

Executive Summary

- A.

Project Title

:

SagayFeeder Port Breakwater/ Rock Causeway
- B.

Project Location

:

Brgy. Old Sagay,Sagay City, Negros Occidental
- C.

Project Type

:

Port Development
- D.

Project Scale/Dimension

:

280 meters
- E.

Project Proponent

:

Provincial Government of Negros Occidental
- .

Implementing Unit

:

Provincial Engineers Office, Negros Occidental
- G.

Present Population

:

140,740(2010)
- H.

Total No. of Barangays of the City

:

25
- I.

Mode of Implementation

:

By contract
- J

Port Influence Area (PIA)

:

1,130.33 hectares

Crops/Product	Hectares
Muscovado	
Swine	
Fish Catch	

Barangay	Population	No. of HH	Male	Female
Old Sagay	12,521	2,787	6,753	5,768
Molacaboc Island	3,951	723		
Suyac	800	138		
Total	17,272	3,648		

- L.

Total Project Cost and Cost Sharing

:

Php 218,746,961.74

WB Loan Proceeds : Php174,997,569.39

WB –GOP (10%):Php21,874,696.17

LGU Equity (10%): Php21,874,696.17
- M

Economic Viability Indicators

:

ENPV: 4,560,064.48 at 15% discount rate

EIRR: 354.7 %

BCR: 20.66

- N

Conclusion and Recommendations

:

The project will be accepted because it generates a positive Economic Net Present Value (ENPV), its Economic Internal Rate of Return (EIRR) is greater than 15%, and its Benefit-Cost ratio is greater than 1.

*a. Social Analysis*

*i. Sub-Project Beneficiaries*

The Development of Sagay Feeder Port Breakwater will be benefited mostly by the residents of Sagay City which are mostly engaged in fishing, laborers, fisherfolks, small farmers and those who work in the government and sugar centrals, as service providers or self-employed. The identification of the subproject was made possible for fishing, catching fish and for transporting of goods from Cebu to Manila vice versa for the benefits of the people of Sagay City and for the neighbors cities.

Table 1: Population within the Port Influence Area (PIA) 2016

<i>Barangay (within direct PIA)</i>	<i>Population Number</i>	<i>Male</i>	<i>Female</i>	<i>Number of HH</i>
1. Old Sagay	12,521	6,753	5,768	2,787
2. Molacaboc	3,951			723
3. Suyac	800			138
4. Panal Reef				
5. Carbin Reef				
6. Bantayan Island				
7. Cebu				
8. Estancia				
9. Macahulom Shoal				
<b>TOTAL</b>	<b>17,272</b>			<b>3,648</b>

*ii. Indigenous Cultural Community/Indigenous Peoples (ICC/IP)*

Upon investigation of the port influence area there are no indigenous cultural community /indigenous people residing in the subproject area. This is because the proposed road project is a titled property and most of the residents are laborers/ sugar workers, farmers or fishermen.

*iii. Site and Right-of-Way acquisition*

LGU- owned

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

Damage to standing crops, houses and properties is minimal for this is an existing port long before Sagay was declared as one of the component city of Negros Occidental

*v. Physical displacement of persons*

No physical displacement of person will occur during the construction of the subproject because residents are located outside the port. The proposed subproject is an existing feeder port road which caters fisherfolks from the island of Suyac and Molocaboc, Estancia, Iloilo and Bantayan Island in Cebu bringing commodities for trading purposes.

*vi. Economic displacement of persons*

The construction of the Sagay Feeder Port will not displace the residents economically; instead it will spur economic activity and open commerce and trade in the northern part of the province. It will create more employment opportunities for the residents. Since it is near the proposed economic zone of Sagay City, opening of this subproject will motivate the community to engage in livelihood projects like fish and meat processing, develop pork in a box to be exported outside of the province through this feeder port. Entry of cargo vessels for sugar and muscovado will be made possible and it will directly be unloaded in the port of Batangas.

**vii. *Grievance Redress Mechanism***

The grievance redress mechanism is an integral project management element that intends to seek feedback from beneficiaries and resolve of complaints on project activities and performance. This is to ensure the public within the project influence are aware of their rights to access, and shall have access to the mechanism free of administrative and legal charges; that these rights and interests are protected from poor project performance, especially of beneficiaries and/or affected persons and any concerns arising from project performance in all phases are addressed effectively.

The PPMIU- Negros Occidental through Executive Order nominated its Grievance Point person who will be responsible for the initial screening of feedbacks and complaints, organize preliminary meetings with concerned parties to establish critical path to resolution.

**b. *Environmental Analysis***

**i. *Natural habitat***

The subproject area is an inland at the same time coastal barangay of the City of Sagay. The area is famous for its marine sanctuary where you can see numerous species of aquatic marine resources can be found.

**ii. *Physical Cultural Resources***

The subproject area does not cover any physical/cultural resources. Sagay City as an LGU has been very serious with the protection of the environment with the presence of marine sanctuary. The public and private sector had been well-aware of the need for clean air and water, and substantial efforts had been exerted by them either simply or in combination so that there can be free of toxic water and pollutants. The City has also enhanced on undertakings geared towards the preservation of its biodiversity be it land, river and seas. It has involved its constituents on the management of its solid and liquid wastes.

**iii. *Terrain, Soil Types and Rainfall.***

Based on the AASHTO Soil Classification, soil type in Brgy. HimogaanBaybay and Poblacion II belong to a coarse and fine texture soil but the Luisiana Clay type of soil. This type of soil is prevalent in the area which is highly stable particularly those located along the coast and river banks of Himoga-anBaybay, and Poblacion II. The terrain of the proposed subproject is almost flat where water clogged in the middle of the road during heavy rains.

Sagay (except for Brgy. Puey and a portion of Colonia Divina) normally experiences what can be said as moderately high rainfall. Most parts of Sagay are usually affected by the northeast and southwest monsoon. The dry season is not very distinct; it is characterized by low rainfall, and occurs only during a short period from March to May. From this weather pattern (wherein there are 8-9 months of a good growing period for plants), cash crops with growing time of 2-3 months are highly ideal for Sagay, provided a strict time schedule is observed.

***iv. Hazard/risk assessment (Drainage Situations, Erosion, Flooding Potential)***

Maintenance of the feeder port has to be given serious consideration. Habitat of marine life has to be preserved and safeguarded. Proliferation of vandals in the port area must be regulated and dredging of the port be part of the operation and maintenance of the LGU for siltation is the primary factor that will be encountered in the future. A Oil Spill contingency Plan must be implemented by passing an ordinance regulating the docking and undocking of vessels in the feeder port.

***v. Status of environmental clearances –CNC/ECC***

This subproject had been issued with Environmental Compliance Certificate and there are provisions stipulated for the LGU of Sagay to follow.

***vi. Social and Environmental Impacts***

During construction, regular road users will have to tolerate the inconvenience of large machinery blocking their way and dust obstructing their view. Fortunately, they won't have to worry about noise, as the needed mixers will not be producing much noise. Dust particles may cause allergic reactions to some of the commuters thus, spraying during construction is highly advised and during rainy season warning signs should be placed in areas where road are not passable.