

#### 4.0. Highlights of the Meeting

The meetings were started with a word of prayer and singing of the National Anthem lead by Mr. Randy Hugo of KRC Environmental Services. Ms. Maria Carmela Capule, Moderator and Master of Ceremony, provided the overview of the whole-day-program and introduced the different stakeholders present in the meeting. This was followed by welcome address, message and presentations from JICA Study Team, key stakeholders and representatives from workshop groups.

#### **Welcome Remarks by Dir. Constante A. Llanes Jr., Director IV, Planning Service, DPWH Central Office**

Dir. Llanes welcomed the guests from different regions, the JICA Study Team, and stakeholders from different private sectors and thanked them for coming to the meeting. He said that high standard highway (HSH) is essential to improve the transportation system in the Philippines for the benefits of the people and for the economic development that they are hoping.

He mentioned that the High Standard Highway Master Plan Network Development in the Philippines is an answer to the long-awaited realization of the Filipino people to have a quality, faster, safer, more comfortable, and more reliable and environment friendly means transport system which support national goals of inclusive and sustainable economic growth of the country. Also, he emphasizes that if we have a HSH roads it will make a crucial contribution to economic development and growth and bring important social benefits. They are of vital importance in order to make a nation grow and develop. In addition, providing access to employment, social, health and education services makes a road network crucial in fighting against poverty.

He thanked the Japan government through JICA for the support and he wished for the success of the study and the support of the formulation of masterplan.



**Dir. Constante A. Llanes Jr., DPWH-Central**

#### **Project Outline by Dir. Constante A. Llanes, Jr., DPWH Central Office**

Dir. Constante shared to the group that there were already stakeholders' meeting conducted in Cebu City and Davao City last July 23 and July 25, 2019, respectively. He explained that his presentation will cover the background of what DPWH is doing and relate this high standard highway strategic plans and programs of the department.

Dir. Llanes provided the project outline of the High Standing Highway Development Master Plan Study Phase II. He stated that this is part of the DPWH performance governance system strategy road map of the department from 2017 to 2022. Their vision is to be an efficient an effective government agency improving the light of every Filipino through quality restructure by

2030. He highlighted the DPWH three (3) major outcomes (Konkreto 2022, The DPWH Strategy Map) which includes: 1) Reduce Travel Time, 2) Improve Road Quality and Safety, and 3) Lives and Properties Protected from Natural Disasters. According to him, in order to reduce travel time and to increase low network capacity and construction road and bridges and transport seamless transport system. To improve road quality and safety, he stated the need to meet international standard for road quality and safety and provide engineering solutions and road safety concerns. For outcome 3, lives and properties protected from natural disasters are more on land control project.



**Dir. Constante A. Llanes Jr.**

He mentioned that part of strategic plan of DPWH is to have a sustainable and resilient communities. This includes the implementation of integrated water resource management program, disaster risk reduction and climate change adaptation program, infrastructure support for marginalized sectors and create environment-friendly communities. Second strategic plan indicated by Dir. Llanes is convergence and rural road development program. This is actually the convergence of DPWH with the Department of Tourism, Department of Trade and Industry and Department of Transportation that will construct/upgrade access roads to designated tourism destination, industrial trade corridors, RORO ports/seaports and airports. Another strategic plan is the integrated and seamless transportation system. He said that DPWH has the integrated and seamless transport system and they have the Mindanao infrastructure network that focuses on the central road network of the program the leading of the western Mindanao. The inter-island linkage and mega bridge program, connect gaps along national roads and construct new bridges. He explained that DPWH included in their plan that a series of short and long-span bridges linking island provinces will eventually connect Mindanao to Visayas and to Luzon via land travel. It will be composed of 17 short and long span bridges or 175,650 meters.

He discussed that the strategy of DPWH in this program is strategic plan where they will be building high standard highways. This also includes building expressways, by passes, under passes and diversion roads. He also added that there were widening in the national roads especially those that are in congested areas. He discussed the chronic traffic congestion is experienced in urban roads of mega cities and urban road sections of inter-city roads. This will results to an increase in travel time, failure of timely delivery of goods and people, and loss of valuable time of people. He provided example the experiences in Metro Manila were heavy traffic is the main problem of the people. It affects socio economic development because of the lost in the finance of every business. Through HSH, the Philippines will become internationally competitive in terms of industry as well as foreign and domestic investment.

He presented the result of the Phase 1 study that identified priority projects in Metro Manila, Metro Cebu and Metro Davao. He exemplified the North Luzon Expressway and fringe of business center in Metro Manila. He said that the achievement right now in the high standard highway is updating the 2010 high standard highway master plan and identified projects under short term, region term, short term could be implemented immediately within 6yrs and the long

term a program is serve as the basis on developing an integrated nationwide high standard highways not only by the DPWH but also for the agencies. The objectives of the high standard highway network development phase 2 is to review and update the high master plan in 2010 which is expanded from previous 200 km to 300 km. He mentioned that the HSH phase 1 network development was focused mainly in Metro Manila and its suburbs, and the Government of the Philippines has no nationwide HSH network development plan yet. The government of the Philippines requested the Government of Japan to implement “The study of Mater Plan on High Standard Highway Network Development in the Republic of the Philippines as a follow through study of phase 1.

He presented the road investment project of the Department of Public Works and Highways in the past from 2011 to 2017 and their target for this master plan as the road map of the DPWH from investment budget plan. He also showed the logistics cost, logistics are the factor, and the country complete globally just the matter of interest. So the 2018 logistics performance where being required on how efficiently we move goods and good across the quarters. This will allow them to compare the healthy life across 160 countries for logistic performance indicators determined by the performance on the following in customs, infrastructure, international shipments delivery, logistics competence, drinking and timeliness of delivery of goods. He stressed out the importance of improving the transport system infrastructure of the country and connect with the production areas, consumption areas, seaports and airports. He also presented the total length of the expressways in the Philippines compared to other countries and how HSH will increase expressways in the country.

