

付属資料 D-4 : ステークホルダー協議会記録

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1. PowerPoint Presentation



STUDY ON RAILWAY STRATEGY
FOR CLARK-METROPOLITAN MANILA
FOR THE GREATER CAPITAL REGION
IN THE REPUBLIC OF THE PHILIPPINES

Stakeholder Consultation Meeting

4 February 2013

Department of Transportation and Communications
JICA Study Team

Programme

1. Opening Remarks
2. Study on Railway Strategy for Airport Express Railway
3. Open Forum
4. Closing Remarks


OUTLINE OF JICA PRE-FEASIBILITY STUDY

Study on Railway Strategy for Airport Express Railway

1. Basic Concept of Airport Express Railway (AER)
2. Route and Station Plans
3. Tentative Approximate Schedule
4. Environmental and Social Considerations

Objectives of This Meeting

- > To explain the basic concept of Airport Express Railway (AER);
- > To explain the route plans and station locations
- > To obtain comments/suggestion of stakeholders on the Project and Environmental and Social considerations.



Comments/suggestion of stakeholders will be taken into account in the Project and the ESIA study.

1. Basic Concept of Airport Express Railway (AER)

Main Features of Airport Express Railway (AER)

Basic Concept of AER (1)



- > Connect directly between CIA and Metro Manila; and,
- > Plan the route within the existing road/track ROW and public lands.

Main Features of Airport Express Railway (AER)

Basic Concept of AER (2)

Items	Description
Maximum Speed	V = more than 160 km/h
Gauge	Standard g = 1,435 mm
Traction Energy Supply	Overhead Catenary
Operation Type	Mixed Operation with Commuter Train

Example for Airport Access





2. Route Plan and Station Locations

Route Plan and Station Locations

➤ Criteria of selection of the route and station locations

- Land acquisition and resettlement
- Construction workability
- Environmental condition
- Passenger demand
- Construction cost and O&M cost

Route Plan and Station Locations

Existing PNR Route

Station	Stn. Distance	Remarks
11	17.0 m	Some Distance
12	2.0 m	Commuter
13	13.0 m	Commuter
14	15.0 m	Commuter
15	4.0 m	Commuter
16	2.0 m	Commuter
17	2.0 m	Commuter
18	5.0 m	Commuter
19	5.0 m	Commuter
20	4.0 m	Commuter
21	5.0 m	Commuter
22	5.0 m	Commuter
23	5.0 m	Commuter
24	1.0 m	Some Distance
25	1.0 m	Commuter
26	2.0 m	Commuter
27	2.0 m	Commuter
28	2.0 m	Commuter
29	2.0 m	Commuter
30	1.0 m	Some Distance
31	1.0 m	Some Distance
32	1.0 m	Some Distance
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98	1.0 m	Some Distance
99	1.0 m	Some Distance
100	1.0 m	Some Distance

Phasing

Legend:

- Phase I
- Phase II
- Station
- Landmark
- Water Body
- Highway
- Road
- Canal
- Drainage
- Other

3. Approximate Schedule

Tentative Approximate Project Implementation Schedule

Activity	Year	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
Selection of Consultant		■	■								
Feasibility Study		■	■								
Preliminary Design and Tender Documents				■							
Land Acquisition & Resettlement		■	■	■	■	■	■	■	■	■	■
Environment Impact Assessment		■	■	■	■	■	■	■	■	■	■
Utility Relocation				■	■						
Selection of Contractor				■							
Construction				■	■	■	■	■	■	■	■
Procurement						■	■	■	■	■	■
Train Operation										■	■

4. Environmental and Social Considerations



Basic Concepts

- Environment – Air, Water, Land, People
- Social Considerations – Involuntary Resettlement

Policy Framework

- National Laws and IRRs
 - Presidential Decree 1586
 - Republic Act 8974
 - DENR Administrative Order 2003-30
- Policy and Guidelines of Funding Agency (WB & JICA Social Safeguards Policy)
 - Environment
 - Involuntary Resettlement

EIA & the Project Cycle

<ul style="list-style-type: none"> Project Conceptualization/ Pre-Feasibility Study Feasibility Study Detailed Engineering Design Project Construction & Development 	<ul style="list-style-type: none"> Site selection, environmental screening, initial impact assessment, scoping Detailed EIA Study and ECC Application Incorporation of mitigation measures into detailed design Implementation & Monitoring of Environmental Management Plan
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Environmental Screening


<ul style="list-style-type: none"> General Geology & Geo-Hazard Assessment Land Use Air & Noise Level Quality Water Quality 	<ul style="list-style-type: none"> Ground shaking and liquefaction, flooding potential Changes due to railway development TSP, PM10, Pb, SO₂, NO₂, CO, O₃ Heavy metals, CN, BOD, DO, Nitrates, chlorides, hexavalent chromium, oil & grease, phosphates, phenols, surfactants, Total suspended solids, coliform
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Baseline Data

<ul style="list-style-type: none"> Geo-Hazards Land 	<ul style="list-style-type: none"> Liquefaction potential in traversed areas underlain by loose, unconsolidated sediments Presence of flood prone areas along the alignment Existing land use types to be traversed – agricultural, commercial, mixed residential-commercial, institutional
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Baseline Data

Air & Noise



- Ambient air qualities are below DENR Standard except O₃
- O₃ (also known as "ground level ozone") exceeded DENR Standard in San Fernando, Angeles, and Malabon Cities.
(Emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors, and chemical solvents are some of the major sources of NO_x and VOC.)
- Noise in all sampling points are below DENR standard

Baseline Data

Water

- High levels of nitrates (Quilangqui, Masasiao rivers), BOD (Calutcut), and coliform (Abacan, Calutcut rivers)
- High levels of BOD (Balogtas, Meycauayan Rivers), chlorides (Bacaué and Meycauayan) and coliform (Bacaué, Meycauayan)
- High levels of BOD, chlorides and coliform (Malabon River)

Initial Impact Assessment

- Air & Noise**
 - Increase in levels of particulate matter and gaseous emissions during construction stage
 - Increase in noise & vibration levels during construction and operation phase
- Water**
 - Increase siltation levels
 - Increase in coliform levels
 - Contamination of groundwater at subsurface sections

