

EXECUTIVE SUMMARY

The Community-Based Forest Management Program (CBFMP) revolutionized forest development and rehabilitation efforts of the government when it was institutionalized in 1995 by virtue of Executive Order No. 263.

Before the adoption of the CBFM approach, the sole motivating factor of contract reforestation awardees was primarily financial gains. With the implementation of the Forestry Sector Project (FSP) using CBFM as its main strategy to rehabilitate the upland ecosystem, it empowered beneficiary communities economically, socially, technically and politically while transforming them into environmentally responsible managers. The tenurial right to develop subproject sites alongside the various inputs from the Subproject deepened their commitment to collaborate with other stakeholders in the implementation of these subprojects.

The Lamut Watershed is one of the three sub watersheds within the Magat River Watershed Reserve. The other two are the Mayoyao and Dumayop. The Lamut Subproject covers the following barangays in Lamut: Bimpal, Jolowon and Nayon, Hapid, Magulon, Panopdopan, Payawan, Pieza, Umilag and Barangays Caba, Luta, Banga and Tupaya in Lagawe : all in Ifugao .

The Magat Watershed Reserve which supports one of the biggest dams in Southeast Asia, the Magat Hydroelectric Dam is in a critical condition but cannot remain to be so because of its significance to economic centers of both Region 2 and the Cordillera Administrative Region (CAR) including the agricultural areas.

The implementation of the Lamut Subproject boosts the rehabilitation of the Magat Watershed Reserve and envisions augmentation of the Magat Dam's hydroelectric power generation with the increase in water resource.

Development activities of various components under Comprehensive Site Development (CSD) totaled to 1,143.02 hectares with a weighted average survival rate of 82.15% and cover previously-denuded portions of the Magat Watershed. Target of 3,027 hectares was not accomplished because of the existence of built-up areas within (commercial, industrial, residential, titled lands, etc.) and also because of the resistance of some land owners to join in the project.

Low or poor CSD performance is also attributed to the failure of the Assisting Organization to discharge community organizing tasks properly to strengthen the People's Organization (BIJONA EFI). The PO's inadequacies, technically and as an organization discouraged some members of the

communities from supporting the Subproject. Unfortunately, the negative impression was reflected on the DENR.

Alongside the objective to rehabilitate the watershed is the intention to transform members of local communities into self-reliant watershed managers and in the process upgrade their socio-economic status. To a certain degree this was achieved through the conduct of several trainings, generation of jobs and establishment of livelihood projects.

In terms of technology transfer, 14 kinds of trainings were held on various subjects ranging from problem analysis, financial management system to livelihood project monitoring among others, that have been availed of by some 395 PO members.

The Lamut Subproject provided jobs within the locality through implementation of CSD activities and infrastructure project. About 65% of labor force came from the locality while a total of 131,559 man days have been devoted to activities ranging from seedling production, site preparation and planting, as well as in the conduct of maintenance and protection activities and infrastructure rehabilitation / construction.

There were 12 livelihood projects established, of which 11 are operational ranging from chicken raising, rice trading, swine dispersal, among others. Linkage with other government agencies for assistance in livelihood management aspect is being strengthened.

The Subproject increased average household income by 45% (10,197.00) from PHP22,712.00 to PHP32,909 out of CSD and infrastructure components and harvests from agro forestry areas.

The farm-to-market road and the concrete footbridges on the other hand provide mobility and ease in the transport of agricultural products for the residents.