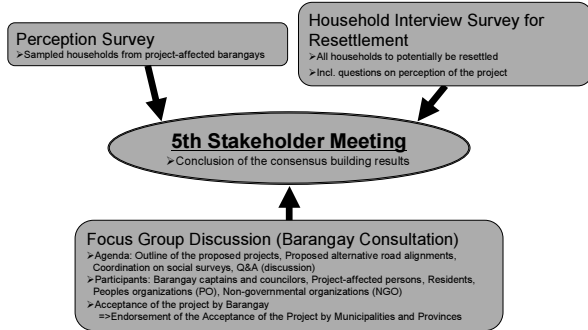
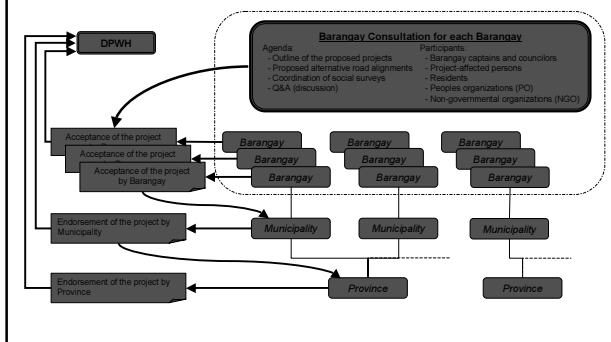


Consensus Building Process for Implementation of the Proposed Projects

Consensus Building Process for Implementation of the Proposed Projects



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



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

- Resolution of Municipality
– General Trias, Cavite

- Resolution of Barangay
– Talaba III, Bacoor, Cavite

Status of Resolutions (Cavite)

Province	Municipality	Barangay	Proposed Roads			Barangay Resolution	Municipal Resolution
			N/S	E/W	CAIA Expressway		
Cavite	Bacoor	Mambog III	D	-	-	√	Discussion with SB to be scheduled.
		Mambog IV	D	-	-	√	
		Talaba II	D	-	-	√	
		Talaba III	D	-	-	√	
		Talaba VII	D	-	-	√	
		Zapote V	D	-	-	√	
		Dasmariñas	Barcel Main	D	-	-	
	Salitran I	D	-	-	√		
	Salitran II	D	-	-	√		
	Salitran III	D	-	-	(To follow)		
	Salitran IV	D	-	-	(To follow)		
	San Augustin I	D	-	-	(To follow)		
	San Augustin II	D	-	-	(To follow)		
	Imus	Langkaan I	D	-	D	(To follow)	Discussion with SB to be scheduled.
Anabu I-G		D	-	-	√		
Pasong Buaya I		D	D	-	(To follow)		
Buhay na Tubig		D	-	-	√		
Anabu II-D		-	D	-	(To follow)		
Anabu II-E		-	D	-	(To follow)		
Malagasang II-C		-	D	-	√		
Pasong Buaya II	-	D	-	√			

Note: D = directly affected on selected alignment; A = on alternative alignment

Status of Resolutions (Cavite)

Province	Municipality	Barangay	Proposed Roads			Barangay Resolution	Municipal Resolution
			N/S	E/W	CAIA Expressway		
Cavite	General Trias	Pasong Camachile I	-	D	-	√	√
		Pinagtipunan	-	D	-	√	
		Tapia	-	D	-	√	
		San Francisco	-	-	D	√	
	Tanza	Amaya I	-	D	-	√	Discussion with SB to be scheduled.
		Biga	-	D	-	√	
		Santa Mayor	-	D	-	√	
		Santol	-	D	-	√	
		Bunga	-	D	-	√	
	Mulawin	-	A	-	√		
	Silang	Batas	-	-	D	(To follow)	Discussion with SB to be scheduled.
		Bihaso	-	-	D	√	
		Carmen	-	-	D	√	
		Biga I	-	-	D	√	
		Malaking Tartao	-	-	D	(To follow)	
		Iba	-	-	D	(To follow)	
		Munting Hog	-	-	D	(To follow)	
Sabutan		-	-	D	√		
Tibig	-	-	D	(To follow)			

Note: D = directly affected on selected alignment; A = on alternative alignment

Next Steps for ESC

- Further examination of the impact assessment
- Examinations of mitigation measures
- Preparation of environmental management and monitoring plan based on the project implementation plan
- Further deliberation and improvement of RAP
- Stakeholder Meetings

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

THE FEASIBILITY STUDY AND IMPLEMENTATION SUPPORT ON THE
CALA EAST-WEST NATIONAL ROAD PROJECT
5th Stakeholders' Meeting in Cavite

Session 2 : Outline of the Study Progress and Further Arrangements

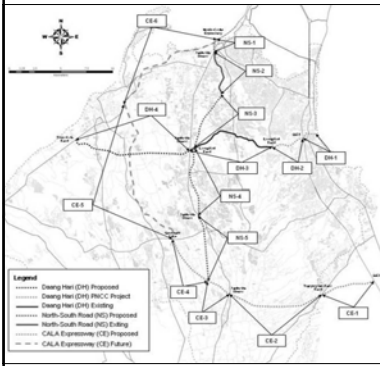
15 March 2006

Topics

1. Overall Evaluation on Project Viability
2. Concepts of Implementation Mechanisms
3. Implementation Role of Key Players
 - Preparatory Activities
 - Key Players and their Roles for Project Implementation

1. Overall Evaluation of Project Viability

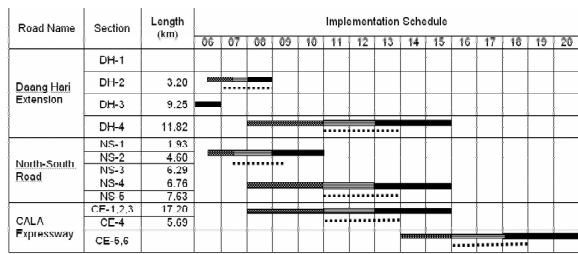
Projects



NS 1-3	6 lanes, tolled
NS 4-5	6 lanes
DH1	BOT Project, not yet analyzed
DH2	PNCC Project, 4 lanes, tolled
DH3	4 lanes, existing (not completed)
DH4	4 lanes (ROW 30m)
CE 1-4	6 lanes (initially 4 lanes)
CE 5-6	Not included in the study

1. Overall Evaluation of Project Viability

Assumed Implementation Schedule of the Proposed Road Projects



Preparations (project approval, bidding, etc.)
 Detail Design (including selection of the consultant)
 Construction (including selection of the contractor)
 ROW

1. Overall Evaluation of Project Viability

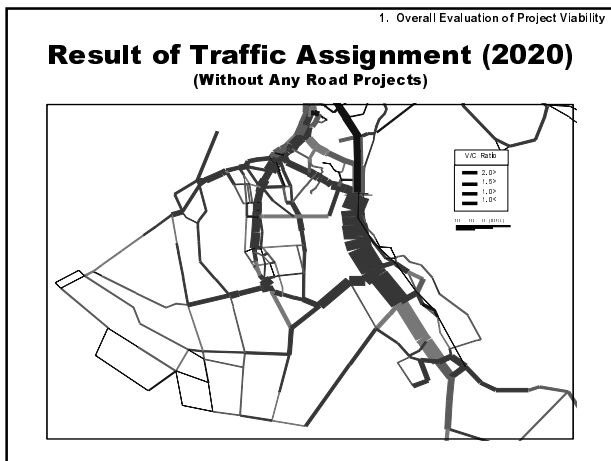
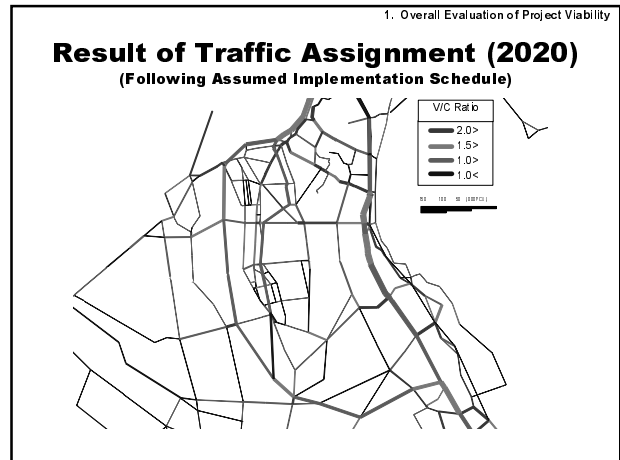
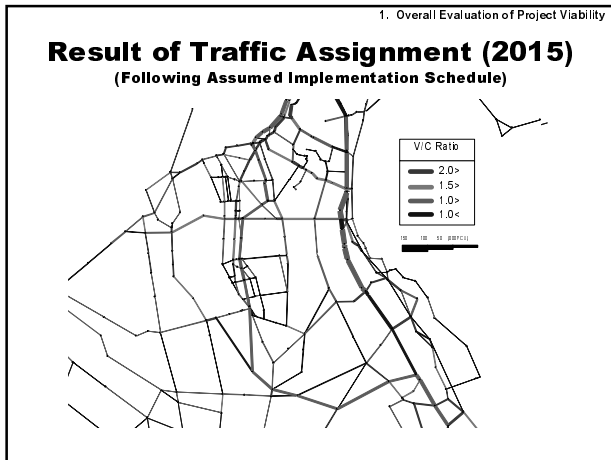
Future Traffic Demand

