

Department of Public Works and Highways  
Japan International Cooperation Agency



THE FEASIBILITY STUDY AND IMPLEMENTATION SUPPORT  
ON THE CALA EAST-WEST NATIONAL ROAD PROJECT

## **Proceedings of the Second Stakeholders' Meeting**

June 16, 2005

ALMEC Corporation

**Second Stakeholders' Meeting**  
**The Feasibility Study and Implementation Support on the CALA East-  
West National Road Project**

June 16, 2005 @ The Manila Bellevue Hotel, Filinvest, Alabang, City of Muntinlupa

**PROCEEDINGS**

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## **1 INTRODUCTION**

### **1.1 Background**

*The Feasibility Study and Implementation Support on the CALA East-West National Road Project* commenced on January 2005 and since then held two stakeholders meeting. The first stakeholders' meeting was done in March 17, 2005. The general objective of the first stakeholders' meeting was to introduce the project to the stakeholders. Hence, the project was explained to the stakeholders during the first meeting. The schedule of succeeding stakeholders' meeting and expected inputs from stakeholders were also presented therein.

The objective of the second stakeholders' meeting was to present the development scenarios for the provinces of Cavite and Laguna as well as the proposed transport network options for the various development scenarios. The expected inputs of the stakeholders would be used by the study team to identify the preferred transport network option.

### **1.2 Implementation of the Stakeholders' Meeting**

The second stakeholders' meeting was held in June 16, 2005 at the Manila Bellevue Hotel, Filinvest, Alabang, City of Muntinlupa. There were a total of 81 participants (inclusive of 10 study team members) that attended the meeting. A good cross-section of stakeholders from both the public and private sectors were invited. The list of stakeholders of the first meeting, which was drawn up in consultation with the DPWH counterpart team, was adopted for this meeting for continuity on the master planning stage of the study. However, not all the stakeholders were intended for this meeting as other groups of stakeholders are to be invited/consulted only when more information on the road project is available (i.e., road alignments, areas directly affected by the project, etc.) . This list of stakeholders is given in Table 1.1 showing the number of participants that actually attended the meeting. The signed attendance sheets are shown in Appendix A. The meeting followed the program of activities shown in Table 1.2.

**Table 1.1 List of Participants**

<b>Agency/Org</b>	<b>Contact Offices</b>	<b>No. of Participants</b>
DPWH	PMO FS	20
	Planning Service	-
	Region IV A Office	2
	Bureau of Design	-
	Cavite District Engineering	1
	Laguna District Engin'ring	1
DOTC	Planning Service	-
NEDA	Infrastructure Staff	
	Region IV A	-
DENR	EMB Region IV A	2
	PENRO of Cavite and Laguna	1
DILG	Project Devmt. Service	
PEZA	Office of Director General	1
NDC	Planning Office	-
Provincial Governments	Cavite and Laguna	3
City and Municipality Governments.	Local Leaders, Planners and Engineers; 15 LGUs from Cavite; 3 from Laguna; 2 Metro Manila	28
Barangay <sup>1/</sup>	Barangay Chairman	-.
Vendors' Associations <sup>1/</sup>	By LGU	-
Jeepney Operators Associations <sup>1/</sup>	By LGU	
Taxi/FX Associations <sup>1/</sup>	By LGU	
Truckers <sup>1/</sup>	By LGU	
Bus Operators Assoc. <sup>1/</sup>	Southern Luzon Bus Operators Association (not yet invited)	
Partnership of Phil. Support Service Agencies, Inc. (PHILSSA)	National Coordinator (NGO)	-
Community Organization of the Phils. Enterprise (COPE)	Program and Coordinating Office (NGO)	-
Urban Poor Associates	Main Office (NGO)	1
International Infrastructure Rural Reconstruction	Regional Office (NGO)	2
Large Land Developers <sup>1/</sup>	.To be determined	.-
Chambers of Commerce	Cavite and Laguna	5
Homeowners' Associations <sup>1/</sup>	Vicinity of Projects	-
JICA	Manila Office	3
Japan Embassy	Manila Office	1
JBIC	Manila Office	-
JICA Study Team	DPWH Project Office	10
<b>TOTAL NUMBER OF PARTICIPANTS</b>		<b>81</b>

<sup>1/</sup> Appropriate participants can only be determined once the alignment has been identified. It will only be then that they will be invited to the stakeholders meeting. Also, focus group discussions (FGDs) and key informant interviews (KIIs) will be conducted when and where appropriate.

**Table 1.2 Program of Activities of the Second Stakeholder Meeting**

9:00-9:45 (45 min)	Registration
9:45-10:15 (30 min)	Opening Ceremonies <ul style="list-style-type: none"> <li>• Opening Prayer</li> <li>• Philippine National Anthem</li> <li>• Opening Remarks By:                             <ul style="list-style-type: none"> <li>• Hon. Erineo “Ayong” S. Maliksi Governor, Province of Cavite</li> </ul> </li> </ul>
10:15-10:30 (15 min)	Coffee Break
10:30-11:15 (45 min)	Session I: Alternative Development Scenarios <ul style="list-style-type: none"> <li>• By: Engr. Godofredo Galano Study Team Member</li> </ul>
11:15-11:45 (45 min)	Open Forum
11:45-13:00 (75 min)	Lunch
13:00-13:30 (30 min)	Session II: Environmental Framework-Social and Natural Environment <ul style="list-style-type: none"> <li>• By: Mr. Alvin Madrid DPWH Counterpart Team Member</li> </ul>
13:30-13:45 (15 min)	Open Forum
13:45-14:30 (45 min)	Session III: Alternative Scenarios for Regional Transport Network <ul style="list-style-type: none"> <li>• By: Mr. Carmelino Tizon DPWH Counterpart Team Member</li> </ul>
14:30-15:00 (30 min)	Open Forum
15:00-15:15 (15 min)	Closing Ceremonies Closing Remarks <ul style="list-style-type: none"> <li>• By: Engr. Emil K. Sadain Director, DPWH PMO-F/S</li> </ul>
Moderator: Mr. Faustino Sta. Maria Coordinator, DPWH Counterpart Team	

## 2 OPENING REMARKS

### Province of Cavite

*By: Hon. Erineo "Ayong" Maliksi  
Governor  
Province of Cavite*

The honorable Governor Maliksi delivered his opening speech in Tagalog. He acknowledged the presence all the participants and expressed his appreciation for the holding of the Second Stakeholders' Meeting. The highlights of this speech are presented below as follows:

- The governor gave some brief updates on relevant infrastructure projects in Cavite. These included the incorporation of the Daang Hari Road in the East-West alignment (as per original alignment). He also mentioned the use of the Bilibid area for a possible access to SLE and ultimately to Laguna.
- Another project is the R1 extension on the coastal area of the province. The contractor of said project had some problems in the past but resolution is apparent with some local banks as fund sources and construction is expected to start within 2005.
- The CALABARZON Expressway project is also moving with former Governor Mandanas (now congressman) of Batangas supporting the project. The project will be implemented under a BOT scheme and funding is from local sources.
- The LRT Line 1 extension project, however, is still pending but that his office is closely following developments of this project.
- A Memorandum of Agreement has recently been signed by the provincial government with communication companies such as GLOBE and SMART to provide a computer-based traffic information system where commuters can be informed on the actual traffic situation in Cavite.

