

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 Fifth Stakeholders' Meeting

February 22, 2006 (Mantilupa)

March 14, 2006 (Laguna)

March 15, 2006 (Cavite)

ALMEC Corporation
Nippon Koei Co., Ltd.

Fifth Stakeholders' Meeting
The Feasibility Study and Implementation Support on the CALA
East-West National Road Project
 February & March 2006 @ Three Meetings: (1) Cavite, (2) Laguna, and (3) Metro Manila
PROCEEDINGS

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List of Abbreviations and Acronyms

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
ESC	-	Environment and Social Considerations
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
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
PENRO	-	Provincial Environment and Natural Resources Officer
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
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 Piñas 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 fifth stakeholders' meeting was conducted in parts from February to March 2006.

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 Fifth Stakeholders' Meeting

The first 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 Piñas of Metro Manila. However, the fifth stakeholders' meeting followed the format of the fourth stakeholders' meeting. That is, the meetings were conducted in three separate venues for three different groups of stakeholders. The first group is composed of stakeholders from Metro Manila for the CALA East-West Road connecting to South Luzon Expressway (SLEX), otherwise known as Daang Hari Section 2 or DH2. The meeting was held in Muntinlupa City for the Infrastructure Cluster group of the city on February 22, 2006.

The second group is composed of stakeholders from the Province of Laguna for the CALA Expressway road project (CE1 to CE4) connecting Governor's Drive and ABB Interchange on SLEX. The meeting was held at El Cielito Inn in Sta. Rosa City on March 14, 2006.

The third group is composed of stakeholders from the Province of Cavite for all the target roads of the project. These are the North-South Road, the East-West Road and the CALA Expressway. The meeting was held at Kalipayan Resort/Hotel in the Municipality of Dasmariñas on March 15, 2006.

Each meeting targeted stakeholders from the general partner LGUs for the study (i.e., Metro Manila, Province of Laguna and Province of Cavite). Such aggregation of stakeholders was to ensure extensive discussion on the road project(s) in their respective areas. The meeting in Metro Manila was for a small group and discussion was brief. As such, only the highlights of said meeting are presented herein. The meetings in Laguna and Cavite, on the other hand, were for larger groups. Discussion was lengthy. Hence, the entire proceedings of both meetings are transcribed in this report.

The objective of the meetings in Laguna and Cavite were to present the results of the surveys and studies done for the Environmental and Social Considerations (ESC) of the study. However, the meeting in Metro Manila was slightly different as the focus was on the road alignment and ongoing ESC activities.

The Muntinlupa City Infrastructure Group meeting (in Metro Manila) was attended by the mayor and city government officials. On the other hand, the lists showing the general composition of stakeholders who attended the meetings in Laguna and Cavite are given in Tables 1.2 and 1.3, respectively. The signed attendance sheets for all three meetings are shown in Appendix A while the handouts distributed to the participants are shown in Appendix B.

Table 1.2 List of Participants of the 5th Stakeholders' Meeting - Laguna

Agency/Org	Contact Offices	No. of Participants
DPWH	PMO FS	8
	Region IV A Office and Engineering District	5
Local Government Units in the Study Area ^{1/}	Provincial Governor and Policy Makers	2
	Provincial Planners, Engineers, Social Work Officers, Assessors, and Other Officers	1
	City Leaders (Mayors), Policy Makers, Officers and Staff	2
	Barangay Officers and Staff	0
Other Agencies	Department of Environment and Natural Resources	2
Large Property Owners ^{2/}	Laguna Area	5
JICA Study Team	Consultant Team	8
	Project Office Staff	3
TOTAL NUMBER OF PARTICIPANTS		36

1/ Covering LGUs directly affected by the road alignment in Laguna.

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

Table 1.3 List of Participants of the 5th Stakeholders' Meeting – Cavite

Agency/Org	Contact Offices	No. of Participants
DPWH	PMO FS	10
	Region IV A Office and Bureau of Design	3
Local Government Units in the Study Area ^{1/}	Provincial Planners, Engineers, Social Work Officers, Assessors, and Other Officers	4
	Municipal Leaders (Mayors), Policy Makers, Municipal Officers and Staff	19
	Barangay, ABC Officers and Staff	50
Other Agencies	Department of Environment and Natural Resources	1
Large Property Owners ^{2/}	Cavite Area	9
JICA Study Team	Consultant Team	5
	Project Office Staff	2
TOTAL NUMBER OF PARTICIPANTS		103

1/ Covering the provincial government and 6 municipalities affected by the road alignment in Cavite.

2/ Includes Ayala Land Inc.; One Asia Development Corp., Earth and Style Corp.; and Stateland Inc.

The meeting followed the program of activities shown in Table 1.4 for Laguna and Table 1.5 for Cavite. The meeting in Muntinlupa was simple with just the presentation of the project immediately followed by an open forum.

This report contains the proceedings of the fifth stakeholders' meeting. The presentation sessions have been transcribed here for a better understanding of the

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

9:00 - 9:45 (45 min)	Registration and Morning Snack
9:45 – 10:00 (15 min)	Opening Ceremonies - Opening Prayer - Philippine National Anthem - Opening and Welcome Address By: <u>Mr. Bonifacio O. Seguit</u> Director DPWH Region IV
10:00 – 10:45 (45 min)	Session 1 : Environment and Social Considerations (ESC) Study 1. Explanation of Surveys and Studies Conducted 2. Results of ESC Study for Environment Impact Assessment (EIA) 3. Mutual Consent on the Selected Road Project Alignments By: <u>Mr. Alvin Madrid</u> Environment Team Member, DPWH PMO FS
10:45 – 11:00 (15 min)	Open Forum
11:00 – 11:45 (45 min)	Session 2 : Outline of the Study Progress and Further Arrangements 1. Overall Evaluation on Project Viability 2. Concepts of Implementation Mechanism 2. Implementation Role of Key Players (1) Preparatory Activities (2) Key Players and their Roles for Project Implementation By: <u>Mr. Carmelino Tizon</u> Project Coordinator, DPWH PMO FS
11:45 – 12:15 (30min)	Open Forum
12:15 – 12:30 (15 min)	Closing Ceremonies Closing Remarks By: <u>Mr. Faustino N. Sta. Maria, Jr.</u> Director, DPWH PMO-FS
12:30 – 13:30 (60 min)	Lunch
Moderator: <u>Ms. Bella Resurreccion</u>	

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 1.4 Program of Activities of the 5th Stakeholders' Meeting - Laguna

9:00 - 9:45 (45 min)	Registration and Morning Snack
9:45 – 10:00 (15 min)	Opening Ceremonies - Opening Prayer - Philippine National Anthem - Opening and Welcome Address By: <u>Mr. Bonifacio O. Seguit</u> Director DPWH Region IV
10:00 – 10:45 (45 min)	Session 1 : Environment and Social Considerations (ESC) Study 1. Explanation of Surveys and Studies Conducted 2. Results of ESC Study for Environment Impact Assessment (EIA) 3. Mutual Consent on the Selected Road Project Alignments By: <u>Mr. Alvin Madrid</u> Environment Team Member, DPWH PMO FS
10:45 – 11:00 (15 min)	Open Forum
11:00 – 11:45 (45 min)	Session 2 : Outline of the Study Progress and Further Arrangements 1. Overall Evaluation on Project Viability (1) Technical, Economic and Financial Aspects (2) Concepts of Implementation Mechanisms 2. Implementation Role of Key Players (1) Key Players and their Roles for Project Implementation (2) Preparatory Activities By: <u>Mr. Carmelino Tizon</u> Project Coordinator, DPWH PMO FS
11:45 – 12:15 (30min)	Open Forum
12:15 – 12:30 (15 min)	Closing Ceremonies Closing Remarks By: <u>Mr. Faustino N. Sta. Maria, Jr.</u> Director, DPWH PMO-FS
12:30 – 13:30 (60 min)	Lunch
Moderator: <u>Ms. Bella Resurreccion</u>	

2 MEETING IN METRO MANILA

2.1 Meeting with Stakeholders in Metro Manila

The previous 4th Stakeholders Meeting was for the Technical Working Group (TWG) of the National Bilibid Prison Area Development. This is composed of various national government agencies (such as the HUDCC, DOJ, Office of the President, DENR, NBP and NHA) and the local government of Muntinlupa City. Inasmuch as the meeting was intended for all agencies and LGU concerned, the HUDCC (the Lead Agency for the National Bilibid Prison Area Development) took charge of the meeting.

Hence, the Muntinlupa City Infrastructure Cluster Group requested for a separate meeting. This was then to be part of the 5th Stakeholders' Meeting for Metro Manila. The meeting was held at the conference room of the mayor at the Muntinlupa City Hall on February 22, 2006. The attendees are from all the concerned offices of the city including the mayor, the councilors, chief of the urban poor office, city planner, city assessor, building official, engineers, traffic management officers, budget officer, legal officer, etc. (refer to Appendix A). A total of 29 participants (including the city planner who did not sign on the attendance sheet) were present in the meeting.

2.2 Presentation of the Study and Daang Hari-SLEX Road

Arch. Allan Cachuela, the city planner of Muntinlupa City opened the meeting by welcoming the DPWH officers (Mr. Carmelino Tizon and Mr. Alvin Madrid) and the study team member (Ms. Lynn Sison). He gave a brief background of the study and the intent of that morning's meeting for the benefit of his fellows. He then went on to introduce the DPWH Study Team and passed on the floor to Mr. Tizon for the presentation of the project.

Mr. Carmelino Tizon, the Project Coordinator for the FS and Implementation Support on the CALA East-West National Road Project, proceeded with explanation of the study based on the following slides (see Appendix B):

- Slide 1: Title Page
- Slide 2: Topics
- Slide 3: Objectives
- Slide 4: Study Outline / Schedule
- Slide 5: Study Area
- Slide 6: Target Roads for Feasibility Study
- Slide 7: Daang Hari Road Extension (DH)
- Slide 8: DH Road Description : Common Alignment
- Slide 9: DH-2 General Alignment

The floor was then passed on to Mr. Alvin Madrid to give the explanation of the Environmental and Social Consideration aspect of the study based on the following slides:

Slide 10: Update on Activities

Slide 11: On-going Works on the ESC Study

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

Slide 13: Task 5 – FS for Priority Projects

Slide 14: Implementation Support from LGUs

2.3 Open Forum

The floor then gave way to the questions and comments from the participants. The highlights of the discussion that took place are as follows:

- 1) The city planner requested to be constantly updated with the technical aspects of the road. The study team assured him of said updates.
- 2) An access way to the cemetery was required by the body. The study team informed the participants that PIC will be responsible for implementation of the road and that this is logically part of the road design.
- 3) The representative from the Urban Poor Office requested for the development information on affected families. Once completed, the study team committed to inform the participants as part of their future stakeholders' meetings.
- 4) The city planner informed that study team that HUDCC already presented their master plan to the Muntinlupa officials.
- 5) The councilors requested that the barangay resolutions with certification of consultation of residents be given to the Sangguniang Bayan. This was agreed by the study team and it is part of their process to request a resolution from the Sangguniang Bayan as well.
- 6) The councilors also suggested that the problem of Muntinlupa regarding the rehabilitation of the viaduct (on South Luzon Expressway) be addressed. This is not within the scope of the team but feedback can be given to the appropriate DPWH office.
- 7) The councilors stated that they will wait for the HUDCC Master Development Plan before giving the endorsement from the city government. Only then will they pass their resolution/endorsement.

- 8) The councilors wanted to find out what benefits can the city derive from the Daanghari Road. The team cited the usual increase in land values, increase in property taxes, and accessibility. However, the implementing body can be consulted and feed back be given to the body at a later date.

- 9) The mayor asked if DPWH has a long term plan for more alternative roads. He said the South Luzon Expressway is already saturated. Mr. Tizon explained that there are other projects such as C6, South Rail and CALA roads that will have an effect in the decongestion of the expressway.

With no further items for discussion, the mayor then thanked the study team for presenting the project and consulting with them. He requested that the city be apprised on the developments of the study.

3 STAKEHOLDERS' MEETING IN LAGUNA

3.1 Opening Remarks¹

By: Engr. Bonifacio O. Seguit
Regional Director
DPWH Region IV-A

"Honorable Sangguniang Panlalawigan² Members; former colleagues in Laguna (when I was a District Engineer); Mr. Sonny Tapia; Mr. Numer Buenviaje; PMO Project Director (our hard-working Director, ever righteous) Mr. Tino Sta. Maria; Project Coordinator Mr. Tizon (Mr. Tizon has extended a numerous assistance to us when I was still a District Engineer in Lucena. In fact at present, most of these assistance/projects are completed. These were the ones conceptualized, and now already concretized projects. These are our Tiaong By-pass, and projects under the maneuver of Mr. Tino Sta. Maria.); Mr. Madrid (also a part of the PMO-FS); our JICA consultants headed by the Deputy Team Leader Aoki Tomoo; Director Galano (our former director of the PMO, this is a thanksgiving to him that until now, he never ceases to think about helping because he is the expert in this kind of field); our stakeholders; our guests; ladies and gentlemen; good morning.

"Traffic congestion has always been a serious problem in this country. They say that heavy traffic problem is parallel to urbanization particularly in CALABARZON area that has become really super-industrialized. But no matter how they call it, still heavy traffic sucks. It could even mean a bad day for the traveling public; at all times probably. That is why for some they experience high blood pressure due to this traffic problem.

The Cavite-Laguna area is not being spared from this problem. And this is the reason why CALA East-West National Road Project has been conceptualized.

This project aims to improve the increasingly deteriorating traffic conditions of the Cavite-Laguna area. In line with this, various measures have already been taken not only by the Philippine Government but also by the JICA, the World Bank, and other international donor agencies. This is the reason why we are holding this fifth stakeholders' meeting. The cooperation and participation of the central government agencies (especially the DPWH and NEDA) as well as the LGUs are of paramount importance towards the realization of this project.

I firmly believe that since our country has been striving towards economic stability, government funds shall be carefully spent. We have to ensure that our people are getting their taxes' worth. One important consideration is the country's infrastructure. It is just right and proper that feasibility studies for a certain project

¹ Some parts of the speech was in Taglish (colloquial mixture of Tagalog and English). Nevertheless, the proceedings herein are translated to English.

shall be thoroughly conducted. And in this particular project wherein series of studies, workshops and coordination meetings have taken place, we are confident that government funds will not be in vain. But let us not forget that feasibility study is not just the 'be-all and end-all' of it. More importantly, it needs funding support towards its realization.

And with the presence of all the stakeholders in this meeting, I am confident that this project will be successfully implemented and realized; thus would not just benefit the constituents of the provinces of Cavite and Laguna but of the whole country in general. More importantly, this project supports one of the President Gloria Macapagal-Arroyo's 10 point agenda on traffic decongestion in Metro Manila and other nearby provinces.

It is my honor to welcome everyone in this industrial capital city of the Philippines. And with the presence of all the project's stakeholders here today, I declare this meeting open. May God be with us as we hold this undertaking. Thank you very much."

3.2 Session 1: Presentation and Open Forum

3.2.1 Presentation: Environment and Social Considerations (ESC) Study

After the opening speech of Director Seguit, Ms. Bella Resurreccion (moderator for this event) acknowledged the presence of the stakeholders composed of representatives from the different provincial and municipal government offices, the private sector and regional offices. Likewise, the study team members were introduced.

Ms. Resurreccion then proceeded with the introduction of the presenter of the first session. 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. Because of his various experience in environmental 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 below³.

Slide 1: Session 1: Environment and Social Considerations (ESC) Study

"So the first session will be about the environment and social consideration study conducted by the Study Team. And we will present to you some results of our

² Provincial councilors or policy makers.