Lastly, he presented the organization to carry out study and the members of Joint Coordination Committee (JCC) which functions is to: 1) Evaluate and approve the annual work plan of the Project to be formulated under the framework of Record of Discussion (R/D) , 2) Evaluate the achievement of the annual work plan and overall progress of the project , 3) Provide guidance and resolve issues/constraints that may arise during the course of the study and implementation of the project, 4) Evaluate the results and recommendations of the study, and 5) Ensure to attain the desired outcome of the study. He also showed the members of Technical Working Group (TWG) which functions is to oversee/monitor the progress of the study being conducted by the Study Team including coordination of the pilot projects and assist the JCC in the performance of its overall functions to ensure the optimum output needed in the study and will review materials prepared by the Counterpart Working Group (CWG).

**Image of HSH Output by Mr. Ryuichi Ueno, JICA Study Team**

Mr. Ryuichi Ueno briefly discussed the Image of High Standard Highway Master Plan. He presented the road network maps (existing and proposed expressway) in Metro Manila and within 200Km sphere of Metro Manila. The presentation reflects the location of Regional Urban Center, eco-zone, international airport and port, existing and on-gong expressway, proposed expressway, expressway beyond 2030 and Regional Standard Highway.



**Mr. Ryuichi Ueno, JICA Study Team**

On his presentation, he also discussed the 1<sup>st</sup> and 2<sup>nd</sup> priority of HSH Projects with a total length of 576.3 kilometers with a total cost of 470.27 billion pesos. He also showed the implementation schedule and the effects of HSH MP to travel time and average time speed with and without Master Plan scenario. He very thankful for the government of the Philippines for the strong partnership.

**Presentation on What is SEA and Pre-Scoping by Mr. Tomoaki Tanabe, JICA Study Team**

Mr. Tanabe presented the Strategic Environmental Assessment (SEA) and the Environmental and Social Issues on Highway Network Development. He defines SEA based on definition of international agencies (OECD/DAC 2006 and World Bank 2002) and explained the different approach between the SEA and EIA. According to him, the SEA is applied at the very earliest stages/higher levels of decision-making (Policy, Plan and Program)/

On his presentation, he emphasized the objectives and benefits of SEA which is to 1) make the formulation process of the development plan more effective during the decision-making, 2) evaluate the development alternatives from a wide range of viewpoints, 3) avoid and/or minimize significant negative impacts and to enhance positive impacts at an early stage and 4) avoid unnecessary revision of the project plan in the implementation stage. He also specified the process of SEA from screening, scoping, assessment, reports and review, decision making and monitoring of impacts of the strategic actions.



**Mr. Tomoaki Tanabe, JICA Study Team**

In terms of legal framework in the Philippines, Mr. Tanabe stressed out that the SEA system has not been legislated in the Philippines however, there is a relevant House Bill (No. 4800, Year 2014) being proposed, the Philippine Environmental Assessment System Act. In addition, he mentioned that JICA applies a Strategic Environmental Assessment (SEA) when conducting Master Plan Studies and encourages project proponents to ensure environmental and social considerations from an early stage to the monitoring stage. This is adopted in the formulation of HSH Phase 2.

Mr. Tanabe also discussed the preliminary scoping that is carried out based on the general highway project components and existing secondary environmental and social information in the Philippines. The phases and affective activities by general highway development that includes the major activities which will affect to the surrounding environment and social condition. He presented the potential negative impact by road projects particularly in pollution, natural environment, social environment, public health and Safety Risk, and emergency risk and others. He also highlighted the specific environmental and social problems/issues in road development that includes protected area, Indigenous People, Land acquisition and resettlement, and Public Health and Safety and Pollution Issue.

**Presentation on Road/Traffic Problems, Traffic Congestion, Road Closure by Mr. Ryuichi Oikawa, JICA Study Team**

Mr. Ryuichi Oikawa shared the current road and traffic condition as well as issues identified on their study. He discussed that the existing arterial road network consist of Primary, Secondary and Tertiary national roads. The basic network was completed. He added that as new road network, expressways have been developed in Metro Manila and nearby areas only. According to him, The Philippines is in economic growth phase and population increase is continuing. For further economic promotion, the development of high-speed transportation network is essential. He mentioned that National Development Plan calls for promotion of developing regional centers and enhance their connectivity. He believed that the key infrastructure to enhance the connectivity is HSH network. He presented the present road network international comparison which development of expressways in Philippines is slow compared with other Eastern Asia countries. He stressed out that it is required to promote expansion of HSH network nationwide. Also, he mentioned that roads have contributed to the development of every country as an essential transportation infrastructure.



**Mr. Ryuichi Oikawa, JICA Study Team**

He presented the current traffic condition low level travel speed in Southern Luzon, Manila bound at AM peak hour. Also, he discussed the increasing traffic demand such as traffic volume on major road section is certainly increasing and average annual growth rate is 4.8% from 2010 to 2018. To correspond to this situation, he suggested the development of a new high-standard highway network that bypasses urban areas.

Next is the situation of trip length. It is the result of roadside OD survey, the average trip distance is more than 80km. A long trip distance of 100 km or more has increased by 25%. People's movements and logistics are wide-area, and it is expected to expand in the future.

He also discussed the connectivity issues which is a very important aspect of road development outcomes and benchmarks. For example, regarding the connectivity to the Metropolitan center, the metropolitan center has a high concentration of urban functions. He emphasized the importance of access in terms of life and business. One day access area, 3 hour access area, is limited. Accessible population is only 50%. If HSH road network is developed, the exchange population is expected to expand to 68%.

Next is connectivity to the regional center. He emphasizes the importance of regional center development which is the core city of the regional living area. He mentioned that regional centers are regional markets and urban service centers: administrative centers, international gateway and tourism hub. He said that they are thinking high accessibility to the regional center within 1.5 hour is important for improving quality of life. Accessible population is 65% and he suggested that it should be expand this area to almost 100% by HSH network development.

He highlighted that the development of high-standard highway networks is necessary to overcome the basic issues of natural conditions. Firstly, it is required to secure durability, resiliency and redundancy to natural disasters. He presented the typhoon's passage route which covers the whole islands of the Philippines. It resulted to landslide and floods along the roads. He presented the mountain crossing road section from Metro Manila to Infanta. He

mentioned that mountain area is a hindrance to smooth transportation and accessibility of the areas. As a result, regional development is limited. Also, he shared that most islands have difficulty in creating road networks.

Lastly, he presented the result of the observation for road network, traffic condition and connectivity.

