

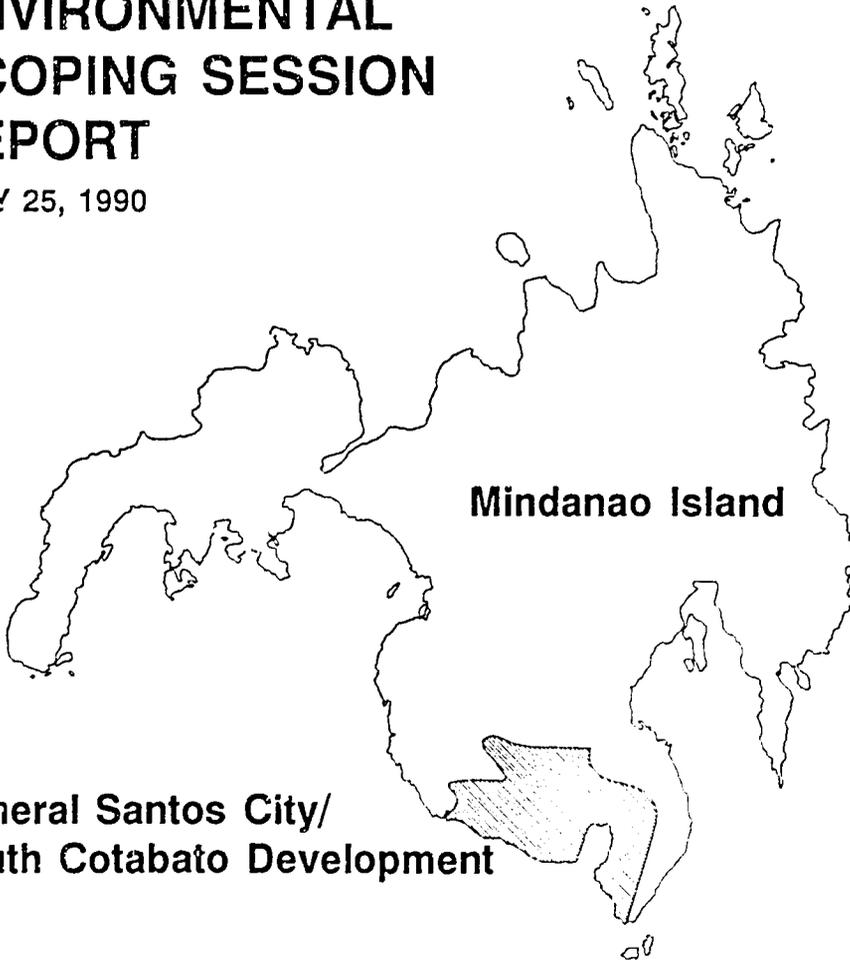
PA-ABW-896

REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

RURAL INFRASTRUCTURE FUND PROJECT
(USAID PROJECT NO. 492-0420)

**ENVIRONMENTAL
SCOPING SESSION
REPORT**

JULY 25, 1990



**General Santos City/
South Cotabato Development**



LOUIS BERGER INTERNATIONAL, INC.
100 Halsted Street, East Orange, NJ, 07010, U.S.A.

in joint venture with

TCGI ENGINEERS

150 Legazpi Ct., Legazpi Village, Makati, Metro Manila, Philippines



PN-ABW-8916

ENVIRONMENTAL SCOPING SESSION REPORT
GENERAL SANTOS CITY/SOUTH COTABATO DEVELOPMENT

General Santos City

July 25, 1990

1. EXECUTIVE SUMMARY

An environmental scoping session for the General Santos City/South Cotabato RIF Sub-Project was held in General Santos City on July 25, 1990. A total of 20 individuals attended, representing the proponents of the project, their consultants, one government agency and five non-government organizations (NGOs).

The project consists of preparing feasibility studies for 10 road improvement projects (441 km in total) in South Cotabato, detailed design for one road improvement project (70 km), and a contract for detailed design work and construction of 160 kilometers of roads.

The environmental assessment requirements of both U.S.AID and the Government of the Philippines was described to the participants followed by an open discussion.

Specific environmental concerns raised were mainly centered on the Surallah-Lake Sebu Road (Sector 6) and focussed on potential encroachment of nearby forests either through population increases or increased illegal logging as a result of the road.

The remainder of the discussion concerned the need for farm-to-market roads, additional projects to build on the opportunities the roads might provide, and the desirability of the extension of Sector 11 through to Davao.

As a result of these discussions and field work to date, a matrix has been prepared. In general, indications are that the environmental impacts are minimal, can be mitigated, and would not negatively effect any of the projects to the point that it could not proceed.

The existing environmental assessment team is considered sufficient for the project.

The feasibility studies, which include the environmental assessments, are scheduled to be finalized by November 12, 1990 within the existing budget.

2. PURPOSE AND LOCATION

The Environmental Scoping Session was held in General Santos City on July 25, 1990.

The purpose of the session was to provide government agencies, NGOs, academics and other interested parties an opportunity to identify local concerns and planning conflicts.

The goals of the scoping session were:

1. to identify the local environmental concerns related to the proposed rural improvements in the General Santos/South Cotabato Project,
2. to focus the more intensive work of the Environmental Assessment on the areas of greatest concern, and
3. to identify those portions of the project that have little or no significant environmental effects.

A background paper describing the project and the environmental assessment requirements of the Government of the Philippines and U.S.AID was prepared and distributed to the participants at the scoping session. The background paper is included in Appendix A.

Over 80 invitations were issued to various government agencies, academics, and NGOs. A total of 20 individuals attended the scoping session. The names and affiliations of participants are included in Appendix B while the list of invitees is included in Appendix C.

Minutes of the scoping session are included in Appendix D.

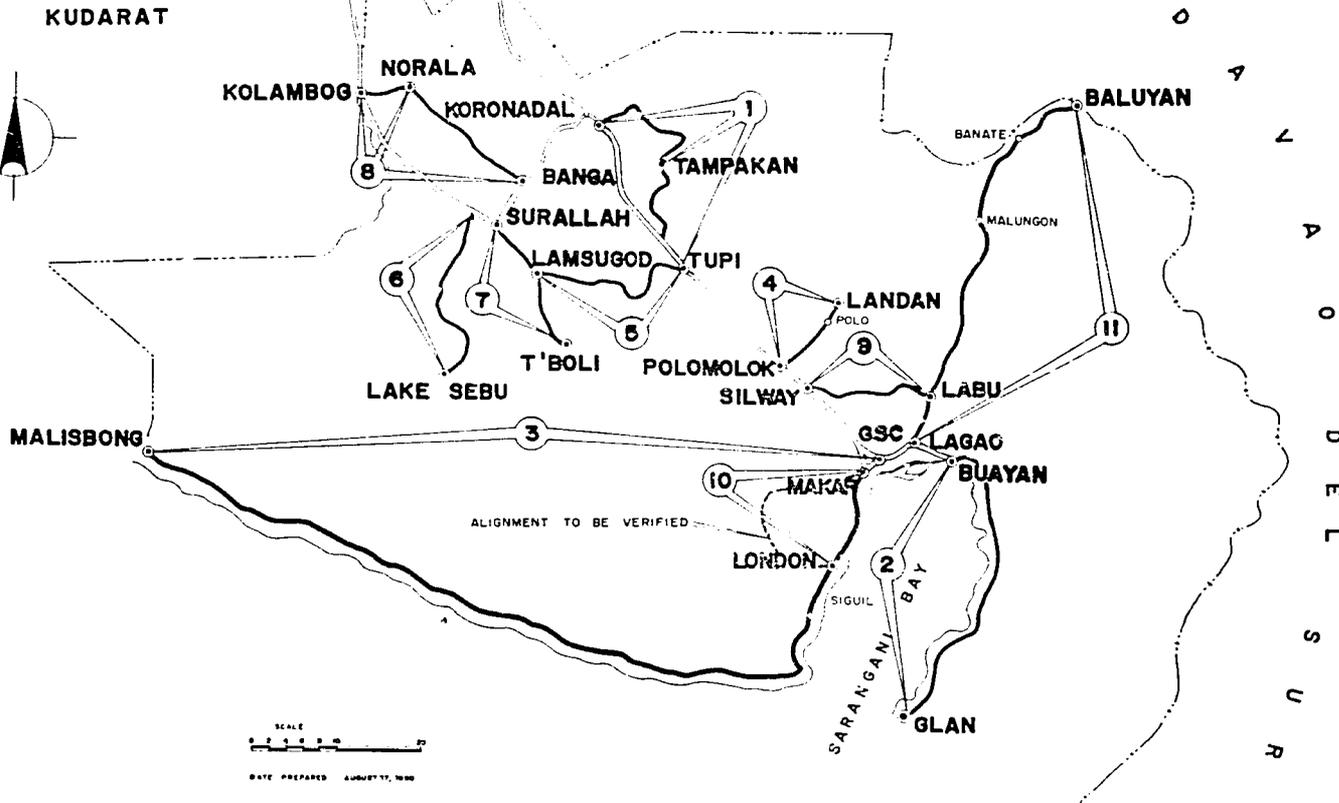
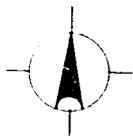
3. PROJECT DESCRIPTION

The goal of the General Santos/South Cotabato RIF Project is to improve infrastructure in the transport sector in order to support and sustain economic growth in the area.

