

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 Eighth Stakeholders' Meeting

September 8, 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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List of Abbreviations and Acronyms

ADB	-	Asian Development Bank
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
ECPs	-	Environmental Critical Projects
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
LRT	-	Light Rail Transit
MPDC	-	Municipal Planning and Development Coordinator
MSWDO	-	Municipal Social Welfare and Development Office
NDC	-	National Development Corporation
NEDA	-	National Economic Development Authority
NGO	-	non-government organization
NHI	-	National Historical Institute
NIA	-	National Irrigation Administration
PD	-	Presidential Decree
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 has conducted several stakeholders' meetings since its commencement in January 2005. Table 1.1 shows the timing the meetings. The stakeholders' meeting held on September 8, 2006 represents the eighth and final meeting.

As this is the final stakeholders' meeting, the overall findings during the entire study period were presented together with the implementation arrangement. Likewise, the consensus on the RAP resulting from previous stakeholders' meeting conducted per municipality was also presented.

Table 1.1 Outline of Stakeholder Meetings for the Study

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

1.2 Implementation and Recording of the Eighth Stakeholders' Meeting

The eighth stakeholders' meeting was held on September 8, 2006 at the Kalipayan Resort and Hotel, Km 29 Aguinaldo Highway, Municipality of Dasmariñas, Cavite. There were a total of 131 participants (inclusive of study team members and project office staff) that attended the meeting. The profile 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.

Table 1.2 List of Participants of the 8th Stakeholders' Meeting

Agency/Org.	Contact Offices	No. of Participants
DPWH	PMO FS	10
	Region IV A Office & District Engineering Office	4
	Environment & Social Services Office (ESSO)	1
	Infra Road Right-of-Way Office	2
DENR	PENRO Laguna	1
	PENRO of Cavite	2
	Environment Management Bureau	1
Other Government Agencies	Philippine Infrastructure Corporation	3
Local Government Units in the Study Area ^{1/}	Barangay Chairpersons	14
	Barangay Councilors & Other Officials	20
	Provincial Councilors, Planners, Social Work, and Other Officers /Staff	4
	Municipal/City Councilors, Town Planners, Social Work & Development Officers, Environment, Engineers, and Other Officers/Staff	35
Business Sector / Property Owners /Land Developers	Ayala Land, Inc	1
	San Miguel Properties, Inc.	3
	Greenfields Development Corp.	2
	Manila Electric Company	2
	One Asia / Earth and Style	4
	Hacienda Sta. Elena	2
	UST / Palafox	3
	Belle Reve, La Residencia, Fontawara, Mesa Homes	6
Yulo Group of Companies	1	
JICA Study Team	Consultant Team	4
	Project Office Staff	3
Others	Students	3
TOTAL NUMBER OF PARTICIPANTS		131

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.

This report contains the proceedings of the eighth stakeholders' meeting following the format of meetings. 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 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 1.3 Program of Activities of the Eighth Stakeholders' Meeting

9:00 - 9:45 (45 min)	Registration and Morning Snack
9:45 – 10:00 (15 min)	<p>Opening Ceremonies</p> <ul style="list-style-type: none"> - Opening Prayer - Philippine National Anthem - Welcome Address <p style="text-align: right;">By: <u>Mr. Faustino Sta. Maria</u> Project Director DPWH PMO FS</p>
10:00 – 10:45 (45 min)	<p>Session 1 : Overall Findings of the Study and Implementation Arrangement</p> <ol style="list-style-type: none"> 1. Alignment and Engineering Aspects 2. Economic and Financial Analysis 3. Implementation Plan (Schedule and Implementation Arrangement) <p style="text-align: right;">By: Mr. Carmelino Tizon Project Coordinator, DPWH PMO FS</p>
10:45 – 11:00 (15 min)	Open Forum
11:00 – 11:45 (45 min)	<p>Session 2 : Environmental and Social Aspects</p> <ol style="list-style-type: none"> 1. Critical Areas and Measures 2. Social Aspects 2. Mutual Consent on Pre-Resettlement Action Plan <p style="text-align: right;">By: <u>Mr. Alvin Madrid</u> Environmental Specialist, DPWH PMO FS</p>
11:45 – 12:15 (30min)	Open Forum
12:15 – 12:30 (15 min)	<p>Closing Ceremonies</p> <p style="padding-left: 40px;">Closing Remarks</p> <p style="text-align: right;">By: <u>Mr. Bonifacio O. Sequit.</u> Director DPWH Region IV-A</p>
12:30 – 13:30 (60 min)	Lunch
Moderator: <u>Ms. Bella Resurreccion</u>	

2 OPENING REMARKS¹

Department of Public Works and Highways

By: Mr. Faustino Sta. Maria, Jr.

Director

DPWH PMO-FS

& Project Director

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

“Thank you very much Bella for that introduction. According to her, I need not be introduced anymore because of the many times that we have been meeting. Sometimes I act as a speaker for the opening remarks. And even sometimes, facilitator and at times the speaker for the closing remarks.

Well, members of the study team, representatives from national government agencies, officials from the local government units, representatives from the private sector, members from the government counterpart team, a pleasant good morning!

We have three objectives for today's stakeholder's meeting. One is really to thank you for the support you have given us, while we were doing this study. Secondly, to present to you the overall findings of this study and the implementing arrangement. Third, to give an idea of the next steps that we need to take after this study is over.

For the first objective, we would like all of you who have been supporting us all along, we have gone a long way from the start of this project which actually commenced first quarter of last year. It took us one and a half year to do this study and we hope that it won't take too for us long to really realize the dreams that have been hatched when this study has been going. As you can see, this is the eighth stakeholder's meeting and the final meeting at this point in time. But apart from stakeholder's meeting we have actually undertaken also six steering committee meetings as represented by different officials of national government agencies. We have undertaken also six meetings of the technical working group. These are our technical staffs who were involved with brainstorming so as too provide legal inputs to this study. And we have also done three technical workshops as part of the government or the intended technology transfer from the Japanese to the Filipino counterparts. And we have done as many as 58 barangay consultations especially those relevant to the environmental and social aspects from this project. We have done I think several presentations to the Senate, presentations to representatives of different congressional districts here in Cavite, presentations to Municipal NCC level, to the *Sangguniang Panlungsod, Sangguniang Bayan*.

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.

I would say, overall there are more than 100 meetings and I think with this 100 meetings should be solid basis enough for us to really form our census with regard to this project. The consensus that I am referring is what is called meeting of the minds. Meaning to say, in the last more than a year that lapsed, there might have been conflicts of interests at along the way we were able to press out the differences. That would include differences with the divided sector, property owners along the proposed alignment of the road. So we made some adjustments on the alignment and sometimes we really have to go as far as adjustments also in the technical design of the road project that are proposed just to appease or just to mitigate measures to address the concerns of all the sectors involve. This is what we call, we would like to empower all the stakeholders so that in venues like this, each of you would share in your opinion, your reaction, your comments, your concerns so that later we can address them all. They would say that in the last more than a year, we have been successful in doing that and so that our aims to make the project acceptable to broadest sector possible. Of course, we can not please everybody but if we could please the majority of the stakeholders then that should be fine for us.

Now the findings to be presented by our perennial speakers, Mr. Tizon and Mr. Madrid maybe are asking why we have to be speaking for the project for the last seven meetings and eight including this one. While the members of the Japanese study team is to speak of the findings of the project. For the basic reason really is not that they are afraid to face you but we wanted to ensure that the Filipino government counterpart or the counterpart, the DPWH know the project by heart. It's important that they know the details of the project and should not be dependent only on the written reports to be generated by the study team because after the study team has finished their business here, including the government counterparts, we should see to it the project has implemented. So it's important that they know the details project by heart which is why we really require them especially Mr. Madrid and Mr. Tizon to make the presentation. So that even in their dreams they know what they are saying/discussing here.

The next step after this seminar will also be discussed. Let me give you a stat indication at this point in time the national government is very keen on implementing this project so much so that as early as next year we have already allocated 300 million. Just for next year, we can give the parcellary survey, did not finish the detailed engineering design, has not started 300 million just for the right of way acquisition and more will be allocated in the years to come. So now included in our MTPIP or the Medium Term Profit Investment Program from DPWH that one. Because we all know that this CALA has been existing for quite a long time. In fact the CALA is not just east-west, as you all know this is also from North to South road. There will be a toll way possibly, aside from East-West. So after many studies had been done, first from the World Bank before and another also

JICA_from the busway alignment previous ago to this project. So this is overdue, we need to act on this project as soon as possible otherwise all the data here will become again obsolete and houses will mushroom all over, will be difficult for us to acquire right of way if we don't act quickly as soon as possible. With that I hope I have said it all for this seminar. So I wish you all the best today and all the years to come. Thank you very much!"

3. THE FIRST SESSION

3.1 Presentation of the Overall Findings of the Study and Implementation Arrangement

Slide 1: Session 1 : Overall Findings of the Study and Implementation Arrangement

"So like what was said earlier, this will be the last meeting, well, first may I ask who among you have complete attendance to all stakeholders's meeting? Who had a perfect attendance, only 2? There are quite a few who raised their hands so maybe I should start by coming up with a brief profile of our project area which is Cavite and Laguna, one indicator is we tackle on population first, there are many aspects of economy so on demography, so you may have an idea on what is really happening in Cavite and Laguna. In 1980 figures, the metro manila have a population of 800,000 at that time Cavite and Laguna have 300,000 each. So a total of about 1.5 million at the time. The year 2000 came, that's 20 years after, the metro manila population is about 2 million inhabitants and Cavite and Laguna at that time reached one million each. So one million for Laguna and one million for Cavite, we're at the 4 million mark, now we come up for population projections for the next 30 years. Up to 2030, metro manila will be about 5 million people and Cavite and Laguna will be 1.5 million. You can see the situation today, there's rapid urban expansion of Cavite and Laguna, because of the overgrowing population growth in metro manila and a limited land area the suburban region of Laguna and Cavite is expected to cater to graphic urban expansion, we can't do anything, like I say, I'm also one who chose to settle in Cavite. Look at the base or the actual information, the population density in Bacoor from 25.3 from 1980 to 85 person per ha. Imus 3.8 to 13 person per hectare, Dasmariñas very significant increase in the population density, from 8, in 1980 to 80 persons, Carmona from 8 persons to 22 persons, GMA, that was created as a municipality in 2000 is at 135 persons per hectarem Biñan, from 30 to 70, San Pedro from 30 to 156 persons per hectare. As you can see here, there's a very huge expansion in Cavite-Laguna area. So the government because of the rapid expansion, conducted a study in 1996 (that was 10 years ago). The government has initiated this MMUTIS, Metro Manila Urban Transport Integration Study, this refers to Metro Manila (funded by JICA). In 2000, there came the CALA Study by World Bank, it is more of a masterplan to address the growth in the area. In 2001, there came the JICA assistance which was referred to as the Busway Study. Then the DPWH has also requested the a technical assistance from the Japanese government which is now this study. This was started in 2005 and is about to wrap up in 2006 which is now what we call the Feasibility Study and Implementation Support on the CALA East West National Road Project. So that is the overview.

Maybe you can see the situation, and what is our situation here in Cavite? Congested traffic! In the morning we experience the, what we call here the one way system along the Aguinaldo highway, you can reach Balcaran in ten minutes

but if you're caught in the one way system, you'll wait for 1 hour before you get through. So this is the existing situation in the area. In Carmona, the Governor's Drive, if you happen to be following a truck, you can't overtake. So that's the situation now, so there is a need to address the infrastructure development in the area."

