

- A. **Project Title** : Improvement/Concreting of Brgy. Inobongan - San Sebastian Farm to Market Road
- B. **Project Location** : San Sebastian , Samar
- C. **Project Type** : Farm-To-Market Road
- D. **Project Scale/Dimension** : 3.11 kilometerslong by 5 meters wide
- E. **Project Proponent** : Provincial Government of Samar
- F. **Implementing Unit** : Provincial Government of Samar
- G. **Population** : 7,708(2010 Census)
1,464 (Households population)
- H. **Total No. of Brgys. of the Municipality** : 14
- I. **Mode of Implementation** : Contract
- J. **Direct Road Influence Area (RIA)**

Barangay	Crops	No. of Has.
Inobongan - Camanhagay-Poblacion	Rice	441
	Coconut	263
	Camote	12.5
	Cassava	16.1
	Banana	34.5
	Gabi	21
	Total	788.1

K. Project Beneficiaries

Beneficiary Barangay	Population	Male	Female	# of HH
Direct				
1.Inobongan	521	272	249	103
2.Camanhagay	729	381	348	157
3.Cabaywa	229	117	112	47
4.Poblacion 1	725	393	332	151
5.Poblacion 2	453	236	217	86
6.Poblacion 3	489	241	248	94

7.Poblacion 4	734	369	365	133
Indirect	0			
8.Dolores	720	389	331	161
9.Hitaasan 1	534	269	265	113
10.Hitaasan 2	513	256	257	71
TOTAL	5,647	2,923	2,724	1,116

L. Total Project Cost and Php 33,357,511.35

Cost Sharing World Bank : Php26,686,009.08
Gov't of the Phil. : Php 3,335,751.14
LGU Equity :Php3,335,751.14

**M. Economic Viability
Indicators:**

ENPV = PhP 35,963,216.46
EIRR = 33.1%
BCR = 2.19

N.Conclusion and Recommendations :

The proposed rehabilitation/concreting of Brgy. Inobongan to Poblacion Farm- to-Market Road in the municipality of San Sebastian has been found feasible from the marketing, technical, economic and operational view point. It is therefore highly recommended for inclusion in the implementation of the DA-PRDP in the Province of Samar.

D. SOCIAL ANALYSIS

i. Subproject Beneficiaries

Beneficiaries

The project has a total of 1,116 households beneficiaries comprising of 5,647 population with 2,923 females and 2,724 males within the influence area. The beneficiaries are mostly farmers, agrarian reform beneficiaries and farm workers, and farming is the dominant livelihood in the project area (Table 14).

Table 14. Sub Project Beneficiaries

<i>Beneficiary Barangay</i>	<i>Population</i>			<i># of HH</i>
	<i>Male</i>	<i>Female</i>	<i>Total</i>	
Direct				
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Public Consultation

A series of public consultations were held in six clusters/barangays on September 11 and October 22, 2014 in Brgy. Camanlagay Chapel, Municipal Legislative Building (For Brgys. Poblacions 1-4), Inobongan Church, and in the barangay plazas of Brgy. Dolores Plaza Dolores, Brgys. Hitaasan 1 and 2.

The consultations were participated by a total of 755 persons, with 235 males and 340 females including the barangays and municipal officials and the provincial personnel who are in charge of PRDP.

The highlights of the public consultation include the presentation of the overview and the mechanics of the sub project; an open forum to solicit the concerns and inputs of the project beneficiaries and the project acceptance by the people.

During the consultation, the people expressed their desires to improve their living conditions with the concreting of existing road which will provide easy access from their barangays to the Poblacion for the social services and other

forms of economic reliefs. Likewise, this project was identified as the priority need of the constituents in order for them to have a better access to the town proper of San Sebastian where the center of the economy and government services is situated.

Majority of the attendees were women who have expressed their desire to improve their living conditions. Their participation during the consultation was also a way of involving the people so that they would not think that they are being left out in the development efforts of the national government and felt more involved being recipients of the interventions.

The beneficiaries accepted the proposed project. The concern on RROW was discussed and the same was considered non-issue since it is an existing farm-to-market road with a clear RROW.

ii. Indigenous Cultural Community/Indigenous Peoples (ICC/IP) -

The project site is not inside an ancestral domain hence no indigenous cultural/indigenous people will be affected in the implementation of the project. Therefore, Certificate of Non-Overlap will no longer be required from (National Commission on Indigenous People) NCIP.

iii. Site and Right-Of-Way Acquisition

The right-of-way and site acquisition is no longer an issue in this project as these were addressed during the pre-construction phase in 1960 of the 6.22 kilometers 8 meters width road.