Initial Impact Assessment

- Land**
 - Change in land use as a consequence of development
- People**
 - Generation of temporary employment
 - Loss of income
 - Increase in traffic congestion
 - Interruption of service utilities (water, power)
 - Possible spread of communicable diseases
 - Incidence of construction-related accidents

Initial Impact Assessment

- Air & Noise**
 - Increase in levels of particulate matter and gaseous emissions during construction stage
 - Increase in noise & vibration levels during construction and operation phase
- Water**
 - Increase siltation levels
 - Increase in coliform levels
 - Contamination of groundwater at subsurface sections

Scoping

Impact	Construction	Operation	Decommission	Operation
NATURAL ENVIRONMENT				
Land				
Change in land use as a consequence of development	D			MB
Alteration of land due to accidental filling from stockpiles	-B			D
Alignment will pass through sensitive areas	C			D
Leaks from toxic wastes in disturbed dump sites	-B			C
People				
Generation of temporary employment	+S			+S
Commuter trains may ease traffic congestion and boost regional economic activity along the route	D			+S
Displacement of residents (formal & informal)	+A (Outside IFA)			D
	+A (Inside IFA)			D

+ = High to Very High, 0 = Medium to High, C = Unknown at this point, D = Insignificant to Nil
 - = Positive Impact, - = Negative Impact

Scoping

Impact	Construction	Operation	Decommission	Operation
People				
Loss of income (dependant and business operators)	-B			-B
Unjust compensation for properties	C			D
Incidence of construction-related accidents	-B			D
Spread of communicable diseases (e.g., malaria, etc.)	-B			D
Reduction in water flow/quality along riparian banks	-B			C
Interruption of service utilities (power, water)	-B			D
Loss of historical structures (e.g., old PNR Station)	-B			D
Visual intrusion due to erection of structures	-B			-B
Increase in traffic congestion	-B			D

+ = High to Very High, 0 = Medium to High, C = Unknown at this point, D = Insignificant to Nil
 - = Positive Impact, - = Negative Impact

Open Forum

Comments/Suggestions will be much appreciated.

2. Records of Stakeholder Consultation Meetings

2.1. Pampanga/Group 6 (San Fernando, Angeles, Mabalacat)

- 1) Date: January 31, 2013
- 2) Venue: CDC Building 2125, E. Quirino St. Clark Freeport Zone
- 3) List of Participants

No.	Name	Company / Organization
1	Edwin Balong-angey	Philippine National Railway
2	Joel V. Tuliao	Philippine National Railway
3	Eduardo Domingo	Manila North Tollway Corporation
4	Robbie N. Tañada	Manila North Tollway Corporation
5	Joyce Duldulao	Pampanga Chamber of Commerce
6	Victor Allan c. Ilagan	Presidential Commission on Urban Poor
7	Pia Micor	Presidential Commission on Urban Poor
8	Kazumasa Yamaoka	JICA Study Team
9	David D. David	City Planning Office – Angeles City
10	Archie Calma	Fiesta Commercial Inc.
11	Michael Carlo C. Tan	Hausland Development Corp
12	Rommel C. Lacson	National Housing Authority (NHA) – Reg 3
13	Rosanno S. Paquia	CIM Government of Mabalacat
14	Joel V. Manalo	LGU – Mart City
15	Annabelle Herrera	ECOSYSCORP, Inc
16	Ronaldo T. Manipol	ECOSYSCORP, Inc
17	Aldrin T. Gatus	Northrail
18	Cristina Quinalayo	DOTC
19	Bryan Paul A. Encarnacion	Northrail
20	Jesus Enrico B. Salazar	Northrail
21	Jim Jimenez	Pampanga Chamber
22	Alvin G. Garcia	ECOSYSCORP, Inc
23	Koyo Ogasawara	JICA Study Team

4) Highlights of the Open Forum

No	Issue	Response
1	Engr. David, Angeles City: Is the present alignment the same as the previous alignment (North Rail)? Why is there a need for a new study when all the necessary data are already available (including resettlement of affected people)?	<ul style="list-style-type: none"> • Engr. Tina Quinalayo responded that DOTC commissioned the conduct of the JICA Study because it may have a different funding. The JICA Study Team studied several options including the previous railway's alignment. The present study also looked at the connection from Caloocan City to Metro Manila. • Ms. Annabelle Herrera added that the previous study was not funded by JICA. Although it was used as reference, JICA guideline requires confirmation/validation whether said study was compliant to World Bank/JICA guidelines.

No	Issue	Response
		<ul style="list-style-type: none"> North Rail VP Mr. Jess Salazar gave additional information on the status of the North Rail: By March 2011 the new set of Directors appointed by Pres. Aquino recommended the suspension of the Agreement to the DOTC due to operational deficiencies and legal infirmities of the Contract. By June 13 2011 the DOTC rendered an opinion that the amended contract is void; a month before the OGCC rendered an opinion that the amended contract is invalid. Currently there is still an on-going arbitration with previous contractors. Therefore although the alignment that shall be used is still the PNR alignment, the North Rail cannot proceed due to these legal infirmities. It is part of JICA's requirement to do the present Study.
2	<p>PCUP Representative Ms. Pia Micor asked if based on the present study, will there will be other families that will be affected aside from those displaced in the previous project?</p>	<ul style="list-style-type: none"> Engr. Tina Quinalayo responded that the remaining families along the R-O-W from Caloocan City to Mabalacat, which are still around 4,600 families need to be relocated. From Caloocan City to Manila and Makati area it would depend on the required alignment width whether there would be a need to relocate more families
3	<p>Eng. David of Angeles City asked about the required easement from the property line to railway R-O-W so that when they issue locational and building permits they would know the basis, because in the National Building Code, it is not specifically stated (for railroad tracks)</p>	<ul style="list-style-type: none"> Engr. Aldrin Gatus of North Rail responded that they are still in the process of confirmation with DPWH if PNR can be considered as public road, and which type (national, provincial, municipal) Engr. Tina Quinalayo mentioned that in general North Rail is implementing a 3.0 meter easement. However this is not mentioned in the Code. The inquiry was noted and final categorization shall be sought.
4	<p>Mr. Jim Jimenez asked about the timeline (implementation schedule) of the Project, if the presented schedule was only up to Malolos</p>	<ul style="list-style-type: none"> Dr. Ogasawara responded that due to procedures for loan agreement this is the typical schedule Engr. Tina Quinalayo added that time delaying factors are land acquisition, resettlement, and funding because it has to go through an evaluation period
5	<p>Ms. Joyce Duldulao, Executive Director of the Pampanga Chamber of Commerce asked if the implementation period for Phase I can be shortened, because this can affect the development of Northern Luzon. She commented that they have been advocating for connecting infrastructure from Manila to Clark.</p>	<ul style="list-style-type: none"> Engr. Tina Quinalayo added that it would take a longer period because instead of Caloocan as the starting point it would be from Makati (Magallanes). It was also added that the timeline may still change during the Feasibility Study Stage