The Project entails preparing feasibility studies for eleven road improvement projects (441 kilometers). Figure 1 illustrates the location of the eleven road lengths. The names of the road sectors and their respective lengths are shown in Table 1.

All of the sectors, with the exception of 10 and 11 will involve upgrading the existing two lane gravel/dirt feeder roads to all weather roads. Sector 10 will involve the construction of a two lane bypass to General Santos City and Sector 11, the upgrading of a portion of the National Highway between General Santos City and Davao City.

SULTAN KUDARAT



0
4
7
A
O
D
E
L
S
U
R

SCALE
0 1 2 3 4 5 6 7 8 9 10
DATE PREPARED AUGUST 17, 1990



LOUIS BERGER INTERNATIONAL INC.
IN JOINT VENTURE WITH
TCGI ENGINEERS CONSULTING ENGINEERS



FIGURE 1: LOCATION OF ROAD SECTORS

RURAL INFRASTRUCTURE FUND PROJECT
GENERAL SANTOS CITY / SOUTH COTABATO

DRAWING NO.

TABLE 1: PROPOSED MAJOR ROADS IN SOUTH COTABATO

SECTOR	LENGTH	REMARKS
1 Koronadal-Tampakan-Tupi	32	No DPWH Feasibility
2 GSC/Buayan River-Glan	48	Pre-Feasibility Study by Planning Service
3 GSC/Makar - Malisbong	135	Feasibility Study by Mindanao Secondary & Feeder Roads Study (SFRS) by DPWH and Japan Overseas Consultants in association with Robert Nathan Associates Techniks and Development & Technology Consultants Inc. in 1976. Gravel road completed 1984.
4 Polomolok-Landan	17	No DPWH Feasibility
5 Surallah/Lamsugod-Tupi	30	Only Surallah-Bayabas (18km) and Lamsugod-Tupi (8km) are included in the Feasibility Study under the SFRS.
6 Surallah-Lake Sebu	28	Feasibility Study completed 1976, under the SFRS. Gravel road completed in 1984.
7 Surallah-T'Boli	26	Feasibility Study completed 1976, under the SFRS.
8 Banga-Noralla Kolambog	24	Noralla-Kolambog (6km) studies under SFRS, 1976.
9 Labu-Silway 8	23	No DPWH Feasibility Study
10 GSC Bypass	20	
11 GSC/Lagao-Malungon Baluyan	70	Along GSC-Digos Road. Feasibility Study undertaken under Roads FS 11, 1974. Construction completed in 1987 under the 4th IBRD Highway Project. This is the GSC-Davao overlay project.

The feasibility studies, which include an environmental assessment will determine project feasibility from an engineering, economic, social and environmental standpoint. If a road sector is considered feasible, LBII/TCGI is charged with preparing specifications and terms of reference for the award of a contract for a firm to prepare detailed plans and specifications and to hire subcontractors to construct a combination of roads, the lengths of which add up to approximately 220 km. In addition, LBII/TCGI will prepare final design for Sector 11 (70 km), the National Highway from General Santos City to the Provincial Boundary near Baluyon.

The schedule for completion of the various phases of the Feasibility Studies is shown in Figure 2.

4. ENVIRONMENTAL EFFECTS

A matrix was prepared as part of the background paper to illustrate the elements of the project and of the environment that would be taken into account in the Environmental Assessment. Because the discussions during the scoping session were very general, the consultant has completed a generic matrix for the overall project based on a review of existing information and on the discussions that ensued during the scoping session. (Figure 3)

Based on the discussions at the scoping session, the major environmental concerns identified were concentrated on Sector 6 (Surallah-Lake Sebu). While the proposed road improvements for Sector 6 do not extend into the forested areas, concern was expressed about illegal logging (in general) and increased access to forested areas resulting in a potential threat to both forest and wildlife species considered rare and/or endangered. Participants from the Lake Sebu area also indicated that while some impacts may be expected as a result of the road improvements, the progress that the proposed road improvements represent is necessary for development. (Minutes, p.12)

Most of the other comments in the scoping session were with regard to how a community could lobby for additional farm-to-market roads and the need for ancillary development projects (e.g. - livelihood) to accompany the improved roads.

No specific concerns were raised about any of the other proposed road improvements, including the two coastal roads.

Based on these discussions and a preliminary review of available information the following is a list of potential environmental effects:

1. Increased access to existing forest lands and the resultant exploitation either through illegal logging or agricultural encroachment.