Slide 2: Study Outline / Schedule

"Okay, this is the study outline and schedules, we started January 2005, now we're in the feasibility study of priority projects. We the end in September 15, that would be next week , so we are presenting the findings of the study to the stakeholders."

Slide 3: Projects

"This is the project of the area. We started along the Aguinaldo Highway now lets see Molino Road, then the Governor's Drive and then the existing Daang Hari, the blue one is the existing Daang Hari, going to the Alabang Zapote Road, passing thru the vicinity of Ayala Alabang, of course we also have the coastal road of Cavite, the narrow ones are those going to Kawit, Noveleta, so, what should we do? With that situation now, what should be done, how do we address the road network? So the study is proposing this what we call, North-South way and the proposal is from NS 1 to 3 this will connect starting at Coastal Road going to St. Dominic then it will use the existing Molino Blvd. which is currently under construction, but partially passable then there will be another alignment that will traverse Daang Hari. I think this is the area where the alignment would traverse one asia. The NS 3 will be the one passing thru Citta Italia. And then onwards, running parallel to the Aguinaldo Highway, which will intersect along the area just before the Pala-pala junction. Then westward, it will connect to the yellow project, please take note that the Aguinaldo highway there is on the right side. It will connect with the yellow line which is our proposed CALA Expressway. Ok, now we proceed to the blue line which is the Daang Hari, this is the existing Daang Hari going to Sucat, now the proposal here is that it will go directly to the South Luzon Expressway, this is DH2 this has been intiated by PNOC and PIC, speaking of which, the president of PIC is here with us, Mr. Noel Kintanar, so they are initiating it now. This will traverse the National Bilibid Prison, in fact the group of Mr. Noel Kintanar also with the DPWH has made a presentation with Gen. Vinarao because they have a concern regarding security. Now, this blue line which is DH3, this is the existing Daang Hari, the Region IV-A of the DPWH is doing something like 300 m that will connect the said road to the Aguinaldo Highway. In fact, you can pass through there but you'll have to go throught a dike, the NIA dike, then this forks onwardly west the alignment that will connect to Tanza eventually. So that is Daang Hari we call it the East West. Now another project that we are working on is the CALA Expressway, this will be connect the Governor's Drive up to Sta. Rosa, in Laguna, this will be located South of Governor's Drive. This will also address the traffic congestion problem in Governor's Drive. Another project that was identified also is the CALABARZON Expressway. But this CE 5 to 6 this was not included as

part of our study but we identified it so we may know the effect of the overall network development in the area. This is outside of the study but I think the Governor, through Eden Austria has made a presentation to the DPWH for us to conduct an in house study for the CE 5 and 6. this CE 5 and 6 will be connected by CE4 which is the stage along Governor's Drive onward it will connect to the Radial 1 extension, which is being done by UE Mara. So these are the projects which are in Cavite area."

Slide 4: Assumed Opening Year for the Base Case

"The Study Team has made, as part of our our implementation activities, this is the assumed opening year meaning by that time the project road will be open to the public. Take note that NS1, which is the connection of R1 going to St. Domic, our assumption is that it should be opened in 2010, same thing also with NS2 which is an existing road and NS3 which connect to Daang Hari. So the DPWH as well as the study team planning to do this activities from now until 2010. then NS4 and NS5, the connection further South up to Palapala until the Governor's Drive is at 2012. now, DH2, the PIC is doing some urgent works in this matter and it will be open in 2008 they will be putting up toll, same thing also with DH3 it will be tentatively operational on 2008 because DH3 is already an open road it's a 4 lane, then the DH 4 going up to Tanza would be open on 2015. Same thing also for CALA Expressway, the earliest that can be opened is on 2013. so that is the implementation schedule that we are working on."

Slide 5: Outline of the Project Road and Related Existing Road Network

"This is the outline of the project road and related existing road network, you can see there the Aguinaldo Highway and the Molino Blvd as well the Governor's Drive. Now the blue line. We will be putting one specially on NS1, our connection with the Manila-Cavite Coastal Road, we will be constructing a long viaduct, like a skyway, going down to St. Dominic and then there will be constructed the toll plaza. That will be a Toll Road. Then continuing the section, it will be using the existing Molino Blvd. then coming to the Citta Italia there is a proposal for a flyover, I think this around the back of One Asia then after that there will be another toll plaza in the vicinity of the One Asia. Then we will be constructing a major flyover traversing Daang Hari, then onward, there will be another toll plaza. There will also be another flyover when the alignment traverses Aguinaldo Highway as well as in the Governors Drive, so those are the proposals. That green line is a service road which will be provided along the existing alignment of the project."

Now for the Daang Hari, we will have a toll plaza upon reaching DH2, the yellow line. So that mean, if you pass by Daang Hari, its free but if you enter the National Bilibid Prison area, which are constructed by PNCC and PIC, there's a toll plaza there. Then on the CALA Expressway that is the proposal, there'll be a flyover in the intersection in Aguinaldo Highway, then onwards to Sta Rosa, that line is the CALABARZON Expressway which is outside of the scope of the study."

Slide 6: Proposed Geometric Design Criteria for Highways

“These are the proposed road design for the highway, these are the geometric design standard which are adapted in coming up with all these toll facilities in the road network in CALA Area you will take note that the North-South and the Daang Hari is designed for 60 kph so it has corresponding horizontal and vertical alignments, we need that in order to avoid accidents on the curves and vertical alignment. On the CALA Expressway, its designed for 100 kph.”

Slide 7: Typical Cross Section for North-South Road

“This is the typical cross section for the North-South Road. In the North-South Road, we will be needing a 30 m right-of-way. Then it will be proposed for 6 lanes, you will note that there is a 3.5 per direction. So it will be a six lane facility. The road right-of-way requirement, we need to acquire 30 meters. In the North-South, if we have viaducts and or bridges, that is the typical cross section, we will be needing a 26.3 m right-of-way, you will take note that its 6 lanes.”

Slide 8: Typical Cross Section for Daang Hari (East-West) Road

‘In the Daang Hari, the proposal is also 30 meters but initially, we will be working on a 3.5 m per lane so it’s a four lane. We are acquiring 30 meters so that come the time we can address also some expansion works, and we’ve cleared the right-of-way. That is the typical cross section of the proposed viaduct, it’s a 26.3 m right-of-way, provision for a 6 lane, 3 lanes per direction.’

Slide 9: Typical Cross Section for CALA Expressway

‘On the CALA Expressway, the proposal is we come up with a 50 meters right-of-way, so it’s a 6 lane high speed facility. 3.5 meter per lane, but we did a 60-50 m but I think that is the minimum requirement for an expressway system. So the viaduct option is also about 25.8 m and is a 6 lane facility, 3 lanes per direction.’

Slide 10: Side Road Arrangement at Grade Separation Intersection

“The side road arrangement and grade separation intersection these are the typical cross sections. Then we have a service road below. So that will cater for local traffic and the high speed traffic above.’

Slide 11: Proposed Bacoor – Coastal Interchange (NS-1)

‘This is one of the aerial photo of the CALA Study team, do you know where this is? This is the situation in the coastal road. There was already a reclamation area there, which is part of the construction work activities of the R1 extension. The R1 extension is up to Kawit. So what the study team did is a, how do we interface the design of CALA – the NS with UE MARA, it might create a problem. So the design infrastructure specialist came up with this kind of option. So we will be using , this improvement of UE MARA but what will happen is it will start from the right. From that point, it will be a flyover up to St. Dominic. So what is the implication of a flyover when the NS implementation came first? The flow of R1 extension would

be constricted initially there have been some discussion with UE MARA in fact I think this will be tackled also in our steering committee meeting because this will be decided by the top management. We will make a flyover there and the right-of-way of UE MARA will decrease they have got to expand the NS then our proposal is that CALA will initially fund that area because the for a good directional flow. We'll integrate the R1 extension and the NS1. The one who will decide that issue is the toll regulatory board because it was already awarded to them. So this will be discussed further with UE-MARA."

Slide 12: Toll Plaza

"This is the toll plaza, the NS 2 will be located. The NS3 toll plaza will be somewhere in the One Asia property before Daang Hari. this photo is the alignment of the CALA Expressway from Sta. Rosa up to Governors' Drive we have a black at the major river crossing the blue are the proposed flyover structure along that line. You will take note that the topography of the area is like hilly but it has deep ravin this is locates south of Governor's Drive."

Slide 13: Photos showing Particular Issues along CALA Expressway

"This is the proposed alignment the South Luzon Expressway Extension, that one junction that is the proposed rotunda. Now the study team has conducted some alignment study, because in that area is the Brittany and the UST and we heard that there is one land owner in Sta. Rosa who were not informed of all these development it took for a while, this is the Quiros I think. Quiros property, it's a big property and it will be traversed. So I hope if we encounter a case like that, please inform us immediately so that we can negotiate with them. In fact this particular alignment the study team has considered 3 alternatives, but this is not yet fixed, because the alignment at the Greenfields in the Asia Brewery, it hasn't been resolved yet. So we just have to study further, this particular alignment, rotunda up to the South Luzon Expressway. This is the rotunda, it is located near the Tagaytay-Sta. Rosa Road, you can see the intergration here and this has been discussed with Ayala Land of course through Buddy Tan. And the Ayala Land is working on a spine road in the area, so the discussion between the land owners and the DPWH – is resulting in the intergration of infrastructure projects with the private developers, now this is a good situation where we can discuss what our alignment is."

Slide 14: Proposed Alternative Alignment of CE-1 Section

(shown only)

Slide 15: Alternative Plan for CE- 1

"So this is the proposed alignment in the area but we will have to defer the point from rotunda up to the SLEX until such a time that we have resolved what particular alignment to adopted. Because UST is already there, good thing we found out during the site visit that UST will be there. "

Slide 16: Alignment Adjustment at Westgrove Area of Ayala Land (CE-1)

“Ok, this is the Westgrove area of Ayala Land, if you will take note of the imaginary line that was the first alignment but when we had a discussion with Ayala, we agreed on a compromise to shift the alignment southward. Westgrove is in Silang, its part of Silang.”

Slide 17: Estimated Project Cost

“This is the estimated project cost based on that engineering design, the length alignment, the proposed flyovers, service road and the road right-of-way requirement. Just to site, NS1, the NS1 that will be a viaduct that will connect R1 to St. Dominic is estimated at 1.9 billion, the civil works is about 1.5, the detailed engineering and supervision 191 million, road right-of-way requirements about 107 million, the project administration cost, well that's the breakdown 1.9 million. Just look at the magnitude of the cost involved if we will implement ns 1 to 3 it will cost around 5.1 million the road right-of-way requirement, we have discussed this is 551 million. If we will construct up to ns 5, the total cost of ns road is 13 billion, this is a very significant investment. Then Daang Hari is about 3.1 billion, the CALA Expressway is 9.8 billion. The total base cost is already 28 billion. When you see 30 billion, more or less, then grand total of 28 billion, there is a grand total but one thing is that the grand total 1 is with the assumption that One Asia will donate the property. Is there a comment from One Asia? This is just a scenario. Another scenario is the total cost of 30 billion. If you will take note, what 30 billion – that's a lot of money. 30 billion is the budget of dpwh for 2006 is something like 40 billion. It's like the whole budget of the department of public works and highways would be implemented in the CALA area alone. Just so you can see the comparison in terms of cost. So this is what we are working on, and these are all preliminary cost estimate. Come the detailed engineering that is when they actually do the boring in the area, in the right-of-way, there's the parcellary survey. In the parcellary survey, we can now identify the land owners, lot owners, including resettlement action plan. As what Director mentioned earlier, the department is now initiating to come up immediately with the parcellary survey in the NS 1 to 3 because that is the identified priority project.”

