

D. Social Assessment

6.1 Project beneficiaries

It has been the long dream of the people, not only of Barangay Panabol but of the other adjacent barangays of the municipality

During the participatory rural appraisal and barangay development planning conducted in the area, several representatives from different sector in the community has actively participated during the entire process wherein the improvement of Panabol-Buko road came out the first priority infrastructure project of the barangay. After the eight day PRA and barangay Development Planning activities, the output was presented the following day to the people of barangay Panabol through a public hearing or general assembly. On the said assembly same was confirmed by the community as their first priority project being their number one felt need

6.2 Right of way allocation for existing roadway and canal routes and their brief history (if some structures are in place)

The existing roadway has a total length of 2.0 kms with a carriage way of 5.0 m. Right of way is already allocated since this road came to exist long before this project. The canals no longer exist that's why rain water drains across the roads from a nearby farm lots. Its road-right-of-way has long been established and no major structures, encroachers or any related problems that would entail large amount of money in the part of the project implementer.

6.3 Project Affected Persons (PAP) and their characteristics

There are no persons who would be affected during the implementation of the sub-project. The project site is free from anyone who could cause delay because of displacement problems.

1.4 Defining the geographical limits of lands or properties to be acquired (in has) compared to total landholding per PAP

The proposed project site, which needs rehabilitation/ improvement is a long-time existing road network of Barangays Panabol-Buko-Beray and being utilized at present, but by some and selected type of conveyance.

Only some bushes of un-important species and few banana trees that would be uprooted or subjected for clearing during the project implementation.

6.5 Existing land use of proposed road/bridge sites

The proposed road site is situated in an area where dominant use of the land is agricultural. It cut across the major agricultural land of the barangays Panabol, Buko and the next barangay of Beray.

6.6 Consultation/negotiation process with PAP

Negotiation process between lot owners and government has been done, hence, the project area is clear of any encroachment. Its road-right-of way has no problem anymore, particularly on persons to be affected by the implementation of this road upgrading project. Besides, the community has been consulted and in fact very happy to know such road will be upgraded or improved.

6.7 Status of right of way acquisition for lands to be used by road project (DoD, quit claims, permit to enter/construct/operate, compensation, if any)

Since the Road Right-of-way is already established and existing ever since this road was constructed.

6.8 Social impact to project beneficiaries and others

- ✚ Transport convenience;
- ✚ Easier and convenient travel;
- ✚ Speedy bringing to and fort farm products, and other commodities/basic needs;
- ✚ Increase agricultural production;
- ✚ Easy access to public facilities;
- ✚ Lesser maintenance costs for public and private conveyance;
- ✚ Possible increase of transient-vendor/merchants;
- ✚ Create additional means of livelihood;
- ✚ Nice-looking houses/dwelling units;
- ✚ Uplift standard of living;
- ✚ Lesser school drop-outs;
- ✚ Fast delivery of basic services.

6.9 Presence of Indigenous Persons/Communities

There are no indigenous persons/communities in the area except the poor farmers having hard times due to poor accessibility on transportation.

6.10 Establishment if IPs/ICs are within ancestral domain

Not applicable.

6.11 Status of NCIP application

NCIP application is not applicable

E. Environmental Considerations

7.1 Environmental Management Plan for the proposed road sub-project

Table 8. Pre-Construction/Construction Phase

Predicted and Assessment of Impacts	Proposed Enhancement/Mitigating Measures	Responsible Unit
1. Increase in Noise Level	<ul style="list-style-type: none"> ✓ Moving in of equipment should not be done during traffic peak hours. No night time moving in. ✓ Provide barriers in work areas expected to use equipment with high noise power level. 	Municipal Engineering Office (MEO)/Project Contractor
2. Ground Preparation	<ul style="list-style-type: none"> ✓ Any related ground/earth alteration should be in accordance with the approved design. 	Municipal Engineering Office (MEO)/Project Contractor
3. Economic Activities	<ul style="list-style-type: none"> ✓ Layout road maintenance management scheme 	MEO/Brgy. Council
4. Employment Increase	<ul style="list-style-type: none"> ✓ Hiring of labors, priority of which, was given to the project area residents. 	Project Contractor

