

## **A. Social Assessment**

6.1 Project Beneficiaries. The direct beneficiaries of this subproject are the farmers in barangay Bualan in particular and the whole barangay populace in general. The barangay council has set a barangay assembly meeting on June 26, 2013 at 10:00 in the morning for them to know the proposed plans of the barangay especially on the road construction subproject given to them by the municipal government through PRDP. They were consulted particularly on the plants and lands that will be affected during the proposed construction of this road. The concerned land owners have agreed among themselves that it would be alright for them to get paid by the barangay government on the plants that will be damaged as it is also their dream that there will be a road construction from the barangay site to the foreshore area for them to have a better access for their farm goods to the market center at Olutanga the nearest urban center. All things that they have agreed are stipulated in the minutes of meeting attached hereto and their conformity as to the payment by the barangay treasurer in behalf of the barangay government to all the plants that will be affected during the road construction. They have all signed the deed of donations for the part of their parcel in favor to the government particularly PRDP. There was also the presence of some women and children and the wives of the farmers taking part of some discussions during the assembly meeting particularly in the effects that it could give to them if the project pushed through and the possible things they could practically do with the road construction subproject being implemented.

6.2 Indigenous Cultural Community/Indigenous People (ICC/IP). So far as this barangay Bualan is concerned, this is not located inside an ancestral domain nor there are members of the Indigenous Cultural Community and Indigenous People residing in here not even in the adjacent barangays except of some muslims who are residing in the foreshore leased area and not in the inland as their source of livelihood is in the sea or in the municipal waters of Talusan.

6.3 Site and Right- of- Way Acquisition- The proposed site or right- of- way of the subproject are owned by some individual. Some form of land ownerships are land titles and tax declarations. All concerned land owners after the consultation during the assembly meeting have signed a deed of donation conforming that they have agreed to donate part of their parcels in favor to the government and have asked payment only for the plants that will be affected during the road construction especially for the cutting of the coconut trees.

6.4 Damage to standing crops, houses and/or properties- The proposed road construction subproject will eventually caused crops damages as well as the cutting of coconut trees. All affected number and species of crops as well as coconut trees are listed down in the appropriate form of inventory and its corresponding price which is limited to the amount agreed between the barangay government and the owner of the crops/coconut trees affected and hereby attached to the Memorandum of Agreement as well as the Deed of Donation.

6.5 Physical displacement of persons- The proposed road construction subproject in barangay Bualan has affected one (1) temporary house during the survey but it is now transferred adjacent to the barangay site as it was sold to another person. A certification of the Barangay Captain is attached hereto testifying as to the transfer of said house near the barangay site. Therefore, there is no person or resident who shall be displaced during the implementation of the said subproject.

6.6 Economic displacement of persons- The proposed road construction subproject will not affect any matter pertaining to the existing livelihood of the residents that surrounds the parameter of the subproject nor reduced access of families to their traditional livelihood sources. This subproject is even giving them the new hope of becoming more productive in tilling the soil and produce more because they would now have a better access to the market center at Olutanga the nearest urban central.

## **B. Environmental Considerations**

- 7.1 Natural Habitat- The road construction subproject is not within an area or site officially declared as protected area of natural habitat. The land traversed by this proposed subproject is within the agricultural zone of the municipality. It has no presence of wildlife and any endangered species of fauna and flora.
- 7.2 Physical Cultural Resources- The proposed road construction subproject does not affect any on site monuments or whatsoever. There is no presence of any monument or structure along the line of this subproject from starting station to finish line.
- 7.3 Terrain, Soil Types and Rainfall- The topography of the proposed road construction subproject is typically a rolling plain. Its soil is practically considered as loam the most fertile type of soil in the eight far flung barangays. The municipality has only two seasons of which May to November will be of heavy rainfall and considered as rainy season and December to April is considered as the dry season of the year.
- 7.4 Drainage Situations and Flooding Potential- The proposed road construction subproject has its drainage constructed as reflected in its program of works therefore the drainage situation of the project site may not be a problem as it is considered in the survey and reflected in the program of works that will serve as way out of any water caused by rain in the surface.
- 7.5 Impacts during Construction- The road construction subproject shall be done with the use of several heavy equipments such as bulldozer, motor grader, road roller, dump trucks and backhoe to fully implement the subproject. It would likewise construct a temporary building where some of the construction materials and supplies are stored for safety purposes. They would also provide a quarter for the laborers and operators/drivers of the heavy equipments. There are possible negative impacts to the environment during the road construction subproject implementation and there has to be some mitigating measures to be instituted by the contractor and observed during the subproject construction. The following should be considered:

