

Construction Phase	MEO																		
Monitoring & Evaluation	PIU/ME O																		
Turn-over of project	LGU																		
Operation and Maintenance	MEO																		

5.5 Project Monitoring and Supervision

Investment funds shall be disbursed in accordance to fund releases conversely measured to percentage of work accomplishment.

Supervision shall include monitoring of activities, movements of supplies and materials work men performance and contractor efficiency.

Tests for standards and quality control are performed in accordance with the quality control program and the the specifications.

Monitoring and supervision shall encourage socialization amongst all sectors. Cooperation, coordination and all other positive value formation shall be encouraged to avoid if not minimize negative social atmosphere. The project shall be blessed with mutual understanding and acceptance.

Any form or sign of "work slippage" must be promptly reported, corrected and penalized accordingly. Other malpractices incurred from any quarter must be stopped as a matter of operational policy.

Start and end of construction must be carefully studied for any unforeseen constraints.

5.6 Operational and Maintenance scheme

The "user collection" and other sources of income shall be incorporated to sustain unhampered general public convenience.

Participating Barangay beneficiaries are responsible for allocating funds (per Barangay area of donation) for the continuous road maintenance and or rehabilitation.

LGU support shall be in the form of earth moving machineries and manpower.

VI. SOCIAL ASSESSMENT

A. Social Safeguard Aspects

6.1 Project Beneficiaries -

Barangay Gulayon to Sitio Tantanwan is one of the coastal barangays of the municipality where farming, fishing are the main source of livelihood of the people. Copra, rice land and rubber are being produced from this brgy. During the conceptualization of the proposed project, series of consultations and barangay assemblies was initiated

and a resolution was passed by the Sangguniang Barangay requesting the Department of Agriculture under the PRDP program to rehabilitate the said farm to market road and simply supported by the local government unit as to the preparation of technical documents, surveys and evaluations of road segments. Even the IPs was invited to attend the community assemblies to ensure social acceptability, trust and confidence building. The positive results paved the way in the pursuit of the implementation of the project.

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

Survey shows that there are no ancestral lands traversed by the existing road either for development and rehabilitation/improvement. Even before the opening of the road segment 26 years ago during the late OIC Mayor Rogelio J. Roa, Sr., the subject on indigenous cultural community and ancestral domain is far beyond issue. The usual situations of IPs (subanen) landholdings are in the peripheral areas. Hence Indigenous People are not affected relative to the pursuit of subproject implementation. There are no subanen of the total population in the area that are affected in the road rehab. During the community consultation with the IPs community, the group in full consensus granting approval of the propose sub- project since a certification from the representative of the IP's is attached in the Social Environmental safeguard.

6.3 Site and Right-of-Way acquisition

LGU Departments of Engineering and Assessor(land) combined forces conducted the surveys, parcellary mapping, identification of right of way allocation (including future expansions), land ownership and other aspect of road development.

Retracing historical backgrounds was reinforced through casual queries, interviews and from written notes, stories or even folklore as traditional sources of information.

Consultative meetings conducted to elicit consensus, positive acceptance and total in agreement of concern for the general welfare of the PAP.

6.4 Damage to standing crops, houses and/or properties

Since the propose site is already existing road and just need rehabilitation, it will not result to any crops and properties damages and or losses.

6.5 Physical displacement of persons

Houses were built in its proper place/distance after the road opening. Therefore there will be no relocation of houses and affected properties upon the actual conduct of project implementation

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 rehabilitated, 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.

VII. Environmental Safeguard Aspects

7.1 Natural habitat

The proposed sub – project neither is free of any wildlife, endangered species nor affects any protected areas since the said site was already opened since 1987 under DPWH funds. Appropriate and necessary requirements had been complied.

7.2 Physical Cultural Resources –

The proposed site of the sub-project was opened and funded by the DPWH, and does not traversed any structures, monuments or physical cultural resources since it was already issued clearance during the implementation. However, Environmental Compliance Certificate will be secured to assure that physical and cultural resources will be protected.

