

Safeguards (Involuntary Resettlement) Due Diligence Report

February 2021

Philippines: Emergency Assistance for
Reconstruction and Recovery of Marawi

Output 2: Connectivity Reestablished

Rehabilitation of Existing Trans-Central Roads

Prepared by CTI Engineering International Co., Ltd (CTII) Joint Venture and Associates for the Department of Public Work and Highways and the Asian Development Bank. This is an updated version of the draft originally posted in January 2020 available on <https://www.adb.org/projects/documents/phi-52313-001-sddr>.

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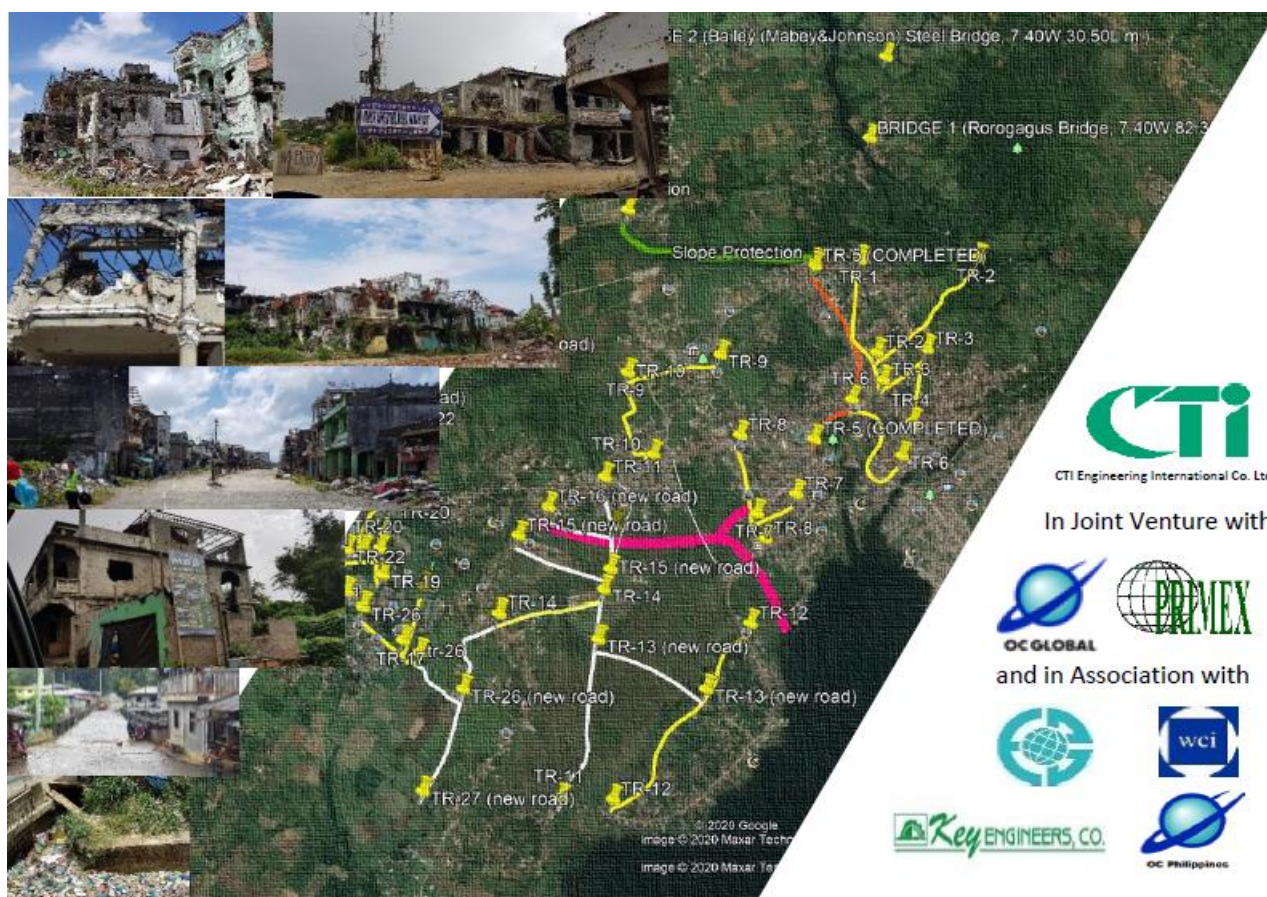
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ADB LOAN NO. 3769-PHI: EMERGENCY ASSISTANCE FOR THE RECONSTRUCTION AND RECOVERY OF MARAWI (ERRM)

