

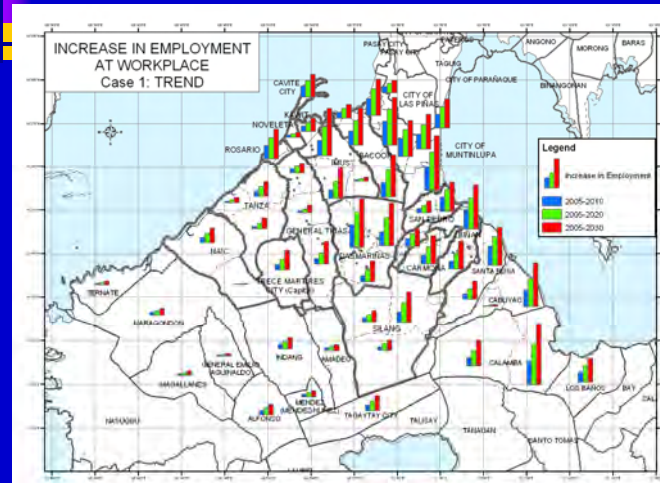
JICA Study Team, CALA East-West National Road Project

CASE COMPARISON IN TERMS OF EMPLOYMENT AT WORKPLACE

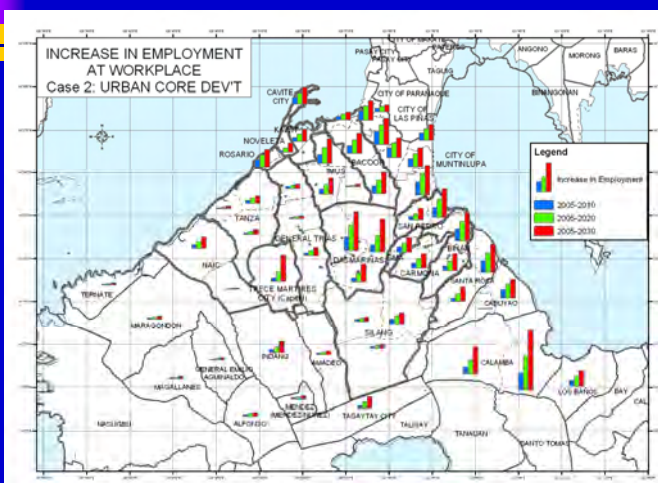
	2005	2010	2020	2030
Case1	1,358,139	1,616,621	2,080,137	2,522,013
Case2	1,358,139	1,787,292	2,505,223	3,323,752
Case3	1,358,139	1,704,778	2,460,229	3,365,786

Source: Projected by the Study Team

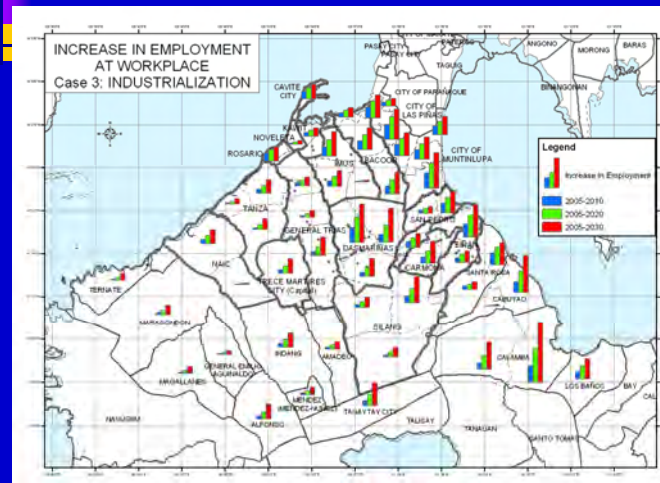
JICA Study Team, CALA East-West National Road Project



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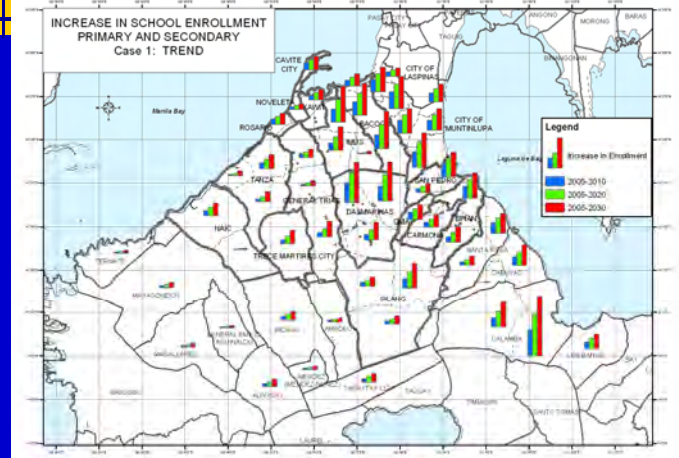
CASE COMPARISON IN TERMS OF ENROLLMENT (AT RESIDENCE)

Level	Case	2005	2010	2020	2030
Primary	1	857,006	1,033,074	1,348,244	1,642,930
	2	857,006	1,030,999	1,347,802	1,642,670
	3	857,006	1,032,170	1,348,900	1,642,429
Secondary	1	407,896	502,411	683,795	859,465
	2	407,896	509,718	714,806	942,683
	3	407,896	511,633	748,676	964,866

Source: Projected by the Study Team

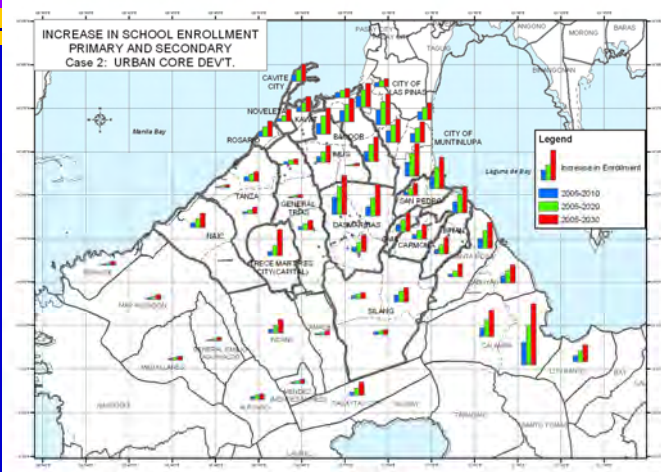
JICA Study Team, CALA East-West National Road Project

AT RESIDENCE

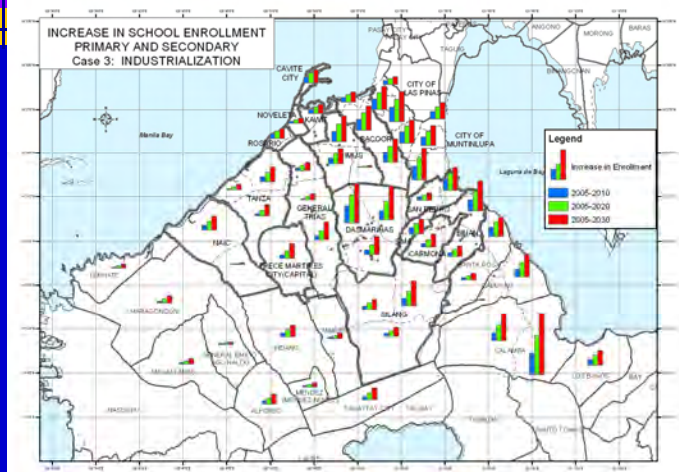


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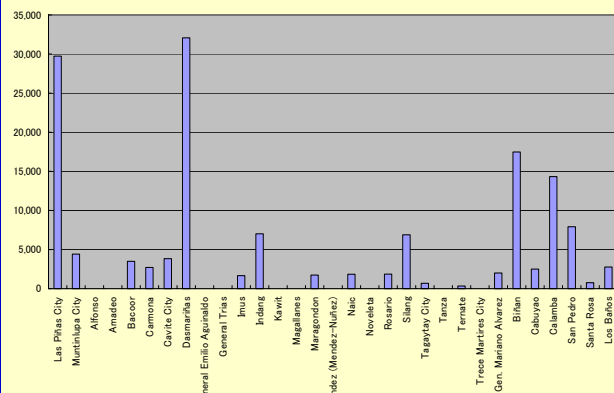
AT RESIDENCE



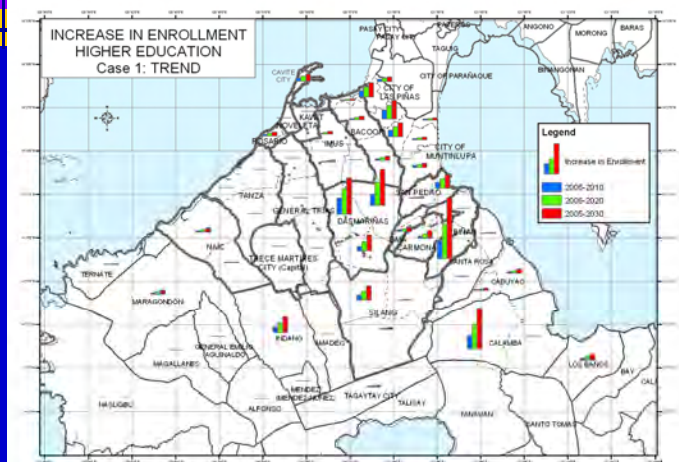
AT RESIDENCE



HIGHER EDUCATION ENROLLMENT AT SCHOOLPLACE 2005

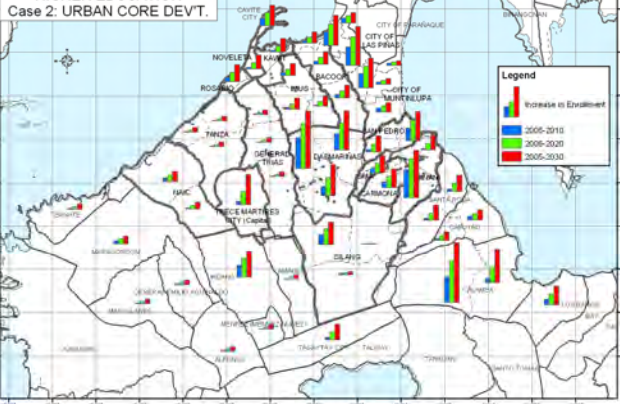


AT SCHOOLPLACE



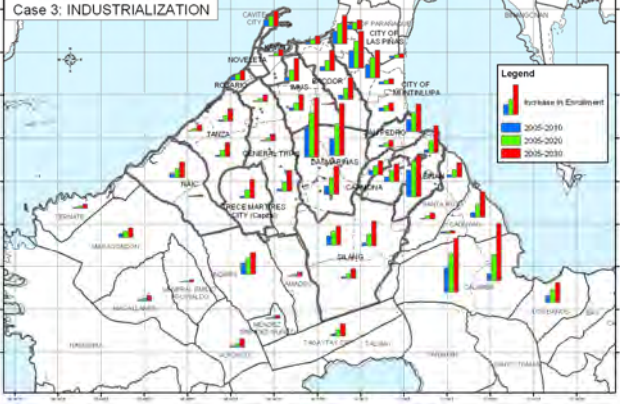
JICA Study Team, CALA East-West National Road Project