Project Component	Length (km)	Capacity (000PCU/day)	Volume (000PCU)				V/C Ratio				Revenue (000 Pesos/day)				
			2010	2015	2020	2030	2010	2015	2020	2030	2010	2015	2020	2030	
NS	-1	1.93	102.7	105.2	109.9	107.5	119.3	1.02	1.04	1.05	1.16	1,618	1,650	1,668	1,880
	-2	4.60	102.7	115.1	123.4	129.6	131.8	1.12	1.20	1.26	1.28	-	-	-	-
	-3	6.29	102.7	70.1	104.7	116.7	140.7	0.68	1.02	1.14	1.37	1,089	1,611	1,817	2,200
	-4	8.76	102.7	-	112.1	116.3	134.1	-	1.09	1.13	1.31	-	-	-	-
	-5	7.63	102.7	-	103.1	89.3	107.5	-	1.00	0.87	1.05	-	-	-	-
	total	27.21	102.7	99.5	111.1	111.9	127.0	0.97	1.08	1.09	1.24	2,717	3,261	3,485	4,059
DH	-2	3.20	49.5	68.7	70.2	88.0	144.8	1.39	1.42	1.78	2.93	1,041	1,077	1,340	2,211
	-3	9.25	49.5	-	69.3	66.1	89.5	-	1.40	1.34	1.81	-	-	-	-
	-4	11.82	49.5	-	55.7	61.2	77.9	-	1.13	1.24	1.57	-	-	-	-
	total	24.27	49.5	82.8	65.1	69.8	93.2	1.67	1.32	1.41	1.88	1,041	1,077	1,340	2,211
CE	-1	5.14	96.0	-	115.9	152.8	187.6	-	1.18	1.56	1.91	-	-	-	-
	-2	9.52	96.0	-	106.7	134.9	181.7	-	1.09	1.38	1.85	-	-	-	-
	-3	2.54	96.0	-	112.1	156.4	209.2	-	1.14	1.60	2.13	-	-	-	-
	-4	5.69	96.0	-	55.3	101.7	139.7	-	0.56	1.04	1.43	-	-	-	-
	total	22.89	96.0	-	94.8	130.5	174.3	-	0.97	1.33	1.78	-	-	-	-

1. Overall Evaluation of Project Viability

Result of Traffic Assignment (2010) (Following Assumed Implementation Schedule)





2. Concept of Implementation Mechanism

Implementation Scenario

<p>1. Conventional – DPWH Only</p> <ul style="list-style-type: none"> N-S and E-W Roads built in stages as open-access roads Molino Blvd remains open Financing via capital budget of DPWH DH2 (link to SLEX) upto PIC/PNCC 	<p>2. With NDC-PIC Participation</p> <ul style="list-style-type: none"> North segments of N-S (NS1-NS3) built as toll roads in stages SPC created for the toll roads w/TCA from TRB, prior to privatization NS1 to be built immediately, even before privatization E-W roads (excl. DH2) and rest of N-S built by DPWH in stages
--	---

Plus Factors: advance ROW acquisition, early construction of NS1

2. Concept of Implementation Mechanism

Likely Timetable

<p>1. Conventional – DPWH Only</p> <ul style="list-style-type: none"> 2007 - Loan Appraisal & Approval 2008 – ROW of NS1 2009 – NS1 construction 2010 – NS2 & NS3 ROW + Construction 2012 – DH3 & DH4 ROW + construction 2013 – Other segments 	<p>2. With NDC-PIC Participation</p> <ul style="list-style-type: none"> 3Q2006 – ROW for NS1 2007 – Bidding, then construction of NS1 4Q2007 – Bidding, then construction of DH2 2007 – Loan Appraisal & approval for other roads 2008 – ROW for DH3 & DH4, then construction in 2009 2010++ - Other segments
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Plus Factors: construction earlier by 2 yrs

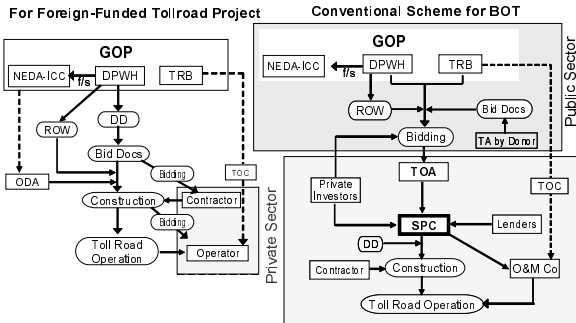
2. Concept of Implementation Mechanism

Implementation Support Required

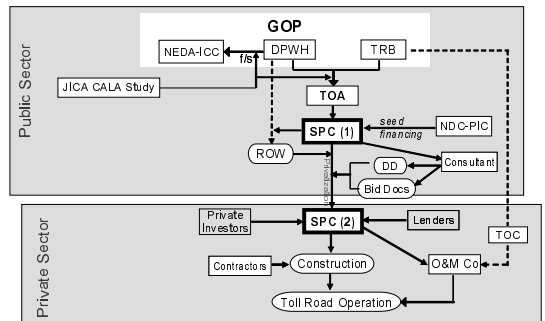
<p>1. Conventional – DPWH Only</p> <ul style="list-style-type: none"> ECC documents for all roads Detailed F/S for all, except DH2 Parcellary mapping for priority sections & Advance consents of large property owners Documents for loan appraisal Internal DPWH Documents to re-classify roads as national 	<p>2. With NDC-PIC Participation</p> <p>ALL tasks mentioned at the left box, plus the following:</p> <ul style="list-style-type: none"> Basic design of NS1 plus viability analyses for toll road Documents to support issuance of TCA by TRB Documents to secure NEDA-ICC ok of BTO implementation Tender documents for privatization of SPC
---	--

Additional tasks not yet part of CALA Study Team scope of work

Existing Implementation Schemes



Modified BOT Scheme for CALA NS Tollway Project



Responsibilities for Implementation

- North-South (NS1-NS3: Tolled)**
NDC/PIC to lead implementation via BTO scheme
- East-West (DH2: Tolled)**
NDC/PIC/PNCC to implement toll road via BTO scheme
- CALA Expressway (non-Toll)**
DPWH to lead implementation on conventional public sector financing mode

Preparatory Activities

- | | |
|--|--|
| <ul style="list-style-type: none"> <input type="checkbox"/> Feasibility Studies <ul style="list-style-type: none"> • Consensus, Endorsements & Resolutions/Ordinances • Parcellary mapping (for approval) <input type="checkbox"/> Detailed Engineering (Design) <ul style="list-style-type: none"> • ROW acquisition details • Tender documents <input type="checkbox"/> Line up financing for construction <ul style="list-style-type: none"> • NEDA-ICC approval • Loan Appraisal & Negotiation <p>PLANNING</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Bid and Award of construction contracts <input type="checkbox"/> ROW Acquisition <ul style="list-style-type: none"> • Writ of possession • Relocation of affected residents <input type="checkbox"/> Construction <ul style="list-style-type: none"> • Relocate utilities, if any • Construction supervision • QA/QC <p>IMPLEMENTATION</p> |
|--|--|

Implementation Role of Key Players

- | | |
|---|---|
| <p>NGUS</p> <p>DPWH:</p> <ul style="list-style-type: none"> • Prepare F/S & DE • Acquire ROW • Bid-out construction of roads • Supervise construction • Maintain completed roads <p>DENR:</p> <ul style="list-style-type: none"> • Review & approve ECC • Monitor ECC compliance during construction <p>DOF: negotiates foreign & domestic loan financing</p> <p>DBM: releases funds per GAA</p> <p>NHA: executes resettlement program</p> | <p>LGUs</p> <p>Barangay:</p> <ul style="list-style-type: none"> • Endorse road project • Identifies affected residents & assist in relocation, if any <p>Municipality/City:</p> <ul style="list-style-type: none"> • Resolution endorsing project • Freeze land use classification and zonal valuation of ROW • Facilitate ROW acquisition (land titles, suasion on owners, assist in relocation, etc.) • Supplemental funds for ROW & feeder roads <p>Province:</p> <ul style="list-style-type: none"> • Resolution endorsing the project • Issue ordinance for ROW protection • Coordinates support of municipalities along road alignment |
|---|---|

Implementation Role of Other Players

- | | |
|---|---|
| <p>For TOLL ROADS</p> <p>NDC/PIC:</p> <ul style="list-style-type: none"> • Provide seed equity for toll project company that will have toll concession • Advance funds for ROW • Harness private sector participation in the project company • Advance funds for pre-construction activities, such as for DE <p>TRB: grants toll concession</p> <p>IFC/Lenders: provide long term loans to the project company, to finance construction</p> <p>TPC: toll project company builds and operates the toll road</p> | <p>For Non-TOLL ROADS</p> <p>Donor/Foreign Lenders:</p> <ul style="list-style-type: none"> • Provide long-term concessional loans, to finance road construction • Oversight of construction to ensure funds are disbursed according to approved plans/programs <p>Congressmen:</p> <ul style="list-style-type: none"> • Lobbies for inclusion in GAA as early as possible • Allocates CDF for early ROW acquisition and/or relocation of affected constituencies |
|---|---|

THANK YOU

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 Sixth Stakeholders' Meeting

June 2, 2006

ALMEC Corporation
Nippon Koei Co., Ltd.

