



CMGP



ROADS 2SDGs

Paving the Way to Good Governance

Vol.1

Issue No.1

Official Publication of the DILG-UNDP Partnership for CMGP





In this Issue

Hope and opportunity flourish where roads begin. And along these roads live communities that struggle daily for a better life. These are the realities that usher in the birth of this Roads2SDGs Magazine—to focus on and capture peoples' experiences, individually and collectively, to better illustrate how road infrastructure projects have become lifelines that change the very fabric of everyday lives of peoples and communities.

This maiden issue of Roads2SDGs Magazine showcases some of these stories from all over the country— accounts highlighting how road projects trigger the dawning of opportunities— tales from the breathtaking mountains of Kalinga, the idyllic island province of the Dinagat Islands, and the rustic province of Iloilo.

This issue delves into how the development and/or rehabilitation of select local roads in the aforementioned locales, supported by the Conditional Matching Grant to Provinces (CMGP) of the Department of the Interior and Local Government (DILG) in partnership with the United Nations Development Programme (UNDP), help beneficiaries in rural communities have better access to essential services and life opportunities.

It is hoped that these shared stories of communities turning their hurdles and challenges into tales of triumph may bring hope to many other communities and inspire more citizens to take part in the crusade as governance reformers and road warriors.

The Department of the Interior and Local Government (DILG) is the primary catalyst for excellence in local governance that nurtures self-reliant, progressive, orderly, safe, and globally competitive communities sustained by an empowered citizenry. Learn more at dilg.gov.ph or follow DILG Philippines.

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The Roads2SDGs Magazine is the official publication of the partnership between DILG and UNDP in the implementation of the Conditional Matching Grant to the Provinces (CMGP).

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The Project

To help far-flung communities in various provinces across the Philippines enjoy improved access to road networks, the Department of the Interior and Local Government (DILG) developed a governance project called the Conditional Matching Grant to Provinces (CMGP) Program with the Department of Budget and Management. The initiative, which started as the Konkreto at Ayos na Lansangan at Daan Tungo sa Pangkalahatang Kaunlaran (KALSADA) program in 2016, provides a more efficient mechanism in providing fund support to provincial governments to construct, rehabilitate, upgrade, and maintain their provincial roads and bridges to the communities they serve.

As primarily a good governance initiative, the CMGP program comes with a capacity development component to enhance the proficiency of the Provincial Governments in managing the road beyond construction and development— empowering local government functionaries, engineers, administrators, and other personnel through technical and good governance interventions.

In partnership with DILG, the United Nations Development Programme (UNDP) established and is rolling out the project Paving the Roads to the SDGs Through Good Local Governance (Roads2SDGs) to provide support to quality assurance and governance reforms components

of CMGP, as among the localization initiatives contributing to the 2030 Global Agenda for Sustainable Development and the attainment of the sustainable development goals (SDGs).

Poor quality of the roads in the rural areas are linked to poverty, and many communities are denied access to basic services because of the lack of roads or poor road networks. Further, road projects are highly susceptible to corruption.

Eventually, the CMGP-Roads2SDGs Project will inform and enhance the prioritization, planning, design, implementation and maintenance of infrastructure projects to the achievement of the SDGs – incorporating the elements of partnership building, climate change and disaster risk reduction, gender mainstreaming, and citizen participation for transparency and accountability, among others.

As of the 2018 CMGP Annual Report, all provinces across the country, except Ilocos Norte, Davao del Norte, and Zamboanga del Sur, were allocated funding for road projects through the CMGP. For Funding Year 2018 alone, there are 225 CMGP projects, amassing a total road length of 542.45 kilometers.



CMGP and Roads2SDGs bring forth better life opportunities across generations





A Road is Not Always Just a Road:
**Paving Opportunities
 Toward Sustainable Development
 in the Dinagat Island**



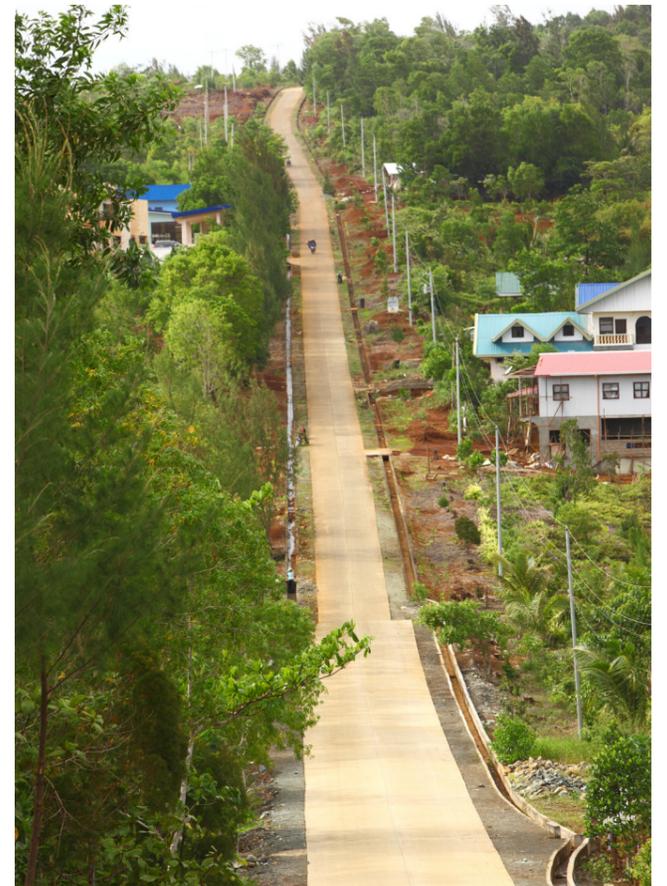
Above photo: A peaceful atmosphere reigns as the Dinagat Island's unspoiled nature provides a sense of tranquility that is difficult to find anywhere else. Below photos from L-R: A RoRo docked at the San Jose Port; One of the many pristine beaches of the Dinagat Island; A known landmark in Dinagat Island is the PBMA's "Divine Master's Shrine"



AT THE BREAK OF DAWN, the Prussian blue waters of the Surigao Strait greet travelers as drops of rain start to fall. The small-town charm of the province emanates as soon as boats dock at the Port of San Jose, the provincial capital of the Dinagat Island. Fishermen drag their boats to the water's edge as they prepare to head out, and the townsfolk flock to the market to buy the day's fresh catch and other necessities. Midmorning, the sun glares down as vendors line up along the roadside, and vehicles stock up on imports from the mainland goods to be delivered across the island, and all of this made easier through good roads.

