

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 Fourth Stakeholders' Meeting

December 7, 2005 (Cavite)
December 8, 2005 (Laguna)
December 12, 2005 (Mantilupa)

ALMEC Corporation
Nippon Koei Co., Ltd.

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

December 2005 @ Three Meetings: (1) Cavite, (2) Laguna, and (3) Metro Manila

PROCEEDINGS

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List of Abbreviations and Acronyms

BOT	-	Build-Operate-Transfer
CALA	-	Cavite and Laguna
DENR	-	Department of Environment and Natural Resources
DOJ	-	Department of Justice
DPWH	-	Department of Public Works and Highways
DPWH PMO FS	-	DPWH Project Management Office - Feasibility Studies
ECC	-	Environmental Compliance Certificate
EIA	-	Environment Impact Assessment
EMB	-	Environment Management Board
FGDs	-	Focus Group Discussions
FS	-	feasibility study
HUDCC	-	Housing and Urban Development Coordinating Council
JBIC	-	Japan Bank for International Cooperation
JICA	-	Japan International Cooperation Agency
LGU	-	local government unit
MMDA	-	Metro Manila Development Authority
MPDC	-	Municipal Planning and Development Coordinator
MSWDO	-	Municipal Social Welfare and Development Office
NEDA	-	National Economic Development Authority
NDC	-	National Development Corporation
NGO	-	non-government organization
PIC	-	Philippine Infrastructure Corporation
PMO	-	Project Management Office
PPDC	-	Provincial Planning and Development Coordinator
PSWDO	-	Provincial Social Work and Development Officer
RAP	-	Resettlement Action Plan
RDC	-	Regional Development Council
ROW	-	right-of-way
ROWA	-	right-of-way acquisition
SLEX	-	South Luzon Expressway
TRB	-	Toll Regulatory Board

1 INTRODUCTION

1.1 Background

The Feasibility Study and Implementation Support on the CALA East-West National Road Project is an undertaking by Department of Public Works and Highways with technical assistance from the Japan International Cooperation Agency. The study builds on efforts of past studies to improve the road network / transport infrastructure in the study area, which covers the contiguous areas of Cavite (14 towns) and Laguna (3 towns) provinces and 2 cities of Metro Manila (i.e, Las Pinas and Muntinlupa). The study has a total of 8 stakeholders' meetings scheduled for the entire study duration. The project commenced on January 2005 and is expected to run till September 2006. Table 1.1 shows the timing of the meetings. Following the stream of scheduled stakeholders' meetings, the fourth stakeholders' meeting was conducted in December 2005.

Table 1.1 Outline of Stakeholder Meetings for the Study

No.	Study Phase	Main Subjects for Discussion/Consultation	Period	Location
1st	Preparation of Scenarios	- Explanation on project and Study process - Explanation on procedure of Stakeholders' Meetings (STM)	March, 2005	Manila
2nd	Evaluation of Scenarios	- Confirmation on principle of preparation of scenarios - Environmental and social considerations study (Initial Environmental Examination level) - Impacts to the area in case of zero or "do nothing" option	June, 2005	Manila
3rd	Preparation of Optimum Project Plan	- Outline of alternatives - Alternative measures in zero option - Scope and evaluation methodologies for Environmental and social considerations study (Environmental Impact Assessment or EIA level)	Sept., 2005	Cavite
4th		- Results of evaluation on alternatives - Progress and interim results of Environmental and social considerations study (EIA level) - Study framework on preparation of optimum project plan	Dec., 2005	Cavite, Laguna and Metro Manila
5th		- Results of Environmental and social considerations study (EIA level) - Overall evaluation on project validity - Mutual consent on optimum project	March, 2006	CALA Area
6th		F/S	- Follow-up of Environmental and social considerations study (EIA level), if necessary - Explanation of resettlement policy	May, 2006
7th	- Explanation of framework of Resettlement Action Plan (RAP)		July, 2006	CALA Area
8th	- Mutual consent on framework of RAP		Sept., 2006	CALA Area

1.2 Implementation and Recording of the Fourth Stakeholders' Meeting

The previous three stakeholders' meetings were conducted as a collective gathering of stakeholders from the whole study area covering the provinces of Cavite and Laguna and the cities of Muntinlupa and Las Pinas of Metro Manila. However, sensitive to the views of some stakeholders in past meetings that the project is basically serving more of Cavite or that more traffic are brought into Laguna (thereby aggravating the congestion in the area), the fourth stakeholders' meeting was designed and conducted in 3 separate sub-meetings. Each meeting targeted stakeholders from the general partner LGUs for the study (i.e., one meeting for Cavite, one for Laguna and another for Metro Manila stakeholders). Such aggregation of stakeholders was to ensure extensive discussion on the road alignments (including alternative alignments) in their respective areas.

Workshops were also conducted in the stakeholders' meetings for Cavite and Laguna for the evaluation of road alignments in each town. As there is only one alignment in the Metro Manila side (i.e., only in Muntinlupa), a meeting was held with the Housing and Urban Development Coordinating Council (HUDCC), which is the lead agency tasked for the master planning of the government properties at Muntinlupa City (National Bilibid Prison area) where the road alignment traverses. Ultimately, alignments were evaluated and a final alignment was selected for the Cavite and Laguna areas only as these have a number of alternatives (alignments) to choose from.

The stakeholders' meeting for Cavite was held on 7 December 2005 at the Republic of Cavite Convention Center, Trece Martires City, Cavite. The meeting for Laguna was held on 9 December 2005 at the El Cielito Inn (Ballroom), Sta. Rosa City, Laguna. Lastly, the HUDCC meeting was held on 12 December 2005 at the HUDCC Office, Atrium Building, Makati Avenue, Makati City.

The lists showing the general composition of stakeholders who attended the meetings are given in Tables 1.2 and 1.3 for Cavite and Laguna, respectively. The signed attendance sheets for these meetings 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 1.4 for Cavite and Table 1.5 for Laguna. The HUDCC meeting, on the other hand, was attended by two representatives from DPWH (Project Director Faustino Sta. Maria, Jr. and Project Coordinator Carmelino Tizon), seven JICA study members, and three HUDCC officials (Assistant Secretary Nestor Borromeo, Director Ramirez and Mr. Wilson Tabuton).

This report contains the proceedings of the fourth stakeholders' meeting. The presentation sessions have been transcribed here for a better understanding of the slides shown in the handouts. It should be noted that the speeches, presentations

and discussions delivered in Taglish (or the colloquial mixture of Tagalog and English) are translated to English in this report for ease of comprehension.

Table 1.2 List of Participants of the 4th Stakeholders' Meeting - Cavite

Agency/Org	Contact Offices	No. of Participants
DPWH	PMO FS	8
	Region IV A Office and Engineering District	3
Local Government Units in the Study Area ^{1/}	Provincial Governor and Policy Makers	2
	Provincial Planners, Engineers, Social Work Officers, Assessors, and Other Officers	7
	Municipal Leaders (Mayors) and Policy Makers	5
	Municipal Planners, Engineers, Social Work Officers, Assessors, and Other Officers	17
	Barangay ABC Officers and Staff	4
Large Property Owners ^{2/}	Cavite Area	7
JICA Study Team	Consultant Team	9
	Project Office Staff	3
TOTAL NUMBER OF PARTICIPANTS		65

1/ Covering the provincial government and 6 municipalities/towns affected by the road alignment in the study area.

2/ Includes Ayala Land Inc.; San Miguel Properties, Inc.; Philippine National Oil Corp.; One Asia Devmt. Corp., and Staland Inc.

Table 1.3 List of Participants of the 4th Stakeholders' Meeting – Laguna

Agency/Org	Contact Offices	No. of Participants
DPWH	PMO FS	6
	Region IV A Office and Engineering District	2
Local Government Units in the Study Area ^{1/}	Provincial Planners, Engineers, Social Work Officers, Assessors, and Other Officers	5
	Municipal Leaders (Mayors) and Policy Makers	2
	Municipal Planners, Engineers, Social Work Officers, Assessors, and Other Officers	8
	Barangay ABC Officers and Staff	2
Large Property Owners ^{2/}	Laguna Area	3
JICA Study Team	Consultant Team	7
	Project Office Staff	3
TOTAL NUMBER OF PARTICIPANTS		38

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/ Includes Greenfield Devmt. Corp. and Ayala Land, Inc.

Table 1.4 Program of Activities of the 4th Stakeholders' Meeting - Cavite

9:15 – 10:00 (45 min)	Registration and Morning Snack
10:00 – 10:15 (15 min)	Opening Ceremonies <ul style="list-style-type: none"> - Opening Prayer - Philippine National Anthem - Opening Remarks <p style="text-align: center;">By: Hon. Erineo “Ayong” Maliksi Governor, Province of Cavite</p>
10:15 – 10:45 (30 min)	Session 1 : Preparation of the Optimum Project Plan <ul style="list-style-type: none"> 1. Background 2. Framework of the Preparation of the Optimum Project Plan 3. Progress on the Environmental/Social Consideration Study <p style="text-align: center;">By: <u>Mr. Alvin Madrid</u>, Environment Team Member, DPWH PMO FS</p>
10:45 – 11:00 (15 min)	Open Forum
11:00 – 11:30 (30 min)	Session 2: Evaluation of Road Alternative Alignments <ul style="list-style-type: none"> 1. Background 2. Criteria for Evaluation of Alternative Alignments 3. Matrix of Impact Identification and Preliminary Assessment 4. Implementation Support 5. Workshop Guidelines <p style="text-align: center;">By: <u>Mr. Carmelino C. Tizon</u> Project Coordinator, DPWH PMO FS</p>
11:30 – 12:15 (45 min)	Breakout Session / Group Discussion (Workshop)
12:15 – 13:00 (45min)	Lunch
13:00 – 13:30 (30 min)	Session 3: Presentation of Evaluation Results <ul style="list-style-type: none"> 1. Group Discussion Evaluation Results 2. Next Step <p style="text-align: center;">By: <u>Mr. Carmelino C. Tizon</u> Project Coordinator, DPWH PMO FS</p>
13:30 – 14:00 (30 min)	Open Forum
14:00 – 14:15 (15 min)	Closing Ceremonies Closing Remarks <p style="text-align: center;">By: <u>Mr. Faustino N. Sta. Maria, Jr.</u> Director, DPWH PMO-FS</p>
Moderator: <u>Ms. Bella Resurreccion</u>	

Table 1.5 Program of Activities of the 4th Stakeholders' Meeting - Laguna

9:15 – 10:00 (45 min)	Registration and Morning Snack
10:00 – 10:15 (15 min)	Opening Ceremonies - Opening Prayer - Philippine National Anthem - Opening Remarks By: Hon. Teresita S. Lazaro Governor, Province of Laguna
10:15 – 10:45 (30 min)	Session 1 : Preparation of the Optimum Project Plan 1. Background 2. Framework of the Preparation of the Optimum Project Plan 3. Progress on the Environmental/Social Consideration Study By: <u>Mr. Alvin Madrid,</u> Environment Team Member, DPWH PMO FS
10:45 – 11:00 (15 min)	Open Forum
11:00 – 11:30 (30 min)	Session 2: Evaluation of Road Alternative Alignments 1. Background 2. Criteria for Evaluation of Alternative Alignments 3. Matrix of Impact Identification and Preliminary Assessment 4. Implementation Support 5. Workshop Guidelines By: <u>Mr. Carmelino C. Tizon</u> Project Coordinator, DPWH PMO FS
11:30 – 12:15 (45 min)	Breakout Session / Group Discussion (Workshop)
12:15 – 13:00 (45min)	Lunch
13:00 – 13:30 (30 min)	Session 3: Presentation of Evaluation Results 1. Group Discussion Evaluation Results 2. Next Step By: <u>Mr. Carmelino C. Tizon</u> Project Coordinator, DPWH PMO FS
13:30 – 14:00 (30 min)	Open Forum
14:00 – 14:15 (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 STAKEHOLDERS' MEETING IN CAVITE

2.1 Opening Remarks¹

By: Honorable Erineo "Ayong" Maliksi
Governor
Province of Cavite

"Good morning to all.

Of course, it is desirable to get to know our participants and guests. And it is imperative to introduce them at this occasion. The first is Project Director Faustino Sta. Maria who was with us in all previous meetings. Also, there is Mr. Alvin Madrid and Mr. Mamet Tizon who is also from our province.

We have representatives and friends from the towns of Silang, Tanza, Bacoor, Dasmariñas, General Trias and Imus. And, of course, we have members of the study team with us; Mr. Aoki Tomoo, Ms. Nanette Abilay, Mr. Yokota Eiichi, Mr. Rene Santiago, Mr. Godofredo Galano, Ms. Lynn Sison, and Ms. Encarnacion Raralio who is our fellow town person from Imus and at the same time the President of Imus Institute.

We also have our fellows from the environment team of DPWH PMO FS headed by Mr. Alvin Madrid. From the private sector, from San Miguel Properties – Mr. Marvin Garbo and Mr. Gerald Candelaria, from PNOC – Mr. Mike Ordilla and from Ayala Land, Inc. - Mr. Salvador Tan.

To all of you present, our fellow public servants, Good Morning once again to all.

It is a great pleasure for me that the Fourth Stakeholders' Meeting is held right here in the the Province of Cavite. This is a valuable occasion for us since we will be discussing the future of our province. Everyone knows that this project has a huge impact and is a great help to our province and to our country's economy as well. The project also presents various opportunities for the province especially to our townmates experiencing the traffic congestions on our roads. I am grateful that we are here today and I hope we have a fruitful meeting at this occasion.

I also want to extend our sentiment to the study team that we are very impatient to realize this road project. It has been a long desire of our province to start this project, which has been planned by DPWH since the time when Director Galano was with DPWH. He is now retired but still with us. This project was being discussed since time I was then the mayor of Imus. I hope that this project will be realized while I am still the governor of the Province of Cavite.

¹ The Honorable Governor Maliksi of Cavite Province delivered his speech in Tagalog. An English translation is provided herein for this proceedings documentation.

The project of CALA that is for discussion now is very important. This is the East-West Road, which is easy to implement since it will be using the Daang Hari Road with bridges in place already. The road will traverse our original target in the middle of Cavite and will finally connect to the R1 extension.

For the benefit of our study team, the original concept for the Daang Hari is from Ayala to Molino Road only. But during my term as congressman, it was discussed with the then President Estrada that it is necessary to continue the road from Molino to Aguinaldo Highway. And just recently, I met with key persons in the Department of Public Works and Highways (DPWH) and it was learnt from DPWH Region IV that it will cost an estimated P 92 million for expanding the road from its present two-lane width to four lanes. So, the total cost for the network of the CALA road project will somewhat be lesser once DPWH will implement said road expansion.

To all taking part in this project, I hope that we get to realize what we are discussing here. And this will be possible through our combined efforts and quick actions. Slow actions are prohibited. Quick action is required.

Many thanks to all and to all a Good Morning.”

2.2 Session 1: Presentation and Open Forum

2.2.1 Presentation: Presentation of the Optimum Project Plan

After an inspiring welcome from no less than the Governor himself, the moderator (Ms. Bella Resurreccion) proceeded with a short introduction of the presenter for the first session; Mr. Alvin Madrid.

Mr. Alvin Madrid studied for a geology degree at the University of the Philippines (U.P.) but graduated in BS Industrial Engineering at the Manuel Quezon University. He is currently taking up his masters in Environmental Science, also at U.P. He presently holds the position of Information Technology Officer at the DPWH PMO-FS. But because of his various experiences in Environmental Management, he has been designated as a government counterpart Chief Environmentalist of the CALA Project.

The presentation started with Mr. Madrid greeting the participants. He then went on with his explanation of each slide presentation as quoted below².

² The presentation was generally made in English. But some Taglish statements (colloquial form of Tagalog with a mixture of English) were made. However, all Taglish portions of the presentation are herein translated to English.

Slide 1: Preparation of the Optimum Project Plan

“The topic that I will discuss is the Preparation of the Optimum Project Plan for the CALA East-West National Road Project. First, I will be dealing with the background then the framework of the preparation of the optimum project plan. And go on to the progress, updates on the environment, and social consideration study.”

Slide 2: The Holistic Development Scenario

“As you all know in the previous Stakeholders' Meeting and consultations with the different municipalities and provincial officers, it has been derived that three spatial development strategies has been adopted to picture the future of the Cavite and Laguna provinces.

This is composed of multi-centered development, rural industrialization and primary industrialization and urban growth in both provinces. So this multi-centered development is aimed to create a balanced urban center network development for the whole area of the province or provinces.

As you can see we recognize the regional growth pole and the administration center in Trece Martires; a dispersed sub-center of Metro Manila in the Muntinlupa and Las Piñas municipalities. And we recognize also the development of urban centers in Bacoor, Kawit, Noveleta, Rosario, Cabuyao, Carmona, Biñan, San Pedro, Sta. Rosa and GMA.

Likewise, we recognize the agro-business center in Silang and some nature preservation areas and resorts in Tagaytay and Los Baños and also Ternate. Of course, there are the agricultural or agriculture areas in Maragondon, Magallanes and Gen. Emilio Aguinaldo.”

Slide 3: Project Tasks

“In the course of the study, we are now on Task 4 or *The Evaluation and Selection of Priority Projects*. Here, we will try to evaluate the alternatives and maybe trigger Stakeholders' Meeting Number 5 wherein we will decide whether to pursue the project or not. This Stakeholders' Meeting is very important for your inputs.”

Slide 4: Stakeholders' Meetings

“The Fourth Stakeholders' Meeting will be the discussion of the results of the evaluation on alternatives. So later on, we will be breaking into groups and we will be working on some issues, towards the evaluation of the works on alignments within respective jurisdictions considered in the Study.

Also, we will have the study framework on the preparation of optimum project plan.”

Slides 5 and 6: Barangays for Environmental and Social Study

“So this is the whole of the study area, wherein we will consider the East-West road which is the Daang Hari, traversing from Tanza, Gen. Trias, Imus and Muntinlupa City.

Our second component runs down from Bacoor and then Imus, Dasmariñas, and Silang, which we call the North-South Road.

And the third component will be some alignments that will pass from Governor's Drive down to Silang and one alternative will end in Biñan while the second alternative will end in Sta. Rosa.

So these are the list of barangays that will be affected by the alignments. So, all in all, we have 69 barangays in the overall the project area.”

Slide 7: Framework on the Preparation of the Optimum Project Plan

“So on the framework on the preparation of the optimum project plan - first, if you could remember from the Third Stakeholders' Meeting, we had the formulation of alternative plans (here, we set the alternatives). We discussed some of the advantages and some of the disadvantages of the alignments and collection of measurement of each indicator of the alternative project plan.

Later on, we will present some materials that will help us evaluate these alternatives. We have some economic indicators that we will present to you, later on, this day.

In the following analysis and evaluation, we have the *Evaluation of Traffic Improvement and Impact of the Project*. This is the result of the traffic assignment modeling and simulation in the overall road network.

(As shown on the framework) For the *Support of Environmental Impact Assessment*, we have the examination and preparation of the TOR (terms of reference) for environment and social consideration. Then there was the conduct of the environmental and social surveys. Most of the municipalities have been oriented with our activity on the environment aspect and some of the stakeholders from affected barangays had been interviewed and consulted. We have also conducted environmental surveys in certain areas.

And this Fourth Stakeholders' Meeting would tackle the selection of the optimum project plan.”

Slide 8: Ongoing Works of the ESC Study: Environmental Baseline Study

“These are the ongoing works of the environment and social consideration (ESC) study wherein first we have the environment baseline study which is composed of the field measurement surveys like air, noise, the vibration and water quality sampling and, of course, the gathering of secondary data from each municipality.”