³ The presentation was generally made in English. Some Taglish (colloquial Tagalog with a mixture of English) words were used but these are already translated herein to English.

data gathering and some results also of the researches or the secondary data gathering.”

Slide 2: Overall Framework of Environmental & Social Considerations for the CALA East-West National Road Project

“But first, let me refresh you, this is where we took of the last time, and this is the presentation of the flow of the study wherein we are here in this stage; we are now preparing the environmental impact statement for the project and this would be one of the discussion matters of the fifth stakeholders meeting. And after the preparation, this will be submitted to Environmental Management Bureau (EMB). The subject here now is the concerns in the Laguna area where some parts of the project especially the CALA expressway will be located.”

Slide 3: Stakeholder Meetings

“Again this is the fifth stakeholders meeting, the results of the environmental and social consideration study will be discussed. Also, the implementation arrangement of the project and mutual consent on optimum project will be presented.”

Slide 4: Results of the Environmental & Social Considerations Study

“So this is the outline of our discussion for the day. We will discuss first the environmental baseline study, field measurement surveys like air, noise vibration and water quality and the presentation of secondary data collection, followed immediately by the social survey, results of the focus group discussion (the highlights) and the perception survey and household inventory survey for resettlement and some impact assessment.”

Slide 5: Results of Baseline Surveys (Title)

and

Slide 6: Environment and Social Consideration Study

“As an introduction, this is based on the presidential decree 1586, otherwise known as Philippine Environmental Policy, and this is issued for every agency – government or private -- that it will conduct the environmental impact assessment for all projects and all undertakings. Major roads are considered as environmentally critical project and hence require the preparation of the environmental impact statement and secure environmental compliance certificate or ECC.”

Slide 7: Environmental Baseline Study

“The environmental baseline study is aimed to collect environmental baseline information in order to characterize the existing environmental condition for the project area and identify and assess potential impacts on social and natural environment. Again the main task is to collect and review existing secondary data and conduct the field surveys like air, noise and water and reconnaissance survey on natural condition.”

Slide 8: Regional Topography and Geomorphology

“The geology of the area. The project lies on the northern portion of the South Luzon uplands. This is the South Luzon uplands. The project is on the northern part and also on the southern part of the project area is what you call Taal Ignibrite field. Ignibrite pertains to accumulation of volcanic debris. The project is situated on slightly elevated and sloping region. And it is bound by two lakes – the Taal Lake and the Laguna Lake. And on the western side of the project area is the Cavite coastline.”

Slide 9: Regional Geology (1)

“So the regional geology of the area is composed of primary volcanic deposits, or pyroclastics. This is produced or created by the volcanic activity formed from the Taal volcano and volcanic tuffs and line the project area and appeared to have been expelled mostly from Taal.

The active volcanism provided for large volume and thick accumulation of volcanic ejectamenta or pyroclasts. The volcanic materials were later eroded and eventually transported to the lower areas where they underwent some sorting that resulted in occasional beds of well-sorted tuffaceous sands and gravel.”

Slide 10: Regional Geology (2)

“Regional geology, we identified that the Laguna volcanic plain in this area, up to some extent here. It is bounded by known fault like this is the west valley fault, part of the Marikina fault line. So this is formally known as the west valley fault that runs north-south from Montalban to Tagaytay ridge and traverses west of Carmona.”

Slide 11: Regional Tectonic Setting

“The trench fault from Muntinlupa and around in this area is not very clear but the abrupt change in elevation in Carmona predicts or suggests that there is a continuance of the west valley fault. And the eastern block of the west valley fault seemed to have moved down and this part was lifted and there is a recent study in the University of the Philippines that this area, that Laguna Lake which we know as fresh water, was before a marine water body as evidenced by the marine organisms found in its underlying rocks. So this fault line may have been the cause of the lifting of this area, which divided Manila Bay and Laguna Lake. This happens many millions of years ago.

So for tectonic setting, the area is bounded on the east by Manila Trench, and the opposite of polarity is Luzon Trench. This trench, as you see the indicator of the arrow is west-eastly deepening, while this trench is westly deepening which crushes the north, or the Luzon plate into two, providing or giving rise to the Philippine Fault Zone.

In the area, here you see the mark of the west valley fault. This also influenced by the Laguna and Cavite sector. The rocks here are quite different from the typical arc formation of the eastern Circum-Pacific area which denotes this corridor known as the Macolod Corridor is supposed to influence the rock chemical composition in Cavite and Laguna.”

Slide 12: Regional Seismicity

“Seismicity is the events of earthquakes in the past. This data is an accumulation of data from PHILVOCS since 1907 to 1999. Whereas moderate and deep, we mean greater than 150 kilometers foci seismic events with a predominant thrust focal mechanism solutions which indicates active convergence along the southern extension of the Manila trench. So here goes our Manila Trench. And Manila Trench is pushing the Luzon Plate. So these are the marks of epicenters along the side of the project area. So with the blue dots are the greater than 150 km foci. And also we have the green DOTS which indicate the shallow events with less than 70 kilometers deep.

There is a single event as you can see here but this is not of tectonic event origin. This is of volcanic origin. This was a mark of the 1965 eruption of Taal Volcano.”

Slide 13: Hydrogeologic Units -- Quaternary Volcanic Sediments

“Quaternary volcanic sediments form the main hosts of underlying aquifers of the project area. It consist of layers of tuffaceous, pebbly sandstones, and tuff and is capable of storing and transmitting large quantities of groundwater with range of about 20 liters per second and as high as 60 in some areas. The aquifers are believed to be confined to semi-confined conditions. So this is the extent of probable surface view of the extent of the aquifer. So you see on this area, especially on this area where you have numerous wells. This data is 2004.”

Slide 14: Hydrogeologic Units -- Quaternary Alluvium

“Secondary aquifer formation is the alluvial deposits. These are loosely consolidated alluvial deposits consisting of plain silt and gravel along the coastal areas, river beds and flood plains. The loosely consolidated and the thickness in consideration only yields about two liters per second and as high as 20 liters per second in some areas.”

Slide 15: Hydrogeology - Groundwater Levels

“Groundwater level in the area would be estimated about 60 meters below ground surface up to a depth of 100 meters below surface.”

Slide 16: Natural Hazards - Seismic Hazards

Seismic hazards of the area would be the earthquake generator. The nearest generator would be the West Valley Fault. A paleoseismic study conducted in 2000 suggests that the northern part of the fault has recurrence interval of 200 to

400 years for a magnitude of 6 to 7 earthquake on the fault itself. Just an annual probability rate of 0.5% to 0.25%.”

Slide 17: Natural Hazards - Volcanic Hazards

“So for volcanic hazards the nearest would be the active Taal Volcano. But considering the 25-kilometer distance from the project site, Taal Volcano is unlikely to effect or directly effect the area by eruption-related volcanic hazards. At the most, the area may be affected by minimal ashflow if wind speed and direction are towards this direction.”

Slide 18: Natural Hazards - Foundation Hazards

“Hazard horizons are known to occur in the pyroclastic sediments in the project area. With contrasting textural types of the underlying foundation, the area is susceptible to differential settlement or long term settlement. The damage attributable to settlement can range from a complete failure of the structure to slight disfigurement.

Some mitigation measures can reduce settlement if the site is free-loaded or surcharged prior to construction or the soil is subjected to dynamic compaction or, what we call, vibro-compaction.”

Slide 19: Water Quality (1)

“On the area of water quality, so we consider this line from Governors Drive down to Sta. Rosa for the CALA expressway. These are the locations of water quality sampling sites. The stations 4 and 5 are the sampling sites for the Imus River Basin, where we found water depth to be shallow on both sampling sites and murky brown. For station 4 with presence of households on the surrounding and muddy substrate for the floor of the river is muddy. And remarkably we have seen the presence of garbage on this area.”

Likewise for the station five, which rather have winding water but sandy substrate and has a grassy riverbanks but unfortunately there are solid waste in the area. And these are mostly plastic materials.

Ilang-ilang River Basin for water quality 6 and 7 station, both are shallow also, brown to dark brown in color. Substrate or flooring of both stations are muddy and both are highly populated areas and both seem to be used as sewage discharge area, where we found garbage and some human excreta.

Riogrande Riverbasin, 12 and 13 station -- also shallow but clear and the substrate is sandy where Station 12 we found, this station near industrial facilities with some houses. And compared to 13, the area has trees and grasses on the banks. But presence of plastic materials is also found in 13. So this is the general description of water in this area. Let’s see how it looks like in the laboratory results.”

Slide 20: Water Quality (2)

“The first column, we have our parameters, the DENR Standards, the second. And the results are the following columns.

Temperature. These are the temperature, seems to be normal. DENR standard here is three percent increase on the baseline. So this is our baseline for the month of November. And conductivity next in this figure. Salinity. These are the indicators of freshwater, a reading of one indicates intrusion.

So pH, for chemical characteristics, this is within range. BOD seems to be high on certain areas with garbages and human excreta. BO is below the standard. Turbidity, this is our baseline, and also for total suspended solids this would be the baseline data, and this will be compared to preconstruction activities, wherein allowable limit is 60 milligram per liter increase on this existing data. For example 40, if this will be monitored, this area will really be monitored during construction and it has a reading of over 100 that would be a critical level for total suspended solids. So the allowable increase only would be 60 from baseline.

And Lead. If you may notice, there are some stations with lead readings, others don't have it. These areas, which have the lead-protected, these areas are full of garbage and plastic materials. So again, total coliform, for the biological characteristics, these areas are the sampling area, which were discovered to have human excreta.”

Slide 21: Air Quality

“For air quality. We have air quality stations down at the San Pedro, Greenfields and Silang. Only for total suspended particulates, station 6 in San Pedro, this area is just beside the South Luzon expressway, with the traffic of an estimate of 80,000 vehicles per day, so it is over the DENR standards. Greenfields has 44. And Silang, which is near the main road of Aguinaldo Highway, has a 139.

Sulfur dioxide is quite low on the three stations, like also for nitrogen dioxide. For carbon monoxide, or carbon oxide, these stations were not detected of any amount of carbon monoxide.

Ozone is quite low and also with lead. Here SPM is suspended particulate matter, just similar to total suspended solids, but these are the non-volatile particulates. So NO is quite low also. This is nitrogen oxide.”

Slide 22: Noise Level

“Noise level measurements. The stations wherein we conducted the air quality surveys are also the stations wherein noise level measurements were conducted. Compared to the DENR standard, everyone (except for stations 4 and 5) is quite high from 6:00 pm to 9:00 in the evening.”

Slide 23: Results of Social Surveys (Title)

and

Slide 24: List of Barangays Affected by the Cavite Expressway

“These are the barangays for the Cavite Expressway. For Sta. Rosa, we have Don Jose, Sto. Domingo, and Malitlit; for Dasmaringas, we have Langkaan 1; and for Gen. Trias we have San Francisco. In Silang, we have nine barangays. “

Slide 25: Focus Group Discussion (Barangay Consultation)

“So the focus group discussion had an agenda like the outline of the projects and the proposed alternatives of the alignments. We have coordination for social surveys and the open forum. Participants, we invited the barangay captains and councilors, project affected persons, and residents. Some have their people organization and NGOs. And we asked for the resolutions by the barangay for the acceptance of the project. And these endorsements we have some already. And we encourage others to do the same.”

Slide 26: Focus Group Discussion (Barangay Consultation) -- Issues & Concern

“Again this was discussed in the previous stakeholders meeting wherein we centered on some issues, and concerns regarding the final alignment -- the compensation, the relocation site and what will happen to businesses and will there be alternative income for relocatees and what documents would prove ownership of their lot or house?”

Slide 27: Results of the Perception Survey

“The result of the perception survey has 700 sampled households from the project affected barangays. These are indirectly affected households on the right-of-way. And household inventory survey for resettlement 800 households but this is only in Cavite, none in Laguna. On the relocation aspect, we are able to save in Laguna.”

Slide 28: Results of the Perception Survey (Impression on Present Road Conditions)

“Anyway, we interviewed the residents and these are the consolidated results of the perception survey. We ask them for the impression on present road conditions in general. So, they say Aguinaldo is quite bad, the condition is quite bad, going to some 47%, and some say it is good to very good which is only up to 23%. So others don't seem to assess their situation in Aguinaldo Highway. Along Governors drive, Governors drive is some say it is bad at 70%. But others (26%) say good to very good. Manila-Cavite Coastal Expressway, this is more than 50%, say it is very bad and bad. Good and very good is only up to 22%.”

Slide 29: Results of the Perception Survey (Impression on Present Road Conditions) – Cause of Worse Traffic Situations

“South Luzon Expressway. It is 34% bad to very bad, and it's good to very good at 26%. This is their perception. So we ask them what causes the worse traffic scenario. 38% says it is increase in car traffic, 7% for increase of truck traffic, lack of traffic signals 9%, but a surprising analysis of lack of roads for 26%, low driving manner – 14 and lack of public transport 6, lack of traffic management 7. And others have other reasons. For the total road network, their impression is a very large 57% for insufficiency of road network. Only 5% says it is enough.”

Slide 30: Results of the Perception Survey (Impression on present road conditions: Comparison to Past Situation)

“For the results of the perception survey, this is the impression on the present road condition in comparison to five years ago. So five years ago compared to now, so congestion, 52% says it's gone worse. Now, 80% say worse but not much.”

So these three sectors here is quite a majority of the whole that congestion has gone worse. Safety likewise is a majority of the pie and convenience is consistent with the safety and congestion.”

Slide 31: Results of the Perception Survey (Awareness of the proposed projects)

“Going now to the awareness of the project, 81% says ‘yes I know about the project’, and then we asked ‘where did you get the information’? Sources of information is largely coming from the LGU staff. Thank you for a very close coordination. And also coming from barangay officials, followed by neighbors and friends. The information was also coming from their local government units also. And advertisement -- 1% radio, 3% we are broadcasting.”

Slide 32: Results of the Perception Survey (Intention on Implementation of the Proposed Projects)

“Results of the perception survey on Intention on implementation of the proposed project: Expected positive impacts for the proposed projects are business opportunity, employment opportunities, time savings, and increase in land value. Road network will be better, no more congestion hopefully, environmental condition would be better, and nearer to work or service 10%. So these are their expected positive impacts. On the other side, the negative impacts would be, number one would be resettlement, and low compensation for affected structures; loss of social network; loss of work at 11% likewise loss of livelihood. And others is a dark area, they have assorted reasons.”

Comprehensive evaluation of the proposed projects. Comparing the advantages or disadvantage to them, they still strongly approved of the project or 50% share. Nearly 70% is the total approval from the interview surveys.”

Slide 33: Results of the Perception Survey (Social and Environmental Concerns on the Proposed Projects)

“These are the top concerns on the environmental aspect, noise and vibration is on top of the list, followed by air pollution, waste disposal, water pollution, economic activities -- this pertains to disruption of economic activities – land erosion or subsidence (mitigated by engineering methods), accidents, public health and safety. This is quite related -- labor and employment, housing and social services share both at 8%.”

Slide 34: Results of the Social Survey (Household Interview Survey for Resettlement)

“So again these are the potential households to be resettled. Only 800 households for Cavite. So the basis for this statistics would be our interviews with the directly affected and indirectly affected persons. And we also have assigned numbers on affected structures, but not yet the tagging mechanism of the resettlement plan. “

Slide 35: Consensus Building Process for Implementation of the Proposed Projects (Title page)

and

Slide 36: Consensus Building Process for Implementation of the Proposed Projects (Barangay Consultations and Issue of Resolutions)

“So after all the activities had been done, and some remains to be done, we have a target for consensus-building in the form of resolution from all the barangays and municipalities and province likewise for the resolution endorsement and this would be the basis of the social acceptability for the project.”