**INCREASE IN ENROLLMENT
HIGHER EDUCATION
Case 2: URBAN CORE DEVT.**



JICA Study Team, CALA East-West National Road Project

**INCREASE IN ENROLLMENT
HIGHER EDUCATION
Case 3: INDUSTRIALIZATION**



JICA Study Team, CALA East-West National Road Project

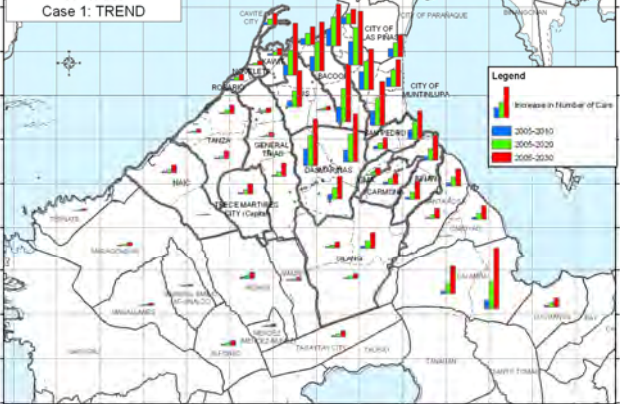
INCREASE RATE OF MOTOR VEHICLES PER CAPITA

Annual Increase, 1995-2000 (%)

Philippines	3.37
NCR	2.34
Cavite	4.48
Laguna	1.71

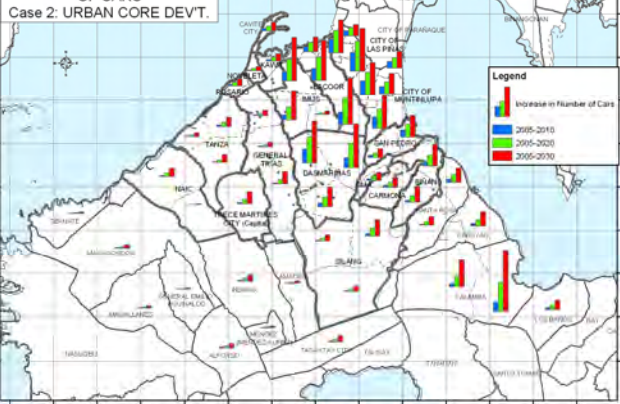
JICA Study Team, CALA East-West National Road Project

**INCREASE IN NUMBER
OF CARS
Case 1: TREND**



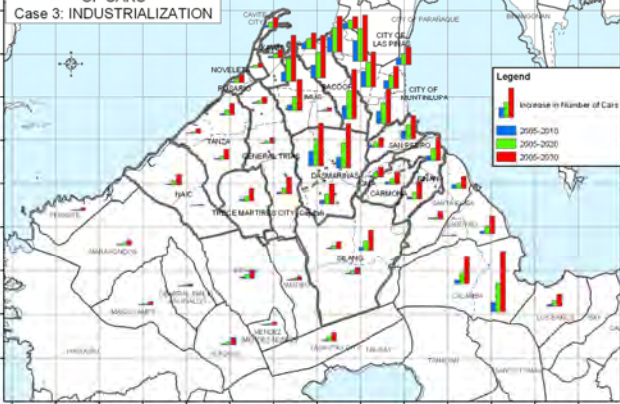
JICA Study Team, CALA East-West National Road Project

**INCREASE IN NUMBER
OF CARS
Case 2: URBAN CORE DEVT.**



JICA Study Team, CALA East-West National Road Project

**INCREASE IN NUMBER
OF CARS
Case 3: INDUSTRIALIZATION**



JICA Study Team, CALA East-West National Road Project

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 Third Stakeholders' Meeting

September 23, 2005

ALMEC Corporation
Nippon Koei Co., Ltd.

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

September 23, 2005 @ The Island Cove Resort, Municipality of Kawit, Cavite

PROCEEDINGS

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- A Attendance Sheets
- B Handouts for the Meeting

List of Abbreviations and Acronyms

ADB	-	Asian Development Bank
CALA	-	Cavite and Laguna
CDF	-	Countryside Development Fund
DENR	-	Department of Environment and Natural Resources
DPWH	-	Department of Public Works and Highways
ECAs	-	Environmental Critical Areas
ECC	-	Environmental Compliance Certificate
ECPs	-	Environmental Critical Projects
EIA	-	Environment Impact Assessment
EIS	-	Environment Impact Statement
EMB	-	Environment Management Board
FGDs	-	Focus Group Discussions
FS	-	feasibility study
IBRD	-	International Bank for Reconstruction and Development (World Bank)
JBIC	-	Japan Bank for International Cooperation
JICA	-	Japan International Cooperation Agency
Kph	-	kilometers per hour
LGU	-	local government unit
LRT	-	Light Rail Transit
MPDC	-	Municipal Planning and Development Coordinator
MSWDO	-	Municipal Social Welfare and Development Office
NDC	-	National Development Corporation
NEDA	-	National Economic Development Authority
NGO	-	non-government organization
NHI	-	National Historical Institute
NIA	-	National Irrigation Administration
PD	-	Presidential Decree
PMO F/S	-	Project Management Office for Feasibility Studies
PNCC	-	Philippine National Construction Corporation
PPDC	-	Provincial Planning and Development Coordinator
RAP	-	Resettlement Action Plan
ROW	-	right-of-way
SAFDZs	-	Special Agriculture and Fisheries Development Zones
TRB	-	Toll Regulatory Board
TSP	-	Total Suspended Particulates
UDHA	-	Urban Development and Housing Act

1 INTRODUCTION

1.1 Background

The Feasibility Study and Implementation Support on the CALA East-West National Road Project commenced on January 2005 and has conducted three stakeholders' meetings to date. The first stakeholders' meeting was held on March 17, 2005, the second on June 16, 2005 and the third on September 23, 2005. The general objective of the first stakeholders' meeting was to introduce the project to the stakeholders. The objective of the second stakeholders' meeting, on the other hand, 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. Both meetings had target participants that were from higher offices of national government agencies, non-government organizations and local government units or town officials.

The third stakeholders' meeting, however, was geared towards the presentation of the project and its target road for feasibility study based on the development scenarios and transport network options for the study area as presented in previous meetings. Target participation is wider as it includes the affected stakeholders from the basic unit of the local governments (i.e., barangays), the local communities, large property owners, local government offices and non-government organizations.

1.2 Implementation and Recording of the Third Stakeholders' Meeting

The third stakeholders' meeting was held in September 23, 2005 at the Island Cove Resort, Kawit, Cavite. There were a total of 98 participants (inclusive of 7 study team members and 4 project office staff) that attended the meeting. A good cross-section of stakeholders from both the public and private sectors were invited. 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 while the handouts distributed to the participants are shown in Appendix B. The meeting followed the program of activities shown in Table 1.2.

This report contains the proceedings of the third stakeholders' meeting. Unlike the previous reports, the presentation sessions here have been recorded in an almost verbatim nature to comply with the request of the Department of Environment and Natural Resources – Environmental Management Bureau (DENR-EMB) as it now forms part of the documentation process of the project's Environmental Impact Statement procedure. The entire meeting is, likewise, available in audio-video DVD format. It should be further noted that the speeches, presentations and open fora of meeting were in Taglish (or the colloquial Tagalog mixed with English) for ease of comprehension and rapport among the local participants. Nevertheless, the proceedings herein are the English translated versions.

Table 1.1 List of Participants of the 3rd Stakeholders' Meeting

Agency/Org	Contact Offices	No. of Participants
DPWH	PMO FS	13
	Planning Service	1
	Region IV A Office	1
	Environment & Social Services Office (ESSO)	1
DENR	EMB Region IV -A ^{2/}	-
	PENRO of Cavite and Laguna	-
Local Government Units in the Study Area ^{1/}	Barangay Chairpersons	24
	Barangay Policy Makers	17
	Other Barangay Officials	4
	Town Planners, Social Work and Devmt Officers, and Other Officers	17
Non-Government Organizations	Partnership of Phil. Support Service Agencies, Inc (PHILSSA)	-
	Urban Poor Association	1
	International Infrastructure Rural Reconstruction ^{3/}	1
	Others (Barangay NGO)	2
Business Sector / Large Property Owners	Ayala Land, Inc	1
	San Miguel Properties, Inc.	2
	Homeowners and others	1
JICA	Manila Office	-
	JICA DPWH Advisory	1
JICA Study Team	Consultant Team	7
	Project Office Staff	4
TOTAL NUMBER OF PARTICIPANTS		98

1/ Covering LGUs directly affected by the road alignment in the study area (i.e., 6 in Cavite, 2 in Laguna and 1 in Metro Manila).

2/ Representatives could not attend but requested for detailed recording of meeting.

3/ Dual role as NGO as well as property owner in Silang, Cavite.

Table 1.2 Program of Activities of the Third Stakeholders' Meeting

9:00 – 9:45 (45 min)	Registration
9:45 – 10:15 (30 min)	Opening Ceremonies <ul style="list-style-type: none"> - Opening Prayer - Philippine National Anthem - Opening Remarks <p style="text-align: center;">By: <u>Dr. Ma. Catalina E. Cabral, Ph.D.</u> Director, Planning Service</p>
10:15 – 10:30(15 min)	Coffee Break
10:30 – 11:15 (45 min)	Session 1 : Outline of the Target Projects for Feasibility Study <ol style="list-style-type: none"> 1. Background 2. Possible Development Scenarios for CALA 3. Alternative Regional Transport Network 4. Selection of Priority Roads 5. Target roads for FS 6. Environmental/Social consideration(outline) 7. Next steps <p style="text-align: center;">By: <u>Mr. Carmelino Tizon</u> DPWH Counterpart Team</p>
11:15 – 11:45 (30min)	Open Forum
11:45 – 13:00 (75 min)	Lunch
13:00 – 13:45 (45 min)	Session 2: Scope of Environmental and Social Consideration <ol style="list-style-type: none"> 1. Flow of Environmental/Social Consideration (JICAGuidelines and Philippine EIS System) 2. Current Condition of the area along the priority roads(Social and Natural) 3. Matrix of Impact Identification and Preliminary Assessment 4. Matrix of Major Impacts, Study Measure and Mitigation/Enhancement Measures 5. Preparation of the Preliminary Resettlement Action Plan 6. Next Step <p style="text-align: center;">By: <u>Mr. Alvin Madrid</u> DPWH Counterpart Team</p>
13:45 – 14:15 (30min)	Open Forum
14:15 – 14:30 (15 min)	Closing Ceremonies Closing Remarks By: <u>Mr. Faustino N. Sta. Maria, Jr.</u> Director, DPWH PMO-FS
Moderator: <u>Ms. Bella Resurreccion</u>	

2 OPENING REMARKS¹

Department of Public Works and Highways

By: Dr. Cathy Cabral
Director
Planning Service Office, DPWH

“Good morning to each and everyone. I just recently got appointed to the post of Director for the Planning Service of the Department of Public Works and Highways (DPWH) this September. So, you may have all met the previous director; Director Templo, for the first and second stakeholders’ meetings for this project. But I am very happy to be with all of you this morning.