Slide 9: Ongoing Works of the ESC Study – Environmental Baseline Study (Field Measurement Surveys on Air, Noise/Vibration)

“The field surveys involved air and noise vibration measurements. On your right is the location of sampling sites. So we have the northern portion, the intersection of Bacoor, Tirona and Aguinaldo Highway – just in the vicinity of SM Bacoor.

We also have one site along Daang Hari Road, before reaching Aguinaldo Highway. We have sites in Barangay Tapia, SLEX, La Salle (in Dasmariñas), Silang, Governor’s Drive, and Sta. Rosa.

Shown on the picture here is the collection of air; air sampled to evaluate sulfur and nitrogen oxide components. On your right would be the collection of gas for the evaluation of ozone. The ozone collector apparatus, if you can notice, is on a black background. It was taken during dawn at around 3 am. Collection of samples for ozone evaluation is conducted between 2 am to 5 am (we are avoiding here the contact of sunlight). The set up of the sampling was done in Barangay Tapia. At the same site, we also have the 24-hour gas sampler to evaluate total suspended particulates. Likewise, we have the SO_x and NO_x evaluation apparatus with the one hour sampler to verify particular hour of the day.”

Slide 10: Ongoing Works of the ESC Study – Environmental Baseline Study (Field Measurement Surveys on Water)

“Second is the water sampling activity, which has not commenced yet. It has yet to commence within the week or next week because we need the availability of the laboratory, for this much area to cover.

So parameters for evaluation would be the acidity or the pH, temperature, total suspended solids and riverflow. Riverflow includes speed and direction of current.”

Slide 11: Ongoing Works for the ESC Study: Social Survey

“Social survey would include the focus group discussions on the barangay level (barangay consultation), perception survey, and household inventory survey for resettlement (this is a 100% sampling for all directly affected households or structures).”

Slide 12: Consensus-Building Process: Focus Group Discussion (1)

“So for consensus-building process, we consulted the barangays one by one. In some cases, we have approached this consultation in a cluster or group of barangays with homogenous needs, or what you say, conditions in their places. For example, both barangays have minimum affected families or no affected families at all -- so we group them into one cluster.

But in summary, this is the agenda for these consultations – we described the project. We also take this time for coordination and for asking permission from the barangays to enter their place and to conduct some surveys. The participants would be the barangay officials, of course, and the residents. We also include and invite NGOs residing in the area and some people's organization.

We put emphasis also during this consultation on the asking for endorsements from the barangays (in the form of barangay resolutions) for the acceptance of the project. A copy will be given to the municipality and a copy will be given to the DPWH to compose part of our EIS or environmental impact statement and to be proof of social acceptability.”

Slide 13: Consensus-Building Process: Focus Group Discussion (2)

“During the barangay consultations, the initial questions or issues that have been posted are:

(a) Is the alignment final?

First, the alignment, we say, is final with respect to the feasibility study. Then, very detailed measurements will be done during the engineering phase or detailed engineering phase.

(b) Will there be compensation for affected assets? When?

The compensation packages are explained to them. But this compensation packages will come in more detailed form in the preparation of the RAP or the Resettlement Action Plan.

(c) Is there a ready relocation site?

This depends on the municipality or the local government unit (LGU) if they have already planned for a relocation site. We reserve the answer for this question for the LGUs.

(d) How will the existing business establishments be compensated?

There are also rules and laws on how to compensate businesses.

(e) Will there be alternative income source in the relocation site?

Some projects have programs, for example, to teach and train affected families to earn from alternative income sources. For example, if the affected families residing on the coastal area will be transferred to inland environment, they will be trained to earn with small cottage industries techniques. So this is entirely discussed in the preliminary RAP or the main RAP report.

(f) What documents will be needed?

Of course, for the land owners, titles are needed. But some of our residents have tax declaration documents. We advise them to compile all these papers. During the preliminary RAP or the main RAP proper, we will be discussing with the local government units how to go about these documents and list of requirements. LGUs will determine who will be included in the relocation site or whatever plans the LGU have for their constituents.”

Slide 14: Consensus-Building Process: Perception Survey

“Included in the consensus building is the perception survey. We ask affected families and non-affected families in the area their opinions or even issues that they would be encountering in the future. As you can see, in this picture, although the resident is in the middle of the flat land or ricefield, we go to their place and ask their views and perceptions.”

Slide 15: Consensus-Building Process: Household Interview Survey for Resettlement

“This is a picture of one of the affected household in Talaba Dos. This is her house and we have interviewed her, including her perception of the project.

This is survey is a 100% sampling for the directly affected families.”

Slide 16: Consensus-Building Process (Framework)

“In summary, all the perception surveys, household interview, and focus group discussions with the barangays will all be important factors and inputs to Stakeholders' Meeting number 5. The meeting would reveal the consensus building results.”

Slide 17: Consensus-Building Process (Barangay Consultation)

“In the barangay consultation, we require the barangay resolutions from all the barangays regarding the project. Some copy of it would be given to their respective municipality and one to the DPWH. In turn, the municipality would formulate their resolution of endorsement and will submit it to the province. Then, the provincial government would in turn make their provincial resolution. So this would form a firm basis of our social acceptability to the project.”

Slide 18: Overall Framework of Environmental and Social Considerations for the CALA-East West National Road Project

“What does this mean? This means, if we are tackling in this area -- forming the resettlement framework, preparing the RAP and everything, like the EIA, or the environmental impact assessment study, we will go into this formulation of optimum project plan, which is this session, and go into a decision phase, which is Stakeholders' Meeting number 5.

In the next Stakeholders' Meeting, if we don't agree with the project -- if the answer is no -- then we will end the study. But if the consensus is that the project is good or it is needed (accepted by everybody), then, we will continue with the study and then probably go into some detailed design. So ladies and gentlemen, this is your Fourth Stakeholders' Meeting. This is the time where we want your evaluations to be inputted in our study. Thank you very much.”

2.2.2 Open Forum in Session 1

The following concerns were raised during this session:

Question: Ms. Eden Austria (PPDC, Province of Cavite)

“This is just to ask about the status? How many of the the affected barangays have already prepared and submitted their barangay resolutions regarding this project?”

Answer: Mr. Alvin Madrid (CALA Counterpart Team Member, DPWH PMO-FS)

“Well, the answer there is we have none yet. Because they prefer to have the perception surveys finished first in their respective barangays since that will be their basis on concluding if the people in their respective areas are in favor of the project or not. But in the initial contact with the barangays, they seem to be in favor of the project. However, they need some basis for their resolutions. We still have not also assigned a date for when they submit their resolution. But we termed it ‘urgent’.

As to the perception surveys of all barangays, we are aiming to finish them by early January. We have explained to the barangay officials the flow of their resolution that it will go through respective municipalities also.”

Question: Ms. Mercy De Los Reyes (Provincial Social Work Development Officer, Province of Cavite)

“I am Ms. Mercy De Los Reyes, I am from provincial Provincial Social Welfare and Development Office. My concern is more on the people that will be affected in this resettlement. If there will be resettlement, shouldn't it be that the social worker of each municipality be present during the meetings? Also because from there, the social worker will be able to perceive what are the needs of the people, what are

their feelings. They should be included in meetings like this. That's just what I am asking, because later on the task, the mandate will go to us, our level, when relocation is going on. Assistance from us will be needed. Therefore, even still in the municipal level, they should already be taking care of that, such as what possibly are the problems that might be encountered upon relocation and resettlement.”

Answer: Mr. Alvin Madrid (CALA Counterpart Team Member, DPWH PMO-FS)

“We will consider your suggestion. But when we go to your municipality, we are in contact with your officials and your MPDCs, and some of the municipalities have volunteered their social workers also. What municipality are you from, madam?”

Regarding the problem that you are saying, that is why we have the pre-RAP, as part of our project. The pre-RAP or the preliminary Resettlement Action Plan is actually a report to organize and systematize at an early stage and compile information of all the affected families so that we will be ready to submit it to the respective municipalities (for the respective municipalities to have a view of the situation in their respective areas). Also the study team, together with the municipalities, will plan and formulate the RAP proper.

We are organizing everything little by little, including the preparation of a preliminary RAP. We are anticipating and avoiding trouble. That is why we have this preliminary RAP, which is just to organize and formalize everything also in a document. “

Question: Ms. Mercy De Los Reyes (PSWD Officer, Province of Cavite)

“Many things have transpired already. What I am asking is simple. What happens if when you conduct your relocation in the community you turned to DWSD. It should be as early as when you have meeting in barangay, we, the social worker should already be part of that, because the explanation, the preparations, their inner feelings should be know to the social worker. You consulted only the barangay. You should have consulted with the municipality and invited the social worker of each municipality when you go down to the barangay level because that is the duty of a social worker in each municipality. “.

Answer: Mr. Alvin Madrid (CALA Counterpart Team Member, DPWH PMO-FS)

“Yes madam, we understand what you are tying to say. In fact, there have been invitations also, to the social workers. These are also what some officials are saying in the municipality and we have entertained these inquiry. And we will also consider your inquiry in future activities.”

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

“Good morning. I am Bing Pallana. And I am in charge of the resettlement. I just would like to give emphasis, just a follow-up on what you are telling about – the involvement of the social worker. I am also a social worker and part of the study

team. And that is the reason why we have invited you to be part of this team because we believe that the social worker has a crucial role, especially in the relocation.

So we just like to emphasize that we have invited the social workers of the municipalities to past Stakeholders' Meetings and I know some social workers are here and we made sure that they are included in the study. Your presence will be highly recommended in the stakeholders' meeting and that during the relocation activities you really have to be there."

2.3 Session 2: Presentation and Open Forum

2.3.1 Presentation on Evaluation of Road Alternative Alignments

Although rather late, it was deemed appropriate to give proper recognition to each participants present, thus the moderator proceeded first with calling of names then introduced the second presenter and noting to the participants that this particular presentation on evaluation of road alternative alignment is exceptionally important to all stakeholders.

The next speaker is the Project Coordinator of the CALA Project, Mr. Carmelino Tizon. He is a graduate of BS Agricultural Economics at the then Gregorio Araneta University Foundation. He has held various positions at the DPWH, starting as Agricultural Economist in 1978 and presently holds the position of Planning Officer at the PMO-FS. He has been actively involved as team leader in the preparation of various feasibility studies, financed under various foreign institutions such as the Saudi Fund, ADB, JBIC, and the World Bank. He has really gone international. He has attended a road planning course in Tokyo, Japan. He was also part of the Philippine mission that negotiated for projects to be financed under the Saudi Fund in Saudi Arabia. He is scheduled to attend another conference in Bangkok, Thailand for a meeting on the ASEAN Highway.

The presentation started with Mr. Tizon greeting the people and noting to them that he is also a Cavite resident, specifically an immigrant in Bacoor, Cavite. He then went on with his explanation of each slide presentation as quoted below³.

Slide 1: Title Page

"This is already the Fourth Stakeholders' Meeting. When you say stakeholders, all of us have concerns in the study or in the project.

³ The presentation was generally made in English. But some Taglish statements (colloquial form of Tagalog with a mixture of English) were made. However, all Taglish portions of the presentation are herein translated to English.

You will take note that we have invited here the Provincial Development Councils, social workers, the MPDCs, the assessors, etc. You may be wondering why? So you will be part of the project.

You will take note, from the title alone of our study, that it is mainly the feasibility study. When we say feasibility study of roads, it tackles the economic aspects, the traffic aspects, as well as the engineering aspects.

But for the past decade, we have also considered those environmental and social considerations. That's why our social workers are here and also the environmentalists. That's part of the study. However all being a study. We also need the implementation support. That is why we also included it in the title and it is included in the scope of the study.

You will take note this CALA, this Cavite-Laguna area, there has been a study in 1996, that was about a decade ago. This is what we call MMUTIS, the Metro Manila Urban Transportation Integration Study. It was undertaken by JICA. This was also followed by the CALA Transport Study by World Bank. Then it was followed in 2001, by the Cavite Busway System by JICA.

They say there have been many studies but until now where are we leading to? Hopefully now, this study will push through. In fact, we have the implementation support. Regarding the implementation support, this is not only a project of the DPWH. We also need the support from LGUs, especially also from the private sector, those who own large properties in our study area.

I will also be mentioning about the salient features about the economic situation in our area.

In 1980, our figures from the National Statistics Office, the Metro-Manila area alone, that is somewhere in Muntinlupa-Las Piñas, there was a population of 800,000. For the Cavite study area at that time, there was only 300,000 people. About 1.5 million people were in the Cavite-Laguna (CALA) area. In 2000, the Metro-Manila area, somewhere in the north-south, Las Piñas and Muntinlupa had two million people. The study area in Cavite and Laguna reached the one million mark in population.

Our projection for the study area (CALA area and the southern part of Metro-Manila area) there will about eight million people. The southern part of Metro Manila will have five million inhabitants and the Cavite-Laguna study area will have about three million.

You are looking at eight million -- that is the population of Metro-Manila now. What are we going to do for the next 20 years, for the next 30 years?

There has been a rapidly growing population in Metro Manila and limited land area. That is why the suburban region of Laguna and Cavite is expected to cater the rapid urban expansion of the metropolis.

Just look at the actual facts and figures of the NSO, between 1980 to 2000, this is actual already, in terms of population density, Bacoor from 25 persons in 1980 became 85 persons per hectare. Imus, at the time, 1980, had only three persons per hectare but is now at 12 already. Dasmariñas had from eight persons per hectare but now reached 58 persons. Carmona is from 8 to 22. GMA is standing at 132 per hectare already (It is because of the resettlement areas). Biñan is from 29 to 70. San Pedro is from 40 to 126.

Now we are thinking, will our roads be able to cater to future demand? At present there is already congestion. We are not yet talking here of the eight million mark population. So, there is really a need to construct a new road network in the Cavite and Laguna areas.

The economy will suffer also because investors will not come in because of our insufficient road network. So these are the background for the project.

We should always think eight million people 20 years from now. “

Slide 2: Topics

“These are the topics for discussion. I have already presented the background. For better understanding, I will discuss another economic aspect. What are really the possible development scenarios for the CALA area?”

If we are going to look at the past trend, large-scale industrial estate developments cropped up in the CALA area. Here, you just construct a road and automatically a subdivision will rise. There had been also relocation of industries from Metro Manila because of the 50 kilometer-radius ban.

This was followed by growth in related subsectors such as transport, trade, construction, and services. Then, there is the influx of population from Metro Manila, especially because of the middle income housing projects. And of course, we have the influx of population from the countryside.

So what should we be doing? The study team has come up with the possible development scenarios for CALA area. One scenario here is ‘are we going to follow the current trend – that we all be dependent to Metro Manila. Secondly is ‘we should be driven by new urban center network’. The third one on the other hand is ‘driven by industrialization’. This will limit us to industries. And then the fourth one is ‘what we say we combine the three’.

This is what we considered during the Second Stakeholders' Meeting. There has been a consensus among stakeholders that we consider the fourth scenario or holistic scenario, which would include -- dependency to Metro Manila, at the same time we also have urban core development in Cavite, so that, in other words, instead of going to Manila to study, we should identify areas in our province where schools are already. In fact, one of the identified areas is Dasmariñas. Dasmariñas is in the center. In Laguna on the other hand, it is somewhere in Calamba.

Okay. So we agree on the economic aspect of the study. We will consider the holistic approach – a mixture of the three. So, we have the concept of dependency, the urban core and industrialization.

I am going to discuss with you now the possible alternatives. These will not be decided by the Study Team but rather we need a consensus among the stakeholders, especially from you. We can not decide on these by ourselves. You got to relay all these information to your respective municipal development councils, to the municipal council, and to the provincial council so that they will be informed also. Maybe, after this, you will be preparing a memo to your respective bosses.”

Slide 3: Selected Priority Projects

“On the map, we see the road network as part of the masterplan road network of the Cavite-Laguna area.

Aguinaldo Highway is there, also Molino Boulevard. Here on the other hand is Salitran. We have the Governors Drive. Here is the Daang Hari now that goes to Zapote-Alabang Road (CALA East-West). And we are now proposing this to be extended farther west, coming up with three alternative alignments.

Then this is the North-South road which is located between Aguinaldo Highway and Molino Boulevard. There is also this proposed CALABARZON expressway, coming from South Luzon Expressway and going to the possible extension of Radial 1.

So on the basis of that masterplan road network, it has been decided also in the past Stakeholders' Meeting that we will be coming up with a doable project that can be implemented.”

Slide 4: Daang Hari Road Extension (DH)

“We will be talking here today about this Daang Hari Extension from South Luzon Expressway up to the west of Cavite. Let us call this DH. For the existing Daang Hari, our proposal here is that we will have DH1 and DH2.”

Slide 5: DH Road Description: Common Alignment

“The DH 1 to 3 is the common alignment for Daang Hari road or the CALA East-West Road.

The **DH1** is a 1.7-km road from the old national road towards Manila South Road (this was the road when there was no CALA Expressway yet or no SLEX yet). Then this will lead to Susana Heights. This is about 1.7 kilometers. It will traverse the heavily built up areas in Muntinlupa.

The **DH2**, on the other hand, is a 3.2-km road, which is a new alignment from Susana Heights Interchange to Daang Hari. Perhaps this will end at the curve where there is a police station. This will pass through the National Bilibid Prison -- an open area. There is this Proclamation No. 667 for the National Bilibid Prison to be converted into housing project of the Office of the President-DENR.

In fact, the study team already made representations with Housing and Urban Development Coordinating Council (HUDCC), which is chaired by the Vice President Noli de Castro. Our objective here is that since this is already government property, we can talk with HUDCC for a possible donation of the road right-of-way for the implementation of the extension of Daang Hari. We will no longer pass through the Ayala-Alabang area.

DH 3 is the existing Daang Hari. This is about 10.4 kilometers. It traverses the intersection of Molino Road where the recently opened SM Mall is located. The road will go farther to connect to Aguinaldo Highway. For everyone's information, there is only about 300 meters of the road for construction to complete the connection with the highway. So when that happens, we are expecting a lot of traffic to be passing by Daang Hari. They will no longer pass through the Imus Coastal Road.

DH3 passes through the residential areas in Bacoor and Imus. You will take note, just when the Daang Hari road was open, a number of subdivisions opened also in this area.”

Slide 6: DH Road Description: Alternative Alignments

“Now, for the continuing link of Daang Hari from Aguinaldo Highway to the west, have three alternative alignments.

The **DH4** is nine kilometers from Imus, Aguinaldo Highway towards EPZA, in Rosario. This intersects with Rosario-Noveleta Diversion Road. The alignment lies on a flat to gently rolling terrain. It traverses also open areas and scattered isolated roadside development. It would also cut-across road side residential areas as it connects with existing diversion road in Rosario.

The **DH5**, on the other hand, is from Imus, Aguinaldo Highway towards Tanza intersecting at the Tanza-Gen. Trias Road. It traverses open lands of Imus and Gen. Trias. In Tanza, it goes farther to connect with the existing Tanza-Gen. Trias Road.

The **DH6** is a variation of DH 5. This one is an 11-kilometer road, from Imus to Tanza connecting to Tanza-Naic Caylabne Road.

So later on, as part of our workshop / exercise, we will be conducting an evaluation. But we are not the one going to do it. We want also the opinion of the stakeholders especially from the area as to which alignment we will adopt for further detailed feasibility studies.