No	Issue	Response
6	<p>Mr. Victor Ilagan of PCUP suggested that there should be a projection of the remaining affected families that would be relocated so as not inflate the number of informal settlers before the project is implemented</p> <p>Ms. Pia Micor added that there are still unfulfilled commitments to affected families in Brgy. Sto. Niño in San Fernando</p>	<ul style="list-style-type: none"> • Engr. Aldrin Gatus responded that they don't expect any inflation in the number of informal settlers because the vacated areas are secured and security people are responsible for making sure nobody occupies these vacated areas • Engr. Tina Quinalayo acknowledged pending cases in San Fernando and Calumpit and stated that pending concerns should really be settled before the Project is implemented • VP Salazar added that the North Rail as of now is in limbo and as such government cannot spend anything that is not authorized. They are asking DOTC and other agencies to sustain their efforts. They are thankful to the LGUs, PCUP, and NHA who helped address the issue, particularly in the resettlement of affected informal settlers. LGUs must now prepare for relocation so that delays can be minimized. Also suggested development of multi-modal facilities to help in the development of the area. Feasibility Study is important for the project to push through. It is the way to move forward.
	SCOPING	<ul style="list-style-type: none"> • Ms. Annabelle Herrera presented the Scoping Checklist to the stakeholders to ask their opinion on the ratings of project impacts
7	<p>Engr. David asked what the depth of the tunnel (underground section) is because Pampanga has generally shallow water tables</p>	<ul style="list-style-type: none"> • Mr. Yamaoka responded 15-20 meters • Ms Annabelle Herrera added that one of the purpose of scoping during the Pre-Feasibility Study is to determine which aspects of environment must be given more emphasis • Engr. Tina Quinalayo encouraged the participants to look closely at the matrix because whatever they deem as highly negative impact must be addressed during the next stage of the Study
8	<p>Engr. David commented that conversion of existing land use into other uses would be inevitable in areas where stations are to be located</p>	(Comment only)
		<ul style="list-style-type: none"> • There were no objection or disagreement with the ratings of impacts in the Scoping Matrix



VP Jess Salazar and Representatives from the North Rail



Engr. David D. David from the City Planning Office of Angeles City



Dr. Koyo Ogasawara, Mr. K Yamaoka, and Ms. Annabelle Herrera



Engr. Tina Quinalayo of DOTC



Executive Director Joyce Duldulao of the Pampanga Chamber of Commerce



Ms. Pia Micor of the PCUP

2.2. Pampanga/Group 5 (Apalit, Minalin, Sto. Tomas)

- 1) Date: February 4, 2013
- 2) Venue: Benigno Aquino Hall, Provincial Capitol Building
- 3) List of Participants

No.	Name	Company / Organization
1	Edwin Balong-angey	Philippine National Railway
2	Joel V. Tuliao	Philippine National Railway
3	Annabelle Herrera	ECOSYSCORP, Inc
4	Ronaldo T. Manipol	ECOSYSCORP, Inc
5	Victor Allan c. Ilagan	Presidential Commission on Urban Poor
6	Aldrin T. Gatus	Northrail
7	Cristina Quinalayo	DOTC
8	Joyce Duldulao	Pampanga Chamber of Commerce
9	Guillermo Figueroa	LGU – Sto. Tomas
10	Rodgie Rodriguez	Northrail
11	Koyo Ogasawara	JICA Study Team

4) Highlights of the Open Forum

No	Issue	Response
	SCOPING	<ul style="list-style-type: none"> • Ms. Annabelle Herrera presented the Scoping Checklist to the stakeholders to ask their opinion on the ratings of project impacts
1	Mr. Guillermo Figueroa from the Mayor's Office of Sto. Tomas, Pampanga: Will construction activities be on 24 hours operation?	<ul style="list-style-type: none"> • Engr. Tina Quinalayo responded that there might be a need for 24-hour operation for early completion of project. However considerations will be made for residential and noise-sensitive receptor areas.
2	Mr. Guillermo Figueroa from the Mayor's Office of Sto. Tomas, Pampanga: Can we ensure that construction workers who may not be concerned about the environment be prevented from polluting the surroundings?	<ul style="list-style-type: none"> • Annabelle Herrera responded that after issuance of ECC part of the condition is to set up a Multi-Partite Monitoring Team (MMT), which will help monitor waste management of Contractors. The LGUs are part of this MMT.
3	Mr. Guillermo Figueroa from the Mayor's Office of Sto. Tomas, Pampanga: The LGU is requesting for the restoration and preservation of the old PNR station in Sto. Tomas	<ul style="list-style-type: none"> • Engr. Tina Quinalayo recommended that the LGU of Sto. Tomas make official request to the National Historical Commission
		<ul style="list-style-type: none"> • There were no objection or disagreement with the ratings of impacts in the Scoping Matrix
4	Mr. Victor Allan Ilagan of PCUP reiterated their concern regarding the strong possibility of doubling or tripling up of informal settlers to be relocated along the alignment, considering the long period of time prior to start of construction	<ul style="list-style-type: none"> • Engr. Tina Quinalayo responded that although cleared areas are already secured they are still seeking the help of the LGUs on this matter