Slide 37: Consensus Building Process for Implementation of the Proposed Projects (Issue of Resolutions by LGUs)

“This is a sample of the resolution for barangays and municipality given by Talaba 3 and Gen. Trias, respectively.

At this point, we would like to encourage the other municipalities, cities and barangays to please fast track the resolution for it will be a very important document to be included in our environmental impact statement as proof of social acceptability of the project. Because if the project is not acceptable to the people, we cannot do the project and we will leave it on a hanging mode.”

Slide 38: Consensus Building Process for Implementation of the Proposed Projects

“So these are the status of the issued resolutions in Laguna and in the City of Sta. Rosa. All are still to follow. Discussion with the Sanguniang Bayan is to be scheduled. Again the fifth stakeholders meeting, this stakeholders meeting would be part of the consensus building as part of the overall flow of the project.”

Slide 39: Next Steps for ESC

“And the next step would be further examination of the impact, examination of mitigation measures and preparation of environmental management and monitoring plan and other stakeholders meeting. And before I end the discussion, I would like to thank the municipality, the barangay captains, and the residents and the province officials for accepting us in your areas and for helping us to do our job well, and also we would like to thank you for the hospitality that you have given our team. Thank you very much.

3.2.2 Open Forum in Session 1

Questions and answers that took place were as follows:

Question: Ms. Luisa M. Garcia (OIC-Chief EMS, PENRO, Province of Laguna)

“Good morning. As what you have presented, 800 hundred families were interviewed for this social acceptability of the project. 800 families, okay, so I just want to know, what percent is this to the total population?”

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

“The 800 figure is the directly affected families. These are all from Cavite.”

Follow up Question: Ms. Luisa M. Garcia (OIC-Chief EMS, PENRO, Province of Laguna)

“What is the 100% of population?”

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

“When it was surveyed, we interviewed 100% -- all the affected families. So we have 800, we interviewed them all. If we are considering the 72 barangays all in all in the project affected area, 800 families would be quite low in terms of percentage compared to the whole population of the barangay. Yes, this is only the directly affected households. “

Question: Mr. Sonny L. Tapia (Board Member, Sangguniang Panlalawigan, Province of Laguna)

“Engineer, it was mentioned earlier regarding sampling on the noise level, and on that level it exceeded the DENR standard. What, particular to our area, for us Sangguniang Panlalawigan, what can we possibly do, if ever there are means, so that our area will not be embarrassed by such exceeds.

The reason I asked this is that together with me is the future mayor, this meeting is a good opportunity, so that as early now, this future mayor would be able to think ways to improve San Pedro.”

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

“Lets see first why it exceeded. It exceeded the DENR standard because of high volume of traffic. That is in San Pedro. That is only along the South Luzon Expressway. So of course, sound waves would diminished in the function of distance, so the farther you are from the source, the sound wave will be weaker and what comes to you is a very weak noise. So in this case, if we are particular for the municipality of San Pedro, source of noise there is now different. Look at the South Luzon Expressway, we have that has 80,000 vehicles running everyday. In the case of San Pedro, being the center, it is the source of your traffic, local traffic and all the activities during daytime.

Regarding how to mitigate noise, in road construction, the minimal thing to do is to plant fast-growing trees along side of the road to break the sound wave, so that it will be scattered. But in the municipality of San Pedro, probably there is no space for tree planting.

Well, in my opinion, perhaps, we should determine first if the noise level exceeded, based on DENR standards right there in the San Pedro.”

Question: Ms. Luisa M. Garcia (OIC-Chief EMS, PENRO, Province of Laguna)

“I understand, based on the 22% of the survey, that 22% of the respondents perceived that their loss of work. So, do they have any proposal on social development programs at the project to be introduced in the area?”

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

“On social development programs, it is true that there are many fearing for their loss of livelihood or income. We are preparing social development programs as part of our Resettlement Action Plan. And we are also coordinating with local government units on how to implement such programs like a teaching them the new way or another way of generating income. But in some instances, there is still somewhat of a resistance. But that is normal. There is resistance from our countrymen especially those located at the coastline areas of like Bacoor. Their chief source of income is ‘talaba’ (oyster) raising. So if they will be relocated away from the shoreline, it will mean a loss of income. So we are coming up with the Resettlement Action Plan, which includes the social development plan for relocatees.

Our surveys have been done and they have included some alternative source of income. We asked them what will they do or what are they ready for. So in that basis we have also planned and with coordination also with the local government units. We will formulate plans to realize these.

So this is being studied, it depends on the nature or the needs of specific groups and what the host municipality or the host barangay holds. It also depends on available funds.”

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

”I would just like to add to that statement. The survey says that 11% will lose their jobs but on the positive side, 33% will gain good job opportunities. There is huge positive impact.”

Additional Information/Answer: Regional Director Bonifacio O. Seguit, Region IV-A, DPWH
“Earlier, Kagawad raised concern regarding noise. Perhaps we should also include vibration, because it looks like vibration has greater effect, especially during night time. That is the area where there is passage of container vans. There is a bigger problem with vibration than noise, since with noise, one can still hear or tolerate, but with vibration, big container vans are always passing by.”

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

“Yes sir. The vibration here may be caused by sound waves or by running vehicles. So, the strength of the structure will be determined based on the number of vehicles or heavy vehicles that run through the structure. “

3.3 Session 2: Presentation and Open Forum

3.3.1 Presentation: Outline of the Study Progress and Further Arrangements

The moderator introduced the next speaker. He is Projector Coordinator, Mr. Carmelino Tizon. Just like Mr. Madrid, Mr. Tizon is a familiar figure to most of the stakeholders. Thus, this time only a brief introduction was made for him.

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 presently holding the position of Planning Officer of the PMO-FS, has been involved as team leader on the preparation of feasibility studies of various projects, financed under foreign institutions.

The presenter started by reiterating that the former presenter discussed the environmental and social issues regarding the project. This time, what he is going to talk about is the other aspect of the project – the economic and the technical. He pointed out first that while his topics are important, the project will not push through without the environmental and social aspect. That is why if one will take note of it, the Project is called ‘Feasibility Study and Implementation Support’. The study team included the implementation support aspect of the Project, which is also one of the requirements of the lending institutions now.

Slide 1: Outline of the Study Progress and Further Arrangements

“You will just take note of our title, which is feasibility study and implementation support. When we talk of feasibility study, we talk on the economics, traffic, technical and engineering. Of course this environmental. Environmental is the new aspect that we included.

This is one of the requirements now of lending institutions. The Philippine Government, the Department of Environment and Natural Resources (DENR) stress on this also.

You will just take note that there have been a number of stakeholders meeting conducted. This is one way of letting all stakeholders know, what the Department is doing, unlike before wherein we just conduct studies, then we feed them to you. But this one, this is a process wherein all stakeholders are consulted, stakeholders not only from the government, we have also the land developers, and private sector. So that is part of the feasibility study.

And we also included the implementation support because if it is purely just a study, nothing will happen when it comes to implementation. So it has been initiated by the DPWH and requested to the JICA that we include implementation as part of our study, as part of our undertaking.

So I have been tasked to present the more technical part – the economic feasibility evaluation of the project including the implementation scheme that we intend to pursue for this project.

These are the topics that we have. We will be dealing on the overall economic evaluation of the project viability. When we say viability, that is in terms of the technical, economic and traffic aspects. The environmental was earlier discussed by Mr. Madrid. And then we will also discuss, of course, as we said, the implementation mechanisms so that we would determine how we can possibly implement the project and also the key players who are the one going to make the project doable/implementable.”

Slide 2: Topics

“When we say, the projects, you will just take note in the first, second, third and fourth stakeholders meeting, there were a lot of network discussed. Then during the fourth stakeholders meeting, we had a consensus from among the participants to determine which road projects we are going to implement for Cavite and Laguna.

In this presentation, we will emphasize those matters/areas that covers Laguna. As we said, this is a ‘consensus’, it means we had ranking, from all the stakeholders – all participants from LGUs, from developers, from private sector.

Then we came up with the evaluation rate for which road project we intend to implement this part of this undertaking.

Okay, let me emphasize that these are the target roads.”

Slide 3: Projects

Target roads for feasibility studies. The red one here is the North-South, starting at Manila-Cavite Expressway, if the project road will run parallel to Aguinaldo Highway up to Governor's Drive, onwards up to the proposed alignment of the CALA Expressway. Then we are going to pursue also the east-west road project. This is what we call the Daanghari Road, leading to Muntinlupa towards to Tanza.”

Slide 4: CALA Expressway

“For the CALA expressway, this is that alignment here. This will be located farther south of Governor's Drive. From South Luzon Expressway, it will pass Tagaytay-Sta. Rosa Junction, cross Aguinaldo Highway onwards to Governor's Drive.

So this project concerns Laguna area. You will take note that during the fourth stakeholders meeting, we came up with two alternative alignments for the CALA Expressway. This alignment here. This is nearer to Governor's Drive. We have options here because this alignment will traverse the Sta. Rosa Industrial Park. Then, it will terminate somewhere in the area of Biñan, specifically Mamlasan. And this one is the Sta. Rosa exit. So during the consensus that we had during the fourth stakeholders meeting, we intend to adopt alignment at the area of ABB Greenfield, which is now the subject of the project feasibility. The road will traverse a junction somewhere here in Sta. Rosa-Tagaytay road extend further to Aguinaldo Highway and will terminate at Governor's Drive.

So this project road is now what we call the CE1 to CE4. Previously we designated this as road options CE 5, 6 and 7. Since this is the selected alignment, we are now calling this project as CE 1 to CE4.”

Slide 5: Assumed Implementation Schedule of the Proposed Road Projects

“This is our proposed implementation schedule. For the CALA Expressway. CE1, CE2, CE3, CE4, this has an aggregate length of 22 km. As part of our project preparation activities, it will be scheduled in 2008 to 2010. This is the preparation: project approval to biddings. Then we conduct the detailed design further in 2011 and 2012. Implementation starts in 2013.

This CE5 and CE6, this is not part of the study; this is the connection of the CALA Expressway onwards to the Radial Road 1 – Manila-Cavite Expressway. So this is not part of the study but nevertheless we have included it in the implementation part of this project which will still be in 2018 or 2020. This will materialize after a long time and we may no longer be around anymore. But nevertheless, we are

working on the possible implementation of this CALA Expressway in 2013 and 2015.”

Slide 6: Future Traffic Demand

“Future traffic demand. Actually this is related to the query earlier, how do we minimize noise along the South Luzon Expressway. Well, with the implementation of all these projects some traffic that are on the South Luzon Expressway will divert to our CALA Expressway and at the same time such diversion will reduce traffic congestion in South Luzon Expressway.

We have a total of 22.9 km. We have capacity in terms of passenger car unit (pcu). This is one way of determining the traffic congestion. Then we will relate it to the pcu, we have the volume/capacity ratio, which we have projected based on the traffic projections.

On the average, based on our projection, in 2015, CALA Expressway is already open, you take note, it is already at a volume/capacity ratio of 0.97. When we say 0.97, it is a freeflow traffic or smooth traffic. When we say 1.3, it will be saturated flow. And the 1.78 is a forced flow, meaning that is the one with congestion problem already.

So you just take note that any project that is open in Cavite-Laguna area will definitely attract traffic diversion because of the ongoing development in the area.

Slide 7: Result of Traffic Assignment (2010) (Following Assumed Implementation Schedule)

“Related to the implementation scheme schedule, this is the traffic assignment scenario wherein when we see red, this refers to the volume capacity ratio of 2. This means bumper-to-bumper flow of vehicles. This avocado green, this is 1.5, we call it the force flow, a slight problem on congestion. Then the 1, the green one, is saturated flow. And then the blue one is freeflow, which means good traffic flow. This 2010 it means the existing South Luzon Expressway is already six lanes. So you will take note that even if it is six lanes, there is congestion still.

The Daanghari Road is already open by 2010. It means the Daanghari is already open, via the National Bilibid Prison onwards to Aguinaldo Highway. You will take note that the Daanhari will be congested because of the attraction coming from the South Luzon Expressway, from Molino, and also from the Aguinaldo Highway.

Then comes the North-South Road. This North-South 1, 2 and 3 is the section the Manila-Cavite Expressway up to Daanghari.

You will take note that CALA Expressway is not yet here in 2010.”

Slide 8: Result of Traffic Assignment (2015) (Following Assumed Implementation Schedule)

“We also projected for year 2015. In 2015, you will take note that the six-lane South Luzon Expressway is already there. Daanghari is also implemented already. North-South is also implemented. We are also implementing the CALA Expressway. You will take note that the traffic assignment analysis shows that the South Luzon Expressway is decongested. It is decongested already because some traffic now that used to be in the South Luzon Expressway will use the CALA Expressway onwards to Manila-Cavite Coastal Road. This is part of the analysis that we consider.”

Slide 9: Result of Traffic Assignment (2020) (Following Assumed Implementation Schedule)

“In 2020, you will take note that the roads are decongested. This is partly because we are opening another expressway line west of Aguinaldo Highway. This is what we call CALABARZON Expressway. So it further reduces the traffic congestion along South Luzon Expressway. So this is the year 2020. So this is the traffic assignment or the result of the traffic assignment analysis of the project.

This means that all roads have been open, including CALABARZON Expressway. So you can see here that the red lines are quite diminished. Though there are still areas that are on force flow, you will take note that, this network that we are presenting is actually still not enough for Cavite-Laguna. In fact, as part of the master plan in the past study of CALA, there are other roads that have got to be developed for the area.”

Slide 10: Result of Traffic Assignment (2020) (Without Any Road Projects)

“We are going to show the traffic assignment analysis wherein this one project here does not exist. Look what happens to the network, if there is no intervention in terms of road projects. South Luzon Expressway is a bit “reddish”.

Because you just take note of the implication in terms of pollution, in terms of noise, and in terms of traffic. So this is what is going to happen. You will just take note why there are blue at the upper portion, this is still freeflow. That means the Skyway Project is implemented already by that time. But beyond Alabang, there comes a bumper-to-bumper scenario. So this is a scenario if we are not able to implement a project in the area.”

Slide 11: Economic Evaluation

“The result of economic evaluation shows that all the road projects are feasible. Even the North-South and the East-West of Daanghari are all feasible.

For the CALA expressway, our initial investment requirement is 15 billion pesos. Where are we going to get such amount? But in return, this is the benefit, this is

the revenue that will enter our economy. In terms of traffic cost saving, 51 billion pesos is so big in 2020. It means this project of ours is a big help to our economy.

Of course, the economic internal rate of return (EIRR) is 33%, which is acceptable in NEDA (acceptable EIRR is at 16%). Therefore viability is double. The net present value, this means this is the comparison of the cost and benefit. We still have a profit with 51 billion pesos benefit as compared to 15 billion pesos investment. Of course, the cost-benefit ratio is more than one. This means 4.5 ratio. So, this is the result of the economic valuation. This means that that project is feasible. This is technically and economically feasible. However, while we are saying this – that it is economically feasible, as what was discussed by Mr. Madrid earlier, we need to look at the environmental aspect. Even if the project is economically feasible but if environmentally it is not, then sorry. That is why we are conducting series of consultations to make it environmentally and socially acceptable.”

Slide 12: Existing Implementation Schemes -- Scheme of Foreign Loan Toll Road Project

“What we are saying earlier, are all about economic-traffic-environmental but we will consider as part of the study undertaking is what we call the implementation support. This is one scheme that we will consider as loan toll road project.