SCHEDULE NAME: GENERAL SANTOS CITY/SOUTH COTABATO

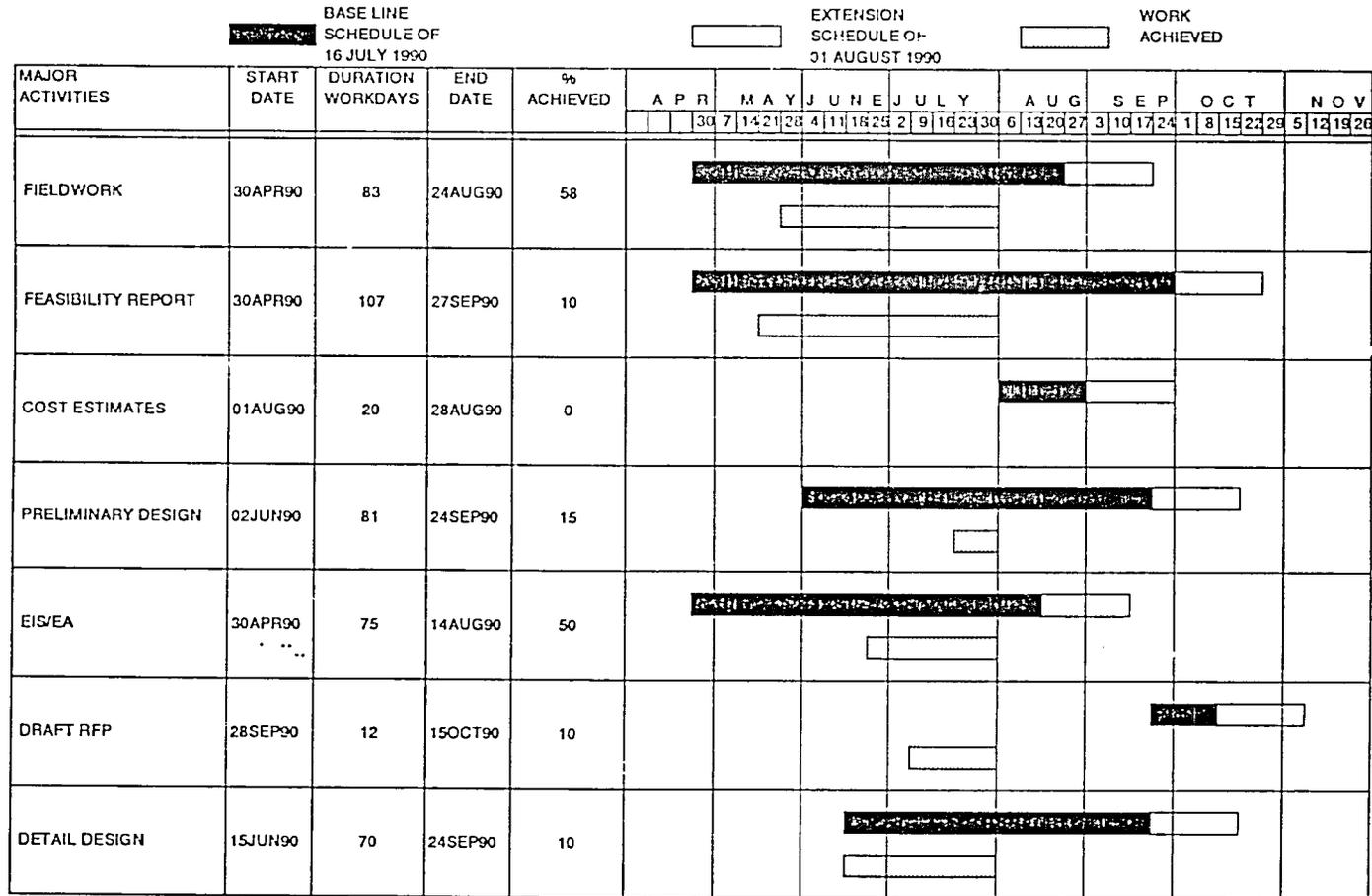


FIGURE 2: PROJECT SCHEDULE

FIG. 3 GENERIC PROJECT IMPACT MATRIX

PROJECT COMPONENTS	ENVIRONMENTAL COMPONENTS	PHYSICAL ENVIRONMENT										BIOLOGICAL ENVIRONMENT					SOCIAL ENVIRONMENT									
		AGRICULTURAL LANDS	SOIL EROSION	SLOPE STABILITY	ENERGY / MINERAL RESOURCES	SURFACE WATER QUANTITY	SURFACE WATER QUALITY	GROUND WATER	AIR QUALITY	NOISE	CORAL REEFS	MANGROVES	FORESTS	THREATENED & ENDANGERED SPECIES	MIGRATORY SPECIES	DISEASE VECTORS	PUBLIC HEALTH	RESOURCES/LAND USE	DISTRIBUTION SYSTEMS	EMPLOYMENT	AT-RISK POPULATION	MIGRANT POPULATION	COMMUNITY STABILITY	CULTURAL VALUES/RELIGIOUS	TOURISM/RECREATION	NUTRITION
PLANNING AND DESIGN		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONSTRUCTION		-	-	-	0	0	-	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POST-CONSTRUCTION		0	+	+	0	0	0	0	+	0	0	0	-	-	0	0	+	+	+	U	U	-	U	U	+	+

LEGEND:

- + POTENTIAL POSITIVE EFFECT
- POTENTIAL NEGATIVE EFFECT
- 0 NO SIGNIFICANT IMPACT
- U UNKNOWN AT THIS TIME

2. Increased potential for erosion due to highly erodable soils.
3. Some potential displacements or required moves of individual homes should right-of-ways require widening.
4. Potential increased siltation of coral reefs and mangroves due to erosion along coastal roads.

The indications from the scoping session were that the identified environmental impacts would not affect the success of the project. That is, there were mitigative measures available for most identified impacts.

5. POTENTIAL SKILLS AND BUDGET REQUIRED FOR PROJECT ANALYSIS

Given the nature and extent of the environmental concerns, the existing team of a Social Scientist and a Terrestrial Biologist is adequate for the needs of the project as is the existing budget.

6. SCHEDULE OF REPORT PREPARATION

The Feasibility Studies for each of the Road Sectors, are scheduled to be completed by November 12, 1990. The contract for detailed design and construction of the 220 km of roads will be let in early 1991. As detailed design on Sector 11 will be completed by LBII, construction of this sub-project may begin in early 1991 as well.

APPENDIX A
BACKGROUND PAPER FOR ENVIRONMENTAL SCOPING SESSION

DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

GENERAL SANTOS/SOUTH COTABATO RURAL INFRASTRUCTURE FUND PROJECT

Background for Environmental Scoping Session

July 25, 1990

LOUIS BERGER INTERNATIONAL, INC.
100 Halsted Street, East Orange, NJ, 07019, U.S.A

in joint venture with

TCGI ENGINEERS
150 Legaspi St., Legazpi Village, Makati, Metro Manila, Philippines

1.0 INTRODUCTION

Louis Berger International, Inc. (LBII), in cooperation with TCGI, is in the process of preparing Feasibility Studies on eleven roads in the province of South Cotabato. These projects are part of the Rural Infrastructure Fund Project(RIF) being undertaken by the Government of the Philippines with financing by the United States Agency for International Development(USAID).

An Environmental Assessment (EA) will be undertaken by LBII/TCGI as part of the Feasibility Studies and in order to fulfill the environmental assessment requirements of the government of the Philippines(GOP) and USAID. This Environmental Scoping Session is one of the first steps in the conduct of an EA. The purpose of this session is to provide government agencies, NGOs, academics and other interested parties an opportunity to identify local concerns and planning conflicts.

The goals of the scoping session are:

1. to identify the local environmental concerns related to the proposed rural improvements in the General Santos/South Cotabato Project,
2. to focus the more intensive work of the Environmental Assessment on the areas of greatest concern, and
3. to identify those portions of the project that have little or no significant environmental effects.

2.0 OVERVIEW OF THE PROJECT

The goal of the General Santos/South Cotabato RIF Project is to improve infrastructure in the transport sector in order to support and sustain economic growth in the area.

The Project entails preparing feasibility studies for eleven road improvement projects (441 kilometres). Figure 1 illustrates the location of the eleven sub-projects and how they have been grouped for the purposes of discussion. The NORTH group consists of the Korondal-Tampakan-Tupi sub-project (Road 1), the Tupi-Suralla sub-project (Road 5), the Suralla-Lake Sebu sub-project (Road 6), the Surallah-T'boli sub-project (Road 7), and the Banga-Noralla-Kolambog sub-project (Road 8). The EAST group consists of the Polomolok-Polo sub-project (Road 4), the Labu-Silway sub-project (Road 9), the General Santos Bypass sub-project(Road 10) and the General Santos-Malungon-Banate sub-project (Road 11). The SOUTH group consists of the General Santos City-Glan sub-project (Road 2) and the General Santos City-Malisbong sub-project (Road

3).

All of the sub-projects, with the exception of Roads 10 and 11 will entail the upgrading of gravel/dirt feeder roads to all weather roads. Road 10 entails the construction of a bypass to General Santos City while Road 11 entails the upgrading of the main highway between General Santos City and Davao City.

The Feasibility studies of which the environmental assessment is a part will determine if the projects are feasible from an engineering, economic, social and environmental standpoint. If a road is considered feasible, LBII/TCGI is charged with preparing specifications and terms of reference for the award of a contract for a firm to prepare detailed plans and specifications and hire subcontractors to construct a combination of roads, the lengths of which add up approximately 220 km. In addition LBII/TCGI will prepare final design for Road 11, the National Highway from General Santos City to the Provincial Boundary near Banate.

3.0 REQUIREMENTS FOR ENVIRONMENTAL ASSESSMENT

3.1 Government of the Philippines

The Government of the Philippines requires that Environmental Impact Statements (EIS) be prepared if a project is determined to be 1) environmentally critical and/or 2) located in an environmentally critical area. Environmentally critical projects include major roads and bridges. (Office Circular No.3(1983)) At this time only major urban road projects have been included in the category and, therefore the rural infrastructure projects are excluded from categorical project descriptions requiring an EIS. (LBII, (1990))

Environmentally Critical Areas include:

1. national parks, watershed reserves, wildlife preserves and sanctuaries;
2. aesthetic potential tourist spots;
3. areas which constitute the habitat for any endangered or threatened species of indigenous Philippine flora and fauna;
4. areas of unique historic, archaeological, or scientific interest;
5. areas traditionally occupied by cultural communities or tribes;
6. areas frequently visited and/or hard-hit by natural

calamities(geologic hazards, floods, typhoons, volcanic activity,etc);

7. areas with critical slope(40% or more);
8. areas classified as prime agricultural lands;
9. recharge areas of aquifers;
10. waterbodies;
11. mangrove areas; and
12. coral reefs.

3.2 USAID

USAID policy stipulates that the environmental consequence of USAID-financed activities must be identified and considered and appropriate environmental safeguards adopted prior to final decision to proceed with any activity. An order of procedures is outlined for the examination of environmental effects. Under the procedures, there are four categories of activities:

1. Exemption - no EA required.
2. Categorical exclusions - no EA required
3. Classes of actions normally having a significant effect on the environment - EA automatically required and possibly an Environmental Impact Statement(EIS).
4. "Gray areas" where an Initial Environmental Evaluation (IEE) is required to determine whether significant impacts are or are not likely and if an EA or an EIS is required.

Those "classes of actions normally having a significant effect on the environment" and automatically requiring an EA include: "penetration road building or road improvement projects" (Title 22, Code of Federal Regulations(CFR), Part 216). Therefore, in order to fulfil these requirements, an EA will be conducted for the General Santos City/South Cotabato Project.