No	Issue	Response
5	Annabelle Herrera asked the PCUP representative, based on their experience, what is the effective or best way to prevent resettlers from leaving the relocation sites and going back to previous occupied sites	<ul style="list-style-type: none"> • Mr. Ilagan of PCUP responded that they must be provided a good relocation site and a livelihood component.
6	Annabelle Herrera asked the PCUP representative if he can site successful relocation sites or success stories they have handled	<ul style="list-style-type: none"> • Mr. Ilagan of PCUP responded that they have implemented several relocation but can't cite any that was successful in terms of retention of resettlers. Most of the resettlers abandoned the relocation site and returned to cleared areas due to lack of livelihood opportunities • Engr. Tina Quinalayo added that there should be proper monitoring of what has happened after relocation, whether the commitments were fulfilled, and the proper livelihood programs were put in place • Ms. Joyce Duldulao of the Pampanga Chamber of Commerce cited that the relocation site in Pampanga City (Northville) has so far been successful; the City Government provided water and power supply and livelihood component is being worked out. • She also added that relocation of lahar victims in Bulaon and Pandacaqui (Mabalacat) were successful because they got jobs from furniture and garments manufacturers in the vicinity. Thus location is very important. • Mr. Ilagan of PCUP added that livelihood is the main determinant of a successful relocation • Ms. Annabelle Herrera commented that there should be joint effort between implementing agency and the concerned LGUs



Dr. Koyo Ogasawara of the JICA Study Team



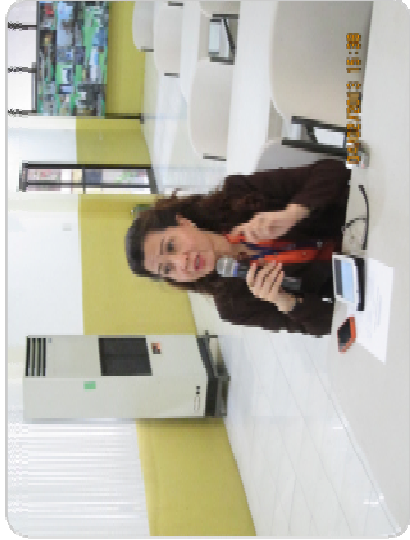
Engr. Cristina Quinalayo of DOTC



Dr. Koyo Ogasawara, Engr. Tina Quinalayo, Ms. Annabelle Herrera, and Mr. Guillermo Figueroa of Sto. Tomas



Engr. Aldrin Gatus of the North Rail



Executive Director Joyce Duldulao of the Pampanga Chamber of Commerce



Mr. Victor Allan Ilagan of PCUP

2.3. Bulacan/Group 4 (Guiguinto, Malolos, Calumpit)

- 1) Date: February 1, 2013
- 2) Venue: Function Room 2, Local Governance Center, Provincial Capitol, Malolos City
- 3) List of Participants

No.	Name	Company / Organization
1	Rodel Lim Rañola	
2	Aldrin T. Gatus	Northrail
3	Simon S. Dabu	Northrail
4	Cesar A. Jonos	National Housing Authority
5	Edwin Balong-angey	Philippine National Railway
6	Bryan Paul A. Encarnacion	Northrail
7	Joel V. Tuliao	Philippine National Railway
8	Jesus Enrico B. Salazar	Northrail
9	Cristina Quinalayo	DOTC
10	Benildo D. Latorre	Presidential Commission on Urban Poor
11	Roman Ranisus	Manila North Tollway Corporation
12	Eduardo Domingo	Manila North Tollway Corporation
13	Wilfred Steven Fernandez	Manila North Tollway Corporation
14	Annabelle Herrera	ECOSYSCORP, Inc
15	Marlon SM Caingay	Provincial Planning & Dev't Office - Bulacan
16	Oscar Gotchalian	Admin Office - Calumpit
17	Rosalie A. Graidia	Admin Office - Calumpit
18	Jose P. Tomas	Admin Office - Calumpit
19	Arcadio P. Sulit	LGU – Guiguinto
20	Briansel B. Faustino	Engineering Office - Malolos
21	Maria Ysabel Pangan	Engineering Office - Malolos
22	Koyo Ogasawara	JICA Study Team

4) Highlights of the Open Forum

No	Issue	Response
1	Mr. Jose Tomas, Administrator of Calumpit - Will the previous project (North Rail) be aborted?	<ul style="list-style-type: none"> • Engr. Tina Quinalayo responded that although the present study follows the alignment of the previous one from Caloocan to Clark nothing is final yet. A more detailed study, which is the Feasibility Study will provide better basis. Only until such time can the Secretary (DOTC) decide what to recommend to the President.
2	Mr. Ed Domingo of MNTC - Is JICA aware that the PNR R-O-W will be utilized by the NLEX-SLEX Expressway Connector?	<ul style="list-style-type: none"> • Dr. Ogasawara - There should be more coordination with DPWH to resolve this matter • Engr. Tina Quinalayo added that there is an on-going talk with DPWH regarding this matter. High level management would be the one to resolve this
3	Mr. Ed Domingo of MNTC - Can the narrow R-O-W along PNR be able to accommodate the radius requirement of trains with maximum speed of 160kph?	<ul style="list-style-type: none"> • Dr. Koyo Ogasawara - It may be necessary to reduce speed of train particularly inside Metro Manila • Engr. Tina Quinalayo added that this will be further studied during the Feasibility Study Stage