Slide 18: Current Toll Rate of Expressways in Manila

“Now, why are we talking about the toll rate of the expressways, so as to provide you with a comparison because we will be implementing tolled facilities in the CALA project. The South Luzon Expressway costs you 2.49 pesos per kilometer, same rate with the North Luzon Expressway. The coastal road, with a little higher cost at 2.73, we now pay 18 there which is equivalent to 2.73 pesos per kilometer. But when you use the Skyway, it costs you 12 pesos per kilometer, the one below costs 4.29 per kilometer. The South Luzon Expressway is the rate from Alabang to Calamba. The other one in at – grade is from Nichols up to a Sucat, Bicutan, so

its expensive. So we will be using this as our reference or benchmark for our CALA economic and financial analysis.”

Slide 19: User's Benefit by Using Expressway

“Ok, let's show what would be our benefits if we're going to use an expressway. If the speed here at the left, that is the speed above ordinary road, when you use an ordinary road and you are travelling at 5 kph and then you travel in an expressway, the benefit will be 8 pesos per person per kilometer, for example – Talaba, Aguinaldo Highway, it's congested there, about 5 kph, now we will put a viaduct, your benefit is 8 pesos. so if an ordinary road is 10 kph and then you will use an expressway, your benefit will decrease accordingly because your initial speed is already high. So please take on this last graph, if you travel at 20 kph and then you use the expressway where you travel 20 kph you will have no benefit. So why would I use an expressway when I will be travelling at the same speed using an ordinary road.”

Slide 20: Willingness to Pay for Travel Time Reduction

“The study team has also conducted a willingness to pay study, which is one the requirements if you'll be constructing a toll road. We'll look into the capacity of the road users to pay the toll. This is the result, the average is 23 pesos per passenger, the median so with right now the time of value of the passenger which is 1.31 pesos per minute. We had a sample size of 1,203 interviewed.”

Slide 21: Relationship of Toll Revenue and Toll Rate

“Okay, this is the relationship of the Toll Revenue and Toll Rate, this is being used in the financial analysis, the Y axis is the expected revenue in million pesos per year, then below is our X axis is toll rate for Class 1 with a flat rate peso per ride. The recommended toll rate here is, take note that the revenue if 2.49 to 2.9, more or less the entry fee is 18.00 pesos. If you will take note on the column of 18 to 20 pesos, this is the most viable entry fee. But on the 18 to 26, the revenue is leveling off, this is the ideal toll rate that we can implement.”

Slide 22: Traffic Distribution (Do-Nothing Case)

Slide 23: Traffic Distribution (Base Case)

Slide 24: Estimated Traffic Volume by Section and by Year (Base Case)

Slide 25: Traffic Distribution (NS4 and NS5 tolled)

“This shows that the project road is open to the public vis a vis with a toll road facility, so the study team is showing the effect on the road network with NS 4 and NS 5 as a toll facility.”

Slide 26: Estimated Traffic Volume by Section and by Year (NS4 and NS5 tolled)

“This is also another illustration, graphical illustration of the effect of the road network traffic projection if ns 4 and ns 5 will be a toll facility.” So what happened to the economic viability we discussed earlier? When we say economic evaluation we talk about benefits and where do we get the benefits? – its based on the traffic, and the traffic is based on the congestion – benefits that a particular road network will address in a particular area , so that is one of the benefits that was considered by the study team. Now in terms of, we talk also about the technical – the cost, what is the engineering design adopted and how does it cost? So we have the economics and the benefits, economic from the traffic – cost from the engineering design, the one I presented earlier, the one regarding the geometric design standards.”

Slide 27: Economic Evaluation

“Ok so we now know the cost of each section, and the total. This is now the result of the economic evaluation. Take note we can say the project is economically viable if the internal rate of return is only 15%, this is from NEDA. Take note that all the project in CALA are economically viable, the economic rate of returns are above 15%. But in terms of the highly viable section it is the ns 1 and 2, highly viable. The plus or minus, what it means is that minus – we can either increase or decrease the cost by 15%, and its still feasible. So its all economically viable. “

Slide 28: Financial Analysis

On the financial analysis, these are the assumptions, we considered an inflation rate of 4.5 % because the project cost right now is at the 2006 price level and that will not be the cost come 2010. so we have to include the inflation factor of 4.5% and then also the foreign exchange deviation of 6.25 %, we consider an operational the period of 340 days a year of course all the taxes representing about 35% of the cost are taxes. We also include the routine maintenance cost and the periodic maintenance cost. Because we cannot just construct a road, we also need a yearly maintenance cost. So that's another operational cost that was considered as part of the study, another is toll operation, how many people will be needed and their salary etc. All the cost involving the toll operation is included in the costings.

Slide 29: Project IRR in Base Case

Ok so this is the project financial IIRR, this is the expected financial IIRR in the base case. The rate of return of investment in the financial analysis is 12%, take note that all are above 21%, based on this result it is implied that there will be a high profit except for the ns 5 where the iirr is only 11.9% and the net present value is negative. If your are an investor, you do not like to invest there, you'll find where you would gain and that is DH2, the extension of DH 2 – of Mr. Kintanar, it has a 39.5 IIRR , NS 1, 21%. So these are the sections that we can show to the investors.

We also came up with the scenario that assuming that the CE 5 and 6 which has been proposed by Gov. Maliksi, what would be the situation in the financial IRR because you take note the CALABARZON Expressway, we want that to reach up to the radial 1 extension, it might attract some traffic in the area and will subsequently result in a decrease of the toll revenue of NS so we come up with a sensitivity analysis as to what will happen if CE 5 and 6 will be constructed. So these are the scenarios that an investor should be well aware of. So these are the scenarios that the study team has taken into consideration.

Slide 30: Influence of CE Roads on F-IRR of NS Roads

Slide 31: Implementation Arrangement

Here is our implementation arrangement, how do we go about implementing these projects. Well have explored basic options, the conventional is the public sector, the regular ways of the DPWH through ODA, where we borrow from lending institutions and another option is also to involve the public sector, by privatization like the ___ proposal, which was initiated by NDC and PIC. Then this is being reviewed by the DPWH about road right-of-way and BOT – build operate transfer tendering. Then what are our views, the ns road to be built thru ppp – public private sector participation. The scenarios are, lets say government will invest lets say ns 1 or private sector will invest for the road right-of-way, there are many options. Then after the construction it will operate as a toll facility.

But you don't have to reimburse the government exposure to that particular project – that's the PPP arrangement. Another is the DPWH can build it through conventional public sector financing, thru official development assistance, or with the World Bank or JBIC, these are the implementation arrangement that we are working on now.

Slide 32: Sub-Options on NS-Way Implementation

These are the options for the NS way implementation, the stage 1 to 2, from the radial 1 extension up to Daang Hari, then we will separate Stage 2 which is in Daang Hari up to Silang, we can also combine it from ns 1 to 5 but you will take note I mentioned earlier that ns 4 and 5 have low financial viability. So we have the separation of stages like the stage 1 from stage 2, ___ stage 2 is not yet viable. Then to avoid delay so that the stage 1 is not dependent on stage 2, we will defer stage 2. we have another option and this is – private company and the winning bidder will be all private sector then the participation of the PIC in the winning bidder in the toll concessionaire then if the PIC will participate then of course there are equity loans and joint venture agreement with these special project companies, so these are some of the special implementation arrangement that the study team has been working on, and there are still other options, in fact this will be discussed further I think with the top management

Slide 33: Implementation Steps for NS-Way

These are the implementation steps, the GOP which is the dpwh, with the approval from NEDA and the TRB, because they are the regulatory board which is authorized by the government regarding toll facilities, after which there's the right-of-way and bidding documents eventually this will be part of the private sector thru the toll regulation agreement, they will construct now and operate the toll facility. The stage 2 is implementation with oda is purely government initiated – it was stated here to avoid the star expressway __ though we were initially informed that there is really a need to address the toll concession agreement.

Thank you very much.”

3.2 Open Forum

The following questions/concerns were raised after the presentation:

Question: Atty. Manuel R. Roxas, Hacienda Sta. Elena

“Good Morning. I'm Atty. Roxas. First of all I'd like to clarify that we are not representing the Quiros Family, Mr. Karltron. We are just... ah we are property owners here in Hacienda Sta. Elena where the proposed alignment of CE1... ah where CE1 is supposed to pass. First of all I'd like to compliment the DPWH and JICA for its foresight in this project because it looks like a very good project. And at the same time we would like to comment on the CE 1 alignment because we would like to point out that, first of all, we believe that this unnecessary because Ayala Land, we understand, has alignment for ah... to link up the Rotunda Two Mamplasan which is nearer to Metro Manila. And we believe that the linkage to the ABI Interchange is not necessary since there is already an ABI being re-route, existing, being used right now and then you have the Sta. Road whose those two linkages are primarily, I think the Mamplasan Road is about to be 50 meters wide as well. So that's a natural linkage going up. And then you have the two other secondary roads – the ABI-Greenfield – because of the Sta. Rosa road. So we believe that is quite enough. We were informed that there is a lot of development going on right now in that area -- UST, and there are a lot of subdivisions there, that has not been... Georgia Club, the newest being that of Brittany, so that proposed alignment will cut across through it and ah the existing ones already, the La Residencia and La Mesa Groves which will be affected by that. So I think even looking at your proposed budget for the right-of-way, it is going to be very, very expensive for you to cut across that. Thank you very much.”

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

“Thank you, sir. In fact, I made mention earlier that our alignment in this particular, the CE 1, is that it is fixed initially but what has been fixed by the study team is up to the Rotunda. Now, option, there will be a continuing... discussion with the

affected land owners in the area because it is also difficult if their ongoing activities will be disrupted. But good thing, this has been... we were properly informed of all these development. That is why we are saying to our our members of the local government units, our counterparts, we hope that if there will be some new developments in the area, in the existing four corners of the area, we hope that you will immediately relate it to us. Because, sir, this is also more of trying to get more information initially from the developers themselves instead of from the municipal officers. Ultimately they will say to you 'you talk to the developers, because they are the owners of that.' But as we also say, we own/need this information, that's is why we are coming with this matter with the LGU, so that when they give out the development permit, the DPWH should be informed first and foremost on this matter. So that we something to have a consensus with, so that the developer or the land owner will be informed also as to the project that will be implemented or proposed in the area. So that is both nice for all of us. Again, we hope to the LGUs, we should be in contact with each other. As I have said earlier, the extension of the rotunda to the South Luzon Expressway extension, that is not yet fixed. So the option that the study team is working on with is up to the rotunda of Sta. Rosa, in that area. Thank you very much."