7.3 Terrain, Soil Types and Rainfall –

The propose site is partly rolling and the slope does not exceed 7%. The soil type is clay to silky clay and not prone to land slide and erosion. The occurrence of rainfall in the area is moderate.

7.4 Drainage Situations and Flooding Potential –

No occurrence of flooding incidence recorded during heavy downpour on the propose site. Further, the site has its natural drainage system since in the propose project site the rainwater flows directly to the sea.

7.5 Impacts during Construction -

(a) Temporary erosion and sediment control -The topography of the road alignment do not necessitate massive earth moving and cutting of clayey or loose topsoil, and this would result or generate significant sediment. Natural drainage system is also present on the proposed site so that there are no measures required for the provision of filter barriers or settling basins for the runoff discharged.

(b) Construction noise mitigation - The construction is purely rehabilitation and the major works is slight excavation, re-shaping of final design grade of road structure, compacting and hauling of aggregate materials and installation of culvert pipes and finally the pouring of one (1) kilometer concrete paved road. However, during the hauling/transporting of construction materials, the speed must be regulated by the contractor to avoid excessive noise on the populated areas.

(c) Proper handling of construction wastes -Temporary waste disposal facilities must be provided by the contractor in consonance with the government regulations re: Proper Waste Disposal.

(d) Safety - Contractor must provide safety precautionary construction gadgets to ensure the life of the workers. Standard construction safety protocols must also be observed for the Safety of workers and the public.

ENVIRONMENTAL CONSIDERATION:

Environmental Management Plan for Farm-to-Market Roads

Name of Road: Rehabilitation of Gulayon to Sitio Tantawan FMR
Location: Gulayon to Sitio Tantanwan , Alicia, Zamoanga Sibugay
Implementing LGU: ALICIA
Estimated number of beneficiaries:42 % of Major Population (1,187)
Beneficiaries
New or Rehab: Rehabilitation
Estimated Total Cost:Php. 19,081,463.94

A. Site and Design Consideration

The proposed Subproject is a Rehabilitation of Gulayon to Sitio Tantawan which was opened thru the DPWH fund last 1987. Due to insufficient fund of both BLGU and MLGU, the project was limited to Road Opening and a portion of graveled road only.

Since the Proposed Subproject is Rehabilitation, the road does not encroach into or traverse any declared protected area of natural habitat. Further it will not displace, disfigure or destroy any structure of cultural and historical significance.

B. Environmental Issues and Mitigation Measures

Table 15

Issue (Potential Impact)	Assessment (Sample assessments)	Mitigation Measure	Instrument of Implementation (POW, Contract, IDP, or O&M Plan)*
1. Temporary increase in sedimentation during construction	[/] Cut materials will consist mainly of hard rocks and are unlikely to generate significant sediments	[/] Proper disposal and compaction of spoils [/] No measures required	DED/POW; Contract
2. Potential contamination of surface and groundwater with oil/grease	[/] There will be no or insignificant amount of waste oil/grease	[/] Proper handling and disposal of waste oil and grease	Contract
3. Potential contamination with human waste	[/] Workers would be mostly locals and are expected to go home to their respective houses after works	[/] No measures required	Contract
4. Potential disruption of traffic flow	[/] The construction will not affect daily movement of residents and farmers	[/] No measures needed	Contract
5. Potential dust/mud nuisance during construction	[/] Access road and/or the construction/rehabilitation works passes through a populated area	[/] Set up speed limits for vehicles, especially within residential areas	Contract
6. Landslide/ erosion of exposed road sides resulting in sedimentation of waterways	[/] The road passes through a relatively benign terrain, cuts will be minimal [/] The rehabilitation work does not involve additional road cuts	[/] Proper compaction of minimal spoils	DED/POW Or (if budget does not permit) LGU Commitment Letter
7. Inadequate drainage	[/] The road will block runoff,	[/] Installation of several culverts	DED