Project Implementation Consultant for Output 2: Feasibility Study, Detailed Engineering Design and Construction Supervision (Reconstruction and Development Plan for Greater Marawi- Stage 2)

SAFEGUARDS DUE DILIGENCE REPORT FOR CP1A – Rev03



HISTORY OF MODIFICATIONS

Revision	Date of Submission	Date Comments Received	Approved for Submission by (CTII JV & Associates)
			Team Leader Date: 16 Feb 2021
Rev 03	16 Feb 2021		
Rev 02	21 Jan 2021	15 Feb 2021***	
Rev 01	28 Oct. 2020	12 Jan 2021**	
Rev 00	15 Sept. 2020	07 Oct 2020*	

*ADB commented on the Procurement Plan, raising questions about the road -lengths. This SDDR for CP1A and 1B covers those questions, replied separately.

** ADB official comments received and Rev02 issued with relevant minor changes. Confirmations of no Safeguards Issues also elaborated in Comments sheet for Rev 01.

***ADB comments received for clarification, by email 15 Feb 2021, as transcribed in Comments Sheets Rev03.

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1. RATIONALE

The Resettlement and Social Safeguards Team conducted due diligence assessments in most of the sub-projects in view of the guidance set forth in the Joint Resettlement and Ethnic Minority Development Framework (REMDF) and the Safeguards Due Diligence Report (SDDR) prepared by ADB in January 2020. The team comprised of the international Resettlement and Social Safeguards specialists, together with its national counterparts and some technical staffs (engineers) conducted ocular visits in all sub-projects and consultations with local officials and some residents in Malabang from July 10 to 24, 2020.

2. APPROACH AND METHODS

Site Condition surveys were conducted by the National Resettlement Specialist early as June 8, 2020 and intermittent until July 7, 2020 – validating most of the SDDR-Cleared sub-projects, including those which are Not Cleared. Final validation was done during the July 10-24, 2020 assessments and community consultations led by the international experts.

On the Report, maps subtitles were color-coded. Contact Package (CP) 1-A is colored yellow and CP 1-B is red

3. SUMMARY OF FINDINGS

As of October 26, 2020, there are already a total of thirty-nine (39) sub-projects due to re-classification/splitting and additional. The Road sub-projects now increased to twenty-nine (29), from 27, due to splitting and reclassification into TRs 2-A & 2-B, TRs 26-A, and the addition of TR 28 which was turned over by JICA to ADB. TR 25 and TR26-B were dropped being not feasible and not wanted by the MSU President, respectively. The number of bridges remained at 4 - but the 2 previously identified ones were dropped, and 2 newly identified ones were taken in as replacements after they had been taken by DPWH Region 10 and JICA. There are now 4 Channels and Open Channels, the 1 Slope Protection, and 1 Malabang Viaduct remains as is.

The 39 sub-projects were clustered into the following: Contact Package (CP) 1-A which is comprised of 10 roads; CP 1-B which is comprised of another 11 roads; CP 1-C which is comprised of 7 new roads; CP 2 is the Malabang Viaduct; CP 3 which is comprised of 4 drainage channels; CP 4A and 4B are comprised of 4 bridges, and CP 5 is the Slope Protection Channel and TR 28 packaged as one.

Of the 39 sub-projects, twenty-one (21) roads under Contract Packages 1-A and 1-B are clear from Safeguards issues and covered by this report. Also cleared from Safeguards is the Box Culvert bridge, while the newly turned over Matampay - Bito road of JICA and the proposed alternate "downstream bridge for Rorogagus 1" and the newly identified Cabasaran and Kormatan Matampay bridges are still subject to Safeguards assessment. Finally, all 4 Drainage Channels, Slope Protection and Viaduct sub-projects will require Resettlement Plans as they all require land acquisition.

