

## **D. SOCIAL AND ENVIRONMENTAL ASSESSMENTS**

### **Social Safeguard Aspects**

#### **6.1 Project Beneficiaries**

The beneficiaries of the sub-project are the populace of Barangays Kiabo (2,770) and San Luis (7,305) based on Table 6, page 7 including the Indigenous People, the Higao-onon Tribes (2,648 or 90%) & (7,047 or 95%) respectively, refer to Annexes of the total beneficiaries of Kiabo & San Luis) who are mostly farmers were consulted during Barangay Assembly and accepted the proposed sub-project. Identified priority projects were incorporated in the Comprehensive Barangay Development Plan (CBDP), Barangay Development and Investment Plan (BDIP) and Barangay Annual Investment Plan (BAIP). Tomigbong – Larapan Barangay Road is one of the identified priority projects. During consultation, all sectors were properly represented and actively participated in the process, see Annex (Attendance Sheet). Concerns were raised if there will be livelihood projects provided other than RI by the PRDP.

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

The project is not located in any of the Ancestral Domain and will not negatively affect the IPs (Higao-onon Tribes). The consultation was done during April 10 & 12, 2010 endorsing the sub-project and approval through the issuance of Tribal Council Resolution No. 05 and 01, all Series of 2010 for Kiabo and San Luis respectively together with the Memorandum of Understanding (MOU) dated April 10, 2010, see attached reference data on succeeding pages.

#### **6.3 Status of Road Right of Way Acquisition**

The status of ownership and land use of the sub-project site or road right of way are under Alienable and Disposable Lands and some portion were located at Agro-Forestry Zone those areas that under agricultural production areas. The Road Right of Way requirement in terms of width is 10 meters.

All landowners affected by the farm-to-market road have voluntarily donated their lands with the request to be hired for work employment during implementation of the sub-project. Landowners along A & D signed Deed of Donation while along the Agro-Forestry Zone signed Deed of Quit Claims, see Annexes of Environmental Management Plan (EMP).

#### **6.4 Damage to Standing Crops, Houses and /or properties**

Inventories showed that there are 16 land/properties owners will be affected as part of the road right of way acquisition. Crops and plants of various kinds shall be cleared off those are along the road limit width of 10 meters.

## **6.5 Physical Displacement of Person**

There will be relocation of houses as per given data gathered by actual survey and based on the Detailed Engineering Design Plans.

## **6.6 Economic Displacement of Person**

The implementation of the sub-project has minimal effect to the affected beneficiaries along the influence area, however, it will bring in the economic development for the greater part of the community as cropping intensity will boost and production per hectare significantly increase because of the adaptation of new and appropriate technologies on crop production and management.

# **E. ENVIRONMENTAL SAFEGUARD ASPECTS**

## **7.1 Natural Habitat**

The sub-project site is not located within the declared protected area or natural habitat; in fact, it is an alienable and disposable area as partly uses for agriculture with major crops like coconut, banana, rice and corn. The sub-project is passing three (3) creeks located at Station 0+270, 0+570 and 1+260. It is determined that the flow of water bodies or creeks will not be adversely affected when the road construction commenced because there will be installation of cross drainage facilities.

## **7.2 Physical Cultural Resources**

The sub-project site has no physical cultural resources that will be affected.

## **7.3 Terrain, Soil Types and Rainfall**

The sub-project site has 18% to 50% or rolling to very steep terrain with adtuyon clay and rough broken land, and majority of the road section is composed of igneous rocks based on Geological Hazard Map of Malitbog. The area is under Type IV rainfall classification which means rainy season occurs in May to December and evenly distributed in the whole area of the municipality with annual rainfall 204.7 millimeter.

## **7.4 Drainage Situation and Flooding Protected**

The existing road does not have a defined lined canal, ditches and gravel. Moreover, there are some existing cross drainage facilities across the road section, thus, presently there is frequent denudation of land in the area, erosion occurs especially during rainy season.