Is a road just an everyday utility that gets people from one point to another? For the people of Dinagat Island, a road is something more: an opportunity that can pave the way to a better life. Though sustainable development seems challenging- even daunting- for the Dinagatnons, it is possible with a passion for progress and a burning love for their own land.

The Dinagatnons come from various parts of the country who have chosen to settle here for various reasons such as religious affiliations and the tranquil lifestyle. This idyllic island province is also home to the Lumad, the indigenous people. This unique blend of cultures along with its natural bounty and the warmth of its people confer an easy charm on the province. However, life here is not free of challenges. Dinagatnons also have their fair share of difficulties including underdeveloped public spaces and infrastructure.



A portion of the Cuarinta-Luna Road.



The unfinished yet functional public market found at the town center of San Jose.

In Dinagat Island, the lack of a solid road network linking the surrounding communities to the provincial capital is the main concern. In this vein, one of the recent major road developments of the province is the Cuarinta-Luna Road, supported by the Department of the Interior and Local Government (DILG) through the Conditional Matching Grant to the Provinces (CMGP), in partnership with the United Nations Development Programme (UNDP).

The Cuarinta-Luna Road traverses 3.079 kilometers and connects the National Highway to the provincial capitol in Cuarinta, San Jose. In effect, the road brings the provincial government closer to its constituents.

Mud Stains of the Past

Prior to the road construction, the path was muddy and rocky, dangerous to traverse even during the day, and a significant challenge for those who use it.

A strong matriarch of her family, Salvacion Tasa recounts the hardships that came with the undeveloped road. She is mother to a young girl, Janet, who goes to Cuarinta Elementary School beside the road. *“The weather here in Dinagat is very unpredictable, and my daughter would often skip school when it rained because of how difficult it was to get there.”*

Signs of relief linger on Salvacion’s face as she continues to reminisce; *“We used to ask; will the road here ever be cemented? Because it’s difficult! We would walk going to San Jose,”* she winces. *“It would take me two hours by foot to get to the town center in San Jose just to buy what we needed for the week.”*

The alternative was not much better: a perilous and pricey ride on a *habal-habal*, or unregistered motorcycle, whose wheels often get stuck in the mud.

Provincial Engineer Fe Botanas relates her difficulties of going to work at the capitol, a burden shared by many other provincial government employees. *“Options for us were very limited, such as riding a habal-habal or walking to work every day. The driver would charge us forty pesos – or kwarenta.”* the engineer remembers.

To help her co-workers, Engineer Botanas recalls she *“... had set up a shuttle service for government employees, because [of their limited options]. This solution proved to be very unsustainable because the shuttle would break down due to the state of the [old] road.”*

As talks and plans of a new road started to come to fruition, the members of the community were called for an assembly. Initial reactions of the community was a mix of relief and gratitude, even if it meant that some of them would be directly affected. The local government made sure that the inputs of the community were heard and addressed properly. Although the project’s implementation meant that some residents had to leave their homes to submit to the right of way, they did so willingly and were compensated properly.

Photos from L-R: The local DILG team at the unfinished Executive Building of the province where the DILG office is also located; Government Employees riding a habal-habal to work



Employees of the provincial capitol on the Cuarinta-Luna Road that directly connects the capitol to the national highway

Tales of Triumph by the Roadside

The greatest contributions of the improved Cuarinta-Luna Road include easier access to education, faster travel times, business opportunities and financial stability, safety, and transportation and access.

Rolinda Sempolawpe, a grade school teacher at Cuarinta Elementary School, explains, *“It was challenging for both students and teachers to go to school due to poor road conditions prior to the project. During construction, added difficulties in roadworks and noise due to its proximity to the school may have been challenging, but we adapted to it, because it is part of development.”* At the end of the day, teachers and students enjoy reduced travel times from their homes to the school and back.

With the good condition of the road, Janet, Salvacion’s daughter, no longer skips school when it rains. And now that the road no longer poses a risk to motorcycle transport, Salvacion decided to invest in her own motorcycle, which she uses to pick Janet up from school. She also gets to visit the town proper anytime as it is now only 15 minutes away.

LGU employees like Engineer Fe are also spending less time on the road. *“Travel time [is] much faster... back then, it took a while. When we go to the capitol, it took us 30 minutes. Now that the [CMGP Road] is here, it just takes us 7 to 10 minutes, and we’re already there. It’s a big deal.”*

Local businesses, including small, family-owned businesses are also starting to flourish. Rosie Magdasoc, who has recently set up a small eatery along the road that caters to passersby and employees of the nearby capitol building, reminisces: *“Before, the road was really dangerous, that’s why only a few people pass by. Now, it’s a huge help, because those who want to pass through, may do so as the road is no longer rough. The road is now beautiful.”* The entrepreneurial Rosie saw the development as a chance for greater financial stability for her family, and she took this opportunity to start a business which is now thriving.

Before, travelling safely through the rough road to get to the capitol and the town center had been a major issue for the locals. Now, while there are still limited options to get to the capitol, most of the residents of Cuarinta and Luna opt to take a tricycle, many of which have recently started plying the route.

