

Annex C

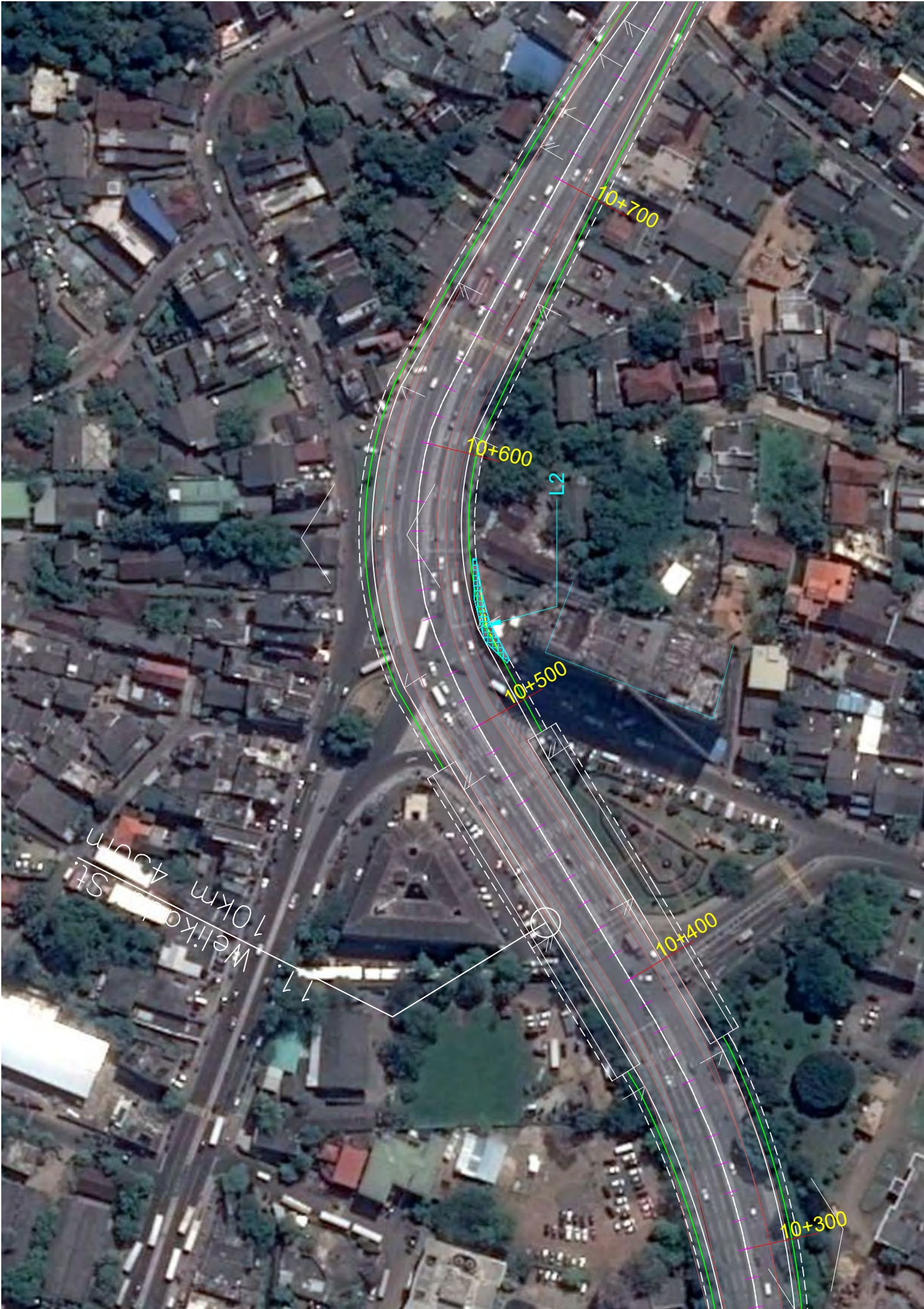
Potentially Affected Properties

(Built Structures & Land)

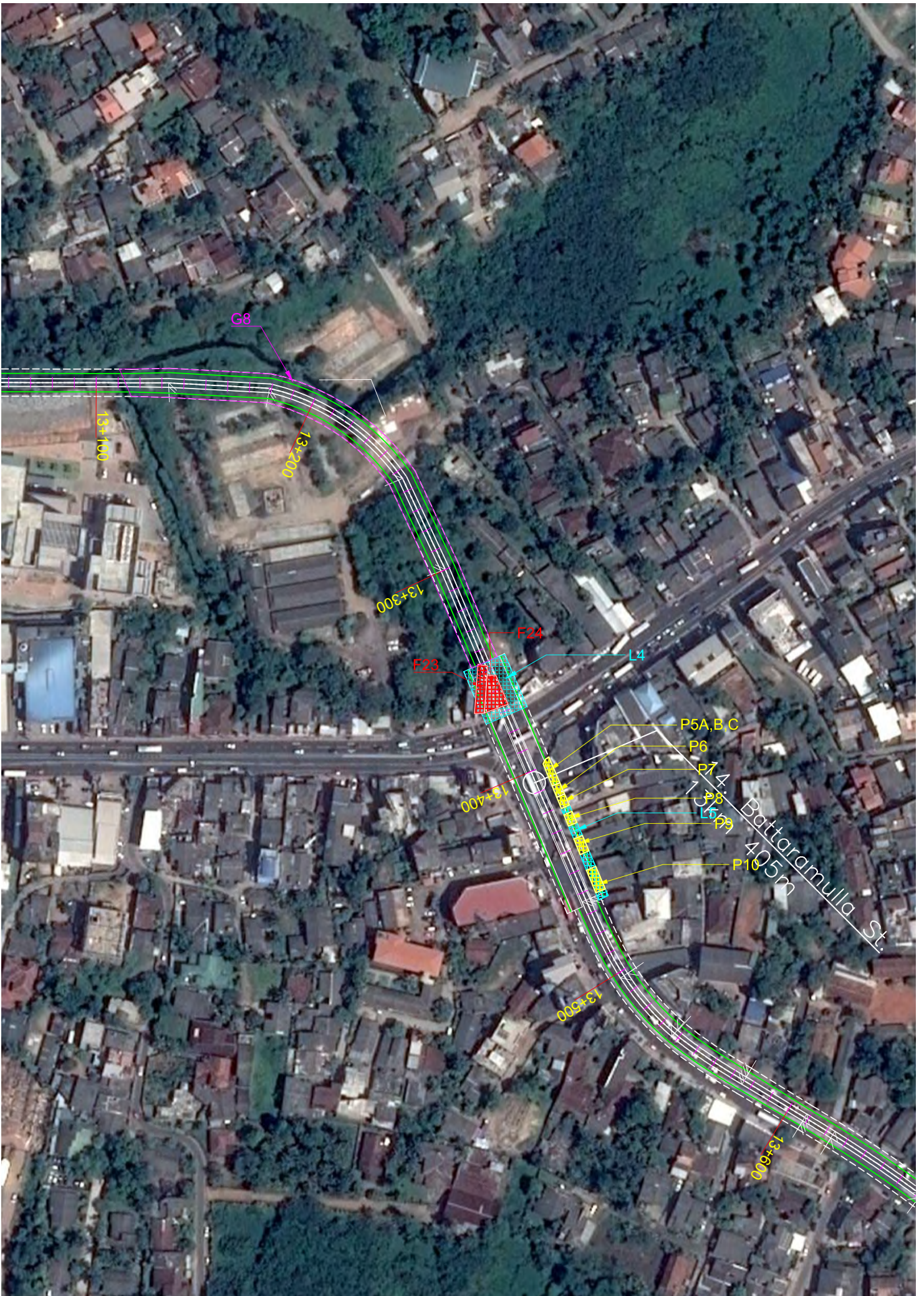








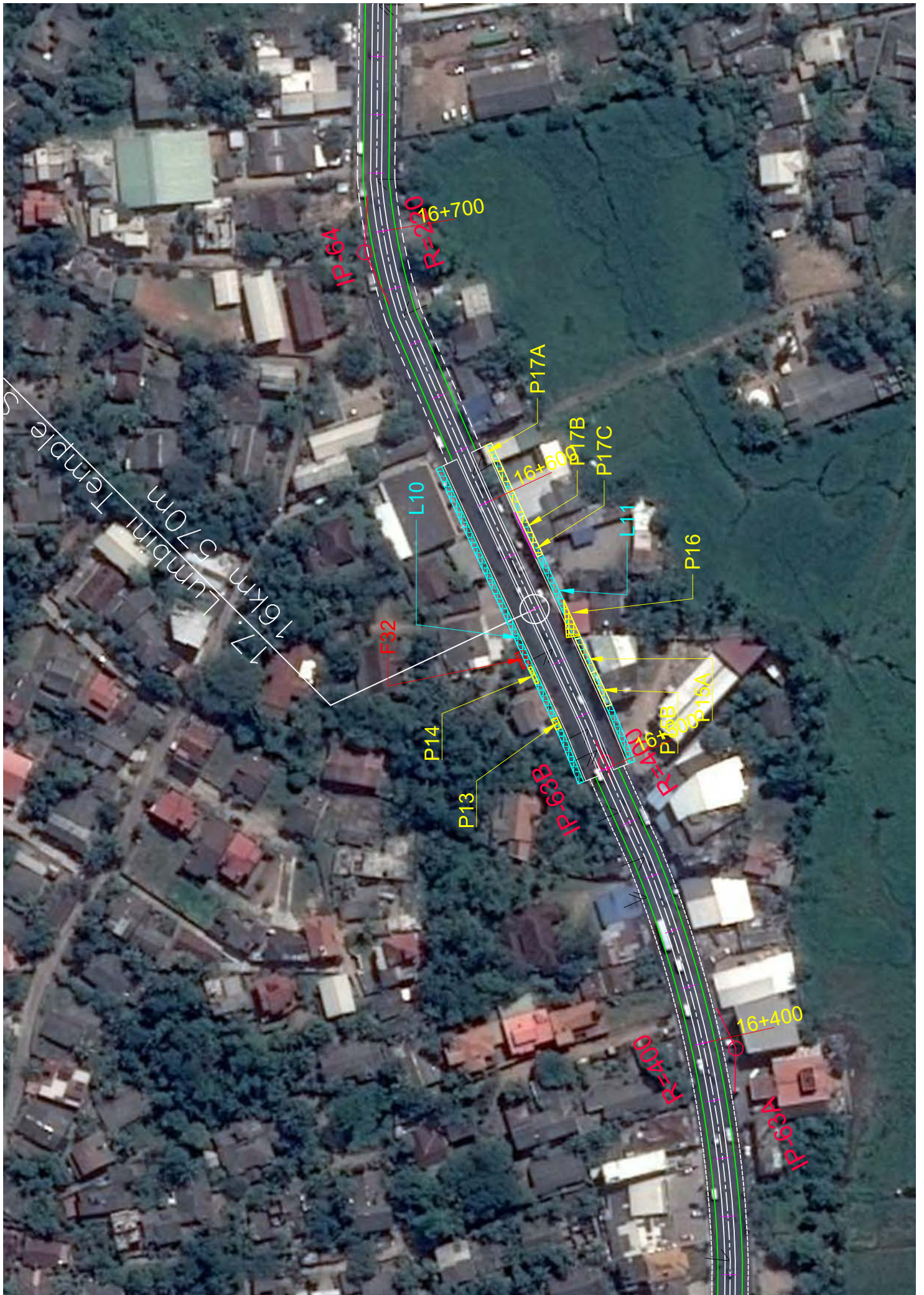
Appendix 16-159





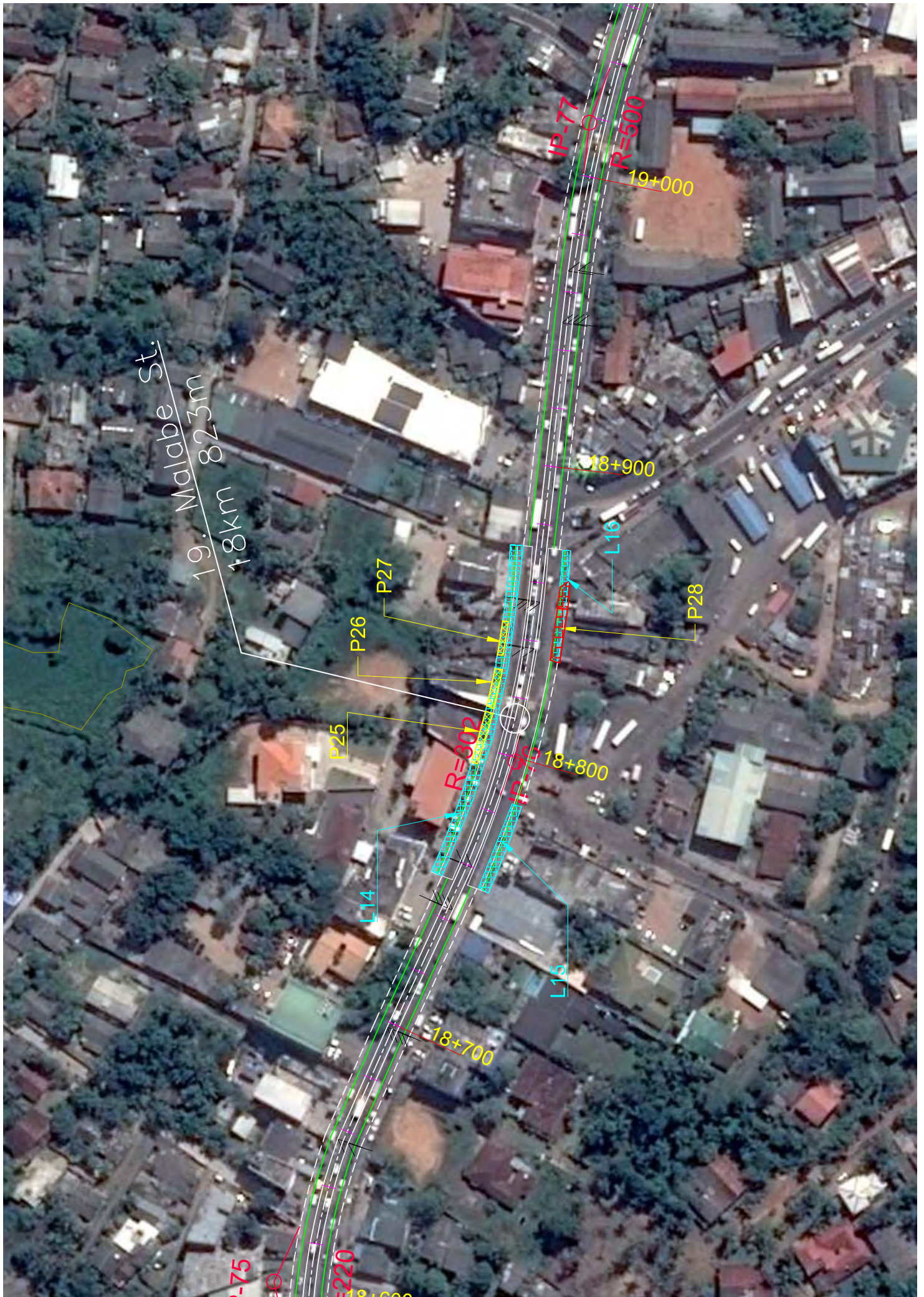


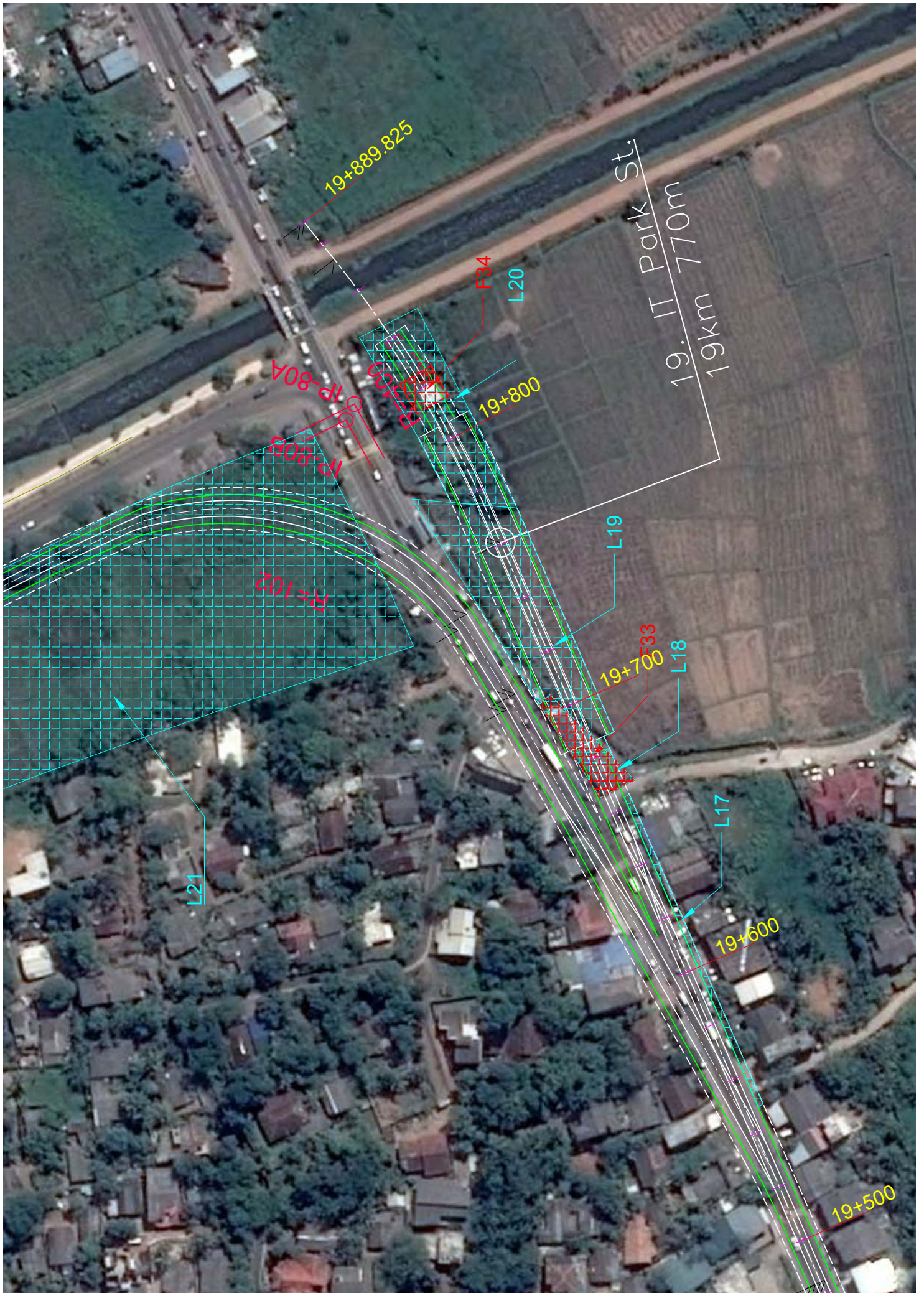
Appendix 16-163



Appendix 16-164







Appendix 16-167



List of Affected Built Structures

DS	GN	Area	Fully Affected		Partially Affected		
			CAD Codes	No. of Structures	CAD Codes	No. of Structures	
Colombo	Fort	Fort Stn	F1-F15	17			
			F16	10			
			F17	1			
		Transportn Stn	F20, F20A	2	P2A, P2B, P2C	3	
	Ibbanwala	Ibbanwala Junction	F21	1	P3A, P3B, P3C	3	
Kaduwela	Kotuwegoda	Diyatha Uyana			P4	1	
	Subuthipura	Battaramulla Stn	F23, F24	2	P5-10	6	
	Battaramulla S	Palan Thuna Junction	F25, F26, F27, F27A	5	P11	1	
	Udumulla	Koswatta Junction	F30, F31	2			
	Malabe North	Lumbini Stn		F32	1	P13, P14	2
						P15A, P15B, P16, P17A, P17BC	3
						P18, P21-24	5
		Talahena Stn				P20	1
	Malabe West	Malabe Stn				P25-27	4
		IT Park		F33	4	P28	6
						F34	1
	F35					1	
			Sub-total		47		37
		TOTAL		84			

List of affected Land

D.S Division	Area	Government Land	Area (m2)	Area (perch)	Private Land	Area (m2)	Area (perch)	Notes
		CAD Code			CAD Code			
Colombo	Fort Stn	G1	10,708					
		G2	3,427	135.51				
	SLR Property	G3	8,837	349.44				
	Ibbanwala				L1A	1,602.86	63.38	Ishara Traders, Lal & Nihal
Thimbrigasyaya	National Hospital	G4	482	19.04	L1B	187.10	7.40	Carmart
Sri Jayawardenapura Kotte	Welikada				L2	102.88	4.07	open space at the corner of Rajagiriya flyover
	Before Diyawanna Lake				L3	60.28	2.38	parking lot (near KFC)
	Diyawanna Lake	G5	5,697	225.28				
Kaduwela	Diyatha Uyana	G6	3,512	138.87				
	Sethsiripaya	G7	8,242	325.89				
	Battaramulla	G8	3,089	122.13	L4	542.03	21.43	
					L5	285.41	11.29	
	Palan Thuna Junction	G9	944	37.33	L6	178.84	7.07	
					L7	180.32	7.13	small business stands beside Lakviru Sevina
	Koswatta Junction				L8	580.37	22.95	
					L9	10.16	0.40	residential area (wall of big house)
	Lumbini Stn				L10	236.95	9.37	
					L11	239.03	9.45	
	Talahena Stn				L12	973.12	38.48	
					L13	109.61	4.33	
	Malabe				L14	481.32	19.03	
					L15	118.90	4.70	
					L16	98.04	3.88	
					L17	224.73	8.89	
IT Park Stn				L18	355.90	14.07	commercial area	
				L19	2,054.52	81.24	paddy land near IT Park Stn	
				L20	1,440.41	56.96	residential area (2 residential houses & backyard)	
				L21	198,085.55	7,832.56	paddy land for depot area and connecting road	
Total			44,937	1,353		208,148	8,230	

Annex D
Potentially Affected Population

Annex D

Potentially Affected Population

Note: Personal information cannot be disclosed
due to confidentiality.

