

A. Social Assessment

6.1 Project Beneficiaries

The direct beneficiaries of this subproject are the farmers in barangay Baganipay and Laparay in particular and the whole barangay populace in general. The barangay council of Baganipay has set a barangay assembly meeting last April 9, 2013 at around 9:00 o'clock in the morning for them to know the issues of the proposed plans of the incoming barangay farm to market road project. They were consulted particularly on the plants and lands that will be affected and traversed respectively during the proposed upgrading of the farm to market road. The subject land owners have agreed that it would be alright for them that they will be paid by the barangay government on the plants that will be damaged because it is also their longed dream that the road will be rehabilitated so that they will have a better access from their farms to the market center at Poblacion. These are all stipulated in the minutes of meeting attached hereto and their conformity to such agreement. The barangay treasurer in behalf of the barangay government has to pay to all plants affected during the road rehabilitation project. They have all signed the documents that part of their parcel is donated in favor to the government particularly the MRDP/PRDP. There was also the presence of some wives of the farmers taking part of the discussions during the assembly meeting particularly in the effects that it could give to them if the project pushed through.

In the afternoon of that same day and in the same manner as it was in barangay Baganipay, the barangay council also in Laparay has convened its people into an assembly and discussed with them the issues brought about by the PRDP, talking on its advantage particularly the access it could offer not only to the farmers but for the whole people of their barangay. All possible things pertaining to the proposed road upgrading project were discussed before them. The needed consent for all the land owners affected with their corresponding plants were grouped together and have them signed the documents. The barangay government unit also in Laparay is amenable that they will be the ones to shoulder the payments of the plants affected by such project especially the coconut trees which are of greater value.

6.2 Indigenous Cultural Community/Indigenous People (ICC/IP)

So far as these two barangays are concerned, these are not located inside an ancestral domain and there are no members of the Indigenous Cultural Community and Indigenous People residing in here not even in the adjacent barangays.

6.3 Site and Right-of-Way Acquisition

The proposed site or right-of-way of the subproject are owned by several individual. Some form of land ownerships are land titles and tax declarations. All concerned land owners after the consultation during the assembly meeting have signed a deed of donation conforming that they have agreed to donate part of their parcels in favor to the government and have asked payment only for the plants that will be affected during the rehabilitation especially the coconut trees.

6.4 Damage to standing crops, houses and/or properties

The proposed upgrading of the subproject will eventually cause some crops damages as well as the cutting of some coconut trees. All affected number and species of crops as well as coconut trees are listed down in the appropriate form of inventory with its corresponding price which is limited to the amount agreed between the barangay government and the owner of the crops/coconut trees affected and these are attached to the Memorandum of Agreement as well as to the Deed of Donation.

6.5 Physical displacement of persons

The proposed road upgrading subproject does not affect any existing houses from the beginning station up to the finishing station. Therefore, there is no person or resident who shall be displaced during the implementation of the subproject.

6.6 Economic displacement of persons

The proposed road upgrading subproject will not affect any matter pertaining to the existing livelihood of the residents that surrounds the parameter of the subproject nor reduced access of families to their traditional livelihood sources. This subproject is even

giving them the new hope of becoming more productive and inspired to till the soil and produce more because of its better access now to the market center at the Poblacion.

B. Environmental Considerations

7.1 Natural Habitat

The road subproject that is subjected to this program has been long time existing for several decades ago. Therefore it is not within an area or site officially declared as protected area of natural habitat. The land traversed by this proposed subproject is within the agricultural zone of the municipality. It has no presence of wildlife and any endangered species of fauna and flora.

7.2 Physical Cultural Resources

The proposed road upgrading subproject does not affect any on site monuments or whatsoever. There is no presence of any monument or structure along the line of this subproject from starting station to finish line.

7.3 Terrain, Soil Types and Rainfall

The topography of the proposed road upgrading subproject is typically a rolling plain. Its soil is practically considered as clay loam the most common type of soil in the municipality. It easily gets dry the moment it will detect the heat of the sun. The municipality has only two seasons of which May to November will be of heavy rainfall and considered as rainy season and December to April is considered as the dry season of the year.

7.4 Drainage Situations and Flooding Potential

The proposed road upgrading subproject traversed a small creek with an existing bailey bridge therefore the drainage situation of the project site may not be a problem as it has already its existing natural creek that will serve as way out of any water caused by rain in the surface.

7.5 Impacts during Construction

The road upgrading subproject shall be done with the use of several heavy equipments such as bulldozer, motor grader, road roller, dump trucks and backhoe to fully implement the subproject. It would likewise construct a temporary warehouse where some of the construction materials and supplies are stored for safety purposes and at the same time adjacent to this is the quarter for the laborers and operators/drivers of the heavy equipments. There are possible negative impacts to the environment during the rehabilitation subproject implementation and there has to be some mitigating measures to be instituted by the contractor and observed during the subproject rehabilitation. The following should be considered:

- a. Temporary erosion and sediment control- Erosion and sediment control in construction areas will prevent sediment discharge to nearby streams and creeks. Careful planning of cut and fill of earth surface has to be instituted. There must be proper placement of adequate drains outlets and turn outs. A lining of receiving surface outflow drains stones or concrete. The use of cut soil in backfilling and other land leveling activities are to be done. Seeding and planting on erodible surfaces is suggested.
- b. Construction noise mitigation- There are houses along the subproject site and the persons living therein are subjected to temporary noise generated by the heavy equipments. The contractor has to institute intermittent usage of the heavy equipment and see to it that it does not go on working beyond late hours so as to keep the people from their rest especially so that they are farmers and are heavily working during daytime.
- c. Proper handling of construction wastes- Temporary waste disposal facilities must be provided to minimize the amount of site litters, waste materials and workers garbage. There has to be proper and efficient housekeeping services among workers and laborer and there shall be proper collection and disposal of the construction waste by the concerned LGU.