The ROW is now the property of the Municipal Government of San Sebastian. The road maintenance is being subsidized by Provincial Government.

The proponent will submit the following documents to prove ownership of the RROW:

1. Certification from the Municipal Assessor – attesting ownership of the LGU for the ROW of the proposed FMR
2. Minutes and Attendance Sheets – of the consultation meeting conducted in the area for the enlightenment of the constituents on the PRDP and the right-of-way of the project.
3. Individual affidavit of property owners attesting the settlement of the RROW with the LGU .

iv. Damage to Standing Crops, Houses And / Or Properties

There are no houses and structures within the ROW, hence, damage thereof is considered a non-issue. However, there are standing crops which will be affected with the road widening such as coconuts and rice.

There are power (electric posts) to have been erected within the road right of way. A letter request to the management of the electric power cooperative (SAMELCOII) for the immediate relocation of these posts outside the RROW was sent. Coordination has been made by the proponent with the cooperative for the said relocation.

Table 15 shows the summary of number of trees and area of crops encroached within the road project and with the imposed valuation.

Table 15: Damage to Standing Crops, Houses And / Or Properties

<i>Barangays; Crops, Structures Affected</i>	<i>Number</i>	<i>Area (m²)</i>	<i>Valuation</i>	<i>Remarks</i>
Camanhagay				
Crops: Rice		2,085	₱62,560.00	Waived
Trees: Coconut	107		₱37,450.00	Waived
Poblacion				Waived
Crops: Rice		3,012	₱90,385.00	Waived
Trees: Coconut	94		₱32,900.00	Waived
TOTAL	<u>201</u>	<u>5,097</u>	<u>₱223,295.00</u>	

v. Physical Displacement of Persons

There is no displacement of within the road right of way for the project. Instead the people will stay in the project area because of the benefits that the project will unfold on them such as easy access to markets and services like livelihood, social, and government.

vi. Economic Displacement of Persons

Livelihood of the beneficiaries will not be affected in the implementation of the project, hence no economic displacement of persons in the project likely happen. Instead, economic activities will advance as farmers will be motivated to produce more - given the benefits they will enjoy from the project when it is completed, i.e. accessibility of market, savings in transportation costs with the drastic reduction in travel time, easy access of government services to the area , opening of new opportunities for livelihood projects for the mothers/women, etc.

vii. Grievance Redress Mechanism

Executive Order No. 5 series of 2015 was issued by the Governor, creating the Grievance Redress Mechanism (GRM) Committee for the PRDP. It is an integral part of project management element that intends to seek feedback from beneficiaries and resolve of complaints on project activities and performance. The mechanism will ensure that the public within the project influence are aware of their rights to access, and shall have access to, the mechanism free of administrative and legal charges.

GRM shall ensure that the right and interest of the people specially living in the influence area of the project are protected against poor project implementation.

E. ENVIRONMENTAL ANALYSIS

i. Natural Habitat

The natural habitat in the area will be encroached nor be destroyed when the project start because the project site is not within an officially declared or proposed area of a protected natural habitat. The project will traverse through agricultural lands, i.e. coconut lands, rice paddies, upland rice farms, banana and root crops plantations, grasslands and open spaces that are potential for agriculture development.

ii. Physical Cultural Resources

The project will not affect any physical or cultural resources or structures. The improvement of the farm to market road, when completed, will complement other major government projects which implementation /construction in the area is on-going.

iii. Terrain, Soil Types and Rainfall

The project site is characterized by a flat to rolling terrain. The soil type in the project area is classified as Catbalogan Clay Type of reddish color. It is observed to compose primarily of clayey soil with a general sub-grade rating of fair to good.

Two types of season normally occur in the project area - the dry and the wet seasons. The rainy season starts in May and normally ends in December with pronounced heavy rainfall occurring during the months of November that sometimes last until January. Heavy rainfall causes flooding of the area of up to 5 meters.

There are no available rainfall data in the project area but only the provincial data. Rainfall in Samar is abundant all year round which ranges from 2,577.6 to 5,227.2 millimeters annually in the past ten years covering 2003 to 2012 (Table 16) and above the national average which varies from 965 to 4,064 millimeters annually. These translate to a mean annual rainfall of about 3,273.38 millimeters for the entire province.