Annex E
Stakeholder Engagement

Summary of Focus Group Discussions (Proposed Light Rail Transit in Colombo)

1. Group Discussion with Three wheel drivers @ Boralla on LRT Project



It was revealed that the Three-Wheeler Drivers around Borella were extremely positive towards the Light Rail Transit (LRT) project. Their views and suggestions are listed below;

- Implementing stage of this project must be done diligently.
- A **double-track** railway must be designed as it involves running one track in each direction.
- Must include **Luxury trains** that are specifically designed to offer an elegant train ride with comfortable traveling options.
- Implementation stage could be planned with the minimal effects towards the public.
- As a suggestion, Borella Police Station must be taken off and let Light Rail move across that way.
- At the developing stage, if the Bo Tree lay as a barrier, cut it down and continue with the process.

2. Group Discussion with Parents of the students in “Malabe Ananda Vidyalaya”



It was revealed that the parents of the children in Ananda College, Malabe were extremely positive towards the Light Rail Transit (LRT) project. Their views and suggestions are as shown below;

- This project should be actualized effectively and productively.
- It encourages the community to reduce time on transportation and at meanwhile, they can have a comfortable ride.

- On the off chance, if the school children are influenced at the development phase of this project, particular moves must be made to avoid such impacts.
- Upturning the price of the lands would be another ideal reality through this undertaking.
- This project would help to diminish traffic clog around Colombo City.
- There should be alternative streets to be utilized during the construction stage of the LRT project keeping in mind the end goal to decrease traffic.
- Adults, Children as well as disabled persons must be given equal opportunity to use the light rail.
- There shouldn't be any harm towards the wetlands as this undertaking must be executed with zero harm towards the environment. Particularly it will affect possible flood situations inside Colombo District.

3. Group Discussion with devotees @ Boralla “BoTree”



Discussed with the devotees of the respected Boralla Bo Tree. The premises belongs to Colombo Municipal Council. People in surrounding area perform religious activities. The people is believing that the Bo Tree is very important for the Buddhist Community and the Bo Tree is having a miracle power. If it is removed it may come harm to the people who involved. Their thought is not to be any damage to the Bo Tree.

After the explanation of the project and the type of the impact to this Bo Tree they accepted the smooth trimming . But before the trimming It should be performed all religious activities should be properly performed.

The perception of these people regarding LRT is very positive. According to them proposed Light Rail will provide more comfortable travel mode to the commuters.

4. Group Discussion with pedestrians @ Town Hall



Discussions had with the pedestrians surrounding area of the Town Hall were happy with the proposed Light Rail Transit (LRT) project. They expressed their views very positive manner. Their views and suggestions are as follows

- This project should be designed effectually and productively.(To be avoid all bad things of Sri Lanka Railway)
- The end goal of the LRT should be to reduce the traffic jam.
- The land owners in either sides of the existing road (specially Rajagiriya,Batteramulla area) has already sacrificed their valuable property for the widening of the route. Therefore it should be taken necessary actions to avoid land acquisition as possible.
- The LRT will reassure the community to reduce time on transportation and at meanwhile, they can have a comfortable ride.
- Elderly people , Children as well as disabled persons must be given equal opportunity to use the light rail.
- Security and the proper maintenance is essential at the operational stages.

5. Group Discussion with school Van Drivers in Maradana area.



After the interview had with the school van drivers, it was revealed that they were extremely positive towards the Light Rail Transit (LRT) project. Few of their views and suggestions could be listed down as follows;

- Road development is one of the most essential fact for developing countries like Sri Lanka. Therefore, this project needs to be implemented actively and fruitfully.
- This would assist to reduce traffic congestion around Colombo City.
- It helps the travelers to reduce time on transportation thus, can have a cozy ride.

- There will be an impact towards the economic ailments at the implementation stage. However, people will have to bare this condition until the project is been done since, it is only them who will be ultimately benefited through this project.
- Community could travel safely.
- Increase the lands prices either sides of the road, in future would be another favorable fact through this project.
- There must be special entrance facilities for elderly people.

Focus Group Discussion – Light Rail Transit (LRT) System

Date: 27.12.2017

Venue: Battaramulla Junction

Group: Business Community

Number of Participants: 05

Moderator: Sahan Thisara

01	Are you aware about the LRT project?
	We are aware about this project. Some officers from the Ministry of Megapolis and Western Development surveyed the roads recently. There was a Japanese officer with them. They informed us that this project will start in 2019 and completed by 2023.
02	Will the implementation of LRT project affect your livelihood activities?
	Officer who surveyed the road informed us that the area where we live (near Suhurupaya building) will not get affected from this project. As per the officers, only the area from the color lights to the Palam Thuna junction will be affected. We expect that our businesses will improve after the completion of this project. We think that there will be difficulties for businessmen only during the construction period. The current traffic situation in this route is very high. Especially around 8.30 am to 9.30am. During that time even motor cyclist cannot avoid that traffic. We also do not get much business in this time slot. Because people do not want shop during the rush hour. We would like to see this project implemented soon because it is an important project for the country.
03	Do you expect a development in infrastructure?
	Yes. We expect that infrastructure will be developed and as a result land values will also be increased. That will be very important for us.
04	How long it takes to travel to Battaramulla to Colombo now?
	If we travel in a private vehicle during peak hours it takes more than one hours' time to reach Colombo. If we travel by bus it takes nearly two hours.
05	What is your opinion about this project?
	This is very important for people who travel daily to Colombo for work and for schools from Battaramulla and Malabe areas. It will reduce their travel time and ease travelling. In addition, this will be an investment for the development for future generations. Our children and grandchildren will also be benefited from such a project. In addition to that we would like to say that we hope this project will continue even if the government changes during the project period. Moreover, we expect that officer who work in this project will carry out their duties without any political influences. We hope that this project will be implemented without much damage to the environment and to people.

Questions raised by participants:

Q: Constructing pillars on the road will reduce the usable space of the road. Do you have any alternatives plans to manage that situation?

A: The project team is still studying the situation and a clear answer can be given after that.

Q: Some lands or business shops in either sides of the route may be acquired to the government. What is the method of the compensation procedure?

A: Project Management unit has already taken the cabinet approval for the compensation scheme. It will be based on LARC/SLAC structure. More details can be obtained at the Public Engagement Meetings organized by the PMU for the Project Affected Persons.

Photos of Battaramulla Junction



Focus Group Discussion – Light Rail Transit (LRT) System

Date: 27.12.2017

Venue: Pettah

Group: Taxi drivers

Number of Participants: 11

Moderator : Sahan Thisara

01	Are you aware about the LRT project?
	Yes, we are aware about this project. Officer from the Ministry of Megapolis and Western Development carried out awareness programmes for us. In addition to that we discussed this matter at the monthly meeting of the three-wheel drivers association. We are aware that the route of this train runs through Malabe, Pettah to Colpetty.
02	Will the implementation of LRT project affect your livelihood activities?
	Yes. During peak hours the traffic is high and people travel in three-wheelers to reach their workplaces. If the traffic is reduced we will lose our businesses. However it will not be a problem for as this is a huge national development project.
03	Do you expect a development in infrastructure in the area?
	Projects similar to this always develop infrastructure facilities in surrounding areas. It is a very normal situation. Important infrastructure development in Colpetty and Malabe areas are to widened the roads. Other facilities are already improved. Especially the Cotta Road should be widened. In addition we like to suggest extending the Rajagiriya fly over until the HSBC building. There are many cross roads in that area.
04	How long it takes to travel to Battaramulla to Colombo now?
	During peak hours it takes about 2 hours to reach Malabe from Colpetty in this route. That time is now normalized among people.
05	What is your opinion about this project?
	This is a very important project for the country. We have seen similar train systems in developed countries. This will be a very useful and a practical solution for the existing road traffic issue in the country. If this is implemented without any unnecessary political influences and without any briberies and corruptions this will be a very beneficial project for us.

Questions raised by participants:

Q: If pillars were constructed on roads to support the rail track above the road, will that reduce the width of the road?

A: The project team is still studying the situation. This will be answered after the studies.

Q: When do you wish to start the project and Hoe many years take to finish.?

A: According to the existing plan the utility diversion activities are going to start in 2019. Construction of the rail track may be start in 2020. Probably in 2022 we can travel from Malbe to Fort by Light Rail. But it may be changed due to un expectable circumstances.

Photos of Pettah Taxi drivers



Focus Group Discussion – Light Rail Transit (LRT) System

Date: 27.12.2017

Venue: Pettah

Group: Pettah Pedestrians

Number of Participants: 04

Moderator: Sahan Thisara

01	Are you aware about the LRT project?
	We got to know about this project through media about few months ago. Today only we received more information about this project.
02	Will the implementation of LRT project affect your livelihood activities?
	<i>(In this group, there was no one travelling from the Malabe. (short distance)Therefore they could not discuss much about the benefits received by people living in that area. However, they shared their view in the perspective of citizens living in a developing country)</i> We will not receive any direct impact from this project. However, we feel that this is of a national importance. This project will benefit country's economy and society. This project should be implemented without any unnecessary political influences.
03	Do you expect a development in infrastructure in the area?
	Of course, we expect infrastructure development. When such development project is being implemented it is a must to develop infrastructure of the surrounding area. Otherwise we will not be able to obtain benefits of this project. Infrastructure development will enhance the living condition of people around that area. This development will help to develop surrounding road systems too. Infrastructure will develop the market value of surrounding lands and premises.
04	How long it takes to travel to Battaramulla to Colombo now?
	We cannot exactly answer this question as we do not travel to that area often. However, we could say that during peak hours in Colombo it is difficult to travel to all areas from Colombo. Therefore, we think that this project will be very useful for people who travel daily to Malabe area to save their travel time.
05	What is your opinion about this project?
	We feel that this will be a timely project implemented by the government to reduce road traffic. We support this project. However we should pay more attention to the environmental damages of this project and obtain necessary actions to minimize them. If not this will also end up like Uma Oya project damaging the environment and threatening human lives.

Q: Constructing pillars on the road will reduce the usable space of the road. Do you have any alternatives plans to manage that situation?

A: The project team is still studying the situation and a clear answer can be given after that.

Q: Are there any acquisitions.? Lands/buildings How far..?

A: Yes, But marginal. Project Team is still studding.

Q; Is the government ready to pay compensation for the acquisitions.?

A; Yes ,Project management unit of LRT at Suhurupaya (under the Ministry of Megapolis) is already taken the Cabinet approval for the compensation process.

Photos of Pettah Pedestrians



Focus Group Discussion – Light Rail Transit (LRT) System

Date: 27.12.2017

Venue: Pettah

Group: Bus Drivers

Number of Participants: 06

Moderator: Sahan Thisara

01	Are you aware about the LRT project?
	No, we are not aware about this project. At the moment, we think no one in the bus service sector is aware about this. However, we know that there is a fly over being constructed in Rajagiriya junction in order to reduce traffic. If this light rail project is implemented, it will be very useful to everyone.
02	Will the implementation of LRT project affect your livelihood activities?
	This will be a very useful service for future generations and as bus drivers we appreciate if such a train system is established. During peak hours in the morning and evening it will be very useful for the people. Currently we also face many difficulties during rush hours as there are more passengers in this route and lesser number of busses to provide transport for them. Sometimes busses are over loaded and it is dangerous to drive such a bus. As drivers we also take a big risk at such situations. But we do not have any other alternative transport systems for them. Therefore, this train system will increase transport facilities and people will be able to travel comfortably in any public transport system they prefer.
03	Do you expect a development in infrastructure in the area?
	Yes. We hope infrastructure will be developed. Especially, we expect roads to be developed and widened. There are some roads with pot holes. These should be filled and carpeted. Cotta Road needs to be widened because we do not expect that the new fly over in the Rajagiriya junction will reduce traffic unless the surrounding roads are not widened to support the current vehicle flow.
04	How long it takes to travel to Battaramulla to Colombo now?
	We are bus drivers who travel daily between Pettah and Malabe. During peak hours it takes more than 2 hours to reach Pettah from Malabe.
05	What is your opinion about this project?
	We all appreciate this project because it has a national value. This project will be very useful for the people living in this area and who travels daily in this route.

Questions raised by participants:

Q: Constructing pillars on the road will reduce the usable space of the road. Do you have any alternatives plans to manage that situation?

A: The project team is still studying the situation and a clear answer can be given after that.

Q: Does this project start very soon?

A: According to the existing plan the utility diversion activities are going to start in 2019. Construction of the rail track may be started in 2020. But it may be changed due to unexpectable circumstances.

Photos of Pettah Bus stand



Meeting minutes of SHM

Ministry of Megapolis and Western Development (MMWD)

New Light Rail Transit System from Kollupitiya to Malabe

STAKEHOLDERS PARTICIPATION AND INFORMATION DISCLOSURE

Minutes of Initial Stakeholder Consultation Meeting

Date: 16th May 2017 from 10:00AM-13:00PM
Venue: Auditorium, 11th Floor, Sethsiripaya Stage II, Battaramaulla
Organized by: Ministry of Megapolis and Western Development

Participating Institutions:

1. *Secretary of the Ministry of Megapolis and Western Development*
 2. *Representatives from JICA Study Team*
 3. *Representatives from JICA Sri Lanka Office*
 4. *Representative from DS office of Kaduwela & Sri Jayawardenapura – Kotte*
 5. *Representatives from Municipal Councils of Colombo, Kaduwela & Sri Jayawardenapura – Kotte*
 6. *Officials from Ministry of Higher Education and Highways*
 7. *Officials from Ministry of Megapolis and Western Development*
 8. *Ministry of Provincial Councils and Local Government*
 9. *Ministry of Law and Order and Southern Development*
 10. *Representatives from Urban Development Authority*
 11. *Road Development Authority*
 12. *Ceylon Electricity Board*
 13. *Lanka Electricity Company (Pvt) Ltd*
 14. *National Water Supply and Drainage Board*
 15. *Sri Lanka Telecom, Department of Motor Traffic*
 16. *Sri Lanka Transport Board, National Transport Commission*
 17. *Western Province Road Passenger Transport Authority*
 18. *Department of Railways*
 19. *National Physical Planning Department*
 20. *Department of Irrigation*
 21. *Department of National Planning*
- (List of Participants given in Attachment- A)***

Speeches & Presentations

- Eng. Chaminda Ariyadasa (Project Director – Light Rail Transit Project) welcomed all participants for the Initial stakeholder meeting.
- Project Director then made the Opening Remarks regarding information disclosure followed by a presentation on the LRT.
- After the tea break all participants were invited to state their views on the project and ask for clarifications.

Details of Discussions

Table 01: Comments and Questions by Participants of Initial Stakeholder Meeting-16th May 2017

Raised by	Comments and/ or Questions	Answered by	Answer
Mr. T.L.M. Fernando (Project Director, Port Access Elevated Highway, Road Development Authority)	<ul style="list-style-type: none"> - Need to mitigate traffic jams during the construction period. - Since some main roads will get affected, roads may have to be widened to reduce the impacts. - There should be a proper traffic management plan. 	Ms. Kalyani Dias (Environmental Specialist-WRMPP) Dr. Dimantha de Silva (Transport Specialist- WRMPP)	<ul style="list-style-type: none"> - Existing roads will be widened to reduce the impact of traffic congestion after discussion with RDA. - Alternative roads will be identified and developed to reduce the traffic congestion during the construction period.
Mr. K.D.L. Chandradasa (Deputy Director- Urban Development Authority)	<ul style="list-style-type: none"> - Why it is not extended up to Kaduwela instead of Malabe? - Kaduwela is fast developing as a residential area and this will help to cater to existing development as well as encourage new developments. - Kaduwela is also a gateway to Colombo from Badulla/Rathnapura/Awissawella (A04) and Biyagama, Pugoda areas. 	Mr. Chaminda Ariyadasa (Director - LRT project)	<ul style="list-style-type: none"> - There will be provision to continue up to Kaduwela in the future. - But at this stage it will be only up to Malabe due to financial constraints.
Mr. K.D.L. Chandradasa (Deputy Director- Planning)- (UDA)	<ul style="list-style-type: none"> - Will it be a visual barrier due to the elevated structure? 	Ms. Kalyani Dias and Dr. Dimantha de Silva	<ul style="list-style-type: none"> - In Sri Lankan Context, Different sizes of buildings have different colours. - However, the LRT will be designed aesthetically to blend with the landscape.
Dr. Narendra Silva (Electrical Engineer) Lanka Company (Pvt) Ltd (LECO)	<ul style="list-style-type: none"> - Has the option for underground construction been explored? 	Dr. Dimantha de Silva	<ul style="list-style-type: none"> - Lot of countries select underground as an option but the cost would be very high. - In the construction area the water table is high and need to use special construction techniques, therefore construction cost would be high. - Going underground can be considered generally cost is the factor.
Mr. K.D.L.Chandradasa (Deputy Director- Planning)- (UDA)	<ul style="list-style-type: none"> - Are there facilities for maintenance/repairs at the end point? 	Maintenance Engineer, JICA Study Team	<ul style="list-style-type: none"> - LRT system includes a depot which provides operations such as daily cleaning of interior and exterior, regular services and maintenance.