When I was with the projects under Asian Development Bank (ADB) and International Bank for Reconstruction and Development (IBRD), I was at the frontline as the project manager of projects of the department in Mindanao. We were conducting projects (in Zamboanga) with ADB and IBRD. It was there that I witnessed the importance of meetings and consultations such as this prior to starting a project. During project implementation, we met up with many problems, which could have been addressed prior construction. This meeting is a good opportunity to convey to DPWH the concerns of stakeholders, especially for those that would be directly affected by the project. A lot of delays experienced by the DPWH projects are due to right-of-ways (ROW) acquisition. This could have been prevented especially since DPWH, by law, have to acquire the ROW prior construction of an infrastructure. Today’s program is good since it provides us with a venue for consultation especially at the level of the local government units which are actually the ones facing their constituents when problems arises.

In my previous post as Director of the Mount Pinatubo Emergency, flood control was a very critical issue in Central Luzon. It is still our problem every year, day in and day out. We are continuously coordinating with the local government units (LGUs) even during construction.

The importance of this type of consultation and coordination with local government units have continuously been highlighted during my previous stints in the department in other aspects of project implementation – from planning to operations. This consultation will make your concerns be known to the department and be appropriately addressed with mitigating measures.

I have prepared a few brief introduction of the presentation for the whole day. This project affects Cavite and Laguna, which adjoins Metro Manila. It is collectively referred to as CALA area. The area is the recipient of influences from Metro

¹ The delivery of the speech was in Taglish (colloquial Tagalog mixed with English) for ease of comprehension by the local participants. Nevertheless, the proceedings herein are translated to English.

Manila. Last night, we just met with the Regional Development Council (RDC) of Region IV-A and it seems that they favor a federalism system so that the region can move on its own development. They are under the impression that infrastructure is centralized in Metro Manila. But that is not so. Our Medium Term Infrastructure Development Program is equally distributed throughout the regions.

Metro Manila affects the CALA area so it is here that many factories and universities are moving into. Also, many relocation sites are placed here. So, the Cavite-Laguna East West Road will definitely encourage economic growth for the area.

The construction of an effective transport network is included in the ten point agenda of Her Excellency President Gloria Macapagal Arroyo to decongest Metro Manila. Promotion of favorable land use is part of the vision of this project. The project will provide all these. But we need serious participation from all stakeholders especially from our local government units. The reason that we are all here now is to allow us to enhance our understanding and appreciation of the project plan; its environmental and social considerations and impacts. The Department of Public Works and Highways through the PMO-Feasibility Studies headed by Director Sta. Maria as well as the Environmental and Social Services Office represented by Ms. Belle Fajardo (sitting beside the JICA representative) will present to you the environmental and social impacts of the project and provide you an assessment of the necessary mitigating measures. It is, therefore, necessary that we all have an active participation from everyone. Your opinions/feedbacks are valuable because these will provide us with a baseline in formulating an optimum project plan to implement the CALA East West Road Project.

With that, I wish to convey my appreciation and gratitude to all of you for joining us here this morning at our Third Stakeholders' Meeting for the Cavite-Laguna East West National Road. We anticipate that this meeting will bring about a very fruitful discussion among all participants in all relevant areas. Thank you and good day."

3. THE FIRST (MORNING) SESSION

3.1 Presentation of the Outline of Target Projects for Feasibility Study

For the morning session, the names of the participants were called out by moderator of the meeting (Ms. Bella Resurreccion) for introduction and recognition. The presenter of the first session was then introduced by the moderator after the welcome speech of Director Cathy Cabral (Director, Planning Service Office of DPWH).

Mr. Carmelino Tizon (the presenter) is 47 years old, married with one daughter. He finished his Bachelor of Science in Agriculture Economics at the Gregorio Araneta University. Aside from his post in the government, he carries several civic positions such as: (1) President of the Camella West Springville City Homeowners Association in Cavite; (2) Chairman of the Federation of the Springville City Homeowners Association; and (3) Vice-president of the DPWH Office Employees Union. Mr. Tizon is a planning officer at the DPWH PMO-F/S. Being that, he is the overall Project Coordinator of the PMO F/S for this project and other projects including various foreign-assisted projects, which includes the IBRD assisted National Road Improvement and Management Project, the JBIC-assisted projects, and other aid-projects.

The presentation started with Mr. Tizon greeting the participants and stating that he is a migrant in the Province of Cavite (Bacoor). He then went on with his explanation of each slide presentation as quoted below¹.

Slide 1: Project Title

“As I mentioned, the Cavite-Laguna East West National Road Project incorporates the economic and technical aspects as well as the environmental and social considerations for the project.”

Slide 2: Topics

“The topics that I will be discussing this morning form the background of the study. It said that it should be referred to as CAAALA since most of the projects are in Cavite and few are in Laguna. Anyway, I will discuss the possible economic development scenarios of CALA together with the alternative regional transport network as to what roads are considered for CALA. Also presented will be the priority projects of the network or what roads will be subject for the detailed feasibility study as well as environmental study. Then we end with the next steps to be taken by the study.”

¹ The presentation was in Taglish (colloquial Tagalog with a mixture of English) for ease of comprehension by the participants. Nevertheless, the proceedings herein are translated to English.

Slide 3: Study Objectives and Background

“These are the study objectives; the review of the Cala Transport Network Development Scenario. There many studies here for CALA. It starts with the Masterplan Study. I think you all might have heard of the Busway alignment. It is also considered in this study. A masterplan study was financed earlier by the World Bank. And then, we will do the examination of the feasibility study of the CALA East-West. Although the title of the study is East-West, later on you will note that there is the North-South road that was earlier studied. It is part of this study as well as the preparation of the project implementation plan. This is the beauty of this JICA-assisted project because it has an implementation support, which means that we just don't keep on studying but we also have the implementation support for what is really need to be done in the CALA area. Of course, the third item is the capacity development of the staff, which translates to technology transfer from the study team to their government counterparts as well as to the stakeholders so that you will be aware of the process of the government pertaining social and environmental considerations.”

Slide 4: Study Area

“This relates to our study area shown as the shaded portion, which is directly affected by the project. Included in the shaded area are Las Piñas and Muntinlupa of Metro Manila. There is also San Pedro of Laguna and from Naic Silang in Cavite. The unshaded areas are the broad influenced area, which means that, on the whole, the project also has some influence on these areas. This also includes Metro Manila.”

Slide 5: Study Outline

“This is the study outline. These are the tasks that the study team and the government counterparts are undertaking. We are now in task 4, which is the evaluation and selection of priority projects. Our consultants are closely following the schedules (deadlines). So, this is the schedule between September to December. Then, task 5 is the detailed feasibility study, which is the detailed alignment. This is where we will know exactly what barangays will be really affected.”

Slide 6: Four Candidate Development Scenarios

“Before we discuss these development scenarios, let us look at the current condition of CALA area. First is the socio economic aspect. Based on statistics, there is high population increase in Cavite between 1990 and 1995. This posted 6.46% per annum while national average is only 2.5%. That means there are a lot of people in Cavite.

Laguna, on the other hand, posted a 3% to 4% increase during the period. Population increase was high due to the influx of industrial investments in the area

and its proximity to Metro Manila. The area is very close to the Metro Manila. There was also the squatter relocation program where people from Metro Manila were relocated to Cavite and Laguna. There was also the real estate development for the middle income group housing. You will note that this reached General Trias, Dasmariñas, Imus and most especially Bacoor. In CALA, population was 2.5 million in 1990. Now, it is at 4 million. It resembles Metro Manila at night. Of course, there is the manufacturing sector also. We see many industrial estates in CALA area. Based on the land use, residential areas are concentrated along the highways. You will note that there are many commercial establishments along Aguinaldo Highway even along the roads of Calamba to Los Baños. Behind these commercial areas are the residential areas. The magnitude of vehicular traffic is large. There are strip of commercial developments near the town center. There are the many small stores (sari sari stores) and malls. We can also find industrial estates particularly in the areas of Rosario, Imus, Dasmariñas, Carmona as well as Binan and Calamba. We also have here eco-tourism development. Cavite caters to eight world class golf courses. Of course, there are fish ponds and secondary and primary forests. This is the land use of Cavite and Laguna.

So, these are the possible development scenarios. Looking at the trend of Cavite and Laguna for the past ten years or twenty years, these are the factors that contributed to its regional development.

First is the real estate development. Also, the relocation of industries from Metro Manila to CALA due to the 50-km radius ban. The related sub sectors growth are: (1) transport (strong demand for transport) – many colorum vans are plying Cavite-Manila and Laguna-Manila; and (2) trade construction services. We also witnessed population influx from Metro Manila. As I mentioned before, affordable middle income group housing. That is why we see in Cavite many migrants. In Bacoor, for example, there are the legitimate Caviteño at there are the migrants.

Scenario 1: Trend is the Metro Manila dependent development. This means that CALA area is dependent on Metro Manila. You will see the development concentrated along Las Pinas, Muntinlupa till Bacoor and then San Pedro of Laguna. The concentration is in areas near Metro Manila.

Scenario 2: Urban Core Development. This is urbanization of some areas in Dasmariñas and there are primary and secondary growth areas (highlighted in yellow).

Scenario 3: Industrialization Driver Development. This is more concentrated on the industries. You will see the areas or growth corridors in Calamba, Dasmariñas, General Trias, Silang, and Cavite City. The focus is on industrialization.

Scenario 4: Holistic Development. This is an integrated development of urban core, industrialization, and others for a well distributed economic development of

the area. You will see different focus areas like, say, Dasmaringas and Calamba are the major attraction areas. The area is no longer dependent on Metro Manila. So there should be development within CALA area. These are the economic development scenarios studied by the study team.”

Slide 7: Case Comparison

“This is the graphical illustration of the possible development scenarios. You will note that the population in 2030 is projected to be 10 million. This is the magnitude of the population in CALA area. There are other indicators such as employment at workplace and the ratio of employment at workplace/residence. You will see the impact of 10 million people without any intervention in terms of road development. Presently, CALA area is experiencing traffic congestion and it is difficult to get out of Aguinaldo Highway. How much more with a population of 10 million in the CALA area! So these are what we have to consider as part of the study.

Slide 8: Holistic Development

This is the holistic development. You will note that the regional growth pole will be in Dasmaringas, Imus and Calamba. And Trece Martires City is the administrative center. The municipalities of Las Pinas and Muntinlupa are the dispersal center of Metro Manila. We will be creating one center in the following municipalities: Bacoor, Cavite City, Kawit, and Noveleta. The agro-business center will be in Silang. Of course, Tagaytay, Los Banos and Ternate will be more for nature preservation. Agriculture will be on Maragondon, Magallanes and Gen. E. Aguinaldo. And industrial development areas are noted to be somewhat distributed unlike those in scenarios 1, 2 and 3 (where concentration of each industry sectors is noted).”

Slide 9: Alternative Regional Transport Network (0 and 1)

Here we have the alternative regional transport network. These alternative scenarios have been prepared based on the physical socio economic condition of the development of scenario 4 (the holistic development). For the advantages of each scenario, alternative 0 means ‘do-nothing’ or no improvement in the network. This is the present road network: Aguinaldo Highway, Molino, South Luzon Expressway, and Sucat Road, Zapote-Alabang Road. This is the newly opened Daang-hari Road. This is the old road in Cavite and the Governor’s Drive.

