dust.
- Before starting the construction work, it is required to carry out a property condition survey within settlement areas close to the project.
- Contractor should compensate any damage of property caused by vibration during the constriction period.

e. Safety of workers and public

20. Construction activities pose potential hazards to both workers and public. Safety to workers and the public will be enhanced by:

- Continuous proper briefing and training of workers on safety precautions and their responsibilities for their and others' safety
- Provision of hazard warning signals around construction site.

V. GRIEVANCE REDRESS MECHANISM

21. A three-level grievance redress mechanism shall be formulated for Colombo Suburban Railway Efficiency Improvement Project. 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 that 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.

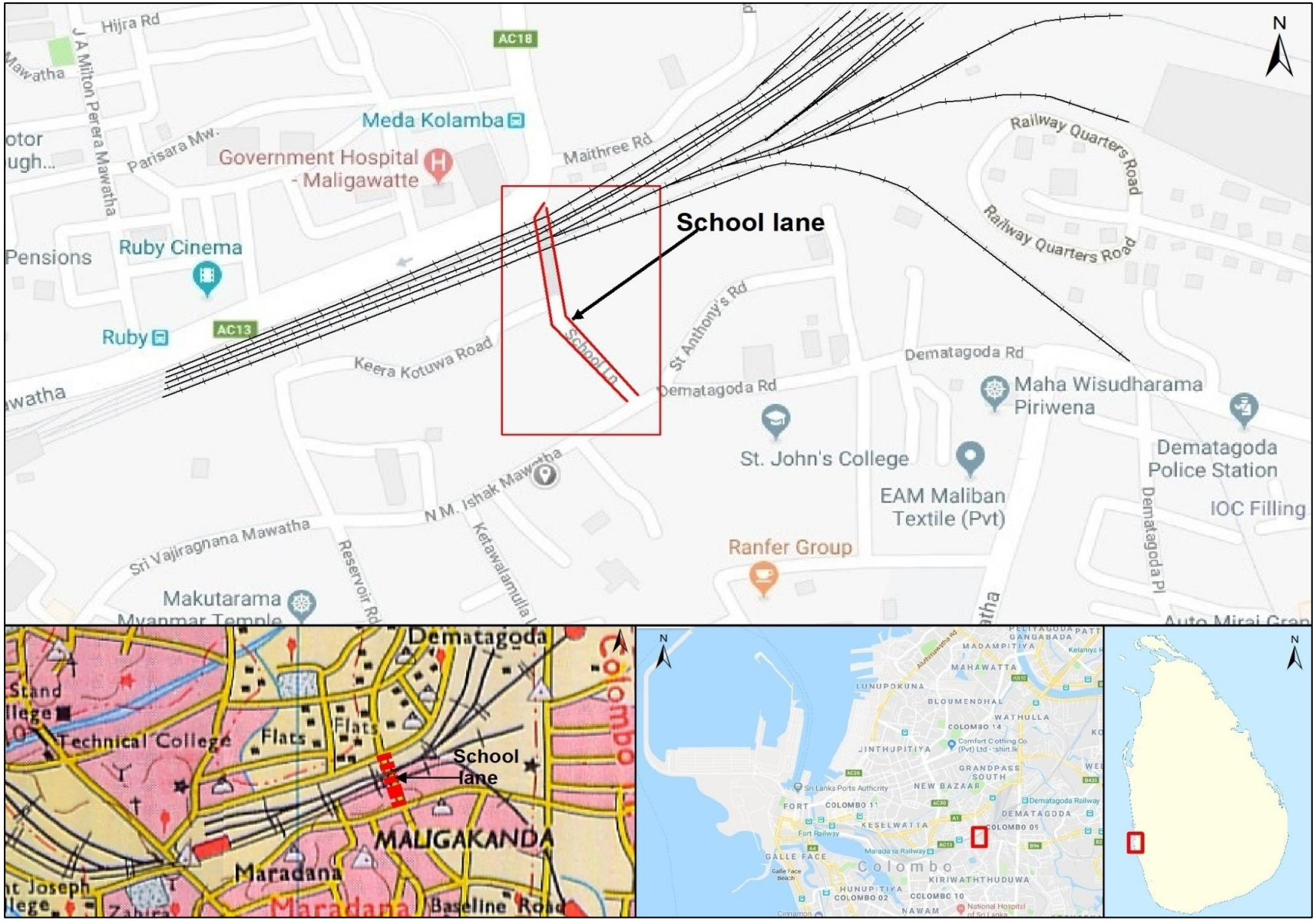
22. Each GRC shall include at least one female member to represent the local community of women to exercise gender responsiveness. When grievances or complaints are submitted to the GRC, they will be treated equally irrespective of their gender.

