

### **C. OPERATIONAL ASPECTS:**

The Municipality of BANGA has organized thru an executive order issued by the municipal Mayor the Project Management Team to facilitate and coordinate the proper implementation of the project. The team is headed by the Municipal Mayor with the Municipal Engineer as the project manager who is in charge in coordinating the different offices to ensure the proper implementation of the project. Composing this team as technical personnel are the different department heads of the Municipal Agricultural Office, Municipal Treasury, Municipal Budget Office, and Municipal Assessor's Office. The team is responsible in formulating the feasibility study, detailed engineering, community consultations, surveys, meetings, identification of affected persons, and other activities of the project.

In the municipal level, the organizations with responsibilities to effectively implement the sub-project such as the Municipal Program Management Implementing Unit (MPMIU), Multi-Sectoral Committee (MSC), and the Municipal Planning Team (MPT) have already been created. The track record of Panaon with respect to successful implementation of projects similar to PRDP projects is quite good. The municipality can, therefore, vouch of its management and staff capability to implement the sub-project.

### **D. SOCIAL ASSESSMENT:**

#### ***Project Beneficiaries***

The population of the Sitios and Puroks plus those of neighboring Barangay who use the road in transporting their farm products to the town proper will directly benefit from this proposed sub-project. The total population of the Sitio and 1 purok target Barangay beneficiaries were formally consulted through their Barangay assemblies were the Municipal Planning team attended. Upon thorough deliberation on the benefits that might derived from the project, all of the constituents present in the said consultation meetings were most interested to have the sub-project implemented. The women representatives also actively participated in the discussion and they even demonstrated their willingness to share whatever efforts they could contribute as an organization like persuading all owners of the crops and trees within the road right of way are.

#### ***Indigenous Cultural Community/ Indigenous Peoples (ICC? IP)***

There are some families belonging to indigenous cultural community or B'laan and T'boli tribe living the Sitios influenced by the sub-project. The proposed sub-project has not encroached any ancestral domain; therefore, it does not affect any existing IP and/ or ICC.

### ***Site and Right-of-Way Acquisition***

The road right-of-way within the standard width of the subproject had already been acquired by the LGU in collaboration with the Barangay officials concerned. What is needed to be settled relating to the implementation this sub-project are the crops and trees that might removed as a result of the road opening and/or construction. However, Deeds of Donation for the crops, trees and the portion of /and affected are voluntarily signed by the respective owners.

With regard to the cutting permit for the trees that will be affected not only within the right of way area but including that of the road with itself. The documents required were procured from MENRO Office.

The issued Environmental Clearance Certificate (ECC) for the sub-project by the Regional Office of DENR already covers such requirements. The trees after having been cut when the road work commence, will be headed over to the owners for their own use.

For coconut trees it will be the owners themselves to procure a cutting permit from the PCA considering that before the start of the sub-project they will be cutting those coco trees and sell them by "tree" not by board feet.

### ***Damage to standing crops, houses and or properties***

In terms of crops and trees inside the road right-of-way the project effect is only at a negligible extent. There is 1 house that is needed to be removed and transferred/ or evacuated within the whole length of the subproject.

### ***Physical displacement of persons***

The proposed sub-project Paraiso- Lariosa Farm to Market Road will affect 1 house in its implementation. Considering that the existing road has only 5m width and we are going to maximize the road width which is 10 meters.



### ***Economic displacement of persons***

There is a minimal loss in major source of livelihood will this subproject involved. One household will be displaced in the course of implementing the sub-project. Making sure that the affected household will be settled at a resettlement area which is peaceful and comfortable to live. Neither significant farmland will be destroyed nor will access to family traditional livelihood sources be reduced.

### **E. ENVIRONMENTAL CONSIDERATIONS:**

#### ***Natural Habitat***

This sub-project does not encroach a natural habitat of any endangered species of birds and wildlife. The project influence area will become more active in terms of entrepreneurial activities aside from boosting the productivity of the farmlands within the site. Just like the rest of the proposed FMR. This sub-project is not inside of an official declared natural park or protected area.

#### ***Physical cultural resources***

There are neither existing structures in any form, within the road right-of-way of this proposed sub-project, nor this project location is part of an important natural feature or landscape or a potential for archaeological activities.

#### ***Terrain, soil types and rainfall***

The contour and areas extending westward is generally predominated by gently sloping terrain. The lowlands represent about 68% of the totals land area. The part of Barangay, where the sub-project traverse through has slope of 3.1-8% or level to nearly level while the upper part has a slope of 8.1%-18% or rolling to undulating terrain.

Its climatic classification is characterized by a dry and pronounced rainy season. The month of May- November are the rainiest and December-April are the driest.

### ***Drainage situations and flooding potential***

The drainage system is not properly sustained considering the absence of a good canal in either side to accommodate the floodwaters. The implementation of the sub-project, undisputedly, will solve these problems if all mitigating measures addressing this concern will be strictly followed, like the construction of a grouted riprap and a PCCP culvert in the designated section of the road.

### ***Impacts during construction***

As per detailed engineering designs, the civil works that will be carried out in this proposed sub-project include among others. Common excavation where landfills will be used for the structuring of an embankment, however, when there are excess of such materials it will be hauled by the LGU for its other project pipe culverts and drain excavation; sub-grade preparation; aggregate sub-base course, construction of Portland cement , concrete pavement, reinforcing steel for RCBC and structural concrete for RCBC, grouted riprap and stone masonry. All these activities will be undertaken with utmost care in order not to destruct any sensitive vegetation in the area and giving top consideration for the safety of all the natural resources in the vicinity, especially the lives of the workers involved in the project implementation.