

## 2. SOCIAL AND ENVIRONMENTAL SAFEGUARDS

### Social Safeguards Aspect

The proposed farm to market road is a sub project identified by the Provincial Government of Isabela endorsed by the Provincial Project Management and Implementing Unit (PPMIU), a multi-disciplinary team tasked in the preparation of the Provincial Commodity Investment Plan (PCIP) with which the dairy enterprise of proponent group Malaya Development Cooperative is currently engaged. Foremost, the prime movers made social networking with the end view to conduct public information with regards to the proposed project.

In the process, the process of public consultation ended up with the conduct of Public Hearing, with all stakeholders with representatives from Department of Agriculture, Philippine Rural Development Program-Regional Program Coordinating Office (PRDP-RPCO), Local Government Units and Barangay Project Beneficiaries.

Public consultative meetings were conducted at Barangays Olango, Siyempre Viva Sur, Trinidad and Manano, Mallig, Isabela with the active participation of all stakeholders. The program proponent established its goal/s in support to the program as enumerated below:

- a. Logistical support of the 5-kilometer sub-project farm to market road linking four Barangays at Mallig, Isabela. The proposed FMR upgrading project is perceived to close the loop towards the national diversion road linking five Barangays starting Olango, Siyempre Viva Sur and Norte and to close loop to include Barangay Manano in the near future, This FMR is in support to the Dairy Industry of Mallig, Isabela..
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1. Site and Right of Way acquisition. The proposed project farm to market road (FMR) is and existing all weather road linking the five Barangays mentioned above. The existing concrete road was deducted from the total length of the FMR at the intersection of geographical coordinates 17 13 32.2 N and 121 40 12.4 E at Trinidad, Mallig, Isabela. The Proposed FMR upgrading supports vast plain agricultural land use areas planted with agricultural crops, forage and other related agricultural production. There was no identified road right of way acquisition with the present road network, its width requirement more than enough with currently under needed technical requirements. .
  2. Damage to standing crops, houses and or properties. The FMR does not encroach to any existing crops, private properties either living and non living material ownership.