Under USAJD requirements, an EIS is required when a project will significantly affect: 1) the global environment or 2) the environment of the United States. Clearly, this is not the case in the General Santos City/South Cotabato Project and, therefore, an EIS is not required.

USAID has also produced a policy paper on Environment and

Natural Resources which also provides guidance in the examination of development projects. The paper identifies Tropical Forests and Biological Diversity as special concerns. As well, the U.S. Foreign Assistance Act(Section 118) further specifies that assistance be denied for the construction or upgrading of roads that pass through relatively undegraded forest lands.

While the GOP requirements do not call for an Environmental Impact Statement(as defined by GOP) for rural road improvements, the potential that any of the the roads may impact on an area that falls in one of the environmentally critical areas(as defined by GOP) exists. Because an Environmental Assessment under USAID's equirements fulfils many of the requirement of an Environmental Impact Statement for GOP, a single document which combines the two will be produced. It will be referred to as an Environmental Assessment(EA).

4.0 GENERAL SANTOS CITY/SOUTH COTABATO ENVIRONMENTAL ASSESSMENT

4.1 Overview

In general, an EA sets out to describe the environment in which a project will take place. This includes the physical, biological and socio/economic environment. The next step is to determine the size, type, and magnitude of impacts, both positive and negative, that will result from a project. Impacts may include both direct and indirect. Road improvement projects generally have very few significant direct impacts because they use already existing road alignments. The direct impacts of new roads are restricted to the highway right-of-way which is generally a small area in comparison to surrounding areas and to borrow pits used for obtaining construction materials. Direct impacts for road improvements may include additional right-of-way required for road widening and new borrow pits.

The greatest concern for any road building or improvements is related to indirect impacts. Indirect impacts may result from increased access to relatively untouched forest lands, which may be subjected to "slash and burn" agriculture, logging or mineral resource exploitation. Other indirect impacts include disruption of ancestral lands and traditional peoples, siltation due to erosion, and waste disposal from construction camps.

Figure 2 is a matrix that illustrates how impacts can be identified within each of the project components of planning, construction and maintenance. Within the matrix a particluar action can be rated as having postive or negative impacts and the relative magnitude of those impacts may also be identified.(e.g. - high-positive, low-negative)

4.1 Preparation of Environmental Assessment

4.1.1 Environmental Scoping Session

The environmental scoping session is the first step in the Environmental Assessment. The purpose of the scoping session as described by USAID is to identify the significant issues to be addressed in the EA. Experience in other countries has shown that environmental scoping is invaluable in providing an opportunity to identify local concerns and planning conflicts which may result in potentially significant delays in project implementation if not addressed. As stated earlier, the scoping session may also aid in narrowing the focus of the EA to those areas of significant concern.

4.1.2 Data collection and Literature Review

All existing data concerning the environment of the project area will be collected. Sources will include: Government Agencies such as Department of Environment and Natural Resources (DENR), Department of Agriculture (DoA), Bureau of Fisheries and Aquaculture Resources, Bureau of Soils, Bureau of Forest Management; Academic Institutions such as the University of the Philippines (Los Banos, Diliman); NGOs such as the Haribon Foundation, the Green Forum, and the Environmental Education Network; international organization such as World Bank, the International Centre for Living Aquatic Resources Management; and knowledgeable individuals.

4.2.3 Aerial Surveys

Aerial surveys of the project area have already been conducted and videotaped for reference.

4.2.4 Field Studies

The extent and scope of field studies will be based on scope of construction activities intended, the outcome of the scoping session regarding critical areas, and the amount of data that exists already. Each alignment will be field checked to determine existing environmental conditions and potential direct and indirect impacts.

4.2.5 Data Analysis

The types of activities that will take place prior to construction, during construction and for maintenance and the environmental conditions and resources that exist in the each of the sub-projects will be analyzed. Potential impacts (both direct and indirect) of each type of activity on the various components of the environment will be evaluated. This will

be based on the matrix shown in Figure 2. The components of the matrix may change as new information is gathered.

4.2.5 Potential for Mitigation

Based on the data analysis and consultation with the project engineers, potential measures for lessening or eliminating the impacts will be identified.

4.2.6 Report Preparation

The Environmental Assessment Report will describe the project area in terms of the physical environment, the natural resources, cultural and socio-economic resources. It will include a description of potential impacts and suggested mitigative measures. The report will also include an assessment of alternatives, such as not undertaking the sub-project.

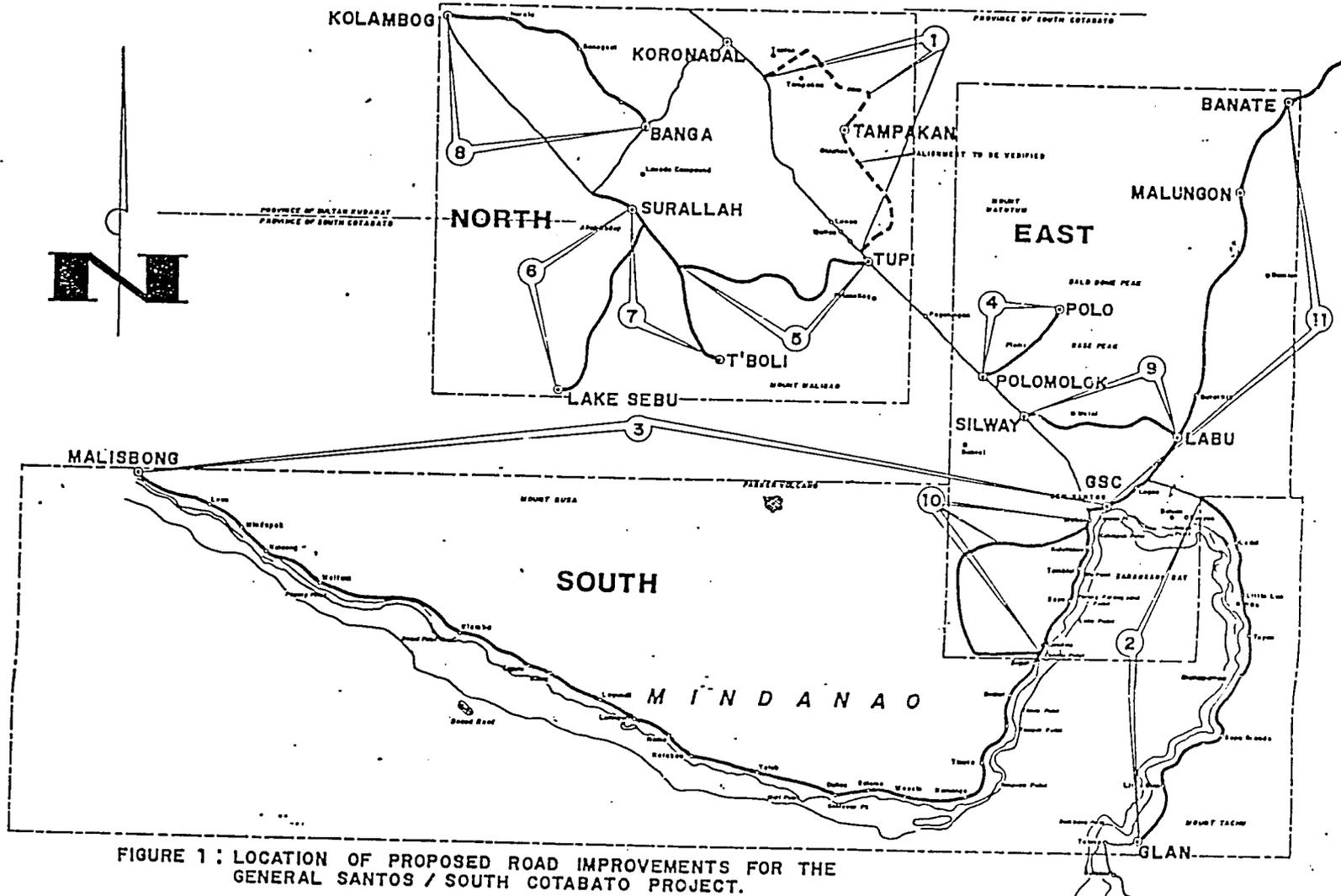


FIGURE 1 : LOCATION OF PROPOSED ROAD IMPROVEMENTS FOR THE GENERAL SANTOS / SOUTH COTABATO PROJECT.