The key players here are the DPWH Toll Regulatory Board and the NEDA. You will take note that there are three bidding stages. DPWH of course will make representation with NEDA. That is part of our requirements for a foreign loan toll project. Then the NEDA in turn will make representations with the lending institution. On the other hand, DPWH will do the road right-of-way. DPWH will do the detailed engineering design and the bidding documents. Usually when it is foreign projects, we cost it through bidding and procurement of consultants. It goes to the consultants. Then the consultants will make the design and will make the bidding documents. It goes further, after bidding document, in the construction then toll operation, but we have the private sector. We will bid the project through a private contractor. Then the contractor, he will be the one to make the construction. Then DPWH also will initiate to operate the project. This is another bidding for the operator, the one who will operate the toll or implement toll road operation.

I was informed that this particular scheme has been implemented with the previous North-Luzon Expressway and with the South Luzon Expressway. Because it is being noted here, that if it is a government project, the government should not collect money. That is why we bid here. The toll road operator can collect for operation and maintenance of the facility. But it depends on the bid price. Part of the toll will be for the payment of the loan. So this is one scheme.

In fact, I think this was supposedly proposed for the for the Mactan Second bridge. Unfortunately, there was somebody who contradicted with the idea of making a toll facility. That is why the disadvantage is that the government is now looking for who will maintain that big bridge in Cebu. Just take note of the magnitude of the maintenance cost requirement of the Mactan bridge. So that will be another burden on the part of the national government to allocate part of the budget just to maintain that bridge. But if it is operated as part of the toll facility, the national government has no obligation anymore, it will be coming from the proceeds of the toll road. This is one mechanism that we are working out.”

Slide 13:Existing Implementation Schemes -- Conventional Scheme of BOT

“Another scheme is this conventional BOT. This is the scheme that I think this was implemented for the Skyway Project. These are the activities for the public sector. We are bidding this. Here comes the private sector already, after coming up with all responsibilities that are supposed to be done on the part of the national government, we invite the private sector to bid for the project. Then, they will create a special project company. You will take note here that the construction was handed to the private sector. So the private sector will borrow money from the commercial banks or any international financing corporation to finance the construction of the project. And at the same time, when they finished the construction, they will bid it to the another company for the operation of the toll facility. This is one of the scheme that we intend to adopt for the CALA project.”

Slide 14:Exploring New BOT Scheme for CALA Highway Project with NDC-PIC's Participation

“This is the new one being explored. For your information, we have many experts in the study team. In the person of Mr. Rene Santiago and Dir. Galano, who used to be with government service. They are the experts when it comes to arrangements like this. This one, we intend to explore with the National Development Corporation and with the Philippine Infrastructure Corporation participation. This scheme, you will take note this is the government sector. You take note the NDC-PIC is a government corporation. This is the process. And then here comes the private sector participation. This is a particular scenario scheme that we intend to implement for this Daanghari Extension up to South Luzon Expressway. This is the one that passes the National Bilibid Prison. That means the Daanghari will be connected to South Luzon Expressway. It will be operated as a toll facility. This is the scheme that we intend to explore. In fact, come a time, if this scheme is workable, this is also the scheme that to be recommended for implementation for this CALA expressway. So experts will have to look further into that, what is the profitability in coming up with this kind of scheme.”

Slide 15:Implementation Scenarios

“The conventional implementation way is for the North-South and the East-West roads to be implemented by stages by the DPWH. We are not going to operate

that as a toll road but as open access. And the DPWH will be equipped with a representation from foreign lending institution. This is quite difficult though nowadays because there is restriction with the national government budget. In fact, we have conceptualized a lot of projects to be funded by the lending institution. But when they arrive at the Department of Budget and Management (DBM), there is really no budget to finance in terms of the GOP contribution.”

Slide 16: Responsibilities for Implementation

“This Daanghari 2 (DH2). It is the linkage of Daanghari towards South Luzon Expressway. The one we referred earlier, that we intend to work this out through the National Development Corporation.

Molino Boulevard remains an open road, including new section through One Asia Property. That means there are areas in the One Asia Property that will be hit. The advantage of NDC-PIC participation is that they can immediately implement the project, lesser is the capital outlays on the part of the national government. Then, there is also one being worked out, that if NDC-PIC can finance first the road right-of-way, to be paid later on by the national government. As I know, the backlog of the DPWH for right-of-way (ROW) payment is something like 20 billion pesos. That is how much budget is needed from the national government. That is only for ROW to be paid. It does not yet include that in relation to these projects. That is why we are working out that possible arrangement with NDC-PIC.

That is the Number 2, the possible NDC-PIC participation, the North-South. The one earlier, we are exploring coming up with special project company by the NDC, and then we will be granted with a special agreement by the Toll Regulatory Board. Then we will transfer that to the private sector to operate. The East-West roads including Daanghari 3, Daanghari 4 will be implemented by DPWH as national open access or non-toll roads with financing from national budget and foreign lending institution.

Who will be responsible for the implementations of these projects. If CALA Expressway is a non-toll road, DPWH will lead the implementation. The conventional funding of the road project will be through a loan from a lending institution.

The North-South (connection of Manila-Cavite Expressway up to Daanghari) could be implemented by NDC-PIC via Build-Operate-Transfer scheme. The East-West 2 (section passing National Bilibid Prison) can be implemented through NDC-PIC-PNCC as part of the PNCC franchise. This will be through a Build-Transfer-Operate (BOT) scheme.”

Slide 17: Preparatory Activities

“Preparatory activities start with planning (the cook) up till implementation (the consumer). Part of the planning activities or the feasibility studies is the economic and technical viable of the project. Of course, the consensus building and endorsements are part of the feasibility undertaking. We also hope to include the parcellary mapping as part of the preparation for the road right-of-way acquisition.

After the feasibility study, we proceed with the detailed engineering design. The road right-of-way acquisition will be based on the information from the parcellary maps. Of course, there is the preparation of the bidding documents. And then DPWH usually elevates the project to the NEDA Investment Coordinating Committee (NEDA-ICC). Once it gets approved there, it goes to the Department of Finance (DOF). DOF now will make representation with any lending institution. At the implementation stage, we have the construction contract, and the road right-of-way acquisition (including relocation of affected residents). Then we proceed further to construction, which includes the relocating of utilities (i.e., water pipelines, MERALCO electric posts, etc.). You will take note that these relocation of utilities entails huge costs. Finally, of course, is construction and quality assurance and quality control.”

Slide 18: Implementation Role of Key Players – NGOs, LGUs

“These are the roles of the key players. The DPWH, with the technical assistance from the JICA study team, prepares the feasibility study. Then, DPWH prepares the detailed engineering, acquire right-of-way, supervises the construction of the road, and maintains the completed roads.

DENR reviews and approves environmental aspects and gives the environmental compliance certificate (ECC). We cannot start the construction without the ECC. During construction, DENR monitors in terms of compliance with the conditions stated in the ECC (It is prohibited to cut down trees without a permit, etc.). Then, of course, there is the Department of Finance (DOF) to deal with lending institutions and the DBM for the appropriation of the funds for the project. The National Housing Authority is for the resettlement program.

On the part of the LGUs (there are representatives of LGUs here with us today), it was earlier mentioned by Mr. Madrid that we need the barangay resolutions endorsing the project. The study team is also coordinating with the barangay captions in terms of identifying those affected by the alignment.

From the LGUs, we also need the resolutions from the municipalities and cities endorsing the project. This is item number 2 which we need from the LGUs – the freezing of the road right-of-way in terms of zonal valuation. It is common knowledge that there are a lot of speculators. Once news of the project is known, many will start buying properties with the anticipation that they will be able to sell at a higher price when the road is implemented. But with the maintained zonal

valuation, the cost of the right-of-way will not escalate. Of course, we also need assistance in terms of road right-of-way acquisition. It would be good if the LGU could provide supplemental funds to help the national government in terms of payment of right-of-way.

Of course the province (we have two members of the Sangguniang Panlalawigan), we also need an endorsement of the project. The land use emanates from the provincial government in terms of land use conversion. The provincial government can issue ordinance for the road right-of-way protection adopting the present zonal valuation (at present estimate for agricultural classification).”

Slide 19: Implementation Role of Key Players – For TOLL ROADS, For Non-Toll Roads

“For other players for the implementation for a toll road, we have the NDC (the National Development Corporation) and the Philippine Infrastructure Corporation. They will provide equity for the toll project company (funds for the concession) and they can advance funds for the road right-of-way acquisition. They can invite private participation with the private company. They can also advance for other pre-construction activities such as detailed engineering design.

The Toll Regulatory Board grants the toll operating concession. This is the controversial office when there is toll fee increase.

Of course, we have also international funding corporation. These are lenders that extend loans to private sector. Of course, we have the toll project company that maintains and operates facility. However, for the non-toll roads, usually the government goes directly to the foreign lenders like IBRD, ADB, JBIC, etc.

We also have the congressmen. They can lobby and endorse the project for the General Appropriation Act as early as possible. They can also allocate some of the Countryside Development Fund (CDF) for the right-of-way acquisition. However, congressmen prefer physical accomplishments and the right-of-way may not be enough without the civil works.

Thank you. This is the presentation of our study progress and further arrangements.”

3.3.2 Open Forum in Session 2

Being 15 minutes ahead of the schedule, the participants were allowed for more time to raise their questions and concerns.

Question: Ms. Luisa M. Garcia (OIC-Chief EMS, PENRO, Province of Laguna)
“I would like to know the flora & fauna assessment of the area.”

Answer: Mr. Alvin Madrid (CALA Counterpart Team Member, DPWH PMO-FS)
“We have conducted the surveys for flora and fauna and it is compiled in our preliminary reports on environment. And it is a general assessment of flora and fauna. And yes, it’s good that you notice the lack of it. We found that we have not encountered any endangered species for both flora and fauna that has been in the field. We will be presenting this to you in the next stakeholders meeting. We have the general listing of species for flora and fauna inside the project area. Thank you for that comment.”

Question: Mr. Salvador Tan (Urban Planner, Ayala Lands, Inc.)
“What are the developments on the operation of the roads?”

Answer: Mr. Carmelino. Tizon (CALA Project Coordinator, DPWH PMO-FS)
“There has been a move on the part of the study team to present the project to the private sector. We are still in the legislative part of arranging for the implementation scheme. In fact we had it last January with Sen. Villar, explaining to the Honorable Senator, the project. He asked for details and aerial photo of the alignment. We are also drawing up a Memorandum of Agreement that we intend to implement with NDC in terms of implementing doable projects of the area. We will be able to inform the body the developments of said agreement in the next stakeholders’ meeting. Thank you.”

Question: Engr. Ronnie Del Rosario (AVP, GDC)
“Good morning. What is the CALA East-West Expressway? Will it be a toll road or a non-toll road?”

Answer: Mr. Carmelino. Tizon (CALA Project Coordinator, DPWH PMO-FS)
“Initially the road was proposed to be a six-lane road. But now it is proposed to be four lanes. In the presentation, we mentioned that DPWH will initially implement the project through a lending institution. For the Daanghari (or East-West Road), we intend to make use of such scheme as a toll road facility. We are exploring this with NDC-PIC. If this scheme is successful, then it can be adopted for the CALA Expressway.”

Follow-up Question: Engr. Ronnie Del Rosario (AVP, GDC)
“So it will depend on the traffic study of Daanhari? Because as one of the private developers that will be affected by the alignment, we need to know what will be the road condition. Will it be of a national highway or an expressway?”

And last fourth stakeholders meeting, I think DPWH said that they will schedule a meeting with developers about the alignment. We know that in the last

stakeholders meeting we agreed with the alignment. But it was a general alignment and not yet a detailed one. We want to sit down to talk about the detailed alignment so that we can more or less appraise the owners of the land even though it is still for 2008 and 2015. This will avoid any obstacle from us for the project later on.”

Answer: Mr. Carmelino. Tizon (CALA Project Coordinator, DPWH PMO-FS)
“Thank you. We will sit down with you next week.”

Answer: Mr. Godofredo Galano (JICA Study Team Member)
“I just would like to add some information about the implementation of stage 1 of North-South (from Roxas Blvd to Daanghari). It will be done by the National Development Corporation (NDC). NDC will first construct the Manila-Cavite Expressway to Aguinaldo (a viaduct). Then after that, the road will be extended up to Daanghari. Operation will then begin. Now the government could construct the extension of North-South from Daanghari all the way to Governor’s Drive. But on the operation and maintenance of that, it will be a toll road. It will be operated by the operator of Stage 1 for a minimum toll rate.

Now the government could also implement the CALA Expressway all the way to the South Luzon Expressway, the same arrangement that the private sector can operate.

With regard to coordination, we have done that with the Ayala Land, with regard to the alignment of CALA Expressway. We have an agreement on how to develop the alignment within the property of Ayala Land.

Question: Mr. Prim Nolido (VP, OADC)
“Has there been any proposal received from the private sector for the operation of the toll road?”

Answer: Mr. Carmelino Tizon (CALA Project Coordinator, DPWH PMO-FS)
“This will entail a bidding process. We can not entertain unsolicited proposals for fairness of competition. So it will pass a bidding process. NDC is part of the government structure and they will be helping us by making representation with other private sector who will be interested in this undertaking.

Question: Ms. Fely P. Brion (Asst Dept Head, PSWDO)
“Was there any social preparation done for the affected households? I mention this because there are 4 barangays in Laguna. Will the affected households from Laguna be resettled in Cavite?”

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

“Based on our data, there are no households affected in Laguna. There is 800 families in Cavite. As to the social development plan, we are compiling profiles of the affected families because we have a number of factors to consider like occupation, readiness to transfer to a relocation site that would be provided to them by local government units, etc. We are currently preparing a preliminary resettlement action plan. The general view point of the social development plan will also be included in the Environment Impact Statement (EIS).

Question: Mr. Reynaldo Pambid (City Zoning Administrator, Sta. Rosa Planning Office)

“Are there guidelines that can be given to us for freezing lang use?”

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

“That is right. I would just like to say one example, that of the North-South road in Cavite. It was initially identified as part of the busway alignment. Since the time of the study to the present, there are land developments that came up. But we are now working on that as part of the toll road. We were surprised that there are developments in the area. In fact, the Citta Italia will be affected and this may be difficult as the property is owned by the Villar group. So we are now trying to work out another alignment.

Regarding your question, in terms of freezing land use, I think we will be discussing directly with the LGU the specific alignment of the project. We can see the specific area to be traversed in the aerial photo. And then maybe we can reserve that area already, in terms of further development. This is the assistance on the part of the LGU. Meaning that any further selling of properties can be properly guided by the LGU. And that there has been a resolution already on the part of the municipal government supporting the project. The sale of properties can avoided if it has been identified as part of the alignment. As we see, implementation will take time and it is necessary to meet regarding the resolutions to support the project. Of course, it is preferred that the alignment be kept the same (or freeze). This means that the present classification be kept the same. If it is agricultural now, then it must be kept as agricultural so that come a time it will be easy to acquire the property for the road project. We can perhaps discuss it this early. It can be put as part of the resolution the project and at the same time on the basis, we can attach a map on the resolution. And that this is the alignment that we have identified. So that when there is a change in the administration (i.e., other newly elected mayors) there is a document at hand. You just take note that we would like to immediately implement the project at a lower price.”

Question: Mr. Reynaldo Pambid (City Zoning Administrator, Sta. Rosa Planning Office)

"In addition to that, how many meters away the alignment should be preserved?"

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

"We are working here for CALA expressway initially four lanes, but we are working it out at least 60 meters. That means 30-30 from the centerline. From the aerial photo map of study team, there are no structures that will be affected by the expressway in Laguna."