### **Issues and Concerns at the Open Forum**

The following are opinion, issues and concerns raised during the open forum:

<b>Major Questions and Answer</b>			
<b>Name/Position</b>	<b>Question</b>	<b>Name</b>	<b>Answer</b>
Lemar Jimenez, Sr. TDO, DOTr	Are we going to share the results of this study to the public?	Ryuichi Ueno, Team Leader, JICA Study Team	Yes, definitely we will share the results to the public for their information and reference that the Philippines have a proposed project like this.
Henry Adornado, Regional Director, DENR-MIMAROPA	I hope we need to invite the environmental specialist on the next meeting. In our region in MIMAROPA, there are so many protected areas for possible affected if the project approved and pursue.	Ryuichi Ueno, Team Leader, JICA Study Team	Yes, we will invite and include them in the next meeting. I will discuss your suggestion to the study team for consideration.

### **Group Discussions and Presentations**

The participants were divided into 4 groups. Each group will (i) discuss the perception and issues which might affect the study, (ii) social and economic issues in their region and (iii) share ideas and recommendations (iv) if they have other suggestions, each will elect a facilitator and team leader who will present the output of the group. Groupings are based on Regions and are provided with four (4) questions to answer.

The following are the outputs of group discussions:

#### **Group I – Region NCR**

##### **Group Member list**

<b>No.</b>	<b>Name</b>	<b>Designation, office</b>
1	Emily Alvarez (F)	PCCI, Makati
2	Jane Castillo (P)	DPWH Planning Service, Central Office
3	Florentino Shellouwin B. De Leon	City Engineer, LGU Parañaque
4	Regor Leuric Columna	Planning Officer I, LGU Parañaque

5	Luis R. Ubando	Engineer IV, LGU Marikina
6	Manuel S. Caranto	Engineer IV, CEO, LGU Muntinlupa
7	Edgar Allan Poe	Engineer IV, LGU Malabon
8	Kersy Encarnacion	Engineer III, LGU Malabon
9	Edwin Y. Javaluyas	Engineer II, LGU Pasay
10	Imelda S. Estrada	Engineer II, LGU Manila
11	Angelica Amparo	Engineer II, LGU Las Piñas
12	Joseph I. Acebuche	Engineer I, LGU Las Piñas
13	Jan Ahmel Alimuin	LGU Mandaluyong
14	Ronald Mangilin	PEO III, PPP Center
15	Kristina Diza	PPP Center
16	Divina C. Camarao	EMB-DENR, NCR
17	Lemar L. Jimenez	Sr. TDO, DOTr
18	Yolanda Fiel	Planning Officer, MMDA
19	Reydon Reyta	Planning Officer, MMDA
20	Jon Garay	PCCI, Las Piñas
21	Simone Sanchez	PCCI, Las Piñas
22	Cresencio S. Martin	Eagle Express/PCCI
23	Lida C. Aureus	Engr. II, DPWH, NCR
24	Philip Legaspi	PPD-PS, DPWH Central Office
25	For verification	LGU, Quezon City
26	Gilbert Mercado	Engr. V, CMGP-OPDS, DILG
27	Michael Jay Autor	Engr. III, CMGP-OPDS, DILG

(F): Facilitator

(P): Presenter of the output

The group was facilitated by Emily Alvarez of PCCI Makati and presented by Jane Castillo of DPWH-Planning Service, Central Office.

Mr. Lemar Jimenez of DOTr suggested that policy development and recommendations must be covered by these projects, to make infrastructure sustainable when it comes to road regulations; institutional arrangements, delineation of functions with involved agencies for proper coordination. He emphasized that land use planning must be considered when constructing roads. He further advised to consider policies on sustainable use and limited access on roads such as vehicle restrictions (tricycles). Seamless integration of expressway systems especially the toll collection because of different operators and existing problem on electronic toll collection. An overall system integrator must be considered. He cited examples in other countries where dedicated lanes for buses and priority high occupancy vehicles inside expressways are implemented, which the JICA study team may consider this input. At present, DOTr has this PUV transport modernization program in NCR, part is the consolidation of franchising to come up with rationalization of routes and one fleet management system with dedicated staff and trips. This is at pilot stage. Minimum number of franchise holders. There are already two identified terminals under PPP project located in Taguig and Parañaque. They received one unsolicited proposal in the north. Other transport related projects such as railways must be considered.

Ronald Mangilin of PPP Center suggested to consider dedicated pedestrian and tricycle lanes; Kristina Diza of PPP Center recommend to identify projects for financing.

Ms. Divina Camarao of EMB-DENR NCR suggested that Geohazards such as earthquake, fault lines, storm surges etc. must be considered in the road development. National roads are

considered ECP, should comply with DENR DAO 2017-15, strengthen public participation & active involvement of all stakeholders; especially ROW.

Disaster/hazard zones such as flooding are one of the major issues that will hamper/slow down the delivery and transport of goods (Marikina, Taguig, Pasig, Manila, Malabon, Navotas, Valenzuela, Caloocan, Quezon City, Muntinlupa – SLEX going to San Pedro)

Ms. Alvarez pointed out on some serious problems in the process, budgeting and funding of RROW, payment, land acquisition, resettlement and relocation of informal settlers in all 17 cities and municipality. Traffic problem is another issue, an example is the bottleneck in Guadalupe to Pateros.

Department of Interior and Local Government (DILG) – On road alignment, illegal obstacles such as informal settlers are among the issues.

Road construction should benefit the people and national interest, set aside personal conflicts and vested interests.

Utilities – electrical and water lines in proper coordination with DPWH during road and bridge constructions

Road safety and pedestrian crossing are some problems raised. MMDA, LGUs and project proponent should have proper coordination with road traffic and road safety especially during project implementation.

Culture heritage sites (some parts in Manila) are raised which will hamper road development.

For economic considerations and viability of the project, Ms. Alvarez brought up the positive benefits and favorable on logistics once roads are improved, the more the delivery of goods & services, the less the travel time.

Other matters raised were status of railway and subway projects, legislation on gasoline tax, land value capture.