APPENDIX B
LIST OF PARTICIPANTS

DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
LOUIS BERGER INT'L. INC./TCGI ENGINEERS
RIF - GENERAL SANTOS CITY, SOUTH COTABATO SUBPROJECT

ATTENDEES AT SCOPING SESSION
LUZON 1, LOLA SISAY SEAFOODS HOUSE,
GENERAL SANTOS CITY
JULY 25, 1990

1.	Myrna P. Garcia	Office for Southern Cultural Communities	52 Lapu-Lapu St. GSC
2.	Rolita A. Dazo	Office for Southern Cultural	52 Lapu-Lapu St., GSC
3.	Christopher Wells	LBII	Manila
4.	Douglas Kibbe	LBII	Manila
5.	Mary Jean Comfort	LBII	Manila
6.	Michael Fritzsche	LBII	Manila
7.	Annie M. Sandalo	CODE Foundation Inc. and Mindanao Environmental Forum	Davao City
8.	Ma. Lina A. Diona	TCGI Engineers	Manila
9.	Kunti D. Masanting	DPWH-RIF/PMO	Port Area, Manila
10.	Jose C. Guanzon	DPWH-PED, PS	Davao City
11.	F. S. Nabua, Jr.	Kapwa Upliftment Fdn. Inc.	Davao City
12.	Pedro T. Tuason	Kapwa Upliftment Fdn. Inc.	Davao City
13.	Eugene C. Dujali	Kapwa Upliftment Fdn. Inc.	Davao City
14.	Rodolfo C. Faldas	Sta. Cruz Mission	Lake Sebu
15.	Daniel Langga, Jr.	Sta. Cruz Mission	Lake Sebu
16.	Gerry Hingco	Sta. Cruz Mission	Lake Sebu
17.	Emma C. Crespo	Sta. Cruz Mission	Lake Sebu
18.	Ray Golingn	PEC-Service Sector	GSC
19.	Hernane Marmonejo	So. Cotabato Fdn. Inc.	Koronadal
20.	Marian Samson	LBII(Part Time)	GSC-Field Office

APPENDIX C
LIST OF INVITEES

Cesar C. Jesena, Jr.
Deputy Director and Project Leader
Agribusiness project (Policy Studies)
Southeast Asian Regional Center for
Graduate Study and Research in
Agricultural, College, Laguna.

Dr. Chua Zhia-Eng, Director
Coastal Area Management Program
International Center for Living Aquatic Resources Management
MCPO Box 1501, Makati, Metro Manila 1299

Professor Edgardo R. Gomez
Director & Professor of Marine Biology
Marina Science Institute
U.P. Diliman

Professor Prescillano M. Zamora
Director, Institute of Biology
U.P. Diliman
Quezon City 1101

Ramon J. Miclat, Fishery Biologist
Bureau of Fisheries & Aquatic Resources
2nd Flr., Arcadia Bldg.,
Quezon Ave., Quezon City

Rene Garrucho
South Cotabato Foundation (SCFI)
P.O. Box 7857, Koronadal, South Cotabato

Legal Rights and Natural Resources Centre, Inc.
Rm. 106, Philippine Social Science Center Bldg.,
Don Marianos Marcos Ave.,
Quezon City, Philippines

Sony Chin
Davao Health Development Project
Institute of Primary Health Care
Davao Medical School
P.O. Box 251
Davao City, Philippines

Amelia D. Supetran
Chief, Environmental Education Division
Environmental Management Bureau
6th Floor PHCA Bldg.,
East Ave., Quezon City, Philippines

Philippine Eagle Conservation Foundation
J. Marsh Thompson (Managing Director)
J.P. Rooney & Assoc. Ltd.
11th floor, Metrobank Plaza
Sen. Gil Puyat Ave.,
Makati, Metro Manila 1200

Claudio Guerrero
Provincial Environmental Officer
DENR
Koronadal, South Cotabato

ALMA BELLA ZERRUDO-GENERAO
Philippine Upland Resources
Center (PURC)
De La Salle Univ. Research Ctr.
Taft Avenue, Manila

ALMA MONICA DELA PAZ
KAPWA Upliftment Foundation,
Inc. (KAPWA)
Rm. 2 Annex Bldg., Jacinto
Campus ADDU
Davao City

ANTONIO CLAPAROLS
Ecological Society of the
Philippines (ESP)
21 EDSA Guadalupe
Metro Manila

Aprotech - Asia (APROTECH)
3rd Flr., PSDC Bldg., Magallanes
Intramuros, Manila

ARTURO TABALAN

Kusog sa Urban "Poor" Settlers
Association sa Dabaw, Inc.
KUSA (Dabaw)
Katauhan Office, Imperial Bldg.,
C.M. Recto, Davao City

ATTY. MORDINA R. CUA

Center for Economic and Social
Studies (CESS)
MASS-SPECC Bldg., Tiano &
Facana Sts., Cagayan de Oro

ATTY. ANTONIO C. OPOSA, JR.

Philippine Ecological Network
(PEN)
c/o 1518 Leon Guinto St.,
Malate, Manila

ATTY. BIENVENITO TAN, JR.

Philippine Business for
Social Progress (PBBP)
3rd Flr., PSDC, Magallanes
Intramuros, Manila

ATTY. DOMINGO C. ABADILLA

Society for a Better
Environment (SBEI)
99 Times St.,
Quezon City

ATTY. FAUSTO LINGATING

Consultative Assembly of Minority
Peoples of the Philippines (CAMPP)
206 FMSG Bldg., Balete Drive
New Manila, Quezon City

ATTY. JULIAN C. DEVERA

Philippine Association for
Inter-cultural Development, Inc.
(PAFID)
541 Retiro St.,
Sta. Mesa Heights, Quezon City

ATTY. MANUEL S. SATORRE, JR.
Philippine Environmental
Journalists, Inc. (PEJI)
c/o Sun-Star Daily
Osmena Blvd., Cebu City

ATTY. MARVIC LEONEN
Legal Rights and Natural Resources Center
Rm. 106 PSSC Bldg.,
Don Mariano Marcos Ave.,
Diliman, Quezon City

ATTY. MYRNA FELICIANO
Legal Rights Center
(LRC)
UP Law Complex, Bacobo Hall
Diliman, Quezon City

BENJAMIN BARTOLOME
Filipino Alternatives in Science
and Technology (FAST)
c/o College of Human Ecology
UP Los Banos, College, Laguna

C/O MS. ELLIN MODEJAR
South East Asian Regional Institute
for Community Development
(SEARICE)
2339 Espiritu St.,
Malate, Manila

CAROLINA WINEBRENNER
World Environmentalists for Clean
Air Network (WECAN)
c/o B-72 Olympia Towers
7912 Makati Ave., Makati, M.M.

CHARLES F. MEAGHER
Regional Director
St. Columbans
P.O. Box 4454
1099 Manila

CHIP FAY
Environmental Policy Institute
Room 100-D
Philippine Social Science Center
Commonwealth Ave.
Quezon City, M.M.

CHRIS PAEZ
PHILDHARRA
20 J. Escaler St.
Loyola Heights
1108 Quezon City, M.M.

Citizens Action - Mindanao
P.O. Box 87A,
Sta. Cruz Mission
Lake Sebu

COM. NATHANIEL VON EINSIEDEL
Philippine Institute of
Environmental Planners (PIEP)
c/o SURF, UP, Diliman
Quezon City

CONRAD FONTANILLA
Science and Technology Alternative
Institute for Rural Service (STAIRS)
c/o F.A.S.T. Luis Apartments,
Sta. Fe Subd., College, Laguna

CORAZON JULIANO SOLIMAN
Agency For Community Educational
Services (ACES)
12 11th Ave., Murphy
Cubao, Quezon City

CRISTINA LIAMZON
Phil. Partnership for the Dev't
of Human Resources in Rural Area
(PHILDHARRA)
20 J. Escaler St.
Loyola Heights, Quezon City

DANTE PAR PASIA
Phil. Aquatic and Marinelife
Conservationists Association
(PAMARCON)
P.O. Box 5037 MCPO
Makati

DATU JOSEPH G. SIBUG
Tribal Communities of the
Philippines (TRICAP)
Ninoy Aquino Nature Center
Quezon Avenue, Philippines

DEAN ANGELINA P. GALA'G
Public Education and Awareness
Campaign for the Environment
(PEACE)
EP Dept. Mirriam Coll.
Loyola Heights, Quezon City

DR. AMOR TORRES
Participatory Res., Org. of Com. & Edu.
Towards Struggle for Self-Reliance
(PROCESS)
54 Estrella St.,
Makati, Metro Manila

DR. DELFIN J. GANAPIN, JR.
Philippine Federation for Environmental
Concern (PFEC)
c/o College of Forestry
UP Los Baños, Laguna

DR. FRANCISCO Y. PANOL
Conservation and Resource
Management Foundation (CRMF)
11th Flr., Country Space Cond.
Gil Puyat Ave., Makati, M.M.