Issue (Potential Impact)	Assessment (Sample assessments)	Mitigation Measure	Instrument of Implementation (POW, Contract, IDP, or O&M Plan)*
resulting in flooding or ponding	resulting in flooding on one side of the road during rainy days. [] Drainage issues unlikely affect.	between station 0+560, 0+640, 0+770, 0+835, 1+060, 1+130, 0+310, 1+495, 0+720, 1+820, 1+960, 2+040	
8. Potential increase use of pesticides due to intensification of cash crop production in the area	[/] Farmers in the service area have not been trained on IPM	[/] DA to continue to support IPM program [/] LGU to Coordinate with DA on IPM training	Capacity Building Plan O&M Plan; Capacity Building Plan
9. Potential acceleration of denudation of the upland/hilly areas due to intensification of crop production	[/] The road connects only lowland farms to the market	[/] DA to coordinate with LGU for the introduction of sustainable upland farming systems in the area	O&M Plan; Capacity Building Plan
10. Potential increased in encroachments of human activities into the nearby public forest	[/] The proposed road does not improve access to a public forest	[/] No measure required	O&M Plan; Capacity Building Plan
10. Local employment	[/] Construction will provide local employment opportunities	[/] Hiring priority shall be given to qualified local residents; Implement RI Manual on local hiring	Contract
Other Issues			
1. Potential encroachments of human activities into the nearby Mangroves	[/] The proposed road rehab does not access to nearby mangroves though the road segment end on shoreline .	[/] Coordinate with BLGU, MENRO, LCE, SB & DENR for the enactment of ordinance deputizing the local community to enforce forestry laws [/] Empower the PO under NRM component to perform their	Capacity Building Plan

Issue (Potential Impact)	Assessment (Sample assessments)	Mitigation Measure	Instrument of Implementation (POW, Contract, IDP, or O&M Plan)*
		functions and duties [] No measure required	

E. Financial Aspect

F.1 Total Financial Cost and Parameters.

The total financial cost of the project includes cost of project preparation and construction phase and is estimated at **Php20,537,619.61**

Project preparation Cost includes cost of survey, preparation of detailed engineering design and feasibility study and other miscellaneous cost. This is estimated at 5% of the project base (direct) cost. Meanwhile, the cost of engineering control and supervision at Implementation is at 5% of the base cost. These cost items are non-sharable and is the responsibility of the LGU of Alicia and totals to **Php 1,456,155.67.**

In accordance with the guidelines and policy of PRDP, the cost component or Estimated Project Cost (EPC) that shall be funded out as regards to equity sharing is limited to the base cost plus indirect cost covering Overhead, Contingencies and Miscellaneous Expenses (OCM), Contractor's profit and Taxes. The estimation of these indirect costs is based on the DPWH Order No. 72, Series of 2012. Based on that same Department Order Taxes is computed at 12% of the Direct Cost plus OCM plus Contractor's Profit.

Below summarizes the Entire Cost of the project reflecting all the above-mentioned cost parameters.

Table F-1. Total Financial Cost

Cost Parameters	Percent of Base Cost	Amount
I. Project Preparation Phase	5%	728,077.84
Survey		
Detailed Engineering Design		
Feasibility Study		
II. Construction Phase (EPC)		
Project Base Cost	From POW	14,561,556.73
Overhead, Contingencies & Misc.	9%	1,310,540.11
Contractor's Profit	8%	1,164,924.54
Taxes	12%	2,044,442.56
III. Other Cost		
Engineering Control and Supervision	5%	728,077.84

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Adopted by MPMIU:



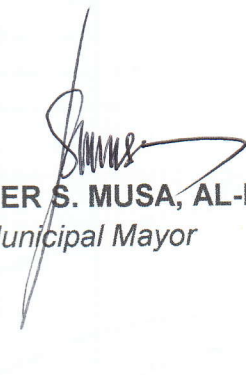
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Noted by the local community:



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Endorsed by:



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