

Safeguards (Involuntary Resettlement) Due Diligence Report

February 2021

Philippines: Emergency Assistance for
Reconstruction and Recovery of Marawi

Output 2: Connectivity Reestablished

Rehabilitation of Existing Marawi State University (MSU)
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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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 CP1B 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-B is colored 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 TR12

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Boriongan St/Gomising St-640229.00m E/882672.00m N-641098.00m E/883751.00m N	Poona Marantao	CLEAR.	1,455.35 Sta. 0+000 to Sta. 1+455.35	6.10	July 15, 2020	CLEAR from Safeguards issues. The 6.10 m proposed in the DED is within the ROW, as per Site Condition Survey data. NO Safeguards issue is expected.



Figure 1. Photos taken during Site Condition and Safeguards surveys: TR12.

4.2 TR14

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Along Rd 11- 640446.00m E/883914.00m N-Laguindab St/National Highway	Cadayonan	CLEAR.	683 Sta. 0+000 to Sta. 0+683	6.10	July 17, 2020	CLEAR from Safeguards issues. Indeed, this is an existing road, as shown in the photo below. No Safeguards issues are expected.



Figure 2. Photos taken during Site Condition and Safeguards surveys: TR14.

4.3 TR17

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Along TR26- 638917.00m E/883652.00m N- Along Mayor Natangcop Indol St - 639034.00m E/883986.00m N	Lomidong (within MSU – Marawi Campus)	CLEAR. Within the MSU compound.	700.75 Sta. 0+000 to Sta. 0+700.75	6.10	July 16, 2020	CLEAR from Safeguards issues. The intersection between TRs 17 and 26 does not create any Safeguards issues as both roads are within the premises of the Mindanao State University. And the 6.10 m proposed in the DED is within the ROW, as per Site Condition Survey data. NO Safeguards issue is anticipated.



Figure 3. Photos taken during Site Condition and Safeguards surveys: TR17.

4.4 TR18

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
4th St-7th St- Commercial Center	Dimalna (within MSU – Marawi Campus)	CLEAR. Within the MSU compound.	380	12.60 4.74	July 16, 2020	CLEAR from Safeguards issues.



Figure 4. Photos taken during Site Condition and Safeguards surveys: TR18.

4.5 TR19

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
5th St/1st St- TR23- 638379.00m E/884156.00m N	Lomidong (within MSU – Marawi Campus)	CLEAR. Within the MSU compound.	314.46	8.77 9.90	July 14, 2020	CLEAR from Safeguards issues. The 8.77m up to 9.90 m widths proposed in the DED is within the ROW and open spaces within the MSU Campus. It will NOT result to Safeguards issues.



Figure 5. Photos taken during Site Condition and Safeguards surveys: TR19.

4.6 TR20

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
1st St/5th St- MSU Main Access Rd	Lomidong (within MSU – Marawi Campus)	CLEAR. Within the MSU compound.	292.79 Sta. 0+000 to Sta. 0+292.79	9.30	July 16, 2020	CLEAR from Safeguards issues. The 9.30 m proposed in the DED is within the ROW, as per Site Condition Survey data. No Safeguards issues are expected.



Figure 6. Photos taken during Site Condition and Safeguards surveys: TR20.

4.7 TR21

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
2nd St/5th St- 4th St	Lomidong (within MSU – Marawi Campus)	CLEAR. Within the MSU compound.	353.15	16.10	July 17, 2020	CLEAR from Safeguards issues. The 16.10 m proposed in the DED is within the ROW, as per Site Condition Survey data. It is inside the MSU Campus. No Safeguards issues are expected.



Figure 7. Photos taken during Site Condition and Safeguards surveys: TR21.

4.8 TR22

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
3rd St/5th St- National Rd/TR22	Lomidong	CLEAR.	700	6.20 9.30	July 14, 2020	CLEAR from Safeguards issues. The 6.20 m up to 9.30 m proposed in the DED are within the ROW, as per Site Condition Survey data. No Safeguards issues are expected.



Figure 8. Photos taken during Site Condition and Safeguards surveys: TR22.

4.9 TR23

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
5th St 638379.00m E/884156.00m N-Cabingan Rd	1. Cadayon an Rapasan	CLEAR.	474.78	8.20 4.74	July 14, 2020	CLEAR from Safeguards issues.



Figure 9. Photos taken during Site Condition and Safeguards surveys: TR23.