Currently, the Cuarinta-Luna Road is in the maintenance phase as the contractor fulfills its obligations to repair the road for any damages for a year after its completion. Engineer Rachel Aguilar devotedly supervises the maintenance of the road hands-on, and makes sure that it meets the standards set by DILG CMGP.

Photos from L-R: The road is currently in the maintenance phase; Rolinda with her students at Cuarinta Elementary School; Rosie tending to the patrons of her roadside eatery.



Governance Works: The Road Ahead

Without a proper road network, it has been difficult for the provincial government to properly serve its constituents. The Cuarinta-Luna Road project has been truly helpful for the people of Dinagat Island in maintaining a connection between the government and its people. Dr. Aimee Jimeno, Provincial Veterinarian and Officer-in-Charge of the Administrative Department of the provincial capitol notes that CMGP also empowers engineers and LGU personnel by providing them with capacity development activities such as technical workshops on local road management, and public financial management. *“[The CMGP Road] is not just a road, it also became a bridge for the people who wants to take part in the programs of the government.”* Dr. Aimee shared.

The construction of the road also helped improve tourism campaigns. A burning passion is evident in the eyes of Danilo Bulabos, Provincial Tourism and Cultural Officer, as he talked about his work and the goal. He asked; *“Why [should I] develop other places where I was not raised? I am here. That’s the beginning. We don’t want to be the same as other places.”* This brand of uniqueness is the core of the Dinagatnon identity, and for him, sustainable development through tourism is the dream.

Danilo also shared that this year alone, there are four funded convergence projects in partnership with the Department of Public Works and Highways (DPWH) and the DILG, under the Build, Build, Build program. The roads were chosen not only to improve access in other areas of the province, but also because they lead to jump-off points of multiple tourist destinations. Among these are the construction of the coastal road of the Municipality of Basilisa, the concreting of roads in Cagdianao, as well as the upgrading of roads and bridges in the towns of Loreto and Libjo.

Now, Engineer Fe is working hard to get more roads funded, and more projects to start construction. She, along with her team in the Provincial Engineering Office (PEO) and the rest of the Local Road Management Team (LRMT), have drafted a five-year Provincial Governance Reform Roadmap (PGRR) with mentorship and coaching by a UNDP-deployed Governance and Institutional Development Specialist (GIDS), to further enhance the road network of the province. *“We will go straight to tourism as our end [goal]. We’re also concerned [with] the environment, with our mission of [being a] globally competitive province in terms of environmental [responsibility].”*

Photos from top to bottom: Provincial Engineer Fe Botanas with Dr. Aimee Jimeno; Construction of CMGP Roads in Dinagat Island



Opportunities and Chances

Opportunities begin with a road that solves multiple issues faced by many people on a daily basis. Roads provide a chance for the people of Dinagat Island to live a more stable life, and the CMGP Cuarinta-Luna Road lays the groundwork for this new beginning.

Working hand in hand with a more engaged and involved community, the local government improved its capacity to serve its people – not only the residents of Cuarinta and Luna, but the rest of the people of the Dinagat Island. As good roads lead to good local governance, the challenging promise that underlies the ambition of sustainable development on this mystical island province, does not seem so hard to keep after all. ■



Provincial Tourism and Cultural Officer Danilo Bulabos



“We will go straight to tourism as our end [goal]. We’re also concerned [with] the environment, with our mission of [being a] globally competitive province in terms of environmental [responsibility].”

-Provincial Engineer Fe Botanas



On the Road to Bigger Dreams: Better Accessibility Opens Up Communities in Batad, Iloilo



Childhood friends Flordeliza, Freda and Maritess can now enjoy goods, like ice cream, from street peddlers plying their road.

LESS FAMOUS THAN ITS NAMESAKE in Banaue, Batad carves out its own niche by dint of its natural blessings.

Batad is a fifth-class municipality approximately 124 kilometers north of Iloilo City. The two to three-hour drive from the city is a captivating feast of greenery, including scenic fields of corn—Batad’s main agricultural product—and rice reminiscent of an Amorsolo painting. And Batad itself is ideal for a back-to-basics respite, seemingly inviting visitors to relax and unwind under the shade of coconut trees. Adding to its laidback and tranquil vibe is the warm and *malambing* Ilonggo accent of the locals.

The rural community of Batad is still on its way to providing road accessibility to its villages. As in the case of most municipalities in Iloilo, gravel roads are still a common sight there. Barangay Hamod and Barangay Embarcadero, for instance, only had a concrete provincial road on April 2018. Engineer Graciano L. Lucero, the Department Head of Iloilo’s Provincial Engineering Office (PEO), shared that Batad is one of the many municipalities in the province that needs infrastructure support. *“Ang situation ng Iloilo province is 60% of roads namin ay gravel pa, only 40% is concrete.”*

Photos from L-R: The 2.51 kilometers road is the main thoroughfare for residents of Embarcadero and Hamod; Iloilo Provincial Engineering Office Engineering Assistant Micca Mae Parreñas, Laboratory Technician Glyjabelle B. Carbistrante, Engineer IV Isagani Baldeviejo, and PEO Head Engineer Graciano L. Lucero



Dust and Mud as Everyday Adversaries

While roads may be part and parcel of day-to-day life especially in the hustle and bustle of city life, this isn’t always the case for rural communities in the country. For Batad, Iloilo-based childhood friends Flordeliza Badong, Freda Arlante, and Maritess Ladino, the provincial road a few steps from their houses is no less than a dream come true.

“Atat na kami, hindi pa ganito ang edad namin. May sabi-sabi na ginconstruct yung daanan namin. Hindi namin inexpect na mangyari kasi since birth ganun na ang kalsada. Sino ba naman ang mag-akala na magiging ganito kaganda ang kalsada namin.” shares Flordeliza, a local of Barangay Hamod in Batad, Iloilo.