<p>Mr. Yohei Suzuki, JICA Study Team</p>	<p>- The proposed depot area near Chandrika Kumarathunga Mawatha consists of paddy fields and all those are private lands. Will it be a problem?</p>	<p>Mr. K.D.L. Chandradasa (Deputy Director- Planning)- (UDA)</p>	<ul style="list-style-type: none"> - Paddy lands are not being cultivated currently in most of the Malabe area and other urban areas. - People's living patterns have changed and farming is an occupation practiced by only a few.
<p>Mr. Yohei Suzuki, JICA Study Team</p>	<p>- The proposed main route runs across the Talangama Environmental Protection Area (EPA). Will it be a problem?</p>	<p>Dr. Dimantha de Silva, Ms. Kalyani Dias, Ms. Ramani Ellepola</p>	<ul style="list-style-type: none"> - We are still in the process of finalizing the trace. - Since this particular area is declared as an environmental protection area of Talangama tank, there are certain activities which are not permitted. Need to consult with Central Environment Authority and see what permissions are required. - If they don't allow we can go for the alternative options which runs across Koswatta junction or along the boundary of EPA.
<p>Mr. T.L.M. Fernando (Project Director, Port Access Elevated Highway, RDA)</p>	<p>- There is a proposal to improve the Kelani Valley railway line as a double line. Is it possible to combine this LRT line with the Kelani Valley railway line?</p>	<p>Dr. Dimantha de Silva</p>	<ul style="list-style-type: none"> - Kelani valley line and LRT have different routes. - When developing the Transport Master plan whole network has been considered based on network analysis and traffic demand. If station locations are away from business/ commercial centers or residential areas then people will not be attracted to LRT. If we consider coastal railway line main problem is some parts of the line going away from residential areas and commercial/ business centers. Therefore people need to get support from other transport modes. Therefore the route has been selected which closer it to main roads and commercial centers.
	<p>- Is LRT affordable?</p>	<p>Dr. Dimantha de Silva</p>	<ul style="list-style-type: none"> - LRT is an alternative new transport mode. Due to the usage of three-wheelers and motor cycles and due to the discomfort of existing public transport modes, usage of the public transport have decreased. This LRT project is proposed to attract people back to public transport. - Ex- The share of the public transport was 65%. It decreased to 50% during last few years. The balance of 15% shifted to three-wheelers and motor cycles. People pay Rs. 40.00 per 1 km for three wheels and

				cost for 1 km for motor bike is around Rs. 12.00. The cost of using LRT will be much cheaper, convenient, more comfortable and safer.
				<ul style="list-style-type: none"> - The proposed LRT will attract more people to the public transport system. It will reduce existing traffic congestion, emissions and will have many positive impacts. However, government should enforce new laws to prohibit entrance to the tracks.
Dr. Narendra Silva (Electrical Engineer)- LECO		<ul style="list-style-type: none"> - Positive impacts of proposed LRT system - 11kv or 33kv power distribution lines run along the side of the road. Maintenance of these lines will be a problem during the construction period of LRT structures and also during the operations. Therefore going underground is ideal. - Or, otherwise can we hang the power distribution lines along LRT structures? - And also what is the power requirement for LRT? 	Mr. Chaminda Ariyadasa	<ul style="list-style-type: none"> - We need to have detailed discussions with CEB about the power supply for LRT after the route is finalized. We should have some backup in addition to the existing power supply.
			Dr. Dimantha de Siiva	<ul style="list-style-type: none"> - Undergrounding of LRT can be considered generally the high cost is the factor, Undergrounding of electricity cables will be the best option. - Hanging utilities and street lights along LRT structures is possible. - We planned to go for third rail option not the overhead supply connectivity. - Now, Third rail option for providing power is common in the world and aesthetically it is not ugly since we don't have overhead cables. - As power requirement is same for LRT and monorail, we can get more details from the study done for monorail.
Mr. G.K Pathmakeerthi Director (Colombo Region), Department of Irrigation		<ul style="list-style-type: none"> - We are in charge of Talangama tank. The proposed route is outside our command area. You need to contact CEA and Agrarian services department, since there are some paddy fields across the proposed route. 	Mr. Chaminda Ariyadasa (Director-LRT project)	<ul style="list-style-type: none"> - Yes, we need to have discussions with CEA and Agrarian Services department, regarding the Talangama EPA issue. (There were no representatives from CEA, Agrarian Services department, SLLRDC at the meeting).

<p>Mr. T.L.M. Fernando (Project Director, Port Access Elevated Highway, RDA)</p>	<p>– It will be better if you can use pre-cast constructions as much as possible for the structures. Then we can speed up the construction and impact to the traffic will be lower.</p>	<p>Mr. Chaminda Ariyadasa (Director-LRT project)</p>	<p>– Thank you very much for your idea. Anyway, Construction methodology should be such that we have to finish the construction within the least possible time with minimum disturbance to the public.</p>
<p>Mr. P.D.Balasoorya Chief Executive Officer, Sri Lanka Transport Board</p>	<p>– Do you have any parking facilities near stations and any park and ride arrangements?</p>	<p>Dr. Dimantha de Silva</p>	<p>– Park and ride facilities will be provided for all stations outside the city (beyond Battaramulla). And we should focus on cyclists, motorcyclists and three-wheelers. Also need to create new bus routes and shuttle services to connect stations to main towns such as Kaduwela.</p>
<p>G.K Pathmakeerthi Director (Colombo Region), Department of Irrigation</p>	<p>– Where is the exact location of cotta road LRT station? There is a land belonging to Department of Irrigation near the proposed station. We have planned a new housing development there and we need to know whether it will get affected or not?</p>	<p>Mr. Chaminda Ariyadasa (Director-LRT project)</p>	<p>– We will make provisions to create new bus routes from Kaduwela, since a large crowd commuting from Avissawella, Hatton, Ratnapura, Balangoda areas will get benefits. We will arrange Park and Ride facilities in all stations where we can acquire lands at reasonable cost.</p>
<p>G.K Pathmakeerthi Director (Colombo Region), Department of Irrigation</p>	<p>– The proposed trace is almost along a flood inundation area. Did you consider this when selecting the trace or have you done any hydrology study?</p>	<p>Mr. Chaminda Ariyadasa (Director - LRT project)</p>	<p>– No, the proposed route is along the other side of the road. So, your lands will not get affected. – The proposed cotta road station should be integrated with the railway station, because there will be passengers transferring from railway to LRT. Exact location is not finalized. – After the feasibility study affected land owners will be consulted.</p>
<p>Mr. K.D.L.Chandradasa (Deputy Director- Planning)- (UDA)</p>	<p>– The proposed trace is almost along a flood inundation area. Did you consider this when selecting the trace or have you done any hydrology study?</p>	<p>Mr. Chaminda Ariyadasa (Director - LRT project)</p>	<p>– There will be new pumping station in Ambatale to pump excess flood water to Kelani River under the Metro Colombo Urban Development Project. Now, that project is under tender stage and flood impacts will be reduced after the project is implemented. – Hydrological study need to be covered during the Environmental Impact Assessment (EIA) process.</p>

		Mr. D.A.J.Ranwala- Team Leader- Environmental Impact Assessment Team	<ul style="list-style-type: none"> - According to the previous investigations, only the depot area is susceptible to flood impacts. Chandrika Kumarathunga Mawatha flooded up to 6 feet during the 2016 floods. Therefore the depot should be elevated and should be higher than that level. - However, we will do a detailed hydrological study and after that we can say whether there is an impact or not. There will be impacts mainly during the construction period not in the operational stage. - By discussing with Irrigation Department and Sri Lanka Land Reclamation and Development Corporation (SLLRDC), we can estimate the major flood possibilities of the Kelani River.
Ms. Aloka Karunaratne (National Transport Council)	<ul style="list-style-type: none"> - Now, there are some bus routes with over-supply in Colombo especially during the daytime. After the proposed LRT project, impact will increase and it will adversely affect to private bus owners. 	Dr. Dimantha de Silva	<ul style="list-style-type: none"> - Bus rescheduling and rerouting will be planned as a part of the Transport master plan. Bus routes which has oversupply will be rearranged and new bus routes will be created from LRT stations to main towns.
Mr. Yohei Suzuki, JICA study team	<ul style="list-style-type: none"> - The proposed trace is along the Perahara mawatha. Will it disturb the cultural events of Gangarama temple? 	D.D Matharaarchchi, Senior Programme (Director, Ministry of Higher Education and Highways) Mr. Chaminda Ariyadasa	<ul style="list-style-type: none"> - We should give priority for proposed LRT to improve our public transport system. Then all other issues in other public transport modes (buses, three wheelers) will be automatically resolved. - New bus routes such as Kaduwela-Pittugala, Biyagama-Malabe, Hanwella - Pittugala will be identified through the project itself and existing buses will be rerouted. - If we have columns along the center line of road, it will be a disturbance to the perahara event. Still, we are in the feasibility stage and we need to have discussions with the chief priest of Gangarama temple and come to a conclusion. If it is not possible we can divert the route over the Beira Lake.
Mr. K.D.L. Chandradasa (Deputy Director- Planning)- (UDA)	<ul style="list-style-type: none"> - Will the Port city development project will get benefits from proposed LRT project? 	Mr. Chaminda Ariyadasa	<ul style="list-style-type: none"> - We had a discussion with officials of the Port city development project last week. We will make a provision for a dedicated line from Port city.

Questions raised and answers given during the discussion was summarized on a white board by officials of WRMPP and JICA study team. Extract of that table is given below.

Environmental	Social	Technical	Other
1. Visual barrier by elevated structure.	1. Integrated development around Malabe area?	1. Improvement of roads. (Discussion with RDA) (Alternative routes)	1. Why is it not extended to Kaduwela instead of Malabe?
2. Functions at the depot. (The Malabe end cleaning maintenance etc.)	2. Park and ride facilities.	2. Intersection with KV line. (From Colombo to Narahenpita.	2. Law enforcement on safety. (No entrance to the tracks)
3. Thalagama Environmental sensitive area. (Discussion with CEA)	3. Cotta road station (Proposed project by Dept. of Irrigation for a housing development)	3. Utility line maintenance. (Discussion with Utility State holders and provisions)	
4. Broken part disposal.	4. Over supply of local bus service.	4. Power supply for LRT.	
5. Floods associated with LRT development. (During and after construction)	5. Identification of new bus route from the project.	5. Transient load calculation.	
	6. Port city connection.	6. Using precast techniques during construction.	

Closing Remarks

Eng. Chaminda Ariyadasa, Project Director-Light Rail Transit Project thanked all the stakeholders for their participation during this discussion. He informed there will be further information sessions in future for stakeholders and public. He further invited all stakeholders to continue their support and requested to ask any clarifications through e-mail and over the phone.

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

The Awareness Meeting for the Introduction of New Light Rail system
held at
Colombo Divisional secretary Division

Venue: Auditorium (D.S office Colombo)

Date : 24th May 2017

Time : 10.30 am – 12.00pm

Ms. Kanchana Gunawardana (Assistant D.S) welcomed all the participants for the DS level awareness creation meeting organized by the Ministry of Megapolis and Western Development.

Mrs. K. Ranasingha (Projects Manager-CEAA), on behalf of EIA team of the proposed Light rail, stated the purpose of the meeting and invited to Ms. W. Abewickrama (Transport Engineer-WRMPP) to explain the need for the development of transport alternatives for achieving the national development targets.

Ms. Abeywickrama further explained the benefits of the proposed light rail project, with a power point presentation that includes,

1. Requirement of the traffic management plan for the Colombo and suburbs
2. Main corridors considered to introduce alternate transport solutions in Colombo and suburbs
3. Selected corridors to implement the proposed light rail
4. Reasons for select Light rail instead of other transport modes.

Then she presented the proposed light rail trace and affected GN divisions due to proposed project. She further stated that there are 21 stations along the light rail trace runs from IT Park, Malabe to Kollupitiya via Colombo Fort. She also presented some Light rail projects in various countries with some photographs and a video.

Mrs. Ranasingha explained about the socio- Economic Study that will be carried out to identify and minimize any adverse impacts to people due to the project and propose remedial steps to overcome any hardships caused by the project.

The discussion was opened to questions and comments.

Raised by	Question	Answer
G.N Ekanayake (Grama Niladhari- Grandpass)	Will the existing railway tracks get affected with proposed light rail?	No. Proposed light rail runs through a trace which is not covered by existing railway.
H.A.D Harsha (Grama Niladhari - Keththarama)	Are there any land acquisition occurs in Colombo area?	Light rail tracks will be constructed as elevated over the existing roads. Therefore land acquisition may be minimal. But there may be certain impacts on some nearby buildings and

		lands. After the feasibility study affected land owners will be consulted.
G.N Ekanayake (Grama Niladhari- Grandpass)	Will this project affect religious places?	Still there is no confirmed information about religious places that might get affected as a result of this project. However there will be an impact to Navam perahara event of Gangarama temple, since the proposed trace is along the Perahara mawatha. Still, we are in the feasibility stage and we need to have discussions with the chief priest of Gangarama temple and come to a conclusion.
H.A.D Harsha (Grama Niladhari - Keththarama)	Are there any impacts on existing buildings?	Some buildings and lands will get affected during the construction period as well as the operational phases of the project. However we will try to design the route with minimal damages to nearby structures.
K.G.V Gunarathne (Development Officer)	Are there two tracks in Light rail for both directions?	Yes. There are two tracks separately towards Colombo and outwards Colombo.
K.G.V Gunarathne (Development Officer)	What is the ticket price for a single journey from Malabe to Fort?	The ticket price will be affordable and it is not calculated yet. However, the cost of using LRT will be much cheaper than using Motorbikes and Three wheelers.
K.G.V Gunarathne (Development Officer)	What is the capacity of the train? At once how many people can travel?	It will depends on the number and the type of compartments we used. As an example with 02 compartments train can carry about 6600 PPHPD. With 03 compartments it can carry about 10000 PPHPD.

Eng. Chaminda Ariyadasa (Project Director of the LRT Project) further explained more details about the commencement date of the construction and how project finance. He stated that the proposed light Rail project will be funded by the Japanese Government with a lowest interest such as 0.1% per Annum. He further stated that the feasibility report should be submitted before the next year and negotiations to be held around February 2018. He convinced the need of the transport alternatives like LRT project to achieve national development goals and requested that the support of all Grama Niladharis and field officers to achieve the project's success. He further requested to contact him over the phone or through e-mail for any suggestions or clarifications.

Project Director thanked all participants and meeting was adjourned.

List of participants for the Awareness meeting and their contact details are presented below. (Attachment A)

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B- Photographs



Awareness Meeting on Proposed Light Rail Transit system held at Thibirigasyaya Divisional secretary Division

Venue: Auditorium (D.S office- Thibirigasyaya)

Date : 26th May 2017

Time : 11.30 am – 1.00pm

Ms. Erandi Chamila (Asst. Director Planning) welcomed all the participants for the DS level awareness creation meeting for the Introduction of New Light Rail system from Malabe to Kollupitiya.

Eng. Chaminda Ariyadasa (Project Director-Light Rail Project), explained the purpose of the meeting and the need for the development of alternative transport modes to reduce existing traffic congestion.

Eng. Ariyadasa further explained,

- Main corridors considered and proposed transport networks under Transport Master Plan
- Need of a Rail based public transport system to reduce traffic congestion
- Reasons for selecting Malabe corridor to implement LRT
- Reasons for selecting Light rail instead of other public transport modes such as Monorail

With a power point presentation.

He also explained the features of Light Rail with some photographs of light rail transit systems in other countries.

Then He explained the design concept of LRT system and space requirement for Light Rail structures. He stated that proposed light rail trace runs above the center median of existing roads with the support of RDA.

Then He presented the proposed trace of LRT system from Malabe to Kollupitiya and affected GN divisions due to the LRT project. He also presented the proposed route, stations and depot area using Google Earth. He stated that Depot area will be constructed as elevated near Chandrika Kumaratunga Mawatha, Malabe.

Then he explained the expected social and environmental impacts of the Project and proposed mitigation measures. He stated that Environmental and Social Impact assessment and Resettlement Action Plan will be carried out to estimate those impacts.

Finally, He explained the communication mechanism and schedule of the project activities.

He further requested to contact him over the phone or through e-mail for any suggestions or clarifications.

The discussion opened to questions and further clarifications.

The questions raised and answers given during the session is presented below.

Raised by	Question	Answer
K. Wijewardana (Development officer)	Can't we use these trains for long distances?	This train cannot use for long distance journeys. The purpose of introducing light rail is to minimize the traffic congestion in Colombo area and to cover a trace that is not covered by the present railway system.
Saman perera (Grama Niladhari- Wellawatta)	What is the length of proposed LRT system?	The total distance is about 26kms from Malabe to Kollupitiya. There will be 21 stations in between.
K. Wijewardana (Development officer)	Has the project focused on the environmental impact as well?	Yes. Environmental Impact Assessment (EIA) will be carried out by a consulting company as a part of the Feasibility Study.
K. Wijewardana (Development officer)	Though there's an environmental and social study conducted for the Uma oya project, there were so many issues arose from that project. Can something similar happen by this project as well?	When implementing a project there may be some environmental and social issues which can't be omit completely. However our expectation is to implement the project with minimum environmental and social impacts.
Saman perera (Grama Niladhari- Wellawatta)	Have you identified the buildings that might get affected as a result of this project?	Proposed LRT will be constructed as elevated over the existing roads. Therefore land acquisition may be minimal. But there may be certain impacts on some nearby buildings and lands. Still there are no confirmed information about buildings that might get affected as a result of this project. After the feasibility study affected land owners will be consulted.
Saman perera (Grama Niladhari-Wellawatta)	At once how many can travel in a train?	It will depends on the number of compartments. A train with 02 vehicles at 02 min frequency can carry about 10000 PPHPD.
Saman perera (Grama Niladhari- Wellawatta)	How much is the ticket price from Malabe to Fort?	The ticket price is not calculated yet. However, One way ticket from Malabe to Colombo will cost about 100-150 LKR.

Mr. D.A.J. Ranwala (Team Leader-EIA team) joined the Discussion and explained about the Environmental impact assessment mechanism and how to mitigate potential environmental impacts of the project.

Project Director showed a video of Light rail project to the audience before adjourning the meeting.

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B- Photographs



Awareness Meeting on Proposed Light Rail Transit system held at Kotte Divisional secretariat Division

Venue: Auditorium, Sri Jayewardenepura Kotte Divisional Secretariat Office, Rajagiriya

Date: 31.05.2017

Time: 10.15 am - 12.00 pm

Mr. Amal Edirisooriya, Divisional Secretariat welcomed all the participants for the awareness programme and invited Mr. Chaminda Ariyadasa, Project Director to present the proposed project to the participants.

Mr. Ariyadasa explained the need of social and environmental assessment for the proposed LRT Project and the importance of holding consultation meetings with the field officers and Grama Niladharis to obtain their views and suggestions. He then presented about the proposed LRT project with a power point presentation. His presentation included following points;

- Need of an alternative transport mechanism to reduce existing traffic congestion
- Need of a Rail based public transport system like LRT to reduce traffic congestion
- Proposed LRT system and the proposed transport Network in Colombo Megapolis Region
- How the project to be financed
- Reasons for selecting Malabe corridor to implement LRT
- Design concept of LRT system and space requirement for Light Rail structures
- Proposed trace of LRT from Malabe to Kollupitiya and affected GN divisions due to the LRT project
- Expected Impacts of the proposed project and the future steps to be taken

He also explained the features of Light Rail with some photographs of light rail transit systems in other countries. He also presented the proposed route, stations and depot area using Google Earth.

He further stated that Environmental and Social Impact Assessment and Resettlement Action Plan will be carried out to estimate impacts of the project.

Mr. Yohei Suzuki (JICA study team) joined the discussion and invited everyone to share their views as it will be helpful for the success of the proposed project.

Presentation was ended by showing a video on operation of LRT and the floor was opened for questions, queries and suggestions of the participants.