Alternative 1 has some improvements done. The radial road 1 or the Manila-Cavite Expressway section will be extended up to Tanza. Daang Hari road will be extended up to the South Luzon Expressway, then up to Tanza. Governor’s Drive and Aguinaldo Highway will be widened in to 6 lanes. Daang hari is 6 lanes. There will be a road between Aguinaldo Highway and Molino Road. This is referred to as the North South Road. It is actually the continuation of Molino Boulevard. So, this is the proposal for alternative 1.

Slide 10: Alternative Regional Transport Network (2 and 3)

For alternative 2, there is the assumption that radial 1 road will not be extended (i.e., the Manila-Cavite Expressway up to Tanza). There will be one expressway parallel and next to Aguinaldo Highway. It will use part of Molino Boulevard and travers between Mollino Road and Aguinaldo Highway and will terminate at STAR Expressway. This is proposed for an expressway. Then, Daang Hari will be converted to an expressway system till Susana Heights. Also, there will be an extension up to Tanza making part of Governor's Drive into 4-lane road.

For alternative 3, there is an assumption the radial 1 road will be extended up to Tanza. There will be an expressway west of Aguinaldo Highway, which will terminate at Sta. Rosa. These are the possible alternatives and the Daang Hari Road will also be extended up to the South Luzon Expressway, then up to Tanza. So, we have the East West Road and the North South Road.”

Slide 11: Future Traffic Demand

“Based on the presented scenario 4, the JICA study team conducted the traffic assignment model that incorporates all the traffic data information (the origin and destination) and they came up with the assignment analysis. They call the model the STRADA. This is the tool used as part of the analysis. It is here that the future traffic demand in 2020 is predicted. The red lines (2) on the map means heavily congested, 1.5 represents forced flow, green line is saturated flow, blue line is free flow. You will take note that if nothing is done, the roads in Cavite and Laguna in 2020 are all red. You will see the comparison by alternative. In alternative 1 with the mentioned road improvements, the congestion somewhat gone but forced flow is there. In alternative 0, vehicle speeds would average 13 kph while alternative 1 would be 23.5 kph, which is a bit faster. In alternative 2, with the expressway to Sta. Rosa, the vehicle speed would be 24.4 kph while alternative 3 naman would be 25.2 kph. So that is the comparison if nothing is done from now to 2020. This is what will happen in Cavite and Laguna areas.”

Slide 12: Project Cost and Economic Evaluation; Social Impacts by Alternative

“This shows the project cost and economic evaluation for alternatives 1, 2, and 3. It refers to if the roads are economically and technically feasible. Take note that this does not reflect the environmental aspects.

Alternative 1 cost of the project is 25.8 billion. You will see that the magnitude of the right-of-way is 18.6 billion and total cost is 44.7 billion. These are the benefits in 2020 (billion pesos/year); 106.3 billion. This means that the benefits to be derived are large in terms of transport cost savings. The economic internal rate of return (EIRR) for each scenarios show the economic feasibility. If the EIRR is more than 15% then it means that the project is feasible. The NPV is money saved and it is huge at 72.5 billion. In addition to the economic evaluation, there is the social impact by alternative. Of course, we cannot do anything with alternative 0.

For the items, there is area to be newly acquired in the existing built up areas. This is in square kilometer. It means for alternative 1, our proposals would require the acquisition of 3.84 km² in the built up area. This translates to 3.84 million square meters. Number of building structures to be relocated is 4,000 houses. Area where the new road passes through the SAFDZs (Special Agriculture and Fisheries Development Zones) is 1.07 square kilometers. And there is the area that traverses the informal settlements. Looking at these values, it seems that alternative 3 has low values as compared to alternatives 1 and 2. In the same manner, the economic evaluation of alternative 3 is the most feasible scenario, which is 27.1 %.

Slide 13: Assessment on Road Network Alternatives

“With the use of a point system, 1 would mean very poor, 2 is somewhat poor, 3 is fair, 4 is good and 5 is better. Based on the traffic situation, all alternatives almost rank the same. Economic condition shows that alternatives 1, 2 and 3 are similar. Industrialization shows merit for 2 and 3. Easiness for operation in terms of the financial aspect is for alternative 2. Easiness for preparation of right-of-way is in favor of alternatives 2 and 3. For regional development, alternative 3 stands out. Natural environment and social environment, the total score appears that alternative 3 is the highest.”

Slide 14: Road Project Components in Selected Road Network

“If we implement all the road projects identified, these are the cost estimates, construction, right-of-way, and total amount. And these are the roads in the network. Total cost is about 47.5 billion of which 67% represents the construction cost totaling about 31.8 billion. The road right-of-way requirement is 15.7 billion. This is large”.

Slide 15: Result of Economic Evaluation of Each Project

“So, on the basis of the economic evaluation for each project, we can see that all the projects are economically feasible. Their EIRR or economic rate of return is more than 15%. So, these are all feasible projects but not all can be implemented. So, projects were ranked based on the highest EIRR. The first is the North-South road with the alignment between Aguinaldo Highway and Molino Road, which extends further up to Dasmariñas. Ranked 2 is the Daang Hari Extension, which is extended up to South Luzon Expressway and at the same time up to Tanza. Then comes the CALA Expressway with its west of Aguinaldo Highway alignment.”

Slide 16: Network Performance by Combination of Priority Project

“Ok, when these projects are realized in the network or when we implement the North South Road (Bacoor to Imus), this is what will happen. There are still red lines (congestion) in the network. When we combine C10 and C04 (or North South and East West roads), there are somewhat less red lines. When we add the Cavite Expressway, you will see the disappearance of the red lines or congestion.

Looking at the average speeds, the implementation of one or the combination of two or three would translate to improved average speeds of 14.5 kph, 16.1 kph and 21.4 kph, respectively.”

Slide 17: Target Road for Feasibility Study

“So on that basis, we mentioned that there are many roads in the network and we will not be able to implement all. We have to look for projects that are doable and would help the project area. So, these are the projects that we recommend, which will be subject for detailed feasibility study as well as environmental studies. These are the:

- (1) North South 3 from Bacoor to Dasmariñas, which we refer as our busway alignment and NS1 will have the proposed viaduct resembling the sky way from Talaba crossing over to R1. NS2 is the existing Molino Boulevard, which is not opened yet due to ROW problems. Then we construct an alignment crossing Daang Hari. The new alignments are NS3 and NS4. And Aguinaldo Highway will be widened.
- (2) East West Road with the extension of Daang Hari up to Tanza. We are now considering the extension of the same road up to South Luzon Expressway. This is now being deliberated by the Study Team for implementation under PNCC. The study team is working it out with PNCC regarding the National Bilibid Prison so that the road will extend up to Susana Heights.
- (3) CALA Expressway at the south portion terminating at Sta. Rosa. We are not sure when the upper portion will be implemented but in the meantime we consider the portion of the expressway at the south side.

The alignments of these roads (with alternatives) are shown on spot detailed maps posted on the walls of this room.”

Slide 18: Overall Framework

“This is the process (of the study). There are many activities. This area is more on the technical and economic feasibility and this area represents the environmental and social considerations. You will see many processes. At present, we have sent a Letter of Intent to DENR to undertake this process. Now, we are at the scoping process, which is part of the third stakeholders' meeting. You will all note that there are still a lot to do. This is part of the consultation process to prepare the resettlement framework for the preliminary Resettlement Action Plan for the EIA study. This will lead to the preparation of the Environmental Impact Statement document, which will be submitted for the application of the ECC (Environmental Compliance Certificate). This will not end there. A detailed environmental management and monitoring plan will be prepared. This means that even during the construction stage, at the design stage of the road, consultation with the stakeholders will continue. During implementation or land acquisition, those affected will be informed. So this is the overall framework of the study.”

Slide 19: Commencement of EIS Process for Priority Project

“For the schedule of the scoping process, DPWH has submitted a letter of intent to DENR. Then, a first level scoping was conducted last September 14. We are now holding the official scoping session. A formal scoping report will be submitted for validation by EMB-DENR. The draft EIS report will be prepared during the JICA Study.”

Slide 20: Next Steps

“For the next steps, there will be the preparation of the detailed feasibility study as well as the environmental impact analysis. It is here that we will be needing your cooperation, especially in the environmental aspects, to push through with this project. That is all and thank you very much.”

3.2 Open Forum

Ms. Bella (the moderator) thanked Mr. Tizon and requested the participants to come forward and use the microphone for stating their questions. She mentioned the resource persons or panelist for the open forum are Mr. Tizon (Project Coordinator), Mr. Faustino Sta. Maria (Project Director), Mr. Alvin Madrid (counterpart team member and presenter in the afternoon session), Mr. Santiago and Mr. Galano (study team members).

Ms. Bella further advised the participants to state their name and company represented prior to giving their questions.

Question: Mr. Buddy Tan (Urban Planner, Ayala Land, Inc.)

After the feasibility study, is there a general time frame for the implementation of the roads. Will the East West road be first extended to Tanza? Then will the North South Road from Bacoor to Dasmariñas be implemented and the last is the CALA Expressway?

Answer: Mr. Godofredo Galano (JICA Study Team member)

Based on the presentation, the impact of these projects to improve the traffic condition of the area, the first for implementation is the extension of Daang Hari to South Luzon Expressway. This is now being looked into by PNCC with NDC and TRB. The extension from/going to/ along Zapote will be a toll road and will be about 4 kilometers. It will be implemented by PNCC. It might be started this year and they may now be preparing the design.

With regards to Daang Hari, from Aguinaldo Highway to Tanza, this will be a department project and we are thinking of getting a JBIC financing for it. Since this project requires minimal environmental and social impact and it is easy for right-of-way acquisition because it will be traversing open areas, this will be implemented soon. Now with regard to the North South, it could be done in stages. First is the

extension from R1 expressway to Molino Blvd, then its extension to Daang Hari. So, this might be the initial network for the East-West. Daang Hari all the way to Tanza and to the South Luzon Expressway as a toll road, and the North South from Roxas Blvd. all the way to Daang Hari. But immediately after the implementation of that road segment it could be extended to Governors Drive. The next after that is the CALABARZON Expressway or the CALA Expressway, from Governor's Drive all the way to Sta. Rosa or Binan. All of these could be financed under one JBIC financing depending on the problem of the right-of-way because the timing of completion of construction will be based on how fast we could get the right-of-way.

Question: Mr. Johnny dela Peña (Talaba 3 President of Homeowners' Association, Bacoar, Cavite).

There is an open new road near St. Dominic Hospital, which leads from the coastal road to Talaba. Is the busway connected to this road?

Answer: Mr. Godofredo Galano (JICA Study Team member)

A viaduct will start at the end of Roxas Boulevard (same starting point as with the CALA Expressway). Actually the alignment was established during the Busway Study and detailed alignment was discussed with the communities affected. This Busway Study was conducted in 2001 and many alternatives were investigated and studied. The proposed busway alignment, which was established in 2001, is now adopted for the North South Tollway. The right-of-way is about 40 meters. Once we acquire the right-of-way of the road, it will be partly elevated. But then there is a plan to extend the LRT from Baclaran to Bacoar. The expressway will be elevated and the LRT will pass at-grade at one section. The detailed alignment is that of the busway as presented in the Busway Study. This is shown on the maps. For now, the alignment we are mentioning is still general. This is still the initial discussion. But after this scoping, there will be discussions to finalize the alignment. It will only be then that we will know who will really be affected. Details will be shown on aerial photo as well as the nature of the project will be known. At present we are cautious discussing this with you as we do not have the details of the actual alignment. But the alignment is based on the recommendation established by the Busway Study.