Question: Mr. Sonny L. Tapia (Board Member, Sangguniang Panlalawigan, Province of Laguna)

"I see your point. Most of the LGUs in Laguna have already submitted their Comprehensive Land Use Plan. One issue that will arise is the resolution to freeze. It is the MDPC that issues the clearance. So, you should send a sample resolution to indicate that an area is within the project. Perhaps all those affected would be given such a resolution area to amend the Comprehensive Land Use Plan, which is already approved."

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

"Yes sir, in fact in the previous stakeholders we have invited all the MPDCs. We have invited all MPDCs and explained to them the alignment. We had aerial photo for each municipality and they say their alignments. In fact, we even have mentioned to MPDCs that if you need our assistance for us to present this project to the Council we are very much willing to help them out. This is because we requesting for resolutions for the project. So all MPDCs, all municipalities affected were provided with maps and they are very much aware on this matter. We are aware that the MPDCs prepare or process the conversion of the land use. Thank you."

Question: Mr. Numeriano Buenviaje (Board Member, Sangguniang Panlalawigan, Province of Laguna)

"So, if there are large corporation that can donate land then why not donate for the project? Those viaducts are for them and their return on investment will be huge. Like Ayala Corporation, it is not difficult to talk to them. The Sangguniang Panlalawigan can perhaps request no payment for the land. Thank you."

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

"That is a good message. May we hear a work also from the developer? Any comment on the statement of our honorable councilor from Laguna?"

That is right. It is a give and take. They will benefit from such development and so will the government. We are always relying on the government but there are budget constraints. It is really difficult. So, it is a nice statement on the part of our

honorable councilor from Laguna, for the private sector to really help us out in this matter. Ayala was mentioned. How about One Asia property and Greenfield?. No one here from Camilla or Villar group?

Answer: Engr. Bonifacio O. Seguit (Regional Director, DPWH Region IV-A)

“It is a big suggestion from the councilor. This was done by Ayala Land and Greenfield. They donated land for the (Mambucal) By-pass road, . By 2007, that road will be complete and it will decongest traffic in Calamba. So, perhaps the local government units should look into land along the alignment that may be donated. Especially the large property owners. Never mind those with small land. They should be compensated since they have nothing to gain. However, those with 500 hectares of land will gain and many will benefit. The whole Philippines should follow the gestures of Ayala Land.”

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

“The director is right. In fact, if you will just take note that the value of your property, because of our roads, property value will appreciate. It is just sharing a piece of land for our our road right-of-way. The government will benefit, the people will benefit, and the developer will benefit.”

Answer: Engr. Bonifacio O. Seguit (Regional Director, DPWH Region IV-A)

“Congressman Boying Remulla and Congressman Abaya and myself discussed about the road right-of-way. It is really difficult to implement projects. In the past or during the martial law, almost 100% (Director Galano knows this) of the budget goes to civil works. If there was 1 billion pesos, a thousand kilometers of road can immediately be built. And then there are some people during that time that were willing to donate. Once the alignment is final, land valuation should be spared of changes. Then probably the congress can set aside also funds for this so that the right-of-way can be acquired fast. It usually takes e long time for right-of-way negotiation.”

3.4 Closing Remarks⁴

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

“Our honorable guest, Director Seguit; representatives from the Province of Laguna; representatives from different agencies – national and local in Laguna; members of the study team; stakeholders from the private sector; and everybody, good afternoon.

It is exactly 12 o'clock, so lunch will start at 12:30. So I am supposed to finish in 30 minutes. I am just kidding of course. So, actually I am the third permanent fixture here, after Mr. Madrid, and Mr. Tizon. But some years ago, I was being assigned as what they do. So am being promoted, ceased to perform the role of resource person, and now am waiting to be promoted, for the role of a resource person. Now I am waiting to be promoted to become speaker for the welcome remarks, like Director Seguit. I do not know when that time will come, that I will be promoted so that I am no longer in the closing, somewhere in the opening, because in the opening, after opening the speaker may leave already. Whereas with the closing, I have to sit through the entire proceedings, as basis for my closing remarks,

Okay. This is a small group actually, as compared to the other meeting.

As noted earlier, this the fifth stakeholders' meeting. At the rate we are holding stakeholders meeting, probably this is the tenth already, isn't? Because when we say fifth, we do it twice. Because, the other one is in Cavite, with respect to their relocation than the one we have now. Simply because the roads that we have now for Cavite, as you have already complained about, many stakeholders meeting ago, there are more road projects for Cavite, more affected, more stakeholders in the Cavite, which we will convene tomorrow. Of course we wish to assure you that it doesn't mean there is minimal areas or less stakeholders, study in Laguna. It doesn't mean that as far as DPWH is concerned, Laguna has been overlooked.

As Dir. Seguit himself would know, that which he mentioned like the Calamba-Los Baños bypass we entered it again here in the 27th Yen loan package, which is going, to be endorsed by NEDA to be submitted JBIC, which probably is on its second pass in JBIC, hopefully they will get it this time, okay.

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

So this is in response to the comment of Mr Guidote, sometime back, what do we have for Laguna, that would more or less ease that traffic congestion there in the corridor going to Laguna? As far as South Luzon Expressway is concerned, we know for a fact that the road widening project has started, through the efforts also of the National Development Corporation.

And just this week, we had a meeting in our office together with the other DPWH offices, like URPO and the National Capital Region with regard to C6. They are trying to develop the conceptual alignment of C6 because the expressway is congested from Alabang to Nichols. So the sooner this would push through, the better also for the motorists of Laguna. This means to say there will have an alternate route by the lake, coming from as far as south of Muntilupa area or that connection here, can even go as far down to Calamba, eventually. That one we are developing from our Calamaba By-pass directly up to lakeshore, eventually will ultimately become C6 by the shore of Laguna lake.

So Mr Tizon has made mention again, about the implementation support that this study is doing, in order to fast track the projects. This is why we discussed mainly in the other options of implementing projects, the usual conventional way by which DPWH would do these projects. It gets funds from the GAA or it borrows from outside through ODA. This time we have put some stress or more stress on private sector; public and private sector participation. That is why we introduce the concept of having the NDC, which is not a taboo, or deviant of any scheme or policy, which what we call, would be one of the major players. They will be the one to take the initiative, and they will form a special company, involving the private sector. And once it becomes operational, the government would divest whatever of its share to the private sector, so that it would be fully private. So that the money of the NDC through PIC, the Philippine Infrastructure Corporation, has invested, would again be re-used for another purpose. The concept is something like that.

There was a query earlier whether there is already a private sector investor interested. According to Mr. Kintanar, President of the PIC, there is already. In fact, he mentioned one of the biggest construction firms in Madrid, not Mr. Madrid, but Madrid in Spain. They are very much interested, to infuse capital here, to facilitate the implementation with the North-South Toll Road.

As I have stressed out before, we are initially doing one first, because right now using government funds, they cannot do it right away because government funds is limited. Perhaps at some other time in the future. Government funds is limited, we are just working on the re-enacted budget. The budget in 2005 actually is the re-enactment of the 2004, which is also a re-enactment of the 2003. It is very low with only 4 billion pesos for capital outlays. Now this year, we are proposing for a bigger one. It is more than 10 billion pesos, bigger than the previous one that we had. If we will be able to get this budget this year, and even if they re-enact the

budget, next year and the year after next, 10 billion above the previous level is still 10 billion. This will still give us lots of elbow room to have counterpart funds for projects, even if you know the project is foreign-assisted, there still got be a government counterpart fund. That is where we are having difficulty, but we are optimistic that in the years to come, financial position of the government will be better.

Last December, when the budget hearing started, it was always postponed because as you know the procedure in the Congress, because of parochial concern, a simple matter, they suspend the hearing.

Yesterday, there was a budget hearing schedule at the committee level. It took one hour before the meeting started. But in one minute the meeting was finished, it passed with the DPWH budget. In one minute. So this will be presented in the preliminary session, this coming Thursday. And if this will pass the Congress or at the lower house, there will be a bi-cameral approval with senate approval.

So we hope this pushes through, because that will give DPWH stronger position, to really be able to implement projects on time.

I don't have to make use of my remaining 15 minutes. So, thank you very much for coming and for always coming. Because this is just the fifth, we will go on until the eight. And even after that, this is not going to be the last time. After the feasibility studies, there will still be the detailed engineering. And in the actual construction, and in the subsequent operation, you will always be involved.

By the way, I mentioned that after the FS, we actually scheduled a meeting last Friday with JBIC as well as with the World Bank. This is for other activities such as the parcellary map so that they will be able to help us also. Through their help, we will be able to conduct this. Well aside from the fact that these past days, we have meeting with all other agencies. Like for Daanghari, we had been meetings with the Department of Justice, the National Bilibid Prison, National Housing Authority and the HUDCC. And then we are arranging another meeting with Senator Villar. We had one last month I think, to give him some briefing/information about this project. Of course, we are still at the stage of trying to convince him regarding the conversion of Molino Boulevard to the kind of road that will serve the population better.

So thank you very much and let us have a sumptuous lunch before you go on your happy trip to your respective destination. Thank you very much.”

4 STAKEHOLDERS' MEETING IN CAVITE

4.1 Opening Remarks¹

By: Engr. Huillio B. Belleza
Assistant Regional Director
(In Behalf of Regional Director Bonifacio Seguit)
Region IV-A, DPWH

“As you can see in your program, for the welcome remarks is Dir. Seguit. He is the Director for Region IV-A, however, he was called by the Malacañang. After the recent cabinet meeting, he has been attending a number of meetings. He begs for your pardon, I will serve as the substitute. When the regional director is compromised, he sends his assistant and that is me.

Let me express to you his prepared welcome remarks.

First, I would like welcome Mr. Aoki from the JICA Study Team. Then, our former Director, Freddie Galano; the director of the feasibility study, Mr. Tino Sta. Maria; our district engineer from Cavite, Engineer Manalo; we would like to acknowledge also representatives from different offices; representative from provincial governor; representatives from local government units of the Province of Cavite; our barangay captains and kagawads; our dear consultants; and private sector stakeholders; ladies and gentlemen, good morning.

Actually this stakeholders meeting started yesterday, with the Laguna. So for today, we are having this here in the historic place of Cavite.

Traffic congestion has always been a serious problem in this country. They say that heavy traffic problem is parallel to urbanization. But no matter how they call it, still heavy traffic sucks; it could even mean a bad day for the traveling public. The Cavite-Laguna area is not being spared from this problem. And this is the reason why CALA East-West National Road Project has been conceptualized.

This project aims to improve the increasingly deteriorating traffic conditions of the Cavite-Laguna area. In line with it, various measures have already been taken not only by the Philippine Government but also by the JICA, World Bank and other international donor agencies. This is the reason why we are holding this fifth stakeholders meeting. The cooperation and participation of the Central Government Agencies (especially the DPWH and NEDA) as well as the LGUs are of paramount importance towards the realization of this project.

¹ Engr. Belleza delivered some parts of the speech in Tagalog or Taglish (colloquial Tagalog with English). An English translation is provided herein for this proceedings documentation.

I firmly believe that since our country has been striving towards economic stability, government funds shall be carefully spent. We have to ensure that our people are getting their taxes' worth. One important consideration is the country's infrastructure. It is just right and proper that feasibility studies for a certain project shall be thoroughly conducted. And in this particular project wherein series of studies, workshops and coordination meetings have taken place, we are confident that government funds will not be in vain. But let us not forget that feasibility study is not just the "be-all and end-all" of it, more importantly: it needs funding support towards its realization.

And with the presence of all stakeholders in this meeting, I am confident that this project will be successfully implemented and realized; thus would not just benefit the constituents of the provinces of Cavite and Laguna but of the whole country in general. More importantly, this project supports one of President Gloria Macapagal-Arroyo's 10-point agenda on traffic decongestion in Metro Manila and other nearby provinces.

It is my honor to welcome everyone in this industrial city of the Philippines. And with the presence of all project's stakeholders here today, I declare this meeting open. May God be with us as we hold this undertaking. Thank you very much!"

4.2 Session 1: Presentation and Open Forum

4.2.1 Presentation: Environment and Social Considerations (ESC) Study

Ms. Resurreccion, the assigned moderator for this meeting, made a brief acknowledgement of some group of stakeholders first. Then briefly introduced the first presenter.

Mr. Madrid, is a Bachelor of Science in Geology and units in Environmental Science from the University of the Philippines. And at present, is part of the PMO-FS, being the Environment Team leader for this project.

Mr. A. Madrid greeted the participants. And made particular recognition of the presence of EMB staff who is the case handler assigned for the project's application of the ECC. Then he proceeded with presentation, explaining each slide, this time focusing on the Cavite study area.

Slide 1: Session 1 : Environment and Social Considerations (ESC) Study (Title page)

"The first session is about the environment and social consideration study. These are the information we consolidated and issues gathered in the field, which we want to present to you."

Slide 2: Overall Framework of Environmental & Social Considerations for the CALA East-West National Road Project

“We would like to take off from the last stakeholders meeting, the fourth one. This is where we are now. We are now preparing for the environmental impact statement. This is the requirement of DENR, also of JICA for their environment and social consideration.

After completing the study, this will be submitted to EMB for evaluation and hoping for the approval of the environmental certificate or the ECC.”

Slide 3: Stakeholder Meetings

“We are on the fifth stakeholders meeting and we will discuss about the results of the Environmental and Social study, implementation arrangement of the project and mutual consent. Our approval for the project; we are also going to discuss here.”

Slide 4: Results of the Environmental & Social Considerations Study (Title page)

“This is the outline of the discussion wherein we will be involved in the environmental baseline study, field surveys for air, noise, and water. The second part of this will be the social survey – the focus group discussion, the perception survey, and household inventory survey for resettlement.”

Slide 5: Results of Baseline Surveys (Title page)

and

Slide 6: Environment and Social Consideration study

“The environmental and social consideration study is based on the Presidential Decree No. 1586 (PD 1586), otherwise known as the “Philippine Environmental Policy”, is considered the first issuance on Environmental Impact Statement (EIS) system in the Philippines, effective in 1977. PD 1586 requires all agencies and instrumentalities of the national government, including government-owned and controlled corporations, as well as private corporations, firms and entities to prepare an environmental impact statement for every action, project or undertaking which significantly affects the environment.

In our case, major roads are considered as Environmentally Critical Projects and hence require the preparation of an EIS and secure an Environmental Compliance Certificate (ECC).”

Slide 7: Environmental Baseline Study

“The main objective of the Environmental Baseline Study is to collect environmental baseline information in order to characterize the existing environmental condition of the project area and identify and assess potential impacts on its social and natural environment.”

Main Task of the Environmental Baseline Study are: (1) Collection and review of existing secondary data; (2) Field Surveys -- Air quality sampling, noise and vibration level measurement, water quality sampling, reconnaissance survey on natural conditions.”

Slide 8: Regional Topography and Geomorphology

“The project area lies on the northern portion of the Southwest Luzon Uplands. The regional landscape is characterized by gently sloping to rugged mountainous terrain abutting to a wide central plain area marked by freshwater lakes (Laguna Lake and Taal Lake). The project area is situated on slightly elevated sloping region on the northern portion of the Taal Ignimbrite Field, a sequence of Quaternary pyroclastic deposits and east of the coastal areas of Cavite.”

Slide 9: Regional Geology

“The Laguna volcanic plain was created by the volcanic activities that formed the Taal Volcano and neighboring volcanic vents. The volcanoclastic rocks underlying the project area appear to have been expelled mostly from Taal Volcano. The active volcanism provided for the large volume and thick accumulation of volcanic ejectamenta or pyroclasts at sites of deposition at a distance from the volcano source.