Raised by	Question raised/Suggestion	Answer/Respond
Mr. Amal Edirisooriya, Divisional Secretariat	The current flyover project in Rajagiriya has acquired lands in the area, Do we need to acquire more lands for this proposed project?	We don't expect to acquire more lands for the LRT project but we will try to accommodate within the available space. Light rail tracks towards Colombo and towards Malabe will be

		constructed separately along the sides of flyover.
Mr. Sirimal Silva (Development Officer)	<p>Will there be road developments around LRT stations parallel to the project?</p> <p>There is a huge traffic congestion from Pagoda Road to Nawala Road during the peak hours. The solution for that would be to build a temporary bridge across Kolonnawa Canal along the Ananda Balika Mawatha. There is a similar temporary bridge constructed in Aththidiya area about 20 years ago and it was helpful to reduce traffic congestion.</p>	<p>Yes, Existing roads will be widened to reduce the impact of traffic congestion after discussions with RDA. Alternative roads will be identified and developed to reduce the traffic congestion during the construction period.</p> <p>Building such a bridge would be cost effective compared to the budget of the proposed LRT project which will cost about 1.4 billion USD.</p>
Ms. R.L.Suneetha (Deputy Director Planning)	<p>Is it a must to award the contract for the construction of LRT system to a Japanese company?</p>	<p>No. it is not a must.</p> <p>We can award the contract for construction to any company selected by the Ministry.</p> <p>But we have to purchase 30% of the construction materials from Japan.</p>
Mr. Dumindu Thushan (Development Officer)	<p>In 2014, JICA conducted a similar consultation programme for the Monorail project. In that programme we suggested to extend the trace beyond Malabe up to Chandrika Kumaratunga Mawatha. I am happy to say that our suggestions were included in the proposed LRT system.</p> <p>I would also like to suggest to consider establishing parking facilities for LRT users at every station.</p> <p>Moreover, I have noticed that about 60% of the road space is occupied by private cars carrying 1 or 2 persons. This is one of the major reason for existing traffic</p>	<p>We will arrange Park and Ride facilities in all stations including at the depot to be established at Chandrika Kumarathunga Mawatha.</p> <p>For the park and ride facilities, We will try to use government lands as much as possible. We do not try to obtain lands belongs to private owners. If owners of private lands are willing to give their lands as an investment, we will consider that too.</p> <p>We have further planned to develop these parking facilities as business ventures with shopping complexes especially in the depot area. Owners of those</p>

	<p>congestion.</p> <p>Introducing a system like car Pooling in Sri Lanka would help to solve this issue. In addition to that a dedicated bus lane should be introduced to systemize the public transport.</p>	<p>agricultural lands could obtain permanent shops from the shopping complexes for their businesses.</p> <p>In addition to that we will introduce a mechanism to make use of the already dedicated bus lanes under transport development project.</p>
Mr. Sajeewa Ekanayake (Development Officer)	<p>Is it possible to introduce an express Light Rail from Malabe to Fort?</p> <p>What is the ticket purchasing mechanism for LRT?</p> <p>What mechanisms would be used to familiarize this system to locals?</p>	<p>We have already planned to introduce an express LRT after every two trains in the peak hours. We are still in the process of studying about that under the feasibility study.</p> <p>The ticket price is not calculated yet. However, we expect to charge 100 – 150 LKR for a single journey from Fort to Malabe. We do not expect to cover the project cost from the ticket price. Only the operation and maintenance cost will be covered through ticket price.</p> <p>Japanese instructors and the engineers will train local LRT staffs for few months.</p>

Mr. Amal Edirisooriya, Divisional Secretariat thanked all the participants for their attendance and their valuable comments and suggestions.

The meeting was adjourned at 12 noon.

List of participants for the Awareness meeting and their contact details are presented below.
(Attachment A)

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B- Photographs





Awareness Meeting on Proposed Light Rail Transit system held at Kaduwela Divisional Secretariat

Venue: Auditorium, Divisional Secretariat, Kaduwela

Date: 14.06.2017

Time: 10.20 am to 11.40am

Participants:

- Mr. Chaminda Ariyadasa – Project Director -LRT Project – Ministry of Megapolis and Western Development
- Mr. R. Pushpakumara – Deputy Project Director -LRT Project-MMWD
- Ms. K. S. Dilhani, Assistant Divisional Secretariat - Kaduwela
- Mr. Anura Ranwala, Team Leader, EIA Team - LRT Project
- Representatives of the Consulting Engineers and Architects Associated (Pvt) Ltd
- Grama Niladharis and Development Officers attached to the Divisional Secretariat, Kaduwela (List of Grama Niladharis and Development Officers participated is given in Attachment A)

Ms. K. S. Dilhani, Assistant Divisional Secretariat of Kaduwela Divisional Secretariat welcomed all the participants for the awareness programme on LRT. She explained the importance of a new public transport system from Malabe to Fort considering the new Administrative city coming in Battaramulla/Malabe area with the new government offices such as Sethsiripaya Stage II and III, Suhurupaya and Sri Lanka Army Headquarters in Akuregoda.

Population in the area will be increased due to these development projects and there is a need for improved transport systems to facilitate public. Assistant Divisional Secretariat invited Mr. Chaminda Ariyadasa, Project Director to explain the proposed project and its importance to the Field officers.

Mr. Ariyadasa explained the need of social and environmental assessment for the proposed LRT Project and the importance of holding consultation meetings with the Development officers and Grama Niladharis to obtain their views and suggestions. He then presented the proposed LRT project with a power point presentation. His presentation included following points;

- Need of an alternative transport mechanism to reduce existing traffic congestion
- Need of a Rail based public transport system like LRT to reduce traffic congestion
- Proposed LRT system and the proposed transport Network in Colombo Megapolis Region
- How the project to be financed
- Reasons for selecting Malabe corridor to implement LRT
- Design concept of LRT system and space requirement for Light Rail structures
- Proposed trace of LRT from Malabe to Kollupitiya and affected GN divisions due to the LRT project
- Expected Impacts of the proposed project and the future steps to be taken

Mr. Ariyadasa's presentation was ended after showing a virtual demonstration of the proposed LRT route from Malabe to Kollupitiya and Participants were invited to state their views on the project and ask for clarifications.

Name and Designation	Question raised / suggestion	Answer / Respond
Mr. W.P.P. Perera Grama Niladhari	How much a LRT ticket will cost from Malabe to Fort?	The ticket price is not calculated yet. However, we expect to charge 100 – 150 LKR for a single journey from Fort to Malabe. We do not expect to cover the project cost from the ticket price. Only the operation and maintenance cost will be covered through ticket price.
Mr. Indika Perera, Grama Niladhari	In the past we removed some of the train engines imported from Japan as the engines could not performed after some time. Will this happen to the LRT engines if we buy them from Japan?	I am not aware about those engines you mentioned. Though the agreement is to purchase 30% of construction materials from Japan we have not yet decided what to purchase from them. However LRT is driven by electricity and does not require an engine.
Mr. M.P. Jayantha, Development Officer	There will be heavy traffic during the construction period of light rail structures. Do you have a Traffic Management mechanism to introduce alternative ways to bypass these routes? It will be helpful for the employees in the battaramulla area. Do we have to hire foreign experts and labour for the Construction and operation of LRT? What is the frequency of those trains? In 2014, there was a similar project proposal called Monorail. They also had some meetings but	Yes, we have planned to develop a traffic management plan with the support of the Police and RDA. We will introduce alternative routes as much as possible. At the moment Transport Engineering Division of University of Moratuwa is studying about possible Traffic management mechanisms. No, We can use local labour force for the construction as much as possible. But we might have to obtain technical expertise from Japan as we do

	<p>the project did not executed. Will the same thing happen to this project?</p>	<p>not have our own experts for this subject.</p> <p>Japanese instructors and the engineers will train local LRT staffs for few months during the operation stage.</p> <p>During peak hours there will be a train for every 4 minutes and in night time trains will be available at 10 min frequency.</p> <p>Monorail system is outdated now and some developed countries have removed their monorail systems. LRT is more cost effective compared to Monorail and it is more suitable for Sri Lanka.</p>
<p>Mr. D.M.W.Uyangoda, Development Officer</p>	<p>Are the proposed stations elevated or underground?</p> <p>The route of the previous Monorail project is same and at that time they said that it will take only about 15 minutes to travel from Malabe to Pettah in the same route.</p>	<p>Elevated. Undergrounding of LRT can be considered generally the high cost is the factor. Elevated railway tracks and platforms are cost effective.</p> <p>Monorail is a more fast technology and the time taken to reach Pettah is lesser may be because it had lesser number of stations planned.</p>

Project Director thanked all the participants for their attendance and their valuable comments and suggestions. He invited them to share their ideas and suggestions with the Project Team via phone and the website that will be launched at the end of June.

The meeting was adjourned at 11.40 am.

List of Grama Niladharis and Development Officers participated for the Awareness meeting and their contact details are presented below. (Attachment A)

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B- Photographs



Awareness Meeting on Proposed Light Rail Transit system held at Kaduwela Agrarian Centre

Venue: Auditorium, Agrarian Service Centre, Kaduwela

Date: 07.06.2017

Time: 11.00 am to 12.30 pm

Participants:

- Mr. Chaminda Ariyadasa – Project Director -LRT Project – Ministry of Megapolis and Western Development
- Ms. Wanuji Abeywickrama-Transport Engineer-LRT Project
- Representatives of the Consulting Engineers and Architects Associated (Pvt) Ltd
- Agriculture Research and Production Assistants (ARPA) attached to the Agrarian Service Center, Kaduwela (List of ARPA's participated is given in Attachment A)

An officer from the Agrarian Service Center, Kaduwela welcomed all the participants for the awareness programme and invited Mr. Chaminda Ariyadasa, Project Director to explain the proposed project to the Agrarian Officers.

Mr. Ariyadasa explained the importance of holding consultation meetings with ARPA's to obtain their views, suggestions before approaching to the paddy land owners. He then presented about the proposed LRT project with a power point presentation. Following main points were included in his presentation;

- Proposed LRT system and the proposed transport Network in Colombo Megapolis Region
- Reasons for selecting Malabe corridor to implement LRT
- Design concept of LRT system and space requirement for Light Rail structures and Depot Area
- Proposed depot location and tentative depot plan
- Typical functionalities and maintenance activities of the depot area
- Expected Impacts of the depot and LRT project
- Project Schedule and the future steps to be taken
- Opportunities for paddy land owners in Depot area
- Importance of the support from ARPA's in community consultation

Photographs of Light Rail systems in other countries and Light rail depots in Japan was also shown during the presentation.

Mr. Ariyadasa's presentation was ended after showing a virtual demonstration of the proposed LRT route from Malabe to Kollupitiya and Participants were invited to state their views on the project and ask for clarifications.

Name and Designation	Question raised / suggestion	Answer / Respond
Mr. Deeptha Panagoda, ARPA (Malabe West)	<p>The sludge, oil, grease and other waste might get mixed with the waterways in the depot area, when cleaning the trains. Most of these waterways in the depot area lead to the Ambatale (Kelani River), which provides drinking water for the most parts of Colombo. Therefore, special attention needs to be paid during the planning stage of project.</p> <p>This depot will be constructed on columns in a swamp area. Though the swamp will not be filled, the columns might occupy a considerable area from the swamp. This might have an impact on the accumulation of rain water, which may lead to flooding.</p>	<p>We have already planned a proper waste water management system for LRT depot and it was presented here today. Thank you for your valuable feedback regarding that matter. We will consider more reliable mechanisms to dispose waste water properly.</p> <p>This has already been discussed. The plan is to construct columns with 40m span between two columns. Therefore area occupied by columns will be very insignificant.</p> <p>In addition to that, under MCUDP, there will be a new pumping station constructed at Ambatale to pump excess rain water to Kelani River.</p>
Mr. Manjula Prasanna, ARPA (Taldiyawala)	<p>We discussed about the proposed project with farmers earlier and they did not expressed their objections for the project. However, farmers who will release lands for this project should get a reasonable compensation for their lands. At present, one perch in Malabe area worth about 2 million LKR but the government valuation is only 5,000 LKR per perch. This is not reasonable at all. Moreover, the tenant farmers who work in those paddy lands will also lose their income, if these lands are</p>	<p>We are aware of the actual market value of these lands and we will make sure that the owners will be compensated reasonably. We have also made plans to provide compensation for tenant farmers. In addition to that, if anyone has any grievance, they could also share that with the grievance redress committee which will be formed to obtain public concerns. ARPA's can help us to identify such cases and solve those issues.</p>

	<p>acquired for the project. They should also get a compensation for losing their income and the tenancy.</p> <p>When obtaining lands for the project, there should be a proper mechanism to provide compensation for actual owners of lands. In the Outer Circular Highway Project, there are poor farmers who are still litigating to get the allocated compensation for their lands. This should not happen in this project and it is important to make sure that farmers who release their lands will be treated with due recognition.</p>	<p>JICA has its own policies to sort-out such matters. They will not release any grants for the construction until we provide proper compensation for the properties that to be acquired for the project. We will make sure that the land owners will be compensated properly.</p> <p>We might also consider providing special facilities to them to use LRTs, such as free life time passes for them and their immediate family members. In addition to that, the project will facilitate them in having new business opportunities as well as employment opportunities in the depot, for suitable young members of their families.</p>
<p>Mr. Chaminda Thuduhewa, ARPA (Thunandahena)</p>	<p>This depot will be constructed at a swamp where excess rain water in Colombo gets accumulated. This area was also flooded twice within the recent past. A flood mitigation plan should be prepared before the implementation of any development project.</p> <p>Earlier there were similar projects carried out in this area by the Ministry of Megapolis and Western Development but we have negative experience working with them. They are not ready to listen to our grievances and nor even respected our concerns. What guarantees that</p>	<p>Flooding is definitely an issue that should be considered and there are few other projects taking place to address this issue. Therefore, we will be able to mitigate flooding in the future. But if we wait till planning a flood mitigation mechanism, we will not be able to carry out any development projects. I cannot agree with this suggestion as an engineer, because climate changes are unpredictable. Projects should not depend on that.</p> <p>I am not aware about other projects carried out by the Ministry and I am not in a</p>

	<p>this project will not treat us in the same way?</p> <p>Do you think that the luxury vehicle owners would like to use LRT? We assume that only the Public who uses the public transport system presently will use this facility.</p>	<p>position to give any comments on that. However, I could assure that I also have personally experienced flooding in this area. Therefore, this project will have a special focus on the environment and social concerns and will listen to public grievances.</p> <p>When people recognize the ease of using LRT and the comfortable facilities available in this system they will start using it. Of course, we will have to develop infrastructure such as park and ride facilities etc. to attract them. It will take some time for people to get used to this system but it will be a great investment for the country.</p>
<p>Ms. Indranie Manike, ARPA (Ihala Bomiriya)</p>	<p>Does the Ministry of Megapolis and Western Development allow to fill swamps for construction projects? There was a housing project planned to construct over a swamp and we objected to that activity.</p>	<p>I am not aware about the particular incidence you mentioned.</p>

Project Director further invited all Agrarian officers to continue their support during the public consultation and requested to ask any clarifications through e-mail and over the phone.

Agriculture Research and Production Assistants agreed to organize a meeting with affected paddy land owners to obtain their views on the implementation of this project.

Mr. Deeptha Panagoda, ARPA (Malabe West) thanked all the participants for their attendance and valuable feedback.

The meeting was adjourned at 12.30 pm.

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B- Photographs



Meeting with Paddy land Owners - Kaduwela

An awareness program on the Light Rail Transit (LRT) System in Colombo for affected paddy land owners was held at the Sanasa Development Bank Auditorium in Malabe.

Venue: Auditorium, Sanasa Development Bank Building, Malabe

Date: 01.07.2017

Time: 03.00pm to 04.30pm

Participants:

- Mr. Chaminda Ariyadasa – Project Director -LRT Project(JICA) – Ministry of Megapolis and Western Development
- Ms. Wanuji Abeywickrama – Transport Planning Engineer-LRT Project(JICA)
- Ms. Catherine Diomampo-JICA Study Team
- Mr. Deeptha Panagoda - Agriculture Research and Production Assistant-Malabe West
- Representatives of the Consulting Engineers and Architects Associated (Pvt) Ltd
- Paddy land owners and Tenant farmers of the lands in the proposed depot area
(List of land owners and tenant farmers participated for the meeting is given in Attachment A)

Mr. Chaminda Ariyadasa, welcomed land owners for the awareness meeting and briefed about the objective of the meeting. He explained the need of holding consultation meetings with general public and affected people to obtain their views, suggestions and support during the feasibility studies.

He then presented a powerpoint presentation about the proposed LRT project. His presentation included following information;

- Proposed LRT system and the proposed transport Network in Colombo Megapolis Region
- Reasons for selecting Malabe corridor to implement LRT
- Need of an alternative transport mechanism to reduce traffic
- Design concept of LRT system and space requirement for Light Rail structures and Depot Area
- Proposed depot location and tentative depot plan
- Typical functionalities and maintenance activities of the depot area
- Expected Impacts of the depot and LRT project
- Project Schedule and the future steps to be taken
- Funding of the Project and the Grant repaying system
- Opportunities for paddy land owners in Depot area

Mr. Ariyadasa's presentation was ended after showing a virtual demonstration of the proposed LRT route from Malabe to Kollupitiya and Participants were invited to state their views on the project and ask for clarifications.

Name and Designation	Question raised / suggestion	Answer / Respond
Mr. Mahinda Arangala	If you construct concrete pillars on the center median of the road for the LRT the available road space will be narrowed.	<p>Size of a concrete pillar will be about 1.5mx1.5m.</p> <p>Existing roads will be widened to reduce the impact of traffic congestion after discussion with RDA.</p> <p>But, It will narrow roads where we could not provide additional space. We might consider making some roads as one way routes as a mean of addressing your concern.</p> <p>Though there might be side issues arising from the project, we should consider this project as addressing a national need.</p>
Mr. K.A. Sunimal Kumara	Is there a station planned for the Battaramulla junction?	Yes, we have planned a station for Battaramulla and it is planned in the Battaramulla-Pannipitiya Road (174).
	Do you plan any parking facilities near that station or any park and ride arrangements? I have a bare land suitable for parking in that area.	We have not planned any parking facilities yet. However, if the landowners are willing to provide free lands for parking, they could approach us with business proposals.
Mr. Arjuna Perera	There was a similar project implemented in the Chandrika Kumarathunga Mawatha to widen the road. For that project we have to sacrifice our lands and we were not properly compensated for that. We were forced to sign for a paper and we didn't received any opportunity to speak. Even the government Agent (GA) could not provide answers for our queries. People who have power and authority obtained compensations but we did not receive anything. We have heard that JICA will not start a project without providing proper compensation for people. Can you confirm this?	Yes, I can confirm that JICA will not start the construction without sorting out the matters related to compensation. This same question was raised during the meeting held at the Agrarian Services Center and I explained the officers about the JICA projects.

