

4. Environmental Aspects

**Status of Municipal/City Resolutions  
(Laguna: 3 brgys & Metro-Manila: 2 brgys)**

Province	Municipality	Barangay	Proposed Roads			Barangay Resolution	Municipal Resolution
			NS	E/W	CALA Expressway		
Laguna	Santa Rosa City	Don Jose	-	-	D	√	Discussion to SB to be scheduled.
		Sto. Domingo	-	-	D	√	
		Mallitit	-	-	D	√	
Metro Manila	Muntinlupa City	Tomasan	-	D	-	√	Presentation to City Infra Cluster done Feb. 22, 2006. Resolution will depend on HUDCC Master Devmt. Plan
		Poblacion	-	D	-	√	

19

**Next Steps**

- Completion of the remaining tasks of the Feasibility Study
  - Formulation of basic design, intersection design, construction plan, operation and maintenance plan, and traffic management plan, further review of project cost estimates and economic and financial analysis.
  - Further consultation and coordination work regarding proposed implementation arrangement.
  - Finalization of EIS and Pre-RAP

20

**THANK YOU**

21

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

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

7<sup>th</sup> Stakeholders' Meeting - Dasmarinas

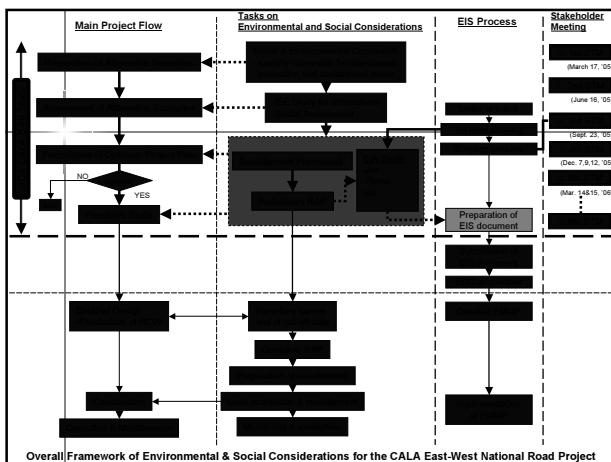
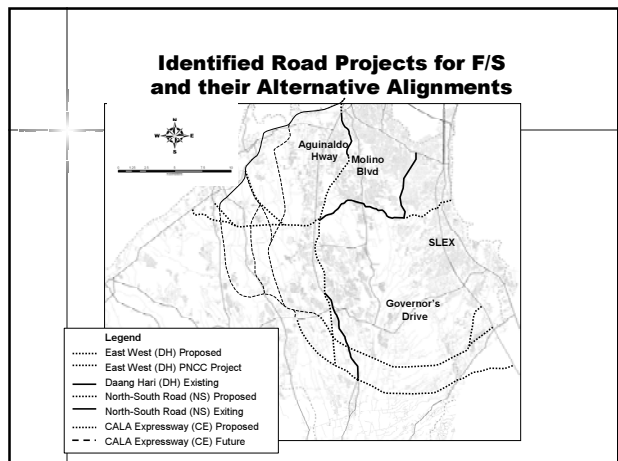
**Progress of the F/S and  
Resettlement Action Plan (RAP)  
Framework**