The volcanic materials were later eroded and transported by surface water to lower areas where they underwent some sorting that resulted in occasional beds of well-sorted tuffaceous sands and gravel.”

Slide 10: Regional Geology

“The Laguna volcanic plain is bounded to the west by a fault, known as the West Valley Fault (WVF), that trends north-south from Muntalban to Tagaytay Ridge and traverses west of Carmona. The trace of the fault from Muntinlupa area and about 5 kilometers west of the Project Site is generally not very clear, but the abrupt ascent of the land (Carmona area) towards Tagaytay suggests the presence of the fault. The eastern block of the West Valley Fault moved downward relative to the western block.”

Slide 11: Regional Tectonic Setting

“Luzon Island is situated at the western margin of the Circum-Pacific region, centered roughly at 15°N latitude and 121°E longitude. The region is characterized by an active convergence between the Eurasian and Pacific plates.

Two active subduction systems of opposing polarity border Luzon: the eastward-dipping Manila trench on the west, and the incipient, northward-propagating, westward-dipping east Luzon trench, on the east.

At the Laguna and Cavite sector, volcanic rocks show marked difference in chemical composition from typical arc-related calc-alkaline volcanics. A northeast-southwest trending “rift” structure – referred to as the Macolod Corridor was proposed to account for this geochemical variation.”

Slide 12: Regional Seismicity

“Earthquake events tend to cluster in the offshore region along the Verde Island Passage between the southeast coast of Batangas and Mindoro Island. Moderate to deep (> 150 kms) foci seismic events with a predominant thrust focal mechanism solution indicate active convergence along the southern extension of the Manila Trench system. In contrast, shallow seismic events (<70kms) appear to have originated from the movements of regional faults (e.g. Mindoro Fault, Lubang Fault) and their minor splays.

A single event located within Taal Lake is of volcanic origin associated with the 1965 eruption of Taal Volcano.”

Slide 13: Hydrogeologic Units -- Quaternary Volcanic Sediments

“The Quaternary Volcanic sediments form the main host of the underlying aquifers of the project area. It consists of layers of tuffaceous pebbly sandstone or tuff, which are all capable of storing and transmitting large quantities of groundwater. Known production yields are almost about 20 liters per second (lps) but as high as 60 liters per second in some areas. The aquifers are under confined to semi-confined conditions.”

Slide 14: Hydrogeologic Units -- Quaternary Alluvium

“The Quaternary Alluvium are recent unconsolidated alluvial deposits that consists of clay, silt, sand and gravel along coastal areas, river beds and floodplains. Alluvial deposit aquifers in coastal areas are restricted by sea water intrusion while inland aquifers are restricted by low storage due to limited aquifer area and/or thickness. Wells yield are mostly about 2 liters per second but as high as 20 liters per second in some areas. Shallow aquifers are under unconfined conditions.”

Slide 15: Groundwater Levels

“Groundwater depths at the project area ranges from 60 meters below ground surface (mbgs.) to 100 mbgs.”

Slide 16: Seismic Hazards

“Of the known major tectonic structures in the region, the nearest earthquake generator to the project site is the extension of the West Valley Fault (WVF).”

A paleoseismic study (Nelson and others, 2000) suggests that the northern part of this fault has a recurrence interval of 200-400 years for magnitude 6-7 earthquakes on the fault for an annual probability rate of 0.5% to 0.25%.”

Slide 17: Volcanic Hazards

"The nearest active volcano within the project area is Taal Volcano. Eruption-related volcanic hazards from Taal Volcano would include airfall tephra, base surge, fissuring and ground subsidence, seiches/tsunami and flooding (the difference between the two is that the former is the rise of water in the lake while tsunami is the rise of water at the seashore).

Considering the more than 25-km distance of the project site to Taal Volcano, it is unlikely that the area will be directly and adversely affected by eruption-related volcanic hazards from the Taal Volcano. It will depend on the wind direction to the project site. So, it is minimal. The effects are obviously respiratory diseases."

Slide 18: Foundation Hazards

"Paleosol horizons are known to occur in the pyroclastics at the project area. With contrasting textural types of the under lying foundation, the area is susceptible to differential settlement or long-term settlement.

The damage attributable to settlement can range from complete failure of the structure to slight disfigurement.

Settlement can be reduced:

- if the site is preloaded or surcharged prior to construction, or
- if the soil is subjected to dynamic compaction or vibrocompaction."

Slide19: Water Quality

"We go now to the water quality results. We conducted water quality sampling in rivers and creeks and these are the results in 15 stations in Cavite. The blue stations are from the Imus River Basin. From Station 1 to 4: the water has a typical appearance of brown to dark brown. The substrate of the rivers is muddy. Station 5 is sandy and the water is greenish but clear. Station 5 is in Barangay Sabutan, Silang, Cavite; Station 4 is in Paredes Bridge in Pala Pala. Station 3 is in Salitran-Salaway Road, Barangay Salitran, Dasmarinas; Station 2 is in Barangay Pasong Buaya, Dasmarinas; and Station 1 is in Barangay Tanza Luma, Tanza. In Stations 1 to 4, we found out the rivers have garbage and plastic materials and presence of human excreta. So obviously you have a high presence of coliform. The DENR Standard is at 5,000 probable number per 100 milliliter. But in Station 2 we have 12×10^5 and 22×10^4 in Station 4. These are very high.

Also, in all the stations, we have a very low BOD compared to DENR standards. This is oxygen and it is the source of life for aquatic life.

The green numbers here pertains to the Ilang-Ilang River. Station 6 is in Langkaan II. Station 7 is the hanging bridge in Greenbreeze Village in Barangay Zone II (Dasmarinas). Station 8 is located in Malagasang in Imus and Station 9 is

in Barangay San Sebastian, Kawit. Station 6 to Station 9; all the stations are very high in coliform. We also found out that the sites are the dumping place for garbage and sewerage of nearby houses.

Rio Grande River Stations are the red stations. Station 10 is in General Trias (Bacao II). Station 11 is in Barangay Sta. Clara, Station 12 in Barangay San Francisco, and Station 13 in Barangay Javalera. These stations have been found out that they are with dirty dark brown water or muddy brown water except for Station 12 in San Francisco, which has clear water but with coliform. We observed this station to be free of garbage. The coliform is coming from Station 13. Station 10 recorded the highest salinity at 1.297 ppm because it is near the coastal line.

The last one is Canas River Basin. These are Stations 14, 15 and 16. Station 14 is in Barangay Paradahan II in Tanza, Station 15 in Barangay Uno, Tanza, and Station 16 is in Barangay Poblacion, Tanza. All are murky and garbage found in the river. Station 14 serves the nearby farm lots. It did not pass the coliform standards of DENR. So, children should not be allowed to swim there.

In summary, (you have your handouts) planners can have a look at your rivers and you can take out the garbage because it is used for irrigation and swimming. So, let us keep our rivers clean.

Slide 20: Air Quality

"We have a total of 8 stations for the air quality sampling. Blue stations are not traffic-related located in residential areas and blue ones are traffic-related stations are near or just beside the roads. Station 1 is in Barangay Buaya Uno in Imus. Station 2 is in Baragagay Tapia, General Trias; Station 3 in Barangay Buro Main (inside a subdivision), Dasmarinas; Station 4 in Sta. Rosa, Laguna(right beside Brittany Subdivision); Station 5 in Barangay Biga I, Silang (6 meters away from W V Resort); Station 6 in Barangay San Antonio, San Pedro, Laguna (right beside the South Luzon Expressway); Station 7 in Barangay Panapanaan, Bacoor (intersection of Aguinaldo Highway and Tirona Highway); and Station 8 in Barangay Manggahan, General Trias (intersection of Governors' Drive and Gen. Trias-Indang Road).

These are the results of all the stations. It is not a surprise to us to find high Total Suspended Particulates (TSP) in Station 6, which is along South Luzon Expressway, and in Station 7 and Station 8. Station 6 has an approximate traffic volume of 80,000 vehicles per day. Station 7 has approximate traffic of 15,000 vehicles per day and Station 8 has an approximate of 30,000 to 40,000 vehicles per day.

There is also the recording of Sulfur Dioxide and Nitrogen Dioxide but they are all below the standards of DENR. The Carfon monoxide is not detected for all stations. But surprisingly Station 8 registered a 1. .So it is below the standard of

DENR of 35 microgram per cubic meter. Lead has a very reading and including Suspended Particulate Matter (SPM). So our worry is on the Total Suspended Particulates, which include the dust and emissions from the vehicles.

Slide 21: Noise Level

“The stations for the air quality sampling were also used to measure noise level for 24 hours (sampling time). For residential areas, Stations 1,2 and 3 compared to the standards of DENR, morning standards were defeated also in daytime and nighttime. It is very noisy. Class B in Sta. Rosa and Silang, it is still not so noisy or below DENR standards. But in South Luzon Expressway, Aguinaldo Highway, Tirona Highway intersection in Bacoor already incurred high noise level. So, you have your empirical conclusion that high noise level with vehicle traffic is attained as with the population in the area.

Slide 22: Results of Social Surveys (Title Page)

“This is for the social part of the report.”

Slide 23: List of Affected Barangays

“These are the barangays affected by the project. In Cavite, for the North-South Road we have 17 barangays and for the East-West Road we have 14. We have the lone city in Metro Manila (Muntinlupa City) with 2 barangays for the East-West Road. For the Cavite Expressway, we have Langkaan in Dasmarinas, which is also affected by two roads; the North-South and Cavite Expressway. Gen. Trias has one while Silang has 9 barangays and Sta. Rosa has 3 barangays affected.”

Slide 24: Socio-Economic Characteristics of the Affected Barangays (Population of Directly Affected Barangays)

“We have here the number of affected households for the affected municipalities. There is a total of 662 households affected.”

Slide 25: Focus Group Discussion (Barangay Consultation) – Agenda

“We have had barangay discussions regarding the project. We have coordinated with the municipal officers and barangay officers. We have invited barangay captains and councilors, the project affected families and the non-affected resident, people organizations, and non-government organizations. We also encouraged the barangay officials, the municipal officials and, also the provincial officials to give us their resolutions. These will serve as proof of our social acceptability.”

Slide 26: Focus Group Discussion (Barangay Consultation) – Issues & Concerns

“During the barangay group discussion we have discussed the following:

- Is the alignment final?
- Will there be compensation for affected assets? If so, when?
- Is there a ready relocation site for the relocatees?
- How will existing business establishments be compensated?

- Will there be alternative income source in the relocation site?
- What documents are needed as proof of ownership?"

Slide 27: Results of the Perception Survey

"For the perception survey, we have 700 households from the project affected barangays. Also for the household inventory survey, there are potentially 800 households to be resettled."

Slide 28: Results of the Perception Survey (1:Impression on present road conditions)

"Perception is the opinion of the people on certain issues. And these are the results that we gathered. For the issue on the Impression on present road condition, Aguinaldo Highway, there was 47% that said Aguinaldo Highway is bad and only 23% says it good. For Governor's Drive, 27% says it is bad and 24% says it is good. Manila-Cavite Coastal Road 54% says it is bad and only 22% says it is good. For South Luzon Expressway, 34% says it is bad and 27% is good. These are how the people see/perceive the road network."

Slide 29: Results of the Perception Survey (2:Impression on present road conditions)

"This is how. For traffic situations, 28% says there is 'increase in car traffic', 7% says it is 'the increase in truck traffic'. The 'lack of traffic signals' is 9%. The 'lack of roads' is 26%. The 'low driving manner' is 14%. The 'lack of public transport' is 6% and the 'lack of traffic management' is 7%.

On the present road network, 'totally insufficient' is 20% and 'insufficient' is 37%. On the whole, 'insufficient road network' is 57% compared to perception of people that there is 'sufficient road network' of 35%."

Slide 30: Results of the Perception Survey (Impression on present road conditions: Comparison to past situation)

"This is the present road scenario compared to 5 years ago. In comparison with the past situation, the congestion in comparison with the past situation, 19% is 'very much worse' and 33% is 'worse', 18% is 'worse but not much' and 'just the same' is 19%. On the whole, around 70% say the congestion got worse.

For safety, 'very much worse' is 12%, 'worse' is 30%, and 'worse but not much' is 20%.

Convenience: a total 61% says that it is worse (that is total of 'very much worse', 'worse' and 'worse but not much')."

Slide 31: Results of the Perception Survey (Awareness of the proposed projects)

“This is on the awareness of the project. About 81% are aware of the project. As to source of information: ‘through advertisement’ is 1%, ‘through radio’ is 3%, ‘through barangay officials’ is 24%, ‘friends’ 4%, ‘neighbors’ 4%, and ‘through LGU staff’ is 46%.”

Slide 32: Results of the Perception Survey (Intention on implementation of the proposed projects)

“Expected positive impacts were perceived to be business opportunities, employment opportunities, time saving, land value will increase, road network will improve, no more congestion, and environment condition.

For negative impacts, ‘resettlement’ tops the list and ‘compensation’ follows and ‘loss of social network’. Loss of work and loss of livelihood are mentioned in the survey.

For the comprehensive evaluation of the projects, the survey says they ‘strongly approve’ with 50% and 19% ‘approve’ of the project.”

Slide 33: Results of the Perception Survey (Social and environmental concerns on the proposed projects)

“These are the top 10 environmental concerns, as shown in your handouts.”

Slide 34: Results of the Social Survey (Household Interview Survey for Resettlement)

“A household inventory and interview survey was done for resettlement.”

Slide 35: Main Items of Inventory

“The main items for the inventory were the lot size, floor area, duration of occupancy, housing type and materials, land status and household income. We also asked the affected families regarding the acceptability of resettlement and their preferred relocation site.”

Slide 36: Affected Households on Selected Alignment (1)

“These are the number of households affected by the selected alignment. In Bacoor there are 345 and Dasmarinas 229”

Slide 37: Affected Households on Selected Alignment (2)

“In Imus we have 52 affected families, General Trias 3, Tanza 17 and Silang 21; for a total of 667 households for Cavite.”

Slide 38: Some Concerns Identified along the Proposed Alignments

“We have identified some concerns on the proposed alignment. The issues on Citta Italia, the Stateland issue, the La Salle Medical Center and the shifting of alignment in Silang.”

Slide 39: Citta Italia

“For Citta Italia, the alignment traverses in the heart of Citta Italia and we are looking into the possibility of shifting the alignment in this area just in front Citta Italia’s main entrance.”

Slide 40: La Salle Medical Centre

“The La Salle Medical Centre, the alignment does not affected the entire area but some buildings or establishments along the La Salle Road. One is this building where they teach medical transcription.”

Slide 41: Crystal Place (Stateland)

“This is Crystal Place or the Stateland issue. On the right is the affected area is the northern side of the realty lot. After some modifications, this is the new alignment. Before we traversed Stateland and occupied maybe more than 20 meters. Now it is about 10 meters of the property due to the shift.”

Slide 42: Shifted Alignment in Silang

“The proposed alignment before was this red line. It crosses 2 rivers or having two bridge crossings. We intend to shift the alignment on the eastern side so that we can cross the river with only 1 bridge.”

Slide 43: Consensus Building Process for Implementation of the Proposed Projects – Title page

and

Slide 44: Consensus Building Process for Implementation of the Proposed Projects

“This is the consensus on the proposed projects. So, we will decide whether we go on when you approve the project or if you do not want we stop the project.”

Slide 45: Consensus Building Process for Implementation of the Proposed Projects (Barangay Consultations and Issue of Resolutions)

“So if I may request the barangay officials (there are many here) for your resolutions or endorsements please because it is very vital for our requirements.”