	<p>What is the noise impact of this project in the depot area?</p>	<p>There will not be a huge impact from the noise in the depot area as we have already planned mechanisms to control the noise. However in open areas in the rail track there will be a noise. We have started collecting 24 hour noise measurements along the project route. We did baseline noise measurements in Depot area and Malabe boys college for the Malabe area.</p> <p>We will decide appropriate noise control mechanisms during the feasibility studies.</p>
<p>Mr. G.P. Gunadasa</p>	<p>Monorail track was also planned to build through our paddy lands along the Chandrika Kumarathunga Mawatha. For that project they did some geotechnical investigations by drilling the land (Bore Hole). The machinery were running through my paddy field and destroyed the cultivation. I did not compensated for the loss incurred. Therefore, we prefer the intervention of the Agrarian Service Officers for this project.</p>	<p>I could personally guarantee that LRT will not affect your cultivations during the pre-construction period.</p> <p>However, we have already discussed with the Agrarian Service Officers and we will continuously coordinate with them for this project.</p>
	<p>Will you fill the paddy lands?</p>	<p>No, we will not fill the land as it is a flood retention area.</p>
	<p>I have been cultivating 2 Acres of land beyond the proposed depot area. Will that be affected from the waste water of the depot?</p>	<p>No. As I have explained in my presentation, the depot area will be elevated. We have also planned a proper mechanism to remove waste water into tanks and even a single drop of waste water will not be released to the ground. The mechanism will planned with the technical support of the Japanese team.</p>
	<p>Will there be a sufficient gap between the pillars of the depot area? Will these pillars block the sun light that should fall to the ground? What if the water is stagnated without any sunlight and flows to the cultivated lands down the depot area?</p>	<p>There will be gaps between pillars. We are still doing the environment impact assessment and we cannot provide a definite answer for your question yet. But I hope that there will not be such impacts from proposed elevated depot area.</p>

	<p>There is a concern about the proposed depot location. It is a paddy land where we are cultivating. I propose that it would be better if you could change the location where the land is not occupied for agriculture purposes. Moreover, you have said in your presentation that you expect to extend this rail track to the Kaduwela area in the near future. May be you could construct the depot area near Kaduwela somewhere closer to the Expressway.</p>	<p>We have already considered the option that you have suggested. However there are no other suitable locations where we can find the space that we need for the depot area.</p>
<p>Mr. G.P. Piyadasa</p>	<p>Can we cultivate these lands even if the rail road is built above the lands?</p>	<p>If the government and law permits we can consider that. We still cannot confirm anything as we are doing the feasibility studies at the moment.</p>
	<p>How much space do you need for the reservation of the rail track? Will these constructions affect the houses and buildings in the depot area?</p>	<p>We need only 2m per side. Contractors are responsible for damages during the construction period and you will be protected through third party insurance. If your building was damaged you could claim compensation from the Contractors.</p>
	<p>Dust and the sludge of the trains will flows to the ground in rainy season. Will that affect the environment?</p>	<p>There are certain limitations that we should understand. We could manage the waste water in the depot area but we cannot control this situation in the rail tracks. Yes, during the rainy seasons we might not be able to avoid dust and sludge of the trains releasing to the land. But when compared to the current vehicle waste that is being released to the environment this is much lesser.</p>
	<p>What is the plan for sewerage?</p>	<p>Sewerage recycling or a treatment plant might be established. However we are still doing our environmental and social assessment and we can provide a solid answer to this after that study.</p>

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B



Minutes of the Public Engagement Meeting – Sri Jayawardanapura Kotte

Venue: Auditorium, Divisional Secretariat Office, Sri Jayawardanapura Kotte

Date: 11.07.2017

Time 10.00am – 11.10am

Participants:

- Mr. Chaminda Ariyadasa – Project Director -LRT Project – Ministry of Megapolis and Western Development
- Mr. R. Pushpakumara – Deputy Project Director -LRT Project-MMWD
- Mr. Herath- Financial Manager- LRT Project-MMWD
- Mr. Yohei Suzuki-JICA Study Team
- Mr. Amal Edirisooriya – Divisional Secretariat - Sri Jayawardanapura Kotte
- Representatives of the Consulting Engineers and Architects Associated (Pvt) Ltd
- Grama Niladharis and Public from Sri Jayawardanapura Kotte DS Division
(List of Grama Niladharis and Public participated for the meeting is given in Attachment A)

Mr. Amal Edirisooriya (Divisional Secretariat) welcomed participants for the public engagement meeting and briefed about the objective of the meeting. He invited Project Director to address the public.

Mr. Chaminda Ariyadasa, explained the importance of holding consultation meetings with public in the vicinity of proposed LRT route to obtain their views, suggestions and support.

He started the programme by presenting a computer-generated video about light rail transit and LRT systems around the world. He then presented a power point presentation about the proposed LRT project. His presentation included following information;

1. Proposed LRT system and the proposed transport Network in Colombo Megapolis Reigion
2. Reasons for selecting Malambe Corridor for the project
3. Other planned LRT routes in the island
4. Need of an alternative transport mechanism to reduce traffic
5. Expected Environmental and Social impacts of the LRT project
6. Benefits of a cost effective alternative transport system to Sri Lanka
7. Examples of LRT systems used in other regional countries
8. Design concept of LRT system and space requirement for Light Rail structures
9. Funding of the Project and the Grant repaying system
10. Land acquisition and the route of the proposed project
11. A map with connections of the proposed Malabe LRT route
12. Expected Impact of the proposed project
13. Opportunities available for public
14. Project Schedule and the future steps to be taken
15. Issues that might arise during the construction period and the mitigation measures planned

Mr. Ariyadasa presented a video created for the proposed LRT project which described the use of the new transportation system for the locals.

Questions, queries and suggestions of the participants were answered after the presentation.

Name and Designation	Question raised / suggestion	Answer / Respond
Mr. D.D. Gamini Perera	How long will it take to reach Kollupitiya from Malabe?	Train will stop at 21 stations and it will take 40 minutes to reach Kollupitiya.
Mr. Gamini Kulasinghe	When are you planning to begin this project?	We are still doing the feasibility study and it will hopefully be completed by the end of 2017. The detail designs will be planned after that and it will take about 1 years' time to complete. The project is planned to start its construction in the end of 2019. It will take about 3 years to complete the constructions.
Mr. Fayek	How are you planning to train our local drivers to use these trains?	Japanese instructors will operate these trains for the first 3 months' time. After that Japanese instructors and the engineers will train local LRT staffs for few months.
	Is this a completely elevated route?	Yes, entire rail track will be constructed over the pillars.
	How many seats are there in a compartment?	The capacity of a compartment is about 150. There are several train models with different capacities.
	What is the frequency of these trains?	In peak hours there will be a train in every 4 minutes. This will be increased according to the demand.
	Is this a 24*7 service?	It will depend on the demand. We might stop this service for few hours between mid-night and 4.00 a.m.
	Will you be starting the designs for other proposed 5 LRT projects as well?	That depends on the interest of the funding agencies and public. Though this is a lucrative business opportunity, investors might have to conduct feasibility studies before involve in this project.

Mr. Amal Edirisooriya, Divisional Secretariat thanked all the participants for their attendance and their valuable comments and suggestions.

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B



Minutes of the Public Engagement Meeting - Colombo

Venue: Auditorium, Divisional Secretariat Office, Colombo.

Date: 12.07.2017

Time 10.15am – 11.20am

Participants:

- Mr. Chaminda Ariyadasa – Project Director -LRT Project – Ministry of Megapolis and Western Development
- Mr. R. Pushpakumara – Deputy Project Director -LRT Project-MMWD
- Mr. Herath- Financial Manager- LRT Project-MMWD
- Mr. Yohei Suzuki-JICA Study Team
- Representatives of the Consulting Engineers and Architects Associated (Pvt) Ltd
- Grama Niladharis and Public from Kaduwela DS Division
(List of Grama Niladharis and Public participated for the meeting is given in Attachment A)

Mr. Chaminda Ariyadasa, welcomed participants for the public engagement meeting and briefed about the objective of the meeting. He explained the need of holding consultation meetings with public in the vicinity of the proposed LRT route to obtain their views, suggestions and support.

He started the programme by presenting a computer-generated video about light rail transit systems around the world. He then presented a power point presentation about the proposed LRT project. His presentation included following information;

1. Proposed LRT system and the proposed transport Network in Colombo Megapolis Reigion
2. Reasons for selecting Malabe Corridor for the project
3. Need of an alternative transport mechanism to reduce existing traffic congestion
4. Environmental and Social impacts of the LRT project
5. Benefits of a cost effective alternative transport system to Sri Lanka
6. Examples of LRT systems used in other countries
7. Design concept of LRT system and space requirement for Light Rail structures
8. Funding of the Project and the Grant repaying system
9. Land acquisition and the route of the proposed project
10. Opportunities available for public (Business opportunities, environment protection, job opportunities, compensation for affected)
11. Project Schedule and the future steps to be taken
12. Issues that might arise during the construction period and the mitigation measures planned

Mr. Ariyadasa presented a video created for the proposed LRT project which described the use of the new transportation system for the locals.

Questions, queries and suggestions of the participants were answered after the presentation.

Name and Designation	Question raised / suggestion	Answer / Respond
Ms.K.K.Perera	Is this something similar to tram cars that Sri Lana used to have earlier?	Trams moved on the ground with hanging cables. But this is slightly different than that. The proposed system will be elevated and will not use hanging cables to provide power. Electric power rails will be constructed on the elevated structure running parallel to the rails. (3 rd rail option)
	Will this be too expensive?	No. The fares will be slightly higher compared to the current bus fares. However, ticket prices will be affordable for the public. We might consider introducing a Monthly season pass and a special senior citizen pass system.
Mr. S.Nijar	Are you planning to acquire lands for the project from Colombo?	We will be acquiring very limited number of lands and buildings where it is difficult to avoid damaging those. Most of the time the rail track will be constructed on the center median of main road as an elevated structure. We might acquire more space from the pavements to widen the road. We do not hope to acquire private lands for this project. We will be using government facilities as much as possible.
	Is this a loan or a grant?	This is a loan. The interest rate is 0.1% per annum. We are given 40 years' time to repay this and the first 10 years is a concessionary period. Only condition is that we will have to purchase 30% of the construction materials from Japan.
Mr. Zainal Abdeen	How are you planning to charge the fee?	We will introduce an electronic card system so that people can pay through machines located at stations. We will also use a cash payment system at stations to make this easier for the locals.
Ms. Shanthi Mala	Can we get into this train from Maradana?	Yes. It is possible. There will be a station near St. Joseph college and Colombo Fort MMC.
Mr. G.H. Rupasinghe	There were similar discussions organized for similar projects. But they were never implemented. Will the same scenario will happen to this as well?	This is a long term project and we started the feasibility study in the year 2015. It takes lot of time to plan this type of massive project. This costs a similar amount as the Colombo Financial City

		Project. We are still doing the feasibility study and it will hopefully be completed by the end of 2017. The detail designs will be planned after that and it will take about 1 years' time to complete. The project is planned to start its construction in the end of 2019. It will take about 3 years to complete the constructions.
Mr. Pradeep Hewage	Have you planned any public transport system from stations to the nearby cities for the users of these trains?	Yes. When the project starts, local buses will lose their income as many people will be using this system. We are planning to make use of buses to establish a well-organized shuttle service system from stations.
Mr. Premasiri	Currently it takes 1 hour to travel 20kms in a motor bike in this traffic. Therefore, LRT will be a very useful system for us. But can you guarantee that this project will implement and it will not be ended like the monorail project?	There are many different transportation models in the world and we will only introduce what is best for Sri Lanka. Earlier we thought that monorail is the best but later we understood that LRT will be much usable and practical for local usage.

Mr. Ariyadasa thanked all the participants for their attendance and valuable feedback. He invited them to share their ideas and suggestions with the Project Team via phone and the website.

The meeting was adjourned at 11.20 am.

Attachments

List of participants for the Public Engagement Meeting and their contact details - Attachment A

Photographs of the Meeting - Attachment B

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B



Minutes of the Public Engagement Meeting - Thimbirigasyaya

Venue: Auditorium, Divisional Secretariat Office, Thimbirigasyaya

Date: 12.07.2017

Time: 1.30 p.m-3.00 p.m.

Participants:

- Mr. Chaminda Ariyadasa – Project Director -LRT Project – Ministry of Megapolis and Western Development
- Mr. R. Pushpakumara – Deputy Project Director -LRT Project-MMWD
- Mr. Herath- Financial Manager- LRT Project-MMWD
- Mr. Yohei Suzuki-JICA Study Team
- Representatives of the Consulting Engineers and Architects Associated (Pvt) Ltd
- Grama Niladharis and Public from Kaduwela DS Division
(List of Grama Niladharis and Public participated for the meeting is given in Attachment A)

Mr. Chaminda Ariyadasa, welcomed participants for the public engagement meeting and briefed about the objective of the meeting. He explained the need of holding consultation meetings with public and land owners along the proposed LRT route to obtain their views, suggestions and support.

He started the programme by presenting a computer-generated video about light rail system and uses around the world. He then presented a powerpoint presentation about the proposed LRT project. His presentation included following information;

1. Proposed LRT system and the proposed transport Network in Colombo Megapolis Reigion
2. Reasons for selecting Malabe Corridor for the project
3. Need of an alternative transport mechanism to reduce existing traffic congestion
4. Environmental and Social impacts of the LRT project
5. Benefits of a cost effective alternative transport system to Sri Lanka
6. Examples of LRT systems used in other countries
7. Design concept of LRT system and space requirement for Light Rail structures
8. Funding of the Project and the Grant repaying system
9. Land acquisition and the route of the proposed project
10. Opportunities available for public (Business opportunities, job opportunities, compensation for affected)
11. Project Schedule and the future steps to be taken
12. Issues that might arise during the construction period and the mitigation measures planned

Mr. Ariyadasa presented a video created for the proposed LRT project which describes the use of the new transportation system for the locals.

Questions, queries and suggestions of the participants were answered after the presentation.

Name and Designation	Question raised / suggestion	Answer / Respond
Mr. M. Indika Tharanga	This project might affect the livelihood of three wheel drivers. Can you consider providing them with an alternative income generating programme?	<p>Yes, we can consider providing them employment opportunities at LRT stations and in the depot if they are qualified.</p> <p>We have already planned to obtain services of local buses for a shuttle service from stations to nearby cities. We can consider similar programme for three wheel drivers as well.</p>
	It is better if you could provide a certificated training for the staffs of the LRT programme.	Yes. We can consider that too. Japanese instructors will be operating these trains for the first 3 months' time. After that our drivers will be given a 3 month on the job training by the Japanese Instructors and Engineers. This can be a certificated training programme.
Mr. Milinda Senanayake	What is the proposed time duration for the project?	We are still doing the feasibility study. It will hopefully be completed by the end of 2017. The detail design will be planned after that and it will take about 1 years' time to complete. The project is planned to start its construction in the end of 2019. It will take about 3 years to complete the constructions.
	How much is the ticket from Malabe to Colombo Fort?	<p>The ticket price is not calculated yet. However, we expect to charge 100 – 150 LKR for a single journey from Fort to Malabe. We do not expect to cover the project cost from the ticket price. Only the operation and maintenance cost will be covered through ticket price.</p> <p>Currently it will cost about 800 LKR to travel Colombo by a three wheel from Malabe. This train will cost lesser for the same distance and it will have comfortable AC compartments too.</p>
	Is there a way to reduce the proposed travel duration from Malabe to Colombo?	Yes, we are planning to introduce an express train during the peak hours which will stop at limited number of stations.
	How many can travel in one compartment?	The capacity of a compartment is about 150. There are several train models with different capacities. We will select an appropriate model based on the demand.

	Is this proposed project cost covers compensations as well?	No. Compensations will be calculated separately.
	If this is a 100% elevated structure, have you planned emergency exits?	Yes, in every station there will be an emergency exit. In addition to that we will always have an emergency train ready.
	What is the frequency of these trains?	There will be a train every 4 minutes in peak hours and this will be increased according to the demand.
	Why did you decided that this will be an elevated route?	We cannot use electric power system on the ground for these trains. If we use electric cables hanging over the trains it would have been impacted the land scape of the city. Therefore, we decided to build an elevated rail track with an electric power system that runs parallel to the rails (3 rd rail option). In addition to that, if we built this on the ground we will need more radius when taking bends. Elevated track is more practical when considering the difficulties, in acquiring lands.
Mr. Amila Perera	What is the process for land acquisition?	We have applied for cabinet approval for a LARC and superLARC for this project (showed the draft Cabinet Paper at the meeting). If we get the approval people will be benefitted. We hope to provide market values for the acquired lands.
	Currently there is a land acquisition taking place in Kollupitiya junction where this project has also planned to start. At the moment, we have filed a court case against that project as we are not properly compensated by the UDA. If you give us a reasonable compensation for our lands we will gladly give them for this project. What is your stand on this?	I am not aware about the other project or the land acquisition issue in Kollupitiya area until now. However, we will compensate according to the market value of the land if we are to acquire them. If the LARC and the super LARC is established people will be more benefitted.
Mr. Alfred Sampath	Before planning this project have you obtain views of the SLTB, private bus unions and the Railway department? This new project will definitely impact those services. If you have not discussed this with them before the project implementation, there will be problems in the future. That affects us as a country as this will be a loan	We have a steering committee with 34 member organizations. (showed the list of steering committee members at the meeting) Our first meeting will be held on 18 th July. We will also form small groups with these members to address specific issues arising from the project.

	and we will be paying for it later whether we use this system or not.	
Mr. Tissa Gonagala	Will you be obtaining lands along Cotta Road? I am specifically asking this question because I have economic ventures in Cotta Road where you have planned the project.	No. At the moment there is no reason to acquire lands along the Cotta Road. We believe that we can manage within the available right of way. Sometimes we might obtain space from the pavement if we feel that the width of the road is not sufficient for vehicles after construction of pillars. However, this can be confirmed only after the completion of the feasibility study.

Mr. Ariyadasa thanked all the participants for their attendance and valuable feedback. He invited them to share their ideas and suggestions with the Project Team via telephone and the website.

The meeting was adjourned at 3.00pm.

Attachments

List of participants for the Public Engagement Meeting and their contact details - Attachment A

Photographs of the Meeting - Attachment B

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B



Minutes of the Public Consultation Meeting - Kaduwela

Venue: Auditorium, Divisional Secretariat Office, Kaduwela.

Date: 18.07.2017

Time 10.30am – 12.00pm

Participants:

- Mr. Chaminda Ariyadasa – Project Director -LRT Project – Ministry of Megapolis and Western Development
- Mr. R. Pushpakumara – Deputy Project Director -LRT Project-MMWD
- Mr. Herath- Financial Manager- LRT Project-MMWD
- Mr. Yohei Suzuki-JICA Study Team
- Mr. D.D.Pathmasiri-Administrative Grama Niladhari- Kaduwela DS
- Representatives of the Consulting Engineers and Architects Associated (Pvt) Ltd
- Grama Niladharis and Public from Kaduwela DS Division
(List of Grama Niladharis and Public participated for the meeting is given in Attachment A)

Mr.D.D. Pathmasiri welcomed participants for the public engagement meeting and briefed about the objective of the meeting. He invited Project Team to address the public.

Mr. Chaminda Ariyadasa, explained the importance of holding consultation meetings with public and land owners along the proposed LRT route to obtain their views, suggestions and support.

He started the programme by presenting a computer-generated video about light rail transit and LRT systems around the world. He then presented a power point presentation about the proposed LRT project. His presentation included following information;

1. Proposed LRT system and the proposed transport Network in Colombo Megapolis Reigion
2. Reasons for selecting Malabe Corridor for the project
3. Need of an alternative transport mechanism to reduce existing traffic congestion
4. Environmental and Social impacts of the LRT project
5. Benefits of a cost effective alternative transport system to Sri Lanka
6. Examples of LRT systems used in other countries
7. Design concept of LRT system and space requirement for Light Rail structures
8. Funding of the Project and the Grant repaying system
9. Land acquisition and the route of the proposed project
10. Opportunities available for public (Business opportunities, job opportunities, compensation for affected)
11. Project Schedule and the future steps to be taken
12. Issues that might arise during the construction period and the mitigation measures planned

Presentation was ended by showing a video on operation of LRT and the floor was opened for questions, queries and suggestions of the participants.