DR. HELEN MENDOZA
Concerned Women of the Philippines-
Committee on Environmental Concern
(CWP)
19 Apo St.
Quezon City

DR. ROBERT SALAZAR
De La Salle University Research Center
(DLSU-RC)
2401 Taft Avenue, Manila

E. T. VALENZUELA
Asian NGO Coaliton for Agrarian
Reform and Rural Development (ANGOC)
47 Matrinco Bldg.,
2178 Pasong Tamo, Makati

Environmental Science
Society (ESS)
Science Dept. St. Scholastica's
College, Vito Cruz, Malate, M.M.

FAVIO D. SAYSON R
community Organizing: Davao
Experience Foundation, Inc. (CODE)
Imperial Hotel Bldg., CM Recto St.
Davao City

FR. RAY HILOT
Episcopal Commission on
Tribal Filipinos (ECTF)
372 Cabildo St., (CAP Bldg.)
Intramuros, Manila

FR. RUDOLFO MALASMAS
Kalihukan Alang sa Tanhanang
Kagawasan (KATANHAN)
Imperial Hotel, C.M. Recto St.
Davao City

Integrated Technology Resources
Foundation (ITRF)
Basement, Student Unino Bldg.,
UP Los Baños, Laguna 4031

LILIBETH J. NATIVIDAD
Wildlife Foundation of the
Philippines (WFP)
99 Timog Avenue
Diliman, Quezon City

Mindanao Alliance of Self-
Help Societies (MASS)
67 Tiano Bros., Pacan St.
Cagayan de Oro City

Green Forum
3rd Floor Liberty Building
Pasay Road
Makati, MetroManila
Attention: Ariel Betan

MR. BALTAZAR ENDRIGA
Bishops-Businessmen's Conference
Ecology (BB)
Rm 2 Caritas Bldg.; Jesus St.
Pandacan, Manila

MR. BERNABE NOBLE
Appropriate Technology Center (ATC)
Xavier University, SEARSOLIN
Manresa, Cagayan de Oro City

MR. BRUCE LAGUESNA
Davao Archdiocesan Youth
Coordinating Apostolate
(DAYCA)
Sn Pedro Cathedral, Sn. Pedro St.
Davao City

MR. CHIP FAY
Environmental Policy Institute
(EPI)
90-D Matahimik St.
Teacher's Village, Quezon City

MR. HERNANDO PACHECO
Nat'l. Action for the Transformation
& Rehabilitation of the Environment
(NATURE)
5 Flamingo St.
Greenmeadows, Quezon City

MR. ISAGANI SERRANO
MR. BOY MORALES
PRRM
Kayumanggi Press Building
940 Quezon Ave.
Quezon City, 1103

MR. MAXIMO KALAW
Haribon Foundation
Suite 306 Sunrise Condominium
226 Ortigas Ave., Greenhills
San Juan, Metro Manila

MR. MIKE PATOLOT
Philippine Futuristics Society
Environmental Committee
Rm. 407 Manilabank Bldg.,
Ayala Avenue, Makati, M.M.

MR. PEDRO NINTE
Mount Apo Lion's Club
(MALC)
c/o PN Ninte & Sons, Bolton St.
Davao City

MRS. LUISA LLAMADO
BIOREGION - Philippines
(BIOREGION)
60 Antonio St.
Mandaluyong, Metro Manila

MRS. LUZ PEREYRAS
Aggregation of Concerned Citizens
Against Pollution (ACCAP)
Pereyras Cpd.,
Tagua, Davao del Norte

MS. CHARLEY GARRETTO
World - Ecologists (WE)
15 Annapolis St., Greenhills
San Juan, Metro Manila

NATHANIEL VON EINSIEDEL
Solid Alliance of Vigilant
Environmentalists (SAVE)
5/F Makati Hotel
EDSA Guadalupe, Metro Manila

REA YAMSUAN
International Marinelife
Alliance (IMA)
OBS-1000 MCPO
Makati, Metro Manila 1200

REV. ANTONIO LL. MABUTAS
Archdiocesan Nutrition Programme (ANP)
Sn Pedro Cathedral Cpd.
San Pedro St., Davao City

RODOLFO DESUASIDO
Center for Environmental
Concerns (CEC)
ARUD off., 143 Sgt. Gandia St.,
Kamuning, Quezon City

SIXTO ROXAS
FCOMT
104 Perea St.
Legaspi Village
Makati, M.M.

South Cotabato Foundation, Inc.
(SCFI)
Mabini St., Koronadal
South Cotabato

SR. IGNACIA TAFNA
Caritas - Davao
San Pedro Cathedral Cpd.
Davao City

SR. MA. LIGAYA VALENCIA
Catholic Campus Ministry
of Davao (CCMD)
San Pedro Cathedral
Sn. Pedro St., Davao City

TED SUAZO
Mindanao Development Center
(MDC)
740 M. Quezon Blvd., PO Box 13
Davao City

WILLA TECSON
GREEN-PARTY
8400 Orion St.
Makati

KINAIYAHAN FOUNDATION, INC.
P.O. Box 375
Davao City 8000

DR. BINDU LOHANI
Head Environmental Unit
Asian Development Bank
Roxas Blvd., Manila

Notre Dame Educational Association
General Santos City
Attention: Bro. Robert Mc Govern

Philippine Business for Social Progress
3rd flr., PSDC Bldg.,
corner Real & Magallanes Sts.
Intramuros, Manila

South Cotabato Farmers Association
In front of Iglesia ni Kristo
General Santos Drive, Koronadal
Attention: Julius Polo

Legal Assistance Center for Indigenous Filipinos
Unit 5, Salud Apartments
3243 Zapote St.
Makati, Metro Manila
Attention: Mr. Jay P. Supetran

APPENDIX III
MINUTES OF SCOPING SESSION

APPENDIX D
MINUTES OF SCOPING SESSION

ENVIRONMENTAL SCOPING SESSION
GENERAL SANTOS CITY/SOUTH COTABATO RIF PROJECT
GENERAL SANTOS CITY, SOUTH COTABATO

JULY 25, 1990

MINUTES

Attendees: See attached list.

Meeting was called to order at 10:15 a.m. The attached agenda indicates an earlier start time, but the meeting was delayed in order to wait for participants that were coming from a distance.

Introduction (Mr. K.D. Masanting, DPWH and Mr. M. Fritzsche, LBII)

Mr. Masanting welcomed the participants and briefly described the overall project as a potential 443 km of road improvements to be studied for the allocation of \$30 million from USAID funds. The feasibility studies are being conducted by LBII/TCGI. These include an environmental component of which this scoping session is a first step.

Mr. Fritzsche welcomed the participants and asked that each introduce themselves.

Description of Philippines Government requirements for EIS (Mr. J. Guanzon)

Outlined that EIS is required by government of the Philippines if a project is considered environmentally critical or if the project is located in an environmentally critical area.

Major roads and bridges are considered environmentally critical projects, however, it has been determined that only roads that traverse major urban areas and which significantly affect cropping are considered environmentally critical. Bridges that have major effect on hydrological regimes are considered environmentally critical projects. Because these criteria do not apply to any of the proposed road improvements, the designation as an environmentally critical project does not apply.

However, the alignments have the potential of being within environmentally critical areas which are designated as:

1. national parks, watershed reserves, wildlife preserves and sanctuaries;
2. aesthetic potential tourist spots;
3. areas which constitute the habitat for any endangered or threatened species of indigerous Philippine flora and fauna;
4. areas of unique historic, archaeological, or scientific interest;
5. areas traditionally occupied by cultural communities or tribes;
6. areas frequently visited and/or hard-hit by natural calamities (geologic hazards, floods, typhoons, volcanic activity, etc);
7. areas with critical slope (40% or more);
8. areas classified as prime agricultural lands;
9. recharge areas of aquifers;
10. waterbodies;
11. mangrove areas; and
12. coral reefs.

The responsibility of DPWH in the EIS system is to assist and coordinate the project office and associated agencies in preparation of EIS to ensure that legal requirements are met in order to obtain appropriate permits from the Environmental Management Branch(EMB) of DENR. One of the requirements is a detailed project description which includes: the extent of the project, the cost, the timing of activities to be undertaken and the expected resulting environment after project completion.