4.10 TR24

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Amai Pakpak Rd 638011.00m E/885091.00m N-TR24- Cabingan Rd 638224.00m E/884559.00m N	Cabingan	CLEAR.	519.88 Sta. 0+000 to 300.00 Sta. 300.00 to 350.00 Sta. 350.00 to 0+519.88	 6.20 5.10 6.20	July 15, 2020	CLEAR from Safeguards issues. The proposed 6.20 m width in the DED is within the ROW but has been reduced between Sta 300 to 350 so as not to result in Safeguards Issues. The SDDR Jan 2020 therefore perhaps assumed a constant width of road in the DED, but PIC has reduced the 5.5m restriction further to 5.1m but only for a limited section. Rev03 now reflects this 50m section of narrower width.



Figure 10. Photos taken during Site Condition and Safeguards surveys: TR24.

4.11 TR26A

Location	Affected Brgy/s	Status/ Issues per SDDR	Length (m)	Proposed Design Width (m)	Date Surveyed	Observation / Recommendation
Along TR27 639277.00m E/883173.00m N-4th St/TR26	1. Cadayon an Rapasan	CLEARED.	267.57 Sta. 0+000 to Sta. 0+267.57	5.47	July 17, 2020	CLEAR from Safeguards issues. Existing road within MSU compound.



Figure 11. Photos taken during Site Condition and Safeguards surveys: TR26-A

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	B. Construction Package 1B: Rehabilitation of Existing MSU Roads		B. Construction Package 1B: Rehabilitation of Existing MSU Roads		6.142	8.261			
	2. CP 1B		2. CP 1B						
	TR-12A	Borongan St/Gomising St - 640229.00 m E/882672.00 m N - Borongan St/Gomising St - 641098.00 m E/883751.00 m N	TR-12	Borongan Street/Gomising Street-640229.00m E/882672.00m N-641098.00m E/883751.00m N	1.455	0.100	0.045	No significant difference	
	TR-12B	Borongan St/Gomising St - 640229.00 m E/882672.00 m N - Borongan St/Gomising St - 641098.00 m E/883751.00 m N				1.400			
	TR-14	Along Rd 11-640446.00m E/883914.00m N - Laguindab St/ National Hiway	TR-14	Along Road 11-640446.00m E/883914.00m N-Laguindab St/National Highway	0.683	0.950	0.267	The PIC length is correct, verified on site and on survey	
	TR-17	Along TR26 - 638917.00 m E/883652.00 m N - Along Mayor Natangcop Indol St - 639034.00 m E/883986.00 m N	TR-17	Along TR26A-638917.00m E/883652.00m N-Mayer Natangcop Indol St - 639034.00m E/883986.00m N	0.701	0.360	-0.341	Due to the new design orientation of TR-17 and TR26. See adjacent sketch	
	TR-18	4th St/Commercial Center - 7th St/Commercial Center	TR-18	4th Street-7th Street-Commercial Center	0.380	0.500	0.120	Road length reduced in order to avoid narrowing of roadwidth.	
	TR-19	5th St/1st St - 5th St/ TR23 - 638379.00 m E/884156.00 m N	TR-19	5th Street/1st Street-TR23-638379.00m E/884156.00m N	0.314	0.550	0.236	DED length is correct as per existing road	
	TR-20	1st St/5th St - 1st St/MSU Main Access Rd	TR-20	1st Street/5th Street-MSU Main Access Road	0.293	0.300	0.007	No significant difference	
	TR-21	2nd Street/5th St - 4th Street/2nd St	TR-21	2nd Street/5th Street-4th Street	0.353	0.350	-0.003	No difference	
	TR-22	3rd St/5th St - National Rd/ TR22	TR-22	3rd Street/5th St-TR-22B	0.700	1.400	-0.700	New construction section is included under CP1C for all new roads to avoid ROW issues.	
	TR-23A	5th St 638379.00 m E/884156.00 m N - 5th St/Cabangan Rd	TR-23	5th Street 638379.00m E/884156.00m N-Cabangan Road	0.475	0.100	0.025	No significant difference	
	TR-23B	5th St 638379.00 m E/884156.00 m N - 5th St/Cabangan Rd				0.400			
	TR-24	Amal Pakpak Road 638011.00 m E/885091.00 m N - Cabangan Rd 638224.00 m E/884559.00 m N	TR-24	Amal Pakpak Road 638011.00m E/885091.00m N-TR24-Cabangan Road 638224.00m E/884559.00m N	0.520	0.560	-0.040	No significant difference	
	TR-26	Along TR27 639277.00 m E/ 883173.00 m N - 4th St/ TR26	TR-26A	Along TR27 639277.00m E/883173.00m N-4th Street	0.268	1.291	-1.023	New construction section is included under CP1C for all new roads to avoid ROW issues.	

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. Surely, it will NOT affect any structures nor require acquisition of lands. (supplied by Mario Catubay, January 19, 2021)