Question: Hon. Ronald De Guzman, Laws and Government, SB, Sta. Rosa

"Good morning. Actually, our concern...I am Councilor Rommel De Guzman from the City of Sta. Rosa, and I am the Chairman of the Committee on Laws and Government. Basically, you know, this is my first time to attend the stakeholders meeting and unfortunately this is the last. And this also the first time that I've been invited. You see, our concern of Sta. Rosa, as mentioned earlier, is that I hope your group is taking a comprehensive approach in consulting the private stakeholders. Ah from what I have heard, and from what I've known there are lot of private stakeholders who has heard of the project, or who has been part of the project for the first time. So that is basically our main concern. And in doing your consultations, we hope that the office of the City Mayor, through the City Planning Officer and the office of the Sanguniang Panlungsod, as represented by my Committee will be properly informed, consulted, and involved in any technical discussion and hearings or meetings. And although I know that this is only part of a feasibility study, I'd like to inform your group that any resolution that my Committee will be passing in connection with this project, we would like, and we would have to identify the exact line in which this road will traverse. And so basically our concern is that we be properly consulted and informed. And that any consultation again with the private stakeholders, that the office of the City Mayor through its Sangguniang Panlungsod be properly informed. Thank you."

Comment: Mr. Jun Guidote, PPDC, Province of Laguna

"Yes, I am Jun Guidote. I am the Provincial Planning and Development Officer from the Province of Laguna. And I have been attending the stakeholders meeting from the beginning up to the end. And I like to inform the good Councilor that there has been a representative from the Sta. Rosa City government, from the

beginning up to now, and also all the private stakeholders have been consulted regarding the matter and that there has been no loopholes regarding these things. Everyone has been sent with their invitation and consultations have been made within the barangays involved also. Thank you very much.”

Additional Comment: Hon. R. De Guzman, Laws and Government, SB, Sta. Rosa

“Thank you, Mr. Guidote. Well to give you an idea, what we received in the Sangguniang Panlungsod are the endorsements of the three barnagay captains who according to them have not conducted any hearings or meetings on the level of their barangays and at the same time we are talking of the local government representation. What I am talking about what our concern is, is a proper consultation with the private stakeholders. Because they are our partners, they are our investors and at the same time, we do not want to antagonize any good meeting projects of that national government. We should simply balance in consulting these people. Actually, the people in the government are easy to talk with but who will be affected are the private stakeholders. That is our concern as of now.”

Additional Comment: Mr. Jun Guidote, PPDC, Province of Laguna

“For further clarification also, the City Planning Officer of Sta. Rosa used to attend the initial meetings here so he knows about the developments that have been going on. Ayala Corporation was properly consulted regarding the matter because most of the properties will be part of their property also. So I think consultation has been made so... so if there are any issues, that should have been raised during the initial meeting that we had.”

Reaction: Mr. Dan Pablo, CPDO, Sta. Rosa

“I am the City Planning Officer of Sta. Rosa. To tell you the truth, this is my first time to attend the stakeholders meeting. I am very sorry that there has been a mixed up in all the meetings. Anyway, it is not to late to make up for the lost time in the planning of the alignment for the road system. So right now, we are in this stage of consulting with the private developers about the possible impact on their property especially because we already issued permits to them. These are big projects. Not just small ones. And the value of land is very high. Just for example in the area of Barangay Santo Domingo and Barangay Don Jose, the estimate there is P10,000 per square meter. Isn't? So I think we will have a problem on that, on the valuation, in the right-of-way acquisition. So our suggestion is for us to have perhaps a small group consultation with the developers, and the city government is willing to facilitate this meeting so that we can agree, we can come up with a concensus _ so that we will be able to resolve this area as early as possible. So thank you very much.”

Answer: Carmelino Tizon, Project Coordinator, DPWH PMO-FS

“Okay Sir, that is noted. Perhaps, we have the secretariat to address on this issue. We got to address on this issue. Anyway, Sir, on latter part (of the program), as part of the environment and social discussion, the next topic, we will be informing you as to what transpired to this what we call consultation. It will be discussed as part of the next topic here.”

Comment: Hon. Ronald De Guzman, Laws and Government, SB, Sta. Rosa

“One last thing, I read in our project acceptability study, that three resolutions from the three municipalities have been passed and are to follow. Actually, Sta. Rosa is not included. And one reason, we came here is to finally meet with the private stakeholders. Bottomline is that any consultation with them, we would respectfully request that the City Mayor’s Office through the Planning Officer and the Sangguniang Panlungsod through my Committee be involved as early as the consultation process because we would like to conduct first meetings, at least we had a meeting first, before finally deciding whether to pass or not to pass any resolution to this effect. All the discussions are well taken. That’s all, so that we will not have problem also, on your part also. That’s all. Thank you.”

Answer: Mr. Faustino Sta. Maria, Project Director, DPWH PMO-FS

“Thank you very much, Honorable Councilor. We want to put it in record that from day one, we have been inviting, sending letters to the Office of the City Mayor, including the Planning Officer of the City. In fact, we wish to inform, that from Day one of our stakeholders meetings in the past, there is a representative. Before, we divided the Laguna and the Cavite. We have a representative also from the City Planning Office of Sta Rosa during that time.”

Question: Mr. Francisco Cayco, Hacienda Sta. Elena

“I am Francisco Cayco, lot owner, here in Sta. Rosa. I have been hearing discussion/while hearing your discussion, I think the reference has mostly been for the developers. But for somebody who has just bought a piece of land like me, I do not know that there is something like this. We have already bought, we are already there in the area, then just to found out that we will be passed by your proposed road. Now if the staff of the Committee says that it is only up to the rotunda, can you not modify this information material, that would only hook up to the rotunda? Because it bothers us to see this, that we see this line crossing into our own property, and yet it is only a proposal, so it is something that will be bother us. And I am sure might stress and all the other people who bought property in the area, completely bothered. And that I would like to invite you to visit the place and see how much development that has been put in this portion of Sta. Rosa. And it was mentioned that there was a meeting in El Cielito, but we were never informed. As a private investors, we have never been informed and we have never been advised. And this is already the eighth stakeholders meeting. And this is the first time, and we learned it sadly to a third party.”

Answer: Carmelino Tizon, Project Coordinator, DPWH PMO-FS

“Okay Sir. As we said earlier, what has been fixed now is up to the rotunda, but what I am saying, the alignment that we are working on, this will involve that of consultation with the private owners, not only... as well as the developers, especially the people themselves, the informal settlers that will be hit there. So as we have been saying, this will be further discussed as to the implication of the proposed alignment, from the rotunda up to the South Luzon Expressway. Now, if we are going to say, ‘okay, we will just use the Mamplasan, or we will just use the ABB-Greenfield’. This time, we will the implication to the owners in that area. As we have been saying, we are very transparent here. Come a time, everybody will be consulted. That’s it. Thank you.”

Question: Arch. Abigail G. Riola Palafox Associates

“Good morning everone. I am representing Palafox Associates, also from UST of Sta. Rosa. I just received a phone call from Arch Karin Palafox wherein he just came from the City of Sta. Rosa and had a talk with Mayor Catindig and with the Undersecretary of Malacañang. This is what he told me: he thinks that the boulevard or that expressway will divide the east and west community. And he claims that this will become similar to the Berlin wall wherein we have a lot of ongoing developments, we have the residential and the ongoing UST, so can we imagine an expressway in front of Ateneo or UST? So this wont be beneficial to the development but instead he proposed, he is not really opposing but he gave an option that it could have a better alternative, wherein you have a great sense of entry, an inviting place. And he also informed me that, putting this expressway like what you have right now, industrial development is along it, instead of the institutional, residential development, business development. And we are even proposing a central business district here. So this is what his idea, development, opinion about it. Thank you.”

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

“Okay. So that matter would be addressed as part of the environmental and social consideration that will be our next topic. So I will just give the floor now to Rene Santiago to add more.”

Answer: Mr. Rene Santiago, JICA Study Team Member

“Just a short reaction to the group of Jun Palafox. And to illustrate to you our attempts to reach out. The moment we knew that Jun is one of the planners consulted, being used by some of the developers, I conducted with Jun Palafox. The reason I can contact him directly, we used to work to work together in Public Works and Highways. That’s why I know him. He gave me his cellphone, I text him, he never reply. I sent him an email, he never replied. We finally got in touch with UST three times. The last meeting we had was the one with the Vice Rector in charge of the planning. And he said, ‘good we disucss, we get in touch with Jun Palafox to tell you to talk within one week.’ That’s two months ago, no contact. So,

just telling you, in the same reason when we talked to Greenfield, 'what are your plan?' We are not saying we are running through here; we are exploring the best possible way, that will consider your interest, the public interest and in the end, we will present what is the best. At this point, the project team is about to disband by September 30. It's almost very difficult for us. We will continue discussing with any people who are available during this period. But I tell you, as far as our report, will leave it in 'hanging'. When things are in hanging in this portion, funding will not come in. That's all we're saying. We have finalized nearly all the alignment with on these stakeholders nobody complaining already all the way down to the NS5. So the World Bank is willing to finance all the way to NS5. With the group next year, we are willing to release the fund. If you want even for the right-of-way, we can do so. So we have reached the point that there're a lot of fund. And even the PIC-NDC are here, and say we can bring in the money now because you have identified the alignment. We have talked to those that will be hit, although there is a bit problem here, it is just a question of talking here, _ in actual execution. So this portion here, what I am saying, this will be delayed. It may never happen the way things are now. But we will leave that to the future study team to discuss with this group, but I think what will happen in the report in this portion now of Sta. Rosa which is becoming now a controversial, will be one that will be left hanging. Because if you will notice, the same reaction we received, almost six months ago from the office of Sen. Villar, that of Citta Italia. But that has been resolved and we discussed. So changes were made on the alignment. And that affected One Asia partly. This is what we say we are not that dictator, that this is what we want. We try to accommodate the public and private interest. But we can only go so far in saying, you did not inform us (*'hindi nyo kami na kuwan'*), so sorry."

Reaction: Mr. Dan Pablo, CPDO, Sta. Rosa

"So it appears that this area, the CE1 will be the most controversial section. Okay, it appears from our meeting today, so far. So what I would like to suggest is can we look back again, re-visit again our costing here, base for us the economic benefits and the financial, the internal rate of return again. Maybe we can review again these assumptions that we have claimed about this. And you can present it to us. We can set up a group, a small group, that representing the City Government, the private sector, the Sanggunian, the developers, property owners, just a small group. Can we set up next week. Lets meet again as soon as possible? So this will be our talking points, if I may suggest for this stakeholders meeting, as early as possible."

Answer: Carmelino Tizon, Project Coordinator, DPWH PMO-FS

"I suggest, Sir, you just make an arrangement. How about this..., you try to set the meeting and inform us one week in advance, so that we will be coming to your office to discuss the matter in details."

Question: Mr. Jun Guidote, PPDC, Province of Laguna

“For clarification only, that controversial road that being referred about is that part of the study that was conducted? What is just being expressed now that is included in the study, if I am not mistaken is up to that rotunda. The proposed alternative roads there are not part of the study during the second phase if I am not mistaken, that how I understand it. Because, it is not part of the initial study.”

Comment: Hon. Ronald De Guzman, Laws and Government, SB, Sta. Rosa

“Sir, I would like to advise the group that the resolution your group is asking from the Sanggunian is a resolution we proposing with no objection. And as I understand it this will be used for your application, of an ECC with the DENR. As early as now, I don't think we can pass a resolution which is very general in terms. We really have to identify the roads that will be traversed by this project. So that is the dilemma actually of the Sanggunian Panlungsod. But we will be through with that dilemma after proper consultation have been taken with the private stakeholders.”