Maritess, 41, and Freda, 32, Barangay Hamod locals and childhood friends of Flordeliza, recall the ordeal they went through because of the lack of concrete roads in their village.

swirled in the hot breeze; stuck to clothes and hair; was easily inhaled, imperiling health; and also made its way into residents’ houses.

“Grabe ang sakripisyo. Syempre perwisyo sa amin. Mas malayo pa ang school namin noon. Bihira pa ang mga tricycle dati.” emphasized Maritess Ladino, a Barangay treasurer and mother of four, who grew up with the ordeal.

During the heavy rainy season, the soil becomes too soft and slippery. Deep, muddy potholes also cause accidents for both pedestrians and those brave enough to ride single motorcycles. The women recalled how common accidents were back then. Residents were always at risk of slipping or falling leaving them dirty, or worse, with injuries. The resilient residents, however, made do with a “road” less taken to get to key destinations.



Travelling to buy goods for small businesses is now possible



The road leads to a pathway to the Embarcadero Elementary School

They may have left school years ago, but they still have fresh memories of having to trudge barefoot through the muddy road for an hour just to get to school, and of needing to wash the smelly, sticky mud off at the school’s deep well before donning their carefully wrapped footwear and going to class. Neither did summer days bring relief because in the dry season, dust from the road

“Doon sa taas, sa bukid. Sa gilid ng NHA na pabahay kami dumadaan.” Freda points to a steep slope lined with tall grass and *makahiya*. While the area is considered a shortcut to the center of Batad, they still warned of thorny grasses that can wound, especially when going down the slope.



The provincial road is parallel to the basketball court where resident sun-dry their corn harvest.

Dream Come True

The everyday ordeal of residents finally ended in 2017, through the Junction National Road (JNR)-Batad-Embarcadero Road rehabilitation and concreting project under the Department of the Interior and Local Government (DILG) Conditional Matching Grant to Provinces (CMGP) and United Nations Development Programme (UNDP) Road2SDGS program that seeks to promote good governance by supporting infrastructure projects.

The 2.51 kilometers concrete road provided a two-lane thoroughfare for the combined 282 households of the two barangays which also plays host to public and private housing projects for typhoon Yolanda victims. The road also serves as shortcut to Estancia, which is the jump-off point to up-and-coming tourist destinations such as

Sicogon Island. It also became a thoroughfare for bikers and tourists who want to camp in the breathtaking Alapasco Dam.

Not only did the concrete pavement make it easier to traverse the two villages, it also connected the barangays to the national highway and the nearby fish port in Estancia, which worked well for the fishing community of Barangay Embarcadero. The village overlooks Bayas Island and Sicogon Island. Surrounding waters teem with a wealth of commercially valuable fish including *tanigue*, *asohos*, *kasag*, *gumaa*, *bulao*, *lambiyao*, and *sapsap* among others. It is bordered by part of the vast Visayan Sea, the source of income for Embarcadero local residents such as Efren Pacardo.

Photos from L-R: Each purok in Barangay Embarcadero has its own road decorations made of recycled materials; Corn is the primary agricultural product of Barangay Hamod.



“Mahirap makapasok dito pag umuulan. Pero ngayon, makapasok na ang mamimili kasi maganda na ang daan.”
-Efren Pacardo

Fishermen like Efren Pacardo (right) can easily sell their catch to buyers or in the nearby Estancia port.

Road to Economic Opportunities

On a typical day, Efren and fellow fishermen take to the sea at 3:00AM, targeting Batad’s marine bounty and aiming to return at noon. The boat that 41-year old Efren uses is owned by his *mamimili* (buyer). On an average day, Efren and his buyer sell Php 1,000 worth of catch which they split after they deduct gasoline expenses, usually amounting to Php 300. On a bad day, the catch will just be enough for food on the table and offset the cost of gasoline.

Efren shared how difficult it was to sell his catch. The poor road conditions of the past- especially during the rainy season- significantly constrained the fishermen’s market, limiting it mostly to buyers within their Barangay. This despite the fact that Batad is not very distant from the Estancia port. With the road concreting, buyers from neighboring barangays can now bring their vehicles to purchase fish from Embarcadero fishermen.

“Mahirap makapasok dito pag umuulan.” said Efren. *“Pero ngayon, makapasok na ang mamimili kasi maganda na ang daan.”*

The concrete road also made it easier for Embarcadero residents to transport their catch to market places, such as to the center of Batad or at the Estancia port. A number of them, like Cora de Julian, 32 and Jofiel Arambulo, 25, eventually became buyers and sellers of fish. They narrated how it used to be impossible to bring fish to marketplaces because of the muddy, pothole-ridden road. In the summer, dust from the road would make its way to the fish pails—if the pail would even reach the port without splattering. Like Efren, the two mothers also used to be fishermen; they saved up a small capital to buy and sell fish. *“Ngayon, mabilis lang talaga. Five minutes lang pagkahuli, pwede na idiretso sa merkado.”* remarked Cora.

Photos from L-R: Fresh catch of the day; Cora de Julian and Jofiel Arambulo have become fish buyers.





inspection of materials, surveys, construction, monitoring and final reporting. DILG Iloilo and UNDP also held frequent site inspections and constant monitoring with or without PEO.

For PEO, the hard work easily pays off when they see smiles from the beneficiaries whenever they are on-site. Engineering Assistant Micca Mae Parreñas was approached by an old lady during her shift to monitor concrete pouring. *“Sabi nya, Ma’am, salamat gid. Before daw sya mamatay, at least nakita nya yung daanan na naging semento.”*

The feedback is easily reflected in the barangays, as Hamod Barangay Captain Francis Alarcon and Embarcadero Barangay Captain Flanny Baylon rally their constituents in maintaining the road through scheduled cleanups and beautification initiatives, in which the residents readily participate. The barangay captains also shared that the road also made the maintenance of peace and order easier. The road made it possible for members of the Lupong Tagapamayapa or Barangay Justice System to patrol the entire stretch of the Barangay, unlike previously where they are only assigned to a purok near their homes because of the difficulty in nighttime mobility.