Question: Mr. Manny Solomon (Barangay Chairman, Barangay Tunasan, Muntinlupa, Metro Manila)

You mentioned that the immediate na plan is to extend Daang Hari to South Super Highway or South Luzon Expressway. It should be noted that during the term of the previous mayor, our city had a plan. Our Victoria Homes Subdivision, which is next to Daang Hari, was to be connected to Susana Heights. But till now, the owner of Susana Heights did not allow the city to provide an access road to the subdivision. How come this project can implement the extension of Daang Hari to South Luzon Expressway now?

Answer: Mr. Godofredo Galano (JICA Study Team member)

The extension of Daang Hari to South Luzon Expressway will not be connected to Susana Heights. This is because Susana Heights was implemented by a realty developer and not PNCC. The extension we are intending here is a toll road. It would adversely affect the traffic to/from Susana Heights. So, the planned connection to the South Luzon Expressway will be traversing the area of the National Bilibid Prison - a government property adjacent to the South Luzon Expressway. The expressway would be structured in such a way that flow is towards Manila and coming from Manila. There will be no connection going to the south. So, coordination is government agency to another government agency because National Bilibid Prison is owned by the Department of Justice. The CALA Study Team has started talking to the National Housing Authority – the agency tasked to plan for the development of the National Bilibid Prison area. This road extension would become a major road in the area. And since it is a government agency to government agency coordination, priority could easily be given. PNCC, private agency can undertake the construction.

Question: Mr. Jose Sandejas (Barangay Chairman, Barangay Sabutan, Silang, Cavite)

Good Morning to all. I would like to inquire regarding the Molino-Paliparan Road near Governor's Drive at Palapala area. There is a road traversing the town center of Silang and the Barangay of Sabutan. Senator Villar gave an initial one million pesos for this road but the budget was not enough. It is requested if DPWH could give notice to this road.

Answer: Mr. Carmelino Tizon (CALA Project Coordinator, DPWH PMO-F/S)

This is actually a barangay road. The mandate of DPWH is more on the national roads. The CDF from the congressmen could be used for barangay roads or provincial roads. Daang Hari was in fact implemented using the CDF funds of Senator Villar. So, it is still not classified as a national road. You may be referring to the road that is part of alignment of our proposed roads (i.e., North South road) that goes all the way to Palapal and further on to Silang.

Question: Mr. Lamberto Carampot (Barangay Chairman, Barangay Pasong Camachile II, General Trias, Cavite)

Is the Daang Hari road traversing General Trias? Will it enter the town? Will it utilize the NIA road from Daang Hari to Tanza?

Answer: Mr. Carmelino Tizon (CALA Project Coordinator, DPWH PMO-F/S)

We have a preliminary alignment shown on the aerial/spot photo. These are posted on the wall of this room and it shows the alignment by municipality. We can check more or less where the alignment traverses. Thank you.

Question: Mr. Allan Cachuela (City Planner, City of Muntinlupa, Metro Manila)

Your explanation about Daang Hari extension to South Luzon Expressway is good. As an added information, the area after the Daang Hari is a private property. What Mr. Solomon mentioned is right. It will not be that easy to pursue this connection since there will be some arrangements to be made with the property owner. Secondly, regarding NHA as the agency undertaking the preparation of the master development plan, it should be noted that the President has created a technical working group for the plan and NHA is only one office in this group. HUDCC is also involved. Vice-president Noli de Castro is checking on the work for the master plan. Muntinlupa City is also involved in the Technical Working Group (TWG) together with the Department of Justice and DENR. I am the one personally attending meetings of the TWG and there was no mention of the recommended project road. Thirdly, there are several recommended projects within the National Bilibid Prison Compound. And it seems that once this project road is implemented, the other projects will be affected. It has been about 2 years now that a plan is being formulated to develop 55 hectares in the area for socialized housing. Based on the proposed alignment (seen on map), I see that planned development to be affected. It was for this reason that I advised your representative, who visited the City of Muntinlupa, to carefully check this out so that the problem could be avoided. HUDCC is the chair of the TWG under the Office of the Vice President.

Answer: Mr. Carmelino Tizon (CALA Project Coordinator, DPWH PMO-F/S)

Thank you for that information. Initially, we have coordinated this matter with the NHA. Hopefully also we could also be invited to the meeting of the TWG. We will communicate with the HUDCC.

Question: Mr. Buddy Tan (Urban Planner, Ayala Land, Inc.)

For clarification, I understand that the North/South is from the Busway Study. What is the status of the busway? Is the busway still an option?

Answer: Mr. Carmelino Tizon (CALA Project Coordinator, DPWH PMO-F/S)

Actually the busway alignment is from the Busway Study. But the alignment itself is what we call the North South which we are proposing to be a toll road. There is no more busway but it is more on a busway alignment. This is implied with the 1-km viaduct from the existing Manila – Cavite coastal road.

Additional Answer: Mr. Godofredo Galano (JICA Study Team member)

I just would like to add that the North South Toll Road will still be functioning as a busway. Instead of a dedicated busway, the buses will be an ordinary traffic on the toll road. But under this plan, there will be stations outside of the toll road with access to the toll road. Similar to the gasoline stations on the expressway, you get out and pick passengers then get back to the expressway without any toll payment because it's within the right-of-way of the toll road. The closed road concept is being opposed by the world bank because public transport demand along this

corridor is quite high and, therefore, a public transport system is needed. So the North South Toll Road will still be functioning to cater to the public transport.

Question: Mr. Johnny dela Pena (Talaba 3 Homeowners, Bacoor, Cavite)

It is for certain that Talaba 3 will be affected. We would like to make a request to whoever is in-charge of relocation. There are a number of vacant areas in Talaba 3. It would be preferable if those affected by the project be relocated in a site in Talaba as well.

Answer: Mr. Carmelino Tizon (CALA Project Coordinator, DPWH PMO-F/S)

Anyway, that will be the subject matter this afternoon. Relocation and resettlement action plan will be discussed by Mr. Madrid under environmental and social issues this afternoon. We are more on the alignments, the technical and economic feasibility. Your concern is noted.

Announcement: Mr. Godofredo Galano (JICA Study Team member)

Prior to breaking out for lunch, we would like to request everybody (especially those present from the different towns) to view the maps on the walls, which shows where the proposed roads traverse in different municipalities. Please give us your reactions, suggestions or recommendations on these. These alignments were made based on initial discussions made by the study team with the LGUs. But we would like for all of you to look into these plans and alignments prior our discussion regarding the environmental impact assessment or study this afternoon.

4. THE SECOND (AFTERNOON) SESSION

4.1 Presentation of the Scope of Environmental and Social Consideration

For the afternoon session, the moderator acknowledged the presence of participants that joined the meeting late. The presenter of the second session was then introduced by the moderator after the lunch break.

Mr. Alvin Madrid (the presenter) is 44 years old and married with two kids. He finished his BS Industrial Engineering degree at the Manuel L. Quezon University and is currently completing his masteral degree in Environmental Science at the University of the Philippines. He was just recently appointed Information Technology Officer of the PMO-Feasibility Study of the DPWH. So, aside from designing and developing computer systems for the various computer requirements of the PMO-FS, he is also involved in the various preparation of the environmental impact assessment of the projects undertaken by the PMO-FS. He is the government counterpart for the environment aspects of the CALA Study.

Mr Madrid proceeded with his explanation of each slide presentation as shown below.

Slide 1: Title Page

“In the study of environmental impacts, we will be talking about the good and the bad; the negative and the positive impacts. So, in a worldwide scale, we are faced with world conditions such as global warming, ocean/sea-rise, depletion of ozone layer, famine, flooding, earthquake and many others.”

Slide 2: Progress of the Study

“In this light, the Philippine Government and the Japanese Government formulated some series of parameters for this particular study. They have been talking about social considerations and some environmental aspects. The study team had a meeting at JICA headquarters last July 25 and they talked about evaluation alternatives and environmental scoping. And they also received various comments and advices from the committee members. So in conclusion, an Environmental Impact Assessment (EIA) will be conducted. This pertains particularly to our project.”

Slide 3: JICA's Environmental Guidelines and Requirements for this Project

“This project has been classified as Environmental Category A wherein the environmental and social consideration study at EIA level has to be conducted during the study. Environment and social consideration in the study are reviewed by the JICA Environmental Review Committee.

It is not only the Philippines that conducts the review but the Japanese Government as well.

Information on the study includes environment and social consideration that are open to the public through JICA website, etc. for soliciting public comments.

So we encourage you as the stakeholders to please take a moment and look at the environmental impacts that could be brought about by this project.”

Slide 4: The Philippine Environmental Impact Statement (EIS) System - 1

“Part of the Philippine Environmental Statement System (1977) is in Presidential Decree 1151 or the Philippine Environmental Policy which in its Section 4 explicitly requires ‘all agencies and instrumentalities of the national government including government-owned and controlled corporations, as well as private corporations, firms and entities to prepare an environmental impact statement for every action, project undertaking which significantly affects the quality of the environment.’

And also in 1978, the Presidential Decree 1586, Establishment of the Philippine EIS system: Reiterating the policy statement under PD 1151, PD 1586 declared environmentally critical projects or ECPs and projects within environmentally critical areas or ECAs as projects which require the submission of an EIS, (section 4) ‘no person, partnership or corporation shall undertake or operate any in part such declared ECP or project within an ECA without first securing an Environmental Compliance Certificate (ECC).’

This is the reason why we are here. We are trying to apply for the ECC for the projects to be tackled. This ECC is also an integral requirement of the JICA and succeeding foreign lending institutions.”

Slide 5: The Philippine Environmental Impact Statement (EIS) System - 2

“These are some of the articles in the 1987 Philippine Constitution which states that ‘the State shall protect and advance the right of people to a balanced and healthful ecology in accordance with the rhythm and harmony of nature.’

Under section 15, Article 2 mandates the state “to protect and promote people’s right to health.” Executive Order 192 designates the Department of Environment and Natural Resources (DENR) as the primary government agency for the conservation, management, development, proper use of country’s environment and natural resources. EMB which is a part of DENR, the Environment Management Bureau is tasked to recommend rules and regulations for environmental impact assessment and provide technical assistance for implementation and monitoring.

So in review, this morning, we had been informed you that we had submitted our letter of intent. Last week, we had the technical scoping with EMB. Unfortunately, they cannot make it today. But we are fully documenting every proceeding for

their consumption and review. We are being observed by EMB how we conduct stakeholders' meeting and how people will respond to the project. Eventually, you will be asked if you are in favor or no to the project.”

Slide 6: Overall Framework of Environmental and Social Considerations for the CALA East West National Road Project

“But first this is the flow. We finished with the letter of intent, right here, and the first level scoping. Now, this session is equated to the second formal scoping as required by EMB.”

Slide 7: Project Description

“As mentioned in the morning session, we are now looking into three priority roads – the NS3-Bacoor-Dasmariñas, the Daang Hari Extension and the CALA Expressway.

The essence of this session would be for you to know because you are the resident of these areas. You know the exact condition of your environment. So we are soliciting your comments and maybe your issues and concerns regarding your environment so that we can plan together with you and prepare the EIS for these projects.”