Slide 46: Consensus Building Process for Implementation of the Proposed Projects (Issue of Resolutions by LGUs)

“These are the examples of the resolutions from General Trias and Talaba III of Bacoor, Cavite.”

Slide 47: Status of Issue of the Resolutions (Cavite)

“We already have a number of resolutions. For Bacoor, we have all barangays except the municipality of Bacoor.”

Slide 48: Status of Issue of the Resolutions (Cavite) – Continued

“We have many resolutions already and other barangays are still in progress and they have informed our senior staff that they can be picked up already. We would like to remind the municipal officials to also please give us your endorsement as proof of social acceptability. We will also ask the provincial officials to do the same.”

Slide 49: Next Steps for ESC

“So the next step would be the further examination of the impact assessment, examination of mitigation measures on hazards or some critical situations in the area, the preparation of environmental management and monitoring plan based on the project implementation plan. And the fourth one is the further deliberation and improvement of the RAP or the resettlement action plan. The local government units will be assisting us on the formulation of the RAP. And we focus on the next stakeholders' meeting.

Thank you very much.”

4.2.2 Open Forum in Session 1

Before proceeding with the open forum portion of the meeting, Ms. Resurreccion allotted some time to acknowledge all the barangay representatives participating the meeting.

Question: Mr. Alfonso Naanep (Vice President, Stateland Inc.)

“My name is Mr. Alfonso Naanep and I am representing the owners of Stateland. Since July of last year until now, we have been cooperating with your study group regarding the alignment, of the east-west extension project. And we received a lot of cooperation and we thank you very much, particularly Director Sta. Maria, Mamet Tizon, and their consultants, from the ALMEC (the Japanese consultants). During this coordination, we received a lot of cooperation to more or less re-align the east-west extension; the Daang Hari project because it will affect two of our subdivisions – the Crystal Place and Anabu.

Crystal place is a constructed subdivision and it is selling right now. It is completed. It is actually being traversed by a road being improved right now. I think by the countrywide development fund of one of the politicians. And Anabu is a project, on your right side on the screen after modification the one that is shaped like a socks or a helmet. It has a complete detailed engineering design and we have presented a cash bond to Department of Agrarian Reform for its actual

implementation. But right now, because of the existing plan to expand the road, our owners decided to postpone the implementation of this project.

After a series of discussion, the alignment has been modified and encroachment to our subdivision is minimal. During the last discussion however we requested a re-alignment further of the highway so that the encroachment to our subdivision will be very very minimal really because now the existing Crystal Place, on the northern part of that subdivision is heavily affected already. In fact that portion which comprised only about one hectare or 10,000 square meters, when we try to compute the encroachment, it would be amount to 4,414 square meters, and what is left is about 6,000 plus square meters. Basically, they are taking about half of the portion of our subdivision lot.

Now, when we proposed to your consultants to move further, maybe take the right of way of the NIA canal, it was told to us that it has some environmental and social consideration. But right now, okay, I would like again, looking for an answer right now, I would like just to officially note, propose to you to look at it again because I was informed this morning with the barangay captain that that particular canal is not in use. And in fact, after the inauguration, about twenty years ago or more, there is no water flowing there except when it rains. And secondly, if you use that canal, you can still keep the technical parameters which you can use in order to keep the water flowing, like for instance covering it with a culvert. And for maintenance, you just design it so that there are a lot of manholes. I am not saying that, we are expert on this, but what we are requesting the study team, because you are expert on this is to look at it again. And study the feasibility of putting the canal in front so that the impact to our residential subdivision would be very minimal and with that I would like to turn the microphone to you again.”

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

“Thank you for your comments. Actually, we have also interviewed some of the residents in the area because they will also be traversed. They have also similar problem like yours but the suggestion is not exactly the same. There are residents that are suggesting that we shift to the NIA canal and use this space there. But you know, it is only right, as the gentlemen have said, to study it further because we do not want that non-flooded areas now will be flooded tomorrow. We mean this area, this NIA canal may not serve your purpose right now but in the coming time still, we have the La Niña or El Niño and we do not have our computations right now but we will consider your suggestion and you know. It is very good that you have made your suggestions documented here. And also for the residents in Malagasang, they are also suggesting that we shift to the NIA canal. The answer that I left with them was that we will discuss it with our senior staff and maybe analyze it with our hydrology experts. Please give us time to consider your suggestion. Thank you very much.”

Question: Ms. Mercy Culanding (Kagawad, Barangay Tapia, Gen. Trias)

“I have three questions. Can I have three? First is about the inventory of households directly affected. Because when we made the survey, we made markings, supposing it would be the basis for identifying who would be compensated. But now, I understand, there was some confusion on where exactly the road will pass. So it is possible that the markings we have made are not correct. I mean there might be some delays or they might not be paid, so I would like to ask that some adjustments be made.

So the second question is about the water testing result. In cases of river, of course we know that in every so many hundred meters, they clean themselves. But this Rio Grande, there are many factories, many settlers, so it is, I mean logical to assume that as you go down the river, it is a bit more polluted. Now, between testing points, 11, 12 and 13, that is Habanera, San Francisco and then Sta. Clara, the results are a bit out of line, the water testing for Sta. Clara, I would like to request for some explanations, especially the BOD test results.

And then my third question is just for personal interest. When was the last earthquake registered in the west valley fault? I just like to know if it will come again during my lifetime.”

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

“The last question is quite easy to answer because we have discussed the interval is from a maximum of four hundred years. That's it.

So the harder question would be, the alignment. Ms Culanding was with us when we did the “walking the line”, that's why her sentiment/concern is so much. Because of the “confusion”, we regret to admit, we openly admit and will be honest that we have some, we encountered some problem on the GIS plotting of the maps. And we are consistently coordinating with the municipal officials especially the planners to finalize and confirm boundaries of barangays. And also we gathered that from the barangay captains that we had talked with, there are some disputes, or there are many disputes on barangay boundaries. So we have been affected by this confusion and we have reflected somewhat an error in the barangay between Tapia and the neighboring barangay.

I would like also to extend my thanks to you, because it seems that the boundary he taught to us is correct.

And from the number of households that will be affected, in your barangay, we have interviewed on the open side, we have interviewed three. This alignment will be further studied and this alignment will finally be measured on ground (in detail). And this is when we will know the final number. This is only for the feasibility study.

But we do not want that we are too far from our estimates. So we should be very close to the final number. We are concerned with costing.

So the second question is the difference between Sta. Clara and San Francisco – station 11 and 12, and Habanera, station 10, rather station 13. So 13, why this is too high, the readings? What is the reason for sudden increase in reading. Why all of sudden, the condition of the water became poor in Station 13? It is because it is already the downstream part.

Your observation, we cannot just have a conclusion based on existing laboratory results, because the length, the amount/measure of the distance between 12 to 13 and 13 to 11, there are many influencing factors already with that. And also in the location of 13 and 12, there are also tributary rivers. If you will notice, this map of ours is quite small, if you are going to blow this up, there are a number of tributaries rivers here. So this can dilute or divert nutrients to other places. And in this area, there are still many trees, and grasses along/in the banks. That's why it can reduce the distribution of these organisms.

We will give you a clear picture as we go along this study. Thank you.”

Noting that not much questions were raised in the morning session, the moderator articulated that the resource person will be available to them after lunch. Having been behind schedule by 20 minutes, the moderator proceeded with the next session.

4.3 Session 2: Presentation and Open Forum

4.3.1 Outline of the Study Progress and Further Arrangements

The next speaker is the Project Coordinator of the CALA Project, Mr. Carmelino Tizon, the Project Coordinator of the CALA Project. His credentials include his degree in BS Agricultural Economics from Gregorio Araneta University Foundation; his past positions at the DPWH, starting as Agricultural Economist in 1978 and his present position as 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 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 participants. He informed them that, just like them, he is also a Cavite resident (specifically an immigrant in Bacoar, Cavite).

He then went on with his explanation of each slide presentation as quoted below².

Slide 1: Session 2 : Outline of the Study Progress and Further Arrangements

"I will discuss the study progress and the implementation arrangements for the project roads in Cavite-Laguna (CALA) area."

Slide 2: Topics

"These topics will cover the economic, traffic, technical and environmental aspects of the study. Also, the players for the implementation of the project will be discussed."

Slide 3: Projects

"If you will remember, during the 4th Stakeholders' Meeting, a consensus was reached as to the priority road alignments to be the focus of the feasibility study. To wit: (1) The North-South Road will start from Radial Road 1 and will follow the NS2 alignment and will cross the Daang Hari and the Governor's Drive. It will reach the Silang area. This alignment will have a viaduct from Radial Road 1 up till St. Dominic area. It will follow the NS5 alignment which is a new road. (2) The East-West Road will traverse the National Bilibid Prison (NBP) area. Coordination meetings were held with the Vice-President and the NBP. The road alignment on the west side of Aguinaldo Highway will reach Tanza. (3) The CALA Expressway is located south of the Governor's Drive. It will connect with the south end of the North-South Road and cross the Tagaytay-Sta. Rosa Road and connect with the South Luzon Expressway (at the ABB Greenfield exit)."

Slide 4: Assumed Implementation Schedule of the Proposed Road Projects

"In particular, the DH2 segment of the East-West Road, which is part of the National Bilibid Prison area, will be implemented soon and is expected to be open in 2008. The DH4 portion of the same road will reach the Municipality of Tanza. The North-South Road, on the other hand, is proposed for implementation between 2009 to 2019. NS4 will follow in 2012 and the CALA Expressway at ABB Greenfield at 2018.

Slide 5: Future Traffic Demand

Future traffic demand for CALA Expressway, North South Road and East-West Road is in terms of PCU. We call it the 'passenger car unit' for the volume capacity ratio. The meaning of a ratio of '2' is bumper-to-bumper traffic. A ratio of '1' is free flow. At the start of its operation, NS1 road section will experience a traffic volume that increases by year. If this will be operated as a toll road, the operator will have a huge revenue of something like 1.6 billion in 2010. The non-toll road sections don't have any revenue."

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 6: Result of Traffic Assignment (2010)

(Following Assumed Implementation Schedule)

“For traffic assignment in 2010, this is the scenario. DH2 of Daang Hari in 2010 adopted the six lanes. The volume-capacity ratio of ‘2’ is seen on Daang Hari and NS1 (as scenario of traffic jam). The avocado green lines (a volume/capacity ratio of 1.5) are ‘forced flow’ or saturated flow and the blue lines are ‘free flow.’ You will take note that the Molino Boulevard is congested because no improvements were made there.”

Slide 7: Result of Traffic Assignment (2015)

(Following Assumed Implementation Schedule)

“In 2015, with the Daang Hari extended up to Tanza and the NS1 to NS5 up to Silang, the congestion is reduced to a saturated flow. You will take note that some areas are still red though”

Slide 8: Result of Traffic Assignment (2020)

(Following Assumed Implementation Schedule)

“Here, all the roads by that time have been implemented. This is the scenario.”

Slide 9: Result of Traffic Assignment (2020)

(Without Any Road Projects)

“We will show you what happens if no roads are implemented. All are red (congested) such as the Alabang-Zapote Road, etc. So, how do we get out of Cavite, it is all red.”

Slide 10: Implementation Scenario

“Here in the implementation scenario, this is the usual procedure of DPWH. For the North-South and East-West, roads will be built as open access roads while Molino remains open. Financing of the roads is through capital budget of DPWH. We are still working out the DH2 road (National Bilibid Prison) with the participation of Philippine Infrastructure Corporation. Daang Hari will be operated as a toll road and a toll facility will be created to build the NS1 even before privatization. So, these are the mechanics for implementation of the DPWH.”

Slide 11: Likely Timetable

“The timetable starts with the negotiation with foreign funding agency for the conventional DPWH implementation. There will be a negotiation for the area of Talaba or NS2/NS3 for possible implementation in 2010; for the Molino Boulevard segment of Daang Hari up to Tanza is 2012.

With the participation of NDC-Philippine Infrastructure Corporation (PIC), bidding for construction of NS1 and DH2 is in 2007. In 2008, right of way works for the DH3 and DH4 will start. In 2009 and beyond, other segments can be implemented.

“

Slide 12: Implementation Support Required

“As to implementation support requirement for the DPWH conventional way, for all segments except DH2, needed are the ECC, the feasibility study, the parcellary mapping, consent of property owners, loan appraisal, conversion of classification of some roads to national road. Daang Hari is not yet a national road and we are working this out with the congressional district.”

Slide 13: Existing Implementation Scheme

“We have with us our former director who handled BOT projects for roads. They are the experts in coming up with implementation schemes. These are the schemes that are being worked out.

For foreign funded toll road projects, key players are the DPWH, NEDA-ICC and Toll Regulatory Board. It starts with DPWH with a feasibility study. The NEDA-ICC requirements are complied. DPWH will proceed with the Detailed Design and then start acquiring the right-of-way. The bidding documents are prepared and through the process of bidding, a contractor is selected. The road is constructed. Another bidding is conducted for the operation of the facility as a toll road. So, you will take note that it now goes to the private sector.

On the part of NEDA, it will look for foreign funding to finance the construction of the project. The Toll Regulatory Board on the other hand will prepare the Toll Operation Concession for the private sector to operate the toll road. So, this is the scheme for foreign funded toll road projects. We pass on the project to the private sector to operate depending on their bid price. The toll fee should cover the maintenance of the facility and repayment of the loans. “

Slide 14: Modified BOT Scheme for CALA NS Tollway Project

“This, on the other hand, is the scheme for the BOT. This is the government side. Bid documents will be prepared. The toll agreement will be included here. A special company will be formed by investors. Funding is from NDC/PIC.

With PIC participation, they will draft a design. Then prepare and work out other required documents (such as the Toll Agreement with Toll Regulatory Board and NEDA-ICC approval for BTO), and tender documents for the privatization of the special company.”

Slide 15: Responsibilities for Implementation

“The North-South (NS) road will be a toll road to be implemented by NDC/PIC under a BTO scheme. The East-West will also be implemented as a toll road and in the same way as NS Road. Implementation of the CALA Expressway will be lead by DPWH.”

Slide 16: Preparatory Activities

“We are working out a request to include in the feasibility stage, the parcellary mapping, the detailed engineering design, road right-of-way, then we work out the financing side, of course through NEDA. This is part of the planning stage.

For the implementation, we do the Bid and Award of construction contracts, the right-of-way acquisition and the construction. The affected structures like posts and water pipes will be relocated”

Slide 17: Implementation Role of Key Players (1)

“DPWH will conduct the feasibility, detailed engineering, acquisition of ROW, bidding out of the contract, supervise the construction and maintain the roads. DENR will monitor the ECC compliance, DBM will release GAA funds and NHA the resettlement program.

On the part of the LGUs, we need the endorsements for the project. We have been coordinating with the barangay leaders (barangay captains). Also required from LGUs is the freezing of land conversion of the ROW. We are coordinating with the municipalities along that line not to reclassify agricultural lands. It is one of the efforts that we are working out with the land titles and register of deeds tasks of the municipality. Also, the municipality can contribute a supplemental fund for the ROW acquisition.

The province can endorse the project and pass an ordinance for the protection of the ROW. They will also coordinate with parties concerned.”

Slide 18: Implementation Role of Other Players (2)

“These are the other players. NDC-PIC will provide the funds first. The Toll Regulatory Board (TRB) will grant the toll concession. The IFC (World Bank)/lenders will extend loans for the project as a toll road

For the non-toll road, foreign donors/lenders will provide loans. We also included the congressmen here (even if it is a difficult to consider) for their Countryside Development Fund (CDF) and to lobby for funds.

That is all. Thank you very much.”

