

A. Social Assessment

6.1 Project Beneficiaries

For about 6,126 populace are to be benefited out of this project, among of this are 3,182 of male, 2,944 female and 1,440 household benefited within the influence area. Majority of these beneficiaries are farmers. The City of Panabo was initiated a public consultation led by city planning office and the concerned barangay's. It was on February 25, 2011 held in barangay hall of Little Panay and participated by several individual persons especially the affected lot owners of private land. The consultations focuses on the road right of way of which only minimal lot owner identified to be affected due to exciting road way. They also concerned is when to implement or start of the projects, of which they are willing to support to implement the projects. Some women also attended during the consultations of which they are very excited to implement the projects of which they could also benefits as they can have easy access to the neighboring barangays and to their daily activity. (Minutes and attendance attached to the fs.)

6.2 Indigenous Cultural Community/Indigenous Peoples (ICC/IP)

The proposed sub projects were located outside ancestral domain. Based on interview with key informants there are no indigenous people's (IP's) affected in the implementation of the project. Majority of the populace of the influence area belong to the visayan, Ilocano and some cebuanos. The proponent initiates Certificate of Non Overlap (CNO) from the NCIP with CNO no 2014-12-30 dated December 16, 2014 for proper address of the proposed sub projects.

6.3 Site and Right-of-Way Acquisition

The proposed subproject already existed. From the station 0+000 to station 6+100 it was declared as Japanese road, which means it already exists for many years as Japanese utilized the road for their access, thru generation to generation the road was rehabilitated by the local government of which they widen it to 8 to 10 meters wide. There are no trees (e.g coconut, mango, hardwood etc.) would be cut within this station, only shrubs are naturally grown on the side ditch area. In station 6+200 to 8+020, about 10 private lot owners identified to be acquired portion of their land and some banana trees. The identified lot owners were voluntarily donate portions of their land in support to the implementation of the projects. Entitlement survey form 1 and 2 with corresponding deed of donation and sketch map of affected person hereto attached to the fs.

Table No. 1. Donors and area of land donated for RROW acquisition for the FMR.

Survey No.	Name of Head of Household	No. of Persons in HH	Land and Crop Losses			
			Total Landholding of Hhold in sq. m.	Land to be Acquired by Type in sq. m.	Land Type	Loss as % of Total
1	NEVALYN H	5	34,352	700	agri	2.04%
2	CARLOS HC	5	34,352	600	agri	1.75%
3	RODOLFO A	7	19,703	350	agri	1.78%
4	DOMINIC AP	5	19,709	350	agri	1.78%
5	JOSE PETR	6	59,436	900	agri	1.51%
6	RIZALINA C	5	13,545	400	agri	2.95%
7	JEREMIAS C	5	65,387	800	agri	1.22%
8	FRANKLIN H	5	20,000	800	agri	4.00%
9	LUTGARDA	5	39,500	300	agri	0.76%
10	RAUL ALBE	5	140,000	10,283	agri	7.35%
	TOTAL	53	445,984	15,483		3.47%

A total of 15,483 sq.m shall be acquired for the RROW which is 3.47% from the total landholdings of 445,984 sq.m. Affected landowners donated at the minimum of 0.76% of their landholdings while others at the maximum of 7.35% (Table No. 1). This signifies that farmers donated portions of its land are not economical affected.

6.4 Damage to standing crops, houses and/or properties

With the PRDP guidelines the RROW to be acquired should be ten (10) meters, thus crops damage for the development will be properly address to the owner. Part of the consultations to the identified lot owners, they already include the affected crops to compromise during the implementation of the projects.

6.5 Physical displacement of persons

Structure are properly establish and distance away from the proposed projects thus physical displacement will not cause issues during the implementations of the projects. Therefore there is no need to relocate or displace.

6.6 Economic displacement of persons

As a direct demand driven project it is largely presumed that the general public atmosphere is one of joyous expectation.

During the conduct of Barangay consultation and re-surveying of the road to be constructed and upgraded, the residents affirmed that their traditional livelihood sources will not be affected instead, access to public markets, sizable cut in transport fare, lower cost of farming with increased bargaining chances of higher sales or retail gains but a few of the realistic benefits envisioned.

B. Environmental Safeguard Aspects

7.1 Natural habitat

The proposed subproject will traversed along existing road of the City and barangay roads for which the land use is infra utilities or road as reflected on Comprehensive Land Use Plan of the City. The vegetation covered there are coconut, mango and banana and there are no water bodies of ecological or domestic importance along the proposed road project. It is not located inside a protect area of natural habitat nor will it affect the vegetation, wildlife and other important species.

7.2 Physical Cultural Resources

There are no such structures or monuments or Physical Cultural Resources to be affected on the proposed rehabilitation of farm to market road. Moreover, it is not a potential archaeological site. However, if during the implementation of the project there is a chance that objects of archaeological or paleontological importance are excavated; the chance finds procedure for the sub projects should be observed as attached to this feasibility study.

7.3 Terrain, Soil Types and Rainfall

The topography of the proposed subproject site varies from 100 meters to 500 meters above sea level, such as portion of Barangay Katipunan where the terrain is hilly. Generally the type of soil within the area is sandy loam and classified as Class B on land capability which is not susceptible to erosion. A Portion in barangay Katipunan area where slope of the proposed rehabilitation of road varies from 9% to 12% is considered and incorporated on the design by providing concrete pavement and canal lining.

The records in the CLUP 2009-2019 shows that base from the PAG-ASA Agromet Station in Madaum, Tagum City the maximum rainfall occurs in the month of February with 433.4mm.

7.4 Hazard/Risk Assessment (Drainage Situations, Erosion and Flooding Potential)

7.4.1 Drainage Situations and Flooding Potential

The soil type of the area remarks a better drainage and infiltration of water, however canal lining was been provided on the subproject to protect the carriageway and prolong the usage of the facility. The areas are potential to flooding since the three barangays in the eastern part are traversed by Lasang River. The presence of the creeks also during heavy rainfall contributes flooding on portions of the barangays.

The subproject will contribute largely to the proper drainage system of the area providing canal lining and culverts directing the runoff water to proper outfall such as rivers and creeks.

7.5 Status of ECC application, tree cutting permit

This application for Environmental Compliance Certificate have been issued by the office of the Department of the Environment and Natural Resources (DENR) through the Environment and Management Bureau (EMB) with certificate Number ECC-R11-1404-0071 dated May 5, 2014.