

## **VI Social Assessment**

### **6.1 Project Beneficiaries**

There are 3,940 total beneficiaries of this subproject, 1,807 from Barangay Ratag and 2,233 from Barangay Siolakan with a total households of 376 based on the NSO Census on Population as of 2010. Out of the total beneficiaries 2,049 or 52 % are female and 1,891 or 48% are male.

Majority of the beneficiaries are farmers. The proposed project is welcomed and accepted by the beneficiaries. The people in the project area have hope that this will finally be realized.

A consultative meeting in Barangay Ratag was conducted on November 15, 2011 and attended by the beneficiaries coming from the Barangay itself and Barangay Siolakan. During the meeting, it was unanimously recommended by the people to endorse the project – Rehabilitation/Concreting of Ratag-Siolakan Farm to Market road to the Municipal Development Council of Siasi, Sulu for the requisite funding.

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

The project is located outside any ancestral domain.

No indigenous persons can be found in the communities of the two covered Barangays. Badjaos is the indigenous persons in the municipality of Siasi but mostly they are living in the seaside and coastal area.

### **6.3 Site and Right-of-Way acquisition**

The occupants of the parcels of land traversed by the FMR don't have titles or tax declarations. They, however, exercise rights over their land parcels through actual occupancy and tilling the lands despite the absence of official ownership.

The area is generally agricultural per municipal land use classification and category. Along the proposed road are intermittent built areas, Below is a table showing the name of occupants with the corresponding area affected or traversed by the existing FMR.

Name of Occupant	Area Affected (inSq.m.)	Name of Barangay	Ethnic Origin
1. Jaladi Baladji	5,200	Ratag	
2. Muksan Kulayan	7,200	Ratag	
3. Mora Lana	8,800	Siolakan	

4. Anang Gallih	8,000	Siolakan	
5. Hasinod Tingkahan	10,800	Siolakan	
Total	32,000		

To signify that these occupants have given their consent in utilizing their portion of land affected by the proposed farm-to-market road, they have signed the entitlement survey together with their respective Deed of Donations, hereto attached to the FS..

The total area of the proposed road rehabilitation, given an average width of the ROW at 10.0 meters, is 35,800 square meters. The total area occupied by the affected persons indicated above totaled to 32,000 sq.m. The remaining 3,800 square meters is considered as an assured ROW considering that portions of the road is already existing.

All these occupants were present during the consultative meeting held on November 15, 2011 at Barangay Ratag. Lot occupants who are out of town during the meeting have sent their respective representatives and signified their willingness to support the proposed road.

#### **6.4 Damage to standing crops, houses and/or properties.**

The rehabilitation/concreting of Ratag-Siolakan Section will not affect any structures. Ample setbacks of houses/structures were provided. The road has existed for so many years already.

However, on the section Ratag and Siolakan, the Road Right of Way needed will affect approximately three (3) wooden and Bamboo Fences. The affected structure owners have already signified their willingness to move these structures within the interior of their respective lots outside the limits of ROW during construction provided that the cost of relocation be shouldered by the project.

#### **6.5 Physical displacement of persons**

The proposed project will not result in the relocation of houses and will not displaced any persons.

#### **6.6 Economic displacement of persons**

Being an existing road, the project will not cause any loss of livelihood or reduced access of families to their traditional livelihood sources.

#### **6.7 Environment Management Plan**

**Philippine Rural Development Project – Year 1  
Environmental Management Plan Template for Rural/Farm-to-Market Roads**

**Name of Road:** Rehabilitation/Concreting of Ratag-Siolakan FMR  
**Location:** Barangay Ratag, Siolakan, Siasi  
**Implementing LGU:** Siasi, Sulu  
**Number of beneficiaries:** 3,940  
**New or Rehab:** Rehabilitation  
**Estimated Total Cost:** Php 14,500,000.00

**A.Site and Design Consideration**

1. The Road does not encroach into or traverse any declared protected area of natural habitat
2. The subproject will not displace, disfigure or render inoperable/inaccessible any monument or physical structure of known cultural and historical significance.

**B. Environmental Issues and Mitigation Measures**

<b>Issue (Potential Impact)</b>	<b>Assessment (Sample assessments)</b>	<b>Mitigation Measure</b>	<b>Instrument of Implementation (POW, Contract, IDP, or O&amp;M Plan)*</b>
1. Temporary increase in sedimentation during construction	[ / ] Topography of the road alignment necessitate massive earthmoving and cutting of clayey or loose top soils [ ] Cut materials will consist mainly of hard rocks and are unlikely to generate significant sediments	[/] Earthmoving/ cutting of slopes to be done during dry months [ / ] Proper disposal and compaction of spoils [ ] No measures required	DED/POW; Contract
2. Potential contamination of surface and groundwater with oil/grease	[ / ] Waste oil and grease from equipment could contaminate surface water	[ / ] Proper handling and disposal of waste oil and grease	Contract