No	Issue	Response
4	Mr. Ed Domingo of MNTC mentioned that there is a large area owned by PNR in Caloocan City which can be used as an inter-modal station. As such it may not be necessary to extend the train from Caloocan to Makati since commuters can utilize the NLEX-SLEX Connector to get to said inter modal station and from Caloocan board the train going to Clark	<ul style="list-style-type: none"> • Dr. Koyo Ogasawara - This would need further study and coordination between DPWH and DOTC • Representative from North Rail suggested that there should be close coordination between DOTC, MNTC, DPWH
	SCOPING	<ul style="list-style-type: none"> • Ms. Annabelle Herrera presented the Scoping Checklist to the stakeholders to ask their opinion on the ratings of project impacts
5	Engr. Tina Quinalayo commented that impacts from existing garbage dump sites in Calumpit must be included in the matrix	<ul style="list-style-type: none"> • Ms. Annabelle Herrera noted the suggestion and agreed to add impact to the matrix • Dr. Koyo Ogasawara added that as part of the Environmental Management Plan the Contractors must conduct testing of such hazardous wastes prior to any excavation work
6	From North Rail - How will the project address impact of noise and vibration	<ul style="list-style-type: none"> • Ms. Annabelle Herrera stated that main purpose of scoping is to identify possible impacts so that more focus can be given during the Feasibility Study Stage. It is also during FS Stage that mitigation measures are formulated
7	Mr. Jose Tomas of Calumpit - There is a plan to widen one of the rivers to be traversed by the alignment	<ul style="list-style-type: none"> • Ms. Annabelle Herrera responded that such plans shall be taken into consideration during the FS-level EIA, as part of existing environmental setting
8	From North Rail - Impact on service interruption should be “-A” instead of “-B” because there will be major installations to be affected and as such interruption may take long time	<ul style="list-style-type: none"> • Ms. Annabelle Herrera asked the participants if they agree, and when they did noted that it will be changed in the matrix
9	Engr. Tina Quinalayo suggested to include in the matrix impacts on irrigation canals	<ul style="list-style-type: none"> • Ms. Annabelle Herrera agreed to include it in the matrix



Participants of the Stakeholder Meeting



Engr. Tina Quinalayo



Dr. Koyo Ogasawara



Engr. Ed Domingo of Manila North Tollways Corporation (MNTC)



Calumpit Administrator Jose Tomas and Engr. Tina Quinalayo



North Rail Representatives

2.4. Bulacan/Group 3 (Maycauayan, Malirao, Bocaue, Balagtas)

- 1) Date: February 7, 2013
- 2) Venue: Function Room 2, Local Governance Center, Provincial Capitol, Malolos City
- 3) List of Participants

No.	Name	Company / Organization
1	Jose Rexie R. Cruz	LGU – Bocaue /MPPC
2	Edwin Balong-angey	Philippine National Railway
3	Joel V. Tuliao	Philippine National Railway
4	Shinya Nakamura	JICA Study Team
5	Annabelle Herrera	ECOSYSCORP, Inc
6	Ronaldo T. Manipol	ECOSYSCORP, Inc
7	Simon S. Dabu	Northrail
8	Cristina Quinalayo	DOTC
9	Bayani R. Torres Jr.	LGU - Meycauayan
10	Marlon SM Caingay	Provincial Planning & Dev't Office - Bulacan
11	Rae Nestor Vargas	LGU - Balagtas
12	Allan L. Odchigue	LGU - Apalit
13	Edmundo S. Canape	LGU - Marilao
14	Carlos J. Abacan	LGU - Meycauayan
15	Koyo Ogasawara	JICA Study Team
16	Edwin H. Dimalanta	LDU -Apalit

4) Highlights of the Open Forum

No	Issue	Response
1	Engr. Tina Quinalayo raised that there is a portion of the PNR R-O-W in Meycauayan, near Tugatog which was previously used by a battery recycling facility, which contaminated the soils. A Blacksmith Institute (an NGO) will rehabilitate the area by stripping, remediating, and replacing the contaminated soil	(For additional information only)
2	Mr. Jun Torres, from Planning Office of Meycauayan: Previous study of the North Rail project showed that there are road crossings along the entire alignment that will be permanently closed. In the present project are the identified sections for closure be reconsidered?	<ul style="list-style-type: none"> • Mr. Shinya Nakamura JICA Study Team Leader responded that the previous design which included road crossings for closure was at-grade with embankment. Since under the present Study the design being considered is elevated all the way, all crossings underneath the structure will be open (closure is not expected at this point) • Engr. Simon Dabu added that they shall be coordinating with various LGUs to request for documents showing roads (city/municipality or private in case of subdivisions) so that these can be taken into appropriate consideration • Engr. Tina Quinalayo also added that one of the main reasons for the stakeholder meeting is to discuss these types of concerns

No	Issue	Response
3	Mr. Jun Torres, from Planning Office of Meycuayan: Will resettlement be done “in-city” as what was done with North Rail?	<ul style="list-style-type: none"> Engr. Tina Quinalayo responded that during the North Rail a Local Inter-Agency Committee (LIAC) was convened to oversee relocation at Northville resettlement site. Some considerations include availability in existing resettlement areas, funding, and which agency will be taking over (before it was NHA). These will be taken into further consideration during the Feasibility Study (FS) Stage. She also asked if the LGUs present can suggest ways to expedite resettlement such as if there is available funding
4	Mr. Jun Torres, from Planning Office of Meycuayan: Have you also considered ground subsidence as a threat to the project? He cited a study done at the University of the Philippines (UP) which showed that Meycauayan and Marilao are two of those that have relatively fast rates of ground subsidence due to over-pumping of groundwater	<ul style="list-style-type: none"> Dr. Koyo Ogasawara responded that this will be further studied during the FS Stage. Ms. Annabelle Herrera added that as of now there is very limited borehole data to be able to ascertain impact of the project to existing ground subsidence. Considering that the traversed areas are known to be experiencing such, it will be recommended that this be further looked into during the FS Stage
5	Engr. Tina Quinalayo requested the LGUs to inform (the Study Team and DOTC) if they have proposed major projects that might be affected by the present project so that these can be taken into consideration	(Comment only)
6	Engr. Allan Odchigue from LGU of Apali, Pampanga: There are already existing piers, especially in Malolos area, did the design considered the strength of the exposed steel reinforcement bars and concrete of the existing piers, given its long-term exposure to natural environment? Steel for example can lose its strength and certain properties. Will these still be utilized?	<ul style="list-style-type: none"> Mr. Shinya Nakamura JICA Study Team Leader responded that before construction stage, the design, soundness, and quality of existing structure of the North Rail will be checked.
7	Engr. Allan Odchigue from LGU of Apalit, Pampanga: Will there be another consultation meeting after this during the FS Stage? We don't want to have any tragedy such as what happened in Kobe, Japan due to some failure in the structure of an Intersection. He requested that they be updated on this.	<ul style="list-style-type: none"> Engr. Tina Quinalayo responded that there would be stakeholder meetings for every stage of the project. That's why it is very important that stakeholders attend these meetings so that these concerns can be brought up She also gave the hotline numbers of DOTC to the attendees so that if they have further queries they can do so
8	SCOPING	<ul style="list-style-type: none"> Ms. Annabelle Herrera presented the Scoping Checklist to the stakeholders to ask their opinion on the ratings of project impacts There were no objection or disagreement with the ratings of impacts in the Scoping Matrix



Speaker: Dr. Koyo Ogasawara of the JICA Study Team



Speaker: Mr. Shinya Nakamura of the JICA Study Team



Speaker: Engr. Tina Quinalayo of DOTC



Speaker: Ms. Annabelle Herrera of ECO-SYSCORP, Inc.