4.3.2 Open Forum in Session 2

The moderator opened the floor for questions and requested the participants to state their names prior to giving their question.

Question: Arch. Leonardo Dayao, Jr. (Earth & Style Corporation, Imus)

“On the NS Road, have land developers expressed willingness to accommodate the project?”

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

“We have some parts of the alignment that needs to be resolved, like on Citta Italia, where we have some options to study and so we will have some talks with their officials.”

Question: Atty. Brian Baceda (Stateland, Inc., Imus)

“I am the legal counsel of Stateland Inc. I believe the study team and Mr. Naanep have been coordinating on the project. I would just like to ask for purposes of documentation, should legal questions arise, who do we address our concerns?”

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

“For clarification, you can address these to our office, DPWH PMO FS.”

Question: Mr. Rodel Pelaez, MDPC of Municipality of Imus

“The CALA study has been going on for a long time (from 1999), what assurance do we have that these road projects or at least the NS Road will materialize?”

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

“The resources of the national government are limited and so we are bringing in the private sector and work with time to realize the road projects. Hence, we have proposed the implementation schedule shown earlier in the presentation. You will note that we will start first with NS1 to NS3. We are now talking to NDC/PIC for the preparatory activities. Then come the design and construction to start by 2009.”

Question/Suggestion: Mr. Johnny dela Pena, Homeowners' President in Talaba III, Bacoor

“In Bacoor we have 349 affected households and about 95 in Talaba. So where will you relocate these affected households? People in Talaba would like to be relocated as much as possible in the same barangay. This is what we would like you to consider.”

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

“Selection of the relocation site will be the responsibility of the local government units. First, we supply our data taken from the surveys to the local government

units for them to determine the size of lot they would need for the relocation. We have data on the size of family and monthly income to know paying capacity of the households because the relocation site is not for free. We will be filtering the affected households as against the professional squatters who will take advantage of the situation. The criteria for such selection will be set by the local government also. There will be assistance for transfer and so on. We are coordinating closely with the LGU because we are preparing the Resettlement Action Plan (RAP). This plan is to systematize and organize properly the transfer of people to relocation sites. It is good that you raise your concern here so that the officials from Bacoor can take note of your request.

Question Ms. Jennifer Manes (Planning Officer of Silang, Bacoor)

“We have property owners that will be affected by the project. They would like to know how much their land would cost if the project pushes through. What would be the basis for the valuation? Would it be the ‘fair market value’ or the assessed value? Silang has a zoning ordinance passed in 2004. How will it affect the accommodation of the properties? Also, several municipal roads will be traversed by the project road, so who will take the responsibility of constructing overpasses on these municipal roads?”

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

“For property owners, we will be verifying all property owners with proof of ownership. How much is a critical question. As a procedure, the cost is first based on the zonal value. The implementing agency will also consider the ‘fair market price’. If the owner still does not agree with the price consultation and negotiation with them, the last recourse would be the court. That is the process. That is why we are involving you to be aware of the project and informed of the project from project identification to compensation and how people will be relocated and everything. So, this is not yet right discussion venue for costs. There will be succeeding discussions. Before, we go to that level, we will first finalize the households to be affected, finalize the parcellary information for exact measurements of all affected to be followed by computation of compensations. So again this is the general procedure.

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

“Regarding the affected roads, there will be overpasses implemented to allow smooth flow of traffic on the local roads.”

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

“If the project road is a public road, all the existing roads will be open. Meaning intersections are at-grade. If the project road is a toll road, all the traversed roads will have an overpass so as not to disrupt mobility on project road. The cost of the overpass will be part of the project cost.”

4.4 Closing Remarks³

By: Engr. Faustino Sta. Maria
Project Director
DPWH PMO F/S Office
& Project Director
The FS and Implementation Support on the CALA East West National Road Project

“Our honorable guests, Asst. Director Belleza, representatives from the Province of Cavite, representatives from different agencies – national and local in Cavite, members of the study team, stakeholders from the private sector, everybody; Good Afternoon. Thank you for coming today.

We have held several meetings here in Cavite. So much have been said about this project and some are asking if indeed this project will really push through. The process is long and we do a lot of consultations with parties affected. When money is available we can push through with the right-of-way acquisition.

We have sad experiences with C5, which was started during the Marcos Administration and where it took long to be realized. We are trying to identify Philippine Infrastructure Corporation (PIC) for the NS1 with the construction of the viaduct from Aguinaldo Highway to the Coastal Road. If the agreement with PIC pushes through, there will be a Special Purpose Company organized for the implementation of the project road.

The DPWH's budget is limited. The 2005 budget is a reenactment of the 2004, which is also a reenactment of 2003. Meaning to say there was no increase. We have entered into a loan with JBIC for the 26th Yen Loan and until now it has not taken off. So, we do not want this to happen to this project. So you will notice we are looking at other implementation schemes.

So we are talking with subdivision developers as early as now so that they can consider development with the project roads. It is our hope that these road projects will reach realization with all efforts contributing to this reality.

So thank you very much and let us have a sumptuous lunch before you go on your happy trip to your respective destination. Thank you very much.”

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



Metro Manila Meeting
Mayor Jaime Fresnedi
Muntinlupa City, Metro Manila

Fifth Stakeholders' Meeting

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



Cavite Meeting
Ms. Mercy Culanding
Kagawad, Barangay Tapia, Gen. Trias



Cavite Meeting
Mr. Alfonso Naanep
Vice President, Stateland Inc.



Laguna Meeting
Ms. Luisa M. Garcia
OIC-Chief EMS, PENRO, Laguna



Laguna Meeting
Mr. Salvador Tan
Urban Planner, Ayala Lands, Inc.

The FS and Implementation Support on the CALA East-West National Road Project
 STAKEHOLDERS' MEETING FOR THE MUNTINLUPA INFRASTRUCTURE CLUSTER

City of Muntinlupa, February 22, 2006

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The FS and Implementation Support on the CALA East-West National Road Project
 STAKEHOLDERS' MEETING FOR THE MUNTINLUPA INFRASTRUCTURE CLUSTER
 City of Muntinlupa, February 22, 2006

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

5TH STAKEHOLDERS' MEETING

15 MARCH 2006, KALIPAYAN RESORT, KM. 29 AGUINALDO HIGHWAY, DABMARIÑAS, CAVITE

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

5TH STAKEHOLDERS' MEETING

15 MARCH 2006, KALIPAYAN RESORT, KM. 29 AGINALOD HIGHWAY, DASMARIÑAS, DAVITE

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

5TH STAKEHOLDERS' MEETING

15 MARCH 2006, KALIPAYAN RESORT, KM. 29 ABUGINALDO HIGHWAY, DABMARIÑAS, CAVITE

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

5TH STAKEHOLDERS' MEETING

15 MARCH 2006, KALIPAYAN RESORT, KM. 29 AGUINALDO HIGHWAY, DASMARINAS, DAVITE

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

5TH STAKEHOLDERS' MEETING

15 MARCH 2006, KALIPAYAN RESORT, KM. 29 AGUINALDO HIGHWAY, DASMARIÑAS, DAVITE

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

5TH STAKEHOLDERS' MEETING

15 MARCH 2006, KALIPAYAN RESORT, KM. 29 ABUINALDO HIGHWAY, DASMARIÑAS, DAVITE

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

5TH STAKEHOLDERS' MEETING

15 MARCH 2006, KALIPAYAN RESORT, KM. 29 AGUINALDO HIGHWAY, DASMAÑAS, CAVITE

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

5TH STAKEHOLDERS' MEETING

14 MARCH 2006, EL CIELITO INN, STA. ROBA-TAGAYTAY ROAD, CITY OF STA. ROSA, LAGUNA

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

5TH STAKEHOLDERS' MEETING

14 MARCH 2006, EL CIELITO INN, STA. ROSA-TAGAYTAY ROAD, CITY OF STA. ROBA, LAGUNA

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

5TH STAKEHOLDERS' MEETING

14 MARCH 2006, EL CIELITO INN, STA. ROBA-TAGAYTAY ROAD, CITY OF STA. ROBA, LAGUNA

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

(CALA East-West)

Infrastructure Cluster-City of Muntinlupa

22 February 2006

Topics

1. Background
2. Road Description and Alignment
3. Update on Activities
4. Implementation Support

2

Objectives

- Examination of the feasibility of CALA East-West road and related projects and preparation of project implementation plan.
- Review of CALA regional transport network development scenario.
- Capacity development for staff of counterpart agency and other related agencies.

3

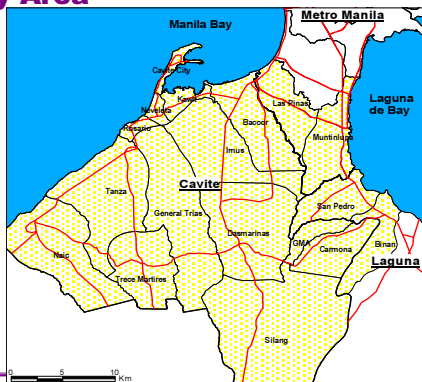
Study Outline / Schedule

Tasks

Task 1:	Inception Study	Jan. 2005
Task 2:	Surveys and Preliminary Scenario Development	Jan. – Mar 2005
Task 3:	Evaluation and Selection of Scenarios	May – Aug. 2005
Task 4:	Evaluation and Selection of Priority Projects	Sept. – Dec. 2005
Task 5:	FS of Priority Projects	Jan. – Sept. 2006

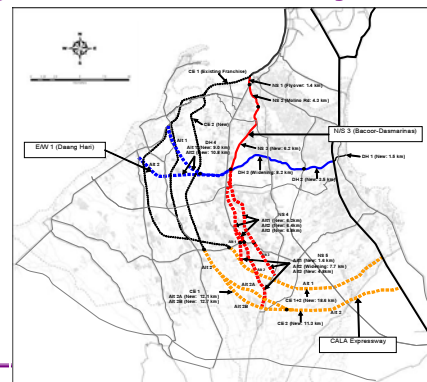
4

Study Area

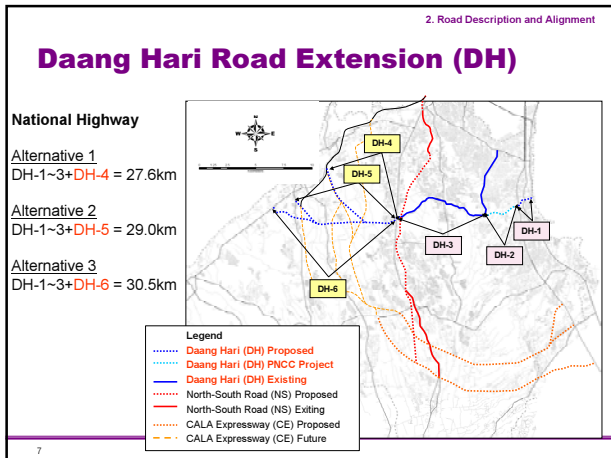


5

Target Roads for Feasibility Study



6

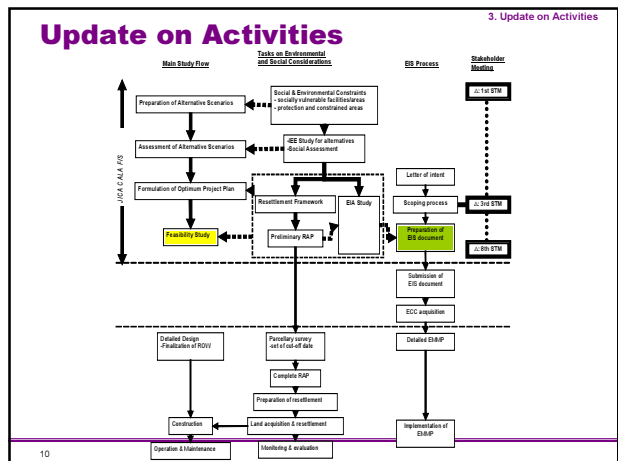
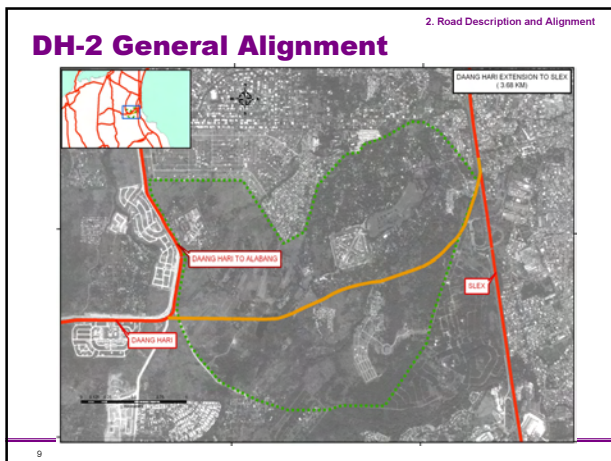


2. Road Description and Alignment

DH Road Description: Common Alignment

Road Segment	Alignment Description
DH 1: SLEX to Old National Road	The alignment lies within the heavily built up area in Poblacion Muntinlupa traversing a generally flat to gently rolling terrain adjacent to residential area beginning from the Old National Road and intersecting Muntinlupa. The segment spans approximately 1.68 km.
DH 2: Muntinlupa to Bacoar Boundary	The alignment runs along the open area near the Muntinlupa Bilbid Prison, crossing over the South Luzon Tollway until it joins the existing Daang Hari Road at the boundary of Bacoar and Muntinlupa. This alignment has a length of 3.17 km and traverses a gentle rolling terrain.
DH 3: Bacoar Boundary to Imus	The alignment uses the existing Daang Hari Road, with a length of 10.40 km. The line runs along residential areas in Bacoar and Imus, Cavite. The existing pavement of Daang Hari Road ends at the intersection of Aguinaldo Highway while the line runs continuously towards the western side of Imus using the existing Subdivision Road near Salitran.

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3. Update on Activities
- ## On-going Works on the ESC Study
- Environmental Baseline Study
 - Field measurement surveys: air, noise/vibration, water
 - Secondary data collection
 - Social Survey
 - Focus group discussion (Barangay consultation)
 - Perception survey
 - Household inventory survey for resettlement (100% survey for potential households to be resettled for ROW acquisition)
- 11

3. Update on Activities

Consensus Building Process for Implementation of the Proposed Projects

Focus Group Discussion (Barangay Consultation)

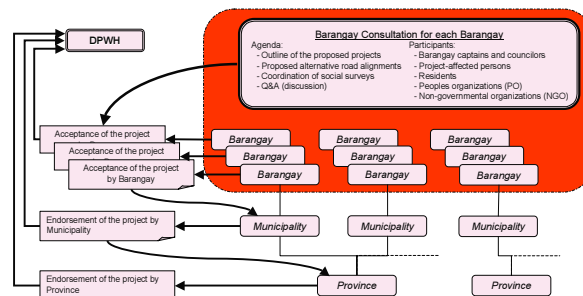
- Agenda: Outline of the proposed projects, Proposed alternative road alignments, Coordination on social surveys, Q&A (discussion)
- Participants: Barangay captains and councilors, Project-affected persons, Residents, Peoples organizations (PO), Non-governmental organizations (NGO)
- Acceptance of the project by Barangay = Endorsement of the Acceptance of the Project by Municipalities and Provinces
- Bgy Poblacion 12/29/2005
- Bgy Tunasan 12/15/2005

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Task 5 FS for Priority Projects

1. Natural condition survey (aerial photo, topographical, hydrological, geological, and boring)
2. Basic design
3. Implementation program
4. Cost estimate
5. Economic / financial evaluation
6. Environmental assessment including relocation action plan

Implementation Support from LGUs



THANK YOU