- a. Temporary erosion and sediment control- Erosion and sediment control in construction areas will prevent sediment discharge to any bodies of water. Careful planning of cut and fill of earth surface has to be instituted. There must be proper placement of adequate drains outlets and turn outs. A lining of receiving surface outflow drains stones or concrete has to be in place. The re- use of cut soil in backfilling and other land leveling activities has to be done. Seeding and planting on erodible surfaces is suggested.
- b. Construction noise mitigation- There are few houses along the subproject site and the persons living therein are subjected to temporary noise generated by the heavy equipments. The contractor has to institute intermittent usage of the heavy equipment and see to it that it does not go on working beyond late hours so as to keep the people from rest especially so that they are farmers and are heavily working during daytime.
- c. Proper handling of construction wastes- Temporary waste disposal facilities must be provided to minimize the amount of site litters, waste materials and workers garbage. There has to be proper and efficient housekeeping services among workers and laborers and there shall be proper collection and disposal of the construction waste by the concerned LGU.

As regards to the wastes incurred during the grading and excavation, it was also discussed as to where particular site it could possibly be dumped so as not to destruct any residents or whatsoever in the area. The assembly being aware of the environment and love of nature has suggested that it would be best if the land traversed by the project will be at the same time be utilized as the dumping area of such waste. The land owners were asked if they are amenable that the dumping be made just within the side of their parcels and they conformed of the suggestion. Accordingly it has to be evenly distributed along both sides of the road so as not to destruct the sights of the people passing by.

- d. Safety- Safety of the workers and the public must be given the top priority. Standard construction safety protocols must be observed. Sealing off construction

site, placement of warning signboards and the use of protective gears and equipments by the workers are among the best things to do in a project construction site

### **7.6 Local Community Participation during planning and preparatory activities**

The Local Government Unit of Talusan through its planning and development office has been engaged in development partnership with the barangay stakeholders representing various sectors and peoples organizations operating in the barangays.

This engagement involves in developing and implementing the technology of Barangay Development Planning through Participatory Rural Appraisal (BDP-PRA). At present, all the 14 barangays of the municipality has already been long undergone the processes of BDP-PRA and came-up with their respective Barangay Development Plans. The process involves the following: local governance seminar, profiling, analysis (Strength, Weakness, Opportunities and Threats), project's prioritization, planning-programming and up to the presentation of Barangay Development Plans to the barangay assembly. The different representatives of different sectors and all leaders in the barangay, which composed the Barangay Development Council (BDC) are the key actors who directly and actively participated the said process. Thus, the integrity in the identification of the proposed subproject at Barangay Bualan has undergone a thorough and proper consultation.

### **7.7 Road Right of Way**

The road right of way is a problem for the implementation of the proposed road construction because this is a new road. The barangay captain upon instruction by the Chief Executive of the municipality has gathered together all the affected land owners of the proposed project that they have to donate the area affected in favor to the barangay government to ensure permanency of the project. They see to it that the owners of the land as well as the owners of the farms and plants affected by the proposed construction are amenable and have interposes no objections to the proposed project as manifested by their signatures and thumb marks affixed in the respective

certifications which are read, known and discussed before them using the local dialect for them to understand very well the intents and purposes of the proposal, the benefits that can be derived if ever the project is pushed through in their barangay. Proper Deed of Donation has also been discussed to the owners of the affected lands so as not to meet future problems between the owner of the land as well as the barangay and municipal government.

The barangay government is encouraged to give maximum preference for donation as it has very meager funds and could hardly afford to buy the affected lands for such road construction project. Affected land owners too are brought to the idea of the benefits that the road can generate if they can donate a portion of their lands to the barangay government. However the agreement of the plants that have grown up along the way where the project is to be implemented are to be done through payment of the individual plants especially the coconut trees that are affected in the construction of the road right of ways as well as with other various type of plants. It was then agreed that all damaged plants shall be paid and shouldered by the Barangay Government. The barangay government has to shoulder the necessary attorney and notary services that may be incurred during the execution of the Deed of Donation. The DODs are hereto attached and are made part of this feasibility study

In Bualan, the payment of the affected coconut trees and other various plants are already quantified and will be paid by the Barangay Government. The written agreements for all the affected plants and trees to be paid by the latter are hereto attached to form part of this feasibility study.

### **7.8 Project Affected Person/s**

Even if the proposed subproject is a new road construction but during the survey made there are no Project Affected Persons (PAP) involved.

## **7.9 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 Mortality on Waterborne disease (Dengue)

### **7.9.1 Responsible Units**

The Local Government Unit of Talusan which is the implementing body is the one responsible that all the mitigating measures should be properly implemented and monitored during project execution.

### **7.10 Status of ECC application**

This rural road project is an opening of a new road and therefore an Environmental Clearance Certificate has to be applied and secured from the Department of Environment and Natural Resources in their regional office at Zamboanga City. In this case the ECC requirement has already been approved and its certificate is hereto attached and formed part of this feasibility study documents.