Speaker: Mr. Jun Torres of the Planning Office of Meycauayan



Speaker: Engr. Allan Odchigue of Aplit, Pampanga

2.5. Metro Manila/Group 2 (MMDA, Caloocan, Malabon, Valenzuela)

- 1) Date: February 11, 2013
- 2) Venue: 3rd Floor Finance Building, Karuhatan, Valenzuela
- 3) List of Participants

No.	Name	Company / Organization
1	Bryan Paul A. Encarnacion	Northrail
2	Aldrin T. Gatus	Northrail
3	Shinya Nakamura	JICA Study Team
4	Edwin Balong-angey	Philippine National Railway
5	Joel V. Tuliao	Philippine National Railway
6	Cristina Quinalayo	DOTC
7	Drac S. Nelson	Valenzuela CEO
8	Annabelle Herrera	ECOSYSCORP, Inc
9	Ronaldo T. Manipol	ECOSYSCORP, Inc
10	Arch. Ronald D. Robles	Valenzuela Planning Office
11	Nelson D. Cena	TEC- Metro Manila Development Authority
12	Rebecca A. Dela Cruz	OAGMP – Metro Manila Development Authority
13	Rolando Eanria	CEO Caloocan City
14	Koyo Ogasawara	JICA Study Team

4) Highlights of the Open Forum

No	Issue	Response
1	Engr. Praceli Nelson, OIC City Engineer of Valenzuela City: Request for higher elevation (vertical clearance) in areas where mixed land uses are present, and roads where container vans are passing through	<ul style="list-style-type: none"> • Mr. Shinya Nakamura, JICA Study Team Leader responded that Initial height or standard vertical height of crossing is 5 to 5.5 m. However if they have special towers (clearance requirement) it would be considered later
2	Engr. Praceli Nelson: Some service utility providers have already started relocating their facilities due to the previous project without any reimbursement from project proponent. How will these affect the future design? Would they need to do another type of ducting system for the utilities? Have the present configuration been studied?	<ul style="list-style-type: none"> • Mr. Nakamura responded that there were information on the affected utilities done by North Rail people. These will be updated using the scheme recommended before project construction. Government has to be responsible for relocating utilities. Further studies will be made.
3	Engr. Praceli Nelson: Considering that service utility providers are operated by private companies and relocating their facilities would entail a big cost to them. Consumers may be the one to be affected. She suggested that a budget for such costs is included during computation of project cost. Engr. Praceli Nelson: Such being the case, considerations must be made for those outside PNR Right-of-Way	<ul style="list-style-type: none"> • Architect Aldrin Gatus added that cost for the relocation of the affected utilities is not included in the JICA budget. Unlike the previous (North Rail) project, which incorporated these costs into the project cost, this time the national government will be the one to talk with the utility providers. • Mr. Tuliao of PNR added that PNR has an existing agreement with the service utility companies that all affected service utilities to be affected by the railway system will be relocated by the concerned company at their own expense;

No	Issue	Response
4	<p>Engr. Praceli Nelson: There is a creek parallel to PNR tracks along McArthur Highway which is being used as an outfall of the City's drainage system. In the previous project (North Rail), this was not considered and only run off was considered. She suggested that this be considered now and said waterway be improved in the future for the benefit of all users.</p>	<ul style="list-style-type: none"> • Engr. Tina Quinalayo of DOTC shared that the Chinese contractors of the North Rail had difficulty in Gov. Pascual area because some portions of Tullahan River due to walls of factories on both sides
5	<p>Engr. Rolando Eduria, City Engineer of Caloocan City: They asked the Chinese group who recently improved railways in Monumento to Maypajo, to increase the elevation of the railway or to provide sufficient canal to (accommodate) surface water from Casili Creek which crosses the railway at various points particularly along 10th Ave, and Maligaya Creek, near their boundary with Manila. Whenever there is rain, flooding along the railways occur, especially between 4th and 5th Avenue. The railway has become a natural basin due to high elevation of 10th Avenue and Grace Park. These also affect various roadways in Caloocan.</p>	<ul style="list-style-type: none"> • Architect Gatus responded that drainage (flooding) concerns, particularly run-offs and outfalls should be taken into consideration not only in the Caloocan-Valenzuela areas but in other areas of McArthur Highway; otherwise the project will be a failure • Dr. Koyo Ogasawara added that in the FS stage, hydrology analysis will be conducted to protect the facilities from flooding. The railway facilities is not expected to affect (existing) flooding condition. In addition drainage system will be carefully considered, both for the run-off from railway and from other areas. • Ms. Annabelle Herrera added that during the FS Stage, whatever the existing volume of water during gathering of baseline data is established will be the basis for designing drainage facilities • Mr. Edwin Balungangui of PNR shared that there is a proposal by PNR to maximize its R-O-W in Grace Park, and put drainage canals on both sides of the property line to serve as collection drains which would eventually drain into existing bridges • Ms. Annabelle Herrera stated that whatever measures to address drainage concerns must be a joint effort between the parties concerned and planned carefully because these will entail cost, which might affect the viability of the project being proposed. She added that these major concerns will be included in the next stage (FS).
6	<p>Architect Robles of Valenzuela City Planning: Showed a Google map and asked if the North Rail alignment, which will cause closure of many roads will be followed.</p>	<ul style="list-style-type: none"> • Mr. Nakamura responded that the configuration of the present project, which is mostly elevated, would not entail any closure of existing roads.
7	<p>Engr. Rolando Eduria, City Engineer of Caloocan City: They would like to request an increase in height of the viaducts for the Caloocan area due to flooding concerns, possibility of raising the roadways, and proper ventilation along the corridor.</p> <p>Engr. Prac Nelson requested that the increase in elevation be also done in Valenzuela.</p>	<ul style="list-style-type: none"> • Engr Tina Quinalayo asked the LGUs to air their concerns and request so that these can be taken into consideration during the next stage.
8	<p>Mr. Nelson Cena from TEC of MMDA asked if the plan by Manila Water to construct an underground Sewerage Treatment Plant very near the Magallanes Station has been considered by the Study</p>	<ul style="list-style-type: none"> • Mr. Nakamura showed a slide showing the typical underground (tunnel) station • Engr. Quinalayo acknowledged that this concern must be (taken into consideration)
9	<p>Engr. Rolando Eduria, City Engineer of Caloocan City: We may have a problem with the standard 5.5m height of the viaduct. In LRT Line 1, many (beams) have been damaged by container vans. In</p>	<ul style="list-style-type: none"> • Ms. Annabelle Herrera responded that more detailed studies will be done during FS, and these concerns would be considered.

