

A. Social Safeguard Aspects

The Social Assessment section of the FS should provide the following information:

1. Project Beneficiaries –

The beneficiaries of the subproject are the people of Barangay Bubong Cadapaan Setio Kaniyogan, Sitio Saliwato and Latl 1,535 Population, 307HH , Male: 614, Female: 921 as well as Barangay Barit whose people directly use the road for their travel to and from their farms in the upper portion of the three barangays. Also other people from other barangays of the municipality and even from other municipalities going to and from the two barangays of Bubong Cadapaan and Barit would also benefit from the subproject as the road is usually walked by the people passing through during rainy (wet) seasons. They are mostly farmers whose livelihood depend so much on the land they till and could therefore be categorized as hand-to-mouth earners except about 10 to 15 percent of them who are quite higher in living standards due mainly on the economic activities that they are engaged to and which activities could not also be done by all the people in the area for various reasons, among which is it would render the businesses unviable.

The people were consulted about the project. All civic leader, religious group, sultan, men and women in the two (2) barangays were called by the Barangay Chairmen of barangay Bubong Cadapaan and Barit at the NPC Multi Purpose Hall of Balindong, Lanao del Sur, of more than hundred peoples living in the two (2) barangays were attended the said consultative meeting was in November 20, 2012. (*pls see attached minutes and attendance*)

The people were happily excited upon hearing that a portion of their Barangay Road would be concreted. Chorus of assenting shouts were let out by those sitting at the back and even the women folks who were sitting at the front let out sighs of relief. There were those who said that they would pay back in whatever way they could the favor of having a concrete or paved road. The women whose services in the land their husbands till are not really, most of the time, needed said that they would serve as helpers of the men who would work in paving the road. Some men brought the idea that if their services are needed, they would work in the road even if they have to render work without pay. That is if there is no available amount intended for labor wages. But if there was really budget intended for wages, the requested that they may be made laborers to be able to augment their meager incomes from their farms.

2. Indigenous Cultural Community/Indigenous Peoples (ICC/IP) –

All the people living in the two (2) barangays of Bubong Cadapaan and Barit , the barangays that are to be traversed by the proposed Farm-to-Market Road subproject, are maranaos. Although belonging to the indigenous cultural communities, the maranaos of the Municipality of Balindong where literacy rate is in the maximum could be considered belonging to the mainstream Philippine society. The Maranaos are examples of traditional Indigenous Cultural Communities that now perfectly belong socially, culturally and politically to the mainstream Philippine Society.

At any rate, in strict compliance with the process by which projects are being implemented, the people were called for the purpose of consulting them about the project as described above and their reactions were all favorably recommending the immediate implementation of the subproject. They only requested that they be made laborers in the works in paving the road to be able to augment their meager incomes from their farms.

There is not, however, a need for a certification from the local chieftain as traditional titles in the barangays of the Municipality of Balindong, Lanao del Sur, are now mere traditional titles. Albeit the presence up to now of the traditional titles, leadership in the barangays now rests in the Barangay Chairmen.

The certification, therefore, of the Barangay Chairman or Punong Barangay is more than enough to appease hurt feelings of the people in a certain Barangay.

But anyway, the subproject is for the benefit of the people, of all the people not only in the affected barangays but also people from other barangays and from other municipalities as well. This is not intended for a limited number of people or an entity but for all the people and so except to satisfy what the rules and regulation say about this matter, there is really no need to get the permission, much less the endorsement of the people especially so that the subproject would be constructed or implemented right at the original line segment of an existing farm-to-market road.

3. Site and Right-of-Way acquisition –

The subproject is not inside an ancestral domain as it is to be constructed right at the original line segment of an existing farm-to-market road. The right of way for the existing road has already been acquired some fifty (50) or more years ago. As discussed above, the maranaos who live in the two (2) affected barangays belong to the Indigenous Cultural Communities / Indigenous Peoples but because of their higher literacy rate and their involvement in nation-building as well as their social, cultural and political interactions, they now perfectly belong to the mainstream Philippine Society.

The scale of the subproject (concreting of a Farm-to-Market Road) is a 3.06 kilometers X 4 of paved road with one (1) line of RCPC and Line Ditch. The project site is the original segment of an existing farm-to-market road traversing and connecting the two (2) barangays of Bubong Cadapaan and Barit, all of the Municipality of Balindong, Lanao del Sur. It does not adversely affect any extant Indigenous Peoples / Indigenous Cultural Communities.

Table 1.0 Project affected person in the proposed sub projects

Survey No.	Name of Head of Household	Persons in HH	Land and Crop Losses				
			Total Landhold- ing of Hhold in Sq. M.	be Acquired by Type in Sq. M.	Land Type	Loss as % of Total of paddy area in Sq. Meters	Fruit trees Lost Type and Number
1	Manan Caya		10,000.00	100.00	AGRI	1.00%	-
2	Toronddaya Palo		17,000.00	70.00	AGRI	0.41%	1 coconut tree
3	Saadia Masagol		16,400.00	64.00	AGRI	0.39%	2 coconut tree
4	Oding Dilina		15,000.00	50.00	AGRI	0.33%	5 cocnut tree
5	Sangaranun Minto		10,000.00	100.00	AGRI	1.00%	1 coconut tree
6	Sapia Abubacar		10,000.00	100.00	AGRI	1.00%	1 coconut tree
7	Cais Baguan		10,000.00	100.00	AGRI	1.00%	-
8	Ibra Lutang		15,000.00	50.00	AGRI	0.33%	1 coconut tree
9	Mama Banocag		17,000.00	70.00	AGRI	0.41%	1 coconut tree

10	Macasawang Osing	10,000.00	100.00	AGRI	1.00%	2 coconut trees
11	Popoy H. Rasul	17,000.00	70.00	AGRI	0.41%	2 coconut trees
12	Tauntir Kalaw	40,000.00	40.00	AGRI	0.10%	1 coconut tree
13	Pango Dimaro	50,000.00	50.00	AGRI	0.10%	1 coconut tree
14	Palawan Aliga	15,000.00	500.00	AGRI	3.33%	7 coconut tree
Total		252,400	1,464	-	0.58%	

3. *Damage to standing crops, houses and/or properties –*

There would be a minor crops or trees (*figures in table 1.0*) that will be damaged or affected as a result of the construction of the subproject as the same would be constructed right at the original line segment of an existing farm-to-market road. Waiver of rights of the land owner will be produce as result of their full support to the implementation of the project.