The governor then went on to thank all the stakeholders present for their participation in the study and assured them that the provincial government is continuing its effort and cooperation in developing the province.

### **3 THE PRESENTATION SESSIONS**

#### **3.1 Alternative Development Scenarios**

Engr. Godofredo Galano, JICA study team member for the *Feasibility Study and Implementation Support on the CALA East-West National Road Project*, gave a presentation on the alternative development scenarios for the study area. The handout materials distributed to the participants on his presentation are given in Appendix B.

The presentation covered the possible development scenarios for the study area and their respective socio-economic framework. The topics are as follows :

- The study area and the planning zones used;
- Contributors to the CALA regional development;
- Inputs to scenario building;
- The three development scenarios being Case 1: Following the Current Trend (dependency on Metro Manila), Case 2: Driven by New Urban Center Network, and Case 3: Driven by Industrialization;
- Population in the area and the case comparison of project population till year 2030 with map presentations of the distribution of population in the area till year 2030;
- Current employment rate and its projection till 2030 with map presentations of the distribution of case comparison for employment at residence and at workplace;
- Current enrollment rate and its projection till 2030 with map presentations of the distribution of case comparison for enrollment at residence and at schoolplace;
- Increase rate of motor vehicles per capita; and
- Map presentation of car ownership and its distribution in the study area till year 2030.

#### **3.2 Environmental Framework – Social and Natural Environment**

Mr. Alvin Madrid, a DPWH counterpart member, presented environmental framework considered for the study. The discussion was done in two parts; the Natural Environment profile of the study area and the Social Dimension of the project. The objectives for each presentation are as follows:

- (a) Objectives for Natural Environment review
  - To provide a general natural environmental profile of the study area; and
  - To identify the potential negative impacts of road network in the study area including impact type and factors of impact.
  
- (b) Objective for Social Environment review
  - To provide an overview of the socio-economic characteristics of the study area aimed at developing guidelines for initial screening to select “priority” alternative scenarios; and

- To establish the social acceptability of the proposed project.

The following Natural Environment profile of the study area was presented:

- Climate;
- Topography;
- Geology;
- Erosion hazard;
- Hydrology and flooding; and
- Land cover.

In addition, the pollution level in the study area was discussed based on the results of the survey conducted in selected stations. Air quality and noise level of the area was shown based on the results of the survey conducted in the study as well as from the results from the monitoring stations of the Department of Environment and Natural Resources (DENR). Water quality, on the other hand, was presented based on the results of the sampling taken from the Imus River and the Ylang Ylang River in three different points.

Other natural environment aspects presented were the following:

- Potential negative impact due to the road project;
- Environmental laws and regulations; and
- Next step for the study, which would cover the evaluation of potential environmental impact of alternative road networks and selection of road project for feasibility study.

For the social dimension of the study area, the following were presented:

- Activities undertaken/methodology used;
- Population of the study area;
- Results of the residents' interview survey (RIS) conducted;
- Social environment scenario of the area;
- Social dimension and constraints in the area;
- Guidelines on resettlement planning; and
- Next step for the study, which includes a detailed study on the scale of land acquisition and resettlement when the alignment has been decided, the conduct of socio-economic survey of project affected persons, and the preparation of a resettlement plan with appropriate compensation plan.

For the RIS results, the highlights on the perceived benefits revealed that residents identified the three important benefits to be accrued from the project as: (a) more business opportunities, (b) employment opportunities, and (c) working efficiency due to time travel saved. Perceived negative impacts, on the other hand, were identified to be: (a) relocation, (b) loss of work, and (c) loss of livelihood.



For the approval rate of the project, more of the residents gave their approval for the project.

### **3.3 The Alternative Regional Transport Network**

Mr. Carmelino Tizon, a DPWH counterpart member, presented four alternative regional transport network as shown in Appendix B. His presentation covered the following:

- Traffic demand based on survey results, traffic forecast, and traffic assignment;
- Possible network scenarios;
- Preliminary evaluation of all four network scenarios; and
- Road investment, the emergent specialized financing facility, and funding possibilities for CALA roads.

The possible regional transport networks presented were as follows:

- Scenario 1 : Existing road network plan;
- Scenario 2 : Ordinary road grid pattern;
- Scenario 3A: Metro Manila-Laguna Corridor Development pattern;
- Scenario 3B: Metro Manila-Laguna Corridor Development pattern; and
- Scenario 4 : Balanced regional development pattern

As for the criteria used for the preliminary evaluation of the scenarios, the following were used:

- 1) Alleviation of traffic congestion;
- 2) Industrialization impact;
- 3) Realities of implementation;
- 4) Regional development impact; and
- 5) Social environment impact.

The distributed materials of all three sessions are shown in Appendix B.

## 4 OPEN FORUM

### 4.1 Session 1: Alternative Development Scenario

Engr. Godofredo Galano, JICA study team member and presenter of the first session, encouraged the participants to give their reactions on the three development scenarios (i.e., Development Trend dependent on Metro Manila, Urban Core Development with the Municipality of Dasmarinas as the core, and Industrialization Development) presented and to comment as to the kind of development that would be most likely to occur in the study area. It can be one or a combination of two. The highlights of the open forum for this session are as follows:

- Mr. Valentin Guidote, Planning and Development Coordinator of the Province of Laguna, commented that the development that can be considered for the study area should actually be a combination of all three scenarios since they are all happening in both provinces already and it is difficult to separate one scenario from the other.
- Engr. Godofredo Galano, JICA study team member, stated that in the finalization of the development scenario, consideration of all three scenarios will be made.
- Mr. Felicisimo Vierneza, mayor of San Pedro of Laguna, mentioned that other types of policies should be considered by the national government. In Singapore, the cost of the cars is almost ₱ 2M. Changes in policies to discourage car ownership should be considered such as a family entitled to one car.
- Mr. Rene Santiago, JICA study team member, explained that the effect of the scenario on lower car ownership would mean that the need for more roads is not urgent. However, the likelihood in adopting the suggested policy is difficult. Singapore is successful in adopting this policy because it is a one city-one country set up. This is difficult for a democratic country such as the Philippines. Also, one should consider the fact that industries in CALA will slow down since there are car manufacturers in the area.
- Ms. Eden Austria, Planning and Development Coordinator of the Province of Cavite. Reinforced the statement of Mr. Guidote that the preferred development scenario should be a combination of all three scenarios. Consideration should be made as to the local policies particularly the industrialization trend. Another consideration is the plan of the provincial government regarding the industrial belt identified by Cavite is....reduction of 45% population in the more developed and more in the less developed. We must be careful in identifying the study area's industrial axis.
- Mr. Michimasa Takagi, JICA study team member, informed the participants that the study will prepare a desirable scenario with the combination of the three trends. The study team just wanted to show the difference of the scenarios and present the traffic demand. The main issue here is the increase in population. The area will have 9 million inhabitants in the future, a huge increase from its present 4 million population. The challenge will entail the preparation of a desirable transport network catering to the future development of the area as envisioned by all local governments concerned. The spatial development plan of the LGUs are important in terms of their provision of residential, commercial and industrial areas for the future.