Records of the Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA) Catbalogan Weather Station show that the greatest amount of rainfall which the province receives was in February 2008 recording a monthly rainfall of 1,111 millimeters, which was attributed to continuous heavy rains during the northeast monsoon or "Amihan". Extreme rainfall such as this is considerably intense and could trigger flooding and destroy agricultural crops especially in the low lying areas. The least amount of rain was recorded in February 2010, is only 7.90 millimeters because of the occurrence of "El Niño" which lasted for five months from February to June. The lack of rain could result to the reduction of water supply should thus be considered concerning the allocation and use of land.

Table 16. Monthly and Mean Rainfall in Millimeters, 2003-2012, Province of Samar

Month	10-Year Period										Monthly Mean
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
1. January	211.9	340.5	106.7	142.9	285.2	327.8	293.3	337.9	991.6	456.8	349.5
2. February	25.7	176.8	77.5	261.7	49.1	1,111.0	349.7	7.9	135.1	372.6	256.7
3. March	83.4	179.7	149.9	249.1	104.5	223.5	136.5	142.9	823.8	430.2	252.4
4. April	18.6	99.3	82.9	64.7	61.8	198.1	296.6	63.7	173.9	128.0	118.8
5. May	157.1	333.4	100.7	316.9	177.6	468	145.4	73.2	669.9	144.5	258.7
6. June	495.0	110.9	144.8	99.3	128.1	364.5	550.0	99.9	235.8	261.7	249.0
7. July	409.8	209.0	206.7	215.4	286.9	187.9	140.6	401.7	467.1	415.7	294.1
8. August	182.4	144.2	128.6	203.9	176.1	236.6	247.4	281.8	245.5	18.7	186.5
9. September	146.2	161.4	473.0	486.4	207.6	279.9	180.1	453.6	454.7	438.0	328.1
10. October	216.5	359.0	264.1	283.9	329.9	276.1	260.0	348.9	402.2	435.7	317.6
11. November	435.2	350.0	179.7	155.5	481.5	319.2	242.5	193.2	231.2	297.5	288.6
12. December	195.8	256.6	813.3	447.5	497.0	422.4	208.8	248.9	396.4	248.9	373.6
Total Annual	2,577.6	2,720.8	2,727.9	2,927.2	2,785.3	4,415.0	3,050.9	2,653.6	5,227.2	3,648.3	3,273.4
Mean	214.8	226.7	227.3	243.9	232.1	367.9	254.2	221.1	435.6	304.0	304.0

Source: Philippine Atmospheric, Geophysical and Astronomical Services Administration, Catbalogan City Station

iv. Hazard/Risk Assessment

Historically, the project area is flooded whenever heavy rainfall occur. However, flooding in the area would easily subside after few hours .

Based on the Results of the MGB Geohazard Mapping and Assessment of Barangays in Samar Province the subproject, specifically Brgy. Inobongan is susceptible to landslide/erosion but will not affect the subproject.

To mitigate the effect of flooding, the establishment of the old road (gravel road) has included the installation of single barrel and double barrel RCPCs in

waterways road crossings. These drainage systems in the area is still functional and will be complemented with additional RCBC, slope protection and line canal by the sub project.

v. Status of Environmental Clearances

The proposed project will have a concrete carriageway and therefor would require CNC from the DENR before the start of the project.

In this regard, the Provincial Government has applied for the required clearance from the Environment and Management Bureau of the DENR. The Bureau have scheduled an inspection and site validation. The proponent has coordinated with EMB in the conduct of the same.

The source of quarry materials for the project is located in Julita Leyte. Accreditation certificate for the quarry source from DPWH was been requested . The waste disposal or dumping of excess excavated earth materials will be at a portion of land owned by the municipal government with the tax declaration no.14003-00082. In relation thereto a permit of waste disposal was issued by the Municipal Mayor, Hon. Antero M. Gaviola, Sr.

Batching plant will be located away from the residential area to minimize noise and disturbance.

Additionally, coconut trees are within the road right of way. In this regard, tree cutting permit is being secured from the Philippine Coconut Authority (PCA). Such permit will soon be available before the start of the project implementation.