VI. CONCLUSIONS AND RECOMMENDATIONS

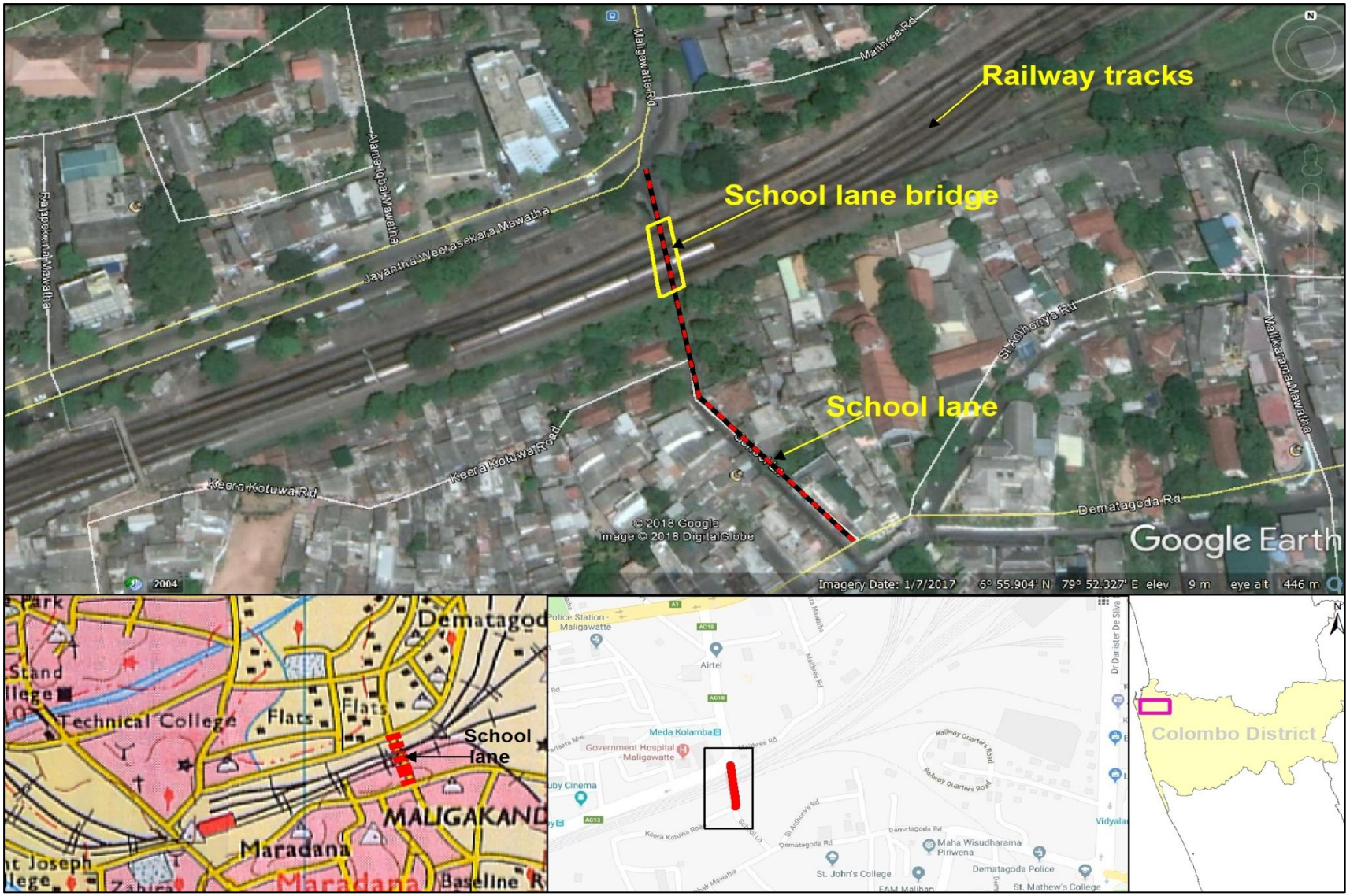
23. The assessment of potential land acquisition, involuntary resettlement and indigenous peoples impacts and risks for the proposed reconstruction of the School Lane Bridge indicates that:

(i) improvement and rehabilitation will be done within the existing ROW; therefore, no land acquisition is required;
(ii) there are no encroachments to the ROW and no structure needs to be shifted;
(iii) public welcomed the project as it will improve accessibility and safety for motorists and pedestrians;
(iv) during the construction period, contractors will manage dust, noise, and vibration;
(v) the impacts to surrounding structures shall be rectified by the contractor;
(vi) impacts to people who pass through the project site are temporary, and will be mitigated through implementing an environmental management action plan, safety and traffic management plan; and
(vii) there are no impacts to indigenous peoples communities.