By the way, these are the descriptions that are already in your materials that were distributed. We will be using these descriptions later on as part of our exercise. “

Slide 7: Daang Hari Road Extension (DH4, & DH5)

“These are the advantages. We are talking here of DH4, DH5 and DH6. But which among these alternatives should we be recommending? We cited here advantages and disadvantages of each alignment.

DH4: The alignment going to Rosario, in EPZA -- there will be a direct access to EPZA, and it will function also as an alternative route to heavily congested sections of Aguinaldo Highway from Rosario and Bacoor to Imus. This is shorter than the DH6 and DH5, shorter in terms of length.

What are the disadvantages of the alignment? It will disturb roadside structures during construction and requires longer pipe networks as the locations of outfall of surface runoff discharge are far from each other. The geometric design conditions could be satisfied as the segment traverses open area. The alignment has more bends than the other alignment lines requiring more traffic safety devices than the ordinary condition when the alignment is almost straight. The total project requirement is higher than DH5.

DH5: The alignment towards Tanza - this has linkage to other road networks such as Tanza-Gen. Trias-Caylabne road, leading to residential development, tourist destinations, leisure parks and resorts, located between Bacoor and Naic. The alternative alignment serves more traffic generators even those coming from EPZA. This alignment will also attract traffic. It requires the least project capital requirement due to its advantageous location in terms of waterway crossings, road intersections, and fewer disturbances to existing roads and developments.

What are the disadvantages of this one? It requires improvement and widening of the short section of the existing Tanza-Gen. Trias road to maintain traffic conveniences and smooth traffic flow along the intersection.

Slide 8: Daang Hari Road Extension (DH6)

The DH 6, on the other hand is the one that intersect to the Tanza-Naic-Caylabne Road. This will start in Imus, Aguinaldo Highway. Like DH 5, the segment offers more efficient linkage to the other road network such as the Gen. Trias road-Tanza-Caylabne, that goes to various developments in the areas. It is midway between Bacoor and Naic and will also function as traffic generator in EPZA. So this alignment will also cater to EPZA and all the developments in the western part of Cavite.

Its disadvantages are that it is quite a longer route among the alternatives, have higher capital investment, and the alignment entails sharp bends while entering Tanza-Naic-Caylabne Road.”

Slide 9: North-South Road

“This North-South road used to be referred to as the busway alignment at that time. But we don't have the busway, so this alignment is what we are going to consider.”

Slide 10: North-South Road: Common Alignment

“We have these sections. The NS 1 is from Radial 1, at the end of the Manila-Cavite Coastal Road to Bacoor. This is about 1.39 kilometers. The proposal here is to put up a viaduct because the road right-of-way requirement is difficult, in that area in Talaba. The road then goes farther here at Niog, St. Dominic area then to Molino Boulevard. That until now cannot be fully open because of the road right-of-way. I think the big *bodega* (warehouse) is still there. You will just take note that if the Molino Boulevard will be open, what will be the implication in terms of traffic at the St. Dominic area? How many legged intersections are there already?

The NS2, on the other hand, will be adopting the existing Molino Boulevard alignment. The one being constructed, that which cannot be opened yet till now is in the Niog area. This is about 4.61 kilometers. But you take note that the Molino Boulevard goes farther to connect to Molino Road. Hopefully, DPWH Region IV-A, can complete the construction of the remaining (about) 50 meters.

Anyway, it is here in Citta Italia area. The gate that they open here is Citta Italia. That is part of NS2 Molino Boulevard. The line traverses subdivision areas. And the construction of the remaining sections has yet to be completed. This lies on a flat terrain. And the surrounding areas are well developed already.

NS 3 will be extended farther up to Daang Hari. This alignment is here behind Bayan Pag-asa. This is a 5.1 kilometer road. You will take note that it veers away

from Molino Road towards Aguinaldo Highway because we consider here the road right-of-way requirements since we cannot cut through these subdivisions. That is why you can see here in the aerial photos, we kept the road away from developments.

I think this is the area that traverses the One Asia property. This is the extension. You will just take note the magnitude of the attraction of this North-South Road. It will decongest Aguinaldo Highway. It will decongest Molino road, as well as the possible traffic attractors of Daang Hari.

NS4 is an extension from Daang Hari towards Governors Drive. This is about 7.5 kilometers. It will pass Salitran Road and runs almost parallel to Aguinaldo Highway. It will intersect at Aguinaldo Highway. The terrain along this road is rolling.

NS1, NS2, NS3 and NS4 is the common alignment for our North-South Road.”

Slide 11: North-South Road: Alternative Alignment

“The next section, when we talked about NS 5 and NS 6, these are the alternative alignments that we will decide later on.

NS 5, as it terminates here in the area of Aguinaldo Highway, we will be using now the Aguinaldo Highway, as part of the North-South road. This is a 9.2 kilometers, starting from Governors’ Drive and terminates at the junction of Silang. The area here in red is the Aguinaldo Highway. It is now from four to five lanes, from Robinsons Mall but there are areas here that are still two lanes. The horizontal and vertical alignment of this road seems okay.

The NS6, which is also parallel to NS5, is an alternative alignment that will start at the intersection of Aguinaldo Highway and traverses slightly in a south-westerly direction almost parallel to the west of Aguinaldo Highway. This alignment will connect to the CALA Expressway. The alignment traverses the commercial strait at the junction of Governors Drive through the open land west of Aguinaldo Highway. This is the one at the back of Robinsons. It also traverses the rolling terrain at the initial stretch and the area becomes flat as it approaches Silang area. We will be discussing these two alternatives later on. We will evaluate which one we should recommend.”

Slide 12: North-South Road (Advantage/Disadvantage)

“These are the advantages and disadvantages. You will take note that we will just be talking only of NS5 and NS6. So if we will take the existing Aguinaldo Highway as an alternative, the minimum requirement for project implementation such as compliance in environmental requirements is an advantage since the existing alignment will be utilized. And another thing is that the alignment is short

compared to other alternative. We will be utilizing the existing pavement structure which is lesser capital investment or project cost.

What are the disadvantages? If we widen that into six lanes, what is the extent of the road right-of-way or resettlement that is needed using the existing road? Just look at the magnitude if we will be putting up six lanes.

Required provision for the project affected persons and properties for right-of-way acquisition is difficult to obtain, which usually involve filing of cases.

Sufficient traffic management during construction for the NS6 will have an advantage as an alternative route to the existing Aguinaldo Highway, which is now experiencing congestion due to heavy roadside development.

Regarding opportunity for untouched areas in the new alignment (because of the development of the road) there will be fewer disturbances, since there is not much development. It will be easy to construct because it is still an open area.

What are the disadvantages?

- Expensive right-of-way along the commercial areas in Pala-pala. However, previous coordination with the land owner indicates mutual beneficial arrangement could be secured. So there have been initial discussions with the landowners. The alignment requires spur connection with Aguinaldo for alignment continuity.
- It requires mitigation of adverse impact to existing adjacent waterways during construction.
- It requires higher total project requirement (cost) due to new construction and acquisition of right-of-way.

Later on, we will be providing you with the extent of the road right-of-way requirement in terms of cost, so that we will be able to compare.”

Slide 13: CALA Expressway

“We will now proceed with CALA Expressway. As we have expressed earlier, the CALA Expressway, as part of the masterplan network, we may also want to connect the SLEX – South Luzon Expressway to the Extension of Radial 1. But for our study, we will be dealing mainly on this portion (from Governor’s Drive to SLEX) of the CALA Expressway.

The CALA expressway is envisioned to serve high speed traffic along Cavite area, starting from Radial 1 in Bacoor up to SLEX. However, initial study conducted on

the proposed alignments indicates that priority undertaking should be concentrated along: (i) Dasmariñas to Silang in Cavite, and (ii) somewhere between Dasmariñas to Biñan or Cabuyao areas in Laguna.

Based on the initial study results, the CALA Expressway alignment was developed, along the same areas, and two competing alignments were established to determine which of the two would exhibit the most advantageous location for an expressway project.”

Slide 14: CALA Expressway (CE1, 2, 3; CE 1, 2, 4, CE5 to 7)

”We go now to CALA Expressway alternative 1. When we say CALA Expressway alternative 1, we will be talking about CE 1, CE2, and CE4. The CE1 is from Governors’ Drive to North-South Road (NS6). This is a 2.35-kilometer road which interphases with Governors’ Drive and connect with NS6.

The CE2, on the other hand, previously known as the CALABARZON Expressway Segment 2, will connect from NS6 to Aguinaldo Highway. This is a 1.6-kilometer road that traverses Silang area and intersects with Aguinaldo Highway.

CE1 and CE2 is the common alignment for CALA Expressway alternative 1. CE3 and CE4 is the alternative alignments that we will be evaluating later on.

CE3 is a 15.6-kilometer road from Aguinaldo Highway to South Luzon Expressway (SLEX). It enters Sta. Rosa Industrial Complex. It uses the existing link road to Mamplasan Interchange of the South Luzon Expressway in Biñan, Laguna. This alignment traverses the rolling terrain between Silang and Sta. Rosa Industrial Complex.

CE4 is a 14-kilometer alignment from Aguinaldo Highway to SLEX. It is almost the same alignment as CE3 but its terminal area goes toward the subdivision areas behind the Sta. Rosa Industrial Complex. The alignment runs parallel to existing waterway until it reaches eventually the Sta. Rosa Interchange of SLEX. The terrain of these two is almost the same. As it enters Sta. Rosa Industrial Complex, the line of CE4 cuts through some developed residential and industrial subdivision areas and crosses over the existing major waterways twice. So a big structure would be needed.

So we go now to the CALA Expressway alternative alignment 2. This is located farther south of the alternative alignment 1. The alignment begins about 4.5 kilometers west of Governors’ Drive junction of Aguinaldo Highway and ends in Asia Brewery-Greenfields Interchange, thereat South Luzon Expressway.

The alignment traverses rolling terrain from the Governors Drive and relatively flat along the residential and industrial subdivision along the Sta. Rosa and Cabuyao areas.

The alignment has three segments. We have the CE5, the CE6 (from North-South Road to Aguinaldo Highway), and then we have CE7. It is a 15-kilometer road that runs toward the Interchange of the Asia Brewery and Greenfields.”

Slide 15: CALA Expressway (Advantage/Disadvantage)

“This is the comparison of the advantages and disadvantages of the project. If we will take the CE1, CE2 and CE3, it is shorter and provides direct connection with Sta. Rosa Interchange. It serves as a diversion road or alternative road to Sta. Rosa-Tagaytay road which is presently experiencing traffic congestion.

What are the disadvantages of this?

- It will affect large existing development properties and persons.
- If we interphase this with Sta. Rosa Interchange, the traffic situation will aggravate the Sta. Rosa Interchange.
- The line will avoid hitting some residential structures as the subdivision areas are not fully occupied yet disturbance to the existing completely developed lands will be great since it is inevitable that the utilities already installed would be affected.
- Another disadvantage is the requirement of higher capital investment in spite of the alternative line’s shorter route length due to high cost of road development consisting of longer waterway structures and the high cost of right-of-way acquisition and compensation.
- The alignment will create adverse environmental impacts as it cross over and runs parallel and adjacent to the existing major waterway.
- For Ayala Land (Mr. Tan is here), there might be conflict with the area development of Ayala. It is better if we have a compromise. That is why we invited here the representative from Ayala Properties.”

Slide 16: CALA Expressway (CE1, 2, & CE4)

On the other hand, if we will adopt the CE1, CE2, and CE4 alignment, these are the advantages and disadvantages.

Disadvantages

- Magnitude of disturbance to existing developments is very small because it will affect less number of structures.
- It will connect to Mamplasan resulting in reduced capital requirement.
- There will be minimal adverse environmental impact.
- And it will not congest Mamplasan Interchange as compared to that in Sta. Rosa.

What are the disadvantages?

- Unfortunately, the alignment is longer and with many bends approaching the Mamplasan Interchange.
- Higher is its capital requirement in spite of potential savings due to the use of existing right-of-way.
- Ayala Land also owns some properties on this area and it might be a conflict. It seems that all alignments concerned passes Ayala.”

Slide 17: CALA Expressway (CE5 to CE7)

CE5 to CE7 (advantages):

- On the contrary, has lesser disturbance, as compared to CALA Expressway alternative alignment 1. This is the one towards Aguinaldo Highway going to Greenfields Interchange.
- It has lower development cost from the other options that we have discussed.
- And the alignment would offer also opportunity to develop open areas (an increase in land development potential with the new alignment opening).
- The line will have quite a minimal environmental and social impact. This is the important aspect of it.
- The line provides more efficient transportation network linkage with South Luzon Expressway since the Asia Beer Brewery (ABB) Interchange is newly constructed and has sufficient space for future expansion. So if this line will attract traffic, there is still an open Interchange in the Greenfield area.

The disadvantages are:

- Farther location with large tracks of land still left untouched and developed due to lack of adequate transportation network.
- Right-of-way along this stretch of the alignment of the expressway needs several turning curves.
- The location lacks adequate local road network system that traffic from the adjoining service road will have to blend with expressway traffic at the interchange. “

Slide 18: Evaluation of Alternative Alignments

“So this will be part of our exercise. As we keep saying, better if our decision will be a consensus of stakeholders and that it did not come from the Study Team. That is why we are having this Stakeholders' Meeting. So we have here with us planners. We have with us assessors for the right-of-way, social workers for social issues. Of course, we also have with us the provincial development councils.

So this is the alignment alternative for Daang Hari. We said the common alignment is the DH1 to DH3. But we will have to select DH4, DH5, or DH6.

North-South common alignment is the NS1, NS2, NS3 and NS4 but we will have to select which of these – NS5 or NS6 for the alignment.

For the CALA Expressway, we have Alternative 1 (CE1, CE2, CE3) and Alternative 2 (CE1, CE2, CE4). The other alignment for consideration is farther South (CE5, CE6, CE7).

These are the evaluation criteria. You will take note these are the criteria and then we have our own weights. For Daang Hari, we will discuss first the technical and traffic criteria. Let say, for instance the “easiness of construction”. What we are looking for here are the curvatures and the number of river crossings of the three alignments. Then, we will also consider here the topography – whether flat or rolling terrain. Then the type of work -- whether there is widening of existing road or new construction.

Regarding the adequacy of the alignment, we will tackle here the areas traversed (whether it's an open or built up areas), areas to be served and the traffic demand. This is included in the traffic assignment analysis whether that particular alignment will attract a number of vehicles and number of vehicles to be attracted or generated by the opening of this road.

Incidentally, the CALA study team use a traffic assignment model that is so complicated, that it would require a lot of inputs, that when they open one road, they will know how many vehicles will pass.

The third item would be the magnitude of the capital requirement. How much is our cost estimate based on six lanes for these facilities?

What is the network efficiency? We can see this in the feasibility study or the economic evaluation, in terms of the cost and the benefits of a particular road. This is based on our indicators in the feasibility studies; the internal rate of return (IRR). The higher the IRR, the feasible the project is. Then of course, we are going to see this road of ours, this road network in terms of “with and without” the CALA project. What will happen to our existing road? And, this also includes our traffic assignment analysis for the congestion of existing road.

For the support for growth corridors and industrial areas, this is in reference with the comprehensive land use plans of respective LGUs. What is your comprehensive land use plan for that area that is being traversed by this road, as well as the provincial framework physical framework plan?

We consider also here as part of the support growth corridors the industrial establishment and the planned urban developments in the area as well as the selected development scenarios of stakeholders.

Then another item is the tourism development. What are the tourism areas that are to be served by these roads or what are the new areas to be developed by these roads or because of that new road. What are the location of protected areas and water basin for ecotourism.

On the environment-side, we tackle the magnitudes of disturbance. We are checking the quantity of structures to be affected. In fact, for your information, the Study Team right now is with the government counterparts walking along the areas so that they will be able to count how many will be affected. They are merely looking and not tagging yet really. It is more on checking out what structures might be hit. We have information on this matter. Of course, the social disturbances as perceived also by the local government units (or barangays) are noted.

The easiness in the road right-of-way acquisition covers also the identification of the resettlement needed. This is also as perceived by the local government units (LGUs). This covers also the property ownership profile. The LGUs know who the owners of those properties are.

The last item is the low impact on agricultural sector. This is the impact of the project on agricultural sector, especially that regarding conversion from agricultural to industrial or residential areas. And the areas required for agricultural self sufficiency. Meaning to say as we keep on converting areas from agricultural to residential, naturally there is a deficit also in the agricultural produce in the provinces. We will be dependent on other provinces. So we will consider this as part of the criteria.

So for every alternative road, there corresponds a weight. Daang Hari, we have 25% for technical and traffic, subdivided into 5% easiness of construction, 5% for the alignment, 15% for the capital investment requirement. For the regional development, we allocated 40%, for environmental 35%.

North-South we gave more weight. The technical and traffic, we gave 40%, regional development 20% and environmental 35%.

CALA Expressway, technical and traffic 30%, regional development 40%, and environmental 30%.

So you take note weights vary. We are thinking here of the holistic approach as the possible development scenario and not only limited to the scenario of dependency on Metro Manila, the urban core development, or industrialization. So each alternative alignment, we have given them different weights.

Those that we discussed will be the subject of our exercise later.”

Slide 19: Implementation Support

'This is what I've been saying earlier. We want an implementation support because if the DPWH alone is going to implement this, this project wont push through.

Just to emphasize, in the Medium-term Public Investment Plan of the DPWH for 2006-2010, there is an allocation for DPWH of 9.6 billion pesos only for the CALA area. That is inadequate if we will be talking about all these roads.

So we need implementation support. What should be the LGU initiatives? Hopefully, as we said earlier, we want a Sanguninang Panlalawigan or Sanguniang Bayan resolution endorsing or accepting the project.

This is actually one of the requirements if we present projects to NEDA for the ICC approval of the project.

This resolution goes further to the regional development council. And then the regional development council will endorse this project to the proponent (to the DPWH and NEDA). So this is one of the requirements.

Secondly, why do we need land use preservation? It is for the protection of the alignment? As we said, this is not a project of the DPWH. This is our project in Cavite. We are talking here of 8 million inhabitants. That is an enormous number of people. What should be the LGU support? To protect the alignment, there should be no land use conversion anymore. That is why the assessors and the municipal development councils are here. We want the existing land use plan maintained. Because you know there are many speculators. If this will be converted from agricultural to industrial or to residential, what will be the cost of the right-of-way? We will not be able to implement this project.

I was even informed by our social study team that somewhere in Tanza, there is a new subdivision already right along our alignment. So how do we now acquire that, how do we go on with project?

So this is one of the LGU-driven support for the project – the development control along the alignment. You see, with this big population in Cavite, we cannot underestimate people speculating. So we want also an LGU support on this matter.

This is now about the cost-sharing scheme. Up to what extent can the LGU help us or can help the DPWH in terms of cost-sharing for the project?

I know very well you cannot decide on this at once. But we already included this as part of the implementation support. With the opening of the project road in your

municipality, the development along the area and the value of the property becomes higher. In terms of real estate taxes, bigger amounts go to the LGUs. So we also need financial support, if the LGU is financially capable.

We also included the contribution or participation from the private sector. Presumably, the private sector would also benefit, even if this is a government project. The areas to be traversed also have big landholders. Based on discussions during a previous study, there are some private sector (large landowners) who are very much willing indeed to help us out with this project. So these are the implementation support.

You take note prior to this, we were talking about Daang Hari Extension to SLEX. This one is doable. We are doing our best now to pursue this because that is already government property (of the DOJ-National Bilibid Prison). What will facilitate this is the government to government correspondence to open right away that road.

So these are the implementation support that we wanted. As I have articulated, probably from your respective end, you can come up with a memorandum to your mayor or vice mayors, on what transpired for this project, on what support can your LGU provide for this national government undertaking.”