26 August 2006

**Today's Topics**

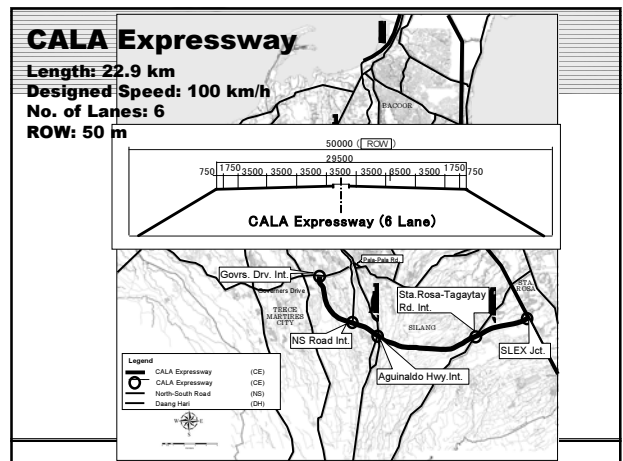
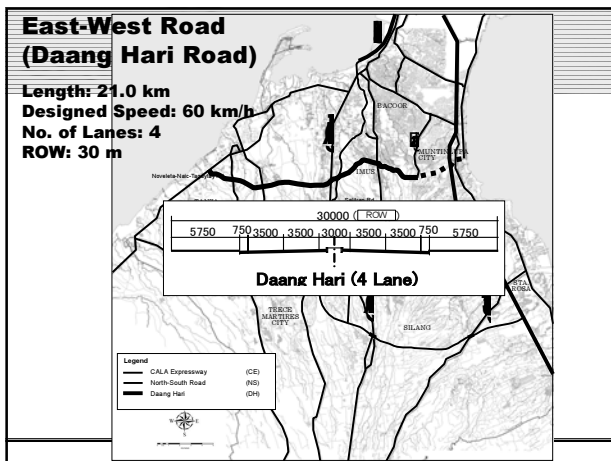
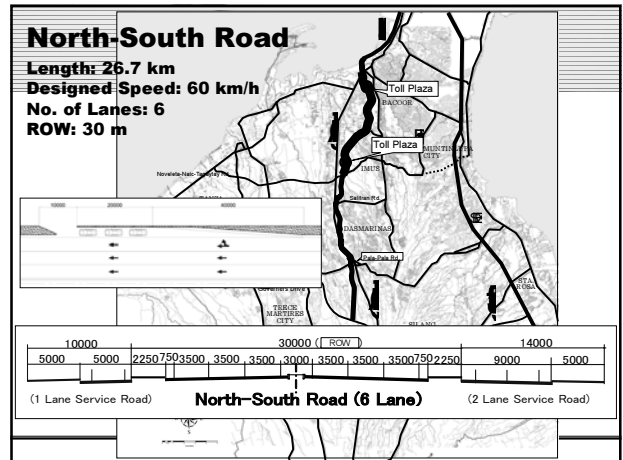
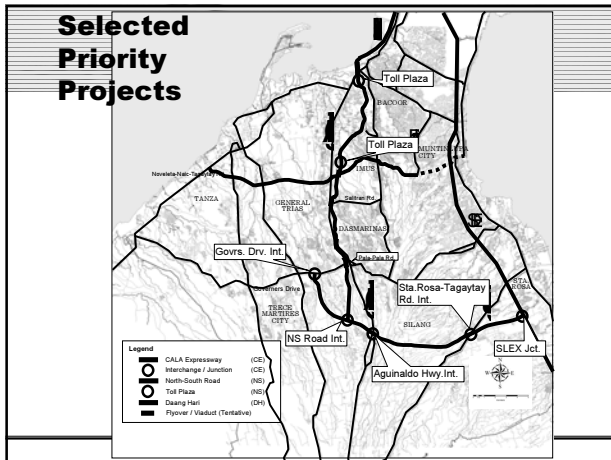
- **Project Background and Description**
- **Framework of RAP**
- **Next Steps**

**Project Background and Description**



**Stakeholders' Meetings**

No.	Study Phase	Main Subjects	Period
1st	Preparation of Scenarios	- Study Outline - Past, Ongoing & Future Transport Projects - Scope of Stakeholders, - Schedule & Objectives of Future Stakeholder Meetings	March 17, 2005
2nd	Evaluation of Scenarios	- Alternative Development Scenarios - Environmental Framework-Social and Natural Environment - Alternative Scenarios for Regional Transport Network	June 16, 2005
3rd	Preparation of Optimum Project Plan	- Outline of alternatives - Alternative measure in zero option - Scope and evaluation methodologies for Environmental and Social Considerations Study (EIA level) - Obtain opinion on concerned environmental impacts (This STM is the Official Scoping Session under EIS Process)	Sept. 23, 2005
4th		- Results of evaluation on alternatives - Progress and interim results of ESC study (EIA level) - Study framework on preparation of optimum project plan	Dec.7 (Cavite) Dec. 8 (Laguna) Dec.12 (Muntinlupa), 2005
5th	F/S	- Results of ESC study (EIA level) - Implementation arrangements of the project - Mutual consent on optimum project	Mar.14 (Laguna) Mar.15 (Cavite), 2006
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### Likely Timetable