Answer: Carmelino Tizon, Project Coordinator, DPWH PMO-FS

“First is what Mr. Guidote is saying, in fact, what we have been saying, from the Rotunda, it is not possible that the CALA expressway will end somewhere in the rotunda. You will take note what will be the implication to the Sta. Rosa. So the study team initiated really to come up with various alignment in the area. As we said a while ago, there was a proper consultation with Ayala Land on what is our comprised alignment. But these three particular alignment that we are working on is yet to be resolved because of all these development that are taking place in the area. So as we have been telling earlier, there are no fix things yet. And as Mr. Santiago is also declaring, that he is reaching out with Arch. Palafox, there has been a lot of implication on this matter. So we are like integrating all these. The Asia Brewery made a comprise where it can be possible. The Ayala Land comprised where it is possible. One Asia did likewise, together with Sen. Villar, we went to his office to explain the project to him. So compromising are all taking place because what we are looking at this issue, is not really the developer; in fact also the developer, but the population in the area. Of course, we also have to support the business in the area. So let us look at it in a macro level. What the developer doesn't like, what the public wants, where we can meet half way. It is like a win-win solution. That should be what we are addressing. So yes Sir, as we have been expressing, it difficult to impose an expressway in that part of the area, in the rotunda, what will happen on the other hand in the area on the part of Sta. Rosa, perhaps that will be too congested, a 100 km per hour. Because of that traffic in that area, east side of Sta. Rosa will be saturated. So we should come up with a compromise. Let's say we talk with ABB, this Mamplasan, what will be a good solution, win-win, so that everybody will be consulted on this matter. As we all been saying, we are sorry that it is only during this stakeholders that that crop up. We were trying to _ since that time. We even went to Sta. Rosa. In fact, with our consultation with the municipality, involved already are the barangay officials,

the people themselves that will be hit. It's all the cross section of the society that are concerned here. Thank you very much."

Reaction: Mr. Manuel Bolido, Jr., Brgy. Councilor, Molino, Bacoor

"Ma'm, my name is Manuel P. Bolido from Cavite. I am representing the Bacoor. Actually we are very informed regarding this project. So to this gentlemen that was not really informed about it, I am very sorry for them. But we are really informed. So I hope that the coming ah we talk about this they _ will be properly discussed. That's all. Thank you."

Question: Atty. Manuel R. Roxas, Hacienda Sta. Elena

"Excuse me, I just want to comment about what the speaker was saying about traffic being stuck in Sta. Rosa. As I said before Ayala has a 50-meter road going from Mamplasan to that Rotunda, so traffic could easily go that way. Besides that, you have two secondary roads, ABI-Greenfield and the Sta. Rosa Road. So I don't think the traffic is gonna stuck there without that proposed CE1."

Answer: Carmelino Tizon, Project Coordinator, DPWH PMO-FS

"Okay Sir. We'll take note of that. I have no idea if Ayala will also agree on that. That is their discretion."

Question: Atty. Manuel R. Roxas, Hacienda Sta. Elena

"Well you can use the same powers that the government uses with respect to Ayala."

4. THE SECOND SESSION

4.1 Presentation of the Environmental and Social Aspects

The moderator gave a brief introduction for Mr. Alvin Madrid of the DPWH PMO FS since he has been a speaker for many stakeholders meetings now and has been known to many barangay officials and affected families since he conducted focus group discussions with the affected families. Mr. Madrid greeted the participants with a 'good morning' and remarked that it has been a good morning for all the stakeholders present with that ardent discussion that transpired earlier in the first session. Then he encouraged everyone to listen to the next presentation and moved on the environmental and social aspects of the project.

Slide 1: Session 2 Environmental and Social Aspects

"So we move on to session 2. So this covers the environmental and social aspects of the project, mainly this presentation has been made to be presented to you, and we will be taking note of your facts and some mitigating measures during or preconstruction stages. Construction stages and even on the operational stages. So this is a part of our environmental impact statement for the project. So with the concerned of the group councilor Sir, yes we are applying for the ECC for this project. So if ever the decision has been made to include or not to include the portion west of the rotunda side, we'll be applying only for that limit for the ECC."

Slide 2: Study Area

"So this is our project area which includes the greater part of Cavite and part of Laguna which is the Santa Rosa side and we will discuss it and maybe a lot of you are familiar now with this map."

Slide 3: Target Project

"The target project plus we have discussed a while ago the north side trending road, the east-west trending road coming from Muntinlupa down to Tanza and Calag Express way. The study now is on this stage wherein the preparation of the EIS document is being established and we will be ready with it sometime this month. We will be submitting that to two agencies, the EMB or the Environmental Management Bureau and with the JICA committee or group. The one will be here in Manila and the one in Tokyo."

Slide 4: Overall Framework of Environmental & Social Considerations for the CALA East-West National Road Project

"So we are now preparing the preliminary rough report after going into some or many consultations about the policy frameworks that we will adapt for the resettlement action plan. Also, the final touches on the feasibility study."

Slide 5: Activities on Environmental & Social Considerations through the JICA Study

“These are some of the activities on the environmental and social considerations aspect that the JICA study team has conducted. We had survey the area for physical and social aspects. We have established and characterized the baseline environment. The surveyed we conducted for the air quality, noise and river quality measurements. The EIA or Environmental Impact Assessments Study for the proposed project is being prepared right now and the environmental stalking has been done with selected environmental persons, the EMB and its review committee members. As I said, the collection of baseline data and also the secondary data for social service we have a lot of focus for discussion groups we have conducted for social service, household inventory service for resettlement. As I said about the environmental social team, preparation of environmental management and monitoring plan which is included in the environmental impacts statement. Also, the preparation on the preliminary resettlement plan, in here we have been consulting with EAPO and the PMO for the right of way acquisition. Information, collection and coordination with the different agencies and LGUs and dissemination of the road that I mets from the environmental social considerations view point. We have illustrated some modifications done in certain alignments in which this king has been validated and evaluated in an economic sense or economic aspects.”

Slide 6: (1). Critical Areas and Measures

[Title]

Slide 7: Examinations of the Alignment Citta Italia: Alternatives

“For example, this alignment we have before discussed, this is Citta-Italia. This is divided with the property in Imus and Bacoor, this is Mambog North area, 3 or 4 barangays. We have drawn a lot of alternative alignment and the one we chose was the green alignment, right in the middle of Citta-Italia. Closer look at the Citta-Italia property, we’re coming from Mambog 4 and coming in to Mambog 3 and exiting at Buhay na Tubig. So this area, we found out to be quite “feasible” and we have interviewed this household and we included it in our survey. Also, we will be constructing a fly over in this part of the area going down the gate of Citta-Italia. We will be above the existing club house, this is bare swimming pool so we will have some group by the fly-over route over their swimming pool area. We have discussed this matter with Citta-Italia persons. Another one of some controversies, hinde lang mga taga Sta. Rosa ang merong kanilang view point.

Slide 8: Examinations of the Alignment Citta Italia: Proposed alignment

This is the Stateland issue, wherein the alignment was before. Ok, this is the road, the white one, the road alignment, beside that is the NIA Canal. At first, we didn't want to touch Mia Canal because it's an open waterway.”

Slide 9: Examinations of the Alignment -- Crystal Place: Proposed alignment

Slide 10: Examinations of the Alignment -- La Salle: Alternatives

Slide 11: Examinations of the Alignment -- Spine: Alternatives

Slide 12: Examinations of the Alignment -- Westgrove: Alternatives

“So the dream there, the 30 meter right -of way run across the Northern part of Crystal Place. This is part of Daang Hari, this is in the area of Maragasan, 2C and 2B. The people here were consulted and during our second stage meeting, the approach was a talk between directly affected families and the officials of the planning sectors of each Municipality. In Imus, where we conducted the consultation, there was a strong suggestion to move the alignment a bit south ward to include or cover the existing NIA Canal because they say it's non-operational anyway, it has no water etc. What we did was to consult NIA and we have agreed in principal with NIA (National Irrigation Administration) that we can go above the NIA Canal provided we leave it open below. So this is the basis of the movement of this alignment to this particular section of Daang Hari. But still we will be eating up some properties and landowners and some owners of the structures but we have already consulted with them and in the next slides we will be discussing what we discussed and matter that they raised during the consultations.”

Another modification was down here at the La Salle area. With the proposed alignment before run from Salibran and right into Jess area and run from this area going down to the intersection of Aguinaldo and the road going to Dasmarias town proper. To give you a better look, this area is where the NCST or the National College for Science and Technology is located. They have built a road for future expansion and they are planning to build one building per year, a 5-storey building at this area. They are planning to have five buildings and make it a University, this is according to the owner of the NCST. Upfront is the AMA computer College and across it is the Medical Transcriptionist School, west ward is the La Salle Medical Center. So the alignment before run through this establishments, the educational and health area of this place down, on your left is the Aguinaldo High-way. So what we did is to look for another alignment which is this one that run on open space and got in also with the same alignment here and cross this area in Aguinaldo high-way.

The controversial Sta. Rosa. Just a review, this one is the Rotonda area and this three alignments are now being considered, and with talks with the state waters will be scheduled again. As some of my colleagues said, it will be left hanging for a while.

This is the issue at the West Road area, wherein we move the alignment south ward because of the consideration of residential developments also in that area.

Slide 13: Environmental Measures for Regional Severance (Movement Interruption) Impact

“Some environmental measures for regional severance. Regional severance is equated with Regional divide wherein road or structures can hamper the transport network of a particular area. This is a schematic diagram showing types of a regional severance in roads, in communities and also of farm lands or open areas. The route that we proposed should not stop people from going to their work place or to their living spaces but rather this road should provide access. This is the road coming from Bacoor side with the R1 extension going down to Zapote 5 and going into this heavily build up area in Talaba 2, 3, 7. Nandyang ang mga kaibigan naten.

With here, this is a road section. This area will be an embankment site. This embankment site, there's a height of 4 meters. But we will provide a box covered here, on this part of the area for access of small vehicles and pedestrians. So that they can move from east to west and they can continue on with their travel. On the other part, we have a fly over here so that it will not create traffic at Aguinaldo and on the adjacent road going to the coast line. So this are the multi level intersection overpasses types of modification measures that can be applied to avoid regional divide.

Slide 14: Environmental Measures for Air Pollution, Noise, and Aesthetics (NS1)

For air pollution, noise and aesthetics. As I've said, this area will be a fly over type, if R1 Extension will be the first to construct the road there. A fly over type and an embankment area of 4meters in height and the green ones are proposed to be some tree planting areas in order for noise scatter. This is ramification for noise, like a barrier. Planting of trees on the side. This is a fly over down at Talaba 2, 3, 7 intersecting going over Aguinaldo High way. This red box here is the location of your St. Dominic Hospital. Being on the side of the hospital, the current study team proposed a noise barrier panel on this segment of the road section of NS 1. This is to prevent noise from disturbing patients in the hospital. These are not trees anymore, these are solid panels, frames. We have one example here at the Sky way, the one on top of Toyota and one just when you go out of south bound of Sky way.”

Slide 15: Environmental Measures for Air Pollution, Noise, and Aesthetics (NS2)

Slide 16: Environmental Measures for Air Pollution, Noise, and Aesthetics (NS3)

Slide 17: Environmental Measures for Air Pollution, Noise, and Aesthetics (NS4)

Again, this will be planted along side road for this NS 2.