Slide 20-26: Workshop Guidelines

“So this is the workshop guideline. Later we will distribute copies of this.

In our scoring, we have groupings -- the provincial stakeholders and the municipalities, that are stakeholders as well. What is the scope of the evaluation? Of course, the provincial level, which is on a macro-level, will evaluate all roads. The Bacoor area we will tackle the North-South. I will be the facilitator. Dasmariñas (facilitated by Engr. Galano) will tackle also North-South. Gen. Trias will tackle the east-west. When we say the east-west, this is the Daang Hari. It will be facilitated by Rene Santiago. In Imus will tackle part also of Daang Hari (facilitated by Alvin Madrid. The Silang will tackle the CALA Expressway (the alternatives 1 and 2). Beulah Pallana is our facilitator for that. And the Tanza will tackle part also of East-West (facilitated by Nanette Abilay).”

2.3.2 Open Forum in Session 2

After the Session 2 Presentation, no concerns were raised. The moderator advised that the program is actually delayed by 30 minutes, but just the same will follow the schedule of activities as programmed. And then the participants were advised to proceed with their facilitators for the group discussion before going for lunch.

2.4 Session 3: Workshop in Cavite

2.4.1 Mechanics of the Workshop

The participants were grouped according to the local government unit they represent. There were, thus, a total of seven groups as follows: (1) Provincial Government Group; and (2) Municipal Groupings of Bacoor, Imus, Dasmarinas, Silang, General Trias, and Tanza. The objective of the exercise is to evaluate the alternative alignments in the jurisdiction of LGUs concerned (or neighboring LGUs in some cases).

Table 2.4.1.1 below presents the groupings, their scope for the evaluation and the assigned facilitators (from the counterpart team and study team). The participants from the private sector were assigned to the municipality group where their interest lies.

Table 2.4.1.1 Discussion Groups for the Cavite Workshop

Groupings	Scope of Evaluation (Alternative Alignments)	Facilitator
(1) Provincial Stakeholders	Entire Alternative Alignments	Takagi / Lynn Sison
(2) Bacoor Stakeholders	North South	Mamet Tizon
(3) Dasmarinas Stakeholders	North South	Freddie Galano
(4) Gen. Trias Stakeholders	East West	Rene Santiago
(5) Imus Stakeholders	East West	Alvin Madrid
(6) Silang Stakeholders	CALA Expressway	Bing Pallana
(7) Tanza Stakeholders	East West	Nanette Abilay

A copy of the guidelines was then distributed and explained to the group (see Section 2.4.2). A chairperson of the group was then selected by the group members. Deliberation within the group then ensued and the assigned facilitators took notes on the evaluation made by the group regarding each alternative road alignments found in their respective jurisdictions.

At the end of the discussion, the evaluation was summarized by the facilitators and the assigned chairperson of each group was tasked to present the results during the third session of the meeting. The resultant evaluations were then presented and explained by each group to the plenary body. All results were tabulated on

screen for all to keep track. Finally, the score of all group evaluations per summed per road alternative alignment and the emerging highest evaluation score of an alignment was declared as the selected alignment.

2.4.2 Guidelines of the Discussion Groups

Output of the exercise is a weighted scoring of each road alternative based on the following parameters:

- (i) Traffic and Technical: Easiness of Construction, Adequacy of Alignment, and Magnitude of Capital Requirement (at this point, after getting the score based on cost estimate; get ideas from LGUs on possibilities of cost sharing).
- (ii) Regional Development: Network Efficiency, Support Growth Corridors/Industrial Areas, and Tourism Development
- (iii) Environment: Magnitude of Disturbance, Easiness in ROWA, and Low Impact on Agriculture.

The breakout session for the evaluation exercise will last approximately 35 minutes. At the beginning of the session, it is recommended that a chairperson for the group be selected. The group facilitator will clarify issues on the parameters as well as take down the highlights of the discussion. A facilitator per group has been selected.

Upon closing the group discussion, the chairperson will summarize the consensus of the group and will indicate the main points resulting from the discussions (10 minutes).

The facilitator will then prepare the evaluation sheet for the group and submit this to the secretariat for consolidation. This will be done during lunch break. All discussion notes of the respective groups are requested to be given to the workshop facilitators. The rest of the group could have their lunch. Afterwards, Mr.Tizon (project coordinator) will present the different groups' evaluation during Session 3 of the meeting.

To facilitate the discussions, reference materials were prepared for each evaluation point shown in the matrix presentation of Mr. Tizon (as shown in Table 2.4.2.1 below).

Table 2.4.2.1 Considerations and References for Evaluation of Alternative Alignments

Traffic / Technical			Regional Development			Environment		
Easiness of Construction	Adequacy of the Alignment	Magnitude of Capital Requirement	Network Efficiency	Support Growth Corridors / Industrial Areas	Tourism Devmt.	Magnitude of Disturbance	Easiness in ROWA	Low Impact on Agricultural Sector
-road design (eg., radius, number of river crossings, etc.)	-areas traversed (open or built up)	-given cost estimate (preliminary calculation of the study team) based on 6 lanes	- economic evaluation (benefits and costs)	- reference to CLUPs of LGUs and the Provincial Physical Framework Plan	- tourism areas to be served and new tourism areas to be developed	- quantity of structures	-identification of resettlement needed (perceived by LGUs)	-projected impact to agricultural areas
- topography	- areas to be served and traffic demand		- road network with/ without project	- location of existing industrial estates and planned urban developments	- location of protected areas and water basins	-social disturbance (as perceived by concerned LGUs)	-property ownership profile (perceived by LGUs)	- areas reserved for agricultural self sufficiency (not open to conversion)
- type of work (widening of existing or new construction)			- traffic assignment for congestion	- selected development scenario of stakeholders				

Based on the Study Team and Technical Working Group discussion, the alternative alignments of the three target roads are to be evaluated based on three criteria; that is in terms of traffic, regional development and environmental consideration. The recommended evaluation weights assigned for each target road signifies their developmental importance in the road network of the province as follows:

	(1)	(2)	(3)	Total
	Traffic/Technical	Regional Development	Environment	
East-West Road	25%	40%	35%	100%
North-South Road	45%	20%	35%	100%
CALA Expressway	30%	40%	30%	100%

- East-West Road is perceived, first and foremost, to play a more important role in regional development above other evaluation criteria. Hence a heavier weight of 40% is pegged to its role in regional development. This is followed by 35% for environmental consideration due to its relatively lesser adverse impact on environment.
- North-South Road is seen to strongly address the traffic congestion in the area. Hence a weight of 45% is assigned to the Traffic/Technical criteria. Environment comes second with 35% weight.
- CALA Expressway is also perceived to be more important for regional development with an assigned weight of 40%. Traffic and environment considerations are on equal footing of 30% each.

In turn, each evaluation criteria has three sub-criteria. These are enumerated below. Key sub-criteria are assigned higher weights to reflect their importance in implementing alternative alignments as follows:

Traffic/Technical: Key consideration for all target roads has been singled out to be the magnitude of capital required for the realization of the road (alternative alignment). The lesser the capital required, the higher its rating for implementation. Other considerations are the adequacy of alignment and easiness of construction.

	(1) Traffic/Technical			Total
	(1-1) Easiness of construction	(1-2) Adequacy of alignment	(1-3) Magnitude (less) of capital requirement	
East-West Road	5%	5%	15%	25%
North-South Road	10%	15%	20%	45%
CALA Expressway	5%	10%	15%	30%

Regional Development: Key consideration here is different by target road. In East-West (Daang Hari) and CALA Expressway, key considerations are the alignment's support to the growth corridors/industrial areas (as defined in the Provincial Physical Framework Plan and the CLUPs of the LGUs concerned) as well as network efficiency. The more immediate concern for North-South is network efficiency to relieve congestion in the area.

	(2) Regional Development			
	(2-1) Network efficiency	(2-2) Support growth corridors/industrial areas	(2-3) Tourism development	Total
East-West Road	15%	15%	10%	40%
North-South Road	10%	5%	5%	20%
CALA Expressway	15%	15%	10%	40%

Environment: For environment, heavier rating (consideration) is given to the easiness in right-of-way acquisition (ROWA) for all target roads. By DPWH's experience in implementation, delays in ROW acquisition could spell out undue burden on investment requirement and unrealized benefits for road users as well as residents and commercial establishments of nearby areas. In relation to this, magnitude of disturbance is the next important sub-criteria. Impact on the agricultural sector is also a consideration but with lesser rating weight.

	(3) Environment			
	(3-1) Magnitude of disturbance	(3-2) Easiness of ROWA	(3-3) Low impact on agricultural sector	Total
East-West Road	10%	20%	5%	35%
North-South Road	15%	15%	5%	35%
CALA Expressway	10%	15%	5%	30%

On the whole, the higher the percentage weight given to a particular criteria item, the more positive the impact is perceived by the group. The alternative alignment with the highest aggregated rating would mean its higher preference for implementation and would, therefore, be the selected alignment for further study in the feasibility study stage of this undertaking.

Economic and Financial Considerations:

Summary of Construction Cost by Alternatives (Alternative Section only)
(million Pesos)

		6-lane			
		Const	ROW	S-Vision	Total
N/S road	NS-5	536	2,697	711	3,944
	NS-6	626	1,211	404	2,241
Daang Hari Extension	DH-4	721	639	299	1,659
	DH-5	667	608	281	1,556
	DH-6	775	695	323	1,793
CALA expressway	CE1-3	3,616	2,533	1,353	7,502
	CE1,2,4	3,542	2,223	1,268	7,033
	CE5-7	4,653	3,177	1,723	9,553

Summary of Economic Evaluation of Alternatives

		6-lane		
		EIRR (%)	NPV (Million Pesos)	B/C
N/S road	NS-5	21.6	4,106	2.72
	NS-6	41.6	6,783	5.52
Daang Hari Extension	DH-4	39.9	3,950	4.96
	DH-5	43.8	3,903	5.96
	DH-6	43.4	4,052	5.78
CALA expressway	CE1-3	30.2	8,065	2.65
	CE1,2,4	28.1	7,600	2.43
	CE5-7	27.3	7,164	2.24

		6-lane			
		2010		2020	
		PCU (000/day)	V/C Ratio	PCU (000/day)	V/C Ratio
N/S road (Segment 5 only)	NS-5	80.4	1.06	96.9	1.27
	NS-6	82.1	1.08	117.8	1.55
Daang Hari Extension (Segment 4 only)	DH-4	42.3	0.56	58.9	0.78
	DH-5	44.2	0.58	77.3	1.02
	DH-6	52.4	0.69	83.3	1.1
CALA expressway	CE1-3	100.4	1.03	157.5	1.61
	CE1,2,4	98.7	0.96	155.2	1.56
	CE5-7	61.5	0.63	124	1.27

Magnitude of Disturbance:

Daang Hari Road: Number of Structures Affected

Code	Section	Type of Structure								Total	
		Residential			Commercial			School	Church		Others*
		Wooden	Concrete	Mix	Concrete / Wood						
Small	Medium				Large						
DH-1	San Guillermo – SLEX	-	-	-	-	-	-	-	-	-	-
DH-2	SLEX – Daang Hari Rd	-	-	-	-	-	-	-	-	-	-
DH-3	Existing Daang Hari Rd	48	21	-	1/1	13/0	-	1	-	5	90
DH-4	Aguinaldo Hi-way – R1 Extension (Gen Trias)	14	30	-	0/1	-	-	-	-	-	45
DH-5	Aguinaldo Hi-way – (Tanza-TMC Rd)	12	16	-	0/1	-	-	-	-	-	29
DH-6	Aguinaldo Hi-way – (Naic-Tanza Rd)	13	10	-	0/1	-	-	-	-	-	24

* Coliseum, Guardhouse, Bridge, Warehouse, Police Community

North-South Road: Number of Structures Affected

Code	Section	Type of Structure						School	Church	Others*	Total
		Residential			Commercial						
		Wooden	Concrete	Mix	Concrete / Wood						
Small	Medium				Large						
**	Bacoor Area	-	-	-	-	-	-	-	-	-	211
**	Imus Area	-	-	-	-	-	-	-	-	-	-
**	Dasmariñas Area	-	-	-	-	-	-	-	-	-	119
NS-5	Aguinaldo Hi-way (Existing)	218	570	39	-	126/18	1/0	7	2	6	987
NS-6	Aguinaldo Hi-way – CALA Expressway	3	13	-	-	1	-	-	-	-	17

* National Transmission Commission (NTC), Subdivision. Gate, Barangay Hall

** Based on Busway Study

CALA Expressway Road: Number of Structures Affected

Code	Section	Type of Structure						School	Church	Others*	Total
		Residential			Commercial						
		Wooden	Concrete	Mix	Concrete / Wood						
Small	Medium				Large						
CE-1	Governor's Drive – North-South Road	-	-	-	-	-	-	-	-	-	-
CE-2	North-South Road – Aguinaldo Hi-way	-	11	-	1/0	-	-	-	-	-	12
CE-3	Aguinaldo Hi-way – SLEX	-	88	-	-	-	-	-	-	Laguna Techno Park	88
CE-4	Aguinaldo Hi-way – SLEX	-	88	-	-	-	-	-	-	Laguna Techno Park	88
CE-5	Governor's Drive – North-South Road	-	-	-	-	-	-	-	-	-	-
CE-6	North-South Road – Aguinaldo Hi-way	-	-	-	-	-	-	-	-	-	-
CE-7	Aguinaldo Hi-way – SLEX	-	5	-	-	-	-	-	-	-	5

2.4.3 Selected Road Alignments

Table 2.4.3.1 below shows the overall results of the evaluation of all the groups. Based on this, the selected road alignments emerged to be as follows:

- 1) For the East West Road or Daang Hari Road, the alignment will follow the sections of **DH6** Imus to Tanza (Tanza-Naic Road);
- 2) For the North-South Road, the alignment will follow **NS6** or Governor's Drive to Silang (the new road construction west of the Aguinaldo Highway); and
- 3) For the CALA Expressway, the alignment will be **CE5 - CE7** Governor's Drive to SLEX via ABB Interchange (the alignment farther down south of Governors' Drive).

Appendix C shows the actual rating sheets submitted by each evaluating group to the DPWH PMO FS study team.

Table 2.4.3.1 Overall Evaluation Results of the Workshop

Stakeholders' Evaluation of Alignment Alternatives	Traffic / Technical			Regional Development			Environment			Total (%)	
	Easiness during Construction	Adequacy of the Alignment	Magnitude of Capital Requirement	Network Efficiency	Support Growth Corridors / Industrial Areas	Tourism Devmt.	Magnitude of Disturbance	Easiness in ROWA	Less impact on Agriculture, Fisheries and Forestry		
	25%			40%			35%				
DAANG HARI	5	5	15	15	15	10	10	20	5		
DH 4	Imus to Gen. Trias (EPZA)									75	
	PROVINCE OF CAVITE	3	5	14	13	15	6	5	15	5	81
	GENERAL TRIAS	5	3	11	8	12	8	10	20	5	82
	IMUS	5	2	14	10	10	5	2	20	3	71
	TANZA	5	4	14	8	9	5	4	12	3	64
DH 5	Imus to Tanza (Gen. Trias Road)									80	
	PROVINCE OF CAVITE	5	5	15	14	14	8	8	18	5	92
	GENERAL TRIAS	4	4	13	10	10	4	10	20	5	80
	IMUS	5	4	15	10	10	5	3	20	3	75
	TANZA	5	4	15	10	12	5	5	13	3	72
DH 6	Imus to Tanza (Tanza-Naic Road)									89	
	PROVINCE OF CAVITE	4	5	13	12	12	10	10	20	5	91
	GENERAL TRIAS	3	5	9	12	8	6	10	20	5	78
	IMUS	5	5	13	15	15	10	5	20	5	93
	TANZA	3	5	13	15	15	10	8	18	5	92
	45%			20%			35%				
NORTH-SOUTH ROAD	10	15	20	10	5	5	15	15	5		
NS 5	Governors' Drive to Silang (on Aguinaldo Highway)									56	
	PROVINCE OF CAVITE	10	10	15	5	5	5	5	5	3	63
	BACOOD	10	10	11	7	5	5	1	1	5	55
	DASMARINAS	4	9	12	4	3	3	6	6	2	49
NS 6	Governors' Drive to Silang (new alignment)									92	
	PROVINCE OF CAVITE	8	15	20	10	5	5	15	15	5	98
	BACOOD	7	15	20	10	5	5	15	15	1	93
	DASMARINAS	8	12	16	8	4	4	15	12	5	84
	30%			40%			30%				
CALA EXPRESSWAY	5	10	15	15	15	10	10	15	5		
CE 1, 2, 3	Governor's Drive to SLEX via Mamplasan Interchange									75	
	PROVINCE OF CAVITE	3	6	13	15	10	6	8	12	3	76
	SILANG	2	7	13	8	8	5	10	15	5	73
CE 1, 2, 4	Governor's Drive to SLEX via Sta Rosa Interchange									80	
	PROVINCE OF CAVITE	4	8	15	15	12	8	8	10	3	83
	SILANG	2	7	15	10	8	5	10	15	5	77
CE 5-7	Governor's Drive to SLEX via ABB Interchange									90	
	PROVINCE OF CAVITE	5	10	10	15	15	10	10	15	5	95
	SILANG	5	10	10	15	15	10	7	10	3	85

2.5 Closing Remarks⁴

Department of Public Works and Highways

By: Mr. Faustino Sta. Maria, Jr.

Director

DPWH PMO-FS and Project Director

The FS and Implementation Support on the CALA East West National Road Project

“Thank you very much, Bella (for that introduction). This has been my fourth time to close a meeting. Who among you here have been consistently attending the meeting from the very start? Is there anybody here who attended previous meetings? Our *first* was at the Heritage, the second in Bellevue Plaza, the third one was the Island Cove, and this is the fourth one right here in the center of Trece Martires.

Well actually, as mentioned earlier, have another Stakeholders' Meeting. This time, this will be in Laguna. Before, Cavite and Laguna are convened together. Apparently, lately we observed that the two are not so amiable/agreeable. Because they have been complaining why all the projects have been in Cavite, and there seems to be none in Laguna. Presumably, I think that it is part of the reason why we are holding a separate meeting with them (Laguna) on Friday. I think in Sta. Rosa Laguna.

Now, actually I have nothing much to say, I think the speakers have said it all. Although I find it today, that today has been productive, because we have established a consensus, on the alignments that we need to pursue, in the next stage of this study which is the feasibility study. So these efforts of ours, come beginning January, would be focused already on the chosen alignments. .

Well, actually, our concern from our end from the DPWH is that we really want something for Cavite and Laguna to be done as soon as possible. So many projects, actually start and end as a study. But many of them do not get to be realized. From our end here, we do not want studies that would just gather dusts in the bookshelves. That is why we are concerned on our end on how to do these projects as soon as possible. Because actually, while we are doing this study, this study team is also supposed to do some implementation support/arrangements which we have been doing. We are at the same time meeting with all sectors, to make this project possible, I should say.

We have been coordinating with the National Development Corporation, the Philippine Infrastructure Corporation. And we have been talking with members of the private sector, including real estate developers because we have been trying to identify which of these projects can be implemented as soon as possible considering the limited resources that the government has at this moment.

⁴ The speech was generally delivered in English. Some Taglish words (colloquial Tagalog with a mixture of English) are already translated herein to English.

Well, as many of you here come from the government also, we all know the financial dilemma taking on our government now.