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

June 2, 2006 @ The Kalipayan Resort/Hotel, Municipality of Dasmarinas, Cavite

PROCEEDINGS

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Appendices

- A Attendance Sheets
- B Handouts for the Meeting

List of Abbreviations and Acronyms

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

1 INTRODUCTION

1.1 Background

The Feasibility Study and Implementation Support on the CALA East-West National Road Project is an undertaking by Department of Public Works and Highways with technical assistance from the Japan International Cooperation Agency. It commenced on January 2005 and has already conducted five stakeholders' meetings so far. The stakeholders' meeting held on June 2, 2006 represents the sixth meeting. The study has a total of eight meetings scheduled for the entire study duration. Table 1.1 shows the timing of the meetings.

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).

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		- Follow-up of Environmental and social considerations study (EIA level), if necessary - Explanation of resettlement policy	June, 2006	CALA Area
7th	F/S	- Explanation of framework of Resettlement Action Plan (RAP)	July, 2006*	CALA Area
8th		- Mutual consent on framework of RAP	Sept., 2006*	CALA Area

* Tentative schedule.

1.2 Implementation and Recording of the Sixth Stakeholders' Meeting

The sixth stakeholders' meeting was held on June 2, 2006 at the Kalipayan Resort and Hotel, Km 29 Aguinaldo Highway, Municipality of Dasmariñas, Cavite. There were a total of 115 participants (inclusive of study team members and project office staff) that attended the meeting. The list of stakeholders at meeting is shown in Table 1.2. The signed attendance sheets are shown in Appendix A while the handouts distributed to the participants are shown in Appendix B. The meeting followed the program of activities shown in Table 1.3.

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

Table 1.2 List of Participants of the 6th Stakeholders' Meeting

Agency/Org.	Contact Offices	No. of Participants
DPWH	PMO FS	7
	Region IV A Office & District Engineering Office	6
	Environment & Social Services Office (ESSO)	1
DENR	PENRO Laguna	2
	PENRO of Cavite	3
Local Government Units in the Study Area ^{1/}	Barangay Chairpersons	16
	Barangay Councilors	16
	Other Barangay Officials	7
	Provincial Councilors, Planners, Social Work, and Other Officers /Staff	6
	Municipal Councilors, Town Planners, Social Work & Devmt Officers, Environmt, and Other Officers/Staff	21
Non-Government Organizations	International Infrastructure Rural Reconstruction ^{2/}	2
Business Sector / Large Property Owners	Ayala Land, Inc	1
	San Miguel Properties, Inc.	2
	Greenfields Devmt. Corp.	2
	Manila Electric Company	1
	One Asia/Earth and Style	4
JICA Study Team	Consultant Team	11
	Project Office Staff	7
TOTAL NUMBER OF PARTICIPANTS		115

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

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

Table 1.3 Program of Activities of the Sixth Stakeholders' Meeting

9:00 - 9:45 (45 min)	Registration and Morning Snack
9:45 – 10:00 (15 min)	Opening Ceremonies <ul style="list-style-type: none"> - Opening Prayer - Philippine National Anthem - Welcome Address By: <u>Mr. Ricardo N. Bamero, Jr.</u> Planning Officer V DPWH PMO FS
10:00 – 10:45 (45 min)	Session 1 : Follow-up Environmental Impact Assessment (EIA) and Resettlement Action Plan (RAP) Framework <ol style="list-style-type: none"> 1. Coverage of the Assessment 2. Results of the Environmental Impact Assessment 3. Explanation on RAP Framework 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 : Conceptual Road Design and Present Issues <ol style="list-style-type: none"> 1. North-South Road 2. East-West Road 2. CALA Expressway 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. Bonifacio O. Sequit.</u> Director DPWH Region IV-A
12:30 – 13:30 (60 min)	Lunch
Moderator: <u>Ms. Bella Resurreccion</u>	

2 OPENING REMARKS¹

Department of Public Works and Highways

Delivered By: Mr. Carmelino Tizon

For: Mr. Faustino Sta. Maria

Director

PMO-FS, DPWH

“Good morning to everyone. Our director, Mr. Sta. Maria is on leave right now. He is in the U.S. and he will be back next week. The one who was supposed to open our meeting today is our OIC (officer-in-charge) Mr. Bamero, but I got a message last night that he will not be able to come. So, I said I will be overexposed but nevertheless I have to accept to open the proceedings of the seminar.

As part of the opening remarks, I will just give you an overview of why we are here and what we are doing here today. It all started in the Feasibility Study and Implementation Support for the CALA East-West National Road Project with technical assistance from the JICA through the Department of Public Works and Highways. The study started in January 2005 and we are expecting this to be completed in October 2006. So, this is about 4 or 5 months from now.

When we talk of feasibility and implementation support, we talk of economics, traffic, and technical. We talk of environmental and social issues also. This is not only a feasibility study. Included in the title is “implementation support”. So, as I mentioned in past meetings, we have studies and studies but what about the implementation support. So, the study team is working out how to implement the project fully.

This is our sixth stakeholders' meeting. It is one of the project's commitments to keep the stakeholders' abreast of what is going on in the project. What should you know about the activities of the project? When we say project, it is the project preparation activities. I would also like to share that the stakeholders' meeting will let you know (as part of the stakeholders of the project) what the government is doing.

Now, as I mentioned this is the stakeholders' consultation regarding project preparation activities. In DPWH, we also have stakeholders' consultation just for the implementation stage. This is actually part of the DPWH reform and I think this will be initiated this month or next month. This now involves consultation during and after the implementation of the project. We also have the consultation with the civil society of effectiveness of road services and user engagement. What does this mean? The department wants to relate to the civil society (not the civil society

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

equated with rallies) as part of the road users, transport operators, and trucks operators. This is the move of the department. The objective here is to engage the citizens as road users to enhance the effectiveness of services provided by the DPWH. The infrastructure project is given to the citizens. This is some sort of "road-socio contract" where the DPWH has an obligation to the citizens. This is like an agency 'report card' of the department to gauge the effectiveness of DPWH in implementing projects coming from the road users or the civil society group that are transport-related. This is another aspect of the stakeholders' meeting that DPWH has to undertake.

This is our Sixth Stakeholders' Meeting. The previous fourth and fifth Stakeholders' Meetings had two separate venues. One in Laguna and one in Cavite.

Today's meeting will tackle two aspects. One will focus on project impacts based on environmental and social surveys presented last stakeholders' meeting. This will be handled by Mr. Alvin Madrid. The second presentation will focus on preliminary conceptual designs on proposed roads as well as status on initially presented issues. This will be handled by me later.

So, we would like to request for your valuable inputs. Help us out in the completion of this feasibility study and implementation support. Thank you very much."

3. THE FIRST SESSION ON EIA AND RAP FRAMEWORK

3.1 Presentation on the Follow-up Environmental Impact Assessment (EIA) and Resettlement Action Plan (RAP) Framework

Prior the start of this first session, the moderator proceeded with the introduction of the JICA study team members and the DPWH counterpart team members. She then gave a brief introduction for Mr. Alvin Madrid, the environmental team leader of the DPWH PMO FS.

The presentation started with Mr. Alvin Madrid greeting the participants. He then went on with his explanation of each slide presentation as quoted below¹.

Slide 1: (Page Title) Session 1: Follow-up Environmental Impact Assessment and Resettlement Action Plan Framework

“Good Morning. This session covers the environmental impact assessment and resettlement action plan and its framework. As it was introduced, the things that will be tackled here are the results and analyses (in terms of impacts) with regards to the gathered data which were presented in the previous stakeholders' meeting. “

Slide 2: Today's Topics

“So this will cover the topics on project description, framework of environmental and social study, results of environmental impact assessment, outline of mitigation measures for negative impacts, outline of monitoring plan, framework of RAP, consensus building process and some updates, and the future steps for the environmental and social concerns.”

Slide 3: (Title Page) Project Description (shown only)

Slide 4: Study Area

“As you well know, in the last meeting, we have been talking of the project area, which we are all familiar with. We are now still covering the Province of Cavite and some parts of the Province of Laguna.”

Slide 5: Target Project

“The proposed roads or the target projects would be the North-South Road starting from Bacoor and down to Silang covering 26.7 kilometers with a design speed of 60 km/h and 6 lanes with a right-of-way width of 30 meters.

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

The second one would be Daang Hari (CALA East-West) starting from Muntinlupa down to Tanza covering 21 kilometers. Also with 60 km/h design speed; 4 lanes; and with right-of-way of 30 meters.

CALA Expressway would be starting at the junction of Governors' Drive down to Asia Brewery Exit covering 22.9 kilometers. The design speed is 100 km/hr for an expressway. And will be composed of a 6-lane road and right-of-way of 50 meters."

Slide 6: Current Situation (North-South)

"These are some pictures of the current situation in the different portions of the North-South Road. So we have situations at the coastal area at the Bacoor area, the New Molino Boulevard, and some river crossings. The alignment will traverse near the La Salle Medical Center and the controversial Citta Italia."

Slide 7: Current Situation (Daang Hari)

"For the current situation down in Daang Hari, we all know that the bridge is nearly finished and this will connect to the Aguinaldo Highway. And the project will extend to Tanza. So, this is the current or present situation down in Daang Hari. So, we have the usual traffic flow shown here. We have some river crossings and some open areas."

Slide 8: Current Situation (CALA Expressway)

"I am presenting now the CALA Expressway. We have pictures here of deep ravine and river crossings and some open areas and the usual traffic in some parts of Silang and around some parts of the Tagaytay-Sta. Rosa Road."