ANNEX 1: LOCATION MAP (A)



ANNEX 2: LOCATION MAP (B)



ANNEX 3: LOCATION MAP OF PROPOSED PRE-CASTING YARD

ANNEX 4: PROJECT DETAILS

1. The project also aims to:

- Widen the carriageway of the school lane under the bridge to two lanes within the existing ROW
- Provide a foot path on either side of the bridge to facilitate safe pedestrian movement (to compensate the loss of pedestrian movement across the overpass which is to be demolished)
- Increase the vertical clearance of the bridge for easy movement of traffic
- Improve storm water drainage across the bridge
- Ensure sustainable development by implementing environmental and social friendly construction approaches

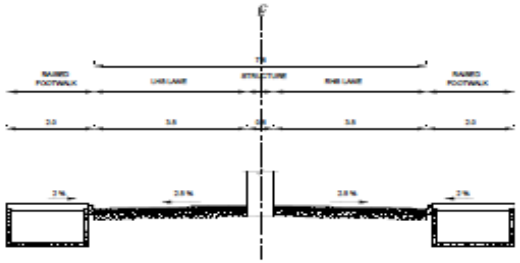
2. The project is located within administrative divisions of Colombo Divisional Secretariat Division (DSD), and Maligawatta West and Maligawatta East Gramaniladhari Divisions. Presently, School Lane Bridge is a single lane, one directional underpass with a vertical clearance of around 1.9 m and width of approximately 6.0 m, having inadequate provisions for free pedestrian movements.

3. Under this project, School Lane Bridge will be reconstructed as a twin-box structure with internal size of each box having 5.5 m x 3.74 m, and outer size of the structure of 12.8 m x 4.9 m. The bridge will be improved into two-lane status with a lane width of 3.5 m (either side), foot walk of 2.0 m (either side), and vertical clearance for vehicular traffic of 2.5 m. Proposed typical cross-section is attached in Annex 4.

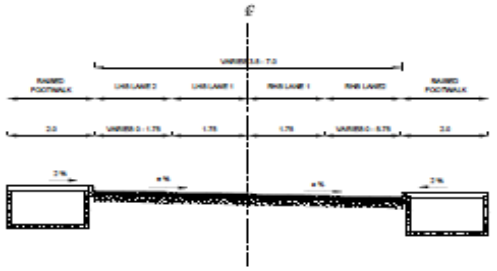
4. The work shall include installation of lighting and other services to the School Lane Bridge. The level of the existing railway tracks will be raised by 200 mm at the location of this bridge in order to get the geometrical requirements of the bridge.

5. Under this project, some extent of school lane and Jayantha Weerasekara Mawatha will be rehabilitated within the existing ROW. Typical cross sections are presented below.

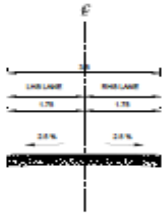
Typical Cross-Section for Reconstruction of School Lane Bridge (Underpass)



TS RD 2.1: TYPICAL 2 LANE CROSS SECTION FOR SCHOOL LANE - UNDERPASS (NORMAL CROWN)