We have projects in the pipeline. Some of them have not taken off, even if they have been found feasible, simply because no facilities have been made available to the Government of the Republic of the Philippines. Our government does not have enough counterpart funds to provide the necessary equity to finance these projects.

Which is why, as far as this project in Cavite are concerned, we can, from the feasibility study point of view, very obvious, especially because of its proximity to Metro Manila, that most of the projects are highly feasible. In almost all scenarios, the level of traffic volume that can be expected in the next 20 years definitely are very, very high. It is really very easy to justify the projects from the economic and financial point of view.

Now given the fact that the government, inasmuch as we want to push through with this project, does not have the necessary resources, we have been looking into, very much into the possibility of tapping the other sectors like NDC.

So among the projects lined up here, we have been actually looking into a partnership with the private sector in so far as pushing through with implementation. For example, the North-South toll road, the first segment of that, to connect with R1. That would entail a viaduct, costing one billion pesos, to connect it from the Coastal Road to Molino Boulevard Extension, there at St. Dominic area. But that is the only way to do it. Otherwise, it will be a big traffic mess at the junction of Aguinaldo Highway, if that's not done.

So if the government cannot do it at that time, the NDC is willing to finance it. Of course, for some swapping/trading, that is like exchanging gifts. The government will have to give up the present boulevard to the NDC in exchange for the latter having to shoulder the cost of providing the viaduct.

So the same arrangement would have to be done with the extension, from the Daang Hari, from its corner or its present alignment, to SLEX. We have 3.8 kilometers that would pass through Bilibid prison.

Again the National Development Corporation is looking into that. So in effect, what we are trying to do is we are identifying projects that can be put in the front of the implementation schedule, and trying to put at the back, or to as late as can possibly be reasonable, of the schedule, projects that would need so very much government counterpart.

But the end in view here is that we would like to do most of them. We have actually been trying to include, most part of it in the MTPIP or the Medium-Term Public Investment Program of the DPWH.

In fact, as it stands now, it is included there. Well, of course, even this matter, we have to, you know, grapple with the Congress and the Senate. As you all know, the budget for 2006, is not yet done and they kept on postponing budget hearings. In fact, we are supposed to have one in DPWH, on Tuesday next week. But I think for the third and fourth time, it has been re-scheduled, but always being *postponed*. A re-enactment of the budget would put DPWH also in jeopardy.

This budget is about 41 billion. We have been proposing for a budget of 52 billion or more than a 10 billion increase over the present one, precisely because we wanted to arrest the backlog in the implementation of projects.

Now, if the budget is not approved, it has to be re-enacted. So that would tie us up to the present level of expenditures or capital outlays that we have for this year. So that would put us in the same time, as we have always been -- unable to do new projects. That is how it is.

So what I am trying to say is we have been trying at all fronts, from the perspective of doing the study as soon as possible, doing the project preparation, and there is still so much to be done. That is usually the case -- so much effort to do for project preparation. But there is so much hope in us. Through our concerted efforts, we will all be able to realize this project as soon as possible.

I say concerted effort -- the more time we spent bickering against one or the other alignment, all of these will contribute to the delay in the implementation. And all of these will prolong the project cycle. So the earlier we can resolve on things -- things like what we are trying to resolve now, the better for all of us. And rest assured, 'whether this project pushes through or not', it is up to us. That is why we need all the support that we can have from you -- endorsements, resolutions, for as to call the attention of these people in the higher position, for this to push through, isn't it?

So I think I have said enough for today. We are going to see each other again in March. That will be during the feasibility study stage. But in the meantime, our socio-economic survey team are in place for our social surveys. They are in the process of going to each of the households to be affected by the alignment.

Stateland Inc. (a property developer) has concerns that they were not interviewed since they only have lots, no houses yet in their area. So, possibly our survey team should take note of that. Stateland worries as a result of not being

interviewed and that their concern will not be included there because the road is dividing their subdivision into two. So that is it.

So, thank you very much for coming. We hope to see you again. And Merry Christmas and a Happy New Year.”

3 STAKEHOLDERS' MEETING IN LAGUNA

3.1 Opening Remarks¹

By: Mr. Valentin Guidote
Provincial Planning and Development Coordinator
(In behalf of the Governor of Laguna)
Province of Laguna

“To our former Board Member, now Councilor, of Biñan, Gat Alatiit, Mr. Carmelo Tizon, Project Coordinator of DPWH, the DPWH officers and JICA Study Team, to all other stakeholders and other line agencies, department heads of different offices of the provincial government - Good morning to everyone.

Governor Lazaro couldn't make it today, so she asked me to welcome everyone to this Feasibility Study of Stakeholders' Meeting for the CALA East-West Road Project. I'm sure that this is one of the offshoots of what we have been asking for from the DPWH because from the initial presentations that we've had regarding the CALA East-West, it was all developmental projects for the Cavite side and we were looking for the Laguna side and now I think this is where it comes in, so we are very glad about this development.

And I'm sure our concern will be addressed during this Stakeholders' Meeting and we would like to thank all the people concerned for giving concern to the issues that we've raised during the past and we hope for a fruitful discussion for this morning activity. Thank you very much.”

3.2 Session 1: Presentation and Open Forum

3.2.1 Presentation of the Optimum Project Plan

After the welcome speech of Provincial Planning and Development Coordinator of Laguna, Mr. Valentin Guidote, the first presenter was introduced by Ms. Bella Resurrection (moderator for this event). Introduction and recognition of participants were made a little later, since more participants were still coming in at that time.

Mr. Alvin R. Madrid (the presenter) studied for BS Geology degree at the University of the Philippines, graduated with the degree in BS Industrial Engineering at the Manuel L. Quezon University, and he is currently taking up his masters in Environmental Science at the University of the Philippines. He presently holds the position of Information Technology Officer of the PMO-FS. PMO-FS is the Project Management Office-Feasibility Study which is currently undertaking this project. But because of his various experience in environmental

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

management, he has been designated as the government counterpart Chief Environmentalist for the CALA Project.

The presentation started with Mr. Madrid greeting the participants. He then went on with his explanation of each slide presentation as quoted below².

Slide 1: Project Title and Outline of the Topics

“The first discussion would be about the preparation of the optimum project plan for the feasibility and study and implementation support for the Cavite-Laguna East-West National Road Project. As a backgrounder, we have discussed in several stakeholders’ meeting and a number of consultations, with the provincial and municipal planners about the future or vision of the project area.”

Slide 2: The Holistic Development Scenario

“As we have discussed and agreed in past stakeholders’ meetings, the center of development would be the holistic development scenario, which in this case, several spatial distribution strategies were considered. These are the industrialization and urban development or development of urban centers in the project area. Thus, it is envisioned that regional growth poles are predicted in Calamba and Dasmarinas areas and dispersed sub-centers of Metro Manila (that would be at Muntinlupa and Las Piñas).

Urban centers are envisioned to be developed in the future, in San Pedro, Binan, Cabuyao, Sta. Rosa; and in Cavite side, it’s Bacoor, Kawit, Noveleta, Rosario, Carmona and GMA.

Some nature preservation or resort areas would be at the Tagaytay, Los Baños and Ternate. Agro-business center is the Silang area and agriculture for the Maragondon, Magallanes, Emilio Aguinaldo, etc.”

Slide 3: Project Tasks

“For this vision, the master planning of the road network would be essential. Thus the master planning of the project was discussed in the second stakeholders’ meeting. Now, the fourth stakeholders’ meeting would be discussing the evaluation of these projects.”

Slide 4: Stakeholders Meeting

“The result of the evaluation of alternatives would be discussed and later on this day we will break out into groups and discuss our input or our evaluation for these project alignments. Also we will establish the framework of the preparation of the optimum project plan.

² The presentation was generally made in English. Some Taglish (colloquial Tagalog with a mixture of English) word were used but these are already translated herein to English.

This is our study area where we considered, one, the development or the extension of the Daang Hari which will begin at the Tanza side, here and pass through Imus, Gen. Trias, Imus and so in Muntinlupa.

The second proposed or the second priority road will be the North-South Road, which will begin in Bacoor area down to Silang.

And the third would be an option of Cavite expressway which will begin at the Governors' Drive and pass through Silang. And one option would exit in Mamplasan – an existing exit here in the South Luzon Expressway. Another would be in Santa Rosa interchange. And the third option would be at ABB-Greenfields area.

So we have here a list of the barangays that would be traversed by the project alignments. For alignment one, which is composed of the Cavite expressway Segments 1, 2 and 3 which exits at the SLEX at Mamplasan, we have the barangays of Biñan; Malamig, Loma, and Mamplasan.

On the other end, the other alternative that would exit at Santa Rosa, under the Municipality of Biñan, we have barangays Biñan, Malamig, and Ganado. And from Sta. Rosa it is barangay Pulong Sta. Cruz.

The southern option, which is composed of Segment 5, 6 and 7, exits at Malitlit. So this is under the Municipality of Sta. Rosa, which includes barangays Sto. Domingo, Don Jose and Malitlit.

So the framework for the preparation of optimum project plan, at first in the Stakeholders' Meeting, the past Stakeholders' Meeting, we had the formulation of alternative plans, so we have set some alternative project plans like the previous slides and the collection of measurement in each indicator, alternative project plan. This indicator would include economic indicators which were pre-identified in this stage.

The next was the evaluation of traffic improvement impact of the project. Here comes the traffic demand forecast for the area which will support the establishment of these project alternatives.

The support for environmental impact assessment comes next, the examination and preparation of the TOR or the terms of reference for environmental and social consideration. This greatly emphasize that environmental considerations would include the overall evaluation of each project alternative, the implementing support to the environmental and social consideration survey, and support in the environmental impact assessment of each alternative.

So in the fourth Stakeholder's Meeting, we would be discussing on these alternatives, traffic scenario, economic analysis and environmental considerations.

So the selection of optimum project plan which will be coming from your side will be discussed later, as we break into groups.

Slide 5-6: Barangays for Environmental & Social Study

We have started the environmental study by data gathering and we have started in the Cavite side. So this would include the environmental baseline study. This would be the field measurement surveys of air quality, noise, vibration and water quality surveys. This also includes the gathering of secondary data from each municipality with regard to environment.

Slide 7: Framework on Preparation of the Optimum Project Plan

This table shows the framework on preparation of the Optimum Project Plan.

Slide 8-11: On-Going Works on the ESC Study

So we have here a map showing the location of our stations for air, noise and vibration surveys. This is a set-up for the air quality survey dealing with the parameters for evaluation such as Sulphur Oxide and Nitrogen Oxide and their derivatives.

This is a sample of the ozone setup, ozone sampling set up which you may note though it is dark. The gathering of air sample is done only early morning from 2am to 5am.

And this is the overall setup of the station which includes the ozone collector, the SO_x, NO_x gas sampler, and this is the 24-hour gas sampling apparatus. Here we have the one hour sampling apparatus which will confirm the collection of 24-hour gas in this area.

Here also are the water sampling stations on major rivers. So the parameters for evaluation would be the acidity or the pH, degree, the temperature, total suspended solids and riverflow, which includes the velocity and direction.

Slide 12: Consensus Building Process for Implementation of the Proposed Projects (FGD)

So after the environmental baseline study, we will deal in your area some social surveys which will include focused group discussions or the barangay consultations, perception survey and household inventory survey for resettlement. This is part of the consensus building process for the implementation of the proposed project. During barangay consultations we have an agenda of the proposed project, which we discuss the description and the feature of the proposed alignment. And barangay captains and councilors will be invited. Also,

residents and NGOs and representative from existing people's organization in each barangay will be invited. We hope that we will get an endorsement of acceptance for the project for we will need it as proof of social acceptance and be part of the overall environmental impact statement that is being prepared right now for the project.

Slide 13: Consensus Building Process for Implementation of the Proposed Projects (Issues and Concerns)

These are some of the issues which cropped up during several discussions with the barangay members. One is the "Is the alignment final?," "Will there be compensation of affected assets?," and "When will this compensation be or some schedules?," "Is there a ready relocation site?," "How will existing business be compensated?," "Will there be alternative income source in the relocation site?," and some questions on what document will be needed to be able to be considered and question on compensation package.

These questions were gathered and considered in our study and this will be discussed in detail in the pre-resettlement action plan. So these are the concerns of other barangays. We will be discussing also with Laguna barangays starting next week.

Slide 14-16: Consensus Building Process for Implementation of the Proposed Projects (Perception Survey)

On the perception surveys, we are interviewing household heads inside and outside of the proposed right-of-way for the projects. So in this picture, even though it is far from the existing roadway, our team will be seeking their opinion and perception and suggestion and even their decision, whether they are in favor or not of the project. We will also be surveying a 100% of the affected household. We will be taking pictures of the houses or the structures, what it is made of. And we will also ask the opinion, whether the household would prefer to be transferred in a relocation site, receive compensation, or decide to transfer or go back to their respective provinces in the future if they would be affected by the project. And also their perception whether they are in favor or not.

Slide 15: Consensus Building Process for Implementation of the Proposed Projects (Household Interview Survey)

So all these data, from the perception survey, will be combined and presented to you. This will include the household interview survey for resettlement and the endorsements of the barangays. As you see, these are very important basis for our decision, whether you want the project, the people want the project or not. Eventually, in the Fifth Stakeholders' Meeting, we will present the decision. So all the barangays would be consulted. All the barangays will be requested with all endorsement letters, in the form of a barangay resolution. This resolution would be submitted. A copy would be submitted to the municipality and to DPWH. In turn, the municipality, after gathering all the resolutions, or decisions of the

barangays concerned, would be making their own municipal resolution, endorsing the project or not, and submit it to the province. And in turn, after gathering all these, the province would also be requested to convey their acceptance or the endorsement of the project.”

Slide 16: Consensus Building Process for Implementation of the Proposed Projects (Framework)

“All these documents will be included in the overall environmental impact statement (EIS). This is the whole process of the study and we are centering on the preparation of resettlement framework, the preparation of the EIA study, and the preliminary RAP or the resettlement action plan.”

Slide 17-18: Consensus Building Process for Implementation of the Proposed Projects (Barangay Consultation)

“In this phase, ladies and gentlemen we urge that you participate, in our break up discussion because this is the stage wherein we will decide which alternative we will take. And also in preparation of the Fifth Stakeholders' Meeting, we will decide whether to pursue or not to pursue with the study. As you can see, we have a very big decision make here. So if we are not in favor of the project, we would put an end to the study. Or if we see the significance in the project we will continue the study and may end possibly towards the detailed design. Thank you very much.”

3.2.2 Open Forum in Session 1

Before opening the floor for some questions, Ms. Resurreccion acknowledged the presence of participants and introduced as well members of the Study Team and the DPWH Counterparts. And then she asked Mr. Madrid to take the rostrum and requested those who will ask questions to state their name and office.

Question: Mr. Valentin Guidote (PPDC, Province of Laguna)

“Mr. Madrid, I would like to make some clarifications, because, you said that the decision will be done here today and will determine whether the project will continue or not. I have several questions. One, how many families will be affected in all the road networks that you mention? You mentioned three several alternatives from the plan that you submitted, but no mention was made on how many families will be affected. Is there a relocation site or resettlement site for them? What will be the remuneration or compensation for them as they are resettled? What about the expansion of roads that will be developed? What about the toll exits' efficiency or expansion program? What about the proposed plans for the expansion of the SLEX (South Luzon Expressway)?

So those are the concerns that we are airing again, because based on the Second Stakeholders' Meeting, wherein Mr. Tizon presented the traffic congestion problem I hope that this could also be addressed within the study. I think this is really the

basic concern of the people from Laguna. We have been trying to ease the traffic within our area and we have been doing it with the help of Ayala Land and several stakeholders within the area, specifically in Sta. Rosa. But then when we open the road network -- allowing more traffic to come in, from Cavite to Laguna, then again we would raise the issue of concern regarding the matter. We spend a lot of money for our traffic enforcers, on our traffic engineering system. We work together with different municipalities to do the re-engineering framework for the traffic and then this is a new development, we would just like to find out how everything will fall into place. Thank you.”

Answer: Mr. Alvin Madrid (CALA Counterpart Team Member, DPWH PMO-FS)

“Well that’s a number of questions or comments. My answers would only be dealing with the environment. So maybe, the next speakers, or other members of the Study Team can address your inquiry.

Regarding the number of families, we have estimated the number of families based on SPOT satellite photos. So we have the numbers but we want them to be accurate. We have now several teams spread in the area, assigned in the project alignments. And every alignment, we are now “walking the line” so to speak. So in this “walking the line,” we have started down in the Cavite area and we are taking note and we are interviewing here each household that would be affected.

For the final number, I am sorry that we don’t have it yet. But during the master plan study, we have considered several alignments. These alignments were evaluated by use of the SPOT satellite images (posted on the walls) to estimate.

So the result, of this master plan study, these are the alternatives. These are the alternatives that we would take, this results from the master plan study that these are with the least affected houses in this alignment also. We are now verifying the number of affected structures by “walking the line.”

And for compensation, we will be building the framework for compensation during the pre-RAP (Resettlement Action Plan). And we then have the RAP proper stage. So in this stage, during our consultation with the barangays and contact with the household members we don’t deal yet with prices. We say that these prices would still be tentative. Negotiations will also take place in the future. But we assure the affected families that they will be compensated per agreement between the national government and the government of Japan. The payment of compensation for the affected family will come first before the start of construction.

This is what we heard from the affected families and we assured them of compensation and assistance for, in case they would prefer to transfer. And also we say that parts of their houses, during some other projects, parts of their houses would be theirs, for them to re-assemble it again in the relocation site.

The relocation site will be determined by the LGUs (the local government units). So we are now closely coordinating with the local government units, and we have also secured their comprehensive land use plans, their future land use plans if they have somewhere in their planning stages that they would be considering some lots for relocation site. The data that would be gathered in the field would determine the size of lot that can be made available for relocatees, and also the scheme, whether how much would be contributed or be considered by the local government unit, to be paid by the relocatees.

We emphasized during our discussions that the relocation site is not free. We tell the household member or the person that is being interviewed that they should not expect free housing or free lots. This relocation site would be paid by them. So we are also gathering estimate of their income. It can help our planners in the municipal level to estimate their capability to pay for this relocation sites. And in the process of the conversation, some of the people are requesting that the relocation sites would be near the place of their present residence, but we don't assure them that they will be transferred in that place so, we only leave it to the local government unit, particularly with the planning people. We informed the affected residents that they will be consulted and they will be informed about the project as it progresses. Thank you."

Additional Answer/Information: Mr. Rene Santiago (JICA Study Team Member)

"Regarding SLEX, I think part of the question is about the status of SLEX. As far as I know it is about to be approved this month, by TRB. Officially they will issue the TOA (Toll Operating Agreement). So implementation will start by January 6. The engineering and the work with NDC and PNCC has already been ironed out. So the financing are already clear, as far as our discussion with TRB and PNCC are concerned. So the only obstacle remaining actually is that the official issuance of TOA. So the work will start from Alabang Viaduct all the way to Sto. Tomas. Three packages will be executed and the construction schedule is about two and half years. So you expect completion by 2007 or 2008. There is a widening of all the existing sections. The new connection from Calamba to Sto Tomas will then happen and the expressway will become continuous from Calamba to Sto. Tomas. The construction schedule starts next year."

Question: Mr. Valentine Guidote (PPDC, Province of Laguna)

"How about the one going to Calamba?"

Answer: Mr. Rene Santiago (JICA Study Team Member)

"That is scheduled by the DPWH. That is different."