Slide 9: Main Rivers

"Also, we have some main rivers in the project area, which is comprised of the Ylang-ylang river, the Rio Grande, the Canas and the Imus River. We have rainfall gauges in these areas and water level gauges in these areas (as shown on map). These are used to monitor water levels or flood levels. "

Slide 10: (Title Page) Framework of Environmental and Social Considerations Study

(shown only)

Slide 11: (Chart of Framework)

"This is the flow of the study, which most of us are familiar with. We are at this stage. We are now forming the Resettlement Framework and the Preliminary RAP, which is in conjunction with overall study for Environmental Impact Assessment. When this report is completed, it will be submitted to EMB or the Environmental Management Bureau of DENR for their assessment. And, hopefully, we will secure their ECC. So, we are on the sixth stakeholders' meeting. And we have

two more left and we will discuss further the feasibility and the environmental studies of the project.”

Slide 12: Stakeholders' Meetings

“So, these are the schedules we had and the schedules in the future for our stakeholders' meetings. Next schedule for our meeting is early July and early September for the last stakeholders' meeting.”

Slide 13: Environmental and Social Considerations Study

“For the environmental and social considerations study, previously we discussed the environmental baseline and social surveys we have conducted. Today, we will discuss impacts assessments and some mitigation measures for significant and negative impacts. We will also present a monitoring plan and the framework for the Resettlement Action Plan (RAP).”

Slide 14: Environmental Items for EIS

“For the environmental items, we covered the effects on physical environment such as the effects on: land, water, air and noise. For the biological environment, we covered the terrestrial (or the flora and fauna) and the conditions of the fresh water . For land use, we have the land use and zoning, aesthetics and visual effects, the archaeological and historical sites in the area, and the socio-cultural and economic aspects. Of course, we studied the areas' population, economic activities, labor and employment, housing and social services, and so on and so forth. All these are the basic requirements for the establishment of the Environmental Impact Statement.”

Slide 15: (Title Page) Results of Environmental Impact Assessment

(shown only)

Slide 16: Environmental Impacts during Construction (1)

“For the physical environment, we talked about environmental impacts. These are the predicted environmental impacts on land: terrain modification; soil and weathered rock displacement and erosion; and siltation. These are the major or significant impacts wherein there will be land movement or the earth works. So terrain modification, we have some areas to be flattened or filled up for the design of the road and some for the flyovers or bridges. So these are the possible impacts on the areas wherein erosion and rock displacement will occur. Also some slope destabilization for new cuts. So for relatively high elevation areas, we need to have some cuts. These cuts will have residue and the soil will be used to fill some low areas in the project area. The slope destabilization will be of the moderate impact.

Changes in river water quality pertain mostly to during construction. So, we have some siltation and debris deposited in the river, which will make the river quality rather poor during the construction stage.

On air, there will be increase in particulates and gaseous emissions during construction (produce a lot of dusts) and the equipment will contribute to the fuel emissions. And noise will be increased during construction.

On biological environment, there will be loss, disturbance and damage to existing vegetation. So, we will have tree cutting and some areas of agricultural use will be covered and used as roadway.

On freshwater, there will be local aquatic habitation alternation and temporary displacement of species. So in these items, we focus on land and water which have greater impact relative to the others.

The next presentation will be tackling on the mitigation measures. So, please take note of these impacts.”

Slide 17: Major Crossing Point at River/Creek

“So, these are the major crossings at rivers/creeks. Daang Hari would be having a lot of bridges because the terrain and the river formations are on the north-south trend. So the east-west direction of Daang Hari will cross so many rivers in the project area. The North-South Road will also have a number of bridges and flyovers. Also similar to Daang Hari, the CALA Expressway will have a lot of bridges constructed for an east-west trending road.”

Slide 18: Environmental Impacts during Construction (2)

“These are the impacts during construction on land. For the impact on archaeological and historical sites, I think we are relatively far from the historical sites. On the socio-economic impact, there will be total or partial loss of land. This is a very sensitive subject. There will be loss of farm area, properties and crops, dislocation and loss of income due to right-of-way acquisition. These are the main impacts also with the dislocation of families. The moderate impact is the increase in livelihood and business opportunities.

The other impacts of moderate degree are the increase in employment opportunities; potential health, sanitation and safety problems; and increase in solid waste during construction. All of these impacts will be mitigated but we would rather center our focus on the main negative impacts.”

Slide 19: Number of Directly Affected Households

“These are the number of affected families through out project area. A total of 667 families in Cavite and Muntinlupa is a total of 66 families. This is an estimate. There may be a shift in the alignment in DH2 or the Daang Hari alignment in Muntinlupa. This will be updated and we will inform you of the updates during the next stakeholders' meeting.”

Slide 20: Environmental Impacts during Operation (1)

“During the road operation, these are the impacts. Again, for land, there will be erosion at the discharge points of the road storm drains. For water, there will be water inflow at the discharge points of the road storm drains. For air, there will be increase in particulates and gaseous emissions because in operation we expect very high volume of traffic that will use our roads. Likewise, there will be an increase in noise levels.

For land, there will be some changes in the landscape.”

Slide 21: Future TSP Level (2015)

“Talking about noise, air and air pollution or some air quality increases, this illustration presents some data that we gathered from the previous activities of air quality measurements plus we integrated Metro Manila data on air quality and average traffic volumes. So, we have an increasing trend. As the volume of traffic increases, the reading of Total Suspended Particulates also increases. This point is Daang Hari. This is the projection for year 2015. Daang Hari will have an approximate of 65,000 passenger-car units (pcu). That would be equivalent to 170 TSP reading. This red line is the standard of DENR, which is set at 230. So, it is below even at year 2015. CALA Expressway is also below the standard at an approximate reading of 200 and the North-South Road would be a little below the standard at 220. So, these are the exact figures of the model for the approximate estimation of TSP levels versus the traffic volumes.”

Slide 22: Environmental Impacts during Operation (2)

“For the socio-economic aspects, for the housing and social services, there will be a regional severance. This is equated to regional divide. We will illustrate this impact later.

Infrastructure and public utilities: the improvement in the access to public utilities and services, some existing access roads and access of people going to different places will be moderately affected.

Accidents: increase in traffic accidents are seen because of the introduction of new roads and also in the population and activities around the new constructed roads. Mitigation measures - you are all familiar with safety and traffic management so this is considered an important mitigation for accidents.”

Slide 23: Image of Regional Severance

“This is an image or simple illustration of a regional severance or regional divide situation. For example, these blocks are groups of people inside a community wherein people travel from place to place in different directions like going to market, hospitals, work, pleasure or what have you. So this is the human flow. The road is constructed and divides the community. It will pose some hindrances

for people to travel for their usual activity. This is a case of a regional severance or regional divide.”

Slide 24: (Title Page) Outline of Mitigation Measures for Negative Impacts
(shown only)

Slide 25: Mitigation Measures for Negative Impacts – For Directly Affected Households

“For the mitigation measures for these impacts, for the directly affected households, the preparation of the Resettlement Action Plan is now ongoing. And it is focused on fair compensation. Do not be misled that every household will be entitled to this kind of house. This is one of the issues in Citta Italia.

Fair compensation is the issue of replacement of the structure and the acquisition of the land is also an issue for the preparation of the Resettlement Action Plan. Later, we will be presenting to you the framework or the basis for the entitlements for the affected families.”

Slide 26: Mitigation Measures for Negative Impacts – For Air Pollution and Noise Level Increase

“For air pollution and noise level increase, mitigation measures for noise would be planting of trees along side the roadway to break sound waves before reaching the built-up areas. This is one of the examples. Usually, DPWH plants fast growing trees. This will be well planned by our designers.

For the dust emissions or the smoke and dust emissions on the streets, currently MMDA has this equipment of the street sweeper. This is street sweeper equipment used by MMDA to maintain cleanliness usually in EDSA.”

Slide 27: Mitigation Measures for Negative Impacts – For Regional Severance

“For regional severance or divide, the project is assigning some pedestrian crossing at-grade or in the form of flyover for areas that would need to transport people from one place to the other side of the regional divide. It is also for them to have continued activities after the construction.

So, some of our road sections would be over existing intersections and pedestrian crossing might be designed under the newly constructed facility.”

Slide 28: (Title Page) Outline of Monitoring Plan
(shown only)

Slide 29: Environmental Monitoring Plan

“We have to have a program to monitor all these mitigation measures to check whether mitigation measures are carried out by your DPWH components and also

if these mitigation measures are effective to handle these impacts. So, the contractor will be handling these slope profile and signs of instability. The responsibility could be on the DPWH/DENR/MMT of the multipartite monitoring team, which is composed of local government representatives and DPWH (the proponent) to monitor these levels of impacts. So, you are involved in the monitoring of the impacts of said project during and after construction.”

Slide 30: (Title Page) Framework of Resettlement Action Plan
(shown only)

Slide 31: Summary of Relevant Policies on Land and Resettlement

“Now for the resettlement framework, we have been guided by several laws for resettlement. This is a summary of the laws and regulations that would be used as a guide to establish the Resettlement Action Plan for this project.

First, we have Republic Act 7279 or UDHA. This law is on the welfare of providing shelter for squatter families but it also advocates that no squatter should be living in danger zones like coastal roads, river banks, etc. It advocates the observance of just and humane manner of eviction and demolition. So, we could not just evict people without notice, without consultation, and so on.

The land valuation and compensation is guided by Republic Act 8974. It discusses and guides on the mode of land acquisition and procedures on expropriation and compensation.