- Ms. Luisita Venuiola of the Urban Poor Associates (a Non Government Organization or NGO). Inquired what would be the implication of this project to the informal settlers. The national government has a program for resettlement in this areas, which should have facilities such as road, health centers, water, etc. But what is happening is that resettlement areas are not complete and there are a lot of relocation happening. Moreover, there is no means of livelihood in the area; it becomes a death zone. These are actual experiences in the area. There should be coordination with the various agencies. Most agencies don't have the coordination for the relocation. The NGOs should be part of projects such as this.
- Mr. Faustino Sta. Maria, DPWH counterpart team member and the moderator for the meeting, expressed that the team is concerned with the concerns of the stakeholders. As such, all stakeholders were invited to the meeting. Further, Mr. Sta. Maria informed the participants that during the alignment setting, the study team will be consulting all concerned on the issue of resettlement. People directly affected will be consulted. The next session will give more on the social aspect of the project. He went on to assure the participants that proper consultation will be carried out through the study period.
- Mr. Valentin Guidote came up to question why most of the projects mentioned for the CALA area, none is mentioned for the Laguna side. None is seen on the presentation.
- Mr. Sta. Maria suggested that the question should be reserved for the third session as it is more related to the transport network.
- Mr. Pablo Tolentino, municipal engineer of San Pedro, commented on the national government's industrialization policy mentioned during the presentation (i.e., the banning of industries within the 50 km radius from Metro Manila). This policy is unfair for San Pedro since it is just adjacent to Metro Manila. This policy is not good for his LGU. San Pedro is right now putting up an Industrial Zone in the area. The East-West Road should be connected to San Pedro and not Susanna Heights. There is already an existing road that can be used for the East-West (EW) Road alignment, which can be linked to the Daang Hari Road. This facility has a ROW of 30 meters. The representatives of San Pedro would like to bring this to the attention of the study team for consideration.
- As per Mr. Godofredo Galano, the ban is dependent on the level industrial pollution emitted by the industries. There are many industries being developed within that radius. Regarding the road to San Pedro, there is already an ongoing program under the Cavite-Las Pinas-Laguna Road following the alignment of Daang Hari which is actually going towards San Pedro. Daang Hari will be one of the EW road to be developed. The most likely extension or alignment of Daang Hari is towards Susana Heights because it is the most logical alignment. Second possible alignment is through the Bilibid Area when the national government will develop this area. A major road will be needed for the Bilibid area so the Daang Hari will become a main access for the area. Third possibility is the presence of the Susanna Heights interchange as well as the area between Daang Hari and the SLE. It is an open area because it is government land. These are the possible extensions. But the present plan of developing Daang Hari under the Cavite-Las Pinas-Laguna would be going to San Pedro. So the concern of the representative from San Pedro is already

addressed. There are two EW roads to be developed under this study. The EW road options north of Governor's Drive to be developed – one is the Daang Hari and the other is Salitran road which will be extended until SLE. There is also another EW road south of Governor's Drive with one or two alignment options. Based on the development of the study area, there will be several road network proposals that will have to be looked into but will be related to the capability of the national government as well as some kind of participation of the private sector especially for the expressway. Under the BOT law, the construction financing of expressways will be under the private sector. So, it is dependent on the development strategies that will be looked into under this study..

- Mayor Viernes commented that Daang Hari is almost San Pedro already. And landowner of the Top Golf (134 hectares) is willing to give the ROW. There is also an existing road coming from Cavite going to an exit in San Pedro. There is no need to procure the ROW because there is already an existing ROW.
- Mr. Carmelino Tizon, DPWH counterpart team member, mentioned that the study team got the Comprehensive Land Use Plans (CLUPs) of the LGUs and considered these in the development scenarios. However, some CLUPs (i.e., Bacoor, Dasmariñas, Imus, etc.) have not been updated yet. So, the study team needs to know what is happening now in the area. This is the opportune time for the team to validate the scenarios. Are the LGUs going to devote some lands for industrial development or others? Moreover, population has doubled in the last five years.

## **4.2 Session 2: Environmental Framework**

An open forum ensued after the presentation on the environmental framework of the study area by Mr. Alvin Madrid (DPWH counterpart team member), which covers both the natural environment aspects and social dimension of the area.

- Engr. Jaime Cubillo, municipal planning coordinator of Gen. Trias gave a feedback on the environmental laws and recommended to include the municipal environmental codes of the different municipalities in the environmental planning of the study.
- Mr. Alvin Madrid of DPWH PMO FS assured Engr. Cubillo and the rest of the participants that the DPWH will closely coordinate with LGUs when alignment has been identified and that their municipal codes will be taken in consideration. In this connection, he sounded off a request for cooperation from the LGUs when the department representatives will visit them for consultation and coordination.

## **4.3 Session 3: Alternative Scenarios for Regional Transport Network**

After the presentation of Mr. Carmelino Tizon (DPWH counterpart team member) on the four regional transport network alternatives, the following discussion took place:

- Mr. Jesus Barera, CPDC of Cavite City, made a request to the study team to consider in their Transport Network Scenario the long-term plan of Cavite City to convert Sangley Point as a container port and the reclamation of 200 hectares along

Manila Bay. These projects are believed to be of great help to the industries in the area. They may not be priority projects of the national leadership at present but may be in the future. The present port in Manila is already congested at present. And there are already investors undertaking Pre-Feasibility Studies for these projects.

- Mr. Sta. Maria, DPWH counterpart team member and moderator of the meeting, noted this request.
- Mr. Valentin Guidote, PPDC of the Province of Laguna, noted that the transport network was more on the side of Cavite but traffic congestion happens specifically on South Superhighway Expressway (SLEX). At present, traffic is not heavy from San Pedro to Cabuyao. But the projection shows that Laguna will be having congestion from San Pedro all the way to Calamba. All the developments happen on the side of Cavite and nothing on the Laguna side. This project is called the CALA East West Project but there is no development on the side of Laguna to ease the traffic congestion.
- Mr. Godofredo Galano, JICA study team member, explained that the problem with the corridor is that the area between Manila Bay and Laguna Bay is quite narrow and that the area is heavily urbanized, which makes it difficult to develop a major North-South infrastructure. The North-South road for CALA is the CALABARZON Expressway. It should be noted that the alignment being proposed coming from from Bacoor area goes all the way to Sto. Tomas. Meaning, the development of the CALABARZON Expressway will attract a lot of traffic that is using the South Luzon Expressway – passing the whole of South Luzon Expressway starting from Magallanes all the way south of Calamba. Another north-south road that will be developed would either be a busway or an ordinary road located either east or west of Aguinaldo Highway. So, these developments will already offer some relief for the South Luzon Expressway. The South Luzon Expressway (SLE) is also subject to further expansion. For notation, the SLE from Magallanes to Alabang, there is a service road on both sides. But starting from Muntinlupa all the way to Calamba, there is none. So the SLE could still be widened within its right-of-way (ROW). Within the 60 meters ROW, capacity of SLE can be doubled. With this projection, we could attract investors to look into the improvement of the SLE. Governor Maliksi mentioned that there are unsolicited proposal to develop the CALABARZON Expressway. That is just one project. There are many scenarios that could be done. What is important is that the study has this projection and scenarios wherein government and private sector could come in the picture and to somehow solve the transport problem.
- Mr. Guidote insisted that the provision of a coastal road on Laguna side. He has nothing against the development of the road on Cavite side but with all the scenarios given he expects more problems in Laguna as well. He accepted that improvement of SLE is also good for Laguna.
- Mr. Galano explained that a coastal road as part Circumferential Road 6 (C6) for Laguna has been studied by the private sector. Reclamation will be needed along Laguna de Bay but based on the environmental study for C6, the reactions of the LGUs along the bay was that this project will result in flooding for most towns of Laguna. There was the opposition of the LGUs for the C6 along Laguna. Hence, investors shied away from this project due to the opposition raised by the LGUs.