Requirements of Permits

Certificate of Non Coverage. The proposed rehabilitation of abovementioned FMR is an existing all weather road which requires Certificate of Non-Coverage per DENR Administrative Order #30 series of 2003.

Governor's Permit. The winning contractor must secure Governor's Permit for sand and gravel as part of the construction materials or may direct purchase of said materials to the sand and gravel concession owner/dealer.

Tree Cutting Permit. Along the ROW, there are coconut and other trees that need to be removed. However, an ocular inspection and validation will be conducted by the DENR personnel prior to the start of the project to insure that the ROW is cleared from trees. A request for clearance to cut trees was sent to the Department of Environment and Natural Resources for the removal of the same.

vi. Social and Environmental Impacts

a. Step-By-Step Activities Which Will Likely Impact in the Locality

The construction of the project requires the following step-by-step activities which will likely have impact on the locality and its adjoining area and the corresponding mitigating measures are identified in the attached ESMP (Figure 5).

Step 1. Clearing and Grubbing. This is the removal of grass, weeds that have grown in the RROW which is 10 meters wide and 3.11 kilometers long.

Step 2. Excavation. The removal of soil and other sub-grade elements to prepare the ground for the construction of the box culvert. This also pertains to the removal of roads sections containing heavy moisture and its replacement with common borrow.

Step 3. Embankment. Embankment is the addition of soil and base coarse materials compacted to a certain degree to meet the required width of the road at a desired grade.

Step 4. Sub Grade Preparation. This is the laying of item 105 over the entire road section and compacting them to the desired compaction level to meet the desired road sub-grade elevation.

Step 5. Aggregate Base Course. This is an aggregate surfacing (item 200) compacted to the required degree of compaction in preparation for the Portland cement concrete pavement placement. The base course will have a 0.20 meter thick on the carriage way extending 1.5 meters on both shoulders of the road.

Step 6. Concreting. This is the mixing of sand, gravel, cement and water to a desired consistency and its placement on top of the base course which will ultimately serve as road carriageway.

This is about Portland Cement Concreting Pavement. This will entail the mixing of sand, gravel and the Portland cement.

- a. Air pollution will directly affect the workers only. Houses are situated about 30 meters away from the project site and will not be affected by the pollution.
- b. Noise disturbance will not be a problem during the construction of the project as it will be done away from the communities.
- c. Other forms of waste generated by human, and others as a result of maintenance of equipment, like used oil and the like shall be disposed of properly.
- d. Riprapping have already been done during the construction of the all-weather road in steep areas to prevent landslide/erosion with a length of 30 meters and 1 meter in height.

- e. Rehabilitation of overflow which includes increasing the length of apron in the form of a hydraulic jump. This is to counter the effect of scouring during the flooding.
- f. Part of the road maintenance is the establishment of road canal linings on both sides especially on steep grades where scouring is evident.

Step 7.Rehabilitation of Overflow.The length of the apron will be increased through a hydraulic jump to counter the effect of scouring during flooding.

Step 8.Drainage Canal. To maintain the good condition of the road, drainage canals will be established on both sides. But in area where there is a side cut, one side canal lining shall be constructed.

The preparation of the Environmental and Social Management/Mitigation Plan (ESMP) was based on the following Assessments:

b. Environmental Impacts Assessment and its Recommendations

Wildlife Habitat. There is no impact on forest habitats as the proposed project will be implemented in area far from wildlife habitats. There will be no wildlife displacements and no cutting of endangered tree species.

Trees that will be cut along the road must be replaced by the proponent by planting endemic tree species along riverbanks or the 10 meters easement area. This will protect the river banks from potential erosion. It can also protect the area from potential flooding.

Water Contamination. The soil type of the area of the proposed project is generally loose and has great potential for erosion or landslide during heavy rainfall. This may bring sedimentation to the river systems. Another possible source of sedimentation is the excavated soil which can be carried by rain down to the river systems. These can affect the existing freshwater species and its habitats.

To prevent sedimentation, the proponent will designate an area where excess material excavated will be deposited at least 5 meters from the roadside and far from the rivers and must be in low lying areas to prevent it from flowing to water sources. Areas with steep gradient will be rip-rapped or planted with natural vegetation known as natural matting to prevent soil erosion and landslide. Canal linings will also be established to provide an area for water flow or flow diversion. It can also serve as part of the road maintenance and will ensure that sediments will not directly flow to the river systems. Filter barriers or settling basins for sediments removal must also be established in strategic areas of the project undertaking.