No	Issue	Response
	addition, Samson Road, 4 th , and 5 th Avenue may be raised by about 1 m so this has to be (factored in considering the height)	
10	Engr. Praceli Nelson: The Valenzuela City Council will be passing an ordinance requiring Meralco to raise their pole attachment arms to 7.5 m from 5.5m	<ul style="list-style-type: none"> • (For information only)
11	Mr. Edwin Balungagui: shared that there is also a gas pipeline near the railway alignment owned by FPIP	<ul style="list-style-type: none"> • Engr. Quinalayo responded that they will request for copy of gas pipeline plan from the FPIP
12	Engr. Praceli Nelson asked if the express train and the commuter train will be using the same tracks. What if a problem occurs, e.g., commuter train breaks down, and express train is approaching?	<ul style="list-style-type: none"> • Mr. Nakamura affirmed that both types of coaches shall use the same tracks. To ensure smooth running, “passing through” tracks will be provided to enable other coaches to pass even if one gets stuck
13	Engr. Rolando Eduria asked where in Caloocan City the station would be located because he was informed about the proposed NLEX-SLEX Connector.	<ul style="list-style-type: none"> • Architect Gatus responded that it will be in the same PNR station location (Samson Road).
14	Engr. Praceli Nelson asked if the station in Valenzuela would still be retained if there will be no consessionaire because in the (North Rail) project, that was the prerequisite	<ul style="list-style-type: none"> • Architect Gatus responded that, that was before due to business consideration but not the case now due to different funding. Land Use and potential for development would be a main consideration in choosing station location
15	Engr. Praceli Nelson shared that there were two (2) locations suggested by the Mayor of Valenzuela, one is the NFA and the other near Pure Gold.	<ul style="list-style-type: none"> • (For information only)
16	Architect Gatus asked if there will be an impact on land use if the station is built near Pure Gold	<ul style="list-style-type: none"> • Engr. Praceli Nelson responded that the entire McArthur Highway is generally commercial. However space there is very narrow. NFA has a larger space but location is farther north of Valenzuela, near Meycauayan.
17	SCOPING	<ul style="list-style-type: none"> • Ms. Annabelle Herrera presented the Scoping Checklist to the stakeholders to ask their opinion on the ratings of project impacts • There were no objection or disagreement with the ratings of impacts in the Scoping Matrix



Speaker: Dr. Koyo Ogasawara of the JICA Study Team



Speaker: Mr. Shinya Nakamura of the JICA Study Team. To his right is Dr. Koyo Ogasawara.



Meeting Venue: Valenzuela City Finance Center Conference Room



Speaker: Engr. Rolando Eduria, Engineer of Caloocan City. To his right is Ms. Praceli Nelson of Valenzuela City



Speaker: Ms. Rebecca de la Cruz from the MMDA. To her right is Mr. Nelson Cena, from the TEC of MMDA.



Speaker: Ms. Praceli Nelson, OIC City Engineer of Valenzuela City

2.6. Metro Manila/Group 1 (MMDA, Manila, Makati)

- 1) Date: February 13, 2013, 1:30 pm
- 2) Venue: Executive Lounge, 22nd Floor, Makati City Hall
- 3) List of Participants

No.	Name	Company / Organization
1	Daisuke Nanjo	JICA Study Team
2	Hanna Pagio	Makati City, KGU
3	Annabelle Herrera	ECOSYSCORP, Inc
4	Ernesto Camarillo	Makati City
5	Rodney Asinas	Makati City
6	Sherissa Cyrus	Makati City
7	F. Rey M. Alano	DPWH
8	Simon S. Dabu	Northrail
9	Aldrin Gatus	Northrail
10	Cristina Quinalayo	DOTC
11	Rebecca A. Dela Cruz	OAGMP – Metro Manila Development Authority
12	Joel V. Tuliao	Philippine National Railway
13	Aldrin Relleve	Philippine National Railway
14	Violeta Sevos	Makati City
15	Koyo Ogasawara	JICA Study Team

4) Highlights of the Open Forum

No	Issue	Response
1	Ms. Rebecca de la Cruz from MMDA: Is there a possibility that the railway project be extended to the terminal being proposed in FTI?	<ul style="list-style-type: none"> • Dr. Koyo Ogasawara mentioned that the possibility of the extending the proposed AER to the proposed terminal in FTI will be considered in the Feasibility Study stage; • Engr. Tina Quinalayo added that the planned transport terminal in FTI which will be acquired by the Ayala Corporation is aimed to integrate the PNR stations. The strategy of the DOTC to extend the railway to the proposed terminal in FTI is not yet official;
2	Mr. Ernesto Camarillo, Makati City: If the proposed AER is considered to be extended to NAIA	<ul style="list-style-type: none"> • Dr. Ogasawara explained that the Study Team considered several options to extend the alignment to NAIA. Part of the objective of the study is to connect CIA to NAIA. Connection between the two airports was considered in the study. Technical results of the Pre-FS such as cost, height requirement, construction schedule, and the numerous infrastructures to be sacrificed in the area, determined the termination of the extension to EDSA Magallanes. • Mr. Nanjo Daisuke added that during the conduct of the Pre-FS, demand in ridership in the area is not significant to require connection between NAIA and EDSA Magallanes. So it was decided that the terminal station is EDSA Magallanes