Raised by	Question raised / suggestion	Answer / Respond
Mr. T.A.S. Thilakarathne	What is the ticket price from Malabe to Colpetty?	Currently it will cost about 100-150 LKR to travel Colpetty from Malabe by a motor cycle. We planned to charge a similar amount for the ticket of LRT. But this will be a more comfortable and convenient. We do not expect to cover the project cost from the ticket price. Only the operation and maintenance cost will be covered through ticket price.
Mr. Thissa Yapa	Does this rail route goes through the Buthgamuwa and how this will be built near the Water's Edge?	No. The proposed route will not go through Buthgamuwa. Rail track will be built on the pillars above Diyawanna lake and Diyatha uyana.
	Have you planned a station at Rajagiriya?	Yes, proposed station will be built near the HSBC building at Rajagiriya. However the exact location is not yet confirmed.
Mr. Nuwan Kumarathunga	There will be huge traffic congestion during the construction period. Will there be road developments around LRT stations parallel to the project?	Existing roads will be widened to reduce the impact of traffic congestion after discussion with RDA. Alternative roads will be identified and developed to reduce the traffic congestion during the construction period.
	Will you be providing any opportunities for the local people in the Kaduwela Division to involve in this project?	We need to hire international contractors since local contractors are not familiar with LRT construction technology. But we expect to provide opportunities for local labour force to work in these project sites.
	Will you be extending this to Katunayake area?	We have a plan but it will not be implemented soon. We need more time to attract investors for this kind of projects. The initial LRT track will be constructed between Malabe and Colpetty with the financial support of JICA.
	How much is the interest rate for the JICA loan?	It is 0.1% per annum. This is a very low interest rate compared to the other similar loans provided by the World Bank and the Chinese Government.
	Do you have a plan to use solar power system for these trains? We cannot rely on the Sri Lankan Electricity Board's service to	We have not planned to use solar power but we will have two backup systems to provide power at emergency situations.

	provide electricity without any failures.	
	Will you be providing an insurance for the public who uses these trains? It is available in other countries.	No. we have not yet considered providing such facility.
Mr. Mervin Shrilantha	Do you have any plans to reduce the number of private vehicles coming to the city after the implementation of this project?	That will depend on the attraction of the public to this new transport system. If the system is comfortable people will use it often. Government has not yet planned to limit the number of private vehicles that enters the city.
Mr. E.A. Jagath Kumara (0777375300)	I have a 4 storey building in the Battaramulla Junction. According to the proposed route plan it will be affected completely. I have a bare land and another building next to that. It was bought very recently. 1 perch is worth more than 5 million in that area.	You will be compensated properly. We are introducing LARC and Super LARC processes for such grievances. We will be in touch with you to discuss about that further.
Mr. P.K.S. Perera	What is the plan for the LRT route in the Talangama EPA area? From where are you planning to enter and leave this zone?	We will enter from a location near the Central Environmental Authority and will join the Battaramulla-Kaduwela road (B263) at a location near the Laughs Gas Station.
Ms. Ranjanie Weerasinghe	We have a paddy land near the 8 th Mile Post (Near Koswatte Junction). Will that be damaged?	The exact route is not yet confirmed. You will be compensated for the damage if it is affected. However, We will not completely fill the paddy land. The LRT structure will be constructed on the concrete pillars. That will not affect any activities in the paddy area except the space that will be occupied by the pillars.
Mr. M.K. Kariyawasam	How long will it take to complete this project?	This is a long term project and we started the feasibility study in the year 2014. It takes lot of time to plan this type of massive project. The cost of the project is similar to the Port City Project. We are still in the feasibility study. It will hopefully be completed by the end of 2017. The detail design will be planned after that and it will take about 1 years' time to complete. The project is planned to start its construction in the end of 2019. It will more than 3 years to complete the constructions.

Mr. D.G.P. Kumara	Are you planning to establish park and ride facilities at every station?	We cannot confirm that yet. If private investors are interested to provide their lands we can consider providing that facilities.
Mr. S. Wickramasinghe	Will proposed LRT be stopped if the Government change?	I don't think this will be stopped. We are carrying out this project according to a long term plan. Change of government will not affect the project.

Mr. Ariyadasa thanked all the participants for their attendance and valuable feedback. He invited them to share their ideas and suggestions with the Project Team via telephone and the website.

The meeting was adjourned at 12.00pm.

Attachments

List of participants for the Public Consultation Meeting and their contact details - Attachment A

Photographs of the Meeting - Attachment B

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B



Colombo Light Rail Transit (LRT) Project - 31.08.2017

Minutes of the Meeting with Affected Business Owners due to the proposed LRT Project

Venue: 18th floor “Suhurupaya”, Sri Subuthi Road, Baththaramulla, Sri Lanka.

Date: 31st August 2017

Time: 2.30 pm – 4.30 pm

Organized by: Ministry of Mega polis and Western Development

Participants:

- List of invitees – according to the proposed light rail trace around 40 – 50 structures may be affected. Most of them have not participated in the public engagement meetings, organized at the Divisional Secretariats. Before the commencement of Survey for RAP it is very important to increase awareness regarding the project activities and the impacts it will cause. PMU decided to contact the people who may be directly affected by the project. There were 18 people, who participated in the meeting. (Refer to Attachment A)
- Eng. Chaminda Ariyadasa, Project Director, Light Rail Transit (LRT), Mr. R. Pushpakumara – Deputy Project Director -LRT Project Mrs Irine and Representatives of the Consulting Engineers and Architects Associated (Pvt) Ltd were participated.

Eng. Chaminda Ariyadasa (Project Director – Light Rail Transit Project) welcomed all participants for the meeting. Project Director then made the Opening Remarks regarding information disclosure followed by a power point presentation about the LRT. His speech included following topics:

- The Megapolis Transport Master Plan foresees a significant increase in transport demand in Colombo and its suburbs. The government has proposed a transport network, composed of a rapid transit system within Central Business District (CBD) that is intended to operate seven (7) main lines covering a length of approximately 75 km.
- The LRT project will initially consist of approximately 21-km elevated railway structure that will connect Colombo with the Malabe suburb. The road corridors covered by the proposed LRT route have been identified as the most congested in the Colombo Metropolitan Region. The proposed LRT will have a capacity of 30,000 passengers per hour per direction and will cover the distance in 25 minutes, rather than one and a half hours by road today. The LRT will complement other modes of transport.
- The LRT will be operated through a public-private partnership and will have five more lines which will be advertised in parallel with the Japan International Co-operation Agency (JICA) feasibility study. Japan will provide a US\$1.25 billion soft loan to fund the LRT.

After the tea break, all members were welcome to express their perspectives on the project and ask for clarifications.

Details of Discussions

Name and Designation	Question raised / suggestion	Answer / Respond
Mr. Y. A. Palliyaguruge, Deputy Manager, Perera & Sons	What is the extent of the possible damage to the Perera & sons buildings?	The building (Perera & Sons) situated at Kollupitiya junction will be totally affected. According to the CAD drawings the fully affected area would be around 601.57 m ²
Mr. T.M. Marzook, Manager, Noritake	Through CAD drawings show the extent of the possible damage to the building (Noritake)?	This building(Noritake) would be fully damaged and according to the CAD drawings the extent will be around 557.85 m ²
	Will it be possible to cause only half the building?	Can't give a direct answer as it might affect the structure/foundation of the building.
	Show how the columns/curves run over the building	The design team is still in the process of identifying the exact areas that the columns/curves would run. This will take another 2 months' time. If the curvature radius is reduced below 100, engineering will be more difficult and costs will be higher.
Mr. S. L. Niles, Director, Regal Theater	What is the extent of the possible damage to the building of Regal cinema?	Building won't be damaged but the parking area will be partially affected.
Mr. Yasas Rajapakse, Representative, Peoples' Bank	What is the extent of the possible damage to the building owned by CGR situated at Bastiam Mawatha? The Peoples Bank Branch is functioning at the building.	This particular building will be totally affected. However, there is another project going on related to the development of the port city by the Ministry of Megapolis and Western Development. Therefore, there is a possibility of this building being highly affected through either of these projects.
Mr. Manjula Senevirathna, Manager, Burger King	What are the possible damages to the building of Burger King? (Slave Island Junction) We are willing to support towards this project.	This building (Burger King) will be totally affected due to the bend and even the station will be located closer to this building.
Dr.I.V.P Dharmawardena (CMC)	Is there any income restoration program to be introduced? There are around 250 traders are doing their business activities inside the Boralla Super Market. The super Market is owned by the CMC. There may be an issue with the traders/vendors.	Yes, The Income restoration program will be included the compensation package.

<p>Mr. Senake Amarasinghe, Chairman & Mr. Yasendra Amarasinghe, CEO, Carmart (pvt) Ltd. (Peugot & Mazda)</p>	<p>What is the extent of the possible damage to the building own by the Car Mart at Ibbanwala Junction?</p>	<p>This building will be partially affected.</p>
	<p>Other than for Peugeot car sale,(Car Mart) Mazda car sale (adjacent Car Mart) too belongs to us. Therefore, let us know the total area that will be affected?</p>	<p>According to the available drawings a total area of 119.46m² will be affected.</p>
	<p>Show how the columns/curves run over the building</p>	<p>We are still in the process of identifying the exact areas that the columns/curves would run. This will take another 2 months' time.</p>
	<p>How about the height of the columns?</p>	<p>Column lay out also has not been finalized. Column height would be 6 m.</p>
	<p>What is the procedure for the compensation or how are the estimations to be done?</p>	<p>GOSL has given approval to pay the compensation, according to the LARC & Super LARC policies & regulations. Further Mrs. Irene explained (Acquisition Officer attached to the PMU) that the process of the acquisition procedure. Most probably value of the lands will be estimated according to the current Market Value. If the estimated amount of money is not sufficient for their properties acquired by the project, they can appeal for more compensation. The relevant Divisional Secretariats and the Project office will consider these grievances together.</p>
	<p>When is the construction activities are planned to commence?</p>	<p>It will be commenced in 2019. However, compensations will be paid before the commencement of the construction activities and hoping to complete the project by the end of 2023.</p>

Attachment A- List of Participants

Attachment A- List of Participants

Note: Personal information cannot be disclosed due to confidentiality.

Attachment B- Photographs



Ministry of Megapolis and Western Development (MMWD)

New Light Rail Transit System from Kollupitiya to Malabe

Minutes of EPA Stakeholder Meeting

Date: 6th September 2017 from 2:20PM-4:30PM
Venue: 11th Floor, Sethsiripaya Stage II, Battaramaulla
Organized by: Ministry of Megapolis and Western Development

Participants:

- Mr. Chaminda Ariyadasa – Project Director -LRT(JICA)– MMWD
- Mr. Vinasithamby Ravi – Environmental Specialist -LRT(JICA)
- Mr. Anura Ranwala – Team leader(EIA) - CEAA
- Dr. Dewaka Weerakon – Ecologist(EIA) - CEAA
- Ms. Catherine Diomampo – Consultant- JICA Study Team
- Mr. Deshan Gamage – Project Coordinator – CEAA
- Mr. E. Percy Perera – Talangama farmer Organization
- Ms. Piyumi Kalyanawansa- Assistant Manager(Investigations) – Environmental Foundation Limited
- Mr. Ranjan Karunanayaka – Co-ordinator-Centre for Environmental Justice

Speeches & Presentations:

Eng. Chaminda Ariyadasa, Project Director–LRT(JICA) welcomed all participants for the EPA stakeholder meeting. Project Director then made the Opening Remarks with a brief introduction about the LRT project and explain the objective of the meeting.

Mr. Ariyadasa explained the need of Environmental Impact Assessment for the proposed LRT Project and the importance of holding meetings with the stakeholders to obtain their views and suggestions. He then presented the proposed LRT project with a power point presentation. His presentation included following points;

- Need of an alternative transport mechanism to reduce existing traffic congestion
- Need of a Rail based public transport system like LRT to reduce traffic congestion
- Proposed LRT system and the proposed transport Network in Colombo Megapolis Region
- Reasons for selecting Malabe corridor to implement LRT
- Design concept of LRT system and space requirement for Light Rail structures
- Three Optional routes through the EPA, bordering the EPA and through Koswatta junction (Out of the EPA)
- Pros and Cons of each alternative route
- Expected Impacts during the construction and operational stage
- Details of mitigation measures and conservative steps

Mr. Ariyadasa’s presentation was ended after showing a video on Proposed LRT system. Participants were invited to state their concerns.

Details of Discussions

Table 01: Comments and Questions by Participants of Talangama EPA Stakeholder Meeting-06th September 2017

Raised by	Comments and/ or Questions	Answered by	Answer
Mr Percy Perera	<ul style="list-style-type: none"> Are there any land fillings during the construction stage? If it runs above the ground there won't be a considerable issue to the EPA. 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> All the impacts to the environment will be rectified. There will be some temporary land fillings when preparing the pilot roads and facilitating the construction work. Those temporary fillings will be removed and we can guarantee that the site will be prepared as it was before. JICA is ready to support with technology and financially for further protecting and rectification work. JICA does not allow to dig or fill if the client of contractor want to do so. We appreciate your suggestions for the safeguard work making least impact to the area.
	<ul style="list-style-type: none"> Going through the Talangama EPA won't cause issues, as the area section to the project is less than 200m. There should be a proper demarcation of the acquired area, to avoid further encroachments to the EPA area. 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> Within the project there are no provisions for that still we will try for that.
Ms. Piyumi Kalyanawansha	<ul style="list-style-type: none"> How many pillars will be located through Talangama EPA? Do you have the GPS locations of the pillars (Columns for the LRT)? 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> The distance between two columns will be about 40m. The locations of the columns are not finalized yet. We will share the coordinates with you once they are finalized.
Mr. Ranjan Karunanayaka	<ul style="list-style-type: none"> What will be the exact route of the LRT from Malabe to Kollupitiya? 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> Project Director described the route using Google Earth. The new office will be at 8th floor of Suhurupaya. You are invited to come there, if there are any clarifications to be sorted out during the weekdays.

Mr. Percy Perera	<ul style="list-style-type: none"> - Does the route lie over the anicut or if not, what is the proximity to the anicut from the LRT route? 	Mr. Anura Ranwala	<ul style="list-style-type: none"> - Route lies to the LHS of the anicut and it traverses close to the anicut. There is a large map displayed in the project office and anyone can come and see it during the week day at the project office at 8th floor of Suhurupaya. Can make clarifications regarding the route by visiting there.
Ms. Piyumi Kalyanawansha	<ul style="list-style-type: none"> - What will the height of LRT from the ground level? 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> - Height of pillars (Clear height to the road) will be 5.5m from the existing ground level. Height of the platform will be around 2m.
	<ul style="list-style-type: none"> - Initially there were 44 acres in the EPA and now there are only 27 acres due to illegal land filling and encroachments in the area. Illegal fillings will be stopped after the project as the pillars lie as a boundary. It is very difficult to stop encroachments as there is no any hard boundary. 		
Ms. Piyumi Kalyanawansha	<ul style="list-style-type: none"> - Are the affected lands in the EPA are private or public? - Are the private land owners aware about the land acquisition? 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> - We will start the Socio-Economic survey next week. - The cutoff date is declared as 11th September.
Mr. Ranjan Karunanayaka	<ul style="list-style-type: none"> - Do land owners like land filling in depot area? 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> - Most of the people have understood the increase in value of their existing lands and the importance of the project. The value of the neighboring other lands will be increased due to infrastructure development and the owners of the paddy land will be given attractive compensation packages.
Mr. Ranjan Karunanayaka	<ul style="list-style-type: none"> - What will be the solution for the flooding issue in Malabe depot area and along the rest of the LRT trace? 	Mr. Anura Ranwala	<ul style="list-style-type: none"> - A separate study is going on with the collaboration of SLLRDC regarding the flooding levels. An analysis regarding the impact of temporary landfills will be done with the existing SLLRDC flood model. Effects for the future flooding and Kelani river high flood levels for 100 years return period will be studied. The construction will be done above the possible flood level. Also the flood risk will be reduced after the establishment of Ambathale pumping station. These things will be further studied under the basin investment plans of CRIP project. Those information will be also utilized for the study once it is

Mr. Ranjan Karunanayaka	<ul style="list-style-type: none"> - How the new railway system will be powered? Will it require energy from the national grid and if so What will be the power requirement? 	Mr. Chaminda Ariyadasa (PD)	<p>finished.</p> <ul style="list-style-type: none"> - Power consumption will be 30MVA. There will be 3 feeding locations for LRT. That can be arranged from the national grid. This will be the highest electricity consumer in Colombo city when come to functioning. Special power arrangement will be obtained from CEB for the project and still they are being discussed.
Mr. Ranjan Karunanayaka	<ul style="list-style-type: none"> - What will be the travel time from Malabe to Kollupitiya? 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> - The trains will be stopped at each station only for 30-40 seconds for passengers to get in and out. Total travel time from Malabe to Kollupitiya will be around 45 minutes.
Ms. Piyumi Kalyanawansha	<ul style="list-style-type: none"> - What will be the frequency or the number of train trips? 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> - There will be trains in 3-5 min intervals in peak hours. Trains will consist of, 6 compartments and can occupy 165 persons per compartment.
Mr. Ranjan Karunanayaka	<ul style="list-style-type: none"> - Is the maintenance and services done by Ceylon Government Railway? 	Mr. Chaminda Ariyadasa (PD)	<ul style="list-style-type: none"> - A new Organization will be recruited for operation and maintenance and they will be given a complete training in Japan. Further training institute will be established here by JICA funds. Operators will be initially deployed by JICA itself and the whole system will run by JICA for few months. By the end of training period, it will be gradually transferred to the trained staff.

Minutes of the Public Consultation Meeting (EIA Disclosure)

Colombo DS Division

An awareness program on the Light Rail Transits (LRT) System in Colombo was held at the Colombo Divisional Secretariat Office

Venue: Auditorium, Colombo Divisional Secretariat Office, Pettah

Date: 17.11.2017

Time: 10.35 am to 12.00 noon

Participants:

- Mr.H.M.J.J. Herath - Project Accountant , LRT Project
- Ms. Iyerin Nanayakkara – Consultant , LRT Project
- Mr.V.Ravi- Senior Environmental Officer , LRT Project
- 05 Grama Niladharis' from the Colombo DS Division
- 10 officers representing the Colombo DS office.
- 20 public representatives from Colombo area
- Members from the Consultant Engineers and Architects Associated (Pvt) Ltd

Mr.H.M.J.J. Herath, Project Accountant welcomed participants for the awareness programme and he explained the progress of the LRT project to the participants.

Mr.H.M.J.J.Herath's presentation was started by showing a video on use of LRT and he explained the social and environmental impacts, mitigation methods, management plan and monitoring plan for the LRT Project. He further explained the importance of holding consultation meetings with public to obtain their views and suggestions. His presentation included following matters;

- Proposed LRT System in Colombo Megapolis Region
- Proposed Transport Network in Colombo Megapolis Region
- Proposed LRT project for Feasibility study
- Selection of the Malabe Corridor
- Purpose of the Public Engagement Meeting
- Project Details
 - Proposed LRT Route
 - Alternative Route Analysis (Overview)
 - Proposed LRT Structure & Rolling Stock
 - Proposed LRT Train Station
 - Propose LRT Depot (Parking & Maintenance Area)
 - Power Supply
 - Proposed Project Schedule
 - Operation
 - Maintenance Activities
- Existing Environment

- Existing Land Use
 - Social Environment
 - Traffic Condition
 - Noise (Sensitive Receptors)
 - Bo Trees along the LRT Route
 - Protected Areas
 - Wetlands and Streams
- Anticipated Environmental and Social Impacts and Proposed Mitigation Measures
 - Proposed Environmental and Social Monitoring Plan
 - Items for Monitoring

Then floor was opened for questions, queries and suggestions of the participants.

Name and Designation	Question raised / suggestion	Answer / Respond
Ms. J.P.A.L. Weerasighe, Assistant Divisional Secretary, Assistant Divisional Secretariat Office- Colombo	<p>According to this project, how many trains will be used?</p> <p>How do you plan to mitigate environmental impacts?</p>	<p>We have planned to use about 15 - 25 trains. There will be a train every 6 minutes. More trains will be used during peak hours. This will be a 24 hour service.</p> <p>Noise and vibration impact is expected. Therefore, we have conducted of noise and vibration monitoring.</p> <p>A waste water treatment plant will be established to treat the waste water produced at the Depot.</p>
Mr. P.A. Podi Appuhami, A shop owner near the Gamini Hall, Suduwalla?	Why did you invite only me from the Suduwalla area?	We invited only you because your property will be affected by this project. We might have to acquire your premise but we will be providing a new business venture for you.
Mr. Govinda Pille	<p>When do you plan to start constructions of this project?</p> <p>Will project affects shops located in the Olcott Mawatha (in front of the Ceylon Government Railway</p>	<p>In 2019 we plan to start constructions.</p> <p>No. LRT will not runs across this area (Olcott Mawatha).</p>

	<p>Market) during the construction period?</p> <p>Will there be any project impact for this place in future?</p>	<p>If any damage occurs, that will be definitely compensated according to calculations based on your income and your property.</p> <p>No. But in future another Ceylon Government Railway (CGR) Development projects will be implemented.</p>
Mr. Krishan Somarathna	<p>Osu Sala (a government pharmaceutical network) near Fort Railway Station is a branch of Rajya Osu Sala. Did the LRT project implementing party has officially informed the management of the Rajya Osu Sala? About this project? Is it the responsibility of the branch manager or the LRT project implementing party to inform about this to the management of the Osu Sala network?</p>	<p>It is a responsibility of the branch manager</p> <p>Branch should inform their management. After that they can contact us for further clarifications.</p> <p>The land is belonged to CGR. Therefore you must discuss the matter with CGR.</p>

Mr.H.M.J.J. Herath thanked all the participants for their participation.