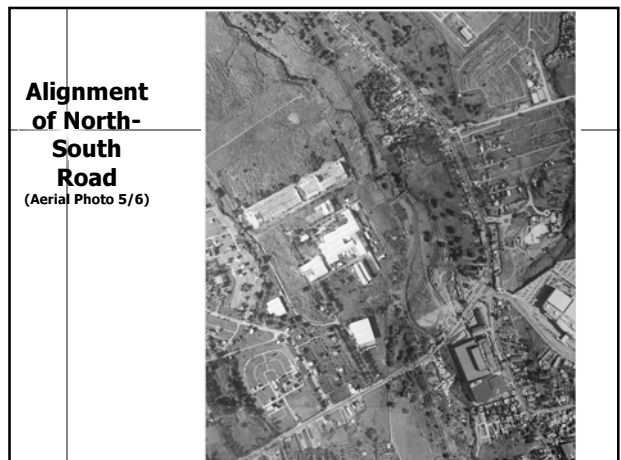
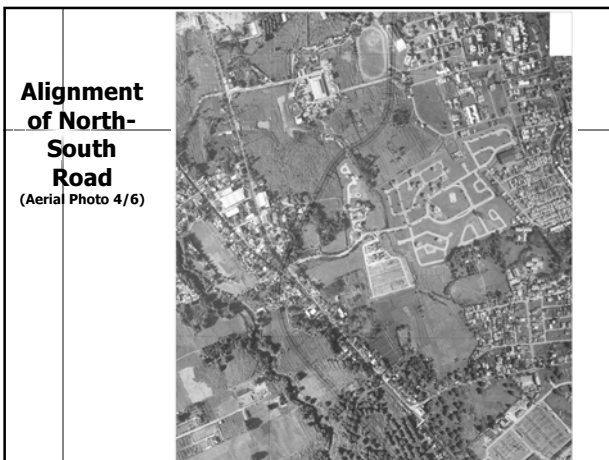
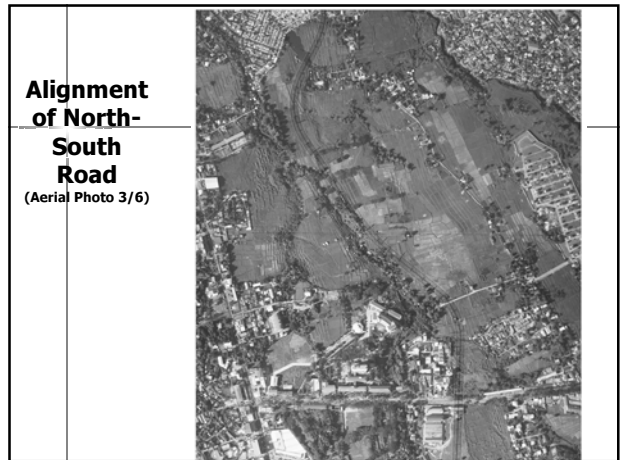
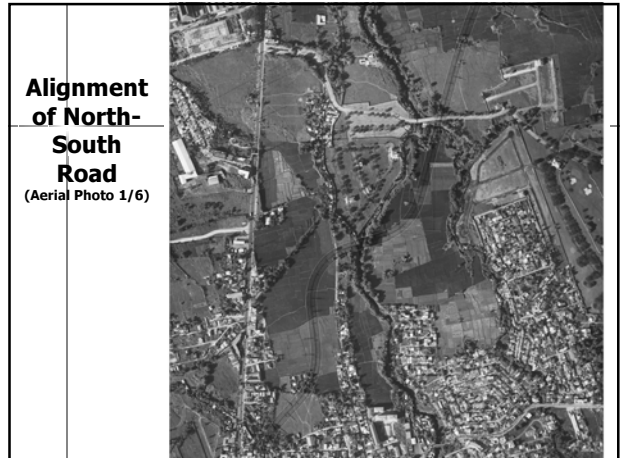
<p><b>1. Conventional – DPWH Only</b></p> <ul style="list-style-type: none"> <li>2007 - Loan Appraisal &amp; Approval</li> <li>2008 – ROW of NS1</li> <li>2009 – NS1 construction</li> <li>2010 – NS2 &amp; NS3 ROW + Construction</li> <li>2012 – DH3 &amp; DH4 ROW + construction</li> <li>2013 – Other segments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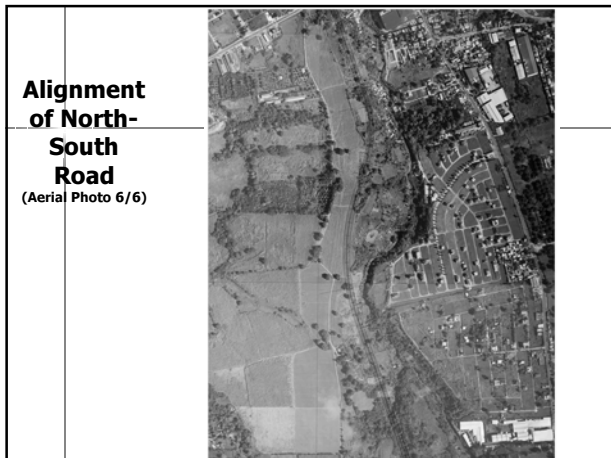
Plus Factors: construction earlier by 2 yrs