- Mr. Guidote stated that there was a proposal for C6 to be an elevated coastal road, which would not affect or go against the Laguna Lake Development Authority (LLDA) rules because there will be no reclamation of land and no flooding with this type of road. This was one of the presentation of DPWH to the provincial office. So, this is one project expected to be also included in the CALA transport network presented by the study team.
- Mr. Galano explained that the C6 is possible but not with the presence of the Skyway along SLE. The Skyway was built from Makati until Bicutan. So the coastal road along Laguna de Bay could not be built parallel to the Skyway as it will divert traffic and affect the viability of the latter. If a viaduct for C6 is built, the private investor may not be able to recover its investment. There is also the social and environmental impact of the C6 project to be considered.
- Mr. Faustino Sta. Maria, DPWH counterpart team member, added that there is the Calamba-Laguna Bypass road that is in the pipeline and even ahead of the CALA road project being presented. It is anticipated for the 27<sup>th</sup> Yen Loan Package.
- Mayor Felicisimo Vierendeza of San Pedro reacted to the statement of Mr Galano regarding the opposition of the LGUs on the C6 project. According to him, the LGUs did not oppose the move to reclaim part of Laguna de Bay for a road project. This involves the mayors of Taguig, Binan, and San Pedro. He added, that the study of NEDA was to construct an island or dike through reclamation up to Binan, which would address the siltation problem of the bay. The dike would be about 40 meters wide, which could already be the ROW from Taguig to Binan. Moreover, Muntinlupa is now reclaiming their shore line. And in fact the mayor of San Pedro (himself) is also considering reclaiming the shore of his municipality. In a meeting of the Mayors' League, reclamation was discussed and even Calamba is considering it.
- According to Mr. Galano, the opposition was raised in 1997 when the proponent (MWSS – water system) made a presentation to the LGUs. The proponent wanted to tap the water of the bay/lake as a source for Metro Manila. Laguna de Bay, back then, was already found to be shallow due to siltation. In the end, the investors backed out due to the opposition of the LGUs.
- Mayor Vierendeza informed the participants that residents along Laguna Lake, in his municipality, takes water from the lake and, after the process of filtration, drink the water.
- Mr. Michimasa Takagi of the JICA study team stressed that the issues are on congestion but in this study, the team cannot provide radical solutions or network but can analyze how North-South and East-West roads can contribute to ease congestion. This is the limitation of the study as it has to focus on a project that was picked up from among the projects recommended in past studies. Here the study team would like to get opinions of the participants on Scenario 4 of the road network. The study team is trying to identify the corridors for the East-West and North-South roads. There are corridors for urbanization and industrialization. Based on these corridors, the team is identifying two East-West roads and North-South road. The latter can use the busway corridor on the east side of Aguinaldo Highway or the alignment west side of the highway. He invoked comments/inputs/ideas for the concept network that was presented from the participants in relation to their urban planning or transport planning.

- Mr. Carmelino Tizon added that the ring road from Cavite shown on Scenario 4 would connect to STAR towards to Batangas port. This is an option for the future.
- Mr. Godofredo Galano also added that there is a disadvantage to Scenario 4 road network plan. The governor of Cavite mentioned that there is a move to extend R1 Expressway up to Rosario on the coast side. So part of that ring road will be already developed in that time. And extending it further to SLE and to San Pedro or to Sto. Tomas would need to be looked into and analyzed. There will be problems of ROW acquisition and so many families will be affected. There is the need to look at problems of the project as against the developments in the area.
- Mr. Faustino Sta. Maria informed the participants that the study has a website and encouraged/requested them to send in their comments/ideas. The website address was given; [www.cala-ew.info](http://www.cala-ew.info) .

Mr. Sta. Maria, thanked participants and went on to introduce Engr. Emil Sadain, Director of PMO FS. Engineer Sadain delivered the closing remarks.

## 5. CLOSING REMARKS

*By: Engr. Emil K. Sadain*

*Project Director*

*DPWH PMO FS*

“ It is indeed a great opportunity to be here with the proponent, the study team, the stakeholders, and staff who are here giving comments and sharing knowledge and opinions about the study we are actually working on. So, eventually, the CALA East-West National Road Project is one of the vital projects worked on in the DPWH. And we know for a fact that Cavite-Laguna region is one of the identified significant areas in terms of urban expansion. This actually caters to the plans and program of the government to expanding Metro Manila as well as it actually complement plans and programs of the government of developing or enhancing the industrial estates of the Philippines outside of the 50 kilometers radius of Metro Manila. It was noticed that there are some concerns raised by some of our friends from Laguna. In fact, CALABARZON is actually one of the possibly vital areas for development as far as Central Luzon is concerned. But we actually cannot dispute the fact that Central Luzon is quite different in terms of topography. In Central Luzon, there is the flow of water/floods every time there is a typhoon and the floods are divided into two flows. One is from the heart of Central Luzon flowing to Lingayen Gulf passing Nueva Ecija and Tarlac through Tarlac River. The other flow goes down from Chico River down to Pampanga River. Along its way down to Pampanga Bay, the capacity of the river is limited. So, when Central Luzon is flooded, almost the entire area of Central Luzon is affected. This was aggravated by Mt. Pinatubo. So, there was an influx of industrial estate development in Southern Tagalog. So at this point in time we can come up with an assessment that what was the economic loss of Central Luzon is actually an economic gain of Southern Tagalong, particularly Cavite and Laguna. This economic gain has to be further regulated to maintain the economic development of the area. One of these is the CALA road network, which is actually one of the vital road network for CALA. There are only two major transport corridors which connect CALA to Metro Manila. During peak hour, traffic congestion is already realized.

This study that we are actually working on, gives a sort of relief once it will take off for implementation. Now, the study does not only focus on the study of the road network but will also review the regional development concept for CALA which will eventually help LGUs and business sectors in identifying some development potential and opportunities for CALA. So, with the meeting we have here, this is the second stakeholders' meeting, we are still looking forward to five more stakeholders meetings as we go on progressively in this study. And by September 2006, during the closing of this study, we are anticipating the early inclusion of this project in the Medium Term Public Investment Plan. Immediately upon completion, a detailed design can start and subsequently the construction so as to mitigate the worsening of the traffic condition in the area. With what I have witnessed, and with Governor Maliksi here this morning, it is my opinion that we can come up with a productive and output oriented study.



