

5.5.3. Formulation of O & M Policies and Ordinances

The BROM Teams will formulate the O & M policies that shall be adopted by the Barangay council through the barangay ordinance. The MPMIU will assist the BROM Teams in the formulation of policies the utilization policy, maintenance policy and others.

D. Social Assessment

6.1 Social Assessment Aspects

The sub-project beneficiaries are the 1,817 population with a total households of 573. Male population is accounted to 898 and female of 919. More than majority belong to the marginal farmers that have only an income that ranges from Php30,000.00 to Php40,000.00 per annum or to an average of Php35,000.00 per annum. The beneficiaries were already consulted through an assemblies conducted last July 20, 2013. The conduct of barangay assemblies was called in a joint effort with the KALAHI-CIDSS personnel to identify their infrastructure priority project. During the assemblies it was unanimously endorsed by the community the concreting of Gamoton- Lake Mainit Farm to Market Road. They proposed the said project to traverse to the agricultural lands and to connect to the National Highway near the Kitcharao Central Elementary School.

The assemblies were mostly attended by women. They recommended the project to the following reasons, their school children have an easy and safe access in going to school, they have their good road in going to the Kitcharao District in barangay Poblacion where birthing facility, consultation and examination services are available. (see minutes and attendance sheet attached)

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

The project does not traverse to any IP communities owned land, structures and ancestral domain. They are aware and consulted and their tribal leader, Datu Embat Dayong, made and signed certification that attest that the project has no properties owned by the IPs to be damaged and instead will also benefit them. (see attached IP chieftain statement of support)

6.3 Site and Right of Way Acquisition

The project does not anymore need to acquire the Road Right of Way (ROW) since it is an existing road and possess the standard width as required

6.4 Damage to Standing Crops, Houses/Properties

The implementation of the project will not incur damage to properties and livelihood since the ROW is already acquired during the construction of the

road in 1965 and is already reflected in the Municipal Property Tax Map of the adjacent lots.

6.5 Physical Displacement of Persons

The subject proposed facility does not incur displacement to any person and no loss of livelihood since it is already existed and is reflected in the tax map as road right of way.

6.6 Economic Displacement of Person

The project does not incur physical displacement even to single individual nor affect much economic lost. It is an existing road and ROW is already acquired.

E. Environmental Safeguard Aspect

The implementation of the project is the responsibility of the Local Chief Executive (LCE) through MPMIU head in coordination with the Barangay Councils and the contractor that will assume responsibilities the possible environmental setbacks.

7.1 Natural, Physical and Cultural Resources

The proposed sub- project is only an upgrading of an existing one, from gravel and earth road to concrete pavement. The project vicinity areas have no known natural habitat of endangered flora and fauna and no critical ecosystem.

7.2 Terrain Soil Types and Rainfall

Generally the subject area of the sub-project are plain, soil types are Bolinao silt and clay loam. Rainfall pattern denote the second type of Climate with no pronounce dry and wet season. Usually dry season occur on the month of March to June and wet season on November to February.

7.3 Drainage Situations and Flooding Potentials

The project does not cross any major drainage like rivers and creeks. Only irrigation canal are to be crossed which could be addressed by the replacement of the undersize Reinforce Concrete Pipe Culvert (RCPC). The area is not potential enough by flood since the two rivers (Mamcas River and Gamoton Creek) are still capable to accommodate the runoff water and drain directly to Lake Mainit .

7.4 Impact During Construction

The implementation of the project never introduces much impact to the environment. The most common as predicted is the crossing of equipments at

the National Highway that may cause traffic. But with the proper signage traffic flow and hazards are to be minimized. Among other things to be considered include the erosion and sediment control, noise and waste management and construction workers health and safety.

The project implementation will employ a most safety parameters to the surroundings environment, health and safety of construction workers, community/ commuters /passers and its effective mitigation measures.

7.4.1 Temporary Erosion and Sediment Control

The project will employ the erosion and sediment control parameters through the provision of erosion/siltation settlement and collection earth holes to be installed in the temporary diversion canal at a distance of 100 meters intervals. Before reaching the creek, erosion/sediment are settle down at the earth holes which will be regularly collected.

7.4.2 Construction Noise Mitigation

Noise generation due to the equipment is to be minimized/ eliminated during class hours in the stations near the Kitcharao Central Elementary School. Activities that use equipment near the school premises shall be undertaken during non-class session hour. Equipments that will haul the embankment that will pass through the residential houses are in slow speed and no blowing of equipment horn.

7.4.3 Proper Handling of Construction Waste

Construction waste is to be placed to the designated wastes disposal area. Equipment wastes like oil & fuel be properly deposit in special/toxic provide in safe areas far from the shallow well, 50 meters radius to any existing wells, and other water bodies. Human and domestic waste of construction workers be placed on the temporary water sealed toilets and waste bins pits respectively.

7.4.4 Safety

Safety of construction workers is at all level be a top priority. Emergency Kit will be provided by the construction and an emergency lifesaving rescue team will be organized by the contractor and be capacitated by the LGU through Municipal Health Office. Not only are the safety of workers considered but also the welfare and safety of the passers/commuters.

7.5 Environmental Impact Analysis

All measures to mitigate environmental problems are to be considered and attended from the initial construction phase to completion.

7.6 Status of environmental clearance and permits

The Certificate of Non-Coverage (CNC) of the project will be facilitated by the Municipal Environment Natural Resources Office (MENRO). The CNC is already on process.(see attached receipt of payment of for CNC)

Philippine Rural Development Project

Environmental Management Plan Template for Rural/Farm-to-Market Roads

[Note: This template is designed to rapidly identify and assess the environmental issues and associated mitigation/management measures in Rural and Farm-to-Market Roads funded under MRDP2. This template consolidates all safeguards aspect of Communal Irrigation Subproject as found in various project documents. This document replaces the EMP checklist in Annex 38 of the RI Manual]

Name of Road: Concreting of Gamoton- Lake Mainit Farm to Market Road

Location: Barangay Songcoy, Kitcharao, Agusan del Norte

Implementing LGU: Municipality of Kitcharao

Estimated number of beneficiaries: 1,817 population

New or Rehab: Upgrading

Estimated Total Cost: PhP9,069,952.52

A. Site and Design Consideration

[Do not proceed with the Subproject preparation including this ESMP unless all items below are confirmed true.]

1. The Road does not encroach into or traverse any declared protected area of natural habitat (*c.f. Loan Agreement: MRDP2/PRDP will not fund subprojects located inside a declared Protected Area*);
2. The subproject will not displace, disfigure or render inoperable/inaccessible any monument or physical structure of known cultural and historical significance.

B. Environmental Issues and Mitigation Measures *[The following are issues frequently associated with Farm to Market Roads. Issues include alleged/perceived impacts, potential impacts, health and safety and environmental risks. Entries in the "Assessment" column should describe or provide qualifications regarding the significance of the issues. Issues that are deemed critical or significant should have a corresponding entry in the "Mitigation" column. Entries in the "Instrument" column*