Waste discharge mostly in the form of motor oil must be prevented as this can contaminate water sources. Heavy equipment is likely to contribute this kind of

waste hence the proponent shall ensure that equipment maintenance must be done away from the area especially when the equipment needs to change oil.

As the project construction will last for a year, fecal waste is likely to be generated from those people involved in the construction. It must be imperative that water contamination caused by fecal waste must be prevented. Temporary “toilets” will be established far from water sources, especially that for drinking water.

Air Pollution. The proposed project will be established 30 meters away from the houses to the center line of the road. Pollution effects must be considered carefully to protect those that will be exposed. Naturally, the pollution that will be generated during excavation and during the mixing of concreting materials will directly affect the people involved in the construction activities. Those involved must be provided by the proponent with helmets, mask and other protective gear known as Protected Paraphernalia’s Equipment.

Noise Pollution. The project will be using heavy equipment that can generate noise. While the project will be 30 meters away from the nearest household, as detailed above, it is still imperative that the proponent must regulate the noise that may be generated by noise emitting equipment. It is recommended that the activities must be conducted during daytime so as not to disturb the sleeping hours of the communities and those involved in the construction.

Disruption of Traffic flow. A parking area must be designated by the proponent. This will ensure that traffic flow will be smooth during the duration of the project.

Sign Boards/Billboards. To inform the communities about the on- going project and provide guidance/ safety of those residing within the vicinities of the proposed project, billboards shall be placed in strategic locations. The Environmental Compliance Certificate issued by the EMB shall also be displayed.

Solid Waste Management. The project will not only generate air, water and noise pollution, but is also expected to generate solid waste. Among these solid wastes are plastic containers of motor oil, empty sacks of cement and other waste by people involved in construction activities. To prevent litter and secure garbage, trash and solid waste during the construction phase, a Material Recovery Facility must be established as part of the solid waste management by the proponent. Training on waste management must be provided by the proponent to the communities and to the project implementers. This will ensure that both the project implementers and the communities understand the possible environmental and health impacts of the project and thus endeavor to minimize if not prevent any negative impact.

vii. Integrated Pest Management/ KASAKALIKASAN

KASAKALIKASAN, the local name for the Philippine National Integrated Pest Management (IPM) Program, stands for Kasaganaan ng Sakahan at Kalikasan. It was launched to train farmers in order to empower them to become experts in their own fields by developing their ability to make critical and informed decisions, as well as, to render crop production systems more productive, profitable and sustainable.

IPM is an effective and environmentally sensitive approach to pest control that relies on a lot of common sense practices. It utilizes all appropriate pest management options including, but not limited to, the careful and limited use of pesticides. Similarly, organic principles apply many of the same concepts as IPM, yet they limit the use of any pesticides to those that are produced from natural sources.

The Provincial Agriculture Office of Samar conducted Farmer Field Schools (FFS) Programs in all municipalities of the province. FFS's includes training the farmers in seed selection, land preparation, rice morphology and integrated soil nutrient management in rice, corn and vegetables.

viii. Chance Archaeological/Paleontological Finds Procedure

Chance Archeological/Paleontological Finds Procedure is a document which shows the procedures to address the possibility of archaeological deposits, finds and features becoming exposed during earthmoving and ground altering activities associated with the farm-to-market road construction and to provide procedures to follow in the event of a chance archaeological/paleontological find.

A copy of this procedure shall be made available at the construction site at all times. The document provides that upon discovery of artifacts, bones or other objects of interests, all digging, drilling and other earthmoving activities within the radius of 10 meters from the discovery point shall be immediately suspended. The highest ranking officer of the Contractor present at the site must impose the suspension of activities and immediately inform the LGU Contract Administrator or if not available, the highest ranking LGU officer available.