### Framework of Resettlement Action Plan

Number of Directly Affected Households				
Municipality	North-South	East-West	CALA Exp	TOTAL
Bacoor	349	-	-	349
Dasmariñas	49	-	-	49
Gen.Trias	-	13	0 *	13
Imus	13	39	-	52
Silang	-	-	21	21
Tanza	-	3	-	3
<b>TOTAL</b>	<b>411</b>	<b>55</b>	<b>21</b>	<b>487</b>
Muntinlupa	-	122	-	122

\* Inside San Miguel Property





**SUMMARY OF RELEVANT POLICIES ON LAND AND RESETTLEMENT in RAP FRAMEWORK**

SUBJECT	POLICY	DESCRIPTION
Eviction and Demolition	RA 7279 - UDHA	Observance of just and humane manner in eviction and demolition
Land Valuation and Compensation	RA 8974	Modes of land acquisition, Procedures in expropriation and compensation
Resettlement Options	RA 6026	Provides options and assistance to squatters (informal settlers)
Compensation for lost crops	RA 6657 (On Comprehensive Agrarian Reform Law)	Compensation for lost crops, Displaced tenants and settlers
Eminent Domain	Cir.No. 35 and RA 7160 of 1990	Allows government to exercise eminent domain on payment of just compensation
Community Participation	Art.III Sec.10, (1987 Phil. Constitution)	Participation of Communities in development initiatives
Gender and Development	RA 7192	Mainstreaming gender concerns in development projects

**PROJECT RESETTLEMENT FRAMEWORK**

*Payment of Land*

1. Payment for the land will be given to registered owner of the land with a Transfer Certificate Title (TCT) as proof of ownership. A tax declaration receipt is not proof of ownership.
2. 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.
3. 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.
4. 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.

**PROJECT RESETTLEMENT FRAMEWORK**

*Payment of Structure*

1. During the feasibility study, the directly affected households and their structures will be identified based on the road alignment. In the detailed engineering phase, the houses will be photographed, tagged and estimated to determine the right-of-way cost.
2. The structure will be paid based on the replacement value as of the designated cut-off date.

*Compensation of Trees and Crops*

1. The owners of the trees and crops will be compensated based on the values in the provincial and/or municipal assessor's office.
2. 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.

**PROJECT RESETTLEMENT FRAMEWORK**

*Partial Effects on Structures and Lands*

1. If only one-fifth (20%) of a house will be affected and still be livable and safe, then, only the affected portion of the house will be compensated. If it is not livable, then the owner will be compensated for the whole structure.
2. 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, agricultural or commercial activities, then the whole property will be compensated.
3. 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.

**PROJECT RESETTLEMENT FRAMEWORK**

*Relocation*

1. Relocation is one of the options of households who own the structures but not the land on which it is built. 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.
2. 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.
3. If the directly affected households are not willing to be relocated, their structures will be paid the replacement value and the households will be assisted to transport their families and belongings.
4. Social surveys are conducted to determine the average family size and income of all directly affected households in order to establish size of lot and their paying capacity.
5. There will be no forced eviction without court order.

<b>PROJECT RESETTLEMENT FRAMEWORK</b>
<p><i>Relocation</i></p> <p>6. 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.</p> <p>7. The foreign funder will not release any amount for the construction unless DPWH has resolved the ROW issues and has paid the affected owners 100% of the compensation, to be compensated at least a month before actual construction can begin.</p> <p><i>Alignment</i></p> <p>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.</p>

<b>PROJECT RESETTLEMENT FRAMEWORK</b>
<p><i>Public Hearing</i></p> <p>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.</p> <p><i>Land Valuation</i></p> <p>If the offered price for the properties is perceived to be low and the landowner asks 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 concern of directly affected households.</p>

<b>PROJECT RESETTLEMENT FRAMEWORK</b>
<p><i>Compensation of Tenants</i></p> <p>1. The legal tenant of the land will be paid based on the Comprehensive Agrarian Reform Law.</p> <p>2. 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. The total amount should not be less than P15,000 per ha.</p> <p><i>Conversion of Agricultural Land to Road Use</i></p> <p>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.</p>

<b>PROJECT RESETTLEMENT FRAMEWORK</b>
<p><i>Inherited Land</i></p> <p>DPWH will compensate the heirs with legal proof of land ownership.</p> <p><i>Transparency</i></p> <p>1. 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.</p> <p>2. 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.</p> <p>3. Disclosure meetings will be held, which will provide detailed valuation for the land or structure to the directly affected owners.</p>

