

VI. SOCIAL ASSESSMENT

A. Social Safeguard Aspects

6.1.1 Project Beneficiaries -

Barangay Dawa Dawa to Sitio Tubig Sina is one of the coastal barangays of the municipality where farming, fishing are the main source of livelihood of the people. Copra, rice land and rubber are being produced from this brgy. During the conceptualization of the proposed project, series of consultations, barangay assemblies was initiated and a resolution was passed by the Sangguniang Barangay of Dawa-Dawa requesting the Department of Agriculture under its PRDP program for the repair of farm to market road and it was also indorsed by the Local Government Unit and preparation of technical documents and evaluation of road section.

6.2 Indigenous Cultural Community/Indigenous Peoples (ICC/IP) -

The results of the Road Alignment Survey show that there are no ancestral lands traversed by the existing road either for development and rehabilitation/improvement. The usual situations of IPs (subanen) landholdings are in the peripheral areas. Hence Indigenous People are not affected relative to the pursuit of subproject implementation. There are no subanen of the total population in the area that are affected in the road rehab. During the community consultation with the IPs community, the group in full consensus granting approval of the propose sub- project since a certification from the representative of the IP's is attached in the Social Environmental safeguard.

6.3 Site and Right-of-Way acquisition

LGU Departments of Engineering and Assessor(land) combined forces conducted the surveys, parcellary mapping, identification of right of way allocation (including future expansions), land ownership, deed of donations and other aspect of road development.

Retracing historical backgrounds was reinforced through casual queries, interviews and from written notes, stories or even folklore as traditional sources of information.

Consultative meetings conducted to elicit consensus, positive acceptance and total in agreement of concern for the general welfare of the PAP.

6.4 Damage to standing crops, houses and/or properties

Since the propose site is already existing road and just need rehabilitation, it will not result to any crops and properties damages and or losses.

6.5 Physical displacement of persons

Houses were built in its proper place/distance after the road opening. Therefore there will be no relocation of houses and affected properties upon the actual conduct of project implementation.

6.6 Economic displacement of persons -

As a direct demand driven project it is largely presumed that the general public atmosphere is one of joyous expectation.

During the conduct of Barangay consultation and re-surveying of the road to be rehabilitated, the residents affirmed that their traditional livelihood sources will not be affected instead, access to public markets, sizable cut in transport fare, lower cost of farming with increased bargaining chances of higher sales or retail gains but a few of the realistic benefits envisioned.

VII. Environmental Safeguard Aspects

7.1.1 Natural habitat

The proposed sub - project neither is free of any wildlife, endangered species nor affects any protected areas since the said site was already opened since 1989 under DPWH funds. Appropriate and necessary requirements had been complied.

7.2 Physical Cultural Resources -

The proposed site of the sub-project was opened and funded by the DPWH, and does not traversed any structures, monuments or physical cultural resources since it was already issued clearance during the implementation.

7.3 Terrain, Soil Types and Rainfall -

The propose site is partly rolling and the slope does not exceed 7%. The soil type is clay to silky clay and not prone to land slide and erosion. The occurrence of rainfall in the area is moderate since Mindanao area is not typhoon belt particularly Zamboanga Sibugay.

7.4 Drainage Situations and Flooding Potential -

No occurrence of flooding incidence recorded during heavy downpour on the propose site. Further, the site has its natural drainage system since in the propose project site the rainwater flows directly to the sea.

7.5 Impacts during Construction -

(a) Temporary erosion and sediment control -The topography of the road alignment do not necessitate massive earth moving and cutting of clayey or loose topsoil, and this would result or generate significant sediment. Natural drainage system is also present on the proposed site so that there are no measures required for the provision of filter barriers or settling basins for the runoff discharged.

(b) Construction noise mitigation - The construction is purely rehabilitation and the major works is slight excavation, re-shaping of final design grade of road structure, compacting and hauling of aggregate materials and installation of culvert pipes. However, during the hauling/transporting of construction materials, the speed must be regulated by the contractor to avoid excessive noise on the populated areas.

(c) Proper handling of construction wastes -Temporary waste disposal facilities must be provided by the contractor in consonance with the government regulations re: Proper Waste Disposal.

(d) Safety - Contractor must provide safety precautionary construction gadgets to ensure the life of the workers. Standard construction safety protocols must also be observed for the Safety of workers and the public.