As regards to the wastes incurred during the grading and excavation, it was also discussed as to where particular site it could possibly be dumped so as not to destruct any residents or whatsoever in the area. The assembly being aware of the

environment and love of nature has suggested that it would be best if the land traversed by the project will be at the same time be utilized as the dumping area of such waste. The land owners were asked if they are amenable that the dumping be made just within the side of their parcels and they conformed of the suggestion. Accordingly it has to be evenly distributed along both sides of the road so as not to destruct the sights of the people passing by.

d. Safety- Safety of the workers and the public must be given the top priority. Standard construction safety protocols must be observed. Sealing off construction site, placement of warning signboards and the use of protective gears and equipments by the workers are among the best things to do in a project construction site.

7.6 Local Community Participation during planning and preparatory activities

The Local Government Unit of Talusan through its planning and development office has been engaged in development partnership with the barangay stakeholders representing various sectors and peoples organizations operating in the barangays.

This engagement involves in developing and implementing the technology of Barangay Development Planning through Participatory Rural Appraisal (BDP-PRA). At present, all the 14 barangays of the municipality has already been long undergone the processes of BDP-PRA and came-up with their respective Barangay Development Plans. The process involves the following: local governance seminar, profiling, analysis (Strength, Weakness, Opportunities and Threats), project prioritization, planning-programming and up to the presentation of Barangay Development Plans to the barangay assembly. The different representatives of different sectors and all leaders in the barangay, which composed the Barangay Development Council (BDC) are the key actors who directly and actively participated the said process. Thus, the integrity in the identification of the proposed subproject at Barangay Baganipay to Laparay has undergone a thorough and proper consultation.

7.7 Road Right of Way

The road right of way is not a problem for the implementation of the proposed road upgrading as it is already an existing road. The concerned barangay captains upon instruction by the Chief Executive of the municipality has gathered together all the affected land owners of the proposed project that they have to donate the area affected in favor to the barangay government to ensure permanency of the project. They see to it that the owners of the land as well as the owners of the farms and plants affected by the proposed rehabilitation are amenable and have interposed no objections to the proposed project as manifested by their signatures and thumb marks affixed in the respective certifications which are read, known and discussed before them using the local dialect for them to understand very well the intents and purposes of the proposal, the benefits that can be derived if ever the project is pushed through in their barangay. Proper Deed of Donation has also been discussed to the owners of the affected lands so as not to meet future problems between the owner of the land as well as the barangay and municipal government.

The barangay government is encouraged to give maximum preference for donation as it has very meager funds and could hardly afford to buy the affected lands for such road project. Affected land owners too are brought to the idea of the benefits that the road can generate if they can donate a portion of their lands to the barangay government. However the agreement of the plants that have grown up along the way where the project is to be implemented are to be done through payment of the individual plants especially the coconut trees that are affected in the expansion and widening of the road right of ways as well as with other various type of plants. It was then agreed that all damaged plants shall be paid and shouldered by the Barangay Government. The barangay government has to shoulder the necessary attorney and notary services that may be incurred during the execution of the Deed of Donation. The DODs are hereto attached and are made to form part of this feasibility study

In Baganipay, the payment of the affected coconut trees and other various plants are already quantified and the amount has reached to P7, 500.00The written agreements for all the affected plants and trees to be paid by the Barangay Government Unit are hereto attached to form part of this feasibility study.

In Laparay, the payment of the affected coconut trees and other various plants are already quantified and the amount has reached to P14,500.00 The written agreements also for all the affected plants and trees to be paid by the Barangay Government Unit are hereto attached to form part of this feasibility study.

7.8 Project Affected Person/s

Since the proposed subproject is within an existing barangay road network, there is no Project Affected Persons (PAP) involved.

7.9 Social Impact to Project Beneficiaries and Others

It is expected that upon completion of the subproject, access to better services can be availed by the local residents within the influenced area but not limited to:

- Transport convenience
- Shorter travel time
- Speedy and safe delivery of quality farm products
- Convenient of delivery of commodities and farm inputs
- Increase of agricultural production
- Easy access to public facilities
- Increase in economic activities in the influence area
- Lesser school drop-outs
- Fast delivery of basic services
- Uplift standard of living
- Increase of revenues
- Decrease of Mortality on Waterborne disease (Dengue)

7.9.1 Responsible Units

The Local Government Unit of Talusan which is the implementing body is the one responsible that all the mitigating measures should be properly implemented and monitored during project execution.

7.10 Status of ECC application

This rural road projects is only upgrading of the existing barangay roads of Baganipay-Laparay and the total length of proposed project is 2.660kms. As the length of the proposed project is over two (2) kilometers, therefore an Environmental Clearance Certificate has to be applied and secured from the Department of Environment and Natural Resources in their regional office at Zamboanga City. In this case the ECC certificate has already been issued by the OIC Regional Director Alan V. de Gala of the Environment Management Bureau, Department of Environment and Natural Resources, Zamboanga City and is hereto attached to form part of this feasibility study.