

4.4.3 Dependability and Availability of Required Quantities

Filling materials for Embankment shall be derived from the surplus common materials from the project site.

C. Operational Aspects

5.1 Organizational to Implement the Project

The municipality of Panaon has organized thru an executive order issued by the Municipal Mayor the Project Management Team to facilitate and coordinate the proper implementation of the project. The team is headed by the Municipal Mayor with the Municipal Engineer as the project manager who is in charge in coordinating the different offices to ensure the proper implementation of the project. Composing this team as technical personnel are the different department heads of the Municipal Agricultural Office, Municipal Treasury, Municipal Budget Office, and Municipal Assessor's Office. The team is responsible in formulating the feasibility study, detailed engineering, community consultations, surveys, meetings, identification of affected persons, and other activities of the project.

In the municipal level, the organizations with responsibilities to effectively implement the subproject such as the Municipal Program Management Implementing Unit (MPMIU), Multi-Sectoral Committee (MSC), and the Municipal Planning Team (MPT) have already been created. The track record of Panaon with respect to successful implementation of projects similar to PRDP projects is quite good. The municipality can, therefore, vouch of its management and staff capability to implement the subproject.

D. Social Assessment

6.1 Project Beneficiaries

The population of the barangays affected plus those of the neighboring barangays who use the road in transporting their goods to the town proper will directly benefit from this proposed subproject. The total population of the six target barangay beneficiaries were formally consulted through their respective barangay assemblies where the Municipal Planning Team attended. Upon thorough deliberation on the benefits that might be derived from the project, all of the constituents present in said meetings were most interested to have the subproject implemented. The women representatives also actively participated in the discussion and they even demonstrated their willingness to share whatever efforts they could contribute, as an organization, like persuading all owners of the crops and trees within the road right of way area.

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

There is no single family belonging to the indigenous cultural community or Subanen tribe living in the barangays influenced by the subproject. The proposed subproject has not encroached any ancestral domain, therefore, it does not affect any existing IP and/or ICC.

6.3 Site and right-of-way acquisition

The right-of-way within the standard width of the subproject had already been acquired by the LGU in collaboration with the barangay officials concerned. What is needed to be settled relating to the implementation of this subproject are the crops and trees that might be removed as a result of the road opening and/or construction. However, Deeds of Donation for the crops, trees and the portion of land affected are voluntarily signed by the respective owners.

With regard to the Cutting Permit for the trees that will be affected not only within the right of way area but including that of the road width itself, will be procured from the CENRO Office. The Environmental Clearance Certificate (ECC) for the subproject has already been issued by the Regional Office of DENR as one of the documentary requirements before the approval of this subproject. The trees, after having been cut when the road works commence, will be handed over to the owners for their own use. A copy of our letter to the CENRO is enclosed as one of the Annexes.

For the coconut trees, a cutting permit from the PCA has already been obtained and settled (copy of the permit is herewith enclosed) considering that before the onset of the subproject the landowners will be cutting those coco trees and sell them by "tree" not by board feet.

6.4 Damage to standing crops, houses and/or properties

Only at a negligible extent will this project affect in terms of crops and trees inside the right-of-way area. There will be no houses that need to be removed, transferred and/or evacuated within the whole length of the subproject.

6.5 Physical displacement of persons

Similar to other proposed subprojects, the Construction of Sumasap-Villalin-San Andres-Poblacion-Map-an-San Roque Farm-to-Market Road will not affect any structures like houses in its implementation. As said earlier, no single house has barred the road-right-of-way area.

6.6 Economic displacement of persons

No loss in any major source of livelihood will this subproject involve. Only crops like sweet potato, kangkong, beans, and other vegetables planted not on household scale will be damaged in the course of implementing the subproject. Neither significant household farmland will be destroyed nor access to family traditional livelihood sources will be reduced.

E. Environment Considerations

7.1 Natural habitat

This subproject does not encroach a natural habitat of any endangered species of birds and wildlife, they, being non-forested barangays. The project influence area will become more active in terms of entrepreneurial activities aside from boosting the productivity of the farmlands within the site. Just like the rest of the proposed FMR this subproject is not inside in an officially declared natural park or protected area.

7.2 Physical cultural resources

There are neither existing structures, in any form, within the road-right-of-way site of this proposed subproject, nor this project location is part of an important natural feature or landscape or a potential for archaeological activities.