Slide 8: Framework of Environmental and Social Consideration (Philippines)

“This is a cycle of project preparation wherein we adopt the simultaneous preparation of the FS or the Feasibility Study. This is in tandem with the preparation of the Environmental Study. The conceptualization of the projects would lead to the feasibility study stage. There is an environmental side and there was a screening and there will be an initial assessment and scoping. This will look into the type of area and what will be affected (houses, plantation, or critical areas).

And the detailed assessment and identification and mitigation needs are the inputs to the cost-benefit analysis. In the feasibility study portion, the economic viability of the study will be evaluated. For now, we are at the initial stage of the feasibility study. At the detailed design portion, there will be a detailed design of mitigation measures for the environmental side. For examples, an area that is flood prone, additional cross drainages will be incorporated to improve the existing drainage. The engineering group will advise the engineering group that they should dispose waste materials properly from the construction site so that rivers will not be clogged. It is also here that proper signages during construction will be installed to avoid accidents.

At the implementation stage, the environmental group especially the DENR will check if mitigation measures are in place as part of the conditionalities of the ECC. So this is the monitoring side.

So, we are at this stage – the preparation of the feasibility study and preparation of the environmental impact statement.”

Slide 9: The Environmental Impact Assessment Process (Step 1: 1st Formal Scoping Session)

‘We have a process to follow. The first one is the scoping which is divided into the first and second scoping levels. The first scoping level is called the technical scoping session. It is where a range of parameters is being discussed with the preparers which is the study team. Areas/fields for investigation are discussed - water quality, air quality, noise levels, socio-economic condition of the population or residents, etc. There is a set of criteria to follow.”

Slide 10: The Environmental Impact Assessment Process (Step 1: 2nd Formal Scoping Session)

“The second formal scoping session is the activity today. This picture is the second stakeholders’ meeting. So the key purpose of this scoping is to allow interested parties, like the stakeholders to make their concerns known and the step helps ensure that the EIA study is properly and actually addresses the issues and potential impacts of concerned by all parties.

Through the formal scoping within the regulatory of the EIA system, an agreement is made on the on-set of the EIA study to identify what issues and alternatives would be examined and to define responsibilities of various stakeholders.

Take note that this is where various responsibilities are defined. We are not the only ones with the responsibility but you all as well. Together, we are all involved in this project. Each one of us have a role to fulfill.

The role of the EIA study team is input technical matters into the EIS. Your part is to make us know your environment better. It is only you that can inform us that your place if flood prone or there is no clean water, etc. All these we will get to ask during our coordination with you. We will be going to your respective places in the coming days to hold discussions with you and have an exchange of information.”

Slide 11: The Environmental Impact Assessment Process (Step 2: Baseline Study)

“There is a step 2; the baseline study. The term baseline means a description of the existing ecosystem before the development. This means the current condition of your place.

This stage of the study is the data gathering phase of the EIA study. This is where we will seeking for data. This is an important stage as it provides us with knowledge as to what engineering steps we have to take.

Second, we will be answerable if something happens in the future since we are the ones undertaking the project. But what we need from you is the truth. You may claim that your flooding occurs in your place when in fact it does not but rather it occurs in other places. When adverse project impacts occur and this is cited in the EIS, the preparer (the department) will be penalized and not you.

Your current condition is vital for the engineering methods that will be put in place by the project. And this translates to cost. It may be possible that the condition will be over emphasized and the government will spend so much for the project like a thick pavement but little vehicle traffic using it or there may be need for pavements that could accommodate heavy loads or trucks since your place is near the industrial zones.

So, all the steps have corresponding costs. And all these steps are always taken in deep consideration at the engineering and economics portion of the project. You will be part of the recipients. You will be the ones staying in the place and using the road. So, at this early stage (the baseline stage) we have to help each other.”

Slide 12: Current Condition of the Area – Resettlement Sites

“As I mentioned earlier, these are the current conditions. These are the initial observations and results of investigations in the area. You will note a few resettlement sites and sites of informal settlers. The yellow spots are the informal settlers. This is one part wherein we found a resettlement site. This is part of Dasmariñas.”

Slide 13: Current Condition of the Area – Map of Stations

“Also, we conducted initial investigation of air pollution and noise level. These are the stations and we considered also the stations of DENR at Governor’s Drive. This is one sample station of air and noise near a resort along Governor’s Drive. For noise level, there is a station along Governor’s Drive and Dasmariñas (near golf course). Another is near Manila Water Office, boundary of Bacoor at Imus.”

Slide 14: Current Condition of the Area – Air Pollution

“And results reveal that air pollution at the JICA point (station selected by the study) is below the national guidelines for TSP or total suspended solids (national guideline is at 230 $\mu\text{g}/\text{NCM}$). At the DENR station which is at the intersection of Governor’s Drive and Aguinaldo ranges from 11 to 334, which is quite high.”

Slide 15: Current Condition of the Area – Noise Level

“On the noise level, it is quite on the high level. This is taken during morning, daytime and evening and nighttime, so it reflects that your roads are very busy 24 hours a day. So, you can not claim that your place is quiet prior the road project because it is noisy now.

We will still continue with our investigation and situate our stations right along the proposed alignments.”

Slide 16: The Environmental Impact Assessment Process (Step 3: Impact Identification)

“For impact identification, in summary, this will answer what will happen as a result of the project?” Impact identification usually involves meetings between EIA teams and the engineering team. It is heavily dependent on the experience of the teams. There are no hard and fast rules that spell out the steps or procedures to impact identification.

Why no hard and fast rule? What is hard and fast rule? It means that everything is site-specific. The noise occurring in Dasmariñas may not be happening in Imus or may not be happening in Carmona. Maybe, there is a source in Dasmariñas such as a noisy factory. Or pollution is high there because the area has traffic congestion and whereas in Carmona is not that congested. So, there is no hard and fast reason.

It has to take some investigation and detailed study. What we plan for the impact identification is to get or to identify first what are the impacts. The worst impact maybe (or would be) if you know the slope in the later slide presentation. You will see why it is so and why the treatment of impact identification is site-specific.

Slide 17: Current Condition of the Area – Population Density

Here is population density wherein you will know the different population of each municipalities.

Slide 18: Current Condition of the Area – Land Use

Now this is the general land use of the area. As you can see, it has a lot of green areas there, wherein it is represented as agriculture. Yellow areas are residential or built-up areas.

And look what will happen if the road will traverse in your vicinity. First, we take the route of the north-south road. It traverses a lot of yellow-shaded areas, which are residential areas. And some spots wherein you have vegetation or farm lots.”

Slide 18: (Same Map with Project Roads Superimposed)

“We have to note what barangays will be traversed?” (At this point, Mr. Madrid enumerated the affected barangay areas by proposed road project by town as show in the following table).

Proposed Road	Province	Municipality	Barangay
N/S 3 (Bacoor-Dasmariñas)	Cavite	Bacoor	Bayanan, Mambog II, Mambog III, Molino II, Niog II, Niog III, Talaba II, Talaba III, Talaba IV, Talaba VI, Talaba VII, Zapote V (total: 12 brgys)
		Dasmariñas	Burol Main, Langkaan I, Saint Peter II, Salitran II, Salitran III, San Augustin I, San Augustin II, Zonell(Pob.), Zone IV (total: 9 brgys)
		Imus	Anabu I-G, Psong Buaya I, Tanzang Luma VII (total: 3 brgys)
		Silang	Adlas, Biga I, Biga II (total: 3 brgys)
E/W 1 (Daan Hari Extension)	Cavite	Bacoor	Molino I, Molino III (total: 2 brgys)
		General Trias	Pasong Kamachile I, Pasong Kamachile II, San Francisco, Tapia (total: 4 brgys)
		Imus	Anabu II-D, Anabu II-E, Malagasang II-B, Malagasang II-E, Pasong Buaya I, Pasong Buaya II (total: 6 brgys)
	Tanza	Amaya VI*, Biga, Mulawin, Sanja Mayor, Santol (total: 5 brgys)	
Metro Manila	Muntinlupa city	Poblacion, Tunasan (total: 2 brgys)	
Cavite Expressway	Cavite	Dasmariñas	Langkaan I, Paliparan I, Sampaloc II, Sampaloc III (total: 4 brgys)
		General Trias	Pasong Kamachile I, Pasong Kamachile II, San Francisco, Tapia (total: 4 brgys)
		Silang	Batas, Biluso, Carmen, Iba, Kaong, Maguyam, Munting Ilog, Sabutan, San Miguel I, Sam Vicente I, San Vicente II, Tibig (total: 13 brgys)
	Laguna	Binan	Biñan (Poblacion), Bungahan, Loma, Mamplasan (total: 4 brgys)
		Santa Rosa	Don Jose, Malilit (total: 2 brgys)

* should be replaced by Amaya II (as corrected by representatives from Tanza).

A representative from Tanza corrected the mention of Barangay Amaya VI to Barangay Amaya 2 under the East West 1 (Daang Hari Extension) road.

Mr. Madrid informed that participants that the team will be visiting these barangays for investigation, coordination, consultations and discussions.

Slide 19: Major Negative Impact Caused by Road Project

“Initially, we have recognized some major negative impact caused by the road project. One is involuntary resettlement. Involuntary resettlement is always number one in the list. Involuntary resettlement would be unavoidable.

The process involves identification of alternative road alignments (as shown on the map). We will investigate which alignment entails less adverse impact to you place. The three alignments presented were found to be with lesser affected structures of approximately 2,000 plus for all three combined. Now, our mission is to identify 100% houses that will be affected.

There is also an effect on the regional economic activities. The negative impacts expected are on agriculture, industrial and commercial activities in some extent due to land acquisition. Example, affected farmers may possibly have less land to till depending on the length of the road.

Regional Divide. Regional divide may occur due new road development. What is regional divide? We usually encounter community divide. This is the division of a group or a community in our project. This means that there is not only the division in the group of Region IV-A but also of communities that have been exchanging information, services, employment and trade. People in other areas may be seeking medical services in your place or students come here education. Once the road is implemented, there may be such a divide. Just think, once there is an expressway that is 60 meters wide, will you be able to cross? Or there may be a fence of the expressway and your farm land is on the other side of the fence. How will the carabao get to the other side? So, all these have to be made known to us during scoping so that considerations can be made by the study team. An overpass can be discussed or considered depending on the perceived number of users.

Now, for the divide and a previous intersection that used to be where people cross or take a ride to get to school, hospital, or to work. Would you want that intersection maintained? What would be the cost of installing an overpass or underground one-way or fly-over there?

For social vulnerable groups, who are these people? Special attention is given to women, children, the elders and the disabled (those with some degree of difficulty to cope with regular daily activities).

For air pollution, we already know this. DENR is enforcing the Clean Air Act.

For noise and vibration, these are vibration cause by vehicles. Also noise especially during construction. What can be done for the latter? A solution is the limiting of working hours for construction from 8 to 5 so as not to disturb your sleeping hours not unless the community will allow construction work during the night.

This is how detailed the EIS gets. Everything that you will convey are detailed in a document. That is why the EIS is very thick. All the issues and concerns are taken into consideration.

For example, if you are concerned that your child may get near the construction site, proper signages will be installed and parents will be cautioned. However, if the child persists to play at the site and gets harmed, the parents will also be held responsible.