**Summary of Answers based on questions asked.**

<p><b>Question 1. After listening to the presentation and seeing the scope of the study, what are the issues/things you want to advice/share to the Study Team to ensure success of this study?</b></p>
<p><b><u>1. FINANCIAL/LEGAL/TECHNICAL</u></b></p> <ul style="list-style-type: none"> <li>- Right of Way – Taguig City (Metro Taguig project), Paranaque</li> <li>- payment issues, valuation of properties (prevailing or zonal)</li> <li>- Integration of all toll expressway systems (toll collections); transport projects</li> <li>- Identify projects and financing for PPP</li> <li>- road alignment in Muntinlupa</li> <li>- pedestrian lanes &amp; bicycle lanes should be considered</li> <li>- land acquisitions: legal obstacles, informal settlers, questions on national budget and funds allocation</li> <li>- Land use considerations: updating of CLUP</li> <li>- policies/regulations on the sustainability use of roads             <ul style="list-style-type: none"> <li>examples: restricted access, limitations, special lanes ,priority lanes for high occupancy vehicles</li> </ul> </li> </ul> <p><b><u>2. SOCIAL/ECONOMIC/INSTITUTIONAL</u></b></p> <ul style="list-style-type: none"> <li>- Institutional arrangements: delineation of functions among different government agencies</li> </ul>



- Proper coordination with all utility providers (transmission lines, telecom lines, water lines etc.)
- Economic and social considerations: viability of the project
- integration of different government agency plans; policy on development, recommendations
- MMDA, LGUs and project proponent on proper coordination with road traffic and road safety regarding project implementation

### **3. ENVIRONMENTAL**

- SEA: National roads are considered ECP, should comply with DENR DAO 2017-15, strengthen public participation & active involvement of all stakeholders; especially ROW
- Consider Geohazard assessment (earthquake, flooding, storm surge etc)
  - o Reclamation projects
- traffic impact assessment during constructions shall be done
- Integrated terminals in metro area (identified in Taguig, Paranaque), for north area, none
- Integrated railways

#### **Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.**

- Traffic conditions; Road Safety
- ROW issues (processing, funding, payment, resettlement of Informal Settlers); special court for ROW legal concerns
- Resolve within agreed certain period; there should have timelines
- Disaster/hazard zones such as flooding (Marikina, Taguig, Pasig, Manila, Malabon, Navotas, Valenzuela, Caloocan, Quezon City, Muntinlupa – SLEX going to San Pedro)
- Culture heritage sites (some parts in Manila)

Note: This applies to all 16 cities and 1 municipality

#### **Question 3. If constructing expressway/s is helpful in pushing forward your region, where are the suitable locations?**

1. Marikina (proposed 3- bridges): Marikina-Vista Real Bridge (94 households affected), 2. JP Rizal-St. Mary Bridge
3. JP Rizal-Lopez Jaena Bridge
4. Antipolo/Taytay going to EDSA Ortigas Extension: Railway Project
5. Estrella- Pantaleon Bridge going to EDSA (re: DPWH project) – ongoing
6. Boni-Barangka Drive road widening (re: DPWH project) – status
7. E. Pantaleon Road widening
8. Alabang-Zapote Road: road widening (re: DPWH project) – status? Problem: RROWA
9. Blumentritt-Antipolo (Mandaluyong-Makati Bridge) – ongoing coordination between LGUs and DPWH
  - Pasig-Marikina Expressway
10. Widening of C3 Road Caloocan
11. Roxas Boulevard – truck access (limited due to truck ban); alternate access road parallel to Roxas Boulevard (island bridge?, elevated bridge?, reclaimed coastal road?)  
Coastal road (Taguig to Calamba), adjacent to Salvage zone (C6) – ongoing

See Map:



**Others:**

- Slow action on Pasig – Railway project along Ortigas Avenue Extension (Status: FS Completed; For submission to NEDA-ICC)
- status of sub-ways
- Other sources of funding for sustainable implementation of HSH  
-Legislation (e.g. Gasoline tax, Land Value Capture)

The following are questions/clarifications/answers from the Group Presentations:

Question/Comment/Clarification		Answer	
Name/Position	Question	Name/Position	Answer
Marlon Galerio, PMI/RMC II, UPMO, DPWH	Within your group, did you discuss regarding the connectivity	Lemar Jimenez, Sr. TDO, DOTr	Yes, we have considered the connectivity of the road/expressway and indicated in the map. We cannot put the map in the presentation due to technical error. We have a printed map presented.

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## Group II – Region CALABARZON

### Group Member list

No.	Name	Designation, office
1	Alan del Socorro (F)	NEDA R4A
2	Karen Molano (P)	DPWH CALABARZON
3	Elfracio Delfinado	DPWH CALABARZON
4	Jose Carlos Ordillano	TRB
5	Adonis Crizaldo	LGU Cavite
6	Jonalie Hernandez	LGU Batangas
7	Lilebeth Magcombol	LGU Batangas
8	Edgar Cuya	LGU Laguna
9	John Fortuno	LGU Cavite
10	Bonifacio Magsilang Jr.	LGU Rizal
11	Jose Madlansacay	LGU Cavite
12	Arturo Fadriquela	Assistant Director, DENR, CALABARZON

(F): Facilitator

(T): Team leader who also presented the output

The discussion was facilitated by the Alan del Socorro from NEDA, Region IV-A.

Mr. NEDA asked the group if they can identify issues and concern by province so everybody will be given a chance to air their side. Unfortunately, there is no representative from Quezon, but they will try to touch the province for inclusion.

The discussion started with the Rizal, followed by Laguna, Cavite, and lastly by Batangas. Issues on interconnectivity and traffic congestion were identified for Quezon Province.

After letting the group raised their concerns on their province, it was observed that there are common issues within the region. See listed issues below for regionwide issues:

1. Right of way acquisition (delayed parcellary plan)
2. Presence of Informal Settlers, Religious Groups, IPs
3. Obstructions (e.g. trees, electricity, phone, internet post)
4. National historical issues
5. Law Enforcement on use of national roads (e.g. Parking of Public Utility Vehicles, Fiesta (Reyna Elena))

6. Flooding
7. Acceptance of project (e.g. from fisherman and farmers)
8. Access roads to railways, ports and super bridges, Sangley Airport
9. Delay in release of ECCs or CNCs for Tree Cutting Permit
10. Scheduling and proper coordination with agencies on road widening (national, provincial, city, and municipal, and utility providers)
11. Interregional connectivity
12. Tree Cutting of DPWH (flood control, aesthetics, absorption of carbon monoxide, sunlight protection)

Issue on traffic congestion and choke points were also discussed, each province identified specific areas where traffic congestion is very severe.