<b>Next Steps</b>
<ul style="list-style-type: none"> <li>■ Complementation of EIS</li> <li>■ Further deliberation and improvement of RAP</li> <li>■ Stakeholders' Meetings</li> <li>■ Completion of the remaining tasks of the feasibility study (basic design, construction plan, traffic management plan, etc)</li> <li>■ Further consultation and coordination work regarding proposed implementation arrangement.</li> </ul>

<b>THANK YOU</b>
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**JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)  
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS(DPWH)**

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

7<sup>th</sup> Stakeholders' Meeting - Silang

**Progress of the F/S and  
Resettlement Action Plan (RAP)  
Framework**


29 August 2006

**Today's Topics**

- **Project Background and Description**
- **Framework of RAP**
- **Next Steps**

**Project Background and Description**

**Selected CALA Transport Network**

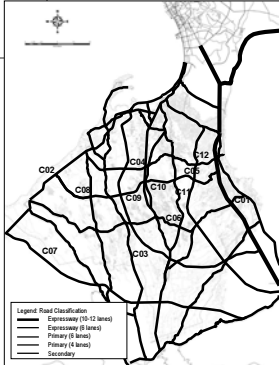


**East-West and North-South Axis Scenario (Strategic Industrialization and Urbanization in the region)**

High-standard Highways will be provided for East-West and North-South axis. The urbanization and industrialization in the region will be promoted according to the hierarchy of the road network system.

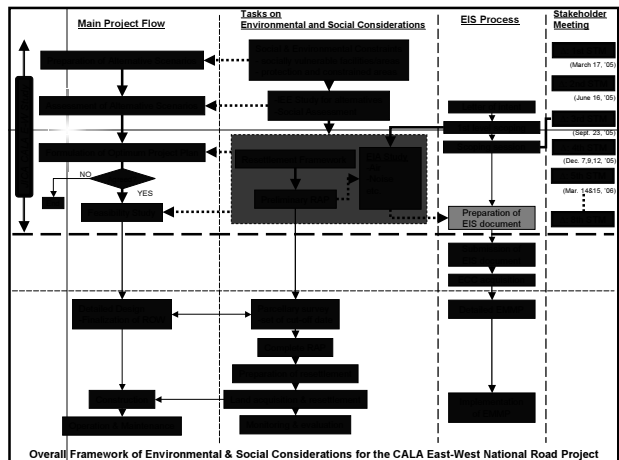
A part of the through traffic between Metro Manila and Laguna will be transferred to the new axis contributing to the alleviation of the traffic congestion on and around the Metro Manila boundary.

**Road Projects for F/S in Selected Road Network**



	Economic Evaluation		
	EIRR (%)	B/C	Rank
C01	19.7	1.6	12
C02	25.1	2.6	8
C03	33.0	4.5	3
C04	41.1	7.8	2
C05	32.1	4.4	4
C06	27.9	3.4	6
C07	25.6	2.7	7
C08	21.2	1.9	11
C09	22.1	2.0	10
C10	42.7	8.6	1
C11	23.6	2.3	9
C12	31.4	4.2	5

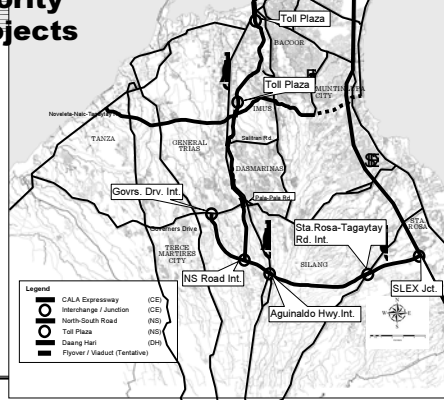
**Legend: Road Classification**  
 Expressway (10-12 lanes)  
 Expressway (8 lanes)  
 Primary (6 lanes)  
 Primary (4 lanes)  
 Secondary



## Stakeholders' Meetings

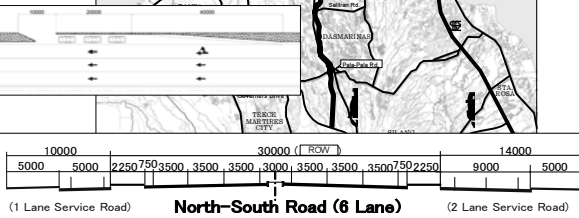
No.	Study Phase	Main Subjects	Period
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5th	FIS	<ul style="list-style-type: none"> <li>- Results of ESC study (EIA level)</li> <li>- Implementation arrangements of the project</li> <li>- Mutual consent on optimum project</li> </ul>	Mar. 14 (Laguna) Mar. 15 (Cavite), 2006
6th		<ul style="list-style-type: none"> <li>- Outline of FIS</li> <li>- Follow-up of ESC study (EIA level)</li> <li>- Explanation of resettlement policy</li> </ul>	June 2, 2006
7th	FIS	<ul style="list-style-type: none"> <li>- Progress of the FIS</li> <li>- Explanation of framework of RAP</li> </ul>	July and August 2006
8th		<ul style="list-style-type: none"> <li>- Outline of results of FIS</li> <li>- Mutual consent on framework of RAP</li> <li>- Further arrangement and requirement for the implementation</li> </ul>	Early Sept., 2006