For resettlement options, Republic Act 6026 provides options and assistance to squatters (informal dwellers).

Compensation for lost crops based on the Comprehensive Agrarian Reform Law or the RA 6657: compensation for lost crops and displaced tenants and settlers is provided.

For eminent domain, we have Circular No. 35 and Republic Act 7160 of 1990 which allows government to exercise eminent domain on payment of just compensation.

Community participation is encouraged and development initiatives in Article III, Section 10 of the Philippine Constitution of 1987.

Lastly, gender and development: RA7192 is mainstreaming gender concerns in development projects. So, we are concerned with our women, our youth, our children, etc. Together, we will devise some manner of activities for their development along side the development of the overall community.

So, this now the framework for the Resettlement Action Plan.”

Slide 32: Project Resettlement Framework – Payment of Land

“Payment will be given to registered owner of the land with Transfer Certificate Title (TCT) as proof of ownership. A tax declaration receipt is not proof of ownership.

Tax declaration may ripen into full ownership upon application for titling with the DENR, provided the said parcel of land is classified as alienable and disposal land. Only improvements will be compensated.

All land titles are registered with the concerned government agencies. The DPWH researchers called ROW agents will verify land titles subject for compensation. Payment will be done after a process of verification. Verification has to be done because some have fake titles. It will be closely followed by the DPWH right-of-way agents.

The price may be negotiated. The last recourse of DPWH is a court case in the event the landowner is not amenable to sell his property at the offered price. Some steps will be taken by the proponent – the DPWH to consult you and affected families in every step of this proceeding.”

Slide 33: Project Resettlement Framework - Payment of Structure; Compensation of Trees and Crops

“Payment of Structure: During the feasibility study, the directly affected households and their structures will be identified based on the road alignment. In our previous activities, we identified houses or structures along the roadway - inside the right-of-way and a buffer zone on both sides of about 5 to 10 meters. The purpose of including houses in the buffer zones is that we are anticipating or expecting some minor movement or modification of the alignment. So, we know the approximate number of houses that can be affected in cases of modifications. In the detailed engineering phase, the houses will be photographed. Actually, we have photographed them already. But in the detailed engineering phase, we will photograph them again and we will be tagging them and we will have a final list of these affected structures. Final structures during the detailed engineering would not only include houses but it will also include business establishments, buildings, or even barangay hall in the case of Salitran, even electric posts, and also trees or significant vegetation.

The structure will be paid based on the replacement value as of the designated cut-off date. So, if the cut-off date is 2007, prices will be 2007 base prices. That includes materials and labor. So, even if the structure was built in 1960 or 1970, prices estimation will be based on 2007 or upon designated cut-off date.

Compensation of Trees and Crops: The owners of trees and crops will be compensated based on the values in the provincial and/or municipal assessor's office.

There may be trees that have no listed value in the provincial or municipal assessor's office. In these cases, the values of trees and crops in the Department of Agriculture or the Department of Environment and Natural Resources will be the bases of valuation. Usually, they cost the trees by type or kind and age. Some fruit trees are estimated on the value they produce in a span of 5 or 3 years.

Slide 34: Project Resettlement Framework – Partial Effects on Structures and Lands

In cases where we have partial effects on structures, if only one-fifth (20%) of a house will be affected and still be livable, then, only the affected portion of the house will be compensated. If your veranda is affected then only your veranda will be costed because your house is still livable. But if your 'sala' is affected, you will not wake up one morning and be run over by a bus. So, your whole house will be paid. That is the simplest description of a livable house. What is livable is that only one-fifth is affected and you continue your activities inside the house safely.

This is also true with partially affected lands. If the properties have been impaired in any way by the project such that they are no longer livable or economically viable to sustain existing usage, for example, offices or buildings, then the whole property will be compensated.

Portions of land actually used or impaired because of the project will be compensated by the project. The original title will be sub-divided to reflect the portions paid by the government and new titles will be issued in favor of the government and the owner.

Slide 35: Project Resettlement Framework - Relocation

Relocation is one of the options of households. So, in our surveys, we ask the affected or possible affected families if they are in favor of a relocation site; if they want to go back to their home town or province; or if they want to be compensated and they will choose their own place to stay. So, this relocation is one of the households' options. DPWH will supply the necessary information about the directly affected households to the municipality based on the data gathered during the various stages of the project. As I have said, we have conducted this in the early stage of the feasibility (in the environmental study) together with the counting of the houses. We interviewed personally the household head but unfortunately we are also unlucky to proceed with some interviews because the owners of the structures refused to be interviewed like in Citta Italia.

The municipality as part of its counterpart for the project will then prepare a relocation site based on the actual number of households in their municipality who opted for resettlement in this project.

So, the purpose of the social survey is not only for us. It is also for vital information for the municipalities and also for their cost estimator to determine the size of lots for the affected families because we have some entries here on the size of the family. So, the average size of the lot could be established and the average paying capacity of each household could be determined because we also ask their monthly average income.

There will be no forced eviction without court order.”

Slide 36: Project Resettlement Framework – Relocation; Alignment

“The next step will be disclosure activities where dislocated households will be informed about their relocation options and compensation. The objective of this disclosure is to avert the need for forced eviction by providing acceptable compensation. What is happening is some people would get their compensation and sell their right or make business out of it or take the money and leave. So, during the consultations, we clarify and get the exact information from households how much are they able to pay for the lot. Also, at the start of the barangay consultation, we clearly say that there is no free relocation site. Payment for amortization of relocation lots would be defined by their capacity to pay.

The foreign funder will not release any amount for the construction unless DPWH has resolved the right-of-way issues and has paid the affected owners 100% of the compensation, to be compensated at least a month before actual construction can begin. This same close because there are some negotiations on some quarters of the project. So, it is a very close limit before construction. It should be settled or else we go into court which takes months or years and it will delay the overall project and also affected persons would spend for attorney’s fee and a lot of time has been wasted. In our effort, we will be consulting the affected families and also consult the local leaders to discuss this matter with the affected families.

As a rule, the road alignments proposed by DPWH will try to avoid structures particularly those providing public services such as schools and hospitals. Proposed road alignments veered away from structures that are very expensive such as main transmission lines for electricity. So, if you will notice, the design of the North-South is further away from the main electric posts. If you are looking northward, it is on the right side of Aguinaldo (the huge metal-cased posts there).”

Slide 37: Project Resettlement Framework – Public Hearing; Land Valuation

“Public hearing and barangay consultations required by the DENR as part of the EIA process were undertaken to inform the affected residents and to

elicit the views, concern and issues on the proposed project. We have done around 72 barangay consultations and this is the sixth stakeholders' meeting. And we are now in the process of making the Environmental Impact Statement in which a public consultation or public hearing might be required by EMB so that we can acquire the ECC.

In the context of Mr. Tizon's opening remarks, the DPWH (not as a requirement of DENR) will start to consult formally with constituents on the proposed projects to be carried out by DPWH.

Land Valuation: If the offered price for the properties is perceived to be low by the landowner, he can ask for a better price. DPWH will commission an independent appraiser to determine the replacement cost. As a last recourse, DPWH can file expropriation through the power of eminent domain of the state. However, to prevent this legal eventuality, consultations are being undertaken to thresh out issues and concerns of directly affected households. So, during valuation of land, there will a lot of negotiation to be undertaken by DPWH to avoid expropriation. "

Slide 38: Project Resettlement Framework – Compensation of Tenants; Conversion of Agricultural Land to Road Use

"Compensation of Tenants: The legal tenant of the land will be paid based on the Comprehensive Agrarian Reform Law.

In cases wherein the tenant will be dispossessed from the land that he tills, the prescribed compensation to be given to the tenant is equivalent to 1 year income from the harvest based on average of past 3 years which is not less than P15,000 per hectare. In a separate study by Asian Development Bank, land preparation is of a separate costing.

Conversion of Agricultural Land to Road Use: This is a road project of DPWH, which entails the construction of a road passing through land with various uses such as agricultural, residential, commercial and industrial. It is submitted that to build a road in these lands with various uses does not require the usual conversion processes as enunciated by the Comprehensive Agrarian Reform Law."

Slide 39: Project Resettlement Framework – Inherited Land; Transparency

"Inherited Land: DPWH will compensate the heirs with legal proof of land ownership.

Transparency: The residents will be given updates during the various stages of the project. The team, through consultations with possible affected households will find out the best road alignment.

In the detailed engineering stage, the households to be affected will be positively identified. Before the actual relocation, consultations and coordination will be done with the affected parties, barangay, and municipal officials.

Disclosure meetings will be held, which will provide detailed valuation for the land or structure to the directly affected owners.

If you have comments, please raise them later for the open forum.”

Slide 40: (Title Page) Consensus Building Process for Implementation of the Proposed Projects – Update: (Issue on Resolutions by LGUs)

(shown only)

Slide 41: Status of Resolutions (Cavite: total 39 brgys)

“Going into the consensus building process for the implementation of the proposed projects, for your update, ladies and gentlemen, these are the barangays that we have received barangay resolutions from. These are also the municipalities that have not submitted yet because it is being consulted yet with the *Sangguniang Bayan*. We now follow up these resolutions from the respective municipalities.”

Slide 42: Status of Resolutions (Cavite): continued

“We have Barangay Tibig in Silang still lacking.”