Additional Answer: Mr. Carmelino. Tizon (CALA Project Coordinator, DPWH PMO-FS)

"I think what is being referred here is the Calamba-Los Baños By-pass road. This is included in the Medium-Term Public Investment Fund of DPWH. It is costing

around 2.5 Billion. Now, the department has lined up this project under the 27th JBIC project, which I think the Department is now working on some documentations as required by NEDA. That is the NEDA-ICC – the Investment Coordinating Committee, which is the proponent who will be preparing all the documentations, the evaluation of reports, the environmental requirements, the right-of-ways. We are just awaiting a call from NEDA, as to the presentation for this particular project. So this is included as part of the 27th JBIC project, which the Department intends to negotiate with the JBIC, I think by next year. Thank you.”

Question: Atty. Ronnie Juan Del Rosario (Assistant Vice President, Greenfield Dev't Corp)

“I am Atty. Del Rosario of Greenfield Development Corp. As I understood awhile ago, the group will be broken down into several groups and we will have discussion of the project. And as I understood the scoping was done in Cavite but none for Laguna yet. I also understood that there are three alternative alignments for the expressway. So, I have two technical questions only. One: What is the width of the right-of-way of the alternatives? Second: Will there be interchanges between Governors Drive and SLEX? And another question is how is your group coordinating with the existing developers and landowners (that will be affected or traversed by the alignment) in the Sta. Rosa-Cabuyao area?”

Answer: Mr. Alvin Madrid (CALA Counterpart Team Member, DPWH PMO-FS)

“The width of the road alignment would be 50 meters for the expressway. The coordination with some stakeholders in the area of Laguna is ongoing. Our team is also about to finish the “walking the line” and plotting of the alignment. As of today, they are nearing the SLEX. We will compile this reading and we will plot it also on the map for confirmation.”

Additional Answer: Mr. Rene Santiago (JICA Study Team Member)

“On the question about coordination with property developers, we have talked with the Ayala Corporation for Ayala Land on the alignment. We are about to talk with the Bilibid Prison for the other access to SLEX from the Daang Hari. We were trying to schedule a meeting also with Greenfield but they are here already so we can discuss the proposed alignment on that basis. The others along the right-of-way alignment are small. In fact, that is the least problematic right-of-way. And if we can get the two property owners to agree (Ayala has agreed), this will eventually assure 90 percent of the right-of-way alignment.”

3.3 Session 2: Presentation and Open Forum

3.3.1 Presentation on Evaluation of Road Alternative Alignments

Prior the start of the presentation for session 2, the moderator called on more names of participants to be acknowledged. She then, proceed with the introduction of the next speaker.

Mr. Carmelino Tizon is the Project Coordinator of the CALA Project of the DPWH. He is a graduate of BS in Agricultural Economics of the then Gregorio Araneta University Foundation. He has held various positions at the DPWH, starting as Agricultural Economist in 1978 and is presently holding the position of Planning Officer of the PMO-FS (again the office currently undertaking this project). He has been involved as team leader on the preparation of feasibility studies of various projects, financed under foreign institutions such as Saudi Fund, ADB, JBIC and the World Bank. Mr. Tizon has actually attended a road planning seminar in Tokyo, Japan. He was also part of the Philippine Mission to negotiate projects under the Saudi Arabia Fund; and is slated to attend an Asian Highway Meeting in Bangkok next week.

Mr. Tizon proceeded by greeting the participants in Tagalog. He then proceeded with explaining the importance of the implementation support as stipulated in the Project Title and on the background of this road project.

Slide 1: Project Title

“Good morning to us all. This is our title. We have what we call the feasibility study and implementation support for the CALA. I was saying that this could have been named as the Maliksi-Lazaro (MALA) East-West National Road.

Anyway, we will talk about the feasibility study. We previously talked mainly on the economic, traffic and engineering aspect of the road project. Now part of the requirement of the lending institution is to include the environmental aspects. And part of the feasibility study now includes also the environmental and social aspects. We are making proper consultation with the residents and those that will be affected by the project. That is precisely the point. One major component of our study had been discussed earlier also by Mr. Madrid.

All stakeholders and LGUs will be involved in planning this project. Though we are saying that it would be economically or technically or based on traffic feasible but if we don't have environmental and social aspect, there is no project. That is one of the requirements of our national government as well as the lending institution.

Well, we also included in here what we call implementation support. It would be difficult making studies and not being able to implement the project. That is why we have many feasibility studies in the office that until now just collect dust.

As a backgrounder, the CALA study, the CALA area by the way, has been identified earlier in 1996 in the Metro Manila Urban Transportation Integration Study (MMUTIS). It was identified then, that there is really a need to address the Cavite and Laguna area. Then it was followed up by the CALA Transport Study by World Bank. This was followed in 2001 by the Cavite Busway Study for the area in Cavite.

This study now, as I mentioned adopts what has been recommended in the previous studies. So, we have the study and we have the implementation support, which we may see the realization of this project.

Just to give you a background also on the economic situation in the CALA area including south of Metro Manila (i.e., Muntinlupa and Las Piñas), in 1980, population of Laguna was only 300 thousand inhabitants. If we will include south of Metro Manila, as well as Cavite, it is about 1.5 million only that time. For year 2000, south of Metro Manila is about 2 million inhabitants. Cavite and Laguna already reached the 1 million mark each. So it is a total of about 4 million already in 2000. Now, we projected what will happen 20 or 30 years from now.

Laguna will hit a 1 million mark for the area that is part of the CALA. Metro Manila (south of Metro Manila) will increase to 5 million and Cavite will be about 1.5M also. So we are talking here of 8 million population. We are able to see that the urban conurbation of Metro Manila already includes San Pedro, Sta. Rosa, it reaches now Cabuyao and also Calamba area.

As a sample only in terms of density or population density per hectare, Biñan (between 1980 to 2000 or a twenty-year period) at that time was only 39 person per hectare. Now it is already 70. San Pedro, nearer to Metro Manila, from 40 became 126. What we are seeing is the magnitude of the increase of the population. So, now our question relative to that would be 'will our existing facilities, in terms of infrastructure facilities, be able to support this projected population in the area?'

So the target for Cavite-Laguna is to proportionately increase the infrastructure facilities.

Earlier, Mr. Madrid has discussed about the holistic approach. In the initial part of our study, possible development scenarios were considered as government intends to address for the CALA area. There was a discussion on this, during the previous stakeholders' meeting. One scenario is "are we going to let it go policy?"

Meaning, are we just going to be dependent on Metro Manila? In other words, all trips now from Cavite-Laguna will go to Metro Manila.

That is one of the scenarios considered. Second scenario deals with the urban core development. It is more urban. Because of the influx of population, there are many real estate developments. Scenario 3 is purely industrialization-driven scenario. This seems quite not balanced.

So what has been agreed during the previous stakeholders' meeting, as well as during consultations is to combine the three scenarios. So what has been discussed earlier is the holistic approach; the combination of the urban and the industrialization scenario to come up with a more appropriate development scenario for the area.

So that was discussed earlier by Mr. Madrid as part of the holistic approach of this project.”

Slide 2: Topics

“These are my topics now, beginning on the background on the selected priority projects, the alternative alignments; the criteria for the evaluation of alternative alignments, as well as the implementation support (How we are really able to implement the project?). And then we will break out later on, as we said, this is not only being decided upon by the study team. There should be a consensus decision coming also from the stakeholders.”

Slide 3: Selected Priority Projects

“So, this is the master plan of the road network for our Cavite-Laguna area. These are now the selected priority projects. May I just emphasize that there has been a consensus to address Aguinaldo Highway and Molino Road, like coming up with this alignment. We call it the North-South Road that would connect with the CALA Expressway. This is the CALA Expressway. We are talking here of two alternative alignments.

There is also a proposal to extend Daang Hari towards Susana Heights through the National Bilibid Prison area. Its proposed extension to the west could end at EPZA, Naic or Tanza. These are the alternative alignments.

Now, you might see here, we are also proposing this CALA Expressway. We have two alternative lines. This is located south of Governor's Drive. You may take note that this proposed alignment will connect with this North-South Road, which we also consider as part of a toll road. This will give an access to the coastal road as a toll road.”

Slide 4: CALA Expressway (Alternative 1-3)

“So I will be discussing more about this CALA Expressway. The objective of the CALA Expressway is that it is envisioned to serve as a high speed traffic along Cavite area, starting possibly from Radial 1 up to SLEX. However, initially what has been considered by the study is the southern portion of the CALA Expressway.

There are two alternative alignments for the CALA Expressway. This will be the alignment that will be subjected to our evaluation later on as to what alignment is more viable for us to adopt, in the opinion of the LGUs.”

Slide 5: CALA Expressway (CE1, 2, 3; CE1, 2 & 4; CE 5-CE7)

“We have the first alignment of CALA Expressway. This is composed of CE1 and CE2 as the common alignment and the alternative alignments are CE3 and CE4.

CE1, this particular alignment starts at Governor’s Drive. It is about 1.5 kilometers. It will intersect with Aguinaldo Highway (with the proposed extension of Aguinaldo Highway).

Take note that this CE1 will be adjusted later on, whether we are going to adopt alignment on this red line. It will start from Governor’s Drive. It is about 2.2 kilometers and will connect with North-South Road (at the NS6 Terminal).

And then CE2, this will connect the North-South to Aguinaldo Highway. This is Aguinaldo Highway, the red line. It is about 1.64 kilometers that would connect up to the intersection of Silang. This traverses flat-rolling terrain.

Now as we go farther, CE3 – this is the one that concerns Laguna -- this will connect to the Sta. Rosa Industrial Complex. This is about 15.6 kilometers and terminates at Mamplasan Interchange, the South Luzon Expressway in Biñan, Laguna. The alignment traverses rolling terrain between Silang and Sta. Rosa Industrial Complex, and relatively flat areas within the industrial park. Take note that this will traverse the Technopark.

Now CE4, is almost taking the same as CE3; and it will terminate at the Sta. Rosa Interchange, passing through the Sta. Rosa Industrial Complex. The terrain is almost the same as that of CE3, which is rolling, flat-rolling terrain, however, when it enters the Sta. Rosa Industrial Complex, it passes through developed residential and industrial subdivision. And it crosses a lot of major waterways.

So this is one of the alignments that we are considering. Take note this is a common alignment CE1 and CE2. And then we will be dealing later on a particular alignment, whether CE3 or CE4.

For the second line of CALA Expressway, the line is located farther south of Governor’s Drive or farther South of the first CALA Expressway line. The

alignment of this one starts also at Governor's Drive and traverses farther south. It terminates at the ABB or ABI -Greenfields Interchange of SLEX.

The alignment traverses rolling terrain somewhere in Governor's Drive and gently rolling to flat along the residential-industrial subdivisions along Cabuyao and Sta. Rosa.

The alignment has three alternative options. CE5 is a 5.75 kilometers from Governor's Drive to NS 6. This is NS6. And then CE6 is a 1.65 kilometers from the North-South Road to Aguinaldo Highway at Silang intersection. This traverses at flat to rolling terrain. And then CE7 is about 15 kilometers from Aguinaldo Highway towards the ABI-Greenfields Interchange.

You will take note that the alignment will intersect with the Sta. Rosa-Tagaytay Road and the alignment also traverses a flat terrain and generally open, lowland areas.

So these are the description or the project as presented in the document that we distributed."

Slide 6: CALA Expressway (Advantages and Disadvantages of CE1, 2, 3)

"So we are now going to look at the advantages and disadvantages of our proposal.

If we will take CE1 and CE2 as the common alignment, then consider CE3 – the one that goes to Mamplasan – the advantage is that you have lesser structures to be affected. Utilization of the right-of-way and road way structure at the existing link road to Mamplasan could be optimized resulting in reduced project capital requirement.

It has minimum adverse environmental impacts at segments using the existing link road alignment. It will have a more efficient interphasing with Mamplasan interchange because this has not reached its peak yet. At the same time, it also serves as a diversion route for Sta. Rosa-Tagaytay Road which at present is already experiencing problems of traffic congestion.

What is the disadvantage? It is a longer road. It has many curves and bends, in terms of technical, as the link road approaches the proposed terminal at Mamplasan Interchange. It has higher capital investment requirement, in spite of the potential savings to be generated by the utilization of an existing link. One of the issues here is that it traverses the Ayala Land properties which might create a conflict with the Ayala Development Plan."

Slide 7: CALA Expressway (Advantages and Disadvantages of CE1, 2 & 4)

“We will consider this time the CE1, CE2 as the common alignment, towards CE4. The advantage is that this will be the shortest route and will provide direct connection to Sta. Rosa Interchange. It would also function as a diversion road and will cater also to traffic using the Sta. Rosa-Tagaytay Road. The problem is that it is already experiencing problems of congestion.

What are the disadvantages? There are a lot of existing development in the area. When this interphases with Sta. Rosa Interchange, it would create congestion at Sta. Rosa interchange. Though the alternative will avoid hitting some residential structures, as the subdivision areas are not fully occupied, yet disturbance to existing completely developed lands will be great. The utilities already installed would be affected. Higher capital investment is required because of the long waterways that would be traversed by the road and higher road right-of-way acquisition. The alignment will create adverse environmental impact as it cross over and runs parallel existing major waterways. Ayala Land also owns some properties in the area and there might be a conflict.”

Slide 8: CALA Expressway (Advantages and Disadvantages of CE 5-CE7)

“If we will consider again the other alternative alignment, which is farther south of the other alignment, the disadvantage is the magnitude of disturbance to existing developments. But this is very small as compared to the two alternatives that were discussed earlier because CE5 to CE7 traverses more open areas. As an advantage, the cost of development for this alternative alignment is the lowest among the other options. It has the shortest route length and less number of road structures to be installed.

The line offers the opportunity to develop untouched, open lowland areas that could be developed as part of the road network area. And it will not create adverse social environmental impact as it traverses generally open land.

This line will also provide efficient transportation linkage with SLEX since the newly constructed ABB-Greenfield Interchange has sufficient space for future expansion-improvement.

The disadvantages is that further location with other nearer sites with large track of lands are still left untouched and undeveloped due to lack of adequate transportation network.

For efficient utilization of the right-of-way along the last stretch of the alignment near the SLEX, several turning curves should be provided. The location also lacks adequate local road network system, such that the traffic from adjoining service road will have to blend with expressway traffic at the interchange.

I will just show you the magnitude of the cost for the project. This will be part of the material that we will be discussed later on.

If we will consider CE1, 2 and 3, of this alignment, the estimated cost for the project is about 7.5 billion pesos. If we will consider CE1, 2 and 4 is about 7 billion pesos. And if we will consider CE5 to 7 which is the alignment farther south, the cost is about 9.5 billion.”

Slide 9: Evaluation of Alternative Alignments

“These are the parameters that we will consider in our session before lunch. In terms of traffic and technical, we have the easiness of construction (how easy you will be able to construct the said line), the adequacy of the alignment, and the cost involved. And then if we talk about regional development, it would be terms of network efficiency, support in the growth corridors in industrial areas, and the tourism development of the province.

Regarding environment, this has been the subject of the inquiry of Mr. Guidote. In fact, in the information that we will be providing later, we already have estimates on how many structures will be affected. The environment aspect will deal with the magnitude of disturbance, easiness in right-of-way acquisition, and the impact on agricultural production.

So these are the parameters that we will be discussing later on as part of our workshop.”

Slide 10: Implementation Support

“As I have expressed earlier, we really need implementation support. If this will involved only the DPWH with the lending institution, we cannot implement the project. The allocation in the Medium-Term Plan of the DPWH for 2006 to 2010 here is something 9 billion pesos only. So if we will be talking about these projects, this alone is already more than 9 billion. So this would not be enough really. So we need implementation support.

We want an LGU-driven support. First is that we want a support or endorsement from the municipal, the barangay and the provincial levels. Endorsements showing that they accept this project. In fact, this is a requirement of the Regional Development Council (RDC) before the body can issue an endorsement for the project.

Secondly, we are talking here of land use. You know why? That is why the assessors, the MPDCs, are here also. Whatever is the alignment that will be identified (final alignment), we would like also to protect the existing land use plan of this alignment. This is for the government to pay the right-of-way requirements at that particular land use classification. Because what usually happens here is when people find out that alignment will be there, land speculation occurs. We are asking the LGUs not to convert the existing land use. Let us protect or freeze the

existing land use. And then, of course, through the LGUs also, let us protect or control the development along the proposed alignment. Because right now, we are making a headcount of affected persons. But when the time comes for implementation, what we counted as 100 only will increase to 1,000 people already. How are we going to realize this project if that would be the case?

So we have also indicated here, how the cost sharing will be? Is the LGU also capable of sharing some cost for the road right-of-way acquisition?

So these are the implementation support that we also would want to be coming from the LGUs.

We have touched also on how the private sector can support us? As I have mentioned, later on we will be continuing discussions with the developers also. Present here are the Ayala, ABI-Greenfields. In fact, I think initial discussion with Ayala is that they want also to see for themselves, 'What this project is?', 'How could they be of help'?

So these are all that matters so that we may be able to realize immediately this project. “

Slide 11: Workshop Guidelines

“So for the workshop, we are going to break out into groups. We have the provincial stakeholders. This may be headed by Mr. Guidote. We will be discussing our alternatives and terminal points here at SLEX. It will be myself who will facilitate as well as Mr. Takagi. For the Municipality of Sta. Rosa, it will be facilitated by Mr. Madrid and Mr. Santiago. The Biñan stakeholders will be facilitated by Mr. Galano and Ms. Bing.”

Slide 12: Evaluation Rating for Alternative Alignments

“So I think we can now proceed for the workshop and then the facilitators will be discussing with you the details about how we are going to rate this projects. Thank you very much.”

3.3.2 Open Forum in Session 2

No questions were raised in this session. Instead, two more names of participants were acknowledged at this point.

And then everyone was advised to proceed with the group discussion before going for lunch. Since the session for Laguna started a little late than the usual, it was deemed better to start with the group discussions first before lunch. Facilitators were requested to go with their groups.

3.4 Session 3: Workshop in Laguna

3.4.1 Mechanics of the Workshop

Similar to the workshop conducted in the Province of Cavite, the participants from the Province of Laguna were grouped according to the local government unit they represent. There were only three groups as follows: (1) Provincial Government of Laguna group; (2) the Municipal of Biñan group; and (3) the City of Sta. Rosa group. The objective of the exercise is to evaluate the alternative alignments in the jurisdiction of LGUs concerned (or neighboring LGUs in some cases).

Table 3.4.1.1 below presents the groupings, their scope for the evaluation and the assigned facilitators (from the counterpart team and study team). The participants from the private sector were assigned to the municipality group where their interest lies.

Table 3.4.1.1 Discussion Groups for the Laguna Workshop

Groupings	Scope of Evaluation	Facilitator
(1) Provincial Stakeholders	All alternatives	Takagi / Mamet Tizon
(2) Sta. Rosa Stakeholders	All alternatives	Rene Santiago / Alvin Madrid
(3) Biñan Stakeholders	All alternatives	Freddie Galano / Bing Pallana

The same process done in Cavite was employed for the Laguna workshop. That is, a copy of the guidelines was distributed and explained to the group (see Section 3.4.2). A chairperson of the group was selected by the group members. Deliberation within the group then ensued and the assigned facilitators took notes on the evaluation made by the group regarding each alternative road alignments found in their respective jurisdictions.

At the end of the discussion, the evaluation was summarized by the facilitators and the assigned chairperson of each group was tasked to present the results during the third session of the meeting. The resultant evaluations were then presented and explained by each group to the plenary body. All results were tabulated on screen for all to keep track. Finally, the score of all group evaluations per summed per road alternative alignment and the emerging highest evaluation score of an alignment was declared as the selected alignment.