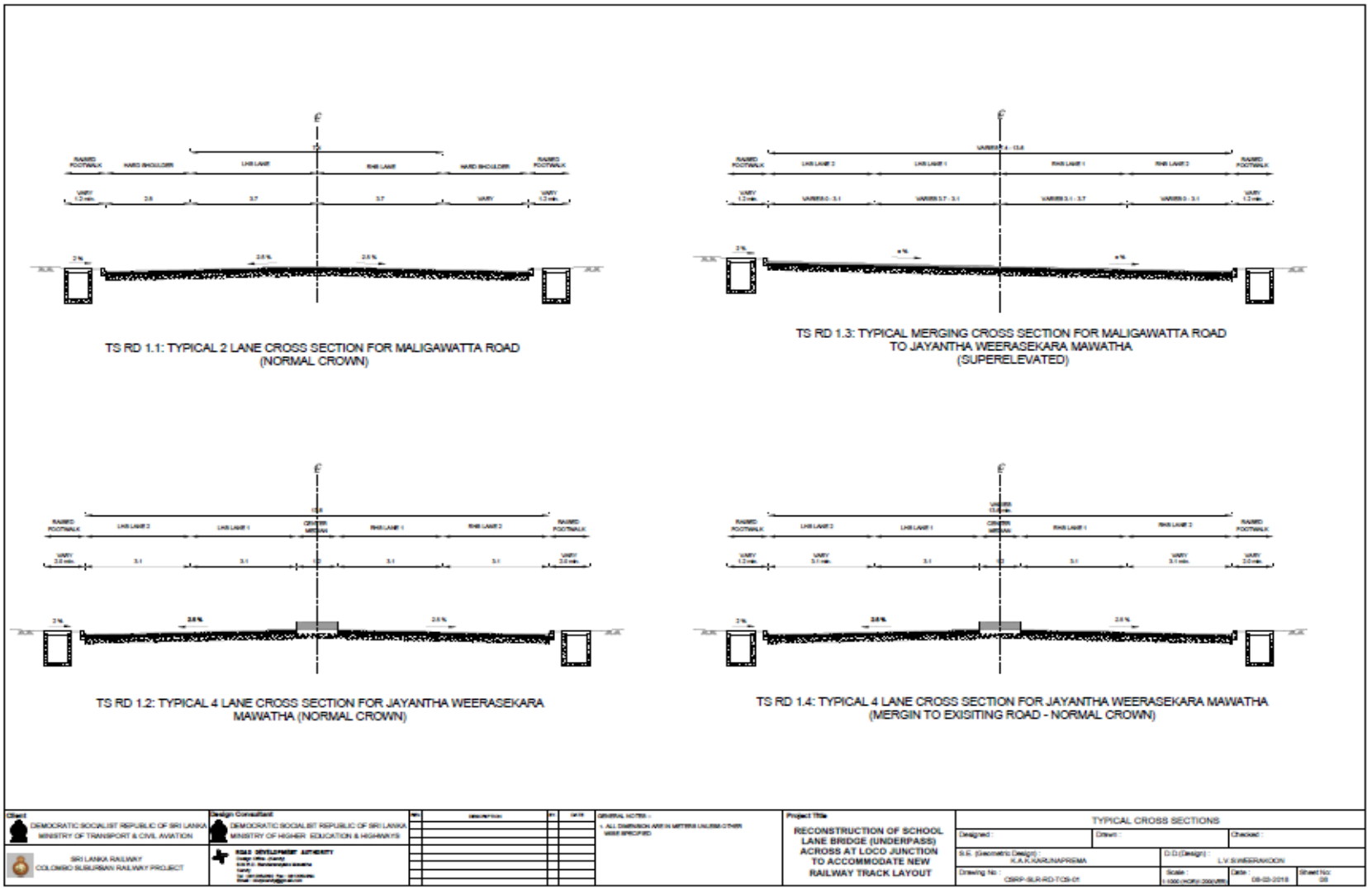
TS RD 2.2: TYPICAL CROSS SECTION FOR SCHOOL LANE - MERGING FROM SINGLE LANE TO TWO LANE



TS RD 2.3: TYPICAL SINGLE LANE CROSS SECTION FOR SCHOOL LANE

Client: DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA, MINISTRY OF TRANSPORT & CIVIL AVIATION; SRI LANKA RAILWAY, COLOMBO SUBURBAN RAILWAY PROJECT	Design Consultant: DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA, MINISTRY OF HIGHER EDUCATION & HIGHWAYS; ROAD DEVELOPMENT AUTHORITY	GENERAL NOTES: 1. ALL DIMENSION ARE IN METERS UNLESS OTHER WISE SPECIFIED	Project Title: RECONSTRUCTION OF SCHOOL LANE BRIDGE (UNDERPASS) ACROSS AT LOCO JUNCTION TO ACCOMMODATE NEW RAILWAY TRACK LAYOUT	TYPICAL CROSS SECTIONS Designed: / Drawn: / Checked: S.E. (Geometric Design): K.A.K.KARUNAPRIYA / D.D.(Design): L.V.SIVESWARAKODI Drawing No.: CSRP-SLR-RD-TCS-02 / Scale: 1:1000 (HORIZ) 1:200(VERT) / Date: 08-03-2018 / Sheet No: 09

Typical Resection for Junction Improvement Roads



TS RD 1.1: TYPICAL 2 LANE CROSS SECTION FOR MALIGAWATTA ROAD
(NORMAL CROWN)

TS RD 1.3: TYPICAL MERGING CROSS SECTION FOR MALIGAWATTA ROAD
TO JAYANTHA WEERASEKARA MAWATHA
(SUPERELEVATED)