Slide 43: Status of Resolutions (Laguna: 3 brgys & Metro Manila: 2 brgys)

“And Barangay Malitlit for Laguna and Barangay Poblacion of Muntinlupa (we have presented to the Infrastructure Cluster in February 22 in Muntinlupa City). For Laguna, we are still waiting for your endorsements or resolutions. “

Slide 44: Next Steps for ESC

“Finally, the next steps for the environmental and social considerations would be:

- (1) The Complementation of the EIS or the Environmental Impact Statement that we will present to you in the next stakeholders' meeting;
- (2) Further deliberation and improvement of the RAP (or Resettlement Action Plan) which we are now trying to update all details and based on the policy framework. We will present to you in the next stakeholders' meeting some computation of entitlements and also criteria of who will receive what in the next stakeholders' meeting;

- (3) Of course, the next stakeholders' meeting will be early July and the last will be early September.

Thank you very much.”

3.2 Open Forum

Ms. Bella (the moderator) thanked Mr. Alvin Madrid and declared the start of the open forum and requested the participants to raise their questions. In addition, Mr. Tizon came forward and encouraged the participants to raise their concerns as it will be the basis for the study team to address and it will be integrated in the study activities.

As there was no question from the participants, Mr. Tizon stressed on the issue of the barangay, municipal and provincial resolutions (in the checklist) that are still pending. He pointed out that most barangays have complied with their resolutions thereby giving an indication the barangays are supportive of this undertaking. The study team is still awaiting the municipal resolutions. Mr. Tizon informed the participants that officials of the local government units were invited in the stakeholders' meeting to gain more information on the project so that they can discuss this in their *Sangguniang Bayan* (SB) meeting. But it seems they are busy so the study team is willing to present the project to each SB, if needed, as a basis for the issuance of the municipal resolution.

Ms. Bella informed the participants that they can still raise their questions in the next session.

4. THE SECOND SESSION

4.1 Presentation of the Conceptual Road Design and Present Issues

The moderator gave a brief introduction for Mr. Carmelino Tizon of the DPWH PMO FS. Mr. Tizon then took over and began his presentation of the CALA conceptual road design and the present issues identified.

Slide 1: Session 2: Conceptual Road Design and Present Issues

"I will be presenting to the body, the conceptual road design and the present issues. We are planning this feasibility study, our projections here, for the next 30 years. Perhaps we are no longer here. But our children, our grandchildren will still be here in Laguna and Cavite. But during the implementation hopefully, perhaps we are still here.

If you will just take note, the present situation now in our area – Laguna, Cavite – we see the traffic congestion, Aguinaldo Highway, South Luzon Expressway, even bound to Los Baños. In fact, here in Cavite, I got to know about this traffic flow scheme, "buhos system", that there are times for all outgoing vehicles, and there are times for all incoming vehicles. They say that is where we are unique. That is one way of the provincial government addressing the situation, of course, with the DPWH and perhaps the LGUs also.

For the past decade, part of the congestion problem, is the growth rate. In terms of the population in our area, the rate is something like six percent per annum. That is big. Our national average is something like 2.5 percent per annum only. Our study area, that includes Las Pinas and Muntinlupa, our population is something like 3.2 million inhabitants.

The Metro Manila at present is something like 8-10 million per day. Our projections for Cavite-Laguna area, come 30 years from now, is eight million population. When we reckon this, it is almost the same with the population of Metro Manila. Look what will happen to Cavite and Laguna if we don't have infrastructure projects, especially roads.

That's why at present we are already experiencing this traffic problem, this population problem. Just open one road and real estate developments follow. Example of which is the Daang Hari, it was open and then subdivisions sprouted like mushrooms.

The DPWH on this matter, is very much concerned. That is why this study is being pursued of course, with the assistance from the Japanese Government, to really address the present situation in the area, much more for the future.

Okay, so that's more of a background. So we got to think, 'what should we really do with our beloved provinces?'"

Slide 2: Project Roads

"These are the priority area that we are talking about in this particular undertaking. Before, these were plenty. We have gone through a selection process, because in the master plan really a number of roads were identified for that area but because of the limitation of the scope, we have identified priority projects. These were the ones mentioned during the first, second, third and fourth stakeholders meeting.

This is the north-south backbone, coming from toll plaza of Manila-Cavite Expressway, crossing Talaba. It will cross here at Saint Dominic. This red one. It will run parallel to Aguinaldo Highway, onwards to Daang Hari then onwards to Governors' Drive and farther South to Silang.

Molino Road is a national secondary road – this is already decongested also. Aguinaldo Highway -- main arterial road, decongested also. So the objective of this red line, the North-South Road that we are talking about is to decongest Aguinaldo Highway.

Another priority project is the greenline. This is what we call the Daang Hari. This is the one recently opened, up to the Zapote-Alabang Road, and then it will go farther up to Tanza.

This proposal is to extend the Daang Hari up to South Luzon Expressway. And then, we have also proposals to address the congestion problem of the South Luzon Expressway, of coming up with the CALA Expressway, from... this blue line, which will be located south of Governors Drive, crossing here in Tagaytay-Sta. Rosa Road, Aguinaldo Highway, onwards to Governors Drive. So these are the projects, priority projects that we intend to implement for this Cavite-Laguna area.

Just to give you an overview of the magnitude of the cost requirement, the NS1, this is about 27.2 kilometers. Our initial estimate of the cost here is about 5.7 billion pesos. We are no longer talking of millions, billions already.

And then for the Daang Hari, starting from this point up to this area. This is about 24 km. The estimated cost is 2.4 billion.

And this CALA expressway, the total length is 22 km and costing about 7.8 billion. So overall, the total length that we are proposing in Cavite-Laguna area is about 74 km. of a total of 15.9 billion pesos. Our proposal for this Cavite area and Laguna is big just to address the congestion."

Slide 3 North-South Road

“North-South Road. This is it. We are proposing here the 30 meters right-of-way. That means, we are proposing here a six-lane road. That is six lanes. Then we will allot 2.25 meters for the shoulders (on both shoulders), plus we are going to put up a service road. It is either a two-lane service road, or a one-lane service road, design speed, as already mentioned a while ago is 60 kilometers per hour. Number of lane is six lanes. Road right-of-way requirement is 30 meters.”

Slide 4 to 8: North-South (N-S) Road (Satellite Images)

“This is one satellite image. This road will pass this curve in Manila-Cavite Coastal Road. We will put a viaduct here. We will come up with a toll plaza here. Then that will go down here where St. Dominic is situated, fronting the Tropical (a food chain). Then, now we are going to make use of the new (not rather new since partially it is being used already) the national Molino Boulevard, as we call it, which is parallel to Molino Road, and the Aguinaldo Highway. So, it will go farther. This is parallel to Aguinaldo Highway. SM Bacoor is here. So this will be a fly-over. And then some minor bridges. Toll plaza – we are going to put up a toll plaza.

Then it will go farther, this is part of the North-South, this is the Molino Boulevard. This Molino Boulevard now curves towards Molino Road.

Now our project is this one, westward. And it crosses the Citta Italia (subdivision). This was the one mentioned earlier that has a problem. However, there has been some initial discussions, I think with the developer of Citta Italia on how really to address this problem. Our Japanese engineers made a compromise on a better alignment, such that there will be lesser affected persons or houses.

Citta Italia is a big upper middle class development in the area. So this has now being worked out. So our proposal here on crossing the Citta Italia area is, there is a proposal to put up a fly-over, passing through a private property, not owned actually by Citta Italia. Citta Italia now was placed in the middle.

Then it will go farther, towards the junction of Daang Hari Road, the one near the SM Bacoor. Perhaps, there now only 300 meters left unfinished, and one major bridge that is being constructed by the DPWH Region IV-A. Actually this is already being used, using the dike road that’s why there has been many coming from Aguinaldo Highway that passes Daang Hari.

When you arrive at this area, on the other hand, I think this will traverse the One Asia property, we will be coming up with toll plaza again. Then it will go farther here in Salitran-Salawag Road, we will put a fly-over onwards to area where the La Salle Medical Center is situated -- another fly-over project, near Walter Mart, then will now cross Aguinaldo Highway. We will put another fly-over, leading to Westside. They no longer let it pass the eastside because it will hit Shoemart. We will go to the Westside, here we will also put a middle structure, at the back of the Robinsons Dasmariñas, at the intersection of Governors Drive, that of Palapala

Junction. Then onwards, comes the Governors Drive, then onwards, terminating here in the proposed CALA Expressway, west of Silang. So if Aguinaldo Highway is here, here is the Silang area, this is the north diversion road, it is on the left side. So this is part of the north-south backbone. Arriving at this intersection, there is a proposal to come up with an interchange. Because on this left side here comes what we refer as the CALA expressway.”

Slide 9: Bus Stops on N-S Road

“Our design for the North-South Road is unique. In fact, this was the one identified in the earlier stage what we call the Busway alignment. The concept of this Busway is unique. This is a toll facility. There is a toll road but there is a provision for bus stops.

This means bus will be allowed along the expressway, and they have area dedicated for designated bus stops. This shows the cross-section of that busway. This is the midline of the expressway, we are talking here of six lanes. Buses will exit here and this is where the bus stop will be located. It is like there is an intermodal facility. This means the expressway now will be provided with bus stops, but the arrangement here is it will be a controlled. Controlled means there will be bus companies that will be allowed to use expressways. Do you know why? So as to avoid also the congestion because you know that buses stop anywhere although there is designated bus stop.