On behalf of DPWH, the study team, the JICA, and my staff, we would like to thank you all, especially the delegates from the Philippine Chambers of Commerce, from the LGUs with their respective mayors/vice mayors, and also the planning officers of the LGUs concerned, we also have here some representatives from people's organizations (we know that there are still social issues in this undertaking) and colleagues from district offices, your presence here will be significant for the study output

*Maraming Salamat po sa inyong lahat."*

The meeting ended at 4:00 in the afternoon.



**Governor Erineo S. Maliksi  
Province of Cavite**

## Second Stakeholders' Meeting

The Feasibility Study and Implementation Support  
for Cavite-Laguna East-West National Road Project



**Ms. Luisita Vendiola  
NGO-Urban Poor Associates**



**Mr. Valentin Guidote  
Provincial Planning and Development  
Coordinator of Laguna**



**Presenter: Mr. Alvin Madrid  
Environmental Specialist, DPWH PMO  
FS**



**Presenter: Mr. Carmelino Tizon  
Project Coordinator, DPWH PMO FS**

The Feasibility study and Implementation Support on the  
CALA East-West National Road Project

2nd Stakeholders' Meeting

16 June 2005, The Bellevue Hotel, North Bridgeway, Northgate Cyberzone

ATTENDANCE

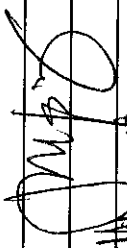





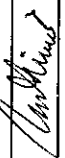

	Name of Participants	Designation	Name of Agency	Telephone #	Signature
	Local Government Units				
01	Hon. Imelda T. Aguilar	City Mayor	Las Piñas City Hall		
Rep.	Ms. Nida Lagrisola	Planning Officer	MPDO	<del>444-1111</del>	
02	Hon. Jaime R. Fresnedi	City Mayor	Muntinlupa City Hall		
Rep.	Engr. Allan A. Cachueta	Planning Officer	CPDO		
03	Hon. Teresita S. Lazaro	Governor	Laguna Provincial Capitol		
Rep.	Mr. Valentin Guidote	Planning Officer	PPDO		
04	Hon. Felicisimo A. Vierneza	Municipal Mayor	San Pedro Municipal Hall		
	Engr. P. Tolentino	Municipal Engr.	Mun. Eng'g Office		
05	Hon. Hermis C. Perez	Municipal Mayor	Biñan Municipal Hall		
Rep.	Adriano C. Cruz	Electrical Inspector	Mun. Eng'g Office		
	David Verdeflor	Inspector	Mun. Eng'g Office		
	Rolando Milan	Zoning Inspector	MPDO		
06	Hon. Ireneo Maliksi	Governor	Provincial Capitol of Cavite		
	Ms. Eden Austria	Planning Officer	PPDO	(044) 419-1469	
07	Hon. Jessie B. Castillo	Municipal Mayor	Bacoor Municipal Hall		
REP	JESUS FRANCISCO	PLANNING OFFICER	MPDO	444-6616	

The Feasibility study and Implementation Support on the  
CALA East-West National Road Project

2nd Stakeholders' Meeting

16 June 2005, The Bellevue Hotel, North Bridgeway, Northgate Cyberzone

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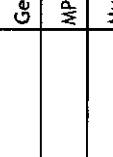
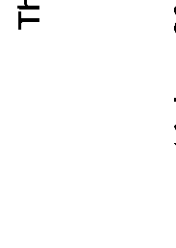



	Name of Participants	Designation	Name of Agency	Telephone #	Signature
	Local Government Units				
08	Hon. Homer T. Saquilayan	Municipal Mayor	Imus Municipal Hall		
Rep.	Engr. Rodel Pelaez	Planning Officer	MPDO	(046) 971-1985 / 0922222977	
09	Hon. Elpidio F. Barzaga, Jr.	Municipal Mayor	Dasmariñas Municipal Hall		
Rep.	Engr. Moises menguito	Planning Officer	MPDC	09126151892	
10	Hon. Walter D. Echevarria, Jr.	Municipal Mayor	GMA Municipal Hall		
Rep.	Hon. Rolando Alvaran	Mun Vice Mayor	GMA Municipal Hall	0946-972-1225	
	Archt Angelito Nuqui	MPDC	GMA MUNICIPAL GOVT	046 890 1221	
	Engr. Carlito Vargas	MPDO	GMA	046 850 1221	
	Engr. Joel Tropa	Mun. Engr.	Mun. Eng'g Office		
11	Hon. Dahlia A. Loyola	Municipal Mayor	Carmona Municipal Hall		
Rep.	Ms. Mildred Purificacion	Planning Officer	MPDO	046-2707005	
12	Hon. Clarito A. Poblete	Municipal Mayor	Silang Municipal Hall		
Rep.	Mr. Romy Alilito	Secretary	Mayors Office	(046) 414-0202	
13	Hon. Bernardo S. Paredes	City Mayor	Cavite City, City Hall		
Rep.	Jesus Barrera	Planning Officer	MPDO	(046) 431-0519	
14	Hon. Federico A. Poblete	Municipal Mayor	Kawit Municipal Hall		
15					

The Feasibility study and Implementation Support on the  
CALA East-West National Road Project

2nd Stakeholders' Meeting

16 June 2005, The Bellevue Hotel, North Bridgeway, Northgate Cyberzone

ATTENDANCE

Name of Participants	Designation	Name of Agency	Telephone #	Signature
Local Government Units				
15 Hon. Renato A. Abutan	Municipal Mayor	Rosario Municipal Hall		
16 Hon. Arlyn A. Torres	Municipal Mayor	Noveleta Municipal Hall		
Rep. Mr. Efren Criman	Planning Officer	MPDO		
17 Hon. Luis A. Ferrer, IV	Municipal Mayor	Gen Trias Municipal Hall		
Rep. Engr. Jemie Cubillo	Planning Officer	MPDO	046-437-8940	
Engr. Norman Bugtong	Mun. Engr.	Mun. Eng'g Office		<i>now did w/ materials &amp; ID</i>
18 Hon. Raymundo A. del Rosario	Municipal Mayor	Tanza Municipal Hall		
Rep. Ms. Corazon Tahimik	Planning Officer	MPDO	(046) 437-7763	
Engr. Jorge Fojas	Mun. Engr.	Mun. Eng'g Office	(044) 437-7041	
19 Hon. Efren C. Nazareno	Municipal Mayor	Naic Municipal Hall		
20 Hon. Melencio L. De Sagun Jr.	City Mayor	Trece Martires City Hall		
Engr. Antonio V. Mendez	City Engr.	City Eng'g Office	(046) 419-0352	
Alberto S. Ararao	Planning Officer	CPDO	(046) 419 2422	

asararao@yahoo.com  
09209216323

The Feasibility study and Implementation Support on the  
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2nd Stakeholders' Meeting  
16 June 2005, The Bellevue Hotel, North Bridgeway, Northgate Cyberzone

