

D. SOCIAL AND ENVIRONMENTAL ASSESSMENTS

Social Safeguards Aspect:

6.1 Project Beneficiaries

The beneficiaries of the sub-project are the populace of Barangays Omagling (1,352) and San Luis (7,305) including the Indigenous People, the Higao-onon Tribes (541 or 40%) and (6,940 or 95%) who are mostly farmers were consulted during Barangay Assembly and accepted the proposed sub-project. Identified priority projects were incorporated in the Comprehensive Barangay Development Plan (CBDP), Barangay Development and Investment Plan (BDIP) and Barangay Annual Investment Plan (BAIP). Rehabilitation/Concreting of San Luis – Tubod – Omagling Road Section is one of the identified priority projects. During consultation, all sectors in the barangay were represented and participated in the process. Concerns were raised if there will be livelihood projects provided other than RI by the PRDP.

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

The project is not located in any of the Ancestral Domain and will not negatively affect the IPs (Higao-onon Tribes). The consultation was done during April 12, 2010 endorsing the sub-project and approval through the issuance of Tribal Council Resolution No. 03 and 01, all Series of 2010 for Omagling and San Luis respectively together with the Memorandum of Understanding (MOU) dated April 7, 2010, see Annexes.

6.3 Status of Road Right of Way Acquisition

The status of ownership and land use of the sub-project site or road right of way are under Alienable and Disposable Lands and some portion were located at Agro-Forestry Zone which are under agricultural production areas. The road right of way requirements in terms of width is 10 meters.

All landowners affected by the farm-to-market road have voluntarily donated their lands with the request to be hired for work employment during implementation of the sub-project. Landowners along A & D signed Deed of Donation while along the Agro-Forestry Zone signed Deed of Quit Claims, see Annexes of Environmental Management Plan (EMP).

6.4 Damage to Standing Crops, Houses and /or properties

Inventories showed that there are 12 land/properties owners will be affected as part of the road right of way acquisition. Crops and plants of various kinds shall be cleared off those are along the road limit width of 10 meters.

6.5 Physical Displacement of Person

There will be no relocation of houses as per given data gathered through actual survey and based on the Detailed Engineering Design Plans.

6.6 Economic Displacement of Person

The implementation of the sub-project has minimal effect to the affected beneficiaries along the influence area, however, it will bring in the economic development for the greater part of the community as cropping intensity will boost and production per hectare significantly increase because of the adaptation of new and appropriate technologies on crop production and management.

E. ENVIRONMENTAL SAFEGUARD ASPECT

7.1 Natural Habitat

The sub-project site is not located within the declared protected area or natural habitat; in fact, it is alienable and disposable areas as partly use for agriculture with major crops like coconut, banana, rice and corn. On the other hand, there is an agro-forestry area near station 0 + 510.

7.2 Physical Cultural Resources

The sub-project site has no physical cultural resources that will be affected.

7.3 Terrain, Soil Types and Rainfall

The sub-project site has 18% to 50% or from rolling to steep terrain with Mountain Soil Undifferentiated and Adtuyon clay. Majority of the road section is composed of igneous rocks based on Geological Hazard Map of Malitbog. The area is under Type IV rainfall classification which means rainy season occurs in May to December and evenly distributed in the whole area of the municipality with annual rainfall 204.7 millimeter.

7.4 Drainage Situation and Flooding Protected

The existing road does not have a defined drainage, ditches and gravel. Moreover, there is no existing cross drainage facilities across the road section, thus, presently there is frequent denudation of land in the area, erosion occurs especially during rainy season.

7.5 Impacts during Construction

Civil works of the road upgrading would engage clearing, grabbing and other earth works embankment, filling, graveling, grading and compaction in the road section. Excavation and ditch formation will be done as the road construction progress together with the provision of slope protection and installation of cross drainage facilities.

These activities may affect the present condition of the environment and the people within the sub-project site; however, mitigating measures will be implemented to minimize the adverse effect of the sub-project construction.

As such will be done according to the following impacts:

E.5.1 Temporary Erosion and Sediments Control

It is possible that erosion and sediments will be present temporarily during construction period. The mitigating measures such as minimize clearing of road section beyond the construction limit to avoid clogging along ditches and turn-outs.

Slope protection will be constructed and emphasize benching methods as per approved design.

Setting basin and silt traps will be installed along ditches and designated stations to avoid siltation in the low lying areas.

7.6 Construction Noise Mitigation

Excessive noise shall be minimized by conditioning the heavy equipment. Moreover, construction activities shall be done during day time.

7.7 Proper Handling of Construction Wastes

Construction waste such as spoils of land from dust aggregates, cut slopes will be used for embankment while the surplus will be disposed and turn-over to the residents who have agreed to accept the surplus materials.

Other solid waste materials such as plastic garbage generated from the bunkhouse shall be disposed at designated dumping site while other wastes will be reused and recycled.

7.8 Safety

Toolbox meeting will be imposed together with the contracting company to enforce safety and good health for the workers and residents of the community.

Traffic and other safety devices will be put in place in a strategic areas along critical/hazard prone area.

7.9 Environmental Management Plan for the Proposed Sub-Project

In the implementation of the sub-project, some crops along private properties will be affected because of its existing width ranging from 4 to 6 meters and will be extended to the standard design of 10 meters or more depending on the terrain.

Some activities involved in the sub-project implementation has minimal adverse effects to the environment particularly in physical and biological aspects but in the socio-economic activity, it increases the income of the people, boost farm production, and reduce the time of hauling of agricultural inputs and farm produce of the farmers living in the area.

With regards to voluminous waste generated, definitely, it cannot cause additional problems since excavated soil/materials will be used in the formation of embankments, sub-grade slopes, bedding, and backfilling for culverts. All other wastes such as shrubs, debris, etc. are all manageable (i.e. composting at a vacant lot of an interested resident).

To ensure the implementation of cleanliness and sanitation, a policy is stipulated in the contract of agreement that one of the requisites for final payment is the cleaning or

clearing of the contractor in the construction site, batching plant, bunkhouse and other related facilities.

The proposed sub-project was presented in the project area through series of meetings/consultation with the active participation of the Barangay Government of **Omagling and San Luis**, Farmers' Organizations, IPs, Women, Youth and Religious Sectors. Actual dialogue with the beneficiaries showed that majority of the total number of respondents demanded for road upgrading or rehabilitation. The data gathering, validation, ocular inspection and preparation of needed documents for the sub-project were made possible through the concerted efforts of the Barangay Development Council (BDC), MPMIU, MPT and MSC group under the leadership of the LCE.

7.10 Status of ECC Application

As a requirement, the Environmental Impact Assessment was conducted to determine the Social Acceptability of the sub-project with the Environmental Compliance Certificate issued by the DENR, Region 10 dated October 11, 2010 duly signed by the Regional Director, Dr. Sabdullah C. Abubacar, CESO IV.