1. Laguna (Calamba-Los Banos-Bay)
2. Batangas (Sto. Tomas – San Pablo City)
3. Batangas (Sto. Tomas at Science Park intersection)
4. Batanags (Roundabout)
5. Quezon (Sariaya, Quezon)
6. SM Calamba; Lipa City; Gen. Aguinaldo Highway in Cavite; Bacoor, Imus & Dasmaringas intersections w/ malls
7. Aguinaldo Highway (all major intersection)
8. CAVITEX to Tanza (all major intersection)
9. Palapala – Trece Martires City (all major intersection)

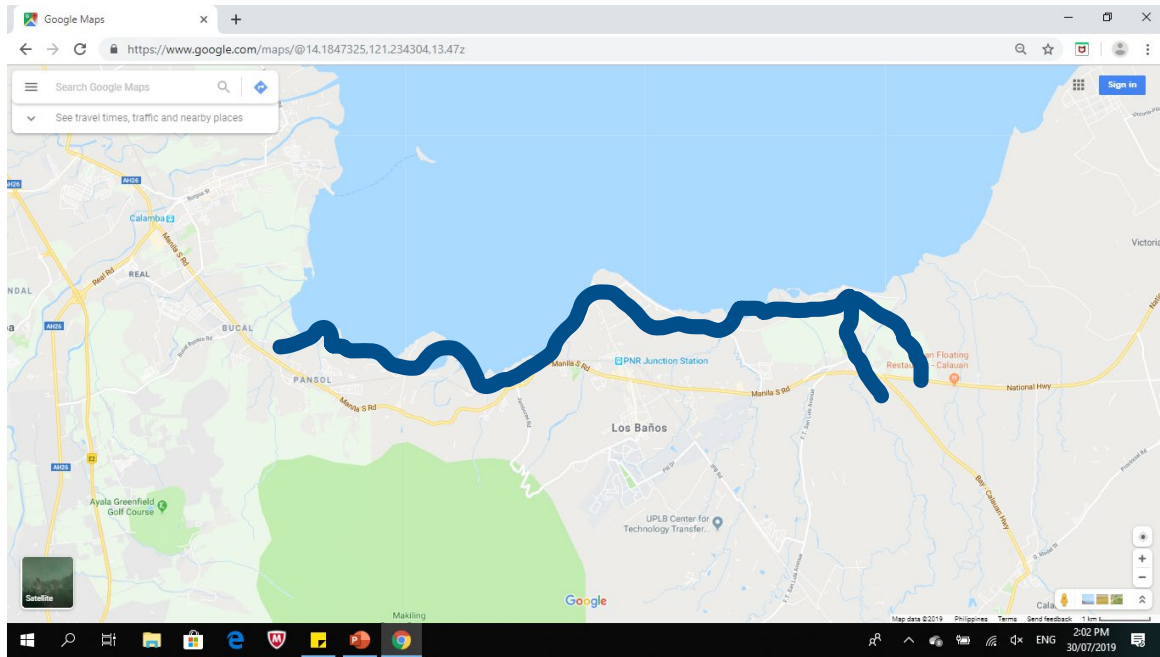
Overall, it was concluded the construction of bypass roads, flyovers, opening of new/redundant roads, coastal roads, and interchanges flyovers are the primary suggestion from the team. Aside from these, strict implementation of governing or applicable laws shall be implemented and cooperation/coordination with other agencies and related stakeholders shall be planned to have a harmonized implementation of projects.

#### Summary of Answers based on questions asked.

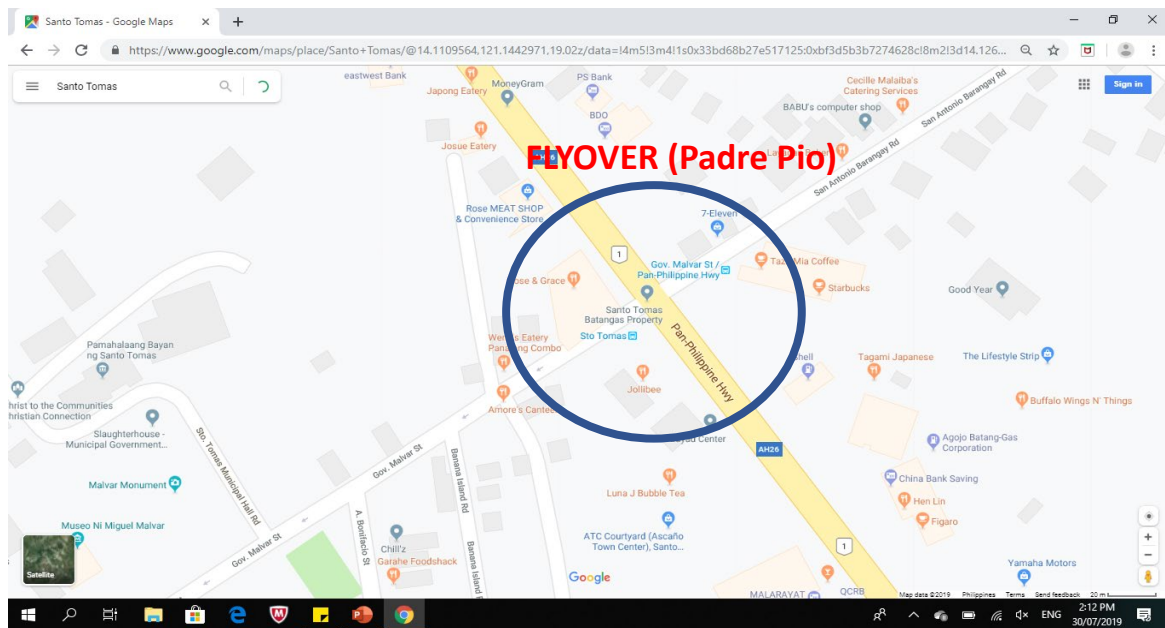
<b>Question 1. After listening to the presentation and seeing the scope of the study, what are the issues/things you want to advice/share to the Study Team to ensure success of this study?</b>		
<b>Issues/Concerns</b>	<b>Location</b>	<b>Recommendation</b>
1. Right of way acquisition (delayed parcellary plan)	Regionwide	Frequent bottom-top approach Include NGOs in planning
2. Presence of Informal Settlers, Religious Groups, IPs		LGU to provide resettlement sites
3. Obstructions (e.g. trees, electricity, phone, internet post)	Regionwide	Traffic management
4. National historical issues	Regionwide	Realignment
5. Law Enforcement on use of national roads (e.g. Parking of Public Utility Vehicles, Fiesta (Reyna Elena))	Regionwide	Strict implementation of DILG Memo Circular
6. Traffic congestions	Laguna • Calamba-Los Banos-Bay Batangas	<ul style="list-style-type: none"> <li>• Construction of bypass roads               <ul style="list-style-type: none"> <li>• Calamba-Bay</li> <li>• Alaminos-San Pablo (on-going)</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• Sto. Tomas – San Pablo City</li> <li>• Sariaya, Quezon</li> </ul> <p>Sto. Tomas at Science Park intersection Batangas roundabout</p>	<ul style="list-style-type: none"> <li>• Sariaya (on-going)</li> <li>• Construction of flyover</li> <li>• Sto. Tomas-Alaminos Road (Padre Pio)</li> </ul>
7. Flooding	Regionwide	Calabarzon Flood Risk Assessment Study then specific projects for priority major river basins
8. Integration of Road Network and CLUP	CALABARZON LGUs	Update and harmonize
9. Acceptance of project (e.g. from fisherman and farmers)	Regionwide	Public consultation
10. Access roads to railways, ports and super bridges, Sangley Airport	Regionwide	Coordinate with DOTr, PNR, PPA, LGUs
11. Delay in release of ECCs or CNCs for Tree Cutting Permit	Regionwide	Coordinate with EMB-DENR IVA
12. Scheduling and proper coordination with agencies on road widening (national, provincial, city, and municipal, and utility providers)	Regionwide	Proper coordination /require DPWH to seek PDC endorsements before inclusion to RDIP
13. Accessibility (No alternate route)		Eastwest Road Road link from Marikina Infanta Road to Famy Real Infanta Road Balling/relocation
14. Tree Cutting of DPWH (flood control, aesthetics, absorption of carbon monoxide, sunlight protection)		
15. Interregional connectivity	Regionwide	Luzon Pacific Highway(formerly Eastern Pacific Seaboard) connecting Quezon to Aurora & Gen Nakar to Dingalan, Aurora
<b>Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.</b>		
<ul style="list-style-type: none"> <li>• Bypass Road (Calamba-Los Banos-Bay)</li> <li>• Flyover (Padre Pio)</li> <li>• Chokepoint (Cavite)</li> </ul>		
<b>Question 3. If constructing expressway/s is helpful in pushing forward your region, where are the suitable locations?</b>		