For Barangay Hamod’s Flordeliza, Freda and Maritess, the road opened their lives to bigger opportunities inside and outside of their Barangays which they and their families

can build on. The mothers share that they frequently remind their kids to strive hard in studying, as Flordeliza tells her children: *“Magpasalamat kayo, ngayon mayroon na kayong magandang daan, may mga sasakyan nang dumadaan. Kami noon, bibihira ang araw na hindi kami naglalakad papuntang eskwelahan.”*

Engineer Graciano Lucero also pointed out that quality roads can become a life-changer for beneficiaries. *“With CMGP, talagang malaki ang naitutulong nya to improve the road network. Of course, alam naman natin how important yung accessibility in terms of improving the lives ng ating kapwa Filipino, especially sa rural areas. Napakalaking tulong.”*

Providing quality, efficient and reliable roads go beyond infrastructure support. For residents of Batad in Iloilo, provincial roads create legacies for generations, serving as pathways to better opportunities and bigger dreams. ■



Students are now a few minutes away from Embarcadero Elementary School.

Fruit of Collaboration and Good Governance

The PEO and the provincial DILG further validated the plight of the rural communities through the various consultations where the two offices conducted pre-implementation. The findings kept the team motivated to adhere to the high-quality standards of roadworks.

Unlike the situation before where LGUs had distinct quality standards, the Road2SDGs and CMGP program mandated the use of quality standards set by the Department of Public Works and Highway (DPWH). It also helped that the program includes various capacity building interventions for implementers. Engineer Lucero said that the PEO were recipients of various CMGP trainings, not only for enhancing their technical capabilities, but also for improving project management and leadership.

Engineer Isagani Baldeviejo shared that the frequent and close coordination with the contractor, DILG Iloilo, and UNDP paved the way for them to ensure the quality of road construction- from bidding,



Photos from top to bottom: Iloilo PEO Engineering Assistant Micca Mae Parreñas in a meeting with officials of Barangay Hamod; Hamod Barangay Captain Francis Alarcon and Embarcadero Barangay Captain Flanny Baylon; Jonelyn Taboada shares the sales from her store increased after the road project.





“We Can Walk While Looking at the Sky, and Not Fall on our Feet”:

Paved Roads Improve Lives in Kalinga’s Margins



OLD ROAD

Conquering Dugpa’s roughest roads to provide social services



NEW ROAD

Farm-to-market roads traversing hills and valleys in Tabuk, Kalinga

BORDERED BY THE HILLS of Isabela and the proud ranges of the Mountain Province, lie the flatlands of Tabuk City, the fifth-class city capital of Kalinga and the second municipality to achieve the status of cityhood in the Cordillera Administrative Region (CAR).

Long considered as one of the major food baskets of the region, the city capital’s thriving agricultural sector continues to set it apart from neighboring provinces. Its vast rice granaries and rolling hills filled with coffee and fruiting trees warmly greet passersby, while holding the promise of nourishing the tables of Kalinga households and the rest of Luzon. Historically the home of Kalinga tribes, Tabuk City plays host to a melting pot of culturally diverse people who are descendants of early migrants from the Mountain Province, Ilocos Sur, La Union, and Zambales, among other nearby provinces

While the province’s economic potential cannot be disputed, Kalinga still faces roadblocks in equitably providing social services to its most remote barangays. Of its 153 barangays spread across a total land area of more than 3.2 million square kilometers, more than 30 barangays are still categorized as inaccessible. Spelled out, this means thousands of households still have limited access to electrification, health care, and sanitation services.

Given that agriculture is Tabuk City’s primary livelihood, its smallholder farmers and farm laborers heavily rely on market connectivity and basic socio-economic services in order to achieve good quality of life. The lack of development infrastructure such as farm-to-market roads and paved provincial highways has long hampered the efforts of smallholders to acquire quality agriculture inputs for their farms, and to get their harvests into various town centers. The bottom line is that far too many smallholders failed to escape the clutches of poverty.

The Impossible Dare to See a Roadless Life Lightly

“Back then, we stopped hoping that our rough roads will ever be concretized. Maybe it will happen... but not in this lifetime.” sighed Antonio Paquel, resident of Barangay Cabaruan in Tabuk City.

For decades, residents from the most isolated areas had no choice but to brave the muddy and often unsafe paths by foot in attending to their day-to-day errands. *“When I was a child, our pathways were all lined by tall and sharp grasses that would leave us cuts on our way to school. Our mother would make us wear shorts while walking as the mud would stain our uniforms, and she would need to wash them clean. It is only in the schools where we change to our required clothing.”* Isabela Omeccas, President of Bantay Rural Improvement Club (RIC), and a resident of Barangay Cabaruan, recalled.

The lack of paved roads also negatively impacted the residents’ self-esteem. *“Sometimes, we would go to the Provincial Capitol wearing more formal pants— only to be muddied while we are on our way. It seemed to me that our attempts to look decent and be recognized were all useless.”* Rogelio Cambri, a Barangay Councilor from Sucbot, explained. *“Teachers complain that they cannot wear high heels, and are discouraged to wear cosmetic products if they come from the muddiest and dustiest of places. What they had caked on their faces was the thick layer of dust particles from the rough road.”* Glorita Bayangan, a Barangay Councilor from Sucbot, jested.

But unpaved roads in Tabuk- as the business people and entrepreneurs there know all too well- have significantly impacted the prospects for business.

