

SOCIAL ASSESSMENT

6.1 Social Safeguard Aspects

The Social Assessment section of the FS should provide the following information:

6.1.1 Project Beneficiaries

There are 7,832 or 1,900 families that will be directly benefited by the project. Based on CBMS household survey, poverty incidence in Barangays Malalag and Mabay is 32.8% and 62.5% respectively. Barangay Malalag is dominated by Ilocanos while Mabay is dominated by Cebuanos followed by Ilocanos.

During the conduct of consultation on the proposed road improvement, the barangay council and the community expressed their support especially in monitoring.

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

The project is not situated inside the ancestral domain. However, there are 3.58% IPs in barangay Malalag but they are not living near the project area. Consultation about the project was made but on informal basis. The community wants that the road be improved so that the farmers and fishermen will have easier access in bringing their products to the nearest market.

6.1.3 Site and Right-of-Way Acquisition

The proposed project Improvement of Malalag-Mabay FMR is an existing road. It is categorized as barangay road that connects Barangay Malalag and Mabay. As per record of the Office of the Municipal Assessor, it is classified as a homestead road. A certification from the Office of the Municipal Assessor will be issued to certify that the road is owned by the government. Agriculture is the existing use of the area.

6.1.4 Damage to standing crops, houses and/or properties

There will be no crops or properties that will be damaged during the implementation of the said project. Houses are found along the roadside but not too near the road.

6.1.5 Physical displacement of persons

The proposed project will not result to relocation since there are no houses built in the project area that can be affected during the rehabilitation of the road.

6.1.6 Economic displacement of persons

There will be no loss of livelihood or reduced access to family's sources of income because they will not be affected by the road rehabilitation but rather, their living condition will be improved economically.

E. ENVIRONMENTAL CONSIDERATIONS

7.1 Natural habitat

The land traverse by the existing road to be improved is agricultural. Both sides are planted with rice, coconut and fruit trees. The site is not within an officially declared protected area of natural habitat, so there are no wildlife and endangered species to be affected.

7.2 Physical Cultural Resources

There is no structure of any cultural and historical significance in the area that will be affected by the sub-project.

7.3 Terrain, Soil Types and Rainfall

The topography of the proposed sub-project site is flat with 0-3% slope, level to nearly level. Soil types are Clay Loam and Silty Clay Loam which tend to erode during heavy rains. There is no distinct season in the area. Rainy days are distributed throughout the year.

7.4 Drainage Situations and Flooding Potential

An earthed canal is partially established along this road and cross drainage installed is not sufficient to cater the volume of water during heavy rains. There is a need to install additional 1-unit single barrel box culvert so that flooding during rainy season can be minimized or controlled.

7.5 Impacts and Mitigating Measures during Construction

The road to be improved is 2.26 kilometers. The activities to be done during the rehabilitation period are pipe culverts and drain excavation, embankment, sub-grade preparation, aggregate sub-base course, PCCP, reinforcing steel, structural concrete, pipe culvert 610mm dia, grouted riprap class A and stone masonry. The rehabilitation will not destruct sensitive vegetation, will not affect any wildlife or any houses in the area and will not cause any physical hazards.

The contractor should provide a temporary bank house for the workers shelter and safety, bodega for storing materials to be used in the construction site and placement of WARNING signboards along the project area.

1.6 Responsible Unit

The Local Government Unit of Maitum which is the implementing unit thru its Engineering office shall supervise that all mitigating measures shall be properly implemented and monitored.

7.6 Status of ECC Application, tree cutting permit

The application of ECC has yet to be filed at the concerned agency if it is really needed. The LGU Maitum had already secured the Certificate of Non-Coverage (CNC) from the EMB-DENR for this sub-project.