Figure 5: Social and Environmental Management Plan

Issue (Potential Impact)	Assessment (Sample assessments)	Mitigation Measure	Schedule/ Duration of the Mitigation Measures	Instrument of Implementati on (POW, Contract, IDP, or OandM Plan)*	Responsible Unit
I. PRE-CONSTRUCTION PHASE					
1. Negative Impact of the project on environment and to the community	PLANNING DESIGN consider the environmental and social impact of the project.	Included in the design appropriate erosion control, slope stabilization and protection measures.	Pre-engineering Stage	DED	I-BUILD HEAD
2. People Resistance and non-participation to the project	Lack of people awareness on the project especially the affected persons and barangay officials.	Hold consultative assembly with the project partners. with equal participation with project beneficiaries and affected persons	Solicit involvement of the community and affected persons for equity to provide road right of way.	Deed of Donation, Waiver of Rights, Quit Claims	I-PLAN HEAD with the support of the assessor
II. CONSTRUCTION PHASE					
1. Temporary increase in sedimentation during construction		Earthmoving/ cutting of slopes to be done during dry months	During Construction	DED/POW;	I-BUILD HEAD and CONTRACT OR
		Proper disposal and compaction of spoils		Contract	
2. Potential contamination of surface and groundwater with oil/grease	Waste oil and grease from equipment could contaminate surface water	Proper handling and disposal of waste oil and grease	During Construction	Contract	I-BUILD HEAD and CONTRACT OR
	There will be no or insignificant amount of waste oil/grease				
3. Potential contamination with human waste	Construction workers would be temporarily housed in a base camp	Set up adequate latrine/toilet facility at the base camp	During Construction	Contract	I-BUILD HEAD and CONTRACT OR
	Workers would be mostly locals and are expected to go home to their respective houses after works				
4. Potential disruption of traffic flow	The access road and/or segments to be rehabilitated need is vital to daily activities of the residents and farmers and need to be kept open to traffic during construction	Keep the road open to traffic flow and minimize disruptions along the access road and/or construction area; Provide adequate warning signs and traffic personnel when necessary;	During Construction	Contract	I-BUILD HEAD and CONTRACT OR
	The construction will not affect	Undertake regular maintenance			

	daily movement of residents and farmers	measures on the passable portions of the roads			
5. Potential dust/mud nuisance during construction	Roads could become powdery during dry days and muddy during rainy days of the construction period	Undertake sprinkling of road (including access roads) during dry days, and filling up of potholes during rainy days, especially in residential areas	During Construction	Contract	I-BUILD HEAD and CONTRACTOR
	Access road and/or the construction/ rehabilitation works passes through a populated area	Set up speed limits for vehicles, especially within residential areas			
6. Landslide/ erosion of exposed road sides resulting in sedimentation of waterways	The cut slopes will be hard materials that would resist erosion		During Construction	DED/POW	I-BUILD HEAD and CONTRACTOR
	The road passes through a relatively benign terrain, cuts will be minimal			Compliance to the ESMP	
	The rehabilitation work does not involve additional road cuts	*Riprap			
7. Inadequate drainage resulting in flooding or ponding	The road will block runoff, resulting in flooding on one side of the road during rainy days.	Installation of cross drains(RCPC/RCBC)	During Construction	DED	I-BUILD HEAD and CONTRACTOR
	Drainage issues likely				
8. Local employment	Construction will provide local employment opportunities	Hiring priority shall be given to qualified local residents; Implement RI Manual on local hiring	During Construction	Contract	CONTRACTOR
9. Traffic congestions generated by heavy equipment and transporting trucks during PCCP	Construction Management on materials and equipment	Establishment of Batching Plant.	During Construction	Contract	CONTRACTOR
		Established proper signage and warnings on lane for concreting and provide detour for a passage lane.			
		Confine area intended for excavation.			
		Provision of adequate space for materials and equipment			
		Provision of adequate nets for falling debris at the batching plan			
10. Safety of School Children		Establishment of signage and warning signs in school sites	During Construction	Compliance to the ESMP	CONTRACTOR
11. Feedback from beneficiaries and complaints on project activities and performance		Signing of Executive Order creating the Grievance Redress Mechanism (GRM) Committee for the Philippine Rural Development Program	During Construction	Executive Order	GRM COMMITTEE
12. Chance of finding Archeological/Paleontological artifacts, bones or other objects of interest		Compliance to the Chance Archeological/Paleontological Finds Procedures for Subprojects.	During Construction	Compliance to the Procedures	CONTRACTOR

13. Lack of Awareness of the community in KASAKALIKASAN		Conduct of Information and Education Campaign on KASAKALIKASAN/Integrated Pest Management (IPM) through Public Field School	During and After Construction		IREAP
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<i>I-PLAN Head</i>	<i>PPMIU Head</i>	<i>Provincial Governor</i>