The meeting was adjourned at 12 noon.

Minutes of the Public Consultation Meeting (EIA Disclosure)

Thibirigasyaya DS Division

An awareness program on the Light Rail Transits (LRT) System in Colombo was held at the Thibirigasyaya Divisional Secretariat Office

Venue: Auditorium, Thibirigasyaya Divisional Secretariat Office, Narahenpita.

Date: 16.11.2017

Time: 2.45 pm to 4.00 pm

Participants:

- Mr.H.M.J.J. Herath - Project Accountant , LRT Project
- Ms. Iyerin Nanayakkara – Consultant, LRT Project
- Mr. V.Ravi- Senior Environmental Officer , LRT Project
- Mrs. Priyantha Dissanayaka - Divisional Secretary , Divisional Secretariat Office Thibirigasyaya
- Grama Niladharis' from the Gothamipura, Kollupitiya, Kirula GN Divisions.
- 06 officers from the Thibirigasyaya DS office.
- 09 public representatives from Thibirigasyaya area
- Members from the Consultant Engineers and Architects Associated (Pvt) Ltd; Consultancy Team

Mr.H.M.J.J. Herath, Project Accountant welcomed participants for the awareness programme and explained the progress of the LRT project to the participants.

Mr.H.M.J.J.Herath explained the social and environmental impacts, mitigation methods, management plan and monitoring plan for the proposed LRT Project and the importance of holding consultation meetings with public to obtain their views and suggestions. He then presented a PowerPoint presentation about the proposed LRT project. His presentation included following matters;

- Proposed LRT System in Colombo Megapolis Region
- Proposed Transport Network in Colombo Megapolis Region
- Proposed LRT project for Feasibility study
- Selection of the Malabe Corridor
- Purpose of the Public Engagement Meeting
- Project Details
 - Proposed LRT Route
 - Alternative Route Analysis (Overview)
 - Proposed LRT Structure & Rolling Stock
 - Proposed LRT Train Station
 - Propose LRT Depot (Parking & Maintenance Area)
 - Power Supply
 - Proposed Project Schedule
 - Operation
 - Maintenance Activities

- Existing Environment
 - Existing Land Use
 - Social Environment
 - Traffic Condition
 - Noise (Sensitive Receptors)
 - Bo Trees along the LRT Route
 - Protected Areas
 - Wetlands and Streams

- Anticipated Environmental and Social Impacts and Proposed Mitigation Measures
- Proposed Environmental and Social Monitoring Plan
- Items for Monitoring

Then floor was opened for questions, queries and suggestions of the participants.

Name and Designation	Question raised / suggestion	Answer / Respond
Ms. D. Wijesighe GN officer – Wanaathamulla	According to my knowledge, traffic is higher near Kelaniya to Wanawasala area. Will this project plan a LRT route across the Kelaniya to Wanawasala?	We have already planned to introduce an express LRT between Colombo and Polgahawela.
Mr. M. Hazeem	<p>I feel that LRT do not have the capacity to transfer a large amount of passengers. Peliyagoda, Highlevel Road, Malabe-Kaduwela are main entrance to Colombo city. What I understand is that more than 35000 passengers enters Colombo city during peak hours daily. Will this project be able to provide transport for 15000 passengers per hour?</p> <p>I feel that Ragama-Kotuwa and Kalaniwali Railway development was more useful than New LRT system.</p> <p>The main reason for high traffic in Peliyagoda is that long vehicles and private busses use this route</p> <p>I would also like to suggest to construct a dry deport in</p>	<p>We have already considered introducing an express LRT for Kalaniwali.</p> <p>We have already planned to introduce an express LRT between Borella and Peliyagoda.</p> <p>According to our traffic survey, we identified Malabe - Kotuwa route has high traffic due to many government offices are located in along this route.</p> <p>Therefore this route was selected.</p>

	Paliyagoda. Hope you will consider my suggestion.	
Mr. Reid President of Trade Association – Borella super market	What is the mechanism to acquire Borella Super market premise?	We have planned to introduce two alternatives for Borella Super market land acquisition. As we have informed previous day.
Mr. Mangala Ariyadasa Manager- DFCC Banka Borella Branch	We have planned to move to an alternative place. But how do we find out that the new location is not affected by this project?	We have already planned to run this electrical Train up 9 meters. You will be compensated if your property is affected according to calculations based on your income and your property.
	What is the mechanism to acquire lands? Whom should we contact to obtain more information about this?	According to government regulations, an initial survey will conduct by the Survey Department. Then a public notice will be published about lands that will be acquiring. Finally, you will be given a chance to take necessary decisions.

Mr. H.M.J.J. Herath thanked all the participants for their participation. .

The meeting was adjourned at 4.00 pm.

Minutes of the Public Consultation Meeting (EIA Disclosure)

Kaduwela DS Division

An awareness program on the Light Rail Transits (LRT) System in Colombo was held at the Kaduwela Divisional Secretariat Office

Venue: Auditorium, Kaduwela Divisional Secretariat Office, Malabe.

Date: 17.11.2017

Time: 2.00 pm to 3.30 pm

Participants:

- Mr.H.M.J.J. Herath - Project Accountant , LRT Project
- Ms. Iyerin Nanayakkara – Consultant of Land Acquisition , LRT Project
- Mr. V.Ravi- Senior Environmental Officer , LRT Project
- 07 Grama Niladharis' (GN) from Kaduwela DS Division
- 26 officers from the Kaduwela DS Office.
- 27 public representatives from Kaduwela area
- Members from the Consultant Engineers and Architects Associated ((CEAA) Pvt) Ltd

Mr. H.M.J.J. Herath, Project Accountant welcomed participants for the awareness programme and he explained the progress of the LRT project to the participants.

Mr.H.M.J.J.Herath's presentation was started by showing a video on use of LRT and he explained the social and environmental impacts, mitigation methods, management plan and monitoring plan for the LRT Project. He further explained the importance of holding consultation meetings with public to obtain their views and suggestions. His presentation included following matters;

- Proposed LRT System in Colombo Megapolis Region
- Proposed Transport Network in Colombo Megapolis Region
- Proposed LRT project for Feasibility study
- Selection of the Malabe Corridor
- Purpose of the Public Engagement Meeting
- Project Details
 - Proposed LRT Route
 - Alternative Route Analysis (Overview)
 - Proposed LRT Structure & Rolling Stock
 - Proposed LRT Train Station
 - Propose LRT Depot (Parking & Maintenance Area)
 - Power Supply
 - Proposed Project Schedule
 - Operation
 - Maintenance Activities
- Existing Environment
 - Existing Land Use
 - Social Environment
 - Traffic Condition

- Noise (Sensitive Receptors)
 - Bo Trees along the LRT Route
 - Protected Areas
 - Wetlands and Streams
- Anticipated Environmental and Social Impacts and Proposed Mitigation Measures
 - Proposed Environmental and Social Monitoring Plan
 - Items for Monitoring

Then floor was opened for questions, queries and suggestions of the participants.

Name and Designation	Question raised / suggestion	Answer / Respond
Mr. K.A.D. Premarathna	According to this project, what are the paddy lands that you will acquire near Chandrika Kumarathunga Mawatha, Malabe?	<p>We cannot exactly confirm anything about paddy land acquisitions at the moment. We will provide more information on paddy land acquisitions in March 2018.</p> <p>According to government regulations, an initial survey will be conducted by the Survey Department. Then a public announcement will be published about lands that will be acquired</p> <p>If any damage occurs, that will be definitely compensated according to calculations based on your income and your property.</p>
Mr. Wierathna	<p>When do you plan to start constructions of this project?</p> <p>What are the economic advantages that we will be receiving?</p> <p>Will you be filling paddy lands for construction purposes?</p>	<p>In 2019.</p> <p>You can start vehicle parking system and it costs a fee.</p> <p>No.</p> <p>We have already planned to have a Green Buffer Zone in paddy lands.</p>
Mr. Arjun Perera	<p>Are there any connecting points planed between Malabe and Kaduwela.</p> <p>Will this project acquire paddy lands or lands in Chandrika Kumarathunga Mawatha, Malabe?</p>	<p>Yes.</p> <p>We have already planned to introduce an express LRT between Malabe and Kaduwela.</p> <p>We have planned to acquire paddy lands.</p>
Mr. N.D.A.Kumara	Is this similar to Monorail system?	<p>No.</p> <p>LRT is different than Monorail. It is</p>

		a new technology.
Mr. Thissa Yapa GN- Kotuwegoda GN Division	Does this project runs through Kotuwegoda GN Division?	No The route will be the same as we have informed earlier. It will not be changed.
Mr. Waliwita	How many passengers can be transported by this train?	Approximately 400 passengers. We have planned to use about 15 - 25 trains. There will be a train every 6 minutes.
Mr. Sunimal Kumara	How have you planned to construct the Battaramulla LRT stations?	We have planned to establish stations near Sethsiripaya, Baththaramulla junction and Palam Thuna junction. These stations will be formed at bends along the route to slow down the speed of the train.

Mr.H.M.J.J. Herath thanked all the participants for their participation.

The meeting was adjourned at 3.30 pm.

Minutes of the Public Consultation Meeting (EIA Disclosure)

Sri Jayawardhanapura Kotte DS Division

An awareness program on the Light Rail Transits (LRT) System in Sri Jayawardhanapura Kotte was held at the WP/ Jaya/Sirihada Vidyalaya, Rajagiriya.

Venue: Auditorium, WP/ Jaya/Sirihada Vidyalaya, Rajagiriya

Date: 21.11.2017

Time: 10.20 am to 12.00 noon

Participants:

- Mr. H. M. J. J. Herath - Project Accountant and the Project Team, LRT Project
- Ms. Iyerin Nanayakkara –Consultant and the Project Team, LRT Project
- Mr. V.Ravi - Senior Environmental Officer and Project Team, LRT Project
- Five officers from Divisional Secretariat Office , Sri Jayawardhanapura Kotte
- Ms. S. M. Welege- Grama Niladhari from the Welikanda North GN Division
- Six public representatives from Sri Jayawardhanapura Kotte area
- Members from the Consultant Engineers and Architects Associated (CEAA) (Pvt) Ltd; Consultancy Team

Mr. H. M. J. J. Herath, Project Accountant welcomed participants for the awareness programme and He explained the proposed project to the participants.

Mr. H. M. J. J. Herath's presentation was started by showing a video on use of LRT and explained the social and environmental Impacts, Mitigation methods, management plan and monitoring plan for the proposed LRT Project and the importance of holding consultation meetings with public participants to obtain their views and suggestions. He then presented a PowerPoint presentation about the proposed LRT project. His presentation included following matters;

- Proposed LRT System in Colombo Megapolis Region
- Proposed Transport Network in Colombo Megapolis Region
- Proposed LRT project for F/S study
- Selection of the Malabe Corridor
- Purpose of the Public Engagement Meeting
- Project Details
 - Proposed LRT Route
 - Alternative Route Analysis (Overview)
 - Proposed LRT Structure & Rolling Stock
 - Proposed LRT Train Station

- Propose LRT Depot (Parking & Maintenance Area)
 - Power Supply
 - Proposed Project Schedule
 - Operation
 - Maintenance Activities
- Existing Environment
 - Existing Land Use
 - Social Environment
 - Traffic Condition
 - Noise (Sensitive Receptors)
 - Bo Trees along the LRT Route
 - Protected Areas
 - Wetlands and Streams
 - Anticipated Environmental and Social Impacts and Proposed Mitigation Measures
 - Proposed Environmental and Social Monitoring Plan
 - Items for Monitoring

Then floor was opened for questions, queries and suggestions of the participants.

Name and Designation	Question raised / suggestion/ Ideas	Answer / Respond
Mr. L. A. Millavithanaarchchi Residential	How have you plan the route of the LRT train near the fly over bridge in Rajagiriya?	LRT route will go either sides of the fly over bridge. The height of the rail track will be increased at this point compared to other locations
Mr. Nandana Kumara Businessmen	What is the technical difference between Light Rail and Mono Rail? There are many apartments around the Rajagiriya. But, those buildings are constructed environmental sensitive areas. CEA has not taken any actions for this problem. Some of these	It is pleasure to given your ideas or suggestions. We have already taken permission from the minister for this project.

	<p>constructions have been legally charged.</p> <p>Marsh lands are destroyed by development project in Sri Lanka. But, CEA has not taken any actions for this.</p> <p>The traffic problem cannot solve by developing the road network in Sri Lanka; Attitudes of people should also be changed accordingly.</p> <p>There are many issues when compensating people for their loses by development projects.</p> <p>It is useless to discuss these problems without the presence of any responsible politians or responsible officers.</p>	
<p>Mr. S. G. A. Edirisingha Businessmen</p>	<p>Due to these development projects, I have to face many problems. Walls are cracked in a building that I own due to construction work of a development project. There is a land behind my building and all the trees are died due to lack of water in soil.</p> <p>My business has been closed for the last 5 months now.</p> <p>RDA did not provide reasonable compensation for people who were affected by these development projects.</p>	<p>We are not in a position to handle these problems. We are here only to provide awareness about the LRT project. It is better if you could discuss these problems with RDA.</p>

Mr. H. M. J. J. Herath was thanked all the participants for their attendance and valuable feedback.

The meeting was adjourned at 12 noon.

Minutes of the Consultation Meeting (PCM No 1)

An awareness program on the Light Rail Transits (LRT) System for Project Affected Farmer community in Kaduwela DS Division was held at the Kaduwela Divisional Secretariat Office.

Venue: Auditorium, Kaduwela Divisional Secretariat Office, Malabe.

Date: 04.01.2018 Time: 10.30 am to 12.30 pm

Resource persons

- Mr. Chaminda Ariyadasa – Project Director, LRT Project
- Ms. Irine Nanayakkara –Land Acquisition Officer , LRT Project
- Mr. Wimalasinghe-Resettlement Officer, LRT Project
- Mr. Ravi - Environmental Officer - LRT Project
- Mr. Chamal Niroskana - Environmental Specialist, LRT Project
- Ms. Yashika Anandani - Divisional Secretary , Kaduwela Divisional Secretariat Office
- Ms. N. W. R. Nishanthi - Assistant Divisional Secretary , Kaduwela Divisional Secretariat Office
- Mr. Deeptha Panagoda – Agrarian Services Officer
- Members from the Consultant Engineers and Architects Associated (CEAA) (Pvt.) Ltd

Project affected participants

- 29 PAPs from Kaduwela DS Division (Paddy land owners and the tenant farmers (“Ande” Farmers)
Names of the participants are attached

Ms. N. W. R. Nishanthi - Assistant Divisional Secretary, Kaduwela Divisional Secretariat Office welcomed participants for the awareness programme and she explained the prominence of the of the awareness activity of the LRT project to the participants.

Mr. Chaminda Ariyadasa explained the main features of the proposed LRT project with power point presentation. It was included mainly the latest light rail route, length of the route, No of stations, expected social and economic benefits for the commuters etc. Also he explained the estimated cost for the project, Funding agency requirements, requirement of the assessment of social and environmental impacts as well as the advantages due to the project. He further explained the importance of holding public consultation meetings with PAPs to obtain their views and suggestions during the planning stage. His presentation included following information;

- Current Progress of the LRT project
 - Proposed Route for the project (15.8 km of length line with 16 stations)
 - Packages of the project (Tentative)
- Results and Discussions
 - Project Implementation Schedule (Procurement and civil work plans to be completed by 2024)
 - EIA report
 - RAP
 - Precondition of the Appraisal
- General Progress
 - Establishment of the PMU

- Professional & Supporting Staff Recruited
 - More Staff will be recruited depending on the requirement
 - Dedicated office allocated
 - Land Acquisition and Resettlement
 - LARC and Super LARC adopted
 - Environmental conditions
 - EIA Completed & JICA comments being considered
 - EPA issue solved
 - Social conditions
 - RAP-97% completed
 - Draft Feasibility Study Report(95% completed)
 - Basic Data about Operation
- Action Plan for 2018
- EIA & RAP Submission- 21st January 2018
 - Draft Feasibility Report- End January 2018
 - Fact Finding mission- End January 2018
 - Appraisal Mission- End January 2018
 - LA signing- July 2018
 - Land Acquisition Commenced- August 2018

Mr. Chaminda Ariyadasa invited Ms. Irine Nanayakkara –(Land Acquisition officer, attached to the LRT Project) to explain the Proposed compensations structure to the participants. Her presentation included the proposed compensation technique in order to pay compensations for the property owners, renters, workers of the business premises etc. whose are been affected by the LRT Project.

She declared that the project has already obtained Cabinet approval to pay the compensation to the PAPs according to the LARC and SLARC system. Then she explained valuation procedure. She stated that all high lands, properties (houses and commercial premises, or any structure) cultivated or uncultivated lands Crops, or valuable trees to be compensated according to the proposed compensation matrix. Also there will be a provision to pay other payments such as rentals, estimated value of loss of business up to a certain period, Workers salary up to a certain period. She further explained that the composition of the LARC and SLARC. Aps have a chance to negotiate their values with the LARC because AP will be a member of the LARC. In case AP will not agree with the compensation value of the LARC AP can appeal to SLARC. Also a grievance redress mechanism will be formed to consider APs grievances.

Soon after the presentation was ended Mr. L.A.S. Perera (an Environmental Engineer), shared his concerns about the leaflet distributed to them by the LRT project team to collect information of PAPs. He stated that he consider the leaflet as a legal document and therefore he refused to sign it. The Project Director answered Mr. Perera's concern by saying that this is not a document bounded by any law. They distributed it to the PAPs to ensure that the required information and their individual comments were provided by PAPs themselves. PAPs sharing their individual views and suggestions by themselves is a requirement of JICA funding. The information sheet was only given to them to fulfill that requirement. He further said that filling the leaflet is not necessary if they have any concerns. He further agreed to add the pre judiciary status for this document as requested by Mr. Perera.

After the 02 presentations, participants were given an opportunity to share their concerns and raise questions. Responses of PAPs and the answers given to them are documented below.