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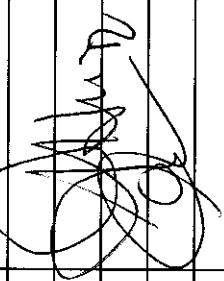


	Name of Participants	Designation	Name of Agency	Telephone #	Signature
	National/Regional Government Offices				
01	Ms. Linda Templo	Director, Planning Service	DPWH, Manila		
02	Mr. Danilo Manalang	Director, Planning Service	Bureau of Design, DPWH		
03	Mr. Bonifacio O. Seguit	Regional Director	DPWH- Reg IV-A		
04	<i>Josephine Bagay</i> EnP Sixto Tolentino Sr.	Regional Director		4810-280	<i>[Signature]</i> 6/16 6/16
Rep	Ms. Salvacion Villanueva	Chief, Envi. Impact Assessment	DENR EMB- Reg IV-A		
05	Atty. Lilia B. de Lima	Director General	DENR EMB- Reg IV-A		
Rep	Mr. Emmanuel Cordero	Information Technology Officer	Philippine Economic Zone Authority		
06	Ruben Reynoso Jr.	Asst. Director Gen.	Philippine Economic Zone Authority	551-3440	<i>[Signature]</i>
			NEDA		
07	Ms. Liberty Abellon	Chief Plan Formulation Group	NEDA Reg IV-A		
08	Mr. Idefonso T. Patdu	Director, Planning Service	Dept of Transportation & Comm		
09	Ms. Rolyn Zambales	Asst Director, Proj Dev Services	DILG		

The Feasibility study and Implementation Support on the  
CALA East-West National Road Project

2nd Stakeholders' Meeting


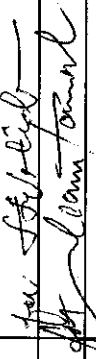




16 June 2005, The Bellevue Hotel, North Bridgeway, Northgate Cyberzone

ATTENDANCE

	Name of Participants	Designation	Name of Agency	Telephone #	Signature
	Provincial/District Offices				
01	Horley Salig	PENR Officer	PENRO Cavite		
Rep	Herbert Nacino	Chief Forest Mgt Services	PENRO Cavite		
02	Atty. Genaro V. Oris, Jr.	PENR Officer	PENRO Laguna		
03	Engr. Roberto R. Bernardo	Dist. Engr.	DPWH Los Baños		
	<del>Engr. EDUARDO</del> LIM	Asst. D.E.			
04	Engr. Angelito Twaño	Cavite District Engineer	DPWH Trece Martires		
Rep	Engr. Romeo Hernandez	Engr III, Chief Planning Division	DPWH Trece Martires		
	Industry Associations				
01	Mr. Apolinar E. Aure	President	PCCI, Cavite		
02	Mr. Eduardo Nicolas III	President	PCCI, Laguna		
	Mr. Gil Abaquin	LIIIP Administrator	LIIIP		
	Mr. Ferdinand Viray	Executive Director	PCCI, Laguna		
	Mr. Virgilo Lorenzo	CARMELRAY I State Manager			
	Mr. Paddy Palomar	CARMELRAY II Administrator			
	Mr. Carlos Bacela	LISP I Admin	WSPI	815-6126	
03	Mr. Manuel Quiambao	President	PCCI, Muntinlupa		

The Feasibility study and Implementation Support on the  
 CALA East-West National Road Project  
 2nd Stakeholders' Meeting  
 16 June 2005, The Bellevue Hotel, North Bridgeway, Northgate Cyberzone

**ATTENDANCE**

Name of Participants	Designation	Name of Agency	Telephone #	Signature
Rep Ms. Maricel Revita	Corporate Secretary	PCCI, Muntinlupa		
Mr. Zosimo Tayabara	Former President	PCCI, Muntinlupa	02-809 23 63	
04 Mr. Ruben L. Tolentino	President	PCCI, Las Piñas		
<b>Non Government Organization</b>				
01 Ms. Jocelyn Vicente-Angeles	Executive Director	COPE Foundation Inc.		
02 Mr. Haley B. Atienza	National Coordinator	Partnership of Phil Support Service Agencies Inc.		
03 Mr. Dennis Murphy	Executive Director	Urban Poor Association		
04 Dr. Pratima Kale	President	IIRR, Silang Cavite		
<b>International Agencies</b>				
01 Mr. Takafumi Yasumoto	Assistant Resident Representative	Japan International Cooperation Agency		
Rep MR. SHIGIRU SUGIYAMA		11	889-7119	
Ms. Joan Salapare	Program Asst.	11	889-7119	
02 Mr. Osamu Murata	Resident Representative	Japan Bank for International Cooperation		
03 Mr. Koichi Sakai	Second Secretary	Embassy of Japan		



The Feasibility study and Implementation Support on the  
CALA East-West National Road Project

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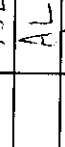

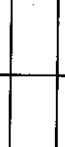

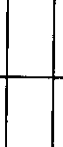




	Name of Participants	Designation	Name of Agency	Telephone #	Signature
	PMO FS Team				
01	Faustino N. Sta Maria, Jr.	Proj. Manager III	DPWH PMO - FS		
02	Ricardo N. Bamerio, Jr.	Planning Officer V	DPWH PMO - FS		
03	Carmelino J. C. Tizon	Planning Officer IV	DPWH PMO - FS		
04	Marieta T. Velasco	Engineer IV	DPWH PMO - FS		
05	Romeo M. Lescano	Economist IV	DPWH PMO - FS		
06	Bella H. Resurreccion	Economist IV	DPWH PMO - FS		
07	Maximo M. Montaña II	Engineer III	DPWH PMO - FS		
08	Generoso S. Alconis	Engineer III	DPWH PMO - FS		
09	Edmundo Mangaoil	Engineer III	DPWH PMO - FS		
10	Rebecca A. Teniozo	Economist III	DPWH PMO - FS		
11	Joel S. Vitoria	Economist III	DPWH PMO - FS		
12	Troilus P. Roldan	Economist I	DPWH PMO - FS		
13	Erwin Almonte	Economic Researcher	DPWH PMO - FS		
14	Cesario C. Vicente	Engineer III	DPWH PMO - FS		
15	Giles Miranda	Engineer III	DPWH PMO - FS		
16	Barley Sali	Engineer II	DPWH PMO - FS		
17	Rene P. Teniozo	Computer Programmer	DPWH PMO - FS		
18	Alvin R. Madrid	Info System Analyst II	DPWH PMO - FS		
19	Ma. Tito Tizon	Economic Researcher	DPWH PMO - FS		
20	Josephine M. Gumboc	Economist I	DPWH PMO - FS		

GILES MIRANDA CE III  
ALTON MANGAOLU ENEN III  
RMO RJ  
RMO - LS

The Feasibility study and Implementation Support on the  
CALA East-West National Road Project

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16 June 2005, The Bellevue Hotel, North Bridgeway, Northgate Cyberzone