The sub-projects that are Cleared by the ADB SDDR and validated by the Safeguards Team are now Cleared for Procurement, while those which require land acquisition will be subjected to Resettlement planning, and the newly identified sub-projects will be subjected to ocular assessment and project screening by the Safeguards Team.

A comparison sheet between ADB SDDR and this update has been added to the Site Condition Survey Report for clarity.

4. FINDINGS PER SUBJECT

4.1 TR1

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Omar Bin Abdul Azis St/Hakim IBN Hazam St- Baol St/Shiek Idaros St	Panggao Saduc Matampay Tampilong	CLEAR.	845.52 Sta. 0+000 to Sta. 0+160 Sta. 0+160 to Sta. 0+845.52	9.10 7.10	July 10, 2020	CLEAR from Safeguards issues. The final Length is 845.52 m, and upon review of the Site Condition Survey data, the 7.10 m to 9.10 m proposed in the DED are within the minimum to maximum ROW which is 8.15 m to 14.20 m. These Width and Length will NOT result in Safeguards issues. Please refer to the photo below. The SDDR Jan 2020 suggested issue restricting width to 5.50 m was compensated by open land on opposite side to obstruction

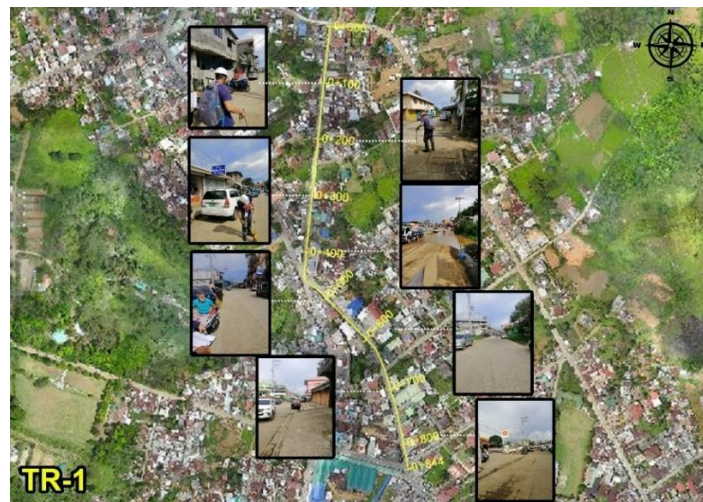


Figure 1. Photos taken during Site Condition and Safeguards surveys: TR1.

4.2 TR2-A

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Shiek Idaros St/Lala St-Lala St	Tampilong	Cleared.	300 Sta. 0+000 to Sta. 0+300	6.10	July 10, 2020	CLEAR from Safeguards issues. Existing road.



Figure 2. Photos taken during Site Condition and Safeguards surveys: TR2-A

4.3 TR3

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Bacol St/Sultan Omar Dianalan Blvd-Shiek Idaros St/Datu Pangapon Rd/Suklat Rd	Panggao Saduc	CLEAR.	348.8 Sta. 0+000 to Sta. 0+348.8	7.30	July 10, 2020	CLEAR from Safeguards issues. The final Length is 348.8 m, and upon review of Site Condition Survey data, the 7.30 m proposed in the DED is within the minimum to maximum ROW of 8.20 m to 9.80 m ROW. These Width and Length will NOT result in Safeguards issues. The SDDR Jan 2020 suggested issue restricting design width to 5.00 m did not exist at the time of our survey or during revalidation on 17 February 2021.



Figure 3. Photos taken during Site Condition and Safeguards surveys: TR3.