This busway, these are the identified, meaning there are provision for bus area, bus will stop here, then exit at the gate, then there are also other mode of transport waiting at the designated area. It could be jeepneys. It could be tricycles. It could be everything, and taxis outside the expressways. So the design is unique, expressway with bus stop. We haven't seen this in the Philippines. This is the first of its kind. So these are the selected bus stop in the area. As I said this is more of a intermodal transport mode.”

Slide 10: Daang Hari Road

Daang Hari. Our proposal for Daang Hari is 21 km., 30 meters right-of-way. It's a four-lane. This area here. But we will take note here in the existing Daang Hari, there are a number of sharp curves, that when the time comes when this is open up to Aguinaldo Highway, we should avoid accidents there. So, one of the recommendations of the study is to correct the sharp curves. Because we are talking here of 60 kilometer per hour. If you will navigate on the sharp curves, you are running at 20 because it is too curvy or wavy. “

Slide 11 to 14: Daang Hari (Satellite Images)

“This is the proposal for Daang Hari (four lanes). As I said, it will traverse Muntinlupa then onwards to Tanza.

This is Molino Boulevard. This is operational now. The proposal is to extend the existing road up to South Luzon Expressway on the east using the National Bilibid Prison (NBP) property. The study team made representation with the NBP through General Vinarao. This is a government-owned land. “

Slide 15: CALA Expressway

“We start first with this area here in South Luzon Expressway. This is the Tagaytay-Sta. Rosa Road.”

Slide 16 to 19: CALA Expressway (Satellite Images)

“We were initially proposing this particular alignment which is south of Sta. Rosa-Tagaytay Road. However, now we have a problem. Because situated here are the Georgia Club, the Quiros Properties. Then, eventually we learned that the site of the University of Santo Tomas is also here. Apparently, they already commissioned Palafox firm to design their school campus.

And situated here also are the property of Lucio Tan, the Greenfield property as well as the Landco, a realty corporation.

This area here is being said as the La Residencia. There lie also a certain sugar development corporation, the Hacienda Sta. Elena, and a golf course.

So we are working originally on this alignment, now we shifted towards farther south and then if we can remain here in Asia Brewery, the ABB-Greenfield (as we have originally aligned).

For your information, with the permission of Buddy Tan, representative from Ayala, Ayala is putting up something here. What we call this “spine road”. The centerline of which is here, somewhat like that. So with that Ayala development, we will have problem somewhere this intersection. Initially they will make it a rotunda. But eventually our team is proposing an interchange.

The alignment will also pass the West Grove onwards to Aguinaldo Highway. We already have a proposal here for a fly-over. This is their old national road. Then farther east is the Silang-Aguinaldo Junction. Arriving at the intersection with the North-South, we are proposing here an interchange. Then it will pass through west of this First Cavite Industrial Estate (FCIE). Then terminates at Governors' Drive, the alignment being somewhere in the middle of Purefoods and FCIE.

So that is the CALA expressway.”

Slide 20: Major River Crossings Along Proposed Alignment

“These are the major river crossings that we study team have identified along the three road projects being considered priority by the study team and by the stakeholders for the area. So these are the major river crossings.”

Slide 21: Example of River Cross Section At No.1 along CALA Expressway

“This on the other hand is the proposed structure, the engineering intervention when the alignment passes a river crossing section. This is the flood level, this blue one. And then there is a free board that is 1.5 meters, that is where the structure will be placed. The study team has also considered to use as much as possible the easement of the river, so as to minimize the road right-of-way requirements.”

Slide 22: Next Steps (For Project Implementation)

“What do we still have to do? Preparation and review of memorandum of understanding between NDC-PIC -- this is the National Development Corporation and the Philippine Infrastructure Corporation with DPWH, of course with assistance of the study team. Why does NDC come in here? Because we are thinking here, as mentioned earlier we are talking here of magnitude of cost, something like 15.9 billion. DPWH can't afford this. So we need private sector also. So we are working this out with NDC, for it to look for some private partners to construct some of the proposed projects in the area.

The first that we are referring here is that NS1. This is the viaduct from Cavite Coastal road towards Saint Dominic. So it will cross there. Of course, the DPWH is there when it will be constructed. It will eventually or initially decongest this Talaba area. But it will be operated a toll. You will pass through the viaduct. You will pay your toll. So at least, it will initially address the congestion in Bacoor, at Talaba area. So that's one of the initiatives that we are holding, we are negotiating with the private sector, through NDC.

Secondly is the enactment of the department order by the DPWH -- that the existing Molino and Daang Hari roads be converted into a national road. This is the proposed upgrading and widening.

We have already made representation on this matter with our counterpart of the regional and district offices to initiate the conversion of this Molino Road and Daang Hari Road. Because if we don't convert this, that can be closed. So there is really a need to convert all these constructed roads, major roads in the area into a national road.

Another rationale of that is, so that there will be funds for maintenance. So these are the things the DPWH will do. We will prepare also project documents for evaluation and approval of the NEDA, the Investment and Coordinating Committee, ICC as to the public-private partnership development for the NS1 and NS3 into a toll road.

That is the process of that. We don't just implement, we have got to request a go signal from NEDA because NEDA is the policy-governing body of our entire government. So the process is like that. We are like defending a thesis in NEDA. You are like passing through a needle's eye when you are defending your project to them.

So this is one of the requirements, the process.

Of course another task is the interactions with major property developers to harmonize the subdivision plans with the road alignment and the designing of corresponding MOU's. As I have said, there have been some talks already with some big developers in the area like Buddy Tan from Ayala as part also of their urban planning, we integrate their plan to ours. I think we also have some initial discussions with Greenfield, with Crystal Place, and then One Asia. It is like coming up with a win-win solution. Private entities will benefit, as well as the government, and also the people through the government. So this has got to be written down. I mean, whatever has been agreed upon with the private sector, is we come up with a memorandum of understanding, so that come a time, we avoid just putting up a building along the alignment that we have established; which is also the same thing with our request for board resolutions from the municipal council because the municipal council also is the one giving the development permit. So both sides, if this is what was agreed upon in the municipality, this should be followed, such that before they could issue a development permit, the Sanguniang Bayan, they should think it over first, that there is an agreed proposal here with the DPWH. So we need interactions such as that.

Another step is to secure a toll concession agreement of DPWH and NDC, from the Toll Regulatory Board. This is the one that they look into to estimate the toll rate, how much was spent, how much is the project cost, how much or how long is the recovery period so that we will be able to establish the toll rate structure. The one doing that is not the DPWH, but the Toll Regulatory Board.”

Slide 23: Next Steps (Completion of the Remaining Tasks)

“These are still the other tasks – the remaining tasks of the feasibility study: formulation of the basic design, intersection design, construction plan, operation and maintenance plan, traffic management plan, then further review of the cost estimates, as well as the economic and financial analysis.

These are the tasks that will be done until October, the completion study. Then as usual further consultation, coordination of proposed implementation arrangement. When we say implementation arrangement, what is it that we can do as soon as possible? So that is just it. Thank you very much.”

4.2 Open Forum

The moderator noted that no one has a question to raise, she remarked that it seems to her that on this 6th stakeholders meeting, the project is getting smoother and clearer to everyone. Nonetheless, she encouraged them to raise any further inquiry that they may still have.

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

“Good morning to all. From the Province of Laguna, I am Board Member Tapia. I just noted from the observation of DPWH and JICA, wherein right now we are still in the study period, the Sta. Rosa-Tagaytay Road at present, on Saturdays, Sundays, is on a heavy traffic. I hope you will be able to include in your study that way – the Calamba-Tagaytay Road, wherein there is existing around 7 kilometers that is finished. What remains is just around 7.5 to 8 km, whose width is 30 meters also. I hope Calamba will be the one included in study that you are still conducting, wherein you are still in the study period.

If we are looking at 2010, as I see it, even in the study of the province, the area of Batangas going to Calamba is very important. Then if you already have study on this, will it be possible for you to share with us whether that will be a provincial or a national road? So that we can plan for the Province of Laguna. Thank you very much.”

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

“Thank you your Honor (Bucal). The Tagaytay-Calamaba road is actually identified by the DPWH as part of the East-West Lateral Road of the road network. East-West means that's coming from Nasugbu, Tagaytay, down to Calamba, Pagsanjan, Los Banos, Pagsanjan. This is part of the east-west lateral link, of the road network of the DPWH. These are major roads.

The information that I know there, that is the one that traverses the Yulo properties. When we say earlier, 'as part of the arterial road', there is provincial and national, and it is part of the arterial road it can be converted. And that is the priority of the department. Now the problem is the accessibility to the area because it traverse the Yulo properties. Now, in fact what the DPWH did, we initiated the construction of Tagaytay-Sta. Rosa road, though it traverses part of the Yulo properties.

We were even informed, about two days ago, we had a meeting with the former district engineer in the area, that even that area by the way is classified as a national road inspite the fact that we don't have a deed of donation coming from the Yulo. I mean, the road was just opened and classified as a national road. But if you demand a document from DPWH, there is none. We were just allowed to

put up the road there. So it is the same problem we encounter I think with the Calamba-Tagaytay road.

If you can hopefully help us out, I mean with your representation already with the Yulo family. As I have said that is already identified as part of the arterial road network, it can be initiated by the department. Thank you very much.”

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

“Actually I don’t have a question but an additional request of Governor regarding our CALA expressway. Now, he is requesting to fast-track the feasibility study for the northern part of the CALA Expressway, from terminal of R1 Extension to Governors’ Drive (below Governors Drive to Sta. Rosa). And he said that Malacañang is interested on funding that portion, which is anyway covered by this study. So maybe the study team will consider that request by the Governor.”

