

## A. Social Assessment

Integrating all sectors thru active community participation will be audible during planning and preparatory activities through productive barangay development planning wherein the subproject was identified as one of the priority development projects in the upland. The two barangays have already undergone revisions of their respective 5-year Barangay Development Plans.

Both barangay expressed their desire for more efficient transport efficiency. Roads were vital economic support infrastructures and the similarities of its ventures will enhance economic activities in both localities. The proposed road improvement especially to production areas will be improved. Our complimentary role in the Provincial Physical Framework Plan (PPFP) as eco-tourism site will open the locality to tourism ventures. This will stimulate business activities and potential investments to both localities.

Specifically to be traversed are the localities of Cawayan, Upper Cebuano and the junction of Linan-Miasong Road. Demographically, the localities residents especially our indigenous people (e.g. B'laans, Muslims and other ethnics) had welcomed the proposed road improvement. This will harness and develop major income generators especially the working age group of the municipality to increase revenue generation.

The subproject will not adversely affect the local residents since houses/settlements of local residents/indigenous peoples are clear of the operation of the affected subproject. Corresponding certification was issued by the Municipal Tribal Council for this matter. To cushion social repercussion if ever, a consultation meeting will be called by the LGU's Sub-project Management Office to discuss the various issues/resolutions, and compensation entitlements, if necessary, that subproject implementation may cause such as the loss of properties or inconvenience.

Right of way acquisition is not a major concern of the LGU-Tupi considering that the subproject constitutes a road lot.

In its entirety, the implementation of the sub-project would benefit two barangays. Involved are **1,804** households or **9,021** residents. After sub-project emolument, the beneficiaries will be benefiting from reduced transport cost and passenger fare, shorter

travel time and higher appraisal of farm produce, which will result to higher family income. More farmers will then be enticed to expand their farm for higher productivity and income.

**6.1 Status of NCIP application.** This is not applicable since the sub-project is beyond any ancestral domain claim. In lieu, certification from the IP community in the subproject area was secured (*as attached*)

## B. Environmental Considerations


### ENVIRONMENTAL ISSUES AND MITIGATION MEASURES

ISSUE (POTENTIAL IMPACT)	ASSESSMENTS	MITIGATION MEASURES	INSTRUMENT OF IMPLEMENTATION (POW, CONTRACT, IDP, OR O & M PLAN)*
1. Increased sediment in streams affected by erosion at construction sites and fresh road cuts, fills and waste dumps.	<ul style="list-style-type: none"> <li>• Topography of the road alignment necessitates massive earthmoving and cutting of clayey or loose topsoils</li> </ul>	Proper disposal	DED/POW; Contract
2. Soil and water contamination by oil, grease, fuel and paint in equipment yards and asphalt plants.	<ul style="list-style-type: none"> <li>• Waste oil and grease from equipment could contaminate surface water</li> </ul>	Proper handling and disposal of waste oil and grease Collect and recycle lubricants. Avoid accidental spills through good practice.	Contract
3. Poor sanitation and solid waste disposal in construction camps and work sites.	<ul style="list-style-type: none"> <li>• Construction workers would be temporarily housed in base camps</li> <li>• Workers would be mostly locals and are expected to go home to their residences</li> </ul>	Provide adequately located and maintained latrines.	Contract

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4. Potential disruption of traffic Flow	<ul style="list-style-type: none"> <li>• he access road and/or segments to be rehabilitated need is vital to daily activities of the residents and farmers and need to be kept open to traffic during construction</li> <li>• No disruption of traffic and daily movement of residents and farmers</li> </ul>	No disruption of traffic flow and minimize disruptions along the access road and/or construction area; Provisions of necessary warning signs during the course of construction and fielding of traffic personnel (if necessary)	Contract
5. Potential dust/mud nuisance during construction	<ul style="list-style-type: none"> <li>• Roads could become powdery during dry days and muddy during rainy months during the duration of the construction</li> </ul>	Set-up speed limits for vehicles, especially within residential limits; Undertake regular maintenance measures on the passable portions of the roads	Contract
6. Erosion of lands below the road bed receiving concentrated outflow from covered or open drains.	<ul style="list-style-type: none"> <li>• The rehabilitation work does not involve additional road cuts</li> </ul>	Fast growing shrub species Increase number of drain outlets.	DED/POW
7. Inadequate drainage resulting in flooding or ponding	<ul style="list-style-type: none"> <li>• The road will block runoff, resulting on flooding on one side of the road during rainy days</li> </ul>	Installation of cross drain between stations	DED
8. Potential increase in the use of pesticides due to intensification of cash crop production in the area	<ul style="list-style-type: none"> <li>• Farmers in the service area have not undergone IPM Training</li> </ul>	LGU to coordinate with DA regarding IPM Training	-Capacity Building Plan -O &M Plan
9. Potential acceleration of denudation of the upland/hilly areas due to intensification of crop production	<ul style="list-style-type: none"> <li>• The road connects only to lowland farms to the market</li> </ul>	Introduction of sustainable upland farming systems in the area thru the facilitation of the	O & M Plan Capacity Building Plan


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		LGU and DA	
10. Potential increase in encroachment of human activities into the nearby forests	<ul style="list-style-type: none"> <li>The proposed road does not improve access to public forest</li> </ul>	No measure required	O & M Plan Capacity Building Plan
11. Local employment	<ul style="list-style-type: none"> <li>Construction will provide local employment opportunities</li> </ul>	Hiring will prioritize qualified local residents Implement RI Manual on local hiring	Contract
12. Alteration of overland drainage and subsoil drainage (where road cuts intercept perched water tables, springs etc).	<ul style="list-style-type: none"> <li>Clogging of drainages</li> </ul>	Installation of adequate drainage works.	DED/POW
13. Roadside litter.	<ul style="list-style-type: none"> <li>Accumulation of thrash in canals and roadsides</li> </ul>	Provide for disposal facilities. Encourage anti-littering laws and regulations	DED/POW
14. Induced development: roadside commercial, industrial, residential and 'urban sprawl'.	<ul style="list-style-type: none"> <li>Proliferation of commercial and other business ventures, with the possibility of migration of informal dwellers</li> </ul>	Involve land-use planning agencies at all levels in project design and plan for controlled development.	For Comprehensive Study by MPDC

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Adopted By MPMIU:

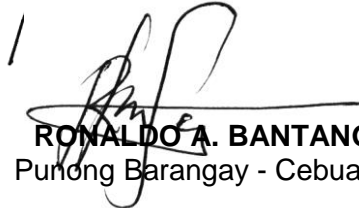


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