ENVIRONMENTAL CONSIDERATION:

Environmental Management Plan for Farm-to-Market Roads

Name of Road: Rehabilitation of Dawa Dawa to Sitio Tubig Sina FMR

Location: Dawa Dawa to Sitio Tubig Sina , Alicia, Zamboanga Sibugay

Implementing LGU: ALICIA

Estimated number of beneficiaries: 48 % of Major Population (2,137) Beneficiaries

New or Rehab: Rehabilitation

Estimated Total Cost: Php. 23,643,423.76

A. Site and Design Consideration

The proposed Subproject is a Rehabilitation of Dawa Dawa to Sitio Tubig Sina which was opened thru the DPWH fund last 1987. Due to insufficient fund of both BLGU and MLGU, the project was limited to Road Opening and a portion of graveled road only.

Since the Proposed Subproject is Rehabilitation, the road does not encroach into or traverse any declared protected area of natural habitat. Further it will not displace, disfigure or destroy any structure of cultural and historical significance.

B. Environmental Issues and Mitigation Measures

Table 15

Issue (Potential Impact)	Assessment (Sample assessments)	Mitigation Measure	Instrument of Implementation (POW, Contract, IDP, or O&M Plan)*
1. Temporary increase in sedimentation during construction	[/] Cut materials will consist mainly of hard rocks and are unlikely to generate significant sediments	[/] Proper disposal and compaction of spoils [/] No measures required	DED/POW; Contract
2. Potential contamination of surface and groundwater with oil/grease	[/] There will be no or insignificant amount of waste oil/grease	[/] Proper handling and disposal of waste oil and grease	Contract
3. Potential contamination	[/] Workers would be mostly	[/] No measures required	Contract

Issue (Potential Impact)	Assessment (Sample assessments)	Mitigation Measure	Instrument of Implementation (POW, Contract, IDP, or O&M Plan)*
with human waste	locals and are expected to go home to their respective houses after works		
4. Potential disruption of traffic flow	[/] The construction will not affect daily movement of residents and farmers	[/] No measures needed	Contract
5. Potential dust/mud nuisance during construction	[/] Access road and/or the construction/rehabilitation works passes through a populated area	[/] Set up speed limits for vehicles, especially within residential areas	Contract
6. Landslide/ erosion of exposed road sides resulting in sedimentation of waterways	[/] The road passes through a relatively benign terrain, cuts will be minimal [/] The rehabilitation work does not involve additional road cuts	[/] Proper compaction of minimal spoils	DED/POW Or (if budget does not permit) LGU Commitment Letter
7. Inadequate drainage resulting in flooding or ponding	[/] The road will block runoff, resulting in flooding on one side of the road during rainy days. [] Drainage issues unlikely affect.	[/] Installation of several culverts between station 0+000, 0+305, 0+600, 1+100, 1+420, 1+620, 1+880, 1+970, 2+220, 1+820, 2+380	DED
8. Potential increase use of pesticides due to intensification of cash crop production in the area	[/] Farmers in the service area have not been trained on IPM	[/] DA to continue to support IPM program [/] LGU to Coordinate with DA on IPM training	Capacity Building Plan O&M Plan; Capacity Building Plan
9. Potential acceleration of	[/] The road connects only	[/] DA to coordinate with	O&M Plan; Capacity Building

Issue (Potential Impact)	Assessment (Sample assessments)	Mitigation Measure	Instrument of Implementation (POW, Contract, IDP, or O&M Plan)*
denudation of the upland/hilly areas due to intensification of crop production	lowland farms to the market	LGU for the introduction of sustainable upland farming systems in the area	Plan
10. Potential increased in encroachments of human activities into the nearby public forest	[/] The proposed road does not improve access to a public forest	[/] No measure required	O&M Plan; Capacity Building Plan
10. Local employment	[/] Construction will provide local employment opportunities	[/] Hiring priority shall be given to qualified local residents; Implement RI Manual on local hiring	Contract
Other Issues			
1. Potential encroachments of human activities into the nearby Mangroves	[/] The proposed road rehab does not access to nearby mangroves though the road segment end on shoreline	[/] Coordinate with BLGU, MENRO, LCE, SB & DENR for the enactment of ordinance deputizing the local community to enforce forestry laws [/] Empower the PO under NRM component to perform their functions and duties [] No measure required	Capacity Building Plan

Prepared by:

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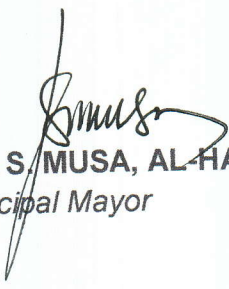
Adopted by MPMIU:


EDMUND A. TAN, CE, GE.
MPMIU Head

Noted by the local community:


HENRY MADAJE
Barangay Captain-Brgy. Dawa-Dawa

Endorsed by:


YASHIER S. MUSA, AL-HAJ.
Municipal Mayor