TS RD 1.2: TYPICAL 4 LANE CROSS SECTION FOR JAYANTHA WEERASEKARA
MAWATHA (NORMAL CROWN)

TS RD 1.4: TYPICAL 4 LANE CROSS SECTION FOR JAYANTHA WEERASEKARA MAWATHA
(MERGIN TO EXISITING ROAD - NORMAL CROWN)

Client
DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA
MINISTRY OF TRANSPORT & CIVIL AVIATION
SRI LANKA RAILWAY
COLOMBO SUBURBAN RAILWAY PROJECT

Design Consultant
DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA
MINISTRY OF HIGHER EDUCATION & HIGHWAYS
ROAD DEVELOPMENT AUTHORITY

GENERAL NOTES :
1. ALL DIMENSION ARE IN METERS UNLESS OTHER WISE SPECIFIED

Project Title
RECONSTRUCTION OF SCHOOL LANE BRIDGE (UNDERPASS) ACROSS AT LOCO JUNCTION TO ACCOMMODATE NEW RAILWAY TRACK LAYOUT

TYPICAL CROSS SECTIONS

Designed :
Drawn :
Checked :
S.E. (Geometric Design) : K.A.K.KARUNAPREMA
D.D.(Design) : L.V.SIVEERAKODY
Drawing No : CSRP-SLR-RD-TCS-01
Scale : 1:1000 (HOR)/1:200(VER)
Date : 08-03-2019
Sheet No: 08

ANNEX 5: INVOLUNTARY RESETTLEMENT IMPACT CATEGORIZATION CHECKLIST

A. Project: Reconstruction of Underpass for Roadway and Pedestrians at School Lane, Maligawatta

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
A. Involuntary Acquisition of Land				
1. Will there be land acquisition?		√		Project is located within the government land which belongs to Sri Lanka Railways; therefore, land acquisition is not required.
2. Is the site for land acquisition known?				Not relevant as the project is located within the government land which belongs to Sri Lanka Railways; therefore, land acquisition is not required.
3. Is the ownership status and current usage of land to be acquired known?	√			Project is located within the government land which belongs to Sri Lanka Railways; therefore land acquisition is not required.
4. Will easement be utilized within an existing right-of-way (ROW)?	√			
5. Will there be loss of shelter and residential land due to land acquisition?		√		
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?	√			About three shade trees will have to be removed.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		
B. Involuntary Restrictions on Land Use or on Access to Legally Designated Parks and Protected Areas				
10. Will people lose access to natural resources, communal facilities and services?		√		

11. If land use is changed, will it have an adverse impact on social and economic activities?		√		
12. Will access to land and resources owned communally or by the state be restricted?		√		

C. Information on Displaced Persons

Any estimate of the likely number of persons that will be displaced by the Project?

[ ] No [ ] Yes

If yes, approximately how many? Not Applicable

Are any of them poor, female-heads of households, or vulnerable to poverty risks?

[ ] No [ ] Yes

Not Applicable

Are any displaced persons from indigenous or ethnic minority groups?

[ ] No [ ] Yes

Not Applicable

ANNEX 6: VIEWS AND SUGGESTIONS GIVEN BY COMMUNITY ON THE DESIGN

Location of meeting/FGD	Comments Made by the Participants	File Photo
37wattha	• Presently, the School Lane Bridge is a single lane, one directional underpass. It is good to improve this underpass to two-lane status. • The existing underpass height is less than 2.0 m. Therefore, for height vehicle like bus, lorry travel cannot travel in this road. Vehicles such as car, motor bicycle, and van can use this road. • Daily, a number of people use this underpass to go to hospital, work place, and other day-to-day activities. Children also use this underpass to go to school. • When improving this underpass, lighting system should be installed. • During heavy rainy days, this road section gets inundated. • During the construction period people cannot use this road. But people can use alternative road and existing foot bridge which is about 250m away from this underpass. • During the construction period traffic around the area will be increased.	
67wattha	• Existing bridge width is insufficient, so bridge should be widened. • It is good if this road developed to two-lane status. • During heavy rainy days, this road section gets inundated due to blocking of the canals. Therefore, canal system should be improved when developing this bridge. • This School Lane Bridge is more than 100 years old. • In this area, there are two hospitals namely; Government hospital-Maligawatta, and National Institute for Nephrology Dialysis & Transplantation. There are two schools namely; St. Anthony's Balika Viddiyalaya and St. Anthony's convent school. Public in this area use this road to go to these hospitals, schools, and their workplace and other day-to-day activities.	

ANNEX 7: GRIEVANCE REDRESS MECHANISM PROCESS (FLOW CHART)