4.4 TR4

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Datu Pangapon Rd/Suklat Rd/Shiek Idaros St-Sultan Omar Dianalan Blvd/Baol St	Panggao Saduc	CLEAR.	482.78 Sta. 0+000 to Sta. 0+050 Sta. 0+050 to 250 Sta. 0+250 to 300 Sta. 0+300 to 0+482.78	 5.80 6.10 5.70 6.10	 July 10, 2020	CLEAR from Safeguards Issues. Upon review, the 6.10 m proposed in the DED is within the ROW - as per Site Condition Survey data. But for Station 0 to 50 m, only a maximum of 5.80 m maybe allowed to avoid affecting fences and structures. Same is true with Stations 250 m to 300 m where only a maximum of 5.70 m maybe allowed. CTII confirms that relocation of utilities is allowed for in the Cost Estimates and BoQ.



Figure 4. Photos taken during Site Condition and Safeguards surveys: TR4.

4.5 TR5

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Amai Pakpak Ave/Engr Sacar M Basman St-Lake Lanao Circumferential Rd	Raya Saduc	CLEAR.	838.10 Sta. 0+000 to Sta. 0+420 Sta. 0+420 to Sta. 0+838.10	9.10 4.70	July 14, 2020	CLEAR from Safeguards Issues. Upon review, the proposed width of 4.70 m to 9.10 m in the January 20, 2021 DED are within the minimum to maximum ROW of 5.00 m to 11.13 m, as per Site Condition Survey data. Thus, will not create Safeguards issues. The SDDR Jan 2020 suggested issue restricting design width to 4.50 m did not exist at the time of our survey or during revalidation on 17 February 2021.



Figure 5. Photos taken during Site Condition and Safeguards surveys: TR5.

4.6 TR6

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Agama Street/Shiek Idaros St-Engr Sacar M Basman St	Raya Saduc	CLEAR.	193.43 Sta. 0+000 to Sta. 0+193.43	5.48	July 14, 2020	CLEAR from Safeguards issues. The 5.48 m proposed in the DED is within the ROW, as per Site Condition. No Safeguards issues are expected.



Figure 6. Photos taken during Site Condition and Safeguards surveys: TR6.

4.7 TR7

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Luksadatu St/Chairman Camid Pimping Rd-Sarimanok St	1. Bangon Luksadatu	CLEARED, but with caveat.	288.87 Sta. 0+000 to Sta. 250.00 Sta. 250.00 to 0+288.87	5.80 3.85	July 17, 2020	CLEAR from Safeguards Issues. Upon review of the Site Condition Survey data, the 5.80 m width proposed in the DED is Cleared up to Station 250 m. But beyond Station 250 m up to Station 288.87m, the maximum allowable width is only 3.85m - to avoid destroying the houses and a wall.



Figure 7. Photos taken during Site Condition and Safeguards surveys: TR7.

4.8 TR8

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Buadi Sacayo St/Luksadatu St- National Highway	1. Bangon Luksadatu	CLEAR.	694.72 Sta. 0+000 to Sta. 0+694.72	5.80	July 15, 2020	CLEAR from Safeguards Issues. The DED decreased the width to only 5.80 m. It is within the ROW. No Safeguards issues are expected.



Figure 8. Photos taken during Site Condition and Safeguards surveys: TR8.

4.9 TR9

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
640321.83m E/885357.42m N-Connect TR10-Provincial Capitol/New Capitol Complex Rd	Marawi Poblacion	CLEAR.	613.31 Sta. 0+000 to Sta. 0+160 Sta. 0+160 to Sta. 0+613.31	9.30 8.20	July 15, 2020	CLEAR from Safeguards Issues. The 8.20 m up to 9.30 m width proposed in the DED are within the ROW. This shall not result in any Safeguards Issues.



Figure 9. Photos taken during Site Condition and Safeguards surveys: TR9.

4.10 TR10

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
640478.74m E/884816.99m N- Along National Highway- 640321.00m E/885357.00m N- Connect to TR9	Basak Malutlut	CLEAR.	682.61 Sta. 0+000 to Sta. 0+682.61	4.75	July 10, 2020	CLEAR from Safeguards Issues. Some water distribution pipes at the gutter of the road will be affected but covered under utility relocation in Bid documents



Figure 10. Photos taken during Site Condition and Safeguards surveys: TR10.

