

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+140, 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. Addendum to the executed Deed of Donations for the expansion of road width from 8m to 10m is hereto attached following the new guidelines on PRDP subprojects. 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 **44,480 sq.m.** or **3.62%** against the total land holdings of the land owners of **1,229,000 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 Social Impact to Project Beneficiaries and Others

It is expected that upon completion of the subproject, access to better services can be availed by the local residents within the influenced area but not limited to:

- Transport convenience
- Shorter travel time
- Speedy and safe delivery of quality farm products
- Convenient of delivery of commodities and farm inputs
- Increase of agricultural production
- Easy access to public facilities
- Increase in economic activities in the influence area
- Lesser school drop-outs
- Fast delivery of basic services
- Uplift standard of living
- Increase of revenues.
- Decrease of birth incidence
- Decrease of Mortality on Waterborne disease (Dengue)

6.6 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 3,140 meters are hereto attached as part of this FS.

6.7 Social impact to project beneficiaries and others

Once the project is completed and turned over to the BLGU of Sto. Rosario, 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 cargo trucks and other private vehicles will already be available at very low transport fare.

6.8 Presence of Indigenous Persons/Communities

There are 180 households of indigenous people (Subanen tribe) particularly in barangay Sto. Rosario, 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.

6.9 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 for the proposed FMR sub-project

7.1.1 Impacts

The introduction of a sub-project may pose adverse effects on the environment but on the other hand may bring positive effects too. These constraints and disadvantages of the sub-project would require mitigating measures be implemented to address environmental concern, such as:

Soil Erosion - Temporary sedimentation of natural drainage ways, concentrated outflows from drains

Mitigating measures:

- Careful planning of cut & fill of earth surface
- Placement of adequate drain outlets and turn outs.
- Lining of receiving surface of outflow drains stones and/or concrete
- Re use of cut soil for backfilling and other land leveling Activities
- Seeding and planting of erodible surfaces

Vegetation – Trees may or may not necessarily be cut, tramping of shrub vegetation, through minimal, may occur on right-of-way waste dumps and equipment yards.

Mitigating measures:

- Leave vegetation to allow It to regenerate
- Planting of appropriate indigenous tree/plant species to protect embankments.

Solid Waste – Improper disposal of construction waste materials, workers garbage and construction toilet.

Mitigating measures:

- Efficient housekeeping practices
- Proper collection and disposal of waste

Noise – Short-term in nature, noise generation may be at its peak during certain phases.

Mitigating measures:

- Intermittent use of heavy equipment;

Wildlife – Closure of migratory routes, disturbance of habitats, and noise related problems.

Mitigating measures:

- Intermittent use of equipment

- Distance from thickly vegetated areas.

Landscape – Scarred from road cuts, induced landslides, etc.

Mitigating measures:

- Maintenance and restoration of roadside vegetation;
- Construction spoils and other waste materials properly disposed

Siltation – Stock files of soil and rock could be eroded during heavy rains and silt up creeks and streams.

Mitigating measures:

- Susceptible soil surfaces should be protected with sandbags at segments near waterways to serve as soil barriers.

Accidents to Workers are potentially exposed to work related hazards such as falls, tripping, slippages that may result to injuries and even loss of life.

Mitigating measures:

- Sealing-off of construction site;
- Placement of **WARNING** signboards;
- Use of protective equipment by laborers.

7.1.2 **Responsible Units**

The LGU of R. T. Lim which is the implementing unit is also responsible that all the mitigating measures should be properly implemented and monitored.

7.1 Status of ECC application or tree cutting permit

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