The responsibility of the EMB is to evaluate the project description for accuracy, to conduct site visits if necessary, to request additional information, if necessary, and to determine if mitigative measures are adequate for proponent to obtain an Environmental Compliance Certificate (ECC).

During the EIS, EMB is responsible for the preparation of guidelines for the proponent to describe the scope of their responsibilities; determining adequacy of documentation; requesting additional information, if necessary; and, if projects become controversial, EMB is responsible for conducting a full public hearing.

USAID Requirements (Douglas Kibbe, LBII)

USAID has had formalized procedures for consideration of environmental consequences of their projects since the mid 1970's. These procedures have been incorporated into the Foreign Assistant Act and have been amended numerous times in response to mounting environmental concerns around the world. USAID environmental policies seek to identify environmental consequences prior approval of the project, assist developing countries in evaluating and implementing effective environmental programs, identify actions (e.g., deforestation of tropical rain forests) which may have impacts on the global environment, and identify environmental constraints to the project action.

Some projects funded by USAID are not subjected to preparation of an Environmental Assessment(EA). In these cases, preliminary assessment of the project results in it being categorized as exempt. Road improvement projects, however, are categorized as a class of action normally having a significant effect on the environment and an EA is automatically required.

This scoping session is the first step of this process. The purpose of the scoping meeting is to identify environmental concerns of the local communities, NGO's and government agencies. Concerns of these groups may include both adverse effects upon the local environment and environmental constraints which will be of concern to project development and safety (e.g. areas susceptible to landslide activity).

The steps in the EA process are as follows: data is gathered from field studies, local residents, NGO's and government agencies; an assessment is made of the benefits and adverse impacts of the proposed project; potential mitigation measures identified; and submittal of the EA to DPWH and USAID by the subcontractor (in this project LBII/TCGI). Each EA is evaluated by the USAID Environmental Officer who must approve the project before it can be funded.

The Environmental Officer, although stationed in Washington, receives considerable information regarding the environmental concerns in the Philippines. Concerns expressed by NGO's to USAID in Washington regarding Philippine Infrastructure projects and subsequently conveyed to us include both ecological (e.g., deforestation, mangroves, coral and biodiversity) and cultural issues (e.g., land use, land ownership, archaeology and tribal minorities). Congressional concerns regarding the protection of the environment are also conveyed to the Environmental Officer and are reflected in USAID comments on proposed projects.

The USAID Environmental Officer is currently in Manila and we expect to meet and discuss environmental concerns with her in the near future.

Description of Project (Michael Fritzsche, LBII)

Our task is to study technical feasibility, economic, and to prepare technical specification and contracts for constructing those portions of the project which are judged to be most suitable.

We are examining a total of 443 km of road in order to identify 220 km that are technically, economically, socially, and environmentally feasible. The road sectors and their respective lengths are shown on the map you have in the attached background document and are as follows:

13

PROPOSED MAJOR ROADS IN SOUTH COTABATO

SEGMENT	LENGTH	GOVERNMENT
1 Koronadal-Tampakan-Tupi	32.0	No DPWH Feasibility
2 GSC-Glan	48.0	Pre-Feasibility Study by Planning Service
3 GSC-Malisbong	135.0	Feasibility Study by Mindanao Secondary & Feeder Roads Study (SFRS) by DPWH and Japan Overseas Consultants in association with Robert Nathan Associates Techniks and Development & Technology Consultants Inc. in 1976. Gravel road completed 1984.
4 Polomolok-Polo	17.0	No DPWH Feasibility
5 Tupi-Suralla	30.0	Only Surallah-Bayabas (18km) and Lamsugod-Tupi (8km) are included in the Feasibility Study under the SFRS.
6 Surallah-Lake Sebu	28.0	Feasibility Study completed 1976, under the SFRS. Gravel road completed in 1984.
7 Surallah-T'Boli	26.0	Feasibility Study completed 1976, under the SFRS.
8 Banga-Noralla Kolambog	24.0	Noralla-Kolambog (6km) studies under SFRS, 1976.
9 Labu-Silway	23.0	No DPWH Feasibility Study
10 GSC-Bypass	20.0	
11 GSC-Malungon	60.0	Along GSC-Digos Road. Feasibility Study undertaken under Roads FS 11, 1974. Construction completed in 1987 under the 4th IBRD Highway Project. This is the GSC-Davao overlay project.

39

Once we determine environmental, economic, social and technical feasibility of all the roads we will assess which 220 km are the most feasible, overall.

Then we will prepare contract documents. A contractor will be selected who will do the final engineering design and the construction of the selected roads. The one exception to the is that LBII/TCGI will prepare the final engineering documents for the Road sector 11, the National Highway, in order that construction on this road may start sooner.

The timing of the project is such that construction on the National Highway sector (11) should start in early 1991 and design engineering on the other roads begin also in early 1991 with construction to follow.

Discussion

Mr. Fritzsche opened the floor for any questions and comments.

Annie M. Sandalo (CODE Foundation, Mindanao Environmental Forum)

1. Indicated that the reason there are very few at the meeting may have been because the invitations were not followed up.
2. In his presentation, Mr. Guazon said the Environmental Assessment would be handled by regional offices of DPWH. If this is the case, why have there been projects in regions that have been approved by Headquarters but which had significant regional impacts (e.g. geothermal exploration on Mt. Apo Nat'l. Park).
3. Environmentally critical areas are mentioned as those where an EIS must be conducted. Why are projects even allowed in environmentally critical areas?

Mr. Guanzon (DPWH)

Answers:

2. In order to decentralize decision making, regional directors of DPWH are allowed to determine if a project is considered environmentally critical. The process is a short-cut to speed up development opportunities. The screening takes place in the Municipal, Provincial and Regional Selection Committees.
3. Part of the purpose of the assessment is to determine if the project is in an environmentally critical area.

Annie Sandalo (CODE)

To whom will people run after when there is a fiasco as a result of bad decision? For example like the Mt. Apo Geothermal Plant.

Mr. Guanzon (DPWH)

In such a situation, a project should be referred to a public hearing. The geothermal plant is in the program but it is not done yet and can still be contested.

Within the population and the government, some people are looking at macro needs while others are more concerned with local issues. Even among agencies, there is conflict.

M. Fritzsche (LBII)

I must add that I neglected to indicate that all but one of the project roads are already along existing roads and the work will consist of upgrading them. This may entail smoothing curves, changing grades, and of course, paving. Therefore, there is potential for small areas to be encroached upon.

Emma C. Crespo (Sta. Cruz Mission)

I have been wondering about a number of problems and would like to inquire if the government has passed regulations for control of logging in virgin forests. Have we ways to control logging concessions?

Mr. Guanzon (DPWH)

I understand that there are many regulations but there is not enough enforcement because there are so few DENR people. Maybe non-government organizations and local governments can help. For example DPWH used to put trees along highways but could not control what happen after they were planted. Perhaps we could get help of other groups.

Would USAID pay for the costs of environmental improvements?

Michael Fritzsche (LBII)

Mitigation measures will be described and they will be part of the construction work. For example, bridge gabions to reduce erodability around bridge foundations will be included.

Douglas Kibbe (LBII)

The purposes of an Environmental Assessment is to identify areas where the environment has an effect on the project as well as where the project has an effect on the environment.

Gerry Hingco (Sta. Cruz Mission)

I have concerns regarding the Surallah-Lake Sebu Road. This road encompasses a number of environmentally critical areas such as watershed, habitat for endangered species, traditional occupants, critical slopes, waterbodies. Yet on P. 3 of your background paper, you state that an EIS is not required for the General Santos/South Cotabato project.

Mary Jean Comfort (LBII)

I would like to clarify that. In that section we are referring to USAID requirements and U.S. definitions of an Environmental Impact Statement(EIS). In that context, an EIS is required if a project will significantly affect the global environment or the environment of the United States. For this project, under USAID requirements an EIS is not required but an Environmental Assessment(EA) is. Under Government of the Philippines requirements, an EIS is required. What we are doing is combining the requirements of the USAID EA and the Government of the Philippines EIS to prepare a combination EA/EIS.

Also under USAID regulation, a road project that impacts an undegraded tropical rainforest is considered unfundable.

Douglas Kilbe (LBII)

According to the legislation, it states if a road goes through a forest, it will not be funded but the legislation may also be interpreted to include improved access to forest areas. However, there is an additional clause in the legislation that states that "unless the project can be shown to have a significant benefit to the poor." That is, if there is a significant benefit, the road could still be funded.