NS 3. This is the fly over going to Citta-Italia. This is your Molino Boulevard and you're going somewhere shift before Addas Subdivision and from that place going to Citta-Italia via fly over and go down and via fly over also in this area here at the Daang Hari. Well, it seems to have a continuous laying of trees and here we also have another solid panel noise barrier. This is now in the vicinity of the heavily build up residential area. In this place, this is the Aguinaldo high way and going left is the road going to the Dasmarinas town proper wherein a fly over will be constructed. This is not the area, but this is a typical scenario on Aguinaldo High way wherein you have a lot of high tension wires, tall ones constructed. So we will cross this kind of area down to Aguinaldo high way.

Slide 18: Vertical Clearance of Wire, Cables, Conductors or Cables Above Ground, Rails and Water

Slide 19: Environmental Measures for Air Pollution, Noise, and Aesthetics (NS4)

Slide 20: Environmental Measures for Air Pollution, Noise, and Aesthetics (DH2)

Slide 21: Environmental Measures for Air Pollution, Noise, and Aesthetics (DH3)

Slide 22: Environmental Measures for Air Pollution, Noise, and Aesthetics (DH4)

Slide 23: Environmental Measures for Air Pollution, Noise, and Aesthetics (CE1)

Slide 24: Environmental Measures for Air Pollution, Noise, and Aesthetics (CE2)

Slide 25: Environmental Measures for Air Pollution, Noise, and Aesthetics (CE3)

Slide 26: Environmental Measures for Air Pollution, Noise, and Aesthetics (CE4)

One of the environmental aspects that we considered is the magnetic field caused by high tension wires; how will we cross it? How high? What's the clearance? What's the elevation? In this point, because the environmental considerations we go into detailed engineering, where the engineer will design for the facility. So this kind of inputs should be considered. So what we did was ---- from there we were notified, we were given important data that these are elevations for on top of railroad tracts, road streets with tract traffic, streets with no tract traffic and streets with pedestrians and places wherein you have waterways. And these are the corresponding height in millimeters, by thousands. This one is 7.5, 4.7, and so on. And this corresponds to a particular type of cable. This one is composed of communication cables and messengers as they call it and etc. This one carries a capacity of several volts and the top one is a 227 kilovolt. Going back to the picture, the top portion is where you have the highest voltage and the lowest

portion is for service cables. We want these to be considered in the design. We do not have yet the heights of the fly over that will cross this area, this will be considered in detail on the engineering stage of the project. Again we have a line of tree planting and noise barriers.

Now, this is the Muntinlupa side. For those who haven't seen ung tinatawag na "loob ng munti" This is the maximum security complex, where the mababait are kept. This is the general alignment that will be taken for construction and this is your SLEX or the South Luzon Express Way. This is the existing Daang Hari road and this portion is going to Alabang. This is where it will have a Rotonda. Then, this is for the DH3, DH4 going to Tanza. As you noticed, these are all plant laying areas so di masyado ung mga excavations naten dyan but there are also big ravines for river ways.

This is the area from the controversial Site 1. This is somewhere in the Asia Brewery side, this area down here maybe some of you, our guest, recognized this area. Sir, ito lang po ang ikinonsider for the alignment. But we are considering alternative alignment and negotiations or talks and some brainstorming periods will be done in order to settle the problem in this area but as the presentation of the environmental aspect of the project a _____ will be constructed in this area so we propose to have some trees along side of this road to act as noise barriers. This is coming from the Ayala Development going to Silang area. This is your Aguinaldo High way, going up to Governor's drive, this is San Miguel Property.

Slide 27: Mitigation/Enhancement Measure during Construction (1) Land

Slide 28: Mitigation/Enhancement Measure during Construction (1) Land
Volume of material

Slide 29: Mitigation/Enhancement Measure during Construction (1) Land
NAMRIA

Slide 30: Mitigation/Enhancement Measure during Construction (1) Terrestrial...

Slide 31: Mitigation/Enhancement Measures in Operation

Slide 32: Environmental Management & Monitoring Plan

Here are some of the enhancement measures and some effects, potential impacts. So for land, we have recognized that terrain will be modified and it will be permanent. Soil and water_displacement, erosion and siltation of water ways are possible to happen. So the measure for that is clearing and desiltation during dry season as much as possible. Usage of temporary desiltation pumps, placement of

materials on appropriate dumpsites. EMB will be looking into the appropriateness of dumpsite areas. We will be complying with some of the requests and regulations considering the appropriateness of some dumpsites. Fencing and stack piles of sand and gravel – maybe some covering on some stack piles so that it will not erode during rains on nearby waterways. Land degradation on expose areas, strict observance of proper measures and you can read the rest and some slope destabilization and new cuts, we'll talk about this on some of our slides. Degradation of nearby roads, wherein these roads will be used by delivery trucks or dump trucks carrying any load or equipment. Water – changes in water quality specially rivers, so adequate location of gravel crushing... “

Slide 33: (2). Social Aspects

Slide 34: Stakeholders' Meetings as a Public Involvement Process

Slide 35: Positive Participation in the Stakeholders' Meeting

Slide 36: Formulation of Preliminary Resettlement Action Plan

“In this discussion, we have discussed some great form on compensations, land evaluation, evaluation on structures and their right for resettlement site or their right for entitlements or compensations. What we look forward in the middle stage is we continue with this people, consultations and the most important thing for land owners because they have been asking ‘how much of my land will be affected, where is really the alignment going to pass in my area’ so the parcellary survey will be done during or even before the details on the engineering stage where in we will be mapping specific land areas and overlaying the proposed roads so that areas that will be affected can be accurately completed. So the land owners, the affected families will be positively identified. Because what we have now is the general alignment and people were identified inside this general alignment and we have surveyed them and consulted with them during this stage of the project. Also, tagging and household service will be done so another round of service will be done for the positively identified households. And tagging, put stickers and markers on the structures. Also, another round of tagging is the establishment of the cut of date, we have discussed about that date. Identification of the relocation site, which is the most important matter with regards to people that want the relocation site package. Disclosure meetings will also be done. This is about computation and how government evaluated the property.”

Slide 37: Status of Project Acceptability

“This is the status of the project acceptability of barangay resolutions submitted by 45 barangays.

Three municipal resolutions were submitted and four to follow. Pending is the one for Santa Rosa City. All provincial resolutions are also submitted. We have

discussed this matter with RDC last month and the endorsement to the ICC upon the finalization of the implementation's scheme wherein we have two options for implementations scheme. The RDC or the Regional Developmental Council suggests that before they endorse this project to the ICC NEDA board, we have to finalize which implementation option to take.

Another is the memorandum of understanding between DPWH and Large Landowners and Developers is already on going and for some is already for signing. Though this is the last but they this is not the least, we have been going through different matters during this stakeholder's meetings and I would like to take this opportunity to thank all of you for your hospitality and cooperation when we visited your place and may God be with us all. Again, thank you very much."

3.2 Open Forum

The following questions/concerns were raised after the presentation:

Question: Leyda Rustia, Manager, San Miguel Properties Inc.

"I'm Leyda Rustia from San Miguel. Because you mentioned San Miguel, I thought I will just be quiet there. We met with the study team (Ms. Lynn Sison, and two Japanese consultants) on the alignment that they showed. I understand from our engineers that they are presently in all the stakeholders meetings but we were not given an alignment. Finally we had Ms. Sison visited us in the office and we had to evaluate the alignment and they already know that we had some opposition to the proposed alignment. And we would like to put on record in this meeting that there are oppositions to the proposed alignment within the San Miguel property. And they have been informed about that. And I hope some alternatives will be given to us so we can give it to our various departments just like you have an environmental and we also have some of our concerns as far as some of our products are concerned also in the area. Okay? Thank you very much."

Answer: Mr. A. Madrid, Environmental Team Leader, DPWH PMO-FS

Thank you for your note and we will be continuously consulting with you, San Miguel on this matter and also we welcome your suggestion on putting some alternatives. So it is good that, well environmentally speaking, we consider some impacts on this area also not to mention the business side of this project."

Follow-up Question: Ms. L. Rustia, Manager, San Miguel

"Yes because I noticed that for Citta Italia, noh. We are also, because I represent also the real estate aspect of San Miguel. And the difference Citta Italia and our property now, when we developed our property the people are already there. And you can see the base of Citta Italia how big it is. And today, economic-wise probably it wouldn't matter that much anymore. But for us, when you look at our

property, at end part of it, it is decreasing in size. And I also informed the study team 'when you put a highway as wide as what? Fifty? Fifty, you know it makes a lot of difference when your land area is small, for that particular portion. And I can also understand the interest of one of our famous planners that when you look at the highway of UST, of the proposed road in the controversial Sta. Rosa, the proposal of an urban planner is different from that of a proposal of one with a national concern. You have a planned highway, while he has a road and I also told that to the consultant. When your road is as narrow as Daang Hari, you will see the increase in the values of the property, but when your road is as wide as 50 meters, and it's a national, it is an expressway. To the developers, it wouldn't get that much value. The value is access but not directly from the expressway. So I hope all of these are considered and I hope there will be an alternative for a win win situation here for all of us because we also in the private sector consider the concerns of the national government as far all of these roads are concerned. Thank you very much."

Answer: Mr. A. Madrid, Environmental Team Leader, DPWH PMO-FS

"Thank you Ma'm, your points are very much well taken."

Comment: Hon. Ronald De Guzman, Laws and Government, SB, Sta. Rosa

"On a final note from the part of Sta. Rosa, I'd like everybody to know that we did not intend this area to be this controversial. At the end of the day what is most beneficial is we give due courtesy to where courtesy is due, I speak for myself, for the *Sangguniang Panlungsod*. The first time I met Ms. Lynn Sison once thru a committee hearing that I myself initiated. But you know, we have gathered all of the contact numbers of the private stakeholders we did again thru our own initiative. Conduct a meeting on this issue and we will invite all the people that should be in the meeting, rest assured we will try to find a win win solution because we would also like to give courtesy to the any projects that the national government wants to initiate for the good of all of us. So that's it and thank you also."

Answer: Mr. A. Madrid, Environmental Team Leader, DPWH PMO-FS

"Thank you very much Sir."

Question: Mr. Johnny De La Peña, President, Homeowners Association of Talaba III:

"I'm Johnny dela Peña, from the homeowners association of Talaba III. To the DPWH particularly Sir Alvin, although we are not invited, we are here. Thank you for this opportunity, although we're not invited, we come anyway. In reiteration of what we've been saying before, to the representative of the local government of Bacoar, we are requesting, if possible, there's a big portion of vacant land in Talaba, I hope we'll be relocated there, since it hasn't been decided yet where we would be relocated. We are not against the project. But we are considered informal settlers, and I don't know if a claimant can be an informal settler, so the

representatives of Bacoor, I hope we could be relocated also in Talaba, not some other distant location. Thank you very much.”

Answer: Mr. A. Madrid, Environmental Team Leader, DPWH PMO-FS

“That’s Mr. Peña, he has been religiously attending discussion groups. Well, regarding to the issue raised by Mr. Peña, here our representatives from Bacoor, and as we always say, there will be continuing discussions regarding relocation site and rest assured we provide you with a definite answer regarding that because we cannot just give a definite decision. It will go through a process and in this procedure, we will be providing you information. Thank you.”

