

A. Social Assessment

6.1 Local community participation during planning and preparatory activities

The proposed project is strategically located in site with strong farmer's organization operating in the area. Influence area appears not to have been occupied by indigenous peoples. A certification from the current Indigenous People (IP) Leader particularly Subanen tribe living in the barangay written in their local dialect and translated to English, is hereto attached. The IP will not be affected by the proposed project. The proposed project will not disadvantage marginalized groups, i.e. women's, children, and elderly, and the beneficiaries are residence of the influence area.

Prioritization was made based on the massive consultation of the local residence of the proposed subproject wherein local residence identified this project as top priority. With these, it is expected that this proposed project would bring about positive change in the community and access to passable road, and efficient delivery of basic social services and production-enhancing interventions to farmers.

6.2 Right of way allocation or existing roadway and canal routes

There is no problem for the right-of-way acquisition since the project affected beneficiaries has already executed Deed of Donations starting from station 0+000 up to station 3+500, the end of the project.

6.3 Project Affected Persons (PAP) and their characteristics

The proposed affected beneficiaries were formally consulted last May 13, 2011 and they pose no objection on the proposed road rehabilitation. Instead, they were very happy with the project and donated portions of their land as road-right of-way as evidenced by the Deed of Donations hereto attached. Re-Consultation meeting was conducted last Nov. 8, 2013 regarding the expansion of RROW from 8m to 10m following the new DPWH – DA agreed guidelines and the beneficiaries pose no objection and hereby signed an addendum to the previously executed Deed of Donations for the additional areas. There are also planted trees (rubber, gemelina, fruit trees and others) that will possibly be affected by the project and the concerned affected land owners signed Entitlement Survey of displaced Persons showing therein the affected land area, the total number of trees that may be affected and the total land holdings of the land owners. *Please see attached tabulated list of Project affected Persons.*

6.4 Defining the geographical limits of lands or properties to be acquired (in has.) compared to total land holding per PAP

As mentioned in the preceding paragraph, there is no problem in the RROW because people living in the area that the proposed road will be constructed, were already informed and consulted and they donated part of their landholdings in favor of the LGU as RROW because what the people wanted is a comfortable access farm-to-market road. The total area donated is **28,760 sq.m.** or **2.25%** against the total land holdings of the land owners of **1,265,000 sq.m.** *Please see attached tabulated total land holdings per PAP.*

6.5 Existing land use of proposed road/bridge sites

The existing land use of the proposed road rehabilitation site is a public land that is why there will be no problem during construction.

6.6 Consultation/negotiation process with PAP

As discussed earlier, consultations and information drive were already done for project affected people. The fully accomplished forms are hereto attached as part of this FS.

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, etc)

Already done during the consultations conducted last May 13, 2011 by the LGU, corresponding Deed of Donations for the total length of 3,500 meters are hereto attached as part of this FS.

6.8 Social impact to project beneficiaries and others

Once the project is completed and turned over to the BLGU of San Antonio, they will be tasked to manage and maintain the road so that they can exercise their skills on how to sustain the project. The long-dreamed road rehabilitation will be materialized. Therefore, the residents/farmers will be able to bring their farm produce to the market easily and at a very short time and low transport expenses. Transport

facilities such as motorcycles (habal-habal), cargo trucks and other private vehicles will already be available at very low transport fare.

6.9 Presence of Indigenous Persons/Communities

There are 168 households of indigenous people (Subanen tribe) particularly in barangay San Antonio, the location of the proposed project but they were already informed and consulted by the LGU last May 13, 2011 consultative meeting. They are organized. Their present livelihood is farming and some of them own real properties in the area.

6.10 Establishment if IPs/ICs are within ancestral domain

Not applicable because the land they till is not an ancestral domain area of the IPs.

B. Environmental Considerations

7.1 Environmental Management Plan or the proposed road sub-project

7.1.1 Impact

The implementation of this project is not expected to generate significant adverse environmental impact since (1) the road already exists for rehabilitation (2) subproject influence area is sparsely populated and (3) low volume of traffic along motorable sections especially during dry months. The usual construction related nuisances (ie, noise, dust, obstruction to traffic, etc) to be felt by settlement areas near the subproject alignment during the construction and can easily be addressed using standard engineering measures.

7.1.2 Mitigating/Enhancement Measures

The subproject influence area has been developed for agriculture and planted to HVCC Crops, rubber, Corn, etc. An Environmental Management Plan will be presented to mitigate adverse environmental impact that will affect during the phase of project implementation and duly approved by the Local Chief Executive.

7.1.3 Cost of Mitigation

The LGU will exert efforts to consult the beneficiaries of their responsibilities and also the contractor of the project so that the mitigating devices provided in the EMP will not cost so much for the contractor and the LGU.

7.1.4 Responsible Units

It is the responsibility of the contractor, LGU and the BLGU of San Antonio.

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

As much as possible critical environment impacts will be minimized or solved during construction which will not be so much of a problem since the ROW is already cleared with the people including the occupants living in the area. If ever displacement will occur during construction which was unforeseen during the consultation and study, necessary cost of mitigations will be shouldered by the LGU and the contractor for at least lesser cost and the BLGUs will also be asked to help during the construction stage so as to guide the people and the contractor in the speedy completion of the project.

7.3 Status of CNC application or tree cutting permit

Application for CNC was already submitted to the DENR-EMB office in Pasonanca, Zamboanga City last April 13, 2011. *Please see CNC as hereto attached.*