Slide 20: The Environmental Impact Assessment Process (Step 4: Impact Prediction)

Impact prediction would answer what would be the extent of the impact? For example, impact prediction would identify an area that would possibly be flooded and that without proper drainage or bridge culverts, flooding may get worse. Engineers and hydrology experts will address this. They will check how strong is the discharge of rivers (Ilang Ilang River or Imus River). The road design will reflect how large would be the bridge or how large would be the clearance of the outlets/pipes to allow free flow of water.

Another example is the fault line as a natural hazard. This hazard is not project related. But the project will give such information as to where it traverses and whether it is active or not. “

Slide 21: Impact Prediction (1)

Preliminary impact prediction has been made for some items. These have been ranked as A = severely affected, B = medium and should be investigated, C = cannot be measured.

For air and noise, we know that there is severe effect. And it will be very much temporary during construction. And after construction, during the operation, there will still be noise and vibration in your area.

For water quality and land, we cannot measure yet as to the damage of land because we will still be investigating your area.

Biological environment, terrestrial and freshwater cannot be measured. We still don't have the proper instruments and guides. We still did not undertake the geo-technical surveys that will lead us to determining your water table and its capacity to supply you with freshwater. That will come at the detailed engineering phase, so that we will know what kind of earth is under you land (soft or hard) or if it can hold our piers for bridges or if there is no liquefaction.

Land use and zoning is ranked B. There will be some effect once the road is implemented. So agricultural lots today, you may plan in the future to convert it

into industrial or residential or what have you. We will be coordinating with your planning officers.

For archaeological and historical sites, we need to know if there is any in the area. Is there any more aside from Aguinaldo's home in Kawit? Are there other historical sites? The reason why we need to know this is because we can not touch it unless there is clearance from the National Historical Institute (NHI).

Slide 22: Impact Prediction (2)

"These are other items we need to know so we are avoiding to touch sensitive areas."

Slide 23: The Environmental Impact Assessment Process (Step 5: Impact Evaluation)

"After the impact prediction, we now arrive at the impact evaluation. How important is the predicted impact? Impact evaluation is down to knowing and selecting the significant impacts, since not all identified impacts are significant. Only important adverse impact, environmental impacts will have to be mitigated; hence, it is necessary to know which impacts are important. The study team is composed of experts on water, on environment, hydro, economics, environmental management and so on and so forth, and engineering of course. These people will sit down, think and categorize if the impact is significant or not. Of course, if they will not do the best that they can, plus your inputs, and plus also your know-how. Because we were informed in the last stakeholders' meeting that some of the LGUs have also their environmental reports for the area. It will be a great help to us if we can get hold of environmental report of the LGU. The sharing of information will enhance both our reports."

Slide 24: The Environmental Impact Assessment Process (Step 6: Impact Mitigation and Preparation of EMP)

"Knowing the importance of the impact, segregating the less significant and the significant, we can now plan a matrix. This matrix is called the environmental management plan. We identify the impacts and we predict. We set the magnitude for it and we also set mitigation measures. And to top it all, after the mitigation measures, we also indicate how much that mitigation measure will cost.

Included is the offering as compensation, the restoration of damaged resources, including providing compensation money to affected persons, concessions on other issues, or off-site programs to enhance some other aspects of the environment or quality of life of the affected community.

All we have now are policies and system how to go about compensating affected people. The LGUs, especially our municipal officers, city officers -- you are the

ones, or LGUs are responsible for citing location sites, assigning relocation sites for your relocatees, or for the affected families. This is not done by DPWH.”

Slide 25: The Environmental Impact Assessment Process (Step 7: EIA Documentation)

This is a sample report. This is the EIA documentation. EIA documentation refers to the preparation of the formal and informal reports and records of the proceedings, findings, analysis and results of the EIA process. It includes such documents as project profiles, scoping report, EIS documents, process documentation of social acceptability. Proof of social acceptability will be coming from you in the form of resolutions. We will ask our beloved barangay chairmen and barangay officials, to issue/ask if you are in favor of the project, a resolution, a barangay resolution endorsing the project. You will also, if you would ask, you will also bring, give a copy to the municipal officer, may be the PPDC/MPDC or office of the Mayor, also for them to write a resolution endorsing also our project in the municipal or city level. All these documents would be the proof of social acceptability of the project.

Maybe we should stop here for a while because you know this is very important – social acceptability. For one thing, we cannot move on if you do not want the project. If we present the disadvantages, the impacts, the positive impacts that you will be getting, that you will be benefiting in exchange for what you will lose. If you have analyzed this with yourselves today or tomorrow or the coming days, please help your officials, your barangay officials, if you want the project or not because they will issue resolutions in accordance to the feeling or opinion of their constituents. We will be going around to the barangays to explain the projects, to identify the project for you, solicit your advice, your comments, your issues, your concerns, etc. And after all those things, we will ask you if you are in favor of the project or not. If you are in favor or if you are not in favor, it should have a resolution for us to hold as evidence, to have proof that you are in favor or not in favor for the project.

We cannot just tell Malacañang or tell NEDA that the people of Cavite are in favor of the project without anything in paper. That is very impossible. So, the proof of social acceptability will be coming from you. We ask your permission today if we could enter your barangays, talk to your constituents, talk to your officers, gather vital information, do our surveys and please assist us in conducting these surveys and after all the activities please hand in your endorsements. This is your role.

We have a deadline also to follow. If you want the project, we will work on it.”

Slide 26: Preparation of the Preliminary Resettlement Action Plan

“In the preparation of the preliminary Resettlement Action Plan or the pre-RAP, these are the main items: the evidence of avoiding and or minimizing land acquisition and resettlement impact, the scale, location of the land acquisition,

number of families, – you have it in your hand-outs. The bottom line here is we will investigate and survey all affected families. We will put all these in a report. If you may permit also, we will take pictures with the house, and we will put it in the report, submit it also to JICA.

Why are we doing this? It is for our records. If in the event you will be affected by the alignment, we will have on your information on record. Those who will refuse to be recorded or refused to be interviewed will be noted as 'refused to be interviewed during survey period.'

This is for all our records. This is for the RAP. RAP is a document that spells organized and systematic way of compensating people, transferring people to proper resettlement areas. This would also avoid professional informal settlers. If you would encourage others to settle in your area in the hope that they will be compensated, we do not tolerate such things since it is the government that will have difficulty in paying. .

Now, we will also inform you if there is a cut-off date. Tagging and the survey with tagging – wherein there will be a sticker stating the cut-off date. Prior to doing this, we will coordinate with the barangay officials.

A cut-off date is a certain date like a deadline. It means the date that so much houses were inventoried and this should not increase. Second, if your house is made of wood at the time of the cut-off date that is what will be compensated. You may suddenly win in the lotto and decide to improve your house to a three-storey concrete structure. The compensation, however, will remain as it was originally inventoried as a wooden structure. All structures (as inventoried) will be compensated included pig pens, chicken coops, septic tanks, etc. You have to point this all out to the surveyors so it will be properly estimated.

When does a RAP proper begin? A RAP proper is conducted during the detailed engineering phase. The detailed engineering phase will have a parcellary survey. We will measure lots and investigate who is the owner. The pre-RAP data of the feasibility stage will be validated.

If you say in the pre-RAP you are the owner of the house or the owner of the lot, better get ready of documents. These documents will be requested as proof in the detailed design stage. Valuation starts at the zonal value. However, there is succeeding negotiations. If you are not in favor of the zonal value, there is always the independent assessor who can find out the fair market price. If nothing is still resolved, the last course of action is the court. But this is the government's last option. We will have disclosure meetings and consultation meetings."

Slide 27: Next Step (Contents of Environmental/Social Consideration)

“The next steps are to gather information for a more stable and firmed baseline information. So we will conduct water quality. We would like to request at this point that should we enter your barangays, we would appreciate your guidance to rivers for us to sample the water. And if we need to hook up our electrical equipment to measure air quality, we will appreciate your help. Electrical usage will be paid.

After impact identification, preparation of mitigating measures, preparation of the preliminary Resettlement Plan, EIS preparation and public consultations will take place. We will visit each barangay to conduct barangay consultations.”

Slide 28: Next Step (Baseline Survey)

“We continue to gather secondary data and data from field surveys for air pollution, noise and vibration and water quality. There will also be residents' interview surveys”

Slide 29: Next Step (Public Consultation)

“ Today (September 23) is the third stakeholders' meeting. The next time we meet will be early December. This will be the fourth stakeholders' meeting and the fifth would be in mid-March. And FS results will be discussed in mid-May, early July, early September ng 2006.”

“So, ladies and gentlemen, many thanks.”

4.2 Open Forum

The moderator thanked Mr. Madrid and announced that the panelists for the open forum are Ms. Bing Pallana (study team member), Ms. Belle Fajardo and Mr. Alvin Madrid (counterpart members).

Question: Mr. Allan Cachuela (City Planner, City of Muntinlupa, Metro Manila)

Thank you for that beautiful presentation. The process of the EIA preparation and the schedule of stakeholders' meetings are clear. So, the connection of Daang Hari to South Superhighway cannot start this year as there are many preparations needed.

Are you visiting all the affected areas of this road project?

Answer: Mr. Alvin Madrid (CALA counterpart team member, DPWH PMO-F/S)

Yes. All the barangays and municipalities where the 3 road projects' alignments traverse will be visited.

Question: Mr. Allan Cachuela (City Planner, City of Muntinlupa, Metro Manila)
Will you be presenting the alignment of the planned road to each barangay, city and municipality?

Answer: Mr. Alvin Madrid (CALA counterpart team member, DPWH PMO-F/S)
The general alignment will have to be established first on ground with a centerline identified and 25 meters on each side. Now, the investigation of the socio-economic survey will estimate all who will be affected. We still do not have the information on the final alignment. That will come into conclusion during the detailed engineering stage. There may still be some shifting in the alignment. This usually happens. Our purpose will be to present the project details to the municipality and barangay before we start the socio-economic surveys.

Question: Mr. Allan Cachuela (City Planner, City of Muntinlupa, Metro Manila)
Does that mean the alignment that will be presented is not all clear?

Answer: Mr. Alvin Madrid (CALA counterpart team member, DPWH PMO-F/S)
Yes, we have to get the exact area for the road.

Question: Mr. Allan Cachuela (City Planner, City of Muntinlupa, Metro Manila)
Third question – You mentioned that a vital part is the social acceptability and the passing of a resolution from the affected barangays and also from the city or municipal council.

The issuance of the ECC is not a permit. It is just a clearance. A certificate showing that there is not much adverse impact or that there are mitigating measures for the impact on environment and affected individuals. Will there be a development permit secured for the project?

The development permit allows the project to proceed. Or maybe some sort of permit. Where will you secure the permit? Is it from the national government or the local government?

Answer: Mr. Alvin Madrid (CALA counterpart team member, DPWH PMO-F/S)
I also want this cleared. The ECC needs to be acquired first as a requirement of NEDA (National Economic and Development Authority). This is also a requirement of JBIC or a foreign lending institution.

Answer: Mr. Faustino Sta. Maria (CALA Project Director, DPWH PMO-F/S)
The process of foreign-assisted projects requires endorsement from the Regional Development Council, which is composed of representatives from the provincial as well as the municipal development council.

