

Republic of the Philippines
Province of Bohol
Municipality of Carmen

OFFICE OF THE MUNICIPAL PLANNING AND DEVELOPMENT
COORDINATOR

=====

COMPREHENSIVE PROJECT PROFILE

I. PROJECT DESCRIPTION

- 1. Project Title : Improvement of La-Bohog-Umjon Farm to Market Road.
- 2. Project Type : Capital Formation
- 3. Project Components : Repreparation of Previous Roads (Broken Section)
Installation of Box Culvert
Installation of RC Pipes
Regravelling/Concrete Works
- 4. Project Location : Carmen, Bohol

II. PROJECT STATUS

- 1. Proposed Project
- 2. Status of Project Preparation
 - a. Project Idea – Project Profile is available
- 3. Investment Programming

A project profile was already prepared but is still subject for evaluation and approval by the Provincial Development Council (PDC) and National Economic Development Authority (NEDA) as to how the project will receive support and examine whether there are credit lines already available from the international financing organization.

III. PROJECT JUSTIFICATION

1. PROJECT BACKGROUND

Carmen is centrally located in the heart of the Province. It is 58.8 kilometers away from the city of Tagbilaran. It has a total land areas of 239 sq. kilometers.

The town has been considered in the Bohol Integrated Area Development (BIAD) as the growth Center for development. Considering the influcts of tourist that will visit and see the scenic view of the World Famous Chocolate Hills, they were almost feel burden and tired after experiencing and passing the long voyage

using the Loay Carmen Interior road, while it is safe and easy if tourist will use the shortest distance tourist coming from Mindanao via Jagna passing Valencia Carmen road. Barangay populace coming from the hinter barangays would have a better access while marketing their farm products to the growth center of Bohol, which is Carmen.

Coupled with the Local Government Unit's initiative, the presence of real farm to market road in the area, is a plus factor which will pushed for the development of the Carmen growth center.

IV. PROJECT FINANCING

1. FUNDS NEEDED

A. Repreparation of Previous Roads (Broken Section)

180 hrs. - Bulldozer Works	@ 2,250.00/hr.	= P405,000.00
160 hrs. - Grader Works (Crowning)	950.00/hr.	= <u>152,000.00</u>
Total of Item A		= P557,000.00

B. Installation of Box Culvert.

150 bags - Portland Cement	@ 225.00/bag	= P 33,750.00
18 cu.m. - sand (app. Source)	650.00/cu.m	= 11,700.00
20 cu.m. - gravel	650.00/cu.m.	= 13,000.00
30 pcs. - 20mm dia.x20' RSB	450.00/pc.	= 13,500.00
15 pcs. - 12mm dia.x20' RSB	190.00/pc.	= 2,850.00
10 kgs. - #16 G.I. tie wire	0.00/kg.	= 600.00
8 shts. - ½ marine plywood	800.00/sht.	= 6,400.00
45 pcs. - 2x2x10' coco 150bf	18.00/bf.	= 2,700.00
40 pcs. - 2x3x10' coco 200bf	18.00/bf.	= 3,600.00
2 kgs. - #1 CW nails	60.00/kg.	= 120.00
6 kgs. - #3 CW nails	60.00/kg.	= 360.00
6 kgs. - #4 cw nails	60.00/kg.	= <u>360.00</u>
Sub-total Material Cost		= P 88,940.00
30% Labor Cost		= P <u>26,682.00</u>
Total of Item B		=P 115,622.00

C. Installation of RC. Pipes

42 pcs. - 1.0m dia.x1m RC pipe	@P2,200.00/pc.	= P 92,400.00
84 pcs. - .60m dia.x 1m RC pipe	1,700.00/pc.	= 142,800.00
50 bags - Portland cement	225.00/bag	= 11,250.00
5 cu.m. - sand (Washed & Screened)	650.00/cu.m.	= <u>3,250.00</u>
Sub-total Material Cost		= P 249,700.00
30% Labor Cost		= <u>74,910.00</u>
Total of Item C		= P 324,610.00

D. Regravelling

5,000 cu.m. - Anapog	@P 280.00/cu.m.	= P 1,400,000.00
130 hrs. - Spreading/Reshaping	950/hr.	= 123,500.00
100 hrs. - Roller Works/Compaction	700/hr.	= <u>70,000.00</u>
Total of Item D		= P 1,593,500.00

Summary:

Total of Material Cost	-----	P 1,738,640.00
Total Equipment Cost	-----	750,500.00
Total Labor Cost	-----	101,592.00
40% Planning & Supervision	-----	<u>103,629.00</u>
Total Project Cost	-----	-P 2,694,361.00

2. PROJECT FINANCING

The project will be funded through grant-in-aid by a foreign bilateral donor of soft loan which will be paid on a favorable terms and conditions.

Release of funds maybe release in trances in which case, status reports shall be submitted monthly to the funding agency so that it will serve as the basis for the next fund release.

3. FUNDING SOURCE

The improvement of the farm to market road and it components shall be financed to any foreign financial agency.

4. COUNTERPART FUNDING

No counterpart funds shall be provided by the Local Government Units in the development of the infrastructure facilities.

5. FINANCIAL VIALIBILITY

The proposed development project is seen to be financially viable. With the projected flourish of commerce, trade influcks of tourist passing the area financial returns of the project will be favorable.

V. PROJECT BENEFITS AND COSTS

1. Beneficiaries

The growing population in the town numbering about 41,000 in 29 barangays together with the neighboring municipalities and the province in general are the beneficiaries of the project.

2. Social Benefits

As soon as the proposed project will materialized, it will directly have a positive impact on the community. Other support facilities will be upgraded such as access to better health and education facilities which would no longer pose a problem to the local residents as there will be strengthened to serve the needs of the populace.

3. Economic Benefits

Business and industry are expected to thrive the area in the light of the upgraded infrastructure support facilities the good roads.

Another factor that would best describe the project as economically viable is the possible increase in production and lower prices of goods and prime commodities brought about by the presence of greater number of traders industries and its contribution to the tourism industry.

VI. PROJECT IMPLEMENTATION

1. Responsible Agencies

1.a. Local Government Unit

- a. Secures endorsement from NEDA and regional/provincial development councils.
- b. Makes follow-up with funding agency regarding fund releases.
- c. Conducts regular monitoring of the progress of work.
- d. Initiates conduct of meetings and other strategies to hasten work.

1.b. Department of Public Works and Highways

- a. Responsible in contracting out the work to a qualified bidder.
- b. Oversees the construction and completion of work.
- c. Provides and Consultancy to the project.

2. IMPLEMENTATION SCHEDULE

PERIOD	PHYSICAL TARGET
1	Approval of Comprehensive Project
2	Submission of Proposal of Funding Agency
3	Fund Negotiation/agreement w/ funding agency
4	Release of funds in tranches to the following:
4.1	- Reparation of previous roads broken section.
4.2	- Installation of Box Culvert
4.3	- Installation of RC pipes
4.4	- Regravelling/concreting

3. PROJECT LINKAGES

The road development project is an investor-friendly move that supports investment projects to be situated in the area. This is an answer to investor's basic requirements of doing business in the area thru the provision of the needed infrastructure facility thereby creating a conducive atmosphere for business and eco-tourism industry.

4. PROJECT OBJECTIVES

- 4.1 To upgrade/improve the existing roads.
- 4.2 To be able to accommodate influcks of tourist coming from Mindanao passing Jagna port then to our tourist destination Chocolate Hills.
- 4.3 to encourage investment initiatives.
- 4.4 To spur economic growth in the long-run.

5. SECTORAL OBJECTIVES

The proposed project will contribute to the infrastructure development of the town and to the whole province in general. The promotion of viable and labor-intensive industries is the ultimate objective behind this infrastructure program.

6. REGIONAL AND NATIONAL OBJECTIVES

As a direct answer to the national government's objective poverty alleviation an sustained development, the project hopes to generate increased industrial activities that will contribute greatly to the upliftment of the lives of the people.

The project will also trigger the proliferation of countryside industries and likewise promote livelihood and productive endeavors of the rural populace that will eventually provide income and employment opportunities to the people.

7. SOCIAL COST

There are no relative social cost inherent on the project. Perhaps Noise pollution may adversely affect the nearby residents as soon as bulldozer and grader work will be done. However it will be encountered only during the base preparation stage.

8. ECONOMIC COST

Despite its being economically and financially viable, the project has its unwanted effects. Although it is not discouraging factor but the incremental value of land machineries and equipment used in the construction are the economic cost involved.

9. ADMINISTRATIVE FEASIBILITY

Considering the substantial amount that the project will incur, the project will be administered by a qualified contractor with the close supervision from the LGU and the Department of Public Works and Highways and close coordination with the concern agencies.

10. LEGAL AND POLITICAL FEASIBILITY

Any impediment of whatever nature, whether legal or political, is not seen to impair the project. Government and private sector groups are in favor of the development initiative and anticipate that substantial gains shall be generated out of this endeavor.

11. ENVIRONMENTAL CLEARANCE

The issuance of the environmental clearance certificate (ECC) does not pose any problem in as much as the project will not use heavy machineries that will cause harm and damage the environment. The ECC certificate is to be secured by the Local Government Unit and shall be presented as exhibit when reporting about the status of the project to its appropriate agencies. Endorsement also will be secured from the Protected Area Management Board (PAMB).

12. SOCIAL ACCEPTABILITY

Opposition of local residents is not seen to bring a negative impact to the project in as much as has been supported by all sector of society.

Aside from being investor and business friendly, the project promotes rural development which will be an aftermath of the improved and better road facilities.

Thus, social acceptability is assured and local populace cannot merely refuse this development to happen in the area.

PREPARED AND SUBMITTED BY:

FERMIN L. BALILI
MPDC
Carmen, Bohol

NOTED:

MANUEL R. MOLINA
Municipal Mayor
Carmen, Bohol