ATTENDANCE

	Name of Participants	Designation	Name of Agency	Telephone #	Signature
	JICA TEAM				
01	Mr. TAKAGI Michimasa	Deputy Team Leader / Road Planning / Intersection Planning			
02	Mr. WAKUI Tetsuo	Transport Economy	ALMEC		
03	Mr. KUYAWA Tetsuo	Natural Environment	ALMEC		
04	Dr. HOSOMI Akira	Transport Node Planning	ALMEC		
05	Mr. TAKAHASHI Kenji	Regional Development / Land Use	ALMEC		
06	Mr. KOKUFU Yutaka	Aerial Photo / Map			
07	Mr. Rene S. Santiago	Institution / Organization / Finance			
08	Mr. Godofredo Z. Galano	Road Administration			
09	Ms. Nanette T. Abilay	Traffic Survey	ALMEC		
10	Ms. Lynn Sison	LGU Specialist	ALMEC		
11	Ms. Beulah E. Pallana	Relocation Planning	ALMEC		

The Feasibility study and Implementation Support on the  
 CALA East-West National Road Project  
 2nd Stakeholders' Meeting  
 16 June 2005, The Bellevue Hotel, North Bridgeway, Northgate Cyberzone

ATTENDANCE

Name of Participants	Designation	Name of Agency	Telephone #	Signature
Maurelio Remello		SICA	69373469714	
X Zosima A. Calvinkina	Head, Mm. Div. Engg. Office	City Engineers office		
X NEPTALI ARGANA	DATA CONTROLLER IV	PLANNING OFFICE		
X RANDY I. GARCIA		PLANNING OFFICE - MOLT	543-08-05/04	
X IKEDA Yuki	JICA Advisor	DS DPWH	304-	
X EULOGIO B. SANTIAGO	OFFICE OF THE MAYOR	GMA	890-2650	
X ARIEL G. OAES	MUNICIPAL ENGR.	NOVELETA	438-3336	
X DINA MALIA	MPRC	NOVELETA	438-5337	
X ENR. Lorebella Bantuy	City Engr	Cal. Dept		
X GEORGE PERUSA	ENGRS	URS PIMAS	8714572	
X ENISIA T. VENTURA	Staff (LUPA)	LUPA	426-41-16-1618	
X YANEL V. VENTURA	EIA Technical Staff	DENIK-EMB CORPORATION	5228177	
X GIL F. BANTUYA	LDCI (DIRECTOR)	LDCI	5314731	
X RAUL ACAMARA	DIRECTOR	NIER	(00)876-4385	
X TEOFILO A. AYAN	DIC ADE	DPWH, TMC	046 9490058	

Engr. JASMS FRANCISCO ~~VP~~

MPDC

# The Feasibility Study and Implementation Support on the CALA East-West National Road Project

(CALA East-West)

JUNE 16, 2005



Department of Public Works and Highways • Japan International Cooperation Agency



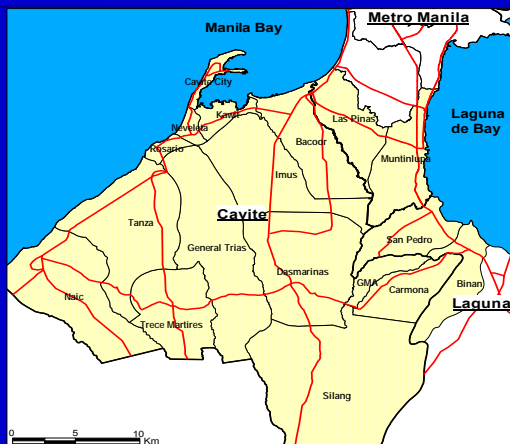
JICA Study Team, CALA East-West National Road Project

## TODAY'S TOPICS

- **Alternative Development Scenarios**
  - Possible development scenarios for the study area
  - Socio-economic framework
- **Environmental Framework**
  - Natural environment condition
  - Social dimension and resettlement planning guidelines
- **Alternative Scenarios for Regional Transport Network**
  - Traffic demand forecast and traffic assignment
  - Possible network scenarios
  - Preliminary Evaluation
  - Road Investment

JICA Study Team, CALA East-West National Road Project

## STUDY AREA



JICA Study Team, CALA East-West National Road Project

## PLANNING ZONES FOR THE STUDY AREA



JICA Study Team, CALA East-West National Road Project

## CONTRIBUTORS TO REGIONAL DEVELOPMENT OF CALA

- Large scale industrial estate development
- Relocation of industries from MM due to the 50-km. radius ban
- Related sub-sectors growth (transport, trade, construction, service, etc.)
- Population influx from MM and affordable middle-income housing
- Population influx from country side

JICA Study Team, CALA East-West National Road Project

## INPUTS TO DEVELOPMENT SCENARIO BUILDING

- NSO data on population and employment
- Dep-Ed and CHED data on enrollment
- LGUs' CLUPs, Dev. Plans, & the Prov. PFPs
- Relevant studies (WB-NEDA Cavite-Laguna Urban Development and Environmental Management Study, etc.)
- Regional Plan
- Integrated Rural Accessibility Planning Project Data (ILO-IRAP III)

JICA Study Team, CALA East-West National Road Project

# SESSION I: ALTERNATIVE DEVELOPMENT SCENARIO

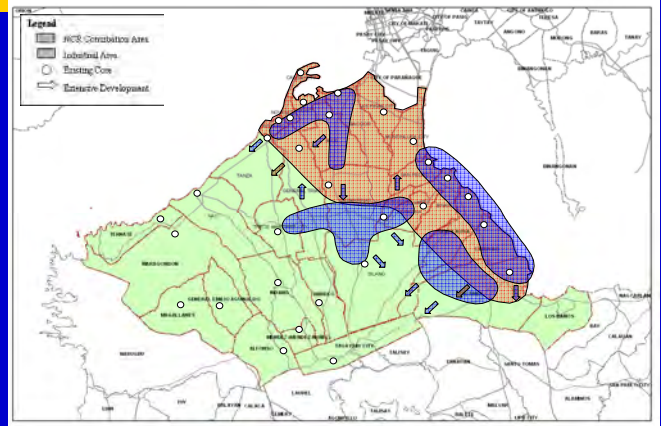
**Scenario/Case 1: FOLLOWING CURRENT TREND (Dependency on Metro Manila)**

**Scenario/Case 2: DRIVEN BY NEW URBAN CENTER NETWORK**

**Scenario/Case 3: DRIVEN BY INDUSTRIALIZATION**

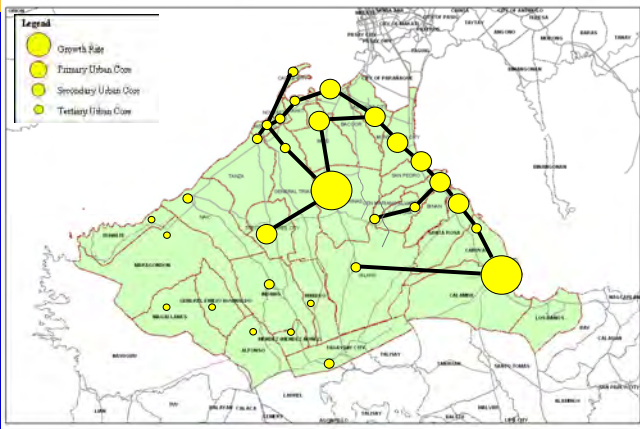
JICA Study Team, CALA East-West National Road Project