Question: Mr. Dan Pablo, CPDO, Sta. Rosa

“We would like to take this opportunity before we end this meeting today. We would like to set a meeting, next week. If possible Wednesday in the afternoon around 1 o’clock. If you can assign a staff to send in this meeting and we have gathered all the stakeholders in Sta. Rosa, the private sector and property owners. We got the other telephone numbers so Wednesday next week 1 o’clock, can you assign somebody whom will be consulting with?”

Answer: Mr. Faustino Sta. Maria, Project Director, DPWH PMO-FS

“Lets see first. Because on Wednesday, we have a scheduled CALA Steering Committee meeting in the main office of the DPWH. This is will be attended by higher officials, Assistant Secretary and other representatives of other local agencies like what was mentioned earlier, the governor of Laguna and Cavite, representatives from DOTC, DILG, and so forth. We cannot just move this meeting. It was scheduled two weeks before. The members of the Study Team are included in the meeting. On Thursday, there’s going to be a final workshop wherein the same result will be presented this time to the Municipal and City Mayors of Cavite and Laguna.”

Question: Mr. Dan Pablo, CPDO, Sta. Rosa

“Can we then meet on another day, say Friday? Sorry, we can’t do it Friday, we also have something on Friday? How about Tuesday? So can we set the meeting now, while our stakeholders are here?”

Answer: Mr. Faustino Sta. Maria, Project Director, DPWH PMO-FS

“The problem is we also have something on Tuesday. The government counterparts have prior commitments; we have a workshop with civil society under the World Bank and it’s a whole day. Now what I’m saying is that the Study Team, they will no longer be working with us, just until the middle of this month. As I have said, we are so pressed with time. Anyway, what I would like to say is, as presented earlier, the three projects under this study, the first one that is scheduled with earlier start of the schedule would be the North South one to five, then the DH2. Actually we have removed this from our coverage because they

already started there by the PNCC and PIC. As you can see at the sequence, the implementation schedule of CALA Expressway, it's around 2013. Can we show it again, Alvin? And like I explained earlier, in the absence of the Study Team, it's going to be the government counterpart who will be left on their own office. So what I am now trying to say is unfortunately even the government counterparts themselves have something else to do this week because as you understand, our office, the feasibility study team, we're not only concerned with CALA, we are concerned with all foreign-assisted roads all over the country. So I hope you understand our schedules. But if I'm not mistaken the ultimate schedule for this road is slated 2016? That's 2016, ten years from now. As much as we would like to do all those all together, we cannot do so considering the magnitude of expenses that are required." As you can see, NS1 expected to open 2010, we can say 2010 because as of now, we are on the feasibility stage, after this we need to conduct a parcellary survey, then resettlement action plan, detailed engineering and that will incur more than a year already and we need some time with the tendering of the documents for it to be bidded out, for this to be constructed. Construction period alone lasts for more than three years. That 2010 is a fastrack date. We still have to decide on the implementation scheme where to... definitely on its own the Philippine government would be hard pushed placing enough money to finance say, for example NS1 to NS5 considering the requirement of more than 10 billion just for that road. So we would need just like we said earlier, overseas development assistance, or we would have to tap the participation of the private sector. Meaning to say, once the government has put up its equity, say of investing in road right of way, where we are trying to do this early, as I've mentioned earlier, we have already allocated 300 million on 2007 for NS1 to 3. Now the government counterpart of right of way have many other options, can be through PIC or, maybe through direct solicitation with the private sector. Meaning to say, they will have to design, build and operate this facility.

Now on the sequence, we can see NS 1,2, 3 has priority over NS 4 and 5. And then after that would be the Daang Hari and then CE4. Now the other thing that we would like all of you to consider, not just to consider the interest of your own locality or your own municipality. This CALA expressway, this is primarily intended to link Cavite and Laguna. I heard earlier that the Mamplasan Road is set to Manila. This is not Cavite-Manila Road. The idea is to connect Cavite with Laguna. Meaning to say, the traffic in Laguna going to Cavite, doesn't need to pass through SLEX anymore, they'll be passing thru CALA, thereby decreasing the traffic in SLEX. At the same time the ultimate objective of this expressway is actually, it is like not only CALA but CALABARZON. Because we would like to link this CALA expressway to South Luzon Expressway and also with the Calamba, Sto. Tomas, and Lipa Batangas Road. And so the importance of this road – connecting the industrial zones of Cavite and Laguna, all the way to Batangas. Just to show you the overall macro setting of this project. So we are not talking here of an exit that is closest to Manila. We are trying to look at things from the point of view of serving traffic of the industrial zones of Cavite linking them up with

Laguna and Batangas. So our direction is Southward, not coming from the West, will be going to the North, all the way to Metro Manila.

So what I'm saying is we will check with the schedule of the government counterparts and also of the study team."

Answer: Carmelino Tizon, Project Coordinator, DPWH PMO-FS

"So what is the available schedule you mentioned earlier? Because as we said earlier, what we're doing we're already on the wrap up stage and the the Study Team will only be around up September 15. That will be Friday and you said you're not available on the 15th. So what's your available time?"

Question: Mr. Dan Pablo, CPDO, Sta. Rosa

"Monday to Wednesday Sir."

Answer: Carmelino Tizon, Project Coordinator, DPWH PMO-FS

"Okay, I have initially talked this matter with Ms. Lynn Sison and then okay, tentatively, we'll schedule it on Tuesday so as not to leave this situation hanging. And so that we would also have an input as part of our subsequent study activities, the concerns of Sta. Rosa. So we set it at Sep. 19. That will be Tuesday."

Question: Mr. Dan Pablo, CPDO, Sta. Rosa

"Next week, 1:00. Fourth floor, City Hall Building. I will give you my telephone number."

Answer: Carmelino Tizon, Project Coordinator, DPWH PMO-FS

"September 19, with Ms. Lynn Sison and a government counterpart. September 19, because we have a civil society workshop, we are fully booked next week. Noted Sir, that would be 1:00 Sta. Rosa City Hall, we will be there. Thank you in advance for the coffee."

5. CLOSING REMARKS¹

Department of Public Works and Highways

By: Engr. Ciriaco F. Castro
Chief, Planning and Design Division
(In Behalf of Regional Director Bonifacio Seguit)
Region IV-A, DPWH

“Thank you Belle. In behalf of our Regional Director Bonifacio Seguit, who wasn't able to come today because of a prior commitment in Lipa – we have some problematic projects there which need his decisions, so please bear with me.”

“To Director Sta. Maria, to our two energetic resource speakers, Mr. Mamet Tizon and Mr. Madrid, to the members of the CALA Study Team, representatives of different national agencies, representatives of local government units of Cavite and Laguna, private sector representatives, ladies and gentlemen. There have been several meetings conducted on the feasibility study and implementation support on the Cavite Laguna East West National Road Project, we have heard the issues and concerns of the participating agencies, local government units, national government organizations, private sectors and others whom we consider the stakeholders and prime holders of this project. Today, we have already wrapped up some issues and concerns somehow we have thought, consider their corresponding solutions. So at this point, I would like to formally thank everybody for assisting the Department of Public Works and Highways and the CALA Study Team towards the realization of this project. Now we can proudly tell our people particularly the constituents of Cavite and Laguna and the public in general that we have prepared for this project. We will now just be implementing this project for the sake of having something to present for our people. Furthermore, we can truly say that the CALA East West National Project will be constructed for a cause. More than anything else, this will somehow contribute to solving the traffic congestion in our country, as well as improve the economic development of the Provinces of Cavite and Laguna. Since they are close to Metro Manila, traffic problem is inevitable yet this problem should not hinder the two provinces from progressing. Through this project I would like to believe that our people would learn to embrace the changes that the industrialization brings. Let us continue to be united as we work towards the CALABARZON progress and development. Let us remain supportive to President Gloria Macapagal Arroyo's aim of building a strong republic, thank you very much and may God bless us all. *Mabuhay po tayong lahat!*”

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.



Opening Remarks
By: Engr. Faustino Sta. Maria, Jr.
Project Director, DPWH PMO FS

Eighth Stakeholders' Meeting

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



Session 1: Overall Findings of the FS
By: Mr. Carmelino Tizon
Project Coordinator, DPWH PMO FS



Ms. Laida NF Rustia
San Miguel Properties, Inc.
Gen. Trias, Cavite



Atty. Manuel Roxas
Homeowner, Hacienda Sta. Elena,
Sta. Rosa City



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

8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE

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1 KAP. DANICO M. HERRERA	KAP.	INACAGASANG D-C	471-90-60	
2 Betty Paulador-Real	INSW (D)	INSW Office	437-86-07	
3 ZALDY P. BANAWA	SEC.	PASONG BUNAY II	5732862	
4 PORFIRIO A. AREVALO	KAP.	"	"	
5 ROMEL C. DELA CRUZ		M.E.O	471-34-14	
6 MARLO C. BARE		M.E.O	471-34-14	
7 ARIZ M. CHUANCO	Planning Officer I	MPDO - Imus	471-1885	
8 de Castro, Herbert F	Student	Mapua Institute of Technology	515-18-12	
9 Mugar, Jimmy Ray M	Student	Mapua Institute of Technology	238-00-52	
10 GINA A. NEGRIDO	EMS - I/E	Dasmariñas LGU Environment office	432 1875 loc 134	
11 MA CECILIA CARALON	Officer, Human Resources Assn	FONTRONCA Sr. Sr. Pse	373 45 39	
12 Francisca P. Cayco		Hacienda Sta. Elena	7353684	
13 Manuel R. Roxas		Hacienda Sta. Elena	840-3783	
14 JERRY NABUANTAN	MPDO CAP	MPDO / Pasoor	434-6616	
15 SAUL CRISTO	PROP. IV	MPDO / Pasoor	"	

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

8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1 BERTRIGO C. CARRERA	STAFF PROSENGR	CITY ENGINEER		
2 ARNEL A. PASCUA	"	PRIVATE	812 12 54	
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4 AVICARLE G. RIOLA	T. ARCHITECT	"	812 12 54	
5 LORETO BURETA, M.	LAND MGT. OFFICIAL	ONE ASIA P.C.	638-1008	
6 LEONARD D. MAYAO JR.	DESIGNER	ESC	638 12 15	
7 TIM BOBIO	Proj Mgr	E+S	638 12 15	
8 Oscar Francisco	Capitain	Lopez	0906453192	
9 Jose Ampila	Secretary	"	0901540618	
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15 Joselita Manayag	MEMRO	LEU Silang	0918-6565003	

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

8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1. Jesuvario Remulla	Brig. Captain	Langkaan I	852-7958	
2. Marilyn R. Medina	Secretary	- do -		
3. Rose G. Alon	MSRN	MSRN	416-58-59	
4. Danilo B. Remesador	Brig. Capt.	San Agustin 2	416-58-58	
5. MAREAL STAL	Proj. Engineer	SALITRAN I	416-3541	
6. PEDROVIC PLANO	Proj. Capt.	- do -	416-3541	
7. Nestor J. ...	BRGy Kap	Provincial	416-3366	
8. ULYSSES S. GUEVARA	MPDC STAFF	MPDC Mun. of Dasmariñas		
9. GERARDO VARA JR.	MPDC STAFF	MUN. OF DASMARIÑAS	850-0656	
10. EUGEN. NANNIE TUMBALUB	ENGR. OFFICE ENGR. OFFICE	MUN. OF DASMARIÑAS	416-0095 62116	
11. ORLANDO G. VINGZAS	MPDC STAFF	MUN. OF DASMARIÑAS	850-0656	
12. JOEL F. LIMPENECO	OIC - ADE	DPWH - Laguna 2nd (749) 827-7759		
13. DANILLO CAGE	BRG. SECT.	- DO -	- DO -	
14. Hiroaki Nagase	ALUPC			
15				