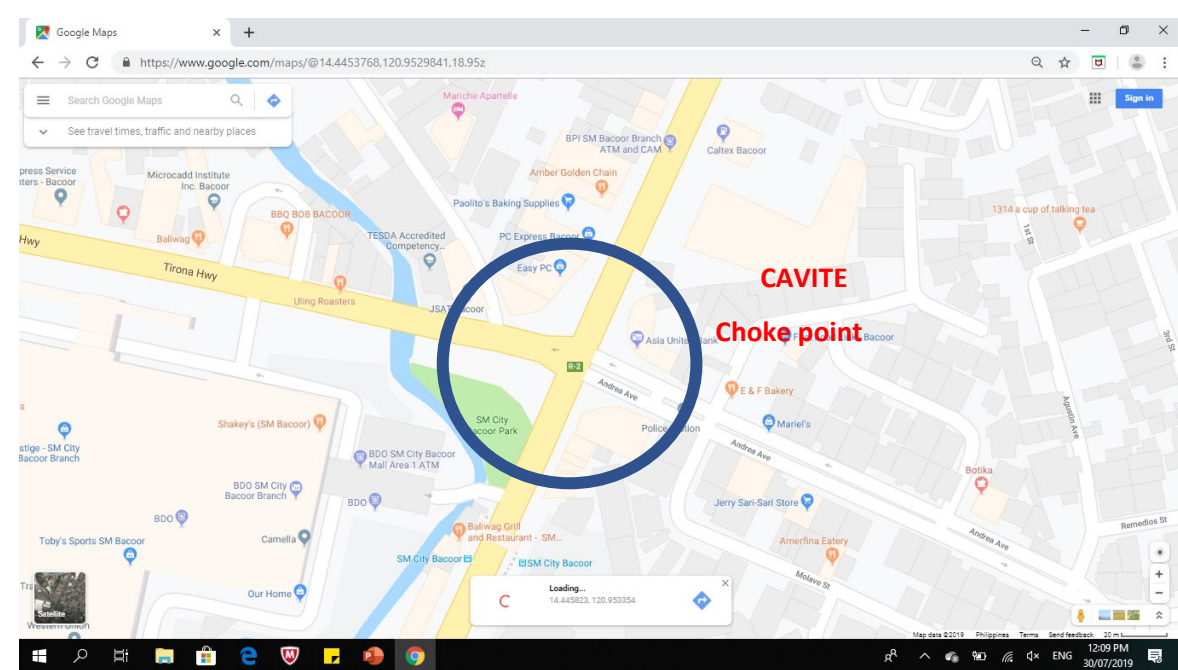
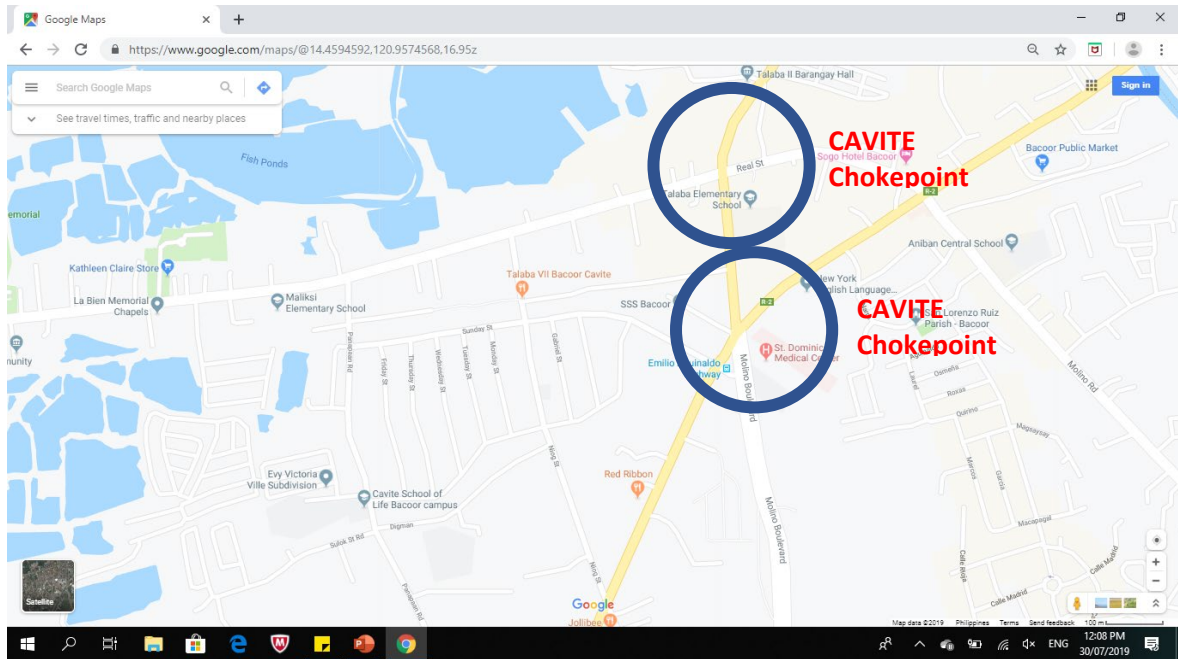
### Bypass Road (Calamba- Los Banos-Bay)