Owing to the relatively fewer groups handled in Laguna (as compared to the Cavite meeting), the stakeholders had time to expound on additional information that also influenced their evaluation of each road alternative alignment. These are mentioned in Section 3.4.3. Also, an open forum ensued after the tabulation of all the groups' evaluation and the announcing of the selected alignment (see Section 3.4.4).

3.4.2 Guidelines of the Discussion Groups

Output of the exercise is a weighted scoring of each road alternative based on the following parameters:

- (i) Traffic and Technical: Easiness of Construction, Adequacy of Alignment, and Magnitude of Capital Requirement (at this point, after getting the score based on cost estimate; get ideas from LGUs on possibilities of cost sharing).
- (ii) Regional Development: Network Efficiency, Support Growth Corridors/Industrial Areas, and Tourism Development
- (iii) Environment: Magnitude of Disturbance, Easiness in ROWA, and Low Impact on Agriculture.

The breakout session for the evaluation exercise will last approximately 35 minutes. At the beginning of the session, it is recommended that a chairperson for the group be selected. The group facilitator will clarify issues on the parameters as well as take down the highlights of the discussion. A facilitator per group has been selected.

Upon closing the group discussion, the chairperson will summarize the consensus of the group and will indicate the main points resulting from the discussions (10 minutes).

The facilitator will then prepare the evaluation sheet for the group and submit this to the secretariat for consolidation. This will be done during lunch break. All discussion notes of the respective groups are requested to be given to the workshop facilitators. The rest of the group could have their lunch. Afterwards, Mr. Tizon (project coordinator) will call on the groups to present their evaluation during Session 3 of the meeting.

To facilitate the discussions, reference materials were prepared for each evaluation point shown in the matrix presentation of Mr. Tizon (as shown in Table 3.4.2.1 below).

Table 3.4.2.1 Considerations and References for Evaluation of Alternative Alignments

Traffic / Technical			Regional Development			Environment		
Easiness of Construction	Adequacy of the Alignment	Magnitude of Capital Requirement	Network Efficiency	Support Growth Corridors / Industrial Areas	Tourism Devmt.	Magnitude of Disturbance	Easiness in ROWA	Low Impact on Agricultural Sector
-road design (eg., radius, number of river crossings, etc.)	-areas traversed (open or built up)	-given cost estimate (preliminary calculation of the study team) based on 6 lanes	- economic evaluation (benefits and costs)	- reference to CLUPs of LGUs and the Provincial Physical Framework Plan	- tourism areas to be served and new tourism areas to be developed	- quantity of structures	-identification of resettlement needed (perceived by LGUs)	-projected impact to agricultural areas
- topography	- areas to be served and traffic demand		- road network with/ without project	- location of existing industrial estates and planned urban developments	- location of protected areas and water basins	-social disturbance (as perceived by concerned LGUs)	-property ownership profile (perceived by LGUs)	- areas reserved for agricultural self sufficiency (not open to conversion)
- type of work (widening of existing or new construction)			- traffic assignment for congestion	- selected development scenario of stakeholders				

Based on the Study Team and Technical Working Group discussion, the alternative alignments of the CALA Expressway are to be evaluated based on three criteria; that is in terms of traffic, regional development and environmental consideration. The recommended evaluation weights assigned for the road signifies their developmental importance in the road network of Cavite-Laguna (CALA) as follows:

	(1)	(2)	(3)	Total
	Traffic/Technical	Regional Development	Environment	
CALA Expressway	30%	40%	30%	100%

- CALA Expressway is perceived to be more important for regional development with an assigned weight of 40%. Traffic and environment considerations are on equal footing of 30% each.

In turn, each evaluation criteria has three sub-criteria. These are enumerated below. Key sub-criteria are assigned higher weights to reflect their importance in implementing alternative alignments as follows:

Traffic/Technical: Key consideration for CALA Expressway has been singled out to be the magnitude of capital required for the realization the road (alternative alignment). The lesser the capital required, the higher its rating for implementation. Other considerations are the adequacy of alignment and easiness of construction.

	(1) Traffic/Technical			Total
	(1-1) Easiness of construction	(1-2) Adequacy of alignment	(1-3) Magnitude (less) of capital requirement	
CALA Expressway	5%	10%	15%	30%

Regional Development: Key consideration here is different. In the CALA Expressway, key considerations are the alignment's support to the growth corridors/industrial areas (as defined in the Provincial Physical Framework Plan and the CLUPs of the LGUs concerned) as well as network efficiency.

	(2) Regional Development			Total
	(2-1) Network efficiency	(2-2) Support growth corridors/industrial areas	(2-3) Tourism development	
CALA Expressway	15%	15%	10%	40%

Environment: For environment, heavier rating (consideration) is given to the easiness in right-of-way acquisition (ROWA) for the road. By DPWH's experience in implementation, delays in ROW acquisition could spell out undue burden on investment requirement and unrealized benefits for road users as well as residents and commercial establishments of nearby areas. In relation to this, magnitude of disturbance is the next important sub-criteria. Impact on the agricultural sector is also a consideration but with lesser rating weight.

	(3) Environment			
	(3-1) Magnitude of disturbance	(3-2) Easiness of ROWA	(3-3) Low impact on agricultural sector	Total
CALA Expressway	10%	15%	5%	30%

On the whole, the higher the percentage weight given to a particular criteria item, the more positive the impact is perceived by the group. The alternative alignment with the highest aggregated rating would mean its higher preference for implementation and would, therefore, be the selected alignment for further study in the feasibility study stage of this undertaking.

Economic and Financial Considerations:

Summary of Construction Cost by Alternatives (Alternative Section only)
 (million Pesos)

		6-lane			
		Const	ROW	S-Vision	Total
CALA expressway	CE1-3	3,616	2,533	1,353	7,502
	CE1,2,4	3,542	2,223	1,268	7,033
	CE5-7	4,653	3,177	1,723	9,553

Summary of Economic Evaluation of Alternatives

		6-lane		
		EIRR (%)	NPV (Million Pesos)	B/C
CALA expressway	CE1-3	30.2	8,065	2.65
	CE1,2,4	28.1	7,600	2.43
	CE5-7	27.3	7,164	2.24

		6-lane			
		2010		2020	
		PCU (000/day)	V/C Ratio	PCU (000/day)	V/C Ratio
CALA expressway	CE1-3	100.4	1.03	157.5	1.61
	CE1,2,4	98.7	0.96	155.2	1.56
	CE5-7	61.5	0.63	124	1.27

Magnitude of Disturbance:

CALA Expressway Road: Number of Structures Affected

Code	Section	Type of Structure									Total
		Residential			Commercial			School	Church	Others*	
		Wooden	Concrete	Mix	Concrete / Wood						
					Small	Medium	Large				
CE-1	Governor's Drive – North-South Road	-	-	-	-	-	-	-	-	-	-
CE-2	North-South Road – Aguinaldo Hi-way	-	11	-	1/0	-	-	-	-	-	12
CE-3	Aguinaldo Hi-way – SLEX	-	88	-	-	-	-	-	-	Laguna Techno Park	88
CE-4	Aguinaldo Hi-way – SLEX	-	88	-	-	-	-	-	-	Laguna Techno Park	88
CE-5	Governor's Drive – North-South Road	-	-	-	-	-	-	-	-	-	-
CE-6	North-South Road – Aguinaldo Hi-way	-	-	-	-	-	-	-	-	-	-
CE-7	Aguinaldo Hi-way – SLEX	-	5	-	-	-	-	-	-	-	5

3.4.3 Selected Road Alignments

Table 3.4.3.1 below shows the overall results of the evaluation of all the groups. Based on this, the selected road alignment emerged to be the alignment of **CE5 - CE7** Governor's Drive to SLEX via ABB Interchange (the alignment farther down south of Governors' Drive).

Appendix C shows the actual rating sheets submitted by each evaluating group to the DPWH PMO FS study team.

Table 3.4.3.1 Overall Evaluation Results of the Workshop

Stakeholders' Evaluation of Alignment Alternatives	Traffic / Technical			Regional Development			Environment			Total (%)
	Easiness during Construction	Adequacy of the Alignment	Magnitude of Capital Requirement	Network Efficiency	Support Growth Corridors / Industrial Areas	Tourism Devmt.	Magnitude of Disturbance	Easiness in ROWA	Less impact on Agriculture, Fisheries and Forestry	
	25%			40%			35%			
CALA EXPRESSWAY	5	10	15	15	15	10	10	15	5	
CE 1, 2, 3 Governor's Drive to SLEX via Mamplasan Interchange										49
PROVINCE OF LAGUNA	1	1	1	1	1	1	1	1	1	9
BINAN	3	5	15	15	8	3	5	8	3	65
STA ROSA	3	3	12	12	12	8	8	10	4	72
CE 1, 2, 4 Governor's Drive to SLEX via Sta Rosa Interchange										50
PROVINCE OF LAGUNA	1	1	1	1	1	1	1	1	1	9
BINAN	2	5	10	10	10	3	5	10	3	58
STA ROSA	4	6	14	13	13	9	9	10	4	82
CE 5-7 Governor's Drive to SLEX via ABB Interchange										91
PROVINCE OF LAGUNA	5	10	15	15	15	10	10	15	5	100
BINAN	5	10	8	8	15	10	10	15	5	86
STA ROSA	5	9	10	14	14	10	10	10	5	87

For the additional information, which influenced the evaluation of the alternative alignments, the following are quoted from the presentation of each group.

Provincial Stakeholders Group by: Mr. Valentine Guidote (PPDC, Province of Laguna)

“Based from the provincial point of view, we ranked the CE5 to CE7 as the best alternative solution or alternative route because basically what we first consider was the regional development.

In terms of the regional development, the CE5 would be the best because it is nearer to Calamba. Calamba is now being geared as the regional center for all the government agencies. Aside from that, it is the most cleared area among the three alternatives.

In terms of traffic also, this is the most advantageous because there is also a little traffic in this area. In fact there is none at all, as of the moment compared to the other two alternatives.

And finally for the environment, it also has the least impact among them since not much households will be affected. In fact, it should be zero or very minimal households that should be affected by this and so we placed one point percentage for the other two and place the maximum percentage on the third alternative route.

We feel that this is the best option now because we really are looking towards the regional development and if we are trying to look at Sta. Rosa to become a financial center that would somehow emerge just like, something like Makati and then this would be a good area to start with. So that is the reason why we chose the third alternative for the provincial's point of view. Thank you.”

Sta Rosa Stakeholders Group by: Engr. Lauro Reyes (City Engineer, City of Sta. Rosa, Laguna)

“We are the Laguna group composed of City Engineering's Office, also from barangay captains that will be affected by the project, and then Assessors Office, and DSWD.

Anyway, this was the outcome of the rating regarding the project. We preferred the CE5, 6, 7 because we believe that if ever this will push through lesser will be our problem. The area is still very open for the project. The area is an open space that will be supposedly traversed by the proposed expressway. There is very minimal problem also in terms of the right-of-way. Then the proximity to affected areas for development (like Calamba and Cabuyao) are already near the supposedly expressway in Batangas in the future. Considering the big impact of the project, 87% is our rating.”

Biñan Stakeholders Group by: Councilor Gat Alatiit (Municipal Councilor, Biñan)

“In CE 3, the Governors' Drive, as you see our score is 85%.. So it is clear our rate here that we gave for CE5 and CE7, or CE5 to 7. Representatives of Ayala and Greenfield are with our group. They have plenty of plans that we also considered here although we are from Biñan and we will not be hit by the project

anymore. What we also considered here is the regional development and also the cost that can all possibly affect the project. And another thing, our Mayor might just simply say that we do not have money for that.”

3.4.4 Open Forum of Session 3

The moderator thanked all presentors. She reckoned that the session is on time with the schedule. Given the remaining time she encouraged everyone to present their concerns. Although no open forum was originally intended for Session 3,

Statement: Mr. Romme del Rosario (Asst. Vice President, Greenfields Inc.)

“Maybe basically our concern here for the project is what we are expecting before the start of things like these, more on the study. We need the details for discussion. Anyway, present here are our councilors, engineers, etc. And then what is “for us”, what we think is best for us, it would be better that way, regardless what you already came up with in Cavite.”

Answer: Mr. Carmelino Tizon (CALA Project Coordinator, DPWH PMO-FS)

“Because what we are considering here also is the intervening period between today and next year, you know how fast the development here in Laguna. Better this moment in time. First regarding the project, let’s support the project. We are going to discuss alignments with you so that at least you can say that from your end. You may want also to refer to our website for more details.”

Questions: Mr. Gat Alatiit (Councilor of Binan)

“Good afternoon again. I don’t know who is going to answer this from the DPWH. When I was the Provincial Administrator of Laguna, we talked with the Laguna Chamber the plan of Provincial government particularly the CALA, because representatives from CALA, was also present.

It was discussed there how we can help in this part of the congestion, here in the CALABARZON area, particularly in the area of Sta. Rosa, Biñan, Carmona, Silang. Most of the factories are located there. That is why when I saw this project, I thought this is the answer to that problem. But when they were discussing the details of the project, it wasn’t at all. Because what will address this is the traffic congestion by the year 2010 to 2020. But what we are seeking right now is the immediate solution. So for this case, what is the plan of DPWH, to address the clamor of these locators in the Ayala Land, in our industrial parks? Thank you.”

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

“Our group is well represented by Ayala Land, Greenfield, and one Councilor, and with Municipal Officers that’s why we had a very nice discussion.

The concern is the traffic in that area that’s giving them the problem. They are living out of the area.

In one of our discussions awhile ago, what will improve the situation is the immediate widening/improvement of South Luzon Expressway from Alabang to Calamba extending up to Sto. Thomas. It will be widened to eight lanes. Then from Calamba to Sto. Tomas, it will be two to four lanes. So that would include the accessibility in development in the area in going to Manila and going to Batangas (as their concern is that the export of their products going to Manila or going to the port in Batangas). That would improve the traffic problem in the expressway.

Now the matter with Daang Hari, because there is a lot of traffic coming from Cavite going to South Luzon Expressway, the Daang Hari will cater to this traffic. The traffic coming from Cavite going to SLEX will use the extension of Daang Hari. Vehicles will not have to enter in Laguna. When they cross Daang Hari, they will enter the Expressway going to Manila. Coming from Manila, they will exit through the extension of Daang Hari. So, it will only be increasing the traffic volume of South Luzon Expressway in that area.”

Question: Mr. Mel Lao (Councilor of Binan, Laguna):

“Sorry but my concern is that I would like this group to take notice of the immediate solution for the problem that is being expressed by the locators (the factories). They want their workers to come on time. And their buses are caught in traffic in intersections of Balibago of Biñan.

These are the things that are frequently talked about in the Laguna Chamber because factories are represented in that Chamber. And we cannot solve this immediate problem through this plan of Expressway. Because another thing that factories are raising about, the factories are just recruiting manpower in far-flung areas because manpower from nearby towns cannot come on time due to the traffic in Biñan and Sta. Rosa. They usually get from San Pablo, Calauan. (because when they exit, it is already Expressway). How about us the people from First District who is hosting the factories? That is a disadvantage to the First District.”

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

“Thank you very much Councilor. What I explained was more on the total scenario. Now with regard to your concern with Department of Public Works and Highways, in Region 4-A, they have programs by this week. In Laguna area, there are many projects that are in the Medium Term Development Program, from 2004 to 2009. The total program of the Department of Public Works and Highways for the CALA area amounts to more than 2 billion pesos. But these programs are mainly about widening, improvement, road drainage, bridge widening. These are little projects but would have high traffic impact. For problems on surfacing, these are already programmed. That is up to 2009.

What we are talking here, these are projects that would be starting from 2002. We have already seen and have anticipated those problems in the area, that there are already programs in the Department in response to that and once the project that we are talking here right now is implemented, this will further support those programs that will be implemented.”

Additional Answer: Mr. Carmelino Tizon (CALA Project Coordinator, DPWH PMO-FS)
“I would like also to add that hopefully if there are issues that are being address, being crop up here in the Laguna Chamber of Commerce, if you can possibly furnish the concerned Committee, like the DPWH, so that it can be addressed by our Regional or District Office. As the Director also puts it, whatever is doable can be undertaken or addressed accordingly.”

And also for information, ever since in the Stakeholders Meeting, all concerned parties are invited. Unfortunately, for some maybe, invitations were not coursed through properly. We have always sent through LGUs.”

Question: Mr.Alexander Tapel (MPDC Office of Biñan)
“The MPDC of Biñan got invitations only now. “

Answer: Ms. Lynn Sison (JICA Study Team Member)
“I would just like to make a clarification regarding invitations. We initially sent all invitations to the Office of the Mayor. In the letters, we signify that we would like to invite MPDCs, engineers, social workers, councilors, barangay leaders and even NGOs. So, there were representatives that attended the meetings. We were later provided with the list of persons so we started sending invitations directly to concerned persons but, of course, with permission from your mayors.”

3.4 Closing Remarks³

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

“Thank you very much Belle. Good afternoon, everybody. As mentioned by the previous resource speakers, this is the second time in the period of three days that we are holding this Stakeholders' Meeting.

The first one has been held the other day, in Cavite and the second one, today here in Laguna. Of course, during the last Stakeholders' Meeting, it was combined – Laguna and Cavite. This fourth time, it has been separated perhaps because Cavite and Laguna are fighting. Well, of course, I remember Mr. Guidote always telling us that the projects are more in Cavite than in Laguna. The Study Team decided to separately hold the two meetings. Most of the presentations today had been centered on the projects in Laguna.

Well, of course I also observed that some of the participants have attended both the Cavite and Laguna seminars especially Mr. Buddy Tan from Ayala Land. He was also present in the meeting the other day. But then he found out that most of the concerns of the meeting were on Cavite but most of the Ayala Lands' were in Laguna. He decided also to attend today's meeting. I think he wanted to be reassured that in both venues, the interest of Ayala Land would be protected.

So today actually it was a productive day because we were able to establish a consensus on which alignment to adopt, particularly in the case of the proposed CALA Expressway. So we are happy to take note that the consensus made today more or less jives with the consensus that were made in Cavite the other day, as far as the CALA Expressway is concerned.

So I think that this would make all parties happy, including Ayala Land and Greenfields and other sectors in the study area.

Now, as to the concerns, I was listening to the discussion and there were concerns about short term or immediate projects that can be done in order to decongest the traffic in the area. Well, of course, we all know that infrastructure projects such as what we are proposing are very expensive which usually takes quite a long time before these are realized. Now options, other than of course putting up the necessary infrastructure would more or less concern traffic management schemes.

³ The speech was generally delivered in English. Some Taglish portions (colloquial Tagalog with a mixture of English) were translated herein to English.

Now, I would like to reiterate a point, at this point in time, that traffic management is not the sole responsibility of DPWH, because for one, DPWH is basically concerned with the static aspect of transportation, while the dynamic parts of transportation actually concerns other agencies also like DOTC, the PNP, and other enforcing agencies, as well as the LGUs.

So I believe when we refer to immediately doable schemes that would alleviate or improve traffic management in our area of concerns, it should come in a concerted effort among the different agencies, if we are trying to shy away from expensive solutions. Expensive solutions would take time, so this is it; this is our area of concern. In fact, we have Director Galano who is part of the Study Team. He used to be himself, the Director of the Traffic Engineering Center of DPWH, as well as our PMO-BOT.

So, we have this office in particular in the DPWH, which usually extends assistance to all concerns when it comes to traffic management schemes or coming up with measures that would improve traffic circulation in the road network.