## Selected Priority Projects



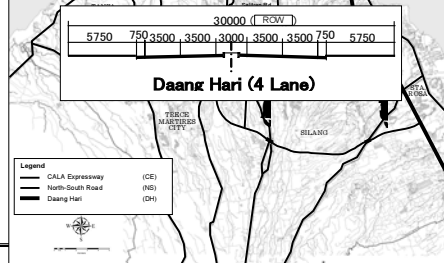
## North-South Road

**Length: 26.7 km**  
**Designed Speed: 60 km/h**  
**No. of Lanes: 6**  
**ROW: 30 m**



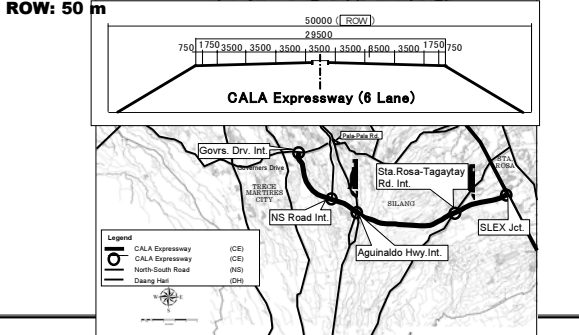
## East-West Road (Daang Hari Road)

**Length: 21.0 km**  
**Designed Speed: 60 km/h**  
**No. of Lanes: 4**  
**ROW: 30 m**



## CALA Expressway

**Length: 22.9 km**  
**Designed Speed: 100 km/h**  
**No. of Lanes: 6**  
**ROW: 50 m**



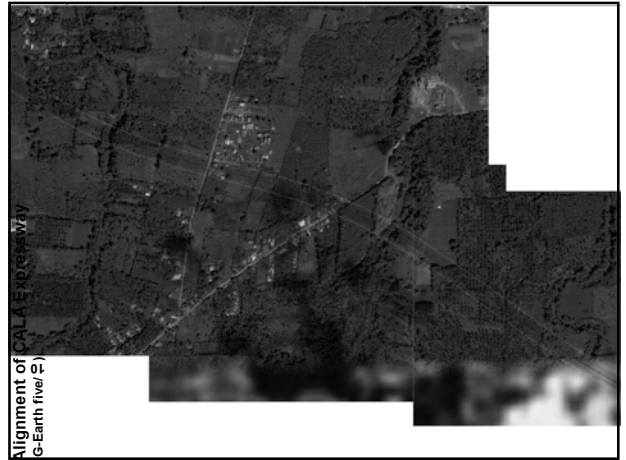
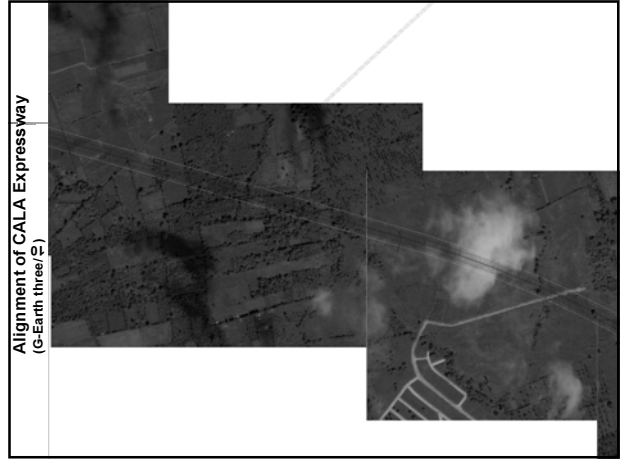
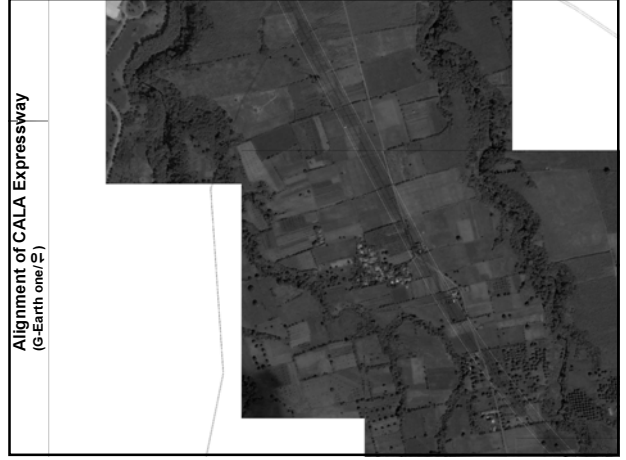
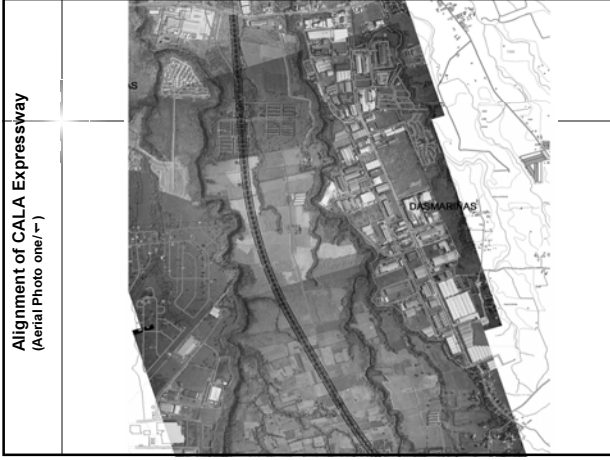
## Assumed Opening Year by Road Section