## **7.5 Impacts during Construction**

Civil works of the road upgrading would engage clearing, grubbing and other earth works embankment, filling, graveling, grading and compaction in the road section. Excavation and ditch formation will be done as the road construction progress together with the provision of slope protection, lined canal and additional installation of cross drainage facilities.

These activities may affect the present condition of the environment and people within the project site; however, mitigating measures will be implemented to minimize the adverse effect of the sub-project construction.

### **As such will be done according to the following impacts**

#### **E.5.1 Temporary Erosion and Sediments Control**

It is possible that erosion and sediments will be present temporarily during construction period. The mitigating measures such as minimize clearing of road section beyond the construction limit to avoid clogging along ditches and turn-outs.

Slope protection will be constructed and emphasize benching methods as per approved design.

Setting basin and silt traps will be installed along ditches and designated stations to avoid siltation in the low lying areas.

#### **7.6 Construction Noise Mitigation**

Excessive noise shall be minimized by conditioning the heavy equipment. Moreover, construction activities shall be done during day time.

#### **7.7 Proper Handling of Construction Wastes**

Construction waste such as spoils of land from dust aggregates can be handled by means of watering, at the same time it will serve as compaction process, cut slopes will be used for embankment while the surplus will be disposed and turn-over to the residents who have agreed to accept the surplus materials.

Other solid waste materials such as plastic garbage generated from the bunkhouse shall be disposed at designated dumping site while other waste will be reused and recycled.

#### **7.8 Safety**

Toolbox meeting will be imposed together with the contracting company to enforce safety and healthy to the workers and residents of the community.

Traffic and other safety devices will be put in place in a strategic place along critical/hazard prone areas.

## **7.9 Environmental Management Plan for the Proposed Sub-Project**

In the implementation of the sub-project, some crops along private properties will be affected because of its existing width ranging from 4 to 6 meters and will be extended to the standard design of 9.4 meters or more depending on the terrain.

Some activities involved in the sub-project implementation has minimal adverse effects to the environment particularly in physical and biological aspects but in the socio-economic activity, it increases the income of the people, farm production, and reduce the time of hauling of agricultural inputs and farm produce of the farmers living in the area.

With regards to voluminous waste generated, definitely, it cannot cause additional problems since excavated soil/materials will be used in the formation of embankments, sub-grade slopes, bedding, and backfilling for culverts. All other wastes such as shrubs, debris, etc. are all manageable (i.e. composting at a vacant lot of an interested resident).

To ensure the implementation of cleanliness and sanitation, a policy is stipulated in the contract of agreement that one of the requisites for final payment is the cleaning or clearing of the contractor of the construction site, batching plant, bunkhouse and other related facilities.

The proposed sub-project was presented in the project area through series of meetings/consultation with the active participation of the Barangay Government of **Kiabo and San Luis**, Farmers' Organizations, IPs, Women, Youth and Religious Sectors. Actual dialogue with the beneficiaries showed that majority of the total number of respondents demanded for road upgrading or rehabilitation. The data gathering, validation, ocular inspection and preparation of needed documents for the sub-project were made possible through the concerted efforts of the Barangay Development Council (BDC), MPMIU, MPT and MSC group under the leadership of the LCE.

## **7.10 Status of ECC Application**

As a requirement, the Environmental Impact Assessment was conducted to determine the Social Acceptability of the sub-project with the Environmental Compliance Certificate issued by the DENR, Region 10 dated October 11, 2010 duly signed by the Regional Director, Dr. Sabdullah C. Abubacar, CESO IV.

## **7.11 LGUs with the Provisions of Feasibility Study**

The community through the BDC was properly informed, oriented, consulted and series of workshops done relative to the formulation of CBDP as planning process of the sub-project and as part of the requirements by the funding agency (World Bank and the DA). All the series of activities rendered were pre-requisites and reference to the formulation of the Feasibility Study to further avail of the PRDP funds, by the Local Government Unit as the main proponent. Salient features and other provisions of the FS were presented and duly concurred by the concerned agencies.