“Back then, we would have to personally carry heavy loads of rice harvest from our farms and brave the rough and muddy road to sell our produce. Our buyers would never reach us in our farms. Life’s hard for us here.”

Editha Backong, a Barangay Councilor from Cabaritan, lamented. “We would need to push trucks carrying our fertilizers and farming inputs uphill, so that we can improve our yield... only to find out that we cannot transport all of our harvest back to the city center because of the thick and rocky pathways. We also did not have drying pavements, leaving the harvest rotting in our backyards.” Salvador Anga-angan, Barangay Captain from Cabaritan, added.

Worse, apart from impeding the communities’ socio-economic growth, the lack of paved roads also curtailed access to health facilities- posing added risks to those who need medical attention. The sobering stories of many expectant mothers in Tabuk are a testament to this. Pregnant women residing in the most remote barangays often fell victim to the insurmountable distance they needed to journey, to reach the nearest hospitals. Many ended up delivering their babies without the supervision of health professionals.

“I knocked on a house once... asking their help as I was about to deliver my child. Sometimes, women would lose their children during risky childbirths done alongside the unpaved roads. We do not usually make it to the hospitals seven kilometers away. Further, the rocky and muddy pathway pose added risks as it was too bumpy.” Rosa Hortelano, Barangay Councilor from Cabaruan, recalled. While most expectant mothers need to endure an hour of travel in the most rutted roads to reach the clinics, Cabaruan’s rough roads had witnessed grim cases of spontaneous abortions.

Hog-raising provides extra income for residents of Barangay Cabaruan.



Back from the city center: trucks transporting farmers and their agricultural produce through the newly paved roads.

Better Late Than Never

With a combined length of roughly 20.85 kilometers—connecting the roads of Tabuk, and Pinukpuk, Kalinga, the improvement and upgrading of the Laya-Cabaruan-Sucbot-Magaogao Provincial Road; Cabaritan-Dugpa Provincial Road; and the Rehabilitation of Bulanao-Laya-Balong Provincial Road in Tabuk City, and Pinukpuk, Kalinga marked the day when the agricultural landscape, as well as the lives of the people changed, moving forward.

While the roll-out of the project was not spared from criticism, community-led efforts were initiated to secure cooperation among all project-affected persons. “The objections, and negative opinions were always there—particularly in the issue of right of way, and the failure of residents to see the bigger picture. However, we needed to make them understand that this project will be beneficial for the entire community, and for the generations after us.” Antonio Paquel, resident of Cabaruan, relayed. “Community elders decided to discuss and resolve issues with concerned residents themselves. Joined by the officials from the barangay, we were able to compromise and settle our concerns.” he added.

Woman councilor in Cabaruan laments difficult road conditions before the CMGP project



Concrete roads: a miracle in a Tabuk elder’s lifetime.

On Well-Being and Compromised Community Welfare

Moreover, the residents’ seclusion compromised the security of communities. “Rebels used to roam around our area. It was hard for the authorities to patrol our barangay, given the muddy hills they need to traverse to reach us.” a barangay official from Barangay Cabaritan, confided. “At the same time, our barangay tanod and staff were not able to do patrolling work regularly especially in the most remote areas.” he added.

While these roadblocks to development can no longer be ignored, intensified efforts on infrastructure development, social empowerment, and participative governance have been undertaken to sustainably address development goals in Tabuk’s most remote areas.

Overcoming Mud, Rocks, and Ruts

Upon the completion of the road works in 2018, it cannot be denied that Tabuk City residents began to enjoy opportunities for social integration and economic empowerment.

Now, more than ever, children are encouraged to go to schools and finish their studies, as they now have

Lack of roads impede rural development: residents report compromised access to social services.



“We do not carry our crops atop our heads anymore. Sometimes, our buyers are the ones who go to our farms, and we do not even have to go to them.”

-Barangay Councilor Janeth Bangibang

paved roads to walk on. “My eight children now can go to school wearing their uniforms. On luckier occasions, they can even share a ride on passing vehicles.” Shirley Nagida, a mother from Barangay Cabaruan, says with satisfaction. Among others who also expressed delight are the teachers who can now wear sandals and make-up to work.

Residents have acquired their own motorcycles and service vehicles to aid them in transporting their harvests to the city center. “We do not carry our crops atop our heads anymore. Sometimes, our buyers are the ones who go to our farms, and we do not even have to go to them.” Janeth Bangibang, a Barangay Councilor from Cabaruan, added. “Now, food peddlers can now reach us here. Come to think of it, we have the right to taste ice cream in this scorching heat too.” Barangay Captain Anga-angan, joked.

The utilization of the improved provincial roads as drying pavements for rice allows farmers to minimize losses due to spoilage and increase their profits. “A Cavan of unhusked rice quadrupled its value at PhP 20 compared to the original five pesos, or even less. Sweet potato, string beans, and malunggay were sold at ten centavos. Now, I get Php 1.50 for each. Cumulatively, I get an increase of Php 300 in sales per day.” Loreta Pangangad, a woman farmer from Cabaruan, said in awe.

As the roads developed, more residents were enthused to acquire concrete houses sheltering them from the worsening climate conditions. “We were not able to do it before. Can you just imagine bringing hollow blocks in batches... under the circumstance of our roads then? Now it is easier.” Barangay Captain Anga-angan, added.

“We can walk while looking at the sky, and not fall on our feet.” shared community elder and RIC President Floreta Aklan. Civil Society Organizations (CSOs), such as the Rural Improvement Club in the barangay, were also inspired to initiate road beautification activities. “We placed small plant boxes made out of tires, and planted gumamela flowers... these now line our concrete roads. Hopefully, when the government and other visitors pass by, they will be very happy to see the improvements.”

