

## 5.7 Operation and Maintenance

### 5.7.1 *Operation and Maintenance Scheme*

The existing Sustainability Plan for all FMRs in the municipality shall be the main basis in the operation and maintenance of all Farm to Market Roads which is also supported by the Municipal Ordinance in year 2006 stating among others the guidelines in the management of repair and maintenance funds, toll fees, establishment of toll gates/check points and regulation on the passage of vehicles.

A Memorandum of Agreement shall be forged between the Oil Palm Cooperatives and the LGU for the maintenance of this road section which is located within their plantations for its maintenance.

### 5.7.2 *Formulation of O&M Policies and Ordinances*

- as above stated-

## D. Social Assessment

### 6.1. Project Beneficiaries

The project beneficiaries are the farming households of Sitio Gasa and Sitio Algon. More or less 20% of the beneficiaries are Indigenous People (IP).

Community assessment and consultations had been conducted to see to it that the Sub-Project is one of the community priorities. The series of consultations were made gender sensitive since most of the activities were participated by men and women.

### 6.2. *Indigenous Cultural Community/Indigenous Peoples (ICC/IP)–*

The project will become the main access in transporting the farm products. As described above, the project had been aspired long before by the famer beneficiaries. During the consultation process the people endorsed the same as the top priority project for implementation. There was no objection from among the members of the recipient community raised during meetings.

### 6.3. *Site and Right-of-Way acquisition*

The RROW of the project had been established since it is an existing/homestead road temporarily utilized as a carabao-drawn sledge way and some are corn areas. It has a substantial width of 10 meters. No structures will be affected during its implementation.

#### ***6.4. Damage to standing crops, houses and/or properties***

As mentioned, the project had a desirable road width of 10 meters. There are no existing informal occupants within the RROW and subsequently no permanent crops thereon that will be affected during the construction stage.

#### ***6.5. Physical displacement of persons***

(-clearly stated above-)

#### ***6.6. Economic displacement of persons***

There will be no chances for the economic activity of the farmer beneficiaries be affected during the implementation stages of the project. In contrary, the beneficiaries are much willing to share their counterpart in terms of support in order that the project will be implemented in conformity with the approved plans and specifications.

### **E. Environmental Safeguard Aspects**

The Environmental Assessment Section of the FS should provide adequate information on the following:

#### **7.1. Natural habitat**

The project is not within an officially declared or proposed protected area of natural habitat. It is within the arable area.

#### **7.2. Physical Cultural Resources**

There is no identified structure, monuments or Physical Cultural Resources in the site.

#### **7.3. Terrain, Soil Types and Rainfall**

The subproject is located in a gently sloping to slightly rolling terrains. Most of the soil types in the site is clay-loam.

#### **7.4. Drainage Situations and Flooding Potential**

Surface run-off during rainy seasons is considered in the proposed road design having a desirable ditches, concrete canal lining and proper ripraps as its erosion support. Run-offs shall be drained through the Bahayan River.

## 7.5. Impacts during Construction

### (a) *Temporary erosion and sediment control*

There will be no possible sediment discharge/s in the sense that the roadway excavation is not extremely a deep excavation but only a soil top dozing and/or grading works to attain the projects design grade in a substantial depth not exceeding a half meter.

### (b) *Construction noise mitigation*

The proposed scope of works of the sub-project does not include activities generating loud noise such as breaking of concrete, hammering, etc. Activities only include slight dozing, grading and hauling of materials and aggregates. No settlement is within the project site since it traverses mainly at the farmlands.

### (d) *Proper handling of construction wastes*

Contractor/s of the sub-project shall be properly informed of the contentions contained in the RA 9003 including the proper control of their oil and lubricant wastes.

Basically, the project implementation will not generate large volume of solid wastes for as contained if the approved Program of Works (POW) no perennial trees will be affected during the rehabilitation activities.

### (e) *Safety*

Contractor/s of the sub-project shall post a Certificate of All Risk Insurance prior to the issuance of the Notice to Proceed in order to see to it that their employees/workers are protected with a legitimate insurance coverage. In addition, the implementing agency shall see to it that the contractor/s in the other hand shall commence works in conformity to the approved Construction Safety and Health Program.

The existing barangay and municipal health facility shall also be always ready to serve first aid and curative services in case of emergency cases during the construction activities.

## F. Financial Aspect

### 8.1 Total Project Cost by Financing Source and Cost Sharing (WB LP, LGU, Beneficiaries)

The total project cost is estimated at Php 21,155,165.30 with cost sharing as follows: