

**DRAFT PROJECT PROPOSAL**

**FOR**

**LABOUR-BASED BARANGAY ROAD MAINTENANCE**  
**(LBRM)**

**Grant Application Form**

**Name of Applicant: The League of Municipalities (LMP)-  
Mayors Development Centre (MDC)**

# The Action

## 1. Description

1.1. Title: Labour-based Barangay Road Maintenance (LBRM)<sup>1</sup>

1.2. Location (Philippines, Province of ....., Municipality of .....,)

1.3. Amount requested

Total cost	Amount requested	% of total
EUR 83,160	EUR 59,170	APPROX. 71 %

## 1.4. Summary

To establish a sustainable LBRM plan & system and implement it in 10 upland barangays on a total of 50 kms of vital roads in the municipality of .....Duration of the **ACTION** two (2) years. The main activities are:

- Capacity building of Local Government Units (LGUs) and concerned upland communities in 10 upland barangays to establish sustainable LBRM system
- Actual establishment and implementation of a labour based barangay road maintenance (**LBRM**) scheme on a total of 50 kms of vital roads in each of the 10 barangay; put in operation capacitated maintenance crews and provide them with tools to do the works
- MLGU will first assist in realignment and reshaping of roads where relevant and rehabilitate the damaged portions. Right thereafter permanent maintenance crews, responsible for a certain stretch of road, are put in place with the support of the B/MLGU concerned. A capable community organisation/PO will be contracted to enter into contract with the BLGU, which, together with the MLGU, will allocate sufficient budget for road maintenance to ensure that the crews can maintain the roads properly.

## 1.5. Objectives

The overall objective of the **ACTION** is to facilitate sustainable development in the 10 barangays in the municipality through improved and durable 50 kms of access to markets and services.

The scheme aims to entrust the routine maintenance of barangay roads to the local people after the MLGU has upgraded the concerned road to a maintainable level. The scheme proposes to mobilize the BLGUs and its upland community through the local organizations (POs), and sign them up to assist with the upgrading and maintaining of selected roads. The BLGU/community will have its own permanent maintenance team/crew responsible for the selected road sections. Another objective is to create additional employment in the 10 barangays thereby giving a boost to the local barangay economy.

By doing so, the scheme's specific objectives are to:

---

<sup>1</sup> See also our website: [www.saveuplands.org](http://www.saveuplands.org)

- Plan and establish a sustainable barangay road maintenance system
- Upgrade important farm-to-market barangay roads to a “maintainable” level
- Ensure that important farm-to-market barangay roads are maintained regularly
- Build the capacity of the local organizations to undertake contracts, thereby generating employment to their members and empowering the leaders
- Harness the abundant physical labor available in the uplands
- Promote good governance in LGUs
- Encourage steady access to social services and other economic opportunities
- Instil a sense of “bayanihan” or solidarity among the local people

## **1.6. Justification**

### **Overall justification for support for upland infrastructure development**

Sixty (60) years ago the population in upland forestlands was not more than 3 million or 10% of the Philippine population of 30 million at that time. Indigenous Peoples occupied the forestlands, which had been their ancestral domain. They sustained themselves by consuming and selling forest products and by slash and burn agricultural practices and infrastructure needs were limited and horses using trails were the main ways to move around.

Latest figures show that between 20-30 million people of the present Philippine population (85 million), or between 20-35%, now inhabit forestlands<sup>2</sup> and mainly support themselves by small-scale, often subsistence farming. It is estimated that out of the 10 million HAs of ‘timberlands’, 8.5 million are farmed already. One reason for this rapid increase in population of the uplands is the aftermath of the indiscriminate and irresponsible legal and illegal logging in the past making cleared forestlands accessible for farming. In addition, lowland population pressure has forced people to occupy areas already cleared by loggers and increased unsustainable farming there. Another reason may be the taking over by large agri-businesses of vast tracts of gently sloping lowland areas and transforming these into plantations. This process has left many poor communities with no other option than to expand cultivation areas onto steep to very steep slopes further into the uplands.

To bring upland farm produce to the lowland markets, old logging tracks are used. These logging roads are mostly badly designed and were only meant for temporary use. But gradually they became the main access roads for the upland population. However improving existing infrastructure in the uplands and its maintenance all over the Philippines has been severely neglected and even now very little support from outside to make these roads all weather roads can be registered. The increasing importance of the uplands in terms of agricultural production and its future potentials as well as the still increasing influx of people there urgently requires investment in upland infra, particularly in improving access roads in a sustainable manner.

### **Specific justification for a LBRM Programme and its implementation by the LMP-MDC**

Access to markets and services are crucial for sustainable agriculture and improved living standards and prosperity of the upland barangay communities. The former mostly logging roads are of poor design and badly maintained. This leads to very high transport costs resulting in high prices of upland produce in non-barangay based markets thereby eroding the competitiveness of

---

<sup>2</sup> Extrapolation from the figures in the FAO publication chapter 4. Impacts and effectiveness of logging in natural forest: Philippines – Ernesto S. Guiang

upland farm produce. Services brought to the uplands are also disproportionately costly for upland dwellers. The almost total lack of effective maintenance schemes to address the grossly inadequate state of farm to market roads in the uplands, is seen as the main cause. Sustainable routine road maintenance is vital to ensure good access to markets and services and fundamental to the upland barangay economy including farm- as well as the barangay based off-farm enterprises.

The LBRM approach or model was developed and tested by the LGUs in Southern Mindanao with support from the Department of Agriculture and the European Union. It is a labour-based approach that creates jobs, saves on fuel costs and can reduce investment in heavy equipment. Money for paying fuel, spare parts etc. that probably flows out of the local economy can instead being reinvested locally. As fuel, oils and spare parts have a high import component, a labour-based approach will save on foreign exchange reserves as well.

The League of Municipalities of the Philippines (**LMP**) and specifically its Mayors Development Centre (**MDC**) has taken up the effort to assist its member LGUs to replicate this model and this proposal is prepared as collaboration between the LMP and the requesting MLGU. Furthermore the present development partnerships of the LMP-MDC has made this institution created by the Local Government Code of 1991, a national repository of the data base of the country's poverty mapping activities thru the community-based monitoring system or CBMS which is being implemented by a tripartite effort of the DILG-NAPC-LMP. By being one of the repositories, the LMP-MDC therefore shall have access to CBMS results/information which leads to easy retrieval and use of poverty-focused information for the uplands as well as translate the localization of the millennium development goals for the upland communities to benefit from, once translated into actions such as the LBRM and its development interventions.

## **BENEFICIARIES**

The direct beneficiaries of the proposed **ACTION** are estimated at around xxx households and the 11 LGUs involved. The business sector involved in agricultural trading and marketing and in processing can be categorized as secondary beneficiary.

## **SELECTION**

The 10 barangays were selected based on criteria regarding the state of the uplands in terms of land degradation, poverty of households, community interest and relevance for watershed protection.

As explained under justification the scheme's relevance of the action to the target groups, with proper implementation, will be quite obvious in terms of community empowerment, economic development and employment generation.

## **1.7 Detailed description of activities (see also schedule in 1.9)**

### **AGREEMENT BETWEEN LMP-MDC AND MLGU; GENERAL ORIENTATION, PREPARATION AND INITIAL ORIENTATION ON LBRM AS WELL AS FIELD EXPOSURE, 2 MONTHS**

The collaboration to implement the LBRM ACTION in the 10 upland barangays will be spelled out in a Memorandum of Agreement (MOA) including detailed implementation guidelines and budgets between LMP-MDC and the Municipality and Barangay LGUs. The LMP-MDC will be the main Service Provider (SP) to the LGUs. Hence the LMP-MDC will conduct the general orientation of all departments involved with the implementation and go through the work plan and budget in detail. During this time the MLGU will also set-up a LBRM Team by Administrative Order and prepare the job descriptions for all concerned. After this roles of the various parties should be clear and they should be ready to oversee the LBRM ACTION and be able to facilitate its implementation as scheduled.

### **MUNICIPAL/BARANGAY LGU DRAFT AND ADOPT RESOLUTIONS IN RESPECT OF LBRM SCHEME**

Under this activity the barangay and municipal Councils will draft and adopt a number of resolutions and ordinances that will legally support the implementation of the LBRM ACTION under coaching of the LMP-MDC.

### **FIELD EXPOSURE**

There is a need to expose the M/BLGU LBRM personnel involved in LBRM to successful road maintenance schemes in Southern Mindanao where such schemes have successfully been established by LGUs on their barangay roads and see hands-on how it was/is done. This group to be exposed will consist of the Municipal Planning and Development Coordinator (MPDC) being the municipal planner and the Municipal Engineer (ME) and his staff, Key Municipal Councillors as well as the concerned 10 Barangay Captains and representatives of the POs in the 10 barangays. The LMP-MDC will facilitate the exposure trip

### **ORIENTATION AND PLANNING/SYSTEM DEVELOPMENT WORKSHOPS FOR LGU OFFICIALS, MPDC, MEO, BARANGAY OFFICIALS AND PO REPRESENTATIVES**

These workshops go into detail on planning and budgeting, establishing the mechanisms and systems and the implementation of the LBRM activities, the time schedules, budgets, operational details etc. Per barangay a LBRM plan will be formulated to steer necessary budget allocations in the Annual Investment Plans. This will be facilitated by LMP-MDC too.

### **FORMAL APPOINTING OF THE KEY STAFF RESPONSIBLE FOR THE BARANGAY IMPLEMENTATION OF THE LBRM ACTION**

The Municipal LBRM Team will assist the barangays in selecting, appointing and briefing the extension teams for LBRM

## THE SCHEME STEP-BY-STEP: CAPACITY BUILDING PERIOD 2 MONTH<sup>3</sup>

### **TRAINING OF TRAINORS FOR MUNICIPAL ENGINEER OFFICE (MEO) STAFF, BARANGAY OFFICIALS AND MAINTENANCE CREWS, 2 MONTH**

The orientation and training including technical training of MEO staff in the details of the LBRM will again be facilitated by LMP-MDC, which will engage resource persons and relevant institutions like e.g. the DPWH and PLGU for that purpose. After that the MEO, if needed with support from LMP resource persons, will conduct a training and awareness campaign for the barangay officials and council members, PO leaders as well as the barangay population in general on the LBRM process and its sustainability mechanism. A barangay ordinance where the parameters related to road management are set – defining the collection of toll fees, imposition of fines, how vehicle traffic will be controlled in bad weather will be a result of the campaign.

**Organize Permanent Maintenance Crew.** After the info campaign the MEO jointly with the BLGU and People's Organisation (PO) will organize the maintenance crews with its foreman. The size of the crew and type of tools will depend on the status and length of the road sections to be maintained.

**Conduct Technical Training.** Next is the scheduling and conducting of a capacity building activity on appropriate upland LBRM technologies for the crew themselves for the maintenance crew and other community members. For good measure, have an on-site test to ensure that the local people properly acquire knowledge and skills for executing the works. Finally during the hand-on training, the crews will be provided with necessary tools to do the actual maintenance.

**Establish Monitoring and Supervision System.** The MEO will establish a monitoring and supervision system, which is applied by the LGU engineers.

#### **Details of the works to be done**

Before the crews can start the work, the MLGU has to ensure that the road has been upgraded to a maintainable level. Maintainable means that after the rehabilitation through realignment and reshaping of the roads, putting in the necessary cross drains as well as the stockpiling of gravel, the road can be kept in good shape by employing permanent maintenance crews. If this is all done the crew can start working on a regular basis to do the following:

#### **TASK 1: VEGETATION CONTROL**

1. Cut vegetation from road shoulders, side slopes and ditches
2. Trim the grass back to about one (1) inch from the ground.
3. Avoid pulling the grass out as this loosens the soil and will cause erosion.
4. Remove the cut material from ditches

---

<sup>3</sup> See also our website: [www.saveuplands.org](http://www.saveuplands.org)

## **TASK 2: FILLING OF POTHOLES, RILLS AND RUTS**

1. Remove water and soft material from the patch area
2. Clean loose materials from the edges of potholes, making the side vertical
3. Place aggregates in several layers, hand tamping each layer. Never use organic matter and logs, etc. for filling.
4. Rake final layer so the top of the patch is slightly above the surrounding road surface
5. Where long rills run down the steeper sections, follow steps 2-4
6. Cross humps should be repacked, so that the flow of water does not break through and flow down the road.

## **TASK 3: RESTORING THE ROAD SURFACE**

1. Return gravel from the side to the road way surface (middle)
2. Spread the material with rakes and shovels
3. Compact road surface with hand tampers

## **TASK 4: CLEANING, REPAIRING AND RESHAPING SIDE DITCHES**

1. Remove rocks, logs, and other obstructions from the ditch, especially land slips
2. Excavate silt or sand to make the bottom of the ditch flat or slightly rounded
3. Shape the sides of the ditches as flat as possible. This will provide better water flow and minimize future erosion
4. Dispose of excess materials by spreading it well and clear of the ditch, otherwise in the middle to help maintain the camber. Use a rake to spread it.
5. Do not pile the material to make a ridge along the roadway. This prevents surface water from flowing to the ditch.

## **TASK 5: CLEANING CULVERTS AND OTHER STRUCTURES**

1. Remove logs, stones and other obstructions from ditches and culvert inlet
2. Excavate silt and debris from the intake box and culvert by hand or with a rope, pulling a drag or bucket through
3. The outlet ditch must be cleaned so the water can flow easily
4. Load away all debris and surplus material and dispose away from site

## **TASK 6: EROSION CONTROL**

- Repair eroded areas by filling with gravelling soil and then compact it
- Correct conditions causing erosion, with actions such as:
  - widening and flattening of ditches
  - providing new turn-outs to reduce concentration of water
  - placing and maintaining sods and vegetation over erodable areas
  - lining ditch channels with rocks
  - placing riprap at the ends of culverts and bridges
  - constructing series of scour checks to reduce velocity of water on steep gradients
  - repairing smaller embankment slips with stakes, rocks and planting materials

### **TASK 7: CONSTRUCTION OF SCOUR CHECKS**

- Use on steep gradients where concentrated water is eroding the ditch and there is nowhere to place turnouts.
- The distance between the scour checks depends on the gradient and the soil condition of the road. The steeper the slope or the softer the soil, the closer the spacing of the scour checks.
- Use stones if available, otherwise bamboo or wooden pegs, which are supported by planting grass above and below the scour check.
- The height at the edges of the scour check must be higher than the water flow height and the water flows over the middle, not around the edges, otherwise, it will erode the side of the scour check

### **TASK 8: CONSTRUCTION OF HUMPS AND DIVERSION BANKS**

- These are useful means of diverting water off the road turnouts and they can be constructed with maintenance labour. The material (soil/aggregate) must be put on in layers and well tampered.
- The distance between banks will vary. In hilly areas, it can be as short as 40 m and in fact the more, the better so as to reduce the amount of water flowing off each one and therefore the erosion.
- They will follow relevant dimensions and should be set at an angle to guide the water off the road.
- On hilly terrain, the shape of the downhill side is steeper than the road itself

### **TASK 9: CONSTRUCTION OF TURNOUTS (MITRE DRAINS)**

- Turnouts lead water away from the side drains for dispersal in the surrounding area
- Indicative spacing – steep – 10 m; medium – 20 m; gentle-50m
- The spacing is indicative only and really depends on volume to be removed. The more turn outs, the better as this means less volume at each turn out and meaning, less erosion in the drains and especially in the surrounding area

### **TASK 10: INSTALLATION OF CULVERT OUTLET ENERGY DISSIPATORS**

- The outlet side of the culvert should be gently sloping back to the stream and grassed or rock armoured to prevent erosion
- Using rock armouring in the streambed at the culvert outlet will help prevent undermining of the culvert and improve conditions. Rocks 200-300 mm in diameter will be suitable for most situations, preferably with a geotextile layer below to prevent fine material washing away and gradually eroding the area.
- Live material such as madre de cacao can be used as energy dissipater

### **TASK 11: REPAIR OF LAND SLIP**

- Land slip is one of the common problems encountered in maintaining barangay roads in the uplands.
- During rainy days, the soil along the cliff side of the road softens which eventually lead to huge soil erosion creating gully and cutting the road, at times making it impassable.



## **TASK 12: INSTALLATION OF FASCINES USING MADRE DE CACAO**

- Line out a contour along the slope.
- Trim back the sides of gully if too steep. Throw excess loose material upstream.
- Bundles of 4-5 gliricidia cuttings, alternating the basal ends of some to lie adjacent top ends of others.
- Key the bundles into the sides of the gully depth of 30-50 cm and compact around.
- Ensure good contact between cuttings and gully bed, as this is where root reinforcement will develop.
- Make sure middle of check dam is lower than sides; otherwise, overflow may undercut the sides.
- Pack the base of the dam with brushwood and angular stones. Plant grass slips or cuttings on upstream gully sides.

## **TASK 13: INSTALLATION OF LIVE CHECK DAMS USING BAMBOO OR MADRE DE CACAO**

- Line out a contour along the slope.
- Prepare bundles of 4-5 gliricidia cuttings, already ringbarked. Keep in shade until required.
- Prepare 20 cm deep trench on contour.
- To conserve moisture, do not open long lengths of trench.
- Place bundles in the trench. Ensure that separate bundles overlap.
- Cover the bundles with maximum of 10 cm of soil and firm.

## **TASK 14: INSTALLATION OF GRASS BARRIER SILT TRAP**

- Set up planting guide line parallel to drain or road.
- Plant double row of grasses, 15 cm between plants, 20 cm between rows.
- Establish ground cover, e.g. ground legumes, between grass and drain. Scrubs above grass, e.g. calliandra.

## **TASK 15: SURFACE EROSION CONTROL WITH VETIVER GRASS**

- Set up planting guide line parallel to drain or road.
- Plant double row of grasses, 15 cm between plants, 20 cm between rows.
- Establish ground cover, e.g. ground legumes, between grass and drain. Scrubs above grass, e.g. calliandra.

### **TOOLS REQUIRED:**

- Shovel
- Rake
- Tamper
- Pick mattock
- Wheelbarrow
- Axe

- Sledge hammer

### **MATERIALS REQUIRED**

- Aggregates (from road side or gravel sources)
- Vetiver grass
- Empty sacks for erosion control
- Madre de cacao/bamboo sticks for erosion control

## **1.8 Methodology**

### Methods of implementation and its reasons

The M/BLGU will be the main implementers by mandate with technical assistance, supervision and M&E from the League of Municipalities of the Philippines (LMP), which is by virtue of its mandate under the Local Government Code, a Service Provider to its member LGUs.

To choose the MLGU for project implementation has to do with the fact that MLGUs have the responsibility by law to oversee the BLGUs and provide them with technical assistance and financial and material support and hence is the best partner to work with for LBRM. Furthermore there are national policies including the recently signed Executive Order 606 on upland development, that give clear mandates to LGUs to take up responsibility for their own development and ensure proper convergence between different agencies with their own policies etc.

The community, represented by a PO, will be contracted by the M/BLGU to assist with minor upgrading and maintaining the selected road(s). For that purpose a permanent maintenance crew, responsible for a certain stretch of road, is put in place with the support of the B/MLGU. An underlying reason for contracting the community is to strengthen and empower its organizations so they can deal with their LGU on an equal footing and attract support. Furthermore if the road maintenance model is properly adopted by the LGUs it ensures that in the future there will be sufficient budget allocated for road maintenance and the chances that roads are maintained properly is maximised.

### How action intends to build on previous action

The LBRM scheme was incubated, designed, formulated, tested and replicated by LGUs in Southern Mindanao with DA/EU support. The LMP has seized the opportunity to facilitate replication country wide in line with its mandate to share best LGU practices with other LGUs. Hence this action clearly builds on previous best practices.

### Procedures for internal evaluation

The LMP will regularly evaluate the performance of the MLGU concerned. For that purpose it will assign a consultant or a staff member to quarterly monitor and visit the MLGU and report on this to LMP-MDC. Moreover, the LMP has also included in its advocacy the mainstreaming of the Local Government Performance Measurement System (LGPMS) and the localization of the millennium development goals. By its regular meetings and monitoring activities, the LMP shall be able to closely monitor uplands LGUs performances of the LBRM scheme in relation to addressing poverty and environmental degradation indicators.

### Level of involvement and activity other partners and reasons

The LMP will closely liaison with concerned national line agencies, particularly the Department of Public Works and Highways (DPMH) and the Department of Natural Environmental Resources (DENR) to facilitate the transfer of relevant technologies and information to the MLGU and maintenance crews.

At MLGU level the same will be done to establish linkages with Regional and Provincial Government and Non-Government institutions.

#### Proposed implementation team

The LMP-MDC level implementation team will consist of the Head of the Mayors Development Centre, a Finance Specialist and some support staff and assisted by a consultant on LBRM.

Its role is basically in mediating between the donor and the MLGU, arrange for technical assistance to the LGU, supervision and M&E of the MLGU performance and reporting to its Board and donor.

In respect of Technical Assistance to MLGUs, the LMP-MDC's role is basically to timely tap and link up these services with the LGU under a contract between LMP-MDC and concerned consultant, specialist or institutional Service Provider.

### **1.9 Duration and action plan**

### **1.9 Duration and action plan**

**The duration will be two years**

**Action Plan**

**See Annex C**

## **2. Expected results**

### **2.1. Expected impact on target groups**

The impact on the community can be categorised into:

1. Empowerment being a necessary condition for sustainable development and for attracting support and services from outside.
2. Direct economic benefits that can improve the lives of the upland household members
3. Improved service delivery and marketing of their produce
4. Improved governance by their LGUs also leading to better service delivery
5. Heightened awareness and subsequent increased chances on improved upland infrastructure

The involvement of the community/PO in the different activities that the M/BLGU will initiate through awareness campaigns and hands-on training, the community's self confidence in taking care of their infra needs and it will improve and have an impact on the quality and quantity of the development activities in the barangay. It will also improve the relationship between the MLGU staff and the community and enhance their appreciation of increased service delivery. The empowerment will also be instrumental in demanding and subsequent steering/directing of other LGU services and support from the LGUs and National Agencies. Besides the direct economic benefits from the implementation of the ACTION itself, more sustainable benefits though, are those from better access to markets and services. The improved service delivery and marketing of farm produce will also have a direct positive impact on household incomes as goods coming in and going out of the barangay will have lower transport cost because roads are in an improved condition and services like health care and perhaps education will be more easily accessible due to these better roads as well as increased incomes of the upland people.

Improved governance will be evident because of improved accountability of LGU service departments, which has to do with increased transparency and confidence building with the upland communities as conditioned by implementing the LBRM activities. Furthermore the LBRM scheme will facilitate skills development e.g. on labour based/cost saving technologies.

2.1.1. The implementation of the LBRM will go hand-in-hand with refining the LGUs systems, procedures and polices supported by municipal and barangay legislation, geared towards LBRM. In practice this means there will be ordinances on LBRM.

2.1.2. Regarding technical management capacities in respect of dealing with LBRM and upland barangay communities, the LMP/MDC will provide resource persons/consultants and/or NGOs to build the LGU capacity in this regard as well as to coach them for a certain period of time. As mentioned before the MLGU key staff involved in LBRM will also be exposed to LGUs in Southern Mindanao where LBRM is successfully on-going.

### **2.2. Publications and other outputs**

#### Publications

1. The 10 barangays will all have their LBRM plans published and distributed to stakeholders and possible funding agencies.
2. The MLGU will also use the maintenance plans for public relations to attract support from other organisations for LBRM

3. There will be documentation ready for dissemination among stakeholders on LBRM.
4. The MLGU with the help of the LMP-MDC will regularly publicise progress in local newspapers and radio
5. Several hand-outs already available at LMP will be multiplied and distributed to the crews, POs and barangay officials
6. The well maintained roads will be come models where other barangays can learn from

#### Other outputs

Crucial outputs reflecting the achievement of the objectives will be strong community organizations taking the lead in regular maintaining their vital farm-to-market roads

### **2.3. Multiplier effects**

After the two-year experience with LBRM, the MLGU should be fully capacitated to replicate the system to more barangays and/or act as a model for other MLGUs. The MLGU commits that in the years to come it will allocate funds for continuing the LBRM, as reflected in its Annual Investment Plans (AIPs). The magnitude of the allocated resources planned for in the AIPs will depend on the M/BLGU's local resource mobilisation capacity and Internal Revenue Allotment as well as other fund sources that it will explore.

Regarding local resource mobilisation it is expected that gradually taxes from upland communities that are benefiting from the LBRM schemes can be increased in line with their income increase.

Experiences will be shared with other municipalities, particularly through LMP-MDC programmes. This will facilitate replication and multiplication.

### **2.4. Short and long-term impact**

As mentioned above after the two year ACTION, the MLGU will gradually replicate the activities to other barangays within its capacity and using the skills, documentation and experience generated during the implementation of the LBRM activities. Sources of funds will be from the MLGU's own local resource mobilisation, IRA funds, funds will be mobilised through lobbying, when relevant it will also considered submitting replication proposals to Government Financial Institutions (GFIs) for funding LBRM. Tapping Congressional funds is another channel that will be explored.

Institutionally, now that the LGUs have their capacity build on implementing the LBRM scheme, major constraints to achieve institutional sustainability are not expected. But it shall be ensured that the links with Provincial and Regional Networks, Government and non-Government and the Academe and the National Agencies will continue and further be strengthened to regularly and structurally provide the LGUs with new information and technology innovations regarding LBRM. Support from the LMP/MDC to keep the momentum regarding LBRM is crucial in this regards.

On the policy level, the MLGU will already, during the implementation of the ACTION, refine its systems, procedures and policies supported by municipal and barangay legislation, geared towards LBRM. In practice, this means there will be ordinances on LBRM. The barangays will be encouraged to follow suit in respect of their infrastructure development.

In respect of higher-level policies that affect the LGUs, this will be the responsibility of the LMP/MDC, particularly to facilitate that mandates are clearly defined and confusion between Agencies and LGUs are avoided to a maximum level.

**3. Budget and expected sources of funding see annex B**

## II APPLICANT

### 1. Identity

Full legal name (business name):	LMP-MDC
Acronym (where applicable)	
Legal status	
VAT registration number (where applicable)	
Official address	
Postal address	
Contact Person	
Telephone number	
Fax number	
Email	
Internet Site	

### 2. Bank details

The bank must be located in the country where the applicant is registered.

Account name	
Account number	
Sort code	
IBAN Code (optional)	
Bank name	
Address of bank	
Name of signatory/ies	
Position of Signatory/ies	

NB: Before the grant contract is signed, the applicants selected will have to supply a financial identification form using the model in Annex V to the contract, certified by the bank named above.

#### Correspondent bank (where relevant)

Account name	
Account number	
Sort code	
IBAN code (optional)	
Bank name	
Address of bank	



### 3. Description of application (one page maximum)

3.1 When was your organization founded and when did it start its activities?

What are the main activities of your organization at present?

3.2 List of the management board / committee of your organization

Name	Profession	Sex	Position	Years on the board
		F / M		
		F / M		

### 4. Capacity to manage and implement actions

4.1. Experience of similar actions<sup>4</sup>

4.2. Resources<sup>5</sup>

---

<sup>4</sup> Maximum 1 page per action. Please provide a detailed description of actions managed by your organization over the past five years in the fields covered by this programme, taking care to identify for each action:

- (a) the object and location of the action
- (b) the results of the action
- (c) your organization's role (lead manager or partner) and its degree of involvement in the action
- (d) the cost of action
- (e) donors to the action (name, address and e-mail, telephone number, amount contributed)

This information will be used to assess whether you have sufficient experience of managing actions in the same sector of a comparable scale to the one for which you are requesting a grant.

<sup>5</sup> Maximum 3 pages. Please provide a detailed description of the various resources which your organization has access to, and in particular, of the following:

1. annual income over the last three years, mentioning where applicable for each year, the names of the main financial backers and the proportion of annual income each has contributed.
2. The number of full-time and part-time staff by category (*e.g. number of project managers; accountants, etc.*), indicating their place of employment
3. equipment and offices
4. other relevant resources (*e.g. volunteers, associated organizations, networks that might also contribute to implementation*).
5. *contribute to implementation*).

This information will be used to assess whether you have sufficient resources to implement an action of the scale of the one for which you are requesting a grant.

**5. Other applications made to European Institutions, the European Development Fund (EDF) and EU Member States**

5.1 Grants, contracts and loans obtained over the last three years from European Institutions, the EDF and EU Member States

---

Action title and reference number	EC budget line, EDF or other source	Amount (EUR)	Date obtained

5.2 Grant applications submitted (or about to be submitted) to European Institutions, the EDF and EU Member States in the current year:

---

Action title and reference number	EC budget line, EDF or other source	Amount (EUR)

**2. Partnership statement**

Statement of partnership

We have read and approved the contents of the proposal submitted to the Contracting Authority. We undertake to comply with the principles of good partnership practice.

Name:	
Organization:	
Position:	
Signature:	
Date and place:	

#### **IV DECLARATION OF THE APPLICANT**

I, the undersigned, being the person responsible in the applicant organization for the action, certify that:

- (a) the information given in this application is correct; and
- (b) the applicant and its partners (where applicable) do not fall into any of the categories (a) to (f) listed in section 2.1. 1(2) of the Guidelines for Applicants; and
- (c) the applicant has the sources of financing and professional competence and qualifications specified in section 2.3 (3) of the Guidelines for Applicants.

Name:	
Position:	
Signature:	
Date and place:	

## **Checklist**

Before dispatching your application, please check that it is complete (see Notice on page 1) and specifically that:

### **The application form**

- the dossier is complete and complies with the application form's requirements
- one original and 5 copies of all documents are annexed
- an electronic copy of the file is enclosed where required
- the dossier is typed and is in English
- the declaration by the applicant (Section IV) is signed and attached
- if there are partners, the applicant has completed and signed a partnership statement, also included
- each partner has completed and signed a partnership statement and statements are included
- the budget and the expected sources of funding are presented in the format of the application form (Annex B), completed and drawn up in Euro
- in the budget the Contracting Authority's contribution is identified and is a maximum of 75% of the total eligible costs of the action
- in the budget, overheads do not exceed 7% of direct eligible costs
- the logical framework for the project has been completed where required (Annex C)

### **Supporting documents**

- the applicant's statutes or articles of association are included
- the most recent annual report of the applicant is annexed
- the most recent accounts of the applicant are annexed (profit and loss account and balance sheet for the last financial year for which the accounts have been closed)
- the statutes or articles of association of all partners are annexed
- the originals of the supporting documents required or, failing this, photocopies certified by an approved independent agency and, where such documents are in a language other than the language(s) of the call for proposals, reliable translations are annexed.

**LOGICAL FRAMEWORK**

	<b>Intervention Logic</b>	<b>Objectively verifiable indicators of achievement</b>	<b>Sources and means of verification</b>	<b>Assumptions</b>
<b>Overall objectives</b>	To contribute to sustainable development and poverty reduction	<ul style="list-style-type: none"> <li>➤ Improved income situation of upland farmers</li> <li>➤ Better access to services</li> </ul>	Monitoring & Evaluation studies	
<b>Specific objective</b>	<ul style="list-style-type: none"> <li>• Plan and establish a sustainable barangay road maintenance system</li> <li>• Upgrade important farm-to-market barangay roads to a “maintainable” level</li> <li>• Ensure that important farm-to-market barangay roads are maintained regularly</li> <li>• Build the capacity of the local organizations to undertake contracts, thereby generating employment to their members and empowering the leaders</li> <li>• Harness the abundant physical labour available in the uplands</li> <li>• Promote good governance in LGUs</li> <li>• Encourage steady access to social services and other economic opportunities</li> <li>• Instill a sense of “bayanihan” or solidarity among the local people</li> </ul>	<ul style="list-style-type: none"> <li>➤ Documented plan and system in place</li> <li>➤ 50 kilometers of barangay roads upgraded to maintainable level</li> <li>➤ 50 kilometers of barangay roads regularly and properly maintained</li> <li>➤ POs have maintenance contracts and members are employed</li> <li>➤ Increased LGU assistance to barangays; have been trained in LBRM</li> <li>➤ Improved social services and market access</li> <li>➤ Barangay community strengthened</li> </ul>	<ul style="list-style-type: none"> <li>➤ M&amp;E studies</li> <li>➤ Completion reports</li> <li>➤ Community monitoring reports</li> </ul>	<ul style="list-style-type: none"> <li>➤ Peace and order ensured</li> <li>➤ No natural calamities will happen</li> </ul>
<b>Expected results</b>	<ul style="list-style-type: none"> <li>➤ Barangay roads in good condition and well maintained</li> <li>➤ Transport costs reduced</li> <li>➤ Market access improved</li> <li>➤ Services increased</li> <li>➤ Employment generated</li> <li>➤ Barangay community strengthened</li> <li>➤ Increased LGU assistance to barangays;</li> </ul>	<ul style="list-style-type: none"> <li>➤ 50 kms of Barangay roads in all weather road condition on a sustained basis</li> <li>➤ % of reduction in transport cost</li> <li>➤ Additional and more services reach uplands</li> <li>➤ more than 50 jobs created</li> <li>➤ Barangay institutions meet regularly and adopt actions</li> <li>➤ Additional LGU services extended</li> </ul>	<ul style="list-style-type: none"> <li>➤ Plans</li> <li>➤ M&amp;E studies</li> <li>➤ Field visits</li> <li>➤ Interviews</li> <li>➤ Documents Ordinances</li> <li>➤ Community evaluation reports</li> </ul>	Support from higher levels of government in support of infrastructure development (IRA)

<b>Activities</b>	<ol style="list-style-type: none"> <li>1. Agreements with LMP/MOA etc</li> <li>2. Overall Orientation by LMP to LGUs</li> <li>3. Resolutions on LBRM adopted by Councils, consultations</li> <li>4. Exposure trip in Southern Mindanao including travel</li> <li>5. Planning/system dev. workshops and Formulation Municipal Barangay Road Maintenance Plan</li> <li>6. Technical Training MEO staff</li> <li>7. Technical trainings (two days) of BLGU and Community Organization Officials on LBRM</li> <li>8. Organisation of maintenance crews</li> <li>9. Technical training of maintenance crews</li> <li>10. Provision of hand tools</li> <li>11. Rehabilitation of road to bring it up to a maintainable level</li> <li>12. Actual maintenance</li> </ol>	<b>Means:</b> <ul style="list-style-type: none"> <li>➤ LGU staff assigned</li> <li>➤ Available Technical assistance</li> <li>➤ Trainings and exposure</li> <li>➤ Equipment, materials and Tools</li> <li>➤ Bill boards</li> <li>➤ Ordinances</li> </ul>	<ul style="list-style-type: none"> <li>➤ M&amp;E studies</li> <li>➤ Progress reports</li> <li>➤ Completion reports</li> <li>➤ Community monitoring reports</li> </ul> <p>Total: Euro 83,160  LGU contribution: 23,990 or approx. 29 %  EU Contribution: Euro 59,170  Or 71%</p>	<ul style="list-style-type: none"> <li>➤ Institutional arrangement between MLGU and LMP to be in place</li> <li>➤ Funds secured by LGU and LMP</li> <li>➤ National Policies to be supportive</li> <li>➤ Peace and order ensured</li> <li>➤ No natural calamities</li> </ul>
-------------------	---	---	---	---

## ANNEX B: BUDGET

### COST BREAK DOWN

**Assumption: Per barangay there will be 5 kms of vital barangay road supported**

#### MUNICIPAL LEVEL LBRM COSTS EU LMP-LGU

	Item	Cost in peso/euro (2007 prices)	EU EURO	LMP-LGU EURO
1	Agreements with LMP/MOA etc.	10,000/167		167
2	Overall Orientation by LMP to LGUs	10,000/167		167
3	Resolutions on LBRM adopted by Councils, consultations	10,000/167		166
4	Exposure trip in Southern Mindanao including travel	50,000/833	833	
5	Planning/system dev. workshops and Formulation Municipal Barangay Road Maintenance Plan	15,000/250	250	
6	Formal staff appointment for LBRM			
7	Technical Training MEO staff	25,000/417	417	
8	Technical assistance 6 months x 35,000	210,000/3500	3500	
9	LGU staff salaries etc. estimated at	360,000/6000		6000
	<b>Total</b>	<b>690,000/11,500</b>	<b>5,000</b>	<b>6,500</b>

#### BARANGAY LEVEL LBRM COSTS EU LMP-LGU

	Item	Cost in peso (2007 prices)	EU EURO	LMP-LGU EURO
1	Technical trainings (two days) of BLGU and Community Organization Officials on LBRM	3000/50	50	
2	Organisation of maintenance crews	5,000/83		83
3	Technical training of maintenance crews	12000/200	200	
4	Provision of hand tools	10,000/167	167	
5	Rehabilitation of road to bring it up to a maintainable level	150,000/2500	1666	833
6	Cost of implementing Labour contract routine maintenance between BLGU and Community Organization	250,000/4166	3333	833
	<b>Total per barangay</b>	<b>430,000/7166</b>	<b>5,417</b>	<b>1749</b>
	<b>Total 10 barangays</b>	<b>4,300,000/71,660</b>	<b>54,170</b>	<b>17,490</b>

Total costs: Euro 83,160

Total requested from EU for 10 barangays: Euro 59,170 or approx.71 %

LMP-LGU Contribution: Euro 23,990 or approx. 29 %

## SOURCES OF FUNDING

Expected Sources of funding		Amount EUR	Percentage of total %
Applicant's financial contribution		59,170	71
Commission contribution sought in this application		23,190	29
Contribution(s) from other European Institutions or EY Member States		0	0
Contributions from other organizations:			
<i>Name</i>	<i>Conditions</i>		
TOTAL CONTRIBUTIONS		83,160	
Direct Revenue from the Action		0	
OVERALL TOTAL		83,160	



## **PROJECT SUMMARY SHEET<sup>6</sup>**

- 1) Title of Proposal: Labour-based Barangay Road Maintenance (LBRM)**
- 2) Component: Poverty alleviation through Infrastructure Development**
- 3) Type of Activity: Capacity building, labour-based barangay road maintenance**
- 4) Duration of the Project (in months): 24**
- 5) Project Abstract:**
  - a. The Project Objectives:**

The overall objective of the ACTION is to facilitate sustainable development in the 10 barangays in the municipality through improved and durable access to markets and services.

By doing so, the scheme's specific objectives are to:

- Plan and establish a sustainable barangay road maintenance system
- Upgrade important farm-to-market barangay roads to a “maintainable” level
- Ensure that important farm-to-market barangay roads are maintained regularly
- Build the capacity of the local organizations to undertake contracts, thereby generating employment to their members and empowering the leaders
- Harness the abundant physical labour available in the uplands
- Promote good governance in LGUs
- Encourage steady access to social services and other economic opportunities
- Instil a sense of “bayanihan” or solidarity among the local people

### **b. Brief Keyword Description of the Main Activities**

The scheme aims to entrust the routine maintenance of barangay roads to the local people after the MLGU has upgraded the concerned road to a maintainable level. The scheme proposes to mobilize the BLGUs and its upland community through the local organizations (POs), and sign them up to assist with the upgrading and maintaining of selected roads. The BLGU/community will have its own permanent maintenance team/crew responsible for the selected road sections. Another objective is to create additional employment in the 10 barangays thereby giving a boost to the local barangay economy.

---

<sup>6</sup> See also our website: [www.saveuplands.org](http://www.saveuplands.org)

Main activities:

- Capacity building of Local Government Units (LGUs) and concerned upland communities in 10 upland barangays to establish sustainable LBRM system
- Realignment and reshaping of roads where relevant and rehabilitate the damaged portions so to bring the road sections up to a maintainable level.
- Right thereafter permanent maintenance crews, responsible for a certain stretch of road, are put in place with the support of the B/MLGU concerned. A capable community organisation/PO will be contracted to enter into contract with the BLGU, which, together with the MLGU, will allocate sufficient budget for road maintenance to ensure that the crews can maintain the roads properly

**c. Milestones/Key Indicators:**

- Actual establishment and implementation of a labour based barangay road maintenance (**LBRM**) scheme on vital roads in each of the 10 barangay; put in operation capacitated maintenance crews and provide them with tools to do the works
- Maintenance systems designed, tested and implemented in 10 barangays
- 50 kms of barangay roads upgraded and properly and regularly maintained

**6) Applicant Details:**

Institution Name: LMP

Address: \_\_\_\_\_

Country: Philippines

Contact Person: \_\_\_\_\_ Tel. \_\_\_\_\_

Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

**7) Partners' Details:**

No.	Partner Institution	Country	Contact Person/E-mail