The dedication and collaboration of all stakeholders in Tabuk City was foundational to the success of this initiative. The timely and effective implementation of the road works leveraged on true-to-ground understanding of Tabuk City’s social fabric— more importantly their plights for development action. In retrospect, heeding to the call for innovation and synergy in governance has set apart the Kalinga showcase, among others in the pipeline of meaningful infrastructure projects.



Team work makes the dream work: representatives from the Provincial Engineering Office, Project Planning and Development Office, and DILG Provincial Office collaborate to deliver high quality paved roads for residents of Tabuk.

Kalinga's Dream Team

Leading the formulation of the Local Road Development Plan (LRDP) – the Project Planning and Development Office (PPDO) from the provincial capitol of Kalinga, teamed up with the DILG-Provincial Office of Kalinga (DILG-PO), and brought together representatives from key departments of the provincial capitol to form the Local Road Management Team (LRMT). “Senior officials and technical support staff from key departments were invited to participate in the overall planning, implementation, and monitoring of the KALSADA (2016) and CMGP (2017) Projects.” Flor Moldero, LRMT Lead, and Provincial Planning and Development Coordinator of the provincial capitol reported.

Ensuring that the pipelined projects pave the road towards delivering sustainable and inclusive development to the most secluded barangays, co-leading with community representatives became instrumental to gaining each household’s support to the project. “We have done extensive community consultations on the ground prior to conducting road surveying, and the development of detailed engineering design. Crucial to addressing relevant issues arising from the constituents are the participation of barangay and CSO partners– including the United Church of Christ in the Philippines– Kalinga-Apayao Religious Sector Association (UCCP-KARSA), and the All Tribes Ministries Church (ATMC).” she added.

“CSOs and community members must not only play the role of a critic when it comes to development projects. We should be equipped to join monitoring efforts, as well as act as agents of accountability to safeguard the interest of our citizens.” Rev. Leomer Carino of UCCP-KARSA, imparted. “We were part of the groundbreaking event, up until the inauguration of the paved roads.” Rev. Norman Taynan of UCCP-KARSA added. “There is a need to stress the importance of understanding the cultural context and traditional values of concerned communities in governance projects. We should support our government in effectively communicating project objectives and benefits to the people.” Pastor Ricardo Macanas, Jr. from the ATMC, and the Provincial Council on Values Formation iterated.

Quality Never Comes Second

The team worked hard to incorporate lessons learned and best practices of those implementing past projects and from previous experience. “We adopted internationally-recognized standards in the planning, construction, and monitoring activities for the project. Where problems were identified in the ground level, the PPDO, along with the Provincial Engineering Office (PEO) and DILG-PO make it to a point to go on-site to resolve issues.” the LRMT reported.

“Capacity development activities were launched for our project engineers to catch up on the latest technologies – from geotagging, road inventories, technical skills training, and road audits... the application of learnings from the Philippine Rural Development Project (PRDP) on the quality control remained key in ensuring we build sturdy roads– all of which we developed under this project, passed the Field Density Tests (FDTs).” DILG-Kalinga Provincial Director Engineer Meyer Adong, stressed.



Photos from top to bottom: Local coffee processing plant in Tabuk City; Tabuk farmers work under the scorching heat to prepare produce for the market

Participative and Proactive Governance Works

Collaboration through strengthened internal working mechanisms must be espoused by project management teams, as this is critical to ensure timely project completion. “Several offices in the provincial capitol must be well-represented to ensure that each is accountable to their own special purpose allotment. Detailed physical and financial performance action plans– with activities, budgets, and timeframes, serve as the basis for everybody’s performance. During our meetings, we assess how far we have done, and monitor commitments.” the LRMT lead explained. “Provincial offices need to know what is happening in the local level– from start to end, to ensure quality and consistent monitoring of the field offices... particularly on compaction, and posting updates.” the DILG-PD restated.

It becomes evident that the practice of strategically involving relevant actors within enhanced governance structures allowed for the complementary sharing of technical expertise that can solve critical implementation gaps. This innovation in governance has built an ecosystem that served as a check and balance mechanism instrumental to the Kalinga road works’ success.



Consultation meeting held by the CMGP Team - onboarding community members and other stakeholders in the team.

Roads Moving Kalinga Forward

While there are still a lot of communities to reach, Kalinga has gone a long way in delivering improved quality of life to its constituents.

This showcase of Kalinga’s three road rehabilitation and improvement projects proves that taking to heart unique human situations can bring forth unique community solutions– and how each solution can transform the potential of an entire region.

Through participatory governance where one would need to take multi-stakeholder collaboration at the center, as well as ensure that transparency and accountability mechanisms are in place, duty bearers can remain in the frontlines, delivering sustainable development impact to those who need it the most. ■



Moving people. Paved roads provide Tabuk farmers access to the city center and nearby municipalities.

A Quick Look at Roads2SDGs and CMGP



Governance Reforms Processes

- Developed Guidelines for the Provincial Assessment Workshops (PAWs) and Formulation of Provincial Governance Reforms Roadmaps (PGRRs)
 - Mentored/coached 78 Provincial Local Road Management Teams (LRMTs) in the crafting of their PGRRs
 - As of March 2019, 76 PGRRs out of the 78 provinces have been adopted by their respective Sangguniang Panlalawigan.