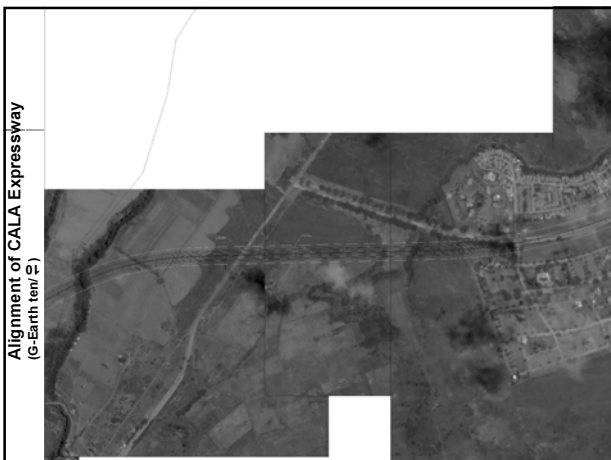
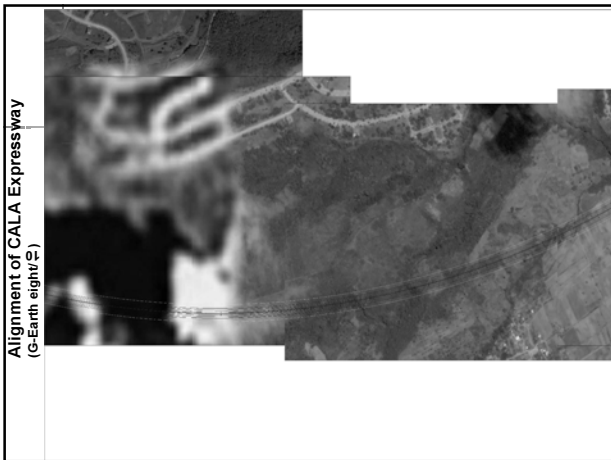
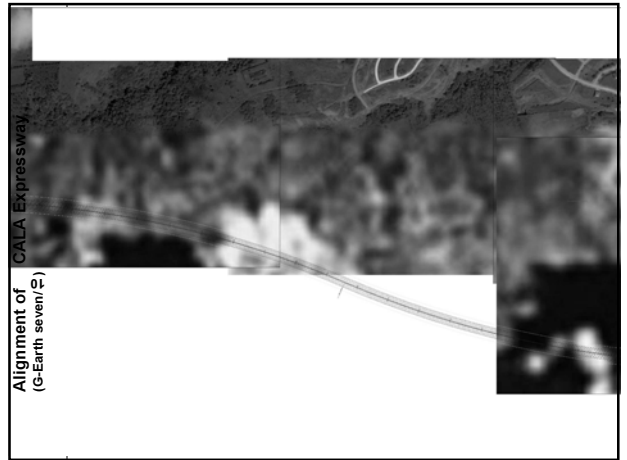
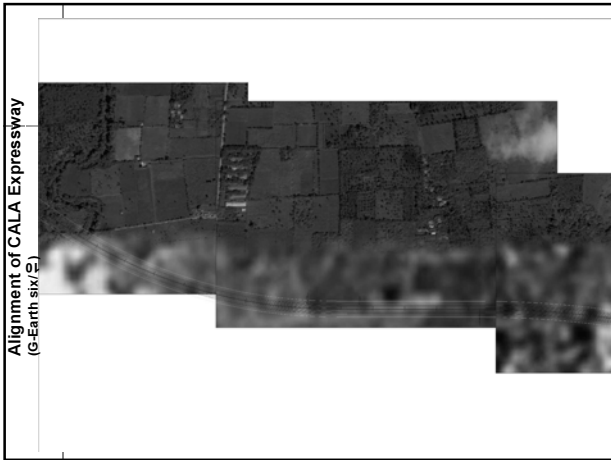
Section	Km	Operational Year														
		06	07	08	09	10	11	12	13	14	15	16	17	18	19	20
NS-1	2.40															
NS-2	4.35															
NS-3	6.23															
NS-4	7.17															
NS-5	7.84															
DH-2	3.20															
DH-3	9.21															
DH-4	11.84															
CE-1	4.78															
CE-2	9.46															
CE-3	2.59															
CE-4	5.82															
CE-5	(14.50)															
CE-6	(12.00)															

