

A. Social Assessment

A. 6.1 Social Safeguards Aspects

1. Project Beneficiaries

The direct beneficiaries of the subproject are the residents of the locality of barangay Datu Balong of which their means of livelihood are totally dependent on agricultural farming. These areas are considered productive agricultural areas, however, socioeconomic status of the people are low due to their difficulty in transporting farm products especially during rainy season. Practically, most of the people living in the area are poor and vulnerable to various social and physical risks. Services from the government and other vehicle cause difficult to reach because of the unfavorable and poor road condition. Development in the areas is also hindered due to poor access to transportation and utilities. The people were already consulted about the project through consultation meeting held at Barangay hall of Datu Balong dated January 11, 2011. The consultation was participated by locality of barangay and the individual lot owner those who are affected in terms of land acquisition were expected that portion of their lot and agricultural crops and trees could be acquired during the implementation of the projects. The individual lot owners were voluntarily sign a deed of donations in support of the implementation of the projects. A barangay resolution and minutes of meeting were filed for attachment. The FMR project is welcomed and strongly supported by the council and residents of the locality. Their primary concern and issues are the hardships and difficulties in transporting their products to the local market especially during rainy seasons. The project was indeed, a realization of their long dream of transporting to and from the local market with ease and convenience. And of course, with a lower transportation costs and travel time, less efforts and safety in commuting. For women in attendance, they are worried about the safety and security in traveling as well as mobility in times of emergencies when there are patients to be brought to a nearby hospital for treatment and children going to schools.

2. Indigenous Cultural Community/Indigenous Peoples (ICCP/IP)

The barangay subproject is located inside an ancestral domain area nevertheless will not negatively affect Indigenous Cultural Communities or Indigenous People (Dibabawon tribe) but could benefits to them. However, in the manner of public consultation, the officials of the barangay invited the tribal chieftains to represent on the role of ICCs/IPs in project development most especially when these affect directly the vulnerable sectors like IPs, Women, children and elderly sectors. They will always be consulted and be a part of the planning process to benefit the project. Furthermore, the Municipal has apply for an FPIC consent through the NCIP.

3. Site and Right-of-Way Acquisition

The proposed site is already an existing road network connecting Poblacion Datu Balong – Purok Mamalian. It has been used by the residents as an access road to transport their products to the local market. Due to poor maintenance some portions of the road are damaged. The proposed FMR requires an eight-ten (8-10) meters wide road-right-of-way. Definitely, it would acquire additional plot during widening with some vegetation to be eliminated to widen the road area into its standard requirements. However, after due consultation and briefing they were more than willing to give up a portion of their lands and affected crops for the project. They committed to support the road rehabilitation and are willing to offer these areas and crops without any corresponding payments from the LGU with the assurance that this project will be implemented as soon as possible. The affected landowners are signify their support thru signing of deed of donations/waivers in areas affected by the project. There are twenty eight (28) identified lot owners could be affected, three (3) of this is only secure a waiver of right to their trees, since they encroach and utilized the portion of the road right of way of which their agricultural crops affected.

4. Damage to standing crops, houses and/or properties

Since the subproject road network is already existing and is presently used as a barangay road, there were only a very minimal damage to plants and trees due to widening. The existing 6-meter wide road width is also increased to 8-10meter wide in the survey, so a portion of their lands is covered. However, all these actions were referred and consulted properly in a meeting with the landowners. Nonetheless, these people offered without any compensation any potential damages to crops and trees for the sake of development. A Waiver of Rights are secured from these individuals.

5. Physical displacement of persons

In the course of the implementation of the project there were no houses that are relocated. The proposed FMR did not encroached any houses or structures. Moreover, it does not require any abbreviated Resettlement Plan (ARP) to address the displaced persons.

6. Economic displacement of persons

The project will not cause economic displacement but rather improve economic status of the people in the area. With the improvement of the road network, economic activity will improve and increase. Access to transportation and communication will be easy and definitely, the return of investment of these farmers will likely increase with the lower cost of hauling and transporting farm outputs. The project does not affect and damaged a large scale farmlands which can cause significantly the loss of livelihood.

B. Environmental Safeguards Aspect

1. Natural Habitat

The location is generally an agricultural areas planted with various permanent crops such as fruit trees like Mango, Cacao, Lanzones and Rubber, Coconut, corn and vegetables. The location is not within an officially declared or protected area of natural habitat.

2. Physical cultural resources

The proposed site is not covered by the Physical Cultural resources. There are no existing structures or monuments which are of historical or cultural significance.

3. Terrain, Soil types and Rainfall

The terrain is generally flat and gently hilly in some portions. Rainfall is just minimal following the Type IV Climatic characteristic of the municipality. Soil type is clay but not lose that it would easily erode during heavy rains.

4. *Hazard/Risk Assessment (Drainage Situations, Erosion and Flooding Potential)*

The proposed sub project must install a cross and side drainage along the road section. The road will serve as a passageway for water during rains and would likely destroy the road if not remedied with cross and side drainage. Flooding potential is only possible in portions within the river banks.

The program of work will include mitigating measures and monitoring parameters in the start of the construction activities to ensure the safety and protection of the workers and the environment. The following should be considered.

Soil erosion and landslides due to clearing and excavation operations can be possible in the course of implementation. There should have some mitigating measures to reduce if not totally control the erosion. There should be provided a slope protection through bank compaction, rip rapping on critical sections or vegetative stabilization.

A slope/erosion control measures will be integrated in the construction cost if necessary.

Overland drainage should be controlled to prevent channeling and sediment transport by diverting flows from areas where soils are exposed, and/or by providing filter barriers or settling basins to remove sediment before the runoff is discharged to surface waters.

5. Status of ECC/CNC application, tree cutting permit

CNC Application

The subproject, Rehabilitation of Poblacion Datu Balong-Purok Mamalyan Farm to Market Road falls under the IEE category and conforms to non-coverage criteria of the Department Administrative Order No. 96-37 of the Department of Environment and Natural Resources (DENR) in terms of location, employment and technology due to reasons that the location of the subproject conforms with the approved land use plan of the municipality of San Isidro, Davao del Norte, the project will require not more than 20 persons at single given time during the course of implementation, and does not require the use of toxic and hazardous materials as the subproject will be executed by employing conventional but appropriate road construction technology. Hence, ECC is not a requirement. The municipality has already acquired Certificate of Non-Coverage (CNC) from the DENR-EMB.