Name and Designation	Question raised / suggestion	Answer / Respond
<p>Mr. Deeptha Panagoda Agrarian Officer- Kaduwela</p>	<p>Generally when acquiring paddy lands, the allocated compensation amount is very low compared to the amount allocated for highlands. Therefore, these paddy lands should at least compensate with an amount that is about half the compensation allocated for the highlands.</p> <p>All of the development projects carried out in Kotte in the past couple of years mainly acquired paddy lands. This reduces the number of cultivating lands. Reducing number of cultivating lands for development projects that does not encourage agricultural development will cause serious issue for the agricultural sustainability of the country.</p> <p>In 1990, a perch of paddy land was compensated for Rs.250 but a paddy land compensation value was raised up to Rs 5000.00 – 6,000.00 per perch during the construction period of the highway. But the land price either sides of the main roads in the town area are also increased gradually. The one perch of the high land value of the Malabe area is around 30-35 lakhs. Therefore paddy land owners think their land value should be increased with the development activities that is being going on in this area. They expect a reasonable value for their lands.</p>	<p>There are two different procedures to acquire lands for development project. They are general process and the 38/2 process. We will be using the general process.</p>
<p>Mr. K. Dharmasiri</p>	<p>I agree with Mr. Deeptha's remark about land value and also support this project if the compensations are reasonable.</p>	
<p>Mr. Gunadasa</p>	<p>My concern is about the construction of the depot facility. A large area will be acquired to construct the depot and a large quantity of waste disposal will be taking place from this depot. This might damage the environment and the surrounding cultivating paddy lands. In addition to that, when acquiring paddy lands for such projects that discourage cultivation, it will gradually affect the livelihood of farmers as well as the national GDP. It is better to use another alternative land for the</p>	<p>There will be 7900 concrete piles constructed. This is a very expensive mechanism. Therefore for some time we tried to find a suitable high land which is about 18-20 acres for the depot. But it was not possible.</p> <p>In Sri Lanka there is a standard procedure to remove waste from</p>

	depot. Possibly a highland will be more suitable.	<p>this kind of a project. We will follow those guidelines and to determine the most suitable action to remove waste, we will be carrying out an Environmental Impact Assessment (EIA) study. The study results will be presented as a Report.</p> <p>Waste water will be released to the environment only after treating them. These trains will run by electricity provided through a main grid. Therefore no oil spills and emissions will be released. However, slabs will get dusted and we will use a suitable system to remove the dust.</p>
Mr. Gunadasa	When are you planning to acquire paddy lands and how long can we continue agricultural activities?	Until the mid-2020 you can continue cultivations. Constructions will start in 2019 and in 2020 project constructions will take more serious note.
	How are you planning to provide access to the paddy lands that will not be acquired for the LRT project?	We will provide accesses to those lands when preparing the detail plan. There will be no issues related to access roads.
Mr. Sisira Hettiarachchi	Will this construction activities damage canal system?	No. Canal system and the environment will not be damaged. We are planning to plant trees around the depot within 20m of it giving a forest area look to avoid the concrete atmosphere.
Mr. G.P. Piyadasa	If you constructing about 7000 piles, will constructions of these piles affect (damage) the buildings around this area?	We will carry out a re-crack survey for the buildings around the proposed depot area. We will try best to avoid the vibrations during the construction period.

Mr. Sisira Hettiarachchi	I would like to provide the required amount of land for this project but is it possible for us to fill the balance area of our lands for residential purposes?	No. It will not be allowed according to the rules and regulations of various Government Agencies. In addition to that there is a National Policy stating that paddy lands cannot be filled without a special approval from Agrarian Services Department.
Mr. K. C. N. K. Perera	Is there any possibility to carry out businesses at the depot premises because many livelihood activities in this area will be affected by the implementation of this project?	No, there are no business activities allowed in the depot area. However, we might be able to provide an opportunity for people or group of land owners around the area to provide parking facilities for the LRT users. People can use their suitable and balance land premises or other lands they have near this area for this purpose. We will consider giving the opportunity to public during the detail design period.

Mr. Chaminda Ariyadasa thanked all the participants for their attendance and mentioned that there will be more similar programmes will conduct after the detail design is finalized. He thanked Divisional Secretary, Kaduwela and the staff for their cooperation.

The meeting was adjourned at 12.30 pm.

Photos of the Meeting





Attendance Sheets of the Meeting

Note: Personal information cannot be disclosed due to confidentiality.

Minutes of the Consultation Meeting

An awareness program on the Light Rail Transits (LRT) System for Project Affected People (PAPs) in Kaduwela DS Division was held at Sethsiripaya Stage II.

Venue: Auditorium, 13th floor, Sethsiripaya Stage II, Sri Jayawardenapura Kotte

Date: 05.01.2018 Time: 10.15 am to 12.30 pm

Participation: (Officers)

- Mr. Chaminda Ariyadasa – Project Director, LRT Project
- Ms. Irine Nanayakkara – Land Acquisition Officer, LRT Project
- Mr. Wimalasinghe-Resettlement Officer, LRT Project
- Mr. Ravi - Environmental Officer - LRT Project
- Mr. Chamal Niroshana - Environmental Specialist, LRT Project
- Members from the Consultant Engineers and Architects Associated (CEAA) (Pvt.) Ltd

Project affected participants

- 38 PAPs – Business Owners /property Owners from Kaduwela DS Division (Buttaramulla, Thalahena, Malabe, IT Park Junction Area)

Mr. Chaminda Ariyadasa – Project Director, LRT Project welcomed participants for the awareness programme and explained the progress of the LRT project. He explained the social and environmental impacts, mitigation methods, management plan and monitoring plan for the LRT Project.

Further he discussed the importance of holding consultation meetings with PAPs to obtain their views and suggestions during the planning stage. His presentation included following information;

- Current Progress of the LRT project
 - Proposed Route for the project (15.8 km of length line with 16 stations)
 - Packages of the project (Tentative)
- Results and Discussions
 - Project Implementation Schedule (Procurement and civil work plans to be completed by 2024)
 - EIA report
 - RAP
 - Precondition of the Appraisal
- General Progress
 - Establishment of the PMU
 - Professional & Supporting Staff Recruited
 - More Staff will be recruited depending on the requirement
 - Dedicated office allocated
 - Land Acquisition and Resettlement
 - LARC and Super LARC adopted
 - Environmental conditions
 - EIA Completed & JICA comments being considered
 - EPA issue solved
 - Social conditions
 - RAP-97% completed
 - Draft Feasibility Study Report(95% completed)

- Basic Data about Operation
- Action Plan for 2018
 - EIA & RAP Submission- 21st January 2018
 - Draft Feasibility Report- End January 2018
 - Fact Finding mission- End January 2018
 - Appraisal Mission- End January 2018
 - LA signing- July 2018
 - Land Acquisition Commenced- August 2018

Mr. Chaminda Ariyadasa invited Ms. Irine Nanayakkara –(Land Acquisition officer, attached to the LRT Project) to explain the Proposed compensations structure to the participants. Her presentation included the proposed compensation technique in order to pay compensations for the property owners, renters, workers of the business premises etc. whose are been affected by the LRT Project.

She declared that the project has already obtained Cabinet approval to pay the compensation to the PAPs according to the LARC and SLARC system. Then she explained valuation procedure. She stated that all high lands, properties (houses and commercial premises, or any structure) cultivated or uncultivated lands Crops, or valuable trees to be compensated according to the proposed compensation matrix. Also there will be a provision to pay other payments such as rentals, estimated value of loss of business up to a certain period, Workers salary up to a certain period. She further explained that the composition of the LARC and SLARC. Aps have a chance to negotiate their values with the LARC because AP will be a member of the LARC. In case AP will not agree with the compensation value of the LARC AP can appeal to SLARC. Also a grievance redress mechanism will be formed to consider APs grievances.

After the 02 presentations, participants were given an opportunity to share their concerns and raise questions. Responses of PAPs and the answers given to them are documented below.

Name and Designation	Question raised / suggestion	Answer / Respond
K. A. D. Dharmasena	<p>My address is No. 310/1, Thalangama North, Thalangama, Battaramulla. I have previously given a section from my land for another road expansion project and now this project also requires a section of my land. Can you tell me exactly how much will you be acquiring from my land?</p> <p>Will there be a station near Lumbini Temple area?</p>	<p>At this moment, we cannot exactly confirm the size of the land we need to acquire. We will decide it based on the CAD drawing.</p> <p>As for the existing regulations, one cannot construct a house in a land less than 4.5 perches. If the land acquisition for the LRT project reduces the size of the land up to 4.5 perches or less, the LRT project will provide facilities to get the approvals for you to construct a new house.</p> <p>Still it is not decided. We have to see the CAD drawing first to answer this question.</p>
Ms. Dayani Herath	I am running shop at the Malabe junction for more than 50 years	This is a special case. We will organize a special meeting to

	<p>now. It is constructed in a land belongs to the temple. Temple priests are not allowing us to reconstruct the shop in their land if it was demolished. What can you do to help us to reconstruct the shop it was demolished from this project?</p>	<p>discuss this matter. We can only decide a solution to this after studying the ownership of this land under the legal boundaries stated in the Buddhist Temporalities Ordinance.</p>
Ms. T. Colonne	<p>Can you tell me the proposed LRT route in Battaramulla area?</p>	<p>LRT track will run over the Palam Thuna Junction towards Battaramulla Junction (174 Busroute). Then cross the junction and run towards Suhurupaya building and Diyatha Uyana area.</p>
Mr. Achala Galappaththi	<p>My business is at the Diyatha Uyana Park and I am here for this meeting today. But when I discussed with other business owners at the park, they said that they are not aware about this project.</p>	<p>It was previously decided to run the train over the Diyatha Uyana Park. However, it was now revised slightly and the train track will set up closer to the Water's Edge Hotel premise avoiding running through the park. We have already informed businessmen at the park and we are hoping to organize an awareness programme for them. Some business premises may be affected partially.</p>
Mr. Orbert Wijewardane	<p>This project is good.</p> <p>I have a business at the Malabe Junction near the clock tower. A section of my land was acquired previously for another road widening project and I had to move my shop 50 meters back from where it was before. Why do you need to acquire land from the same side of the road this time?</p>	<p>This train track is running over concrete piles. We will acquire the space because of these piles and it will construct in the middle of the existing road. A concrete pile is about 1.5 meters wide.</p> <p>However, as a result of the project there will be road traffics. Therefore, Road Development Authority (RDA) will acquire lands near the road for road widening purpose. You should give a written complain to us stating the situation you have previously faced due to land acquisitions.</p>
Mr. Gamini	<p>Can you tell me the project plan around the Chandrika Kumarathunga Mawatha?</p>	<p>The depot will be constructed over concrete piles on the land proposed to be acquired. The rail track will pass the police barrier there and Turn to Chandrika</p>

		Kumaranatunga Mawatha. In future new rail track may continues towards Kaduwela area.
Mr. Subasingha	<p>Will you be acquiring lands from the Pannipitiya road for this project?</p> <p>What if vibrations during the construction period damage the buildings nearby?</p>	<p>Pannipitiya road will widen up to four lanes and a small strip about 1 meter from the sides will be acquired.</p> <p>We will start construction only after studying the situation. We will be using screw driving piling method where the vibration is less and minimizes ground water penetration which dries faster.</p> <p>Project will be started utility diversion activities 2018 mainly off with earthing the electrical wires and then the rest will be continued.</p>
Ms. Shiromi Attygalle (Representative from HNB)	What are the possible damages towards Malabe & Thalagama HNB branches?	<p>At the early stage of the study the light rail route has designed via marshy land around Robert Gunawardana Mw and Lumbini Temple area. But it crosses environmentally protected area of Thalagama Tank. But JICA doesn't allow any disturbances for the environmental protected zones. Because of this situation(to avoid environmentally protected area) the project team decided to change the route and designed the new route along the Denzil Kobbakaduwa MW up to Koswatta Junction. According to the new proposal the HNB brach situated at Koswatta Junction (Close to the main road) to be affected due to the huge bend.</p> <p>Well, talking about the HNB-Malabe branch, the road will be expanded up to around 3 meters. Therefore, the parking area will be affected. The extent of the affected area can identify after the</p>

		detail design.
Mr. L R Senanayake	How will the Palamthuna Junction be affected?	The train that comes across Densil Kobbakaduwa Mawatha will turn towards Baththaramulla Road. Due to the huge bend in that area a three stories commercial building , Lakviru Sewana and adjacent building (Post office) will be damaged
Mr. K S Perera	Will the building with 6 shops adjacent to the HNB (Koswatta Junction) be affected?	Yes, there will be an impact.
Mr. Subasinghe / Mr. S. Kalum	Will Battaramulla Co-operative Society building be affected? How much will you be acquiring from this land?	We cannot mention that exactly without observing the CAD drawings.
Mr. Dinusha	How will you utilize the Thaladena junction for this project?	The Station will be located in between Micro Cars Store and Chithrasumana Motors. The buildings won't be affected. However, part of the land will be acquired for the construction of the road.
Mr. Nishantha Premasiri	No. 314/1 Thalangama North, Will you be acquiring this whole parking slot for the project?	Cannot mention exactly without observing the CAD drawings. There won't be a huge acquiring. I cannot mention exactly whether the station will be constructed close to the Malabe Boys' College or Laughs Super Market. That is not finalized yet.
Mr. L R Senanayake	Currently how much is paid for 1 perch in Baththaramulla area?	The cabinet approval has received to pay the compensation according to the LARC. Government Valuar will prepare the estimations. According to the government estimation, it's given at the market price. In here various compensations are given for the same reason. If the compensated amount is not fair, that must be mentioned to the LARC committee. Therefore, both parties can come

		<p>to an agreement after discussing about these matters.</p> <p>Normally, cannot be compensated exceeding the government estimations. Therefore, LARC committee will be paying packages. In here various allowances are given along with compensations in order to increase the land value.</p>
Mr. N. Perera	<p>I'm speaking on behalf of the about Amarasekara Pawning Center building. It takes much longer period to find a safe place as now to carry out the business. What will happen to the employees who work for us during that period of time?</p>	<p>Employees are been paid by the LARC committee until the time they are going to find a place to run the business.</p> <p>Firstly, a valuation report will be taken by the valuation department. Afterwards only you all are able to shift to another place. They allocate a separate time period in order for you all to shift.</p> <p>This will be functioning by the end of this year.</p> <p>There are two different procedures to acquire lands for development project. They are general process and the 38/A process. We will be using the general process to provide a comprehensive professional valuation for you all.</p>
Mr. E A Jagath Kumara	<p>My business premise is located at Baththaramulla Junction. I recently purchased that building for a huge amount from Mr. Amarasekara. I did the payment over a loan.</p> <p>Can you mention exactly whether this project will implement?</p>	<p>Yes this project will implement after the sign of the loan agreement. We will be signing for the loan by this year.</p> <p>Please do provide all the relevant documents of the transactions with the stamp fee receipts to the LARC committee for the compensation.</p>

Mr. Chaminda Ariyadasa further said that this not the last assembly, and will organize small group discussions for individual clarifications after the detail design. He thanked all the participants for sharing their valuable ideas and also for their participation.

The meeting was adjourned at 12.30 pm.

Photos of the Meeting





Attendance Sheets of the Meeting

Note: Personal information cannot be disclosed due to confidentiality.

Minutes of the Consultation Meeting (PCM No 3)

An awareness program on the Light Rail Transits (LRT) System for Project Affected People (PAPs) in Colombo DS Division was held at DS Office, Colombo

Venue: Auditorium, Divisional Secretariat Office, Colombo

Date: 05.01.2018

Time: 2.15 pm to 3.30 pm

Participants:

- 15 PAPs (Business community) from Colombo DS Division

Officers Participation:

- Mr. Chaminda Ariyadasa – Project Director, LRT Project
- Ms. Irine Nanayakkara – Land Acquisition Officer, LRT Project
- Mr. Wimalasinghe-Resettlement Officer, LRT Project
- Mr. Ravi - Environmental Officer - LRT Project
- Mr. Chamal Niroshana - Environmental Specialist, LRT Project
- Members from the Consultant Engineers and Architects Associated (CEAA) (Pvt.) Ltd.

Mr. Chaminda Ariyadasa – Project Director, LRT Project welcomed participants for the awareness programme and explained the progress of the LRT project to the participants. He explained the social and environmental impacts, mitigation methods, management plan and monitoring plan of the Project.

Further he explained the importance of holding consultation meetings with PAPs to obtain their views and suggestions during the planning stage. His presentation included following information;

- Current Progress of the LRT project
 - Proposed Route for the project (15.8 km of length line with 16 stations)
 - Packages of the project (Tentative)
- Results and Discussions
 - Project Implementation Schedule (Procurement and civil work plans to be completed by 2024)
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 - RAP-97% completed
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 - Basic Data about Operation

- Action Plan for 2018
 - EIA & RAP Submission- 21st January 2018
 - Draft Feasibility Report- End January 2018
 - Fact Finding mission- End January 2018
 - Appraisal Mission- End January 2018
 - LA signing- July 2018
 - Land Acquisition Commenced- August 2018

Mr. Chaminda Ariyadasa invited Ms. Irine Nanayakkara –(Land Acquisition officer, attached to the LRT Project) to explain the Proposed compensations structure to the participants. Her presentation included the proposed compensation technique in order to pay compensations for the property owners, renters, workers of the business premises etc. whose are been affected by the LRT Project.

She declared that the project has already obtained Cabinet approval to pay the compensation to the PAPs according to the LARC and SLARC system. Then she explained valuation procedure. She stated that all high lands, properties (houses and commercial premises, or any structure) cultivated or uncultivated lands Crops, or valuable trees to be compensated according to the proposed compensation matrix. Also there will be a provision to pay other payments such as rentals, estimated value of loss of business up to a certain period, Workers salary up to a certain period. She further explained that the composition of the LARC and SLARC. Aps have a chance to negotiate their values with the LARC because AP will be a member of the LARC. In case AP will not agree with the compensation value of the LARC AP can appeal to SLARC. Also a grievance redress mechanism will be formed to consider APs grievances.

After the presentations of the PD and LAO, participants were given an opportunity to share their concerns and raise questions. Responses of PAPs and the answers given to them are documented below.

Name and Designation	Question raised / suggestion	Answer / Respond
Mr. Lal Perera	<p>Will the Government make necessary arrangements to relocate businesses that will be damaged through this project?</p> <p>For an example businesses such as factories .</p>	<p>At this instance cannot confirm about providing lands for such ventures.</p> <p>But you could do the following;</p> <p>We are acquiring paddy lands in the Malabe area. In this case, if a person gives away a part from the paddy lands for the project, we give them an opportunity for the rest of the land to be developed as a business model. A business such as a parking area. For this, government is ready to give their fullest support.</p> <p>Also there are 890 job opportunities over this project. In case if an employee loses his/her job they are given the chance of been employed in this project and we will give priority on that regards according to the qualifications.</p>

<p>Mr. Amarasinghe</p>	<p>Are we getting all these documents related to compensations and other discussed matters?</p> <p>When will you acquire lands?</p>	<p>These documents contain only a very few facts. So far we've had 3 meetings including today's meeting. Therefore, after concluding the details of all 3 meetings we will be able to hand over a much more detailed document within the next two weeks. Thus, we are planning to discuss these detailed facts in small group's level.</p> <p>By the end of 2019, all the acquisitions will be over. The rest of the work will be started as soon after the loan agreement is signed. It will be started utility diversion activities mainly off with the electric wires earthing.</p>
<p>Mr. Govinda Pille</p>	<p>Our business is located in Olcott Mawatha and Shave rented the place from the Sri Lanka Railway (SLR). We pay a huge amount as the rental and also invested large amount for the business. May I just know how the compensation procedure works?</p> <p>During what time the compensations will be paid?</p>	<p>We pay compensations according to LARC and Super LARC system. In here compensation will pay for the business premises as well as for livelihood.</p> <p>We have arranged paying the compensation by 2019. Further details related to compensations will be discussed in future meetings.</p>
<p>Mr. Lal Perera</p>	<p>How will the employees been paid compensations?</p>	<p>LARC committee allocates a separate time period for businesses to relocate. Until then LARC will pay the employees during this period of time. In case if an employee loses the job, he/she is given an opportunity to find a new job and during that period he/she will be paid compensation. Or else the project will provide necessary arrangement for self-employment trainings and opportunities.</p>
<p>Mr. A K Asath & Mr. P A Thilak</p>	<p>When acquiring lands, will an excess space be taken on to the</p>	<p>When acquiring we take only the amount that is needed. No excess</p>

	project?	<p>will be taken.</p> <p>According to existing rules and regulations, minimum space to construct a building would be 4 perches.</p> <p>In case if only 2 perches from your land is left for you after the accusation, you will be given support by offering a written document over the project to construct another building under special circumstances. But it has to analyze case by case.</p>
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Mr. Chaminda Ariyadasa stated that further discussions will be organized to discuss future activities and invited to participate for the discussions. He thanked all the participants for sharing their valuable ideas and also for their participation.

The meeting was adjourned at 3.30 pm.

Photos of the Meeting



Attendance Sheets of the Meeting

Note: Personal information cannot be disclosed due to confidentiality.