

## **D. Social Assessment**

### **6.1 Local community participation during planning and preparatory activities**

During the conduct of Participatory Rapid Appraisal where in the purpose is to update the Barangay Development Plan of the said barangay. The Planning Team identified the Construction of Siloy-Upper Dioyo Farm-to Market Road as one of their priority project to be funded under MRDP-APL 2, RI sub-project. The plan was validated during the conduct of barangay assembly; still the community repeatedly proposed the project, in support to the economic activities of the barangay so with to the influence area of the proposed project. The project has been included in the Barangay Development Plan and endorsed to the Municipal Development Council for integration to the Municipal Development Plan of the municipality.

### **6.2 Right of Way**

The proposed road is an existing road facility connecting the two barangays. Road right of way is no longer a problem. The Office of the Municipal Assessor issued a certification that the proposed road is an existing road and the land owner signified their intention to donate portion of their area for the road right of way of the proposed construction/improvement of the road. The constructions activities in upgrading the road section will only limit and rectify the existing 6m clear width or the road and with a length of 6.5 kilometers said road is an earth road as per verification or per survey.

### **6.3 Project Affected Person (PAP)**

There will be no Project Affected Persons (PAP) on this project considering that the proposed road improvement is an existing facility of the barangay. That the road right of way of the proposed road even if it is existing in nature the owner of the lot is very willing and signified to donate the area.

### **6.4 Right of Way**

The proposed road is an existing road facility connecting the two barangays. Road right of way is no problem considering that the land owner signified their intention to donate and have already signed and had notaries the Deed of Donation documents. The Office of the Municipal Assessor issued a certification that the proposed road is an existing road and the land owner signified their intention to donate portion of their area for the road right of way of the proposed construction and improvement of the road. The constructions activities in upgrading the road section will only limit and rectify the existing 8 m clear width or the road.

## **Social impact to project beneficiaries and others**

Upon completion of the sub-project, it is expected that the resident within the road influence area will have access to better services that availed 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

### **6.5 Social Conditions**

Agriculture is the major source of income in the barangay Siloy and Upper Doyo. At present, there are around 1,069 beneficiaries and majorities are farmers which always experience difficulties in the transport of agri-products from the farm to the market. The existing poor road condition is the most common concern among the beneficiaries and at the same time it is negative factor achieving quality farm products and also causes high cost of transport.

There will be no household that will be affected by the project as to displacement however 236 households are living in the influence area. There are 4 Women Organizations and 2 Farmers Association in the influence area that will benefit and can easily access to social and economic activities.

The proposed project is not situated inside ancestral domain and does not affect the IPs community nor can damage and displace any ancestral structures.

### **6.6 Social Impacts**

The realization of the project would not destruct the existing environmental condition but rather improve its accessibility to more development aspect as farmers can do more farming activities within the influence area thereby causing more agri-products, more income and improve revenues in the locality. The land acquisition status and road right of way issue is no longer a problem since the

proposed farm to market road is an existing road. Quit claims among landowners on some road portions are already in-placed.

People's livelihood would likely to improve and enhance from crop production to value adding production system. Relatively, the effect of motor vehicle transport will increase as to its traffic count.

The project beneficiaries would relatively increase its participation to social activities and access to education, health and sanitation and other social and economic services. The individual farmers, indigenous people, and other people's organizations would likely benefit the road improvement and can easily undertake livelihood activities.

## **E. Environmental Consideration**

### **7.1 Environmental conditions**

Cash crops, fruit trees, rubber and other high value commercial fruits and vegetables are being grown within the influence area. The topography is rolling with slope ranging from 10% to more than 18% and with elevation of more than 700 meters above sea level. The proposed road is not far from the bodies of water- the Dioyo River and Siloy creek which have greater potential for irrigation. The soil is rich and suited for crop production. Cover crops and pasture grasses are the common vegetation in the area. The grown crops in the area are mostly in rolling topography with no use of inorganic pesticides. Contour farming is also adopted in some areas. The natural habitat has been preserved and no other cultural properties are likely to damage with the project implementation.

### **7.2 Environment Impacts**

The proposed sub-project has great impact in the influence area by increasing more areas of cultivated farms which will result to more production and income. Area and number of planted trees will also increase thereby increasing vegetation cover and help preserve the natural habitat. The sub-project can improve tourism and other economic developments and opportunities which will benefit to the individual, PO beneficiaries and the whole constituents in the communities. The improved road would increase traffic count and improve carbon sequestration, in which the latter is one of the contributing factors to balance the eco-system. With the sub-project, promotion of organic farming can easily be introduced to the farmers for a sustainable agriculture and environment. New houses are expected to rise within the influence areas and even beyond the stretch of the farm to market road length.

### **7.3 Environmental Management Plan for the proposed road sub-project**

In accordance with the PRDP environmental safeguards policy, the Local Government Unit of Calamba has submitted together with the Environment Plan (EMP), outlining various measures to minimize or mitigate possible negative impacts or hazards of the sub-projects to the environment before, during and after construction phase. There will be neither existing cultural properties nor natural habitat affected in the area. Some mitigating measures have been included in the design such as the provision of drainage canal/structures in appropriate sections, and in the installation of RCPC and for the slope protection of the sub-projects and other to wit;

**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-** 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.

**Responsible Units**

The LGU of Calamba, being the implementing unit, is also responsible that all the mitigating measures should be properly implemented and monitored.

**7.4 Status of ECC application, tree cutting permit**

The subproject is concreting of the existing barangay road network where in no major cutting of trees and no major distractions to environment. The Certificate of Non-Coverage was already issued by the Department of Environment and Natural Resources.

Generally, the existing environmental condition of the influence area is ecologically safe and balance.