7.3 Terrain, soil types and rainfall

Villalin and the rest of the barangays are lowland area having an elevation of 100-200 meters above sea level. The lower part of the barangay, where the subproject traverses through, has a slope of 0-3% or level to nearly level, while the upper part has a slope of 3-8% or gently sloping to undulating. Its total land area is 100% alienable and disposable. It has two types of soil which are the adtuyon clay loam and pulupandan sandy loam. The rainiest month of the barangay is November and driest is in the month of February.

Taking a look at the topography of barangay Sumasap, we can say that the area is under the category of lowland with an elevation of 0-50 meters above sea level with a slope of 3° – 8°. Although classified as coastal barangay, it is considered as a farming village having a vast quantity of riceland which are continuously cultivated by subsistence farmers. Sumasap has two types of soil, the kabacan and adtuyon clay loam. Its climactic classification is characterized by a dry season and very pronounced rainy period. The months of June, August and September are the driest, while April and December are the rainiest.

7.4 Drainage situations and flooding potential

The present features of the proposed subproject, being generally flat is easily flooded during heavy rains. The drainage system is not properly sustained considering the absence of a good canal in either side to contain the flood waters. The implementation of the subproject, undisputedly, will solve these problems if all mitigating measures addressing these concerns will be strictly followed, like the construction of a grouted riprap and a PCCP culvert in the designated section of the road.

7.5 Impacts during construction

Per detailed engineering designs, the civil works that will be carried out in this proposed subproject include among others: surplus common excavation where landfills will be used for the structuring of an embankment, however,

when there are excess of such materials, it will be hauled by the LGU for its other projects; pipes culverts and drain excavation; sub-grade preparation; aggregate sub-base and base courses; RCCP culverts and grouted riprap. All these activities will be undertaken with utmost care in order not to destruct any sensitive vegetation in the area, and giving top considerations for the safety of all the natural resources in the vicinity, especially the lives of the workers involved in the project implementation.

F. Financial Aspect

8.1 Total Project Cost by Financing Sources and Cost Sharing (WB, GOP and LGU)

The total project cost of the subproject amounts to **Php31,382,786.76** of which the 80% or **Php 25,106,229.41** will be funded by the PRDP, while 10% or **Php3,138,278.68** will be shouldered by the Government of the Philippines and the remaining 10% or **Php3,138,278.68** by LGU of Panaon. The table that follows clearly illustrates the amount each entity has to put up.

TABLE 19. TOTAL PROJECT COST

BREAKDOWN OF ESTIMATED PROJECT COST Percentage Sharing (%)	SOURCES OF FUNDS			TOTAL
	Loan Proceed	GOP	LGU EQUITY (CASH)	
	DA-WB-MRDP (80%)	GOP (10%)	LGU Equity (10%)	100%
A.) DIRECT COST				
a.2) Materials	13,853,120.81	1,731,640.10	1,731,640.10	17,316,401.02
a.3) Labor	2,007,896.80	250,987.10	250,987.10	2,509,871.00
a.4) Equipment Rental	3,298,192.86	412,274.11	412,274.11	4,122,741.08
Sub-Total for A	19,159,210.48	2,394,901.31	2,394,901.31	23,949,013.10
B.) INDIRECT COST				
b.1) OCM (9% OF EDC)	1,724,328.94	215,541.12	215,541.12	2,155,411.18
b.2) CP (8% of DC)	1,532,736.84	191,592.10	191,592.10	1,915,921.05
b.3) Taxes 12% (DC+OCM+CP))	2,689,953.15	336,244.14	336,244.14	3,362,441.44
Sub-Total for B	5,947,018.93	743,377.37	743,377.37	7,433,773.67
C.) TOTAL "A+B"	25,106,229.41	3,138,278.68	3,138,278.68	31,382,786.76
D.) TOTAL PROJECT COST				31,382,786.76

Source: Municipal Engineering Office

8.1.1 Direct Cost

The total Direct Cost is **Php23,949,013.10**, which is about 76.31% of total project cost. This includes the cost of materials in the amount of **Php17,316,401.02**; equipment rental in the amount of **Php4,122,741.08** and labor in the amount of **Php2,509,871.00**.