Quality Assurance

- 314 projects endorsed and covered by Roads2SDGs have been completely subjected to QA assessments
- 243 engineers trained on Quality Assurance (Engineers from DILG-CMGP PMO, DILG Field Engineers, Engineer partners from PASUC, Engineers on-call for Mindanao G-HUBS, and UNDP Regional Engineers)

Citizen Engagement

- 102 local institutions have been given orientation on the G-HUBS as a consortium and platform for jointly engaging with LGUs
 - 66 CSOs
 - 1 PO
 - 33 Academic institutions
 - 2 Private sector

Citizen's Participation and Engagement: A Peek at the Numbers

Local Government Units

- More than 1000 stakeholders engaged at the provincial level
- 78 Provincial Local Government Units engaged (including 18 of the 20 poorest provinces in the country)
 - Each Provincial LGU and respective Road Management Teams are usually composed of 10-20 provincial functionaries and CSO representatives

The Academe

- Engaged 65 Engineers from State Universities
- From mid-July until the end of December 2018, engineers from State Universities were engaged through the Philippine Association of State Universities and Colleges (PASUC) for the Pilot Testing of the Quality Assurance Manual and tools

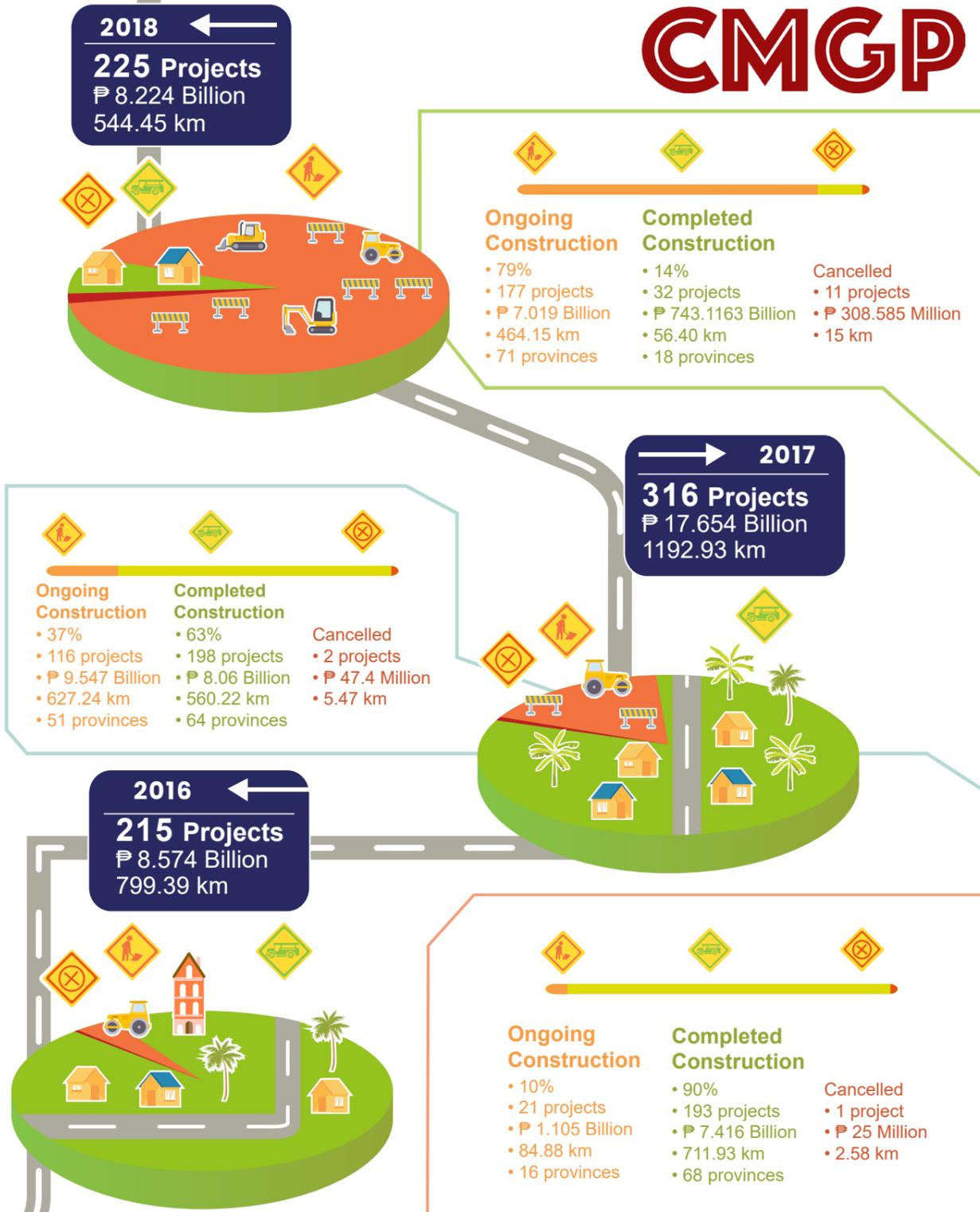
G-HUBS

- Formation of Governance HUBS (Holistic Undertakings Bridging Solutions for Governance) in all of 16 regions
- 3 G-HUBS orientation workshops conducted during 3rd and 4th Quarter of 2018
- G-HUBS are platforms for consortium between and among non-state actors to assist the LGUs within their respective areas of coverage/influence
- G-HUBS Orientation workshops were attended by 117 individual participants
 - 71 CSOs
 - 1 PO
 - 43 Academic institutions
 - 2 Private sector
- Participants came from 102 local institutions
 - 66 CSOs
 - 1 PO
 - 33 Academic institutions
 - 2 Private sector institutions

Key Results

Program Coverage and Overall Status

| Program Coverage | | Ongoing Construction | Completed Construction | Cancelled 11 project P 308.585 Million 15 km |
|---|--------------------------------------|----------------------|------------------------|---|
| → 81 provinces | → 97.6% obligation rate | → 79% | → 14% | |
| → 756 projects | → 97.4% delivery rate | → 177 projects | → 32 projects | |
| → P 34.426 Billion Total Program Allocation (2016-2018) | → 86.6% physical accomplishment rate | → P 7.019 Billion | → P 743.1163 Billion | |
| → 2,536.77 total kms | | → 464.15 km | → 56.40 km | |
| | | → 71 provinces | → 18 provinces | |





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Published by:
 CMGP Program Management Office
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