## SCENARIO 1: TREND



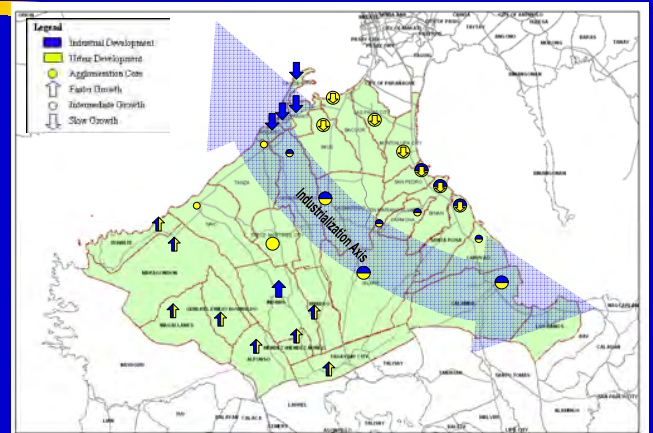
JICA Study Team, CALA East-West National Road Project

## SCENARIO 2: URBAN CORE DEVELOPMENT



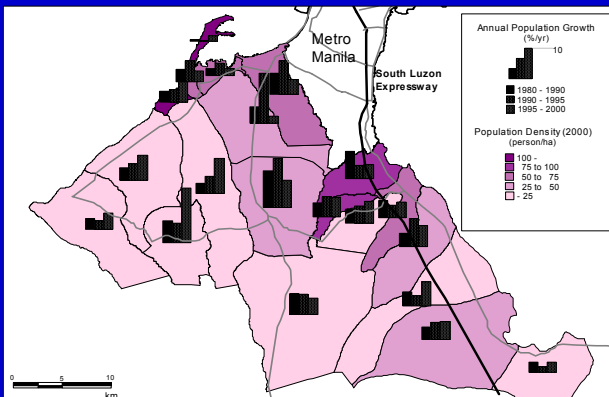
JICA Study Team, CALA East-West National Road Project

## SCENARIO 3: INDUSTRIALIZATION



JICA Study Team, CALA East-West National Road Project

## CALA POPULATION GROWTH TREND 1990 - 2000



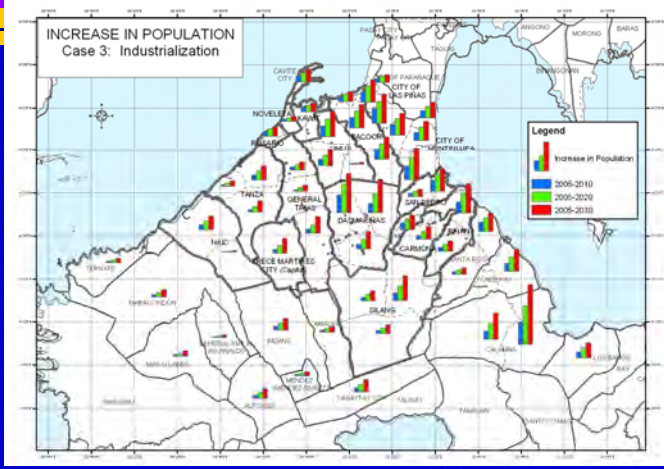
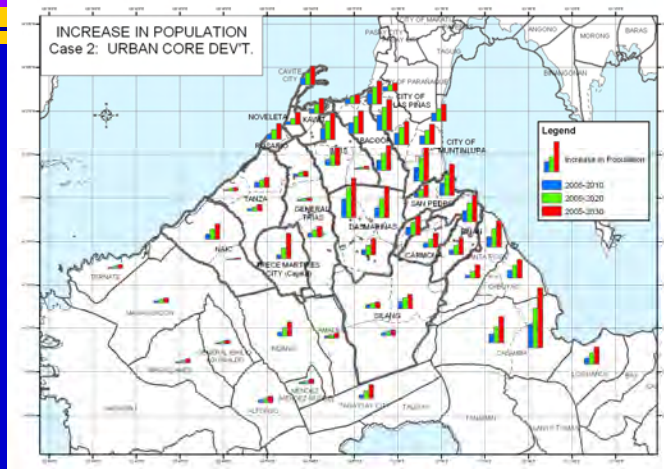
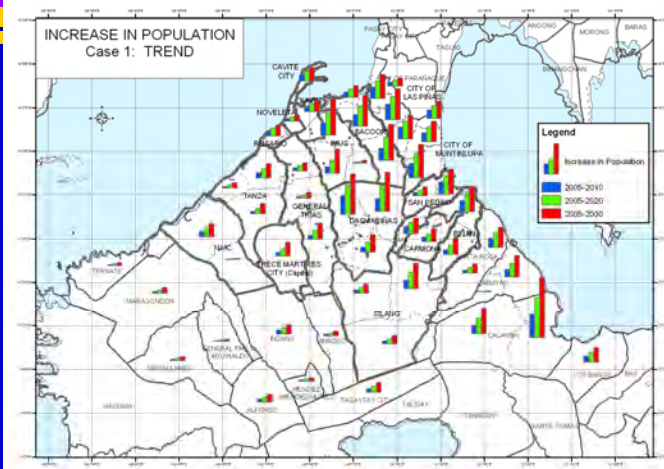
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## CASE COMPARISON IN TERMS OF POPULATION

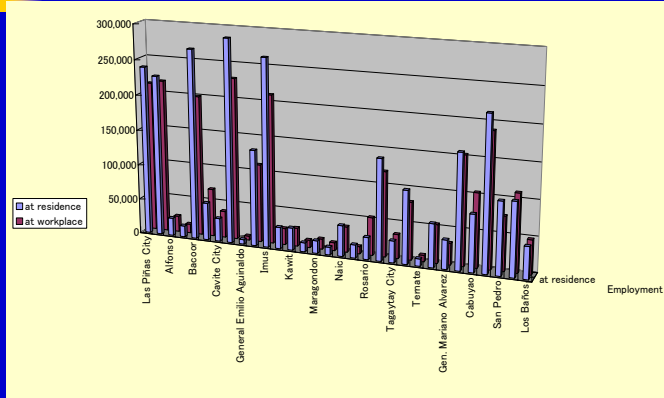
	2005	2010	2020	2030
Case1	5,011,900	6,037,443	7,852,822	9,534,475
Case2	5,011,900	6,026,173	7,851,735	9,532,937
Case3	5,011,900	6,033,646	7,859,069	9,531,557

Source: Projected by the Study Team

JICA Study Team, CALA East-West National Road Project



### CURRENT EMPLOYMENT 2005



### CASE COMPARISON IN TERMS OF EMPLOYMENT AT RESIDENCE

	2005	2010	2020	2030
Case1	1,520,295	1,820,045	2,353,707	2,858,794
Case2	1,520,295	1,879,708	2,468,504	3,072,748
Case3	1,520,295	1,843,347	2,456,697	3,072,636

Source: Projected by the Study Team