Paranized

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

8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1 Abito Mahulec	Prjg Chairman			
2 EDYARDO C. FRANCISCO	BRGY KAPT.		0910 2476814	E. Francisco
3 Ma. Cecilia Calang	Brqy. Kagawad.		09314843828	Emcalang
4 Maribel Bolido	brqy. Sec.		411-02-31	Abolido
5 MANUEL BOLIDO JR	Brqy Kagawad		0905 345510	
6 Johnny dela Rosa	Businessman As. President		0920 568447	
7 JERENZO GAY			417-34-97	
8 Cesar Reporon	Brqy. Kag.			
9 PATRICK JOHN RAMOS			812 2023	P. Ramos
10 NOEL ELI KINTANAR				
11 JANET BAPTISTA				
12 CEIL D. MIPANZA				
13 Fouad Anou	Kagaw.			
14 Arayzor C. Sakimie	MUN. TANZA		437-7763	A. Sakimie
15 MENDRADO F. OLMARANAN	MUN. TANZA		437-7763	

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

8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmarinas, Cavite

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1 CORNELIO J. C. TRIGON	proj-coordinator	PMD-F&D/pub	9285658	
2 Lilia Ramirez	ECO 10	PMD-F&S		
3 Marieta T. Velasco	Engn. IV	PMD-F&S		
4 FAUSTINO STA MACIAH	SALES DIRECTOR	PMD-F&S		
5 JESS ADDAWE	ENGINEER A	EMB-DENR	920-2240/41	
6 GISEL J. MIRANDA	ENGR III	PMD-F&S		
7 MAXIMO M. MONTAÑA II	Eng III	PMD-F&S		
8 RICARDO BARNERO	Planning Officer IV	PMD-F&S		
9 TROJUS KALOSH	ECONOMIST	PMD-F&S		
10 ABELARDO SARNE JR	DIC-DE	DPWH	09275582249	
11 SALVADOR C. TAN	PUNNER	A4	8415833	
12 ALVIN R. MADRID	GRANT-Contingent	APWLF/PWOFF	4810108	
13 Freddie Calans				
14 BEL FAJARDO	Chief, Encl. Mt. Spec.	ESSO-DPAWA	304-3287	
15 Sonny D. Macas II	Dsp by (mob)	LawA-pm	64-07-3	

The Feasibility Study and Implementation Support on the CALA East-West National Road Project
 8th Stakeholders' Meeting

8 September 2006, Kalipayayan Resort, Km. 29 Aguinaldo Highway, Dasmarinas, Cavite

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1 ENGR. RUPERTO T. ANEA	EMS II	PG-ENRD, CAVITE	419-0916	
2 VIRGILIO P. CUECO UL.	STAFF	" "	" "	
3 DAN M. CALVO	SL. ASSOC.	YULO GRP. OF COMPANIE		
4 CARLITO B. TIBAYAN	SB MEMBER	SILMNC, MDM COOP.		
5 Jennifer T. Manes	PDO I	OMPDC - S. CAVITE		
6 PR/M NOLINO		OARD		
7 Poncejaro Amado				
8 Jaime Teledo	Biluze	S		
9 JOHNDELL D. TIBAYAN				
10 EDEN V. AMISTUA	PPDC - CAVITA	PPDC - CAVITE	419-1469	
11 LORNA R. LEYRAN	PDC III	PPDC - Cavite		
12 Rodolfo D. Cruz	PDC IV	PPDC - CAVITE	419-1469	
13 MA KRISTEL V. SINGH	STUDENT	MARUA INSTITUTE OF TECHNOLOGY	805-0504	
14 WIMI VILLANUEVA				
15 Rosemarie B. Nisbrus				

The Feasibility Study and Implementation Support on the CALA East-West National Road Project
8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE




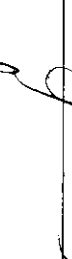





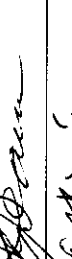
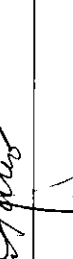

Name	Designation	Agency	Telephone #	Signature
1 Ronnie del Rosario	AVL-ROG	Greenfield Dev + Corp	6318677	
2 RONALD DE GUZMAN	LAUSI UNIT	SP	(092) 215-79-70	
3 ENGR. LARRY PANGANIN	IN-HSE CONSULTANT	UST	731-4063	
4 Pan Pablo	CPDO	SFA-PANA	534-3929	
5 AMOR O. DULAY	Staff	CSOVO	134-29-02	
6 Jovita M. Almira	Staff	CSOVO	134-23-02	
7 Efren C. Trinos	LGUS	LGU	838-05-00	
8 KARL FREDERICK FERRETT		LGU	534-92-73	
9 EDWIN JOHN DIAZ	HOMEOWNERS ASSOCIATION	MESA HOMES	848-15-63-67	
10 MONICA M. SPATOS	BO-ENGR	B C	09178551024	
11 JOSE PEDRO RUSIANA	ADMIN. ASST.	BELLE REIE / PROMOTARE	09157730528	
12 Mrs. Shuen Suman	Prop Admin.	La Residencia	571-2160	
13 EDUARDO E. MURIEL	ADMIN ASST.	LA RESIDENCIA	091-2160	
14 URGILLO K. CUENO	SENIOR MANAGER	GREENFIELD REDEV. CORP	741-2447	
15 ERLINDA ORBEN NUA	City - ENVO	Santa Rosa	531-403	

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

8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1 REYNATO ASUNCION	BRGY CAPTAIN			
2 BENJAMIN MERCADO	KAGAWAD			
3 MELGUADEZ ANAHAW	"			
4 DICK BAYONA	BRGY. CAPT.			
5 BENIGNO MANAG	BRGY CAPT			
6				
7 RIVALDO CARPENA	BRGY. CRUN.			
8 MELBOY ANAHAW	BRGY. KAGAWAD			
9 DOMINIANO A. BERNARDO	BRGY Capt			
10 EVANGELINO DE RAMOS	perpetual			Eide Ramos
11 Gregorio S. Mangena	BRGY Capt			
12 ERIC MAGLADBE	KAG. SABUTAN			
13 RODEL DACARA	KAGAWAD / SABUTAN			
14 ROGER M. ACULLO	SEC TO THE MATH	S/CBNG	0927-7903455	
15 EMILSON V. MATIBO	MPDC STAFF	"	414-2456	

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

8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

Mr. Arbi

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1. JOHNSAY M. LENTONO	GRUPO ASIST.	DPWH-12MW	641-07-37	
2. Temoo Arbi		JICA Study Team		
3. OSCAR M. RAYOS DEL SOL	SR-MANAGER	MERALCO X	1622-6581	O. M. Rayos del Sol
4. CMCANTO DE CASTAÑA	ENGB. STAFF	MERALCO X	1627-6403	
5. JOEL R. VILORIA	FECON II	PMO-FS	481-01-64	
6. Lynn Sison	LGU Specialist	DPWH-CALA		
7. TEOFILO A. AYON	DPWH-AOE	TRECE MARTINES	046 419 0058	
8. CALA A. Alarby Seann				
9. Mr. Arbi				
10. Mr. Lynn Sison				
11. Mr. Freddie Galante	Supervisor Structure & Steel			
12. Mr. Rene Santiago	Subcontractor & Fin. Specialist			
13.				
14. Gov't Counterpart -				
15. 1) PIVO-FS	4 EMP. DEVR.			
2) ESSO-DPWH	5. District Engineers - DPWH			
3) TRAW-DPWH	6.			







2) ESSO - DPWH
3) TRAW - DPWH

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

8th Stakeholders' Meeting

8 September 2006, Kalipayan Resort, Km. 29 Aguinaldo Highway, Dasmariñas, Cavite

ATTENDANCE

Name	Designation	Agency	Telephone #	Signature
1 Rebecca C. Genioso	MSURD	MSURD	509-13-53	
2 GERONIMO CANNEMANA	TIME	SMA	(09)722401	
3 Jennie P-Cubelo	MPDO	MPDE	046-437-8980	
4 RENATO L-ESQUEZ	MENRO	MENRO	509-2191	
5 NORNADO BULTRAK	MUN. ENGR	Eng. Ofc	437 7773	
6 JUN GAIDOTE	PPDO	PPDC	(69)8081120	
7				
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**THE FEASIBILITY STUDY AND
IMPLEMENTATION SUPPORT ON THE
CALA EAST-WEST NATIONAL ROAD PROJECT**
8th Stakeholders' Meeting

**Session 1 :
Overall Findings of the Study and
Implementation Arrangement**

8 September 2006

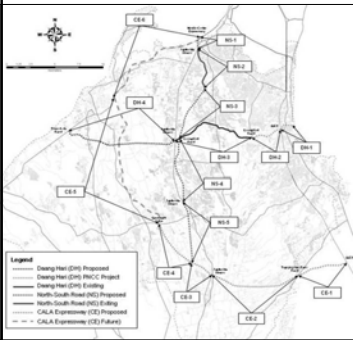
Study Outline / Schedule

Tasks

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

2

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

3

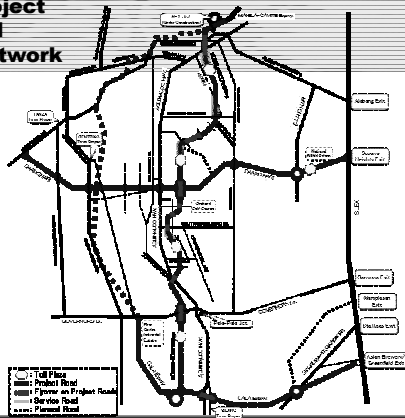
Assumed Opening Year for the Base Case

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	7.64																
DH-2	3.20																
DH-3	9.21																
DH-4	11.84																
CE-1	4.78																
CE-2	9.46																
CE-3	2.69																
CE-4	6.82																
CE-5	(14.50)																
CE-6	(12.00)																

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

4

**Outline of the Project
Road and Related
Existing Road Network**



5

Proposed Geometric Design Criteria for Highways

Design Speed	60 km/hr	
	North South Road Daang Hari Extension	100 km/h CALA Expressway
Horizontal Alignment		
Desirable Minimum Radius (m)	200	700
Minimum Radius (m)	150	460
Exceptional Minimum Radius (m)	120	380
Minimum Curve Length (m)	100	170
Minimum Transition Curve Length (m)	50	85
Minimum Radius allowed to omit a Transition Curve		
Desirable Minimum Radius (m)	1,000	3,000
Minimum Radius (m)	500	1,500
Vertical Alignment		
Maximum Grade (%)	5	3
Exceptional Maximum Grade (%)	8	6
Critical Lengths for Exceptional Grade (m)	6%: 500 7%: 400 8%: 300	4%: 700 5%: 500 6%: 400
Vertical Curve Radius		
Crest: Desirable Minimum (m)	2,000	10,000
Minimum (m)	1,400	6,500
Sag: Desirable Minimum (m)	1,500	4,500
Minimum (m)	1,000	3,000
Minimum Vertical Length (m)	50	85
Minimum Stopping Sight Distance (m)	75	160
Normal Crossfall (Cement Concrete Surfacing) (%)	2.50	2.50
Vertical Clearance (m)	5.10	5.10

6