### Flyover (Padre Pio)



Chokepoint (Cavite)



Question 4 Others:

- Please provide digital copy of the result of the stakeholders meeting including the proposed studies for the agencies' information and additional comments.

The following are questions/clarifications/answers from the Group Presentations:

Question/Comment/Clarification		Answer	
Name/Position	Question	Name/Position	Answer
Marlon Galerio, PMI/RMC II, UPMO, DPWH	What is the color blue in the Calamba-Los Banos-Bay map? It is an expressway?	Alan Del Socorro, OIC-Division Chief	It is a by-pass road. We recommend for the HSH.
Emily Alvarez, PCCI Makati	What is the problem regarding the Religious Groups, IPs	Joz Carlos Ordillano, Regulation Officer, Toll Regulatory Board (TRB)	In our region, we are experiencing the delay of acquisition and we recommend that LGU to provide resettlement sites
ARD Arturo Fadriquela, Asst. Regional Director, DENR CALABARZON	Can we suggest about the design of the road will be based on the HSH? Also, may I suggest to have alternate ways to protect the area declared as protected area, watershed, examples are tunnel, flyover, fence etc. (Marikina-Infanta Road)	Carmela Capule	Yes, we will consider your suggestion and it will be noted on the study.

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### Group III – Region V

#### Group Member list

No.	Name	Designation, office
1	Atty. Gil Aromin <b>(F)</b>	Regional Director, DENR Region V
2	Engr. Harley Peter Paras <b>(T)</b>	DPWH-Region V
3	Leslie Dy	DPWH- Region V
4	Clarine Tobias	Regional Governor, PCCI-Bicol
5	Bella Oriola	PLGU-Camarines Norte
6	Sahlee Yanto	PLGU-Camarines Norte
7	Ruelo Soriao	PLGU-Albay
8	Edgar Cuya	PLGU-Camarines Sur
9	Emmanuel Barde	PLGU-Camarines Sur
10	Jay R Cruz	DPWH, BSPMC-UPMO, Central Office
11	Marlon Galerio	RMC II, DPWH Central Office
12	Philip Legaspi	DPWH Central Office
13	Recy Noguerras	DPWH Central Office

(F): Facilitator

(T): Team leader who also presented the output

Mr. Randy Hugo, discussed the mechanics and objectives of the workshop to the group. Mr. Hugo, asked the group to identify or elect the facilitator and presenter from the group. Atty. Gil



A. Aromin, Regional Director of DENR Region V, elected as facilitator of the group and Engr. Harley Peter M. Paras, DPWH Region V, elected as group presenter. Atty. Aromin facilitated the group discussions. Atty. Aromin directly asked the first question and immediately get the response of his group members. One raised problem is in Region V, there are projects implemented that commence simultaneously with the parcellary survey. This becomes a problem to them particularly on the delay of acquisition during the implementation, payment for acquired Road Right Of Way (RROW) takes longer time than the usual/recommended. Engr. Paras, discussed to the group his observation on the flooding in the Rincoda area in Camarines Sur, he sees that proper drainage structures be a part of the plans for the road improvement or rehabilitation. Part of the recommendation as well as is the mapping of geohazard; flooding hazard in Rinconada Area.

Ms. Sahlee Yanto, discussed to the group that in her area in Camarines Norte, the DPWH was allowed by the DENR to go with the implementation of the project (ECC). However, the Camarines Norte Provincial Government Office, released an ordinance opposing the construction project. She seems that there are confusion in the process if who will be the right with both parties. The group identified another issue which is during the rehabilitation of roads they mentioned that there were issues on the schedule of rehabilitation of national roads. Apparently, there are roads that have severe rehabilitation every year creating congestion along the roads and poses hazards to motorist. Ms. Clarine Tobias, raised to the group about the use of railway system from Manila to Legazpi and possible connection from Legazpi to Matnog, Sorsogon to Visayas Region for the transport of goods particularly the non-perishable. Also, if the roads will be utilized the business sector recommends the "shortest" and fastest route. She said that if this is operationalize this is very helpful not to the business community but also to all people in the Bicol Region and to the nearby towns or nearby region. Mr. Oikawa informed the group to identify the connectivity from their region to nearby region. According to the group, the DPWH Region V, recommends the alignment to pass open spaces from Pili to Caramoan expressway connecting to Catanduanes via Cam. Sur-Catanduanes Bridge. Thus, a multi-criteria analysis should be considered covering length, RROW, food shortage, population concentration, etc. also to include tunneling to reduce the effects of the terrain.

Lastly, the group agreed that one of the reason for the delay of the project is due to the term limit of local officials, the priority projects changes every administration, including the ordinances.