<b>Issue (Potential Impact)</b>	<b>Assessment (Sample assessments)</b>	<b>Mitigation Measure</b>	<b>Instrument of Implementation (POW, Contract, IDP, or O&amp;M Plan)*</b>
	[ / ] There will be no or insignificant amount of waste oil/grease		
3. Potential contamination with human waste	[ ] Construction workers would be temporarily housed in a base camp [ / ] Workers would be mostly locals and are expected to go home to their respective houses after works	[ / ] Set up adequate latrine/toilet facility at the base camp	Contract
4. Potential disruption of traffic flow	[ / ] The 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 [ / ] The construction will not affect daily movement of residents and farmers	[ / ] Keep the road open to traffic flow and minimize disruptions along the access road and/or construction area; Provide adequate warning signs and traffic personnel when necessary; [ / ] Undertake regular maintenance measures on the passable portions of the roads [ ] No measures needed	Contract
5. Potential dust/mud nuisance during construction	Roads could become powdery during dry days and muddy during rainy days of the construction period [ / ] Access road and/or the construction/ rehabilitation works passes through a populated area [ ] Access road and/or construction/	[ / ] Undertake sprinkling of road (including access roads) during dry days, and filling up of potholes during rainy days, especially in residential areas [ / ] Set up speed limits for vehicles, especially within residential areas [ ] No measures needed	Contract

<b>Issue (Potential Impact)</b>	<b>Assessment (Sample assessments)</b>	<b>Mitigation Measure</b>	<b>Instrument of Implementation (POW, Contract, IDP, or O&amp;M Plan)*</b>
	rehabilitation does not pass through any populated area		
6. Landslide/ erosion of exposed road sides resulting in sedimentation of waterways	<input type="checkbox"/> The road will traverse a mountainous area necessitating deep cuts on mountainsides, <input type="checkbox"/> The exposed slopes will likely consist of highly erodible loose materials <input type="checkbox"/> The cut slopes will be hard materials that would resist erosion <input type="checkbox"/> The road passes through a relatively benign terrain, cuts will be minimal <input type="checkbox"/> The rehabilitation work does not involve additional road cuts	<input type="checkbox"/> Include slope protection works at the following stations:  (Specify the type/s of slope protection to be applied at each section- Consult with the Municipal Engineer: <input type="checkbox"/> Bioengineering with geomat and cover crop <input type="checkbox"/> Fast growing shrub species <input type="checkbox"/> Riprap <input type="checkbox"/> Gabions <input type="checkbox"/> Terracing <input type="checkbox"/> Concrete protection wall <input type="checkbox"/> Others _____)	DED/POW  Or (if budget does not permit) LGU Commitment Letter
7. Inadequate drainage resulting in flooding or ponding	<input type="checkbox"/> The road will block runoff, resulting in flooding on one side of the road during rainy days. <input type="checkbox"/> Drainage issues unlikely	<input checked="" type="checkbox"/> Installation of cross drain at station shown in the DED At station covered Station 0+822.50	DED
8. Potential increase use of pesticides due to intensification of cash crop production in the area	<input type="checkbox"/> There is an ongoing IPM program of DA in the service area <input type="checkbox"/> Farmers in the service area have not been trained on IPM	<input type="checkbox"/> DA to continue to support IPM program <input type="checkbox"/> LGU to Coordinate with DA on IPM training	Capacity Building Plan O&M Plan; Capacity Building Plan
9. Potential acceleration of	<input type="checkbox"/> The proposed road will connect to the	<input type="checkbox"/> DA to coordinate with LGU for the	O&M Plan; Capacity Building

<b>Issue (Potential Impact)</b>	<b>Assessment (Sample assessments)</b>	<b>Mitigation Measure</b>	<b>Instrument of Implementation (POW, Contract, IDP, or O&amp;M Plan)*</b>
denudation of the upland/hilly areas due to intensification of crop production	market an upland/hilly area where farmers are currently practicing erosive farming techniques. The road could help accelerate the denudation of the upland/hillsides rendering them unproductive in a few years. [ ] The road connects only lowland farms to the market	introduction of sustainable upland farming systems in the area  [ ] No measure required	Plan
10. Potential increased in encroachments of human activities into the nearby public forest	[ / ] The proposed road will improve human access to the nearby public forest, resulting in increase slash and burn cultivation, illegal logging and poaching. [ ] The proposed road does not improve access to a public forest	[ / ] Coordinate with DENR for the enactment of ordinance deputizing the local community to enforce forestry laws [ ] No measure required	O&M Plan; Capacity Building Plan
11. Local employment	[ / ] Construction will provide local employment opportunities	[ / ] Hiring priority shall be given to qualified local residents; Implement RI Manual on local hiring	Contract
	[ ] Construction does not provide any local employment  Opportunities	[ ] No measures required	
<others issues>.			