Table 9. Operation Phase

Predicted and Assessed Impacts	Proposed Enhancement/Mitigating Measures	Responsible Unit
1. Flooding and drainage clog	<ul style="list-style-type: none"> ✓ Establish a desired drainage elevation to ensure continuous water flow 	Municipal Engineering Office (MEO)
2. Improve Economic Activities	<ul style="list-style-type: none"> ✓ Perform regular operation and maintenance activities ✓ Conduct project post completion evaluation 	MEO/MAO
3. Noise and Safety	<ul style="list-style-type: none"> ✓ Billboards and signboard shall be installed for adequate warning to 	Project contractor

	<ul style="list-style-type: none"> ✓ commuters. ✓ Ensure that diversion road for detour shall be provided during the implementation of the subproject 	
4. Solid and Liquid Waste	<ul style="list-style-type: none"> ✓ Observe proper collection and disposal of construction waste materials including garbage and domestic waste of workers. ✓ Maintenance of equipment shall be done off-site to avoid accidental spillage. 	Project Contractor
5. Affected Wildlife and its habitat	<ul style="list-style-type: none"> ✓ Perform regular monitoring activities on planted trees. ✓ Conduct project post completion evaluation 	MAO/CDA

7.2 ENVIRONMENTAL ASSESSMENT

The implementation of this sub-project may result temporary inconveniences and disturbance to some residents specially those living near the area because of dust, noise and delay of travel. However these are only very insignificant compared to the great benefits they will gain after the completion of the project.

No major displacements will happen during the implementation of the project because the site is an existing road that will only be improved/rehab by grading, graveling and concreting of the worst portion.

With the implementation of the sub-project some farmers may temporarily suffer some inconveniences in some income due to the inconvenience of major works in rehabilitation. However, such losses will be compensated by the farmers being hired as skilled or unskilled workers. Only minor agricultural crops will be affected, but such damage will be replenished with anticipated increased in a number of the existing fruit trees planted.

7.2.1 Soil Erosion

The project site is erosion free. No soil will be eroded during the project implementation even if there is grading because the area is almost flat and in fact some portion even need filling.

In terms of rolling or sloping characteristics of the area, sub-project programmed the cut and fill of earth surface to be reused for backfilling, binding and other land leveling activities.

7.2.2 Vegetation

Plants like fruit trees and coconut on the right of way necessarily be cut and maybe sold to generate community counterpart, however, based on the initial survey conducted, there is no much plants within the right of way except some few bushes of no commercial value.

7.2.3 Solid and Liquid Waste

The contractor will be required to observe proper collection and disposal of construction waste materials and workers garbage including proper handling of domestic waste of workers. Maintenance of equipment should be done of-site to avoid accidental spills.

7.2.4 Noise and Safety

There must be installation of billboards and signboards for adequate warning to commuters. Contractor shall ensure that diversion roads for detours should be provided during implementation of the sub-project.

Mitigating measures for whatever adverse effects that may arise, such as dust generation etc., accidents and other preventive measures will be embodied in the Memorandum of Agreement (MOA) between the contractor and the implementing entity.

Noise were that of heavy equipment and machine operation sound such as that of grader, dump truck, compactor and concrete mixer. However, these sound or noise disturbances will only be on day time. Night time operation will not be allowed to avoided disturbance during night sleep of barangay residents.

7.2.5 Analysis of more critical environmental impacts and how these were addressed in the technical design

The proposed sub-project's upgrading activities has no significant effects to the environs at the site, since its existing roadway has long been established. Only few trees such as coconut, gmelina, bamboo and bushes of no commercial value will be affected.

Dust and other particles caused by road grading, dumping of base coarse and surfacing materials, and movement of heavy equipment are considered insignificant and would not induce harmful effects to humans and animals.

Personnel in the field will see to it that unloading of these materials be done in a manner generating small quantity of dust and avoid aggregate to scatter disorderly.

7.3 Status of ECC application, tree cutting permit

Certificate of Non Coverage (CNC) has been served already from Department of the Environment and Natural Resources (DENR).

Previous FMR Upgrading Project of LGU Kinoguitan some other barangays has secured and has been issued with Certificate of Non-Coverage (CNC) by the DENR, and not ECC.

Tree cutting permit will be served for few trees of commercial and aesthetic value that has will be affected by the implementation of the Panabol-Buko Road upgrading project.

Any related expenditures in clearing these trees shall be shouldered by the local government unit.