Unfortunately, what used to be our traffic engineering center has been turned over to MMDA. That is as far as Metro Manila is concerned. That is why we are trying to build, you know, a special office that would take care of our traffic engineering and management. That is our PMO-BOT now.

We also have the TEAM with Mr. Roxas. However, this is still in its infancy stage. Now, with the rationalization plan, it is on the verge of being eased out or its function removed or transferred to the Bureau of Design. So we are more or less looking towards a creation of specific unit, to address issue such as this.

Now, as I mentioned in the other seminar, the other day, we are very much concerned with the immediate realization of the proposed projects here in Laguna. The problem really is that (the bottom line) the government lacks money. In fact, I have told Mr. Guidote during the previous seminars that if ever there are Cavite projects being studied now, we still inform the constituents from Laguna, that we even had projects for Laguna area than Cavite. There are a number of proposals there, like Los Baños-Calamba Bypass Road. It is now in the pipeline. It is a strong candidate for the 27th JBIC loan package. But we could not move on with the JBIC 27th because in the JBIC 26TH the loan is already approved, more than a year ago, which cannot be implemented, because the necessary government counterpart funds are not yet available. It may be ready only by next year. So those 26th concerns – the Plaridel Bypass, and Cotabato-Awang-Ubi Road in Mindanao, and then hopefully what will be next for the 27th is that for Calamba.

In fact, there has been proposal for, down in southern Luzon that to make the Candelaria Bypass, I believe which is a strong candidate also.

Therefore before this CALA Expressway, the improvement for Laguna will take place first. In fact, we are really trying to find ways of decongesting the Southern Luzon Expressway apart from the proposal toward a need to expand to eight lanes.

The other day, I received a very urgent instruction from the Assistant Secretary for Planning to ask the feasibility study group to go on again with reviving the project which is actually one that would run through the alignment of C6. It means to say from Bicutan, because there is road-dike project of DPWH along side Laguna Lake.

This road-dike will be converted to a road or a road will be build over the dike to better connect Bicutan with Pateros or Taguig. I supposed it would be Pateros and then Pasig. We all know that there is congestion from the south through Nicols. So, if we could find a way up from the eastern side that will be better. Much in the same manner that the North-South toll road, which would run the alignment of Molino Boulevard is a way out of South Luzon Expressway on the west-side.

So if those commuters coming from Cavite towards the other parts of Cavite, could make use of North-South toll road, traffic here in South Luzon Expressway will be lessened. So what we wanted to assure you is that the network that we are trying to develop has the network traffic in mind, not only the traffic of Cavite, not only the traffic of Laguna, but the traffic in the entire metropolis as a whole.

In fact, the database that we are using is actually based on the traffic movement not only in Metro Manila but in the peripheral areas of Metro Manila. So, through our traffic assignment model you can see different scenarios, for the different type of projects that you will enter, to benefit not only one single area but the entire network in general.

Meaning to say, we are trying to establish here the perspective that is not parochial, that is not for a particular area only but for the entire metropolis or the Mega Manila, to include areas outside or in the periphery of Metro Manila.

Now as far as we are concerned also, we are trying to do everything so that we could realize the completion of this project very soon in the next two or three years. Our government is having difficulty because of the fiscal crisis. But after that, it is anticipated that the situation will improve. So, in the interim period that our government is in crisis, we are trying to look at projects that can be done immediately and we realize that government alone cannot do this.

The public sector alone cannot do this. We need the private sector. So there has to be a joint partnership between the public and the private. So these are the immediately doable projects like the Daang Hari Extension that is 3.8 kilometers only. So this is going to be picked up by NDC with the PNCC also.

In the same manner, if the North-South toll road or the Molino Boulevard is going to be opened, there will be a big traffic mess at the corner of Aguinaldo Highway. There has to be a viaduct from R1 that should connect to Molino Boulevard or to the North-South toll road. This viaduct amounts to 1 billion. Our government now, when you ask for just 100 million, it seems it cannot provide. How much more for one billion?.

So if this will be turned over to NDC, in exchange for the NDC having to spend the cost of the viaduct, 1 billion, the project will push through if all resources will be pulled in. So in the implementation schedule those projects that the government cannot finance today, they have been placed in the latter part of the implementation schedule. We are hoping that the budget for the infrastructure will be increased eventually also, first and foremost with the improvement of the economy after this fiscal crisis.

In fact, from 40 billion of this year, our proposal is to increase the DPWH budget to 51 billion. This, more or less, sets aside an additional 10 billion for DPWH to be able to catch up with those backlog projects. We are hoping that the budget deliberation will push through. We have a budget hearing next week. It has been postponed so many times already. We do not want the budget to be simply a re-enacted one. We are seeking the opportunity to have budget increase for capital outlays.

We are also very conscious of putting really something for Laguna and Cavite. You know our Medium-Term Public Investment Program from 2005 to 2008, isn't it?

That is about it. We will see each other in March for the detailed results of the environmental studies that we are doing. And come January, these are the team that will be mobilized -- the feasibility study team now that we have identified the alignments of the project roads.

So, thank you very much for coming here today. If you have questions and concerns, our office is open, just like our website, and we also have telephone numbers that you can contact."

4 MEETING FOR DAANG HARI – SLEX ROAD COMPONENT IN METRO MANILA

4.1 Meeting with Stakeholders in Metro Manila

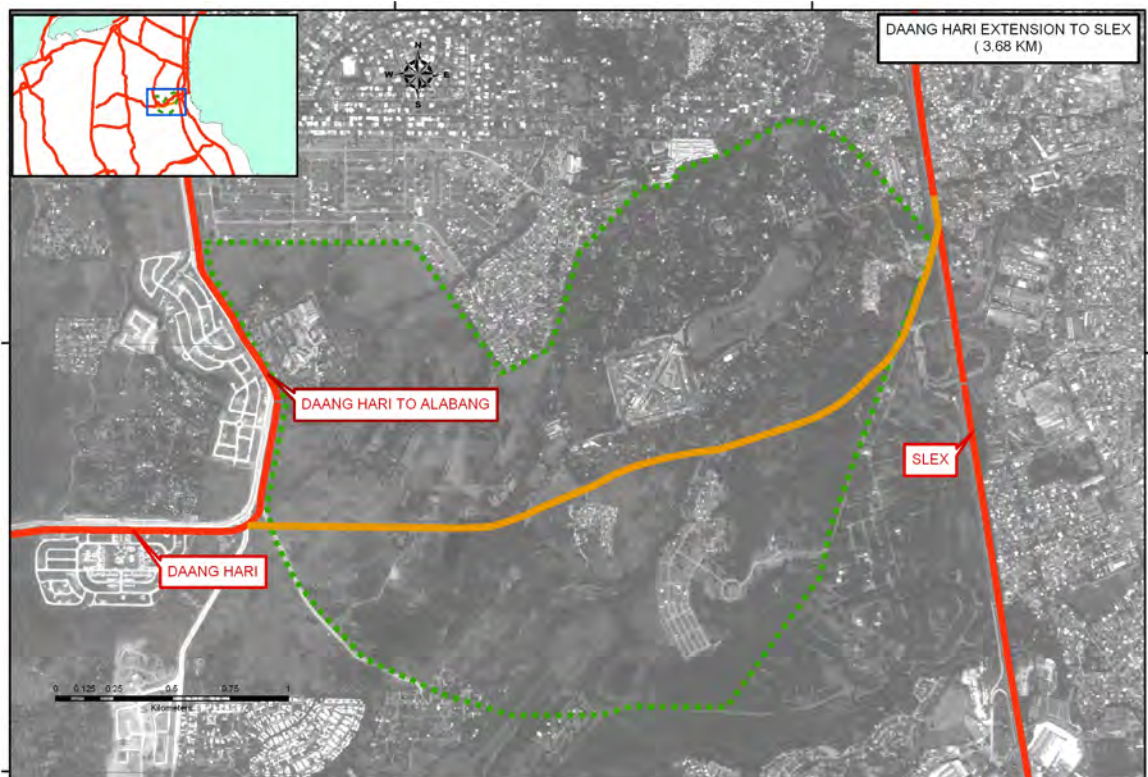
During the 3rd Stakeholders' Meeting, the stakeholders from Metro Manila advise the study team to present the project to the Technical Working Group (TWG) for the Master Plan of the Development of the National Bilibid Prison Area. This TWG is chaired by Vice President Noli de Castro of the Philippines with office at the Housing and Urban Development Coordinating Council (HUDCC). The TWG is composed of official representatives from relevant national agencies and local government units concerned (i.e., National Bilibid Prison, National Housing Authority, Office of the President, Department of Environment and Natural Resources, and City of Muntinlupa). As such, the meeting with the TWG is planned as the 4th Stakeholders' Meeting for the stakeholders in Metro Manila. However, the HUDCC, as the head of the TWG decided to hold the initial meeting with officers of HUDCC.

The initial meeting for the CALA road alignment within the Metro Manila area, otherwise known as the Daang Hari-SLEX Road, was convened at HUDCC on December 12, 2006. The HUDCC is primarily the government agency tasked to prepare the masterplan for the National Bilibid Area in the City of Muntinlupa. This is the area where the Daang Hari Road will be extended to connect to the SLEX Road (otherwise referred to in the study as section DH2). The following persons were present in the meeting:

HUDCC:	Mr. Nestor Borromeo – Assistant Secretary Mr. Bert Ramirez – Director for Planning Mr. Wilson Tabuton – Project Officer
DPWH PMO FS	Mr. Faustino Sta. Maria, Jr. - Project Director Mr. Carmelino Tizon – Project Coordinator
JICA Study Team	Mr. Takashi Shoyama - Team Leader Mr. Michimasa Takagi - Deputy Team Leader, Road Planning Mr. Tomoo Aoki – Deputy Team Leader, Social Environment Mr. Yokota - Member Ms. Lynn Sison – Member Mr. Godofredo Galano - Member Mr. Rene Santiago - Member

4.2 Presentation of the Study and Daang Hari-SLEX Road

Director Sta. Maria introduced the study team members and explained the outcome of the 3rd stakeholders' meeting, which brought to the attention of the study team the importance of coordinating the project with the TWG for the NBP development. A short presentation of the CALA East-West National Road Project was then made by Mr. Tizon (see slide handouts in Appendix B.3). The study was explained as a background and focus was then placed on the conceptual alignment within the NBP area as shown below. The existing Daang Hari Road is planned to be extended to SLEX and will traverse the entire master plan area of HUDCC (i.e., NBP area, the area of the Office of the President, the area of the Department of Environment and Natural Resources, and the National Housing Authority area). The SLEX connection is envisioned to be separate from the already existing Susana Heights Interchange on the SLEX. Implementation of the road or DH2 is targeted soon. The Philippine Infrastructure Corporation (PIC) has signified interest in undertaking the implementation of this road as a 3.6-kilometer toll road.

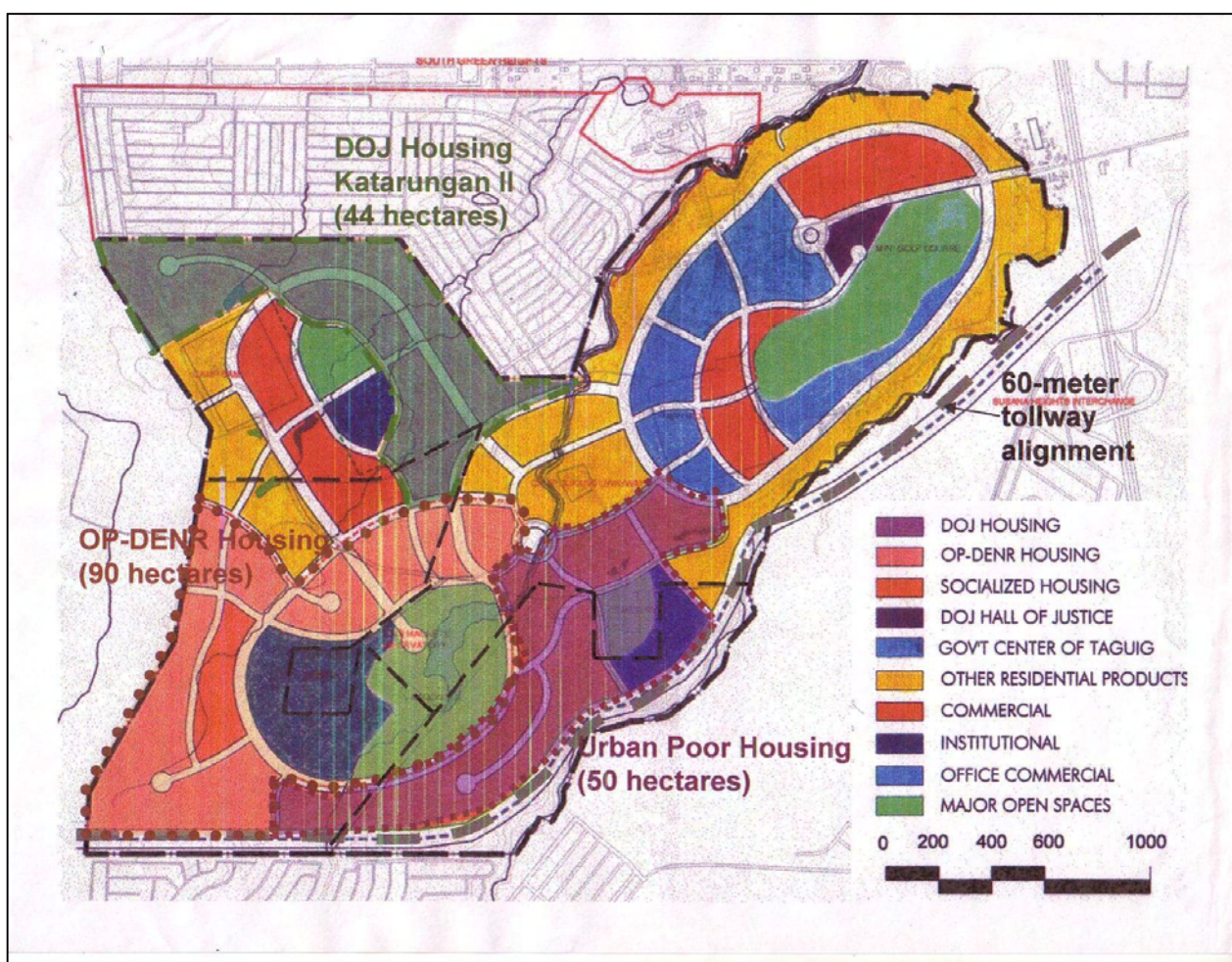


Inasmuch as the implementation of the DH2 road may be turned over to PIC, the needed clearances and endorsements for this road segment as part of the entire proposed road network is the responsibility of the DPWH as the proponent of the

road project. Clearances include the Environmental Clearance Certificate (ECC) from DENR-EMB and endorsements from the relevant government agencies.

4.3 Discussion and Agreements

Assistant Secretary Borromeo of HUDCC informed the study team that the master plan of the area is almost finished and a presidential proclamation will be prepared for the signature of the President of the Philippines. As such, the presentation of this road project is timely and has the possibility of being adopted in the master plan. A copy of the draft master plan map was given to the study team for reference (shown below).



The following agreements were then made for further coordination and planning of the road:

- (a) "Ground fixing" the alignment will be done soonest by the PIC engineers and the DPWH study team members by walking through the area. This will be done together with the local people or the barangay officials of the affected barangays.

- (b) Coordination with the NBP officials and local government units regarding the road project will be made by the DPWH study team members.
- (c) The DPWH study team will coordinate with the firm contracted by HUDCC for the master planning (i.e., Planning Resources & Operations Systems) of the NBP area. The sharing of Information and good maps of the planned road will be provided by the study team to parties involved in the planning of the NBP area.
- (d) A social survey will be conducted by the DPWH study team in the affected area. This includes a perception survey and a household inventory survey.
- (e) A geologic and topographic survey will be conducted by the PIC in the alignment area only.
- (f) PIC will be providing HUDCC and the study team with their alignment and design of the DH2 road project for further discussion by the parties concerned and for guidance in respective planning activities.

4.4 Next Step

More meetings were scheduled with other members of the TWG of the NBP Development. To wit: January 10, 2006 with the officers of the National Bilibid Prison (NBP); January 18, 2006 with National Housing Authority and HUDCC; and February 22, 2006 with the Infrastructure Cluster Group of the Muntinlupa City.



**Workshop Session at Cavite
Evaluation of all Road Alignments by
Stakeholders : Provincial Level**

Fourth Stakeholders' Meeting

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



**Workshop Session at Cavite
Evaluation of CALA Expressway
Alignments by Silang Stakeholders**



**Workshop Session at Cavite
Evaluation of Daang Hari Road
Alignments by Tanza Stakeholders**



**Workshop Session at Laguna
Evaluation of All Road Alignments by
Stakeholders: Provincial Level**



**Workshop Session at Laguna
Evaluation of CALA Expressway Alignments
by Sta. Rosa City Stakeholders**

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

FOURTH STAKEHOLDERS' MEETING

Republic of Cavite Convention Center, TMC, Cavite

07 December 2005

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
Edgardo M. Ganiño, S.	LAV II	ASSESSORS OFF.	437-8943	
BETHANN P. PEREZ	LAV II	ASSESSORS OFF.	437-8943	
Jeme Aquino	MPDC	MPDC off.	437-8940	
Michelle Fortuno	Lign Bragg	Comm. Trics	437-7877	
Annabelle Trinidad	- des -	Comm Trics	437-7877	

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

FOURTH STAKEHOLDERS' MEETING

Republic of Cavite Convention Center, TMC, Cavite

07 December 2005

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
I. CIRIACO F. CASTRO	ENGR V	DPWH	4810277	
Tomoo Aoki		JICA Study Team		
RUEL L. DITAN	ENGR II	DPWH - Cavite Eng'g Dist.	419-00-58	
Yokota		JICA Study Team		
Takagi		JICA Study Team		
MARIA TRINIDAD	PROF - COORDINATOR	PMO - FS	9285615	
FRANCISCO	Highway Eng	Study Team		
GENEPAAN ANONIS	ENGR II	PMO-FS PPWH	481-0159	
RENE SANTIAGO				
TRILLUS ROLDAN	EZO I	PMO - FS		
Alvin L. Placido		PMO - FS	4810158	
Bing Gallane		JICA Study Team	630-51-97	
MIKE TOPILVA	Project Eng'g	PNOC EC	02840-1613	
FANSTINO SORIANO	Presy Director	PMO - FS	928-1211	
ROMY BESCANO	ECONOMIST IV	PMO - FS, PPWH	928 5615	
Julia MAMARAN	Economist IV	PMO - FS		
SACUDOR C. TAN	AYALA CONSULTING	UPPD	841-5833	

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

FOURTH STAKEHOLDERS' MEETING

El Cielito Inn, Sta. Rosa, Laguna

09 December 2005

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
AMER O. DELAY	CSWDO - Clerk	CSWDO - CITY HALL	534-23-02	
RONALD A. CASSAUX	MR	GDC greenhouse	6818687	
FRANCISCO R. CURENO	SENIOR MANAGER	Greenfield Dev't. Corp.	541-7497	
VERILIA L. GARCERAN	Asst City Assessor	Assessor's Office	534-1315	
Roberto L. Dia	Comp. Engr. II	do-	do-	
ANGEL P. DOMINANTE	ENGR 2 P D O III	ENG. G. DEPT.	534-1174	
JAMES A. FORTILA	ENGR 2	ENGR	734 1331	
RONALD P. ARULA	BRGY CAPTAIN		541-0730	
C. C. Dines	Brgy. Captain			
EREN LAMING MEYER	CITY ENGINEER	ENGR	5341574	