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

“Eden is a member of our technical working group for the CALA. What Eden is talking about is that, this road here, this an expressway to connect here. In fact, it was initially identified as part of the study. But we did not give it a priority. I mean, not that it is not a priority perhaps in the second priority; because that particular road will also function somewhat to decongest Aguinaldo Highway. So by having/constructing that road, we will be coming up with two North South roads, making the Aguinaldo Highway being in the middle. What we are trying to say about that is that it is a mutually exclusive project. Mutually exclusive in a sense that when we construct the one on the right, the one in the left may no longer be feasible; and vice versa, when we construct the left one, the right one will not be feasible anymore, but anyway, come a time, if the development in the area will be like that, making the two alignment still feasible, they why not.

Now one constraint that we were working at that time, is ‘When will the R1 be extended?’ This one here up to here. Though, that is one of the considerations that we considered as part of the analysis at that time. Though we have some initial talks with someone in UEMARA, the one financing the extension of the Cavite Coastal Road. We were expressing ‘When are they going to finish the R1 extension up to Kawit onwards to the bypass in Rosario (the bypass in Rosario will be used here), onwards to EPZA?’ That will eventually connect the R1 Extension.

Now, well, perhaps, that request as mentioned by Eden is for us to conduct a feasibility study. But we are saying the Japanese study team may not be able to accommodate it since there is also limitation in their scope. So we suggested at that time, if we can do that in-house, meaning through government resources only. But if we do that, when we speak of government resources only, we in the office of the DPWH are the ones going to do that, then there will be no holding of stakeholders like this. We have no funds for stakeholders meeting. But nevertheless perhaps, as I have articulated, we are looking at the possibility for

one, (1) that UEMARA be able to extend it up to Kawit, then it will link with the western alignment of the CALABARZON expressway, secondly (2) we will come up with STRADA traffic assignment analysis, of course with the assistance, with the permission of the study team to make use of their STRADA traffic assignment analysis.

In fact that was discussed during the stakeholders meeting that we are going to make use of their model. That is a good model of theirs. That model, with just a click of a button, if you open a road, you will know where the vehicles will likely go, a very high tech model indeed.

In addition to that request of Eden, in relation to this expressway, there is also a proposal from Congressman Abaya to link the alignment toward Kawit. Those are requests that we are just receiving recently, in fact just the other day in the office, that are also being considered as part of the study. But our proposal this is more an expressway system also.

Perhaps, Eden, my answer to your question is 'Mr. Takagi may help us out'. Their completion is October 2006, simultaneous with the completion of the CALABARZON. That's all."

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

"I just like to add something about the problems of conducting the CALA expressway, connecting to the coastal road. If the government intends to link north to south, from coastal road to Daang Hari, then if there is an intervention, the traffic will be divided, then the governments revenue will be diminished. It may not be feasible if we do it, but with the present program that we have, would cost already 15 billion pesos. If we have that segment of CALA expressway, from Rosario to Governors drive, the cost might go up to about 20 billion pesos. What we have, what the Department of Public Works and Highways have at the moment is only 4.6 billion pesos, so you put in mind this discrepancy of the amount needed. So we have to be careful. The study could be done. Anyway, without the coastal road, the traffic will be discouraged to use that because the direction of the traffic towards Manila, but anyway lets just prepare a sort of preliminary study."

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

"May we request also from the private sector to say something about this presentation of any commitment. It would be nice for the developers and stakeholders to know what interaction DPWH and CALA team are doing with the private sector. May I request Buddy Tan to say something. Buddy Tan is from Ayala. "

Answer: Salvador C. Tan, Senior Division Manager, Ayala Land, Inc.

“I just like to make a general statement that we, Ayala Land, support this project and we have prepared to us a reasonable system, to realize this project. And we realize that this is very important for the region of Laguna, we realized that it is something that the entire CALABARZON area needs, so it is something that we wholeheartedly support. Thank you.”

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

“Great isn’t it, what a statement coming a developer. Wish other developer would say something also. But what I am trying to say here is that we can talk it out. As also mentioned by Dir Galano earlier, the cost is 15 billion pesos, the one allocated in DPWH is something like 4 billion only. Where are we going to get the 11 billion, so we really need also the developers’ assistance. They should be willing to donate. Anyway, it is a win-win solution, the developer will benefit, the government likewise, so if they can simply but wholeheartedly donate the road right-of-way, since we have been stressing ‘the CALA can’t proceed with the implementation, for as long as there is a road right-of-way problem.’ And that’s a law.

So what we really need is to help one another. That is why we are doing this stakeholders’ meeting so that we will know your rights, the rights of the affected households/persons, and to know the response of the developers about this.

That is whether they are going to donate the property for us to implement this immediately. You just take note that one third of the project cost is more or less spent for right-of-way.

It’s 40 percent, so we are talking here of 15 billion, 40% of which is right-of-way. Where do we get that amount? DPWH payables alone at the moment for the right-of-way is something like 15 billion pesos nationwide. What the Department of Budget and Management (DBM) releases only now is something like 500 million per annum. So when do we pay for all? 50 years from now?

Again, let us help each other to realize this project.”

5. CLOSING REMARKS¹

Department of Public Works and Highways

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

“Thank you very much, Bella.

Our director asks for pardon. Director Bonifacio Seguit should be the one to give the closing remark. Unfortunately there is a schedule visit of the president in the Province of Quezon next week. So he went there in preparation, so as to avoid being reproached.

He prepared for all of us, this speech, perhaps this is about ten pages, we will end past one o'clock.

So he sent me as his representative. Once the directors are not available, they send their assistant regional directors.

Just a wrap up, awhile ago we were presented with a good status, where are we now in this project of ours, in this 6th Stakeholders Meeting for the feasibility study and implementation support on the Cavite-Laguna or the CALA East-West national road project.

Earlier, what were presented are the pressing concerns in line with construction of road. That is why the economics, traffic, technical problem, issues and concern – environmental and social impacts, and most of these have been discussed to all of us. And I would like to read the speech of Director.”

“Ladies and gentlemen, good morning. (His speech is on traffic congestion.)

Traffic congestion has always been a serious problem in this country. They say this problem is parallel to urbanization. But no matter how we call it, still heavy traffic is a problem. It could mean a bad day for all of us traveling public. And 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 deteriorating problem of traffic condition of the Cavite and Laguna. And in line with it, various measures have been made, not only by the Philippine Government but with the assistance of JICA, the World Bank and other international donor agencies. This is the reason why we are holding the 6th

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

Stakeholders Meeting, in cooperation and participation of the various government agencies, like the DPWH and NEDA, as well as our LGUs or the local government units towards the realization of this project.

We firmly believe that since our country is thriving towards economic stability, government funds should be carefully spent. We have to ensure that our people are getting their taxes worth. One consideration is the country's infrastructures. It is just right and proper that a feasibility study such as this should be thoroughly conducted. In this process, workshops, meetings have been taken place, we are confident that government funds will not be put in waste. But let us not forget that feasibility study is not just the be all and end all of it all. More importantly, this funding support is towards the realization. And so with the presence of all in this meeting, we are confident that this project will be successful for it to be implemented and realized, that would not just benefit the constituents of the provinces of Cavite and Laguna but of the whole country in general. In ending, we would like to extend our sincere gratitude, in presence of our dear JICA study team consultants, the participating agencies, the local government officials – both local and municipalities, cities and barangays, our private sector representative, non-government organizations.

And it is our fervent hope that we continue to work hand in hand towards the progress and development of Cavite and Laguna and the CALABARZON in general. Thank you very much and may you have a safe way home. God bless all of us and good day. Thank you.”



Session 1 : Follow-up Environmental Impact Assessment & Resettlement Action Plan Framework
By: Mr. Alvin Madrid

Sixth Stakeholders' Meeting

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



Mr. Sonny L. Tapia
Provincial Councilor, Province of Laguna



Ms. Eden Austria
Provincial Planning and Development Coordinator of Cavite



Session 2 : Conceptual Road Design and Present Issues
By: Mr. Carmelino Tizon
Project Coordinator, DPWH PMO FS

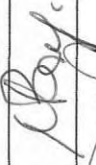
















Closing Remarks
By: Engr. Huillio B. Belleza
Asst. Regional Director
DPWH Region 4-A

The Feasibility Study and Implementation Support on the CALA East-West National Road Project
 6th Stakeholders' Meeting

2 June 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1 Dick BAYONA	Brgy. CAPTAIN	Muntin Lupa		
2 BENIGNO MANATO	Brgy. CAPT.	CARAGA		
3 PABLO LUNA	CONCILOR	CARMEN		
4 Ponciano Ambulo	Brgy. CAPT.	Piluso		
5 Valde J. Toledo	Brgy. Council	Baluso		
6 REYNATO ASUNION	Brgy. CAPT.	IBA		
7 BENJAMIN MERCADO	BOUNCIL	IBA		
8 PERFECTO PATARIBANG	Brgy. Sec.	IBA		
9 Peter Cervantes	office - Mayor's office - of the Mayor			
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13 WILMA P. BEOLAVANAY	POOI	Man. Govt		
14 Jennifer T. Manee	MEMRO	Silang - Cavite		
15 Johndell D. Tibayan				

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

6th Stakeholders' Meeting

2 June 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE

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