4. *Physical displacement of persons*

No house will be relocated as a result of the construction of the subproject as the same would be constructed right at the original line segment of the existing farm-to-market road traversing and connecting the two (2) *barangays of Bubong Cadapaan and Barit* , all of Balindong, Lanao del Sur.

4 . *Economic displacement of persons –*

The proposed project would not in any way result in the loss of livelihood or reduced access of families to their traditional livelihood sources. No business structure such a vending stalls and other would be relocated let alone destroyed as a result of the construction of the subproject.

B. Environmental Safeguard Aspects

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

1. *Natural habitat –*

The two barangays traversed by *barangays of Bubong Cadapaan and Barit* FMR are among the major sources of agricultural products found in the public market at Marawi City. Said FMR has been in existence for more than twenty decades, however, for these past several years it has seemingly been left idle due to its dilapidated condition which made land vehicle operators decide not to ply the area for fear of imminent damages that may be inflicted to their vehicles. The project is not located within an officially declared or proposed protected area of natural habitat and the long years of project existence confirm that the said project will not cause major damages to the surrounding environment. No river nor any susceptible body of water and even endangered and important species are found in the nearby surroundings.

2. Physical Cultural Resources –

There is no cultural structure, monument nor any physical cultural resources have been found within the surrounding influence area of the project, hence, no negative environmental impact is expected for this subject or area.

3. Terrain, Soil Types and Rainfall

The two barangays traversed by Bubong Cadapaan-Barit FMR have generally level landscape gradually sloping down towards the national high way, hence, most part of the FMR has rolling except for some few portion with minor plain.

In general, the soil type found in the 2 agricultural barangays covered by the project are the adtuyom La Castellana Complex as the dominant soil and clay loam which are also the common types of soil found in the entire municipality. These kinds of soil have low potential for sedimentation and erosion and are considered very stable that major erosion is unlikely to occur in the area.

Rainfall is evenly distributed throughout the years, in Balindong, at the average of 17.04 mm. So far, no flooding in the area had been recorded in the past.

4. Drainage Situations and Flooding Potential –

There is no proper drainage and lined canal in the existing road which resulted to continue damaging of the road during rainy days. The flood is traversing anywhere in the road which made road have more path whole. The road became more and more destructive due to the un proper canalling The constituents made them difficult to pass to go in the town. Since the proposed project will have a corresponding line ditch and Culvert in a certain station, the potential flooding of this road will be properly run to its route. It will accumulate the volume of water during rainy days.

5. Impacts during Construction

**In most cases during the construction stage especially on civil works activities, the contractor usually hire workers within the barangay concern that gives temporally employment to the residence and of course materials for temporally facilities like coco lumber and other row materials will be taken with the vicinity, no distraction on sensitive vegetation because no sensitive vegetation along the road right of way and no disturbances occur for wild life because both side of the existing road is a cultivated for crop production, with all possible hazard is the tasked of the safety Engineer to control, considering the item of works as fallows, Item 100(1)-Clearing & Grubbing ,101(3)-Removal of dilapidated PCCP, Item 102(2)-Surplus Common Excavation, Item 104(1)-Embankment, Item 105(1)-Sub grade Preparation(comm.matls., Item 201-Aggregate Base Course, Item 311(1)-PCCP, Item 404-Reinforcing Steel, Item 405-Structural Concrete Class A, & Item 500(1)-Pipe Culvert(910mm diameter).*

- (a) *Temporary erosion and sediment control – Erosion and sediment control in construction areas will prevent sediment discharge to nearby streams and lakes. Areas cleared of vegetation for construction and roadway development should be minimized and slopes should be stabilized. 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.

****The contractor is obliged to provide temporally erosion and sediment control to protect sediment discharges to the nearby surface water.***

(b) *Construction noise mitigation* – Are there houses and establishments nearby the construction site? Would construction involve activities generate loud noise such as breaking of concrete pavements, hammering, etc? Identify specific measures to be observed by the contractor in the EMP such as avoiding such activities during quiet periods of the day.

****During the construction, noise mitigation is free because along the proposed rehabilitation road are cultivated for crop production residence are quite away almost hundred meter from the road segment, no existing pavement to be break or hammered, the contractor does not need to work during night time or if needed it should be up to 10:pm so as not to fully distract the rest time of the nearby residence.***

(c) *Proper handling of construction wastes* – Temporary waste disposal facilities must be provided to minimize the amount site litter, and assurances should be made by the LGU that these wastes will be collected and properly disposed of in accordance with government regulations.

****The contractor is required to establish a waste disposal facility in accordance with the government disposal regulation.***

(d) *Safety* – Safety of workers and the public must be given priority. Standard construction safety protocols must be observed.

****The contractor has its own safety Engineer to man and maintain the safeties of the construction workers as well as the people in the vicinity.***