Question: Mr. Allan Cachuela (City Planner, City of Muntinlupa, Metro Manila)

That is right. But endorsement is not a permit. It is something like a building permit from the national, municipal or city. For example, when one builds a house, you need a locational clearance, certified by a zoning administrator or planning officer. When one gets a building permit, it needs to be certified by a city engineer or building official. This is my question.

Answer: Mr. Alvin Madrid (CALA counterpart team member, DPWH PMO-F/S)

We will secure the permits to enter from the local government units.

Question: Ms. Mercedes Culandig (Barangay Councilor, Barangay Tapia, General Trias, Cavite)

I would like to request that for the household survey, coordination with the barangay council should be made.

Answer: Mr. Alvin Madrid (CALA counterpart team member, DPWH PMO-F/S)

Yes, we will be doing that. In fact, the first activity is the conduct of barangay consultations. We will introduce the team and the project and we will set the schedules. And maybe get some people from your community to assist us in the conduct of the surveys. We will let you be involved in the surveys. Thank you.

Question: Ms. Luisita Vendiola (NGO Representative, Urban Poor Association)

I noticed in the document part, there were presidential decrees and including our constitution as references for our project. With regards to advantages of informal settlers that will be affected by the project, the UDHA was not mentioned. This is the main document that provides the responsibilities of the government for the affected families. I suggest that the UDHA be referred to for the Resettlement Action Plan.

Second, as an NGO, we would like to know the benefits due the beneficiaries or the affected families. The affected families should be involved in the planning of the project. It has been our experience that participation only happens when the project is already there. They are told to just accept the project. It would be better if consultation is done during the planning stage so that at the end of the day, there is harmonious relationships between the project implementor and the affected families, which is one of the stakeholders of the project.

Answer: Ms. Beulah (Bing) Pallana (JICA Study Team Member)

Thank you. As mentioned in our 'Next Step' the study team has 3 methods of consultation. We have the perception survey, the focus group discussions (FGD) and household inventory survey for resettlement.

The perception survey has a 20% sampling size. The FGDs are for the affected barangays. But the household inventory survey for resettlement is 100% with

socio-economic information and baseline data to be taken for planning for the compensation of the affected persons.

Regarding the comment to include the UDHA and RA 8974, these are our laws for resettlement planning. This is just an initial consultation at the moment. Once the ROW has been determined, we will conduct another consultation. Thank you for your suggestions and we will take it into consideration.

Additional Answer: Ms. Belinda Fajardo (CALA counterpart member, Environmental and Social Services Office, DPWH)

Another good suggestion is the conduct of workshops during the consultation with the barangays. I believe that is most effective especially for the affected persons. We conducted this in one of our project at Estrella Pantaleon Bridge. And it was a very successful gathering, series of workshop with the participation stakeholders. Their acceptance of the project was easy and the resettlement planned. This will be followed by that project.

As an additional information regarding Republic Act 8974. This is the act to facilitate the ROW acquisition. There are several modes of acquisition followed by our government. So, don't worry, the process will follow the right procedure. Thank you.

Additional Answer: Ms. Beulah (Bing) Pallana (JICA Study Team Member)

Additionally, the process of the CALA busway planning will be replicated here. A workshop was conducted with the affected families and other stakeholders role playing the planners or DPWH. They tackled issues and drew up their own recommendations. The barangay captain of Talaba is here and he remembers this process.

So we will ensure that there will be adequate consultation with the affected families and various stakeholders.

Question: Mr. Jesse Francisco (Municipal Planning and Development Coordinator, Bacoor, Cavite)

A few years back, I remember the study team had a parcellary map and tagging was done at a few barangays in my municipality. Will this be repeated or will that data be used.

Answer: Ms. Beulah (Bing) Pallana (JICA Study Team Member)

There will a new survey conducted since the previous one was some five years back. So, we not only validate but make a new data. There may be some who left and there may additional people.

Question: Mr. Johnny dela Pena (Talaba 3 Homeowners, Bacoor, Cavite)

I would like to make a recommendation for Bacoor. When there is a proposal here at the coastal road. If it will be elevated like the skyway project and it takes off from Longos. Majority at Bacoor ride the bus, especially going home. It is preferred if there would be an additional one lane to be used as a bus stop at the side of Talaba 3 and also at the opposite side so that we could have a ride to take the elevated road.

Answer: Mr. Faustino Sta. Maria (CALA Project Director, DPWH PMO-F/S)

Actually the existing road alignment will not be closed. The proposed viaduct would take off from the Cavite Coastal road leading to North South toll road at St. Dominics. So, excess traffic coming from the Coastal road, which are going to Molino Boulevard or the alignment of North South tollway can take the viaduct.

Now for the commuters or those taking the buses or other modes of transport, the existing alignment will still be there. So for all other commuters with local destinations in the vicinity of Talaba, they could still make use of the existing alignment.

5. CLOSING REMARKS¹

Department of Public Works and Highways

*By: Mr. Faustino Sta. Maria, Jr.
Director
DPWH PMO-FS
and Project Director for
The FS and Implementation Support on the CALA East West National Road Project*

“To formally close the proceedings that we have today, I would like to thank Mr Ikeda (the JICA Highway Advisor), all of you who participated in today’s workshop especially the participants from the LGUs as well as private sector and from the government agencies also. Thank you very much for coming today to participate in this stakeholders’ meeting. We are very sorry to the Japanese Study Team because we were speaking most of the time Taglish for the benefit of our participants. We do not know exactly whether they were able to follow through the discussions. Anyway the meeting is not really for them but for the stakeholders. So be it.

Well, actually this is the Third Stakeholders’ Meeting. We had the first one in Heritage Hotel, I believe. But the second one, we had in Bellevue in Muntinlupa.

But the participants were different in the first two meetings because the first two meetings involved mainly the planning officers of the municipalities/cities and provinces involved. Whereas now, we are getting into more details of the project. So we are now consulting with the barangays that will be directly affected by the proposed alignment.

The previous seminars were discussions on issues like development scenarios or what was preferred by the stakeholders for Cavite at Laguna.

Now we have come to a point that it is clearer as to the desired road projects. As mentioned by Mr. Tizon, there are so many roads to choose from. And it is only possible for us to do a few of them in the next few years. We all know the limitations of the government. Even this is going to be financed by lending institutions like JBIC, it will still be necessary on the part of the government to put up necessary equity funds. We are aware that we have many projects, in fact on-going projects are difficult to finish as counterpart funds of the Philippine Government is limited.

Now in the case of CALA, in the corridor of Cavite and Laguna, we are very happy to take note that under the Medium Term Public Investment Program of the department, we have programmed the counterpart fund for this project. So, we are

¹ The delivery of the speech was in Taglish (colloquial Tagalog mixed with English) for ease of comprehension

more or less assured that the projects we are discussing today would become a reality very soon. But of course, what we mean by 'very soon' is still a long process. We are still at the FS stage. Detailed engineering follows, wherein we will require consultants to undertake the detailed engineering.

Then after the detailed engineering has been done, that is the only time, we have to look for funds, well maybe from lending institutions, like JBIC. And then another requirement is the procurement of construction- supervision consultant plus the contractors who will do the project.

So, that is the length of the planning - implementation cycle. You will take note that the early part ng Study is about you the master planning of road projects that should be done in the study area. We are just entering the FS level.

It was mentioned earlier on by a participant that there are many government projects that was overtaken by time (slow implementation) due to resistance from stakeholders. In fact, roads like C5, C6 and C3 of the department were not completed precisely because of ROW problems and problems of stakeholders' opposition to the projects. As far back as 7 years ago, we have realized that. So, we have made it a point to undertake consultation sessions like this. We have done this for the master plan of Visayas. We have done this for the FS of the road improvement along Philippine Highway involving the construction of the Plaridel Bypass and San Jose Bypass. And in the last two years, we have done this for our study for the regional growth centers of Iloilo, Bacolod and Cagayan de Oro where new airports are planned. The new airports would require new roads leading to these airports.

So, through these recent years, we have been very conscious that we have to go through some process of consultations. So every time, we do stakeholders' meetings like this. Because, one, we want to establish the consensus among stakeholders. We want the stakeholders or those persons that going to be directly affected to have a hand in the planning of the road and in the planning of the alignment, and so on and so forth.

In fact, we are still to start our FS and already we have started our consultation. This is the third stakeholders' meeting. This meeting also represents our second scoping session (for environment and social considerations). And this will have to go on for some more time - fourth until the eighth stakeholders' meetings.

In the next meeting, I think we have to go down into more details. There was suggestion given earlier that stakeholders be given the opportunity to contribute to planning. We are getting to that as we also have barangay consultation meetings. So, to all the barangay captains (leaders) here this afternoon, I wish to iterate that

by the local participants. Nevertheless, the proceedings herein are translated to English.

this is just the start of our close coordination with you for the realization of a good project.

I know that we have scheduled this meeting not to end so late precisely to give you time to get back to your respective homebases. So again, we shall be meeting again. At this point in time, many thanks for joining us here.”



**Director Cathy Cabral
Planning Service, DPWH**

Third Stakeholders' Meeting

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



**Mr. Johnny dela Peña
Talaba 3 President of Homeowners' Association, Bacoor**



**Mr. Manny Solomon
Barangay Chairman, Barangay Tunasan, Muntinlupa City**



**Mr. Jose Sandejas
Barangay Chairman, Barangay Sabutan, Silang**



**Mr. Allan Cachuela
City Planner and Development Coordinator, City of Muntinlupa**

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

3rd Stakeholders' Meeting

23 September 2005 Island Cove Resort, Kawit, Cavite

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

3rd Stakeholders' Meeting

23 September 2005 Island Cove Resort, Kawit, Cavite

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

3rd Stakeholders' Meeting

23 September 2005 Island Cove Resort, Kawit, Cavite

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JOHNNY DELA PENA	President Homeowner	Talaba 3 Precor	0920-572617	
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ADRIANO C. CRUZ	INSPECTOR I	MUN. OF BINAN	511 8707	
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ATTENDANCE

Name of Participants	Designation	Name of Agency	Telephone #	Signature
Alexandro Pascual	Capt. TANGAL	LANZA	09819643836	
Demetrio Canino	Capt. Enriquez TC.	TANZAP	0906229060	
Aurelio Garcia		Munting Do S.C.		
LILADO CARPENA	DAG.	Munting Ilog		
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MARIO CANOSO	KAGAWAD	"		
FREDIE GUIRIBA	"	"		
MECHOR CAMAMA	"	"		
MARIO BELANDREI	"	"		
OYANG TERCERO	"	"		
LEYIE AMBATA	"	"		
PONCIANO AMON	"	"		
LAURENTO USABABA	BRGY CAPT.	P. OSMANVILLE-IGTIC		
EMESO PEÑA	KAGAWAD	PASCAM II		
RICARDO BORGOMPE	KAGAWAD	SILADG		
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GERARD CANDELA	EMSA	SMP	097823282	
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DAVID ROYES	TRUCK	MUNICIPALITY OF BINANG	(049) 511 8757	<i>(Signature)</i>
ALLAN CACHUELA	CPDO	Mund. City	5430803	<i>(Signature)</i>
ED HERNANDEZ	SPD	Munt City	543-08-05	<i>(Signature)</i>
RALPH ALCANTARA	Div. In.	11RR	414-2414	<i>(Signature)</i>
REYLA MORALES	ABC	LGU-SILANG	414-6707	<i>(Signature)</i>
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