■ Fully operational ■ Tentatively Operational with two lanes on both directions

NS = North South Road (Bacoor to Dasmariñas)  
 DH = Daang Hari (DH2-Muntinlupa; DH3 and DH4 – Imus to Tanza)  
 CE = CALA Expressway (CE1 to CE4 – Sta. Rosa/Silang/Gen. Trias)







**Framework of  
Resettlement Action Plan (RAP)**

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Municipality	North-South	East-West	CALA Exp	TOTAL
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<p><b>Partial Effects on Structures and Lands</b></p> <ol style="list-style-type: none"> <li>1. If only one-fifth (20%) of a house will be affected and still be livable and safe, then, only the affected portion of the house will be compensated. If it is not livable, then the owner will be compensated for the whole structure.</li> <li>2. 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, agricultural or commercial activities, then the whole property will be compensated.</li> <li>3. 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.</li> </ol>

PROJECT RESETTLEMENT FRAMEWORK
<p><b>Relocation</b></p> <ol style="list-style-type: none"> <li>1. Relocation is one of the options of households who own the structures but not the land on which it is built. 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.</li> <li>2. 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.</li> <li>3. If the directly affected households are not willing to be relocated, their structures will be paid the replacement value and the households will be assisted to transport their families and belongings.</li> <li>4. Social surveys are conducted to determine the average family size and income of all directly affected households in order to establish size of lot and their paying capacity.</li> <li>5. There will be no forced eviction without court order.</li> </ol>

	<b>PROJECT RESETTLEMENT FRAMEWORK</b>
	<p><i>Relocation</i></p> <p>6. 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.</p> <p>7. The foreign funder will not release any amount for the construction unless DPWH has resolved the ROW issues and has paid the affected owners 100% of the compensation, to be compensated at least a month before actual construction can begin.</p> <p><i>Alignment</i></p> <p>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.</p>

	<b>PROJECT RESETTLEMENT FRAMEWORK</b>
	<p><i>Public Hearing</i></p> <p>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.</p> <p><i>Land Valuation</i></p> <p>If the offered price for the properties is perceived to be low and the landowner asks 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 concern of directly affected households.</p>

	<b>PROJECT RESETTLEMENT FRAMEWORK</b>
	<p><i>Compensation of Tenants</i></p> <ol style="list-style-type: none"> <li>The legal tenant of the land will be paid based on the Comprehensive Agrarian Reform Law.</li> <li>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. The total amount should not be less than P15,000 per ha.</li> </ol> <p><i>Conversion of Agricultural Land to Road Use</i></p> <p>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.</p>

	<b>PROJECT RESETTLEMENT FRAMEWORK</b>
	<p><i>Inherited Land</i></p> <p>DPWH will compensate the heirs with legal proof of land ownership.</p> <p><i>Transparency</i></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Disclosure meetings will be held, which will provide detailed valuation for the land or structure to the directly affected owners.</li> </ol>

	<b>Next Steps</b>
	<ul style="list-style-type: none"> <li>■ Complementation of EIS</li> <li>■ Further deliberation and improvement of RAP</li> <li>■ Stakeholders' Meetings</li> <li>■ Completion of the remaining tasks of the feasibility study (basic design, construction plan, traffic management plan, etc)</li> <li>■ Further consultation and coordination work regarding proposed implementation arrangement.</li> </ul>

	<b>THANK YOU</b>
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