5. SUMMARY OF ROAD CHANGES AND JUSTIFICATIONS

Contract Package	Subproject Clustering (Safeguards (Involuntary Resettlement) Due Diligence Report, January 2020)		Schedule for Sub-projects Rev04		LENGTH COMPARISON		Difference	Reason for Noticeable Difference
	Contents		Contents		DED Length (A)	SDDR Length (B)	Length (A-B)	
CP-1	A. Construction Package 1A: Rehabilitation of Existing Trans-central Roads		A. Construction Package 1A: Rehabilitation of Existing Trans-central Roads		5.288	5.770		
	1. CP 1A		1. CP 1A					
	TR-1	Omar Bin Abdul Aziz St/Hakim IBN Hazam St - Baol St/Shiek Idaros St	TR-1	Omar Bin Abdul Aziz Street/Hakim IBN Hazam St-Baol Street/Shiek Idaros Street	0.845	0.400	-0.445	SDDR disagrees with length in Engineering DDR and on site TR1 is in two parts .850m long is correct. No difference.
	TR-2	Shiek Idaros St/Lala St - Lala St/ Provincial Jail Extension	TR-2A	Shiek Idaros Street/Lala Street/Lala Street/Provincial Jail Extension	0.300	0.700	0.400	New construction section is included under CP1C for all new roads to avoid ROW issues.
	TR-3	Bacol St/Sultan Omar Dianalan Blvd - Shiek Idaros St/Datu Pangapon Rd/Suklat Rd	TR-3	Bacol Street/Sultan Omar Dianalan Boulevard-Shiek Idaros Street/Datu Pangapon Road/Suklat Road	0.349	0.820	0.471	The PIC length is correct, verified on site and on survey
	TR-4	Datu Pangapon Rd/Suklat Rd/Shiek Idaros St - Sultan Omar Dianalan Blvd/Baol St	TR-4	Datu Pangapon Road/Suklat Road/Shiek Idaros Street-Sultan Omar Dianalan Boulevard/Baol Street	0.483	0.500	0.017	No significant difference
	TR-5-1	Amai Pakpak Avenue/Engr. Sacar M. Basman St - Shiek Idaros/Engr. Sacar M. Basman St	TR-5	Amai Pakpak Avenue/Engr. Sacar M. Basman Street-Lake Lanao Circumferential Road	0.838	0.400	-0.012	No significant difference
	TR-5-2	Agama/Engr Sacar M Basman St - Shiek Idaros/Engr Sacar M Basman St				0.450		
	TR-6	Agama St/Shiek Idaros St - Agama St/Sacar M Basman St	TR-6	Agama Street/Shiek Idaros Street-Engr. Sacar M. Basman Street	0.193	0.200	0.007	No significant difference
	TR-7-1	Luksadatu St/Chairman Camid Pimping Rd - Sarimanok St/Chairman Camid Pimping Rd	TR-7	Luksadatu Street/Chairman Camid Pimping Road-Sarimanok Street	0.289	0.030	0.011	No significant difference
	TR-7-2	Luksadatu St/Chairman Camid Pimping Rd - Sarimanok St/Chairman Camid Pimping Rd				0.270		
	TR-8	Buadi Sacayo St/Luksadatu St - National Highway/Luksadatu St	TR-8	Buadi Sacayo Street/Luksadatu Street-National Highway	0.695	0.700	0.005	No significant difference
	TR-9	640321.83m E/885357.42 m N-Connecting to TR10 - Provincial Capitol/New Capitol Complex Rd	TR-9	640321.83m E/885357.42m N-Connect TR10-Provincial Capitol /New Capitol Complex Road	0.613	0.600	-0.013	
	TR-10	640478.74 m E/884816.99 m N-Along Nat'l Hiway - 640321.00 m E/885357.00 m N-Connecting to TR9	TR-10	640478.74m E/884816.99m N-along National Highway-640321.00m E/885357.00m N-Connect to TR9	0.683	0.700	0.017	No significant difference

Note: the difference in the Lengths which range from 0.005 meter to 0.017 meter – which all translates to only to less than an inch is assumed as “no significant difference” – as all these subprojects are existing roads.