No	Issue	Response
3	<p>Mr. Ernesto Camarillo, Makati City: Why is the underground section of the alignment only from Buendia to EDSA and why not from Vito Cruz to Buendia</p>	<ul style="list-style-type: none"> Mr. Nanjo Daisuke explained that the Study Team considered three (3) alternative alignments: 1) At-grade; 2) underground; and 3) elevated. And results of the study showed that the alternative is underground. Primarily because of the expansion of the skyway along the route and a 200-meter bridge will be constructed which will make it very difficult to span over the elevated skyway
4	<p>Mr. Ernesto Camarillo, Makati City: If PNR will still continue its operation during operation of the AER. Will there be an interface? If the PNR will still continue to use its old tracks all the way to Divisoria, and all the way to Caloocan If the interfacing with the PNR and other light railway transport systems such as LRT Line 1, 2, and Line 1 Extension, and the MRT in EDSA has been considered Major drainage systems of Makati City connected to outfalls will be affected by the alignment at Vito Cruz and Buendia; Traffic Management Plan (TMP) should be part of the FS, and it should be well coordinated with the concerned LGUs and MMDA</p>	<ul style="list-style-type: none"> Mr. Nanjo Daisuke said that the PNR will continue its operation even when the AER starts its operation. Yes there will be an interface between the PNR and AER; Yes the PNR will continue to utilize its old tracks; The study focused only on the route alignment. But proper coordination with the affected transport systems operators will be conducted The comment on the TMP was noted by Engr. Tina Quinalayo of DOTC. She also added that the DENR usually requires the preparation of Traffic Impact Assessment as part of the EIA Study
5	<p>Mr. Ray Alano, DPWH PMO-BOT informed the body that the air rights of PNR from Caloocan to Buendia is currently owned by the National Home Mortgage Corporation, and that DPWH is now having talks with them, considering that the NLEX-SLEX Connector Expressway will utilize the air space above the PNR R-O-W</p>	<ul style="list-style-type: none"> Engr. Tina Quinalayo noted the information provided by Mr. Alano; Dr. Koyo Ogasawara added that air rights as well as underground rights will be considered during the Feasibility Study. As of now the focus is only on the at-grade PNR ROW. Coordination will also be done re the Connector during the F/S.
6	<p>Ms. Violeta Seva, Makati City: If the indicative cost of the project was determined during the FS stage and how much would it be; At what stage will the Study Team make recommendation regarding environmental issues</p>	<ul style="list-style-type: none"> Dr. Ogasawara estimated the total project cost at about 6 Billion Pesos, excluding the land acquisition cost and utility relocation; During the FS stage, a full blown Environmental Impact Assessment (EIA) will be conducted in accordance with the Philippine EIS system and the JICA guidelines.
7	<p>Mr. Ernesto Camarillo, Makati City: Request for a representation of the issues and concerns raised during stakeholder meeting since these are just noted for considerations; Mr. Camarillo also suggested that the LGUs be given a copy of the report to ensure that all the issues and concerns raised during the stakeholder meeting are included in the study</p>	<ul style="list-style-type: none"> Dr. Ogasawara ensured Mr. Camarillo that during the FS stage of the project, stakeholder and public consultation meetings will be continuously undertaken. The Proponent must undertake stakeholder meetings during FS stage to gather opinion and suggestions from the affected people. The issues and concerns raised will be considered and then the results will be discussed with the stakeholders. The Study Team will seek the concurrence of the stakeholders based on the results of the study. Engr. Quinalayo noted the suggestion of Mr. Camarillo

No	Issue	Response
8	Arch. Aldrin Gatus, North Rail: He wants to know if there is a “Pabahay Sa Riles” located in Makati City;	<ul style="list-style-type: none"> • Ms. Violeta Seva of Makati City responded that there are no Pabahay sa Riles in Makati City
9	Ms. Violeta Seva, Makati City: What happened to the proposed north rail project; If arbitration proceedings have any effect on the proposed AER project	<ul style="list-style-type: none"> • Arch. Aldrin Gatus, from the North Rail clarified that the contract of the previous Contractor has been terminated and that proposed North Rail Project is under arbitration; • Engr. Quinalayo explained that the main concern between the AER and the North Rail projects is the ROW since the JICA Study Team determined that the most viable alignment to connect CIA to Metro Manila is through the existing PNR ROW
10	Arch. Aldrin Gatus, North Rail: On utility relocation, if what major utility companies are involved in Makati City that will be affected by the alignment	<ul style="list-style-type: none"> • Mr. Camarillo and Ms. Seva of Makati City disclosed that most of the major utility companies such as Manila Waters and Maynilad are present in Makati area where the alignment will traverse, including the gas pipe line of FPIP
11	SCOPING	<ul style="list-style-type: none"> • Ms. Annabelle Herrera presented the Scoping Checklist to the stakeholders to ask their opinion on the ratings of project impacts • There were no objection or disagreement with the ratings of impacts in the Scoping Matrix



Speaker: Dr. Koyo Ogasawara of the JICA Study Team



Venue of the Meeting: Executive Lounge of the Makati City Hall Build-



Speaker: Ms. Rebecca de la Cruz of the MMDA. To her right is Mr. Rey



Speaker: Mr. Ernesto Camarillo of the Makati City LGU. To his right is Dr. Ogasawara, and on his left, Mr. Alano.



Speaker: Mr. Rey Alano of the DPWH PMO-BOT. To his right is Mr. Ernie Camarillo and on his left, Ms. Rebecca de la Cruz



Speaker: Ms. Violeta Seva, from the Office of the Mayor of Makati City