Michael Fritzsche (LBII)

Environmental and socio-economic concerns have already been identified for roads 5, 6, and 7. We have decided that we must analyse these three roads from the environmental and social aspects before we begin considering the other aspects.

Mary Jean Comfort (LBII)

Mr. Hingco mentioned that the Surallah-Lake Sebu road is within habitat for rare and endangered species. Do you have any specific information on that?

Mr. Hingco (Sta. Cruz Mission)

No, I was just indicating that it was near the primeval forest.

Mr. Guanzon (DPWH)

Were LBII/TCGI going to do an EIS on those three roads that have been identified as having special concerns?

D. Kibbe (LBII)

If the roads are eliminated from USAID funding, it will not be within our scope to do an EIS for the Government of the Philippines.

Rodolfo Faldas (Sta. Cruz Mission)

Some people would benefit from the Surallah-Lake Sebu Road. The problem of Lake Sebu is not the main roads, however, it is the farm to market roads. If one road is not acceptable in your project, can you look into improving other more feasible roads, such as farm to market roads?

H. Fritzsche (LBII)

We have had many such requests. We take requests and forward them to DPWH for their input. It is their decision as to whether they will be included or substituted. But we are, at the moment, limited by the time frame in which we are operating.

Mr. Guanzon (DPWH)

In order to identify project, they should be presented by the District Engineer to the Regional Council.

Alternatives can be included in the Feasibility Studies.

H. Fritzsche (LBII)

Yes, some alternatives will be included in feasibility studies.

Mr. Guanzon (DPWH)

In order to speed up process, write directly to project officer or to the South Cotabato Planning Commission.

H. Fritzsche (LBII)

As an example, the upgrading of the National Highway section will no doubt trigger need for further roads. If Mr. Soriquez (Project Director, DPWH) indicates a scope change is necessary we will do it.

47

A. Sandalo (CODE)

The Social Soundness analysis: will it determine if changes are needed?

M. Fritzsche (LBII)

In fact, that has already happened on one occasion. A scope change for the extension of the Polomolok-Polo Road to Landan has been approved because of input from the community of Landan.

E. Crespo (Sta. Cruz Mission)

Is it possible to include additional livelihood projects for tribals as part of the overall project?

M. Fritzsche (LBII)

Such requirements would be mentioned in the Socio-economic analysis. This section will include many peripheral things pertaining to the road.

Ray Goings (PEC-Service Sector)

Regarding Road 11, what happens after the provincial boundary?

M. Fritzsche (LBII)

We have asked that question too. We felt that the feasibility for that road would increase with the continuation of the improvements past the boundary. However, the engineering would be expensive as well as construction. So, we were instructed to consider the portion up to the provincial boundary because of time and financial constraints and to delay the examination of the rest of the road for some future time.

Mrs. M. Garcia (Office of Southern Cultural Communities)

Are there possibilities for constructing farm to market roads? Most of our clients live past the main towns, these tribal communities have a need for farm to market roads.

M. Fritzsche (LBII)

Again, I suggest you make a request with specific details and send it to our offices and it will be forwarded to the DPWH Project Director.

Pedro T. Tuason (Kapwa Upliftment Foundation, Inc.)

What is relationship between DENR and DPWH? Logging roads were built and did they do EIS? Now they are highways but are not up to standards, so can you upgrade the roads to standards without making changes in the alignment which require more disturbance?

M. Fritzsche (LBII)

With the exception of Road 10, all roads follow existing alignments. The upgrading must comply with DPWH standards. What we are really studying is how to make a primary highway out of an existing highway. This will include things like bridge widths, appropriate drainage, etc.

F.S. Nabua (KAPWA)

If there are engineering needs, there is a need for lumber. Will they be allowed to cut lumber from the nearest forest?

M. Fritzsche (LBII)

My expectation would be that it will be bought from the nearest lumber yard in General Santos City -- but our contract will clearly say that it is unacceptable to cut wild trees.

R. Golingn (PEC-Service Sector)

What about stabilizing slopes - tree planting, landscaping?

M. Fritzsche (LBII)

The contractor will probably be required to prevent soil erosion, but I don't think landscaping will be a requirement.

F.S. Nabua (KAPWA)

Are any of the roads passing through depressed areas where there are also forests?

Chris Wells (LBII)

None of the areas are like that. The closest is Lake Sebu.

F.S. Nabua (KAPWA)

I have concerns about illegal logging particularly if a road goes through a very depressed area, in which case the illegal logging would increase. The roads are feasible where it is already denuded but where there is forest, the forests will be exploited.

Chris Wells (LBII)

No forests are close to roads. We would also like to hear about the positive impacts of the road projects

E. Crespo (Sta. Cruz Mission)

Our idea is to extend paved roads to different community centres where we have tree planting programs since more trees may die while being transported from nurseries to remote areas for planting. We would like roads from Surallah to Lake Sebu to be extended to the tribal communities.

We would also like the agencies involved to make appropriate regulations for environmental protection, to have the local communities educated about their responsibilities, and to also make them responsible for their own roads once they are constructed.

There may be environmental damage but its time the Mission let this progress happen. From here the government agencies and people in the community must work to make more opportunities available.

Chris Wells (LBII)

Other opportunities must be identified as well. If USAID is funding these roads, then funding may be feed up by DPWH to work on barangay roads. NGOs must start addressing which roads are needed and start convincing DPWH.

M. Fritzsche (LBII)

You, the community have to formulate your needs clearly and send them to DPWH.

C. Wells (LBII)

You may wish to have more workshops like the one I conducted to give the triballs opportunities to make thier own decisions.

Mr. Guanzon (DPWH)

The road projects will also have a positive effect on the political enviroment, allowing people to be more active participants in the political process.

It will also increase access to government services, such as health and assistance during calamities.

C. Wells (LBII)

NGOs need to get involved in getting communitis organized.

Eugene Dujali (KAPWA)

Are there no priorities for implementation of the various roads?

M. Fritzsche (LBII)

Priorities will be established as a result of the Feasibility studies. GSC-Banate road is already considered feasible. For the others, there are formulas used that incorporate the various aspects for the studies to determine feasibility.

R. Golingn (PEC-Service Sector)

A priority is Road 11, the continuation from Banate to the border is more important than the road between Silway and Labu.

Chris Wells (LBII)

The Silway-Labu Road has 10 co-operatives along it and NIA has invested heavily there. This would increase access for their corn crops. Now, because of transport problems, they have a lot of wastage.

Mr. Guanzon (DPWH)

Is it not possible to classify in terms of environmental suitability, then set priorities.

M. Fritzsche (LBII)

We are considering all factors at the same time. There are also ways of mitigating for environmental issues.

Mr. Guanzon (DPWH)

It is difficult to consider the environment and economics. So we should deal with environment alone.

Doug Kibbe (LBII)

It is true, it is difficult to equate the two. For example how can we equate the cost of soil erosion with a better price for corn. What is also difficult is to determine long term benefits of things like preserving endangered species.

The Environmental Officer for USAID is faced with this dilemma. For example, what is more important? An endangered species or social and economic benefits associated with a project.

The Foreign Service Assistance Act says that a project through forest lands will not be funded unless there is a significant benefit to the rural poor.

The EA allows us to present in a logical form a description of the project environment and the impacts that are likely to occur. Then it is a subjective but informed evaluation on the part of the Environmental Officer to determine what is more important. It is not up to the consultant to say whether the project can proceed when an EA is prepared. At that point it is up to the regulatory agencies and interested groups to make that determination.

The EA is the presentation of the evidence, from there a judgement still must be made.

No other issues were raised so Mr. Masanting and Mr Fritzsche closed the proceedings and thanked the participants for their participation.

Adjournment at 2:20 p.m.

48

AGENDA FOR ENVIRONMENTAL SCOPING SESSION
GENERAL SANTOS CITY/SOUTH COTOBATO RIF PROJECT

JULY 25, 1990

GENERAL SANTOS CITY, SOUTH COTOBATO

- 9:00 a.m. Opening remarks and introduction of all the participants.
- 9:30 a.m. Description of Government of the Philippines EIS requirements.
- 10:00 a.m. Description of USAID Environmental Assessment requirements and policies.
- 10:30 a.m. Merienda
- 11:00 a.m. Description of the General Santos City/South Cotobato Project.
- 11:30 a.m. Discussion period where participants may ask questions or comment on environmental concerns.
- 12:00 noon Lunch
- 1:00 p.m. Continuation of discussion.
- 3:00 p.m. Merienda
- 3:30 p.m. If necessary, discussion may continue.
- 4:00 p.m. Adjourn