#### **Summary of Answers based on questions asked.**

**Question 1. After listening to the presentation and seeing the scope of the study, what are the issues/things you want to advice/share to the Study Team to ensure success of this study?**

- **Parcellary Survey**
  - There are projects implemented in Region V that commence simultaneously with the parcellary survey. This becomes a problem, particularly on the acquisition (delay) during the implementation. Also, the payment for acquired RROW takes longer time than the usual/recommended.
- **Rehabilitation of Roads**
  - There were issues on the schedule of rehabilitation of national roads. Apparently, there are roads that have severe rehabilitation every year creating congestion along the roads and poses hazards to motorist.
- **Road Improvement / Rehabilitation:**

<ul style="list-style-type: none"> <li>- The stakeholders concerns on the raising of grade of the national roads causing flooding on areas side of the national roads. The stakeholders recommends that proper drainage structures be a part of the plans. Part of the recommendation as well as is the mapping of geohazard; flooding hazard in Rinconada Area.</li> </ul> <ul style="list-style-type: none"> <li>• <b>POLICIES</b> <ul style="list-style-type: none"> <li>- The stakeholders strongly recommends the strict implementation of laws/rules regarding the use of national roads (i.e. tricycles and motorcycles which more often than not, constitutes most of the traffic in some locations) including ordinance on irregular activities such as processions , illegal parking on widened portions of the road.</li> </ul> </li> <li>• <b>Protected Area Management (Bicol Natural Park, Camarines Sur/Camarines Norte)</b> <ul style="list-style-type: none"> <li>- The DPWH was allowed by the DENR to go with the implementation of the project (ECC). However, the Camarines Norte Provincial Government Office, released an ordinance opposing the construction project. The DENR, through this FGD, request reversal of this ordinance.</li> </ul> </li> </ul>
<p><b>Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.</b></p>
<ul style="list-style-type: none"> <li>• <b>Protected Area Management (Bicol Natural Park, Camarines Sur/Camarines Norte)</b> <ul style="list-style-type: none"> <li>- The DPWH was allowed by the DENR to go with the implementation of the project (ECC). However, the Camarines Norte Provincial Government Office, released an ordinance opposing the construction project. The DENR, through this FGD, request reversal of this ordinance.</li> </ul> </li> <li>• <b>Logistics</b> <ul style="list-style-type: none"> <li>- The business sector recommends the use of railway system from Manila to Legazpi and possible connection from Legazpi to Matnog, Sorsogon to Visayas Region for the transport of goods particularly the non-perishable. Also, if the roads will be utilized the business sector recommends the “shortest” and fastest route.</li> </ul> </li> </ul>
<p><b>Question 3. If constructing expressway/s is helpful in pushing forward your region, where are the suitable locations?</b></p>
<ul style="list-style-type: none"> <li>• <b>Infrastructures and Selection of Alignment</b> <ul style="list-style-type: none"> <li>- The DPWH Region V, recommends the alignment to pass open spaces from Pili to Caramoan expressway connecting to Catanduanes via Cam. Sur-Catanduanes bridge. Thus, a multi-criteria analysis should be considered covering length, RROW, food shortage, population concentration, etc. This includes tunneling to reduce the effects of the terrain</li> </ul> </li> </ul>



#### Question 4. Others

- Priorities of the Administration**  
 Due to the term limit of local officials, the priority projects changes every administration, including the ordinances.
- Relocation of Utilities**  
 In widening projects, the utilities are still on their original position

The following are questions/clarifications/answers from the Group Presentations:

Question/Comment/Clarification		Answer	
Name/Position	Question	Name/Position	Answer
Nashreen Sinarimbo, JICA Study Team	What are the most products in the region to be transport?	Engr. Harley Peter Paras, Engr. II, DPWH-V	In Bicol, we have a lot of products for exporting or for transport. We have a copra, corn, rice, pili and also fish. We need this HSH for the connectivity from our area to another area. This is very helpful to the people in my region.
Carmela Capule	Do you have a feasibility study of the said connectivity?	Engr. Harley Peter Paras, Engr. II, DPWH-V	For now, we have an on-going meeting/discussion with NEDA regarding the project.

#### Group IV – Region MIMAROPA

##### Group Member list

No.	Name	Designation, office
1	Dir. Henry Adornado <b>(F)</b>	Regional Executive Director-DENR MIMAROPA
2	Francis Bayani De Guzman <b>(T)</b>	NEDA-MIMAROPA
3	Charisma Wy Bolen	PEO-Palawan
4	Ranford Villegas	PEO-Palawan
5	Ronie Alpajaro	Engr. II- DENR MIMAROPA
6	Guilleanne J. Medina	Economist, PPD-PS, DPWH
7	Maria Virginia Pilar Rambayon	EMS II-ESSD, PS-DPWH
8	Angelita Balid	CTI-JST

(F): Facilitator

(T): Team leader who also presented the output

The group was facilitated by Dir. Henry Adornado from DENR-MIMAROPA and the group output was presented by Mr. Francis Bayani M. De Guzman of NEDA, MIMAROPA.

To answer the question # 1, Dir. Henry Adornado recommended that during preliminary planning stage, All bureaus of DENR should be part of the team like Biodiversity Management Bureau (BMB), which deals on environmental protected and critical areas; Environmental Management Bureau (EMB), which handles the environmental impact of the area and Mines and Geo-Science Bureau (MGB) for the vulnerable impacts and geohazard aspect for the area concern such as soil erosion, landslide, flooding, storm surge etc. Other members are invited by Dir. Adornado to share additional information. Mr. Francis De Guzman suggested NCIP to be included in the study for IPs concern.

As per Dir. Adornado, most of the Palawan area are declared as protected areas.

For social aspect, Mr. Francis Bayani M. De Guzman informed that occupants, settlers are main concern. Right of Way issue is concerned by Local Government which include parcellary plan. Settler's issue whether informal and non-informal shall be addressed.

Connectivity of the region is also raised by Mr. De Guzman since the areas were composed of many islands. Connectivity of 5 regions to a regional center which is located at Calapan area is needed as per Mr. Ronie E. Alapajaro

Cultural heritage is recommended to consider which is raised by Ms. Charisma WY Bolen.

The group agreed with the following answer for Question # 1

1. BMB- Protected Area Concern
2. EMB- Environmental Impact Assessment
3. MGB- Geological Hazard
4. NCIP- IPs concern
5. Social Aspect- Right of Way concern, ISF,
6. Connection to Regional Center
7. Cultural Heritage

Dir. Adornado suggested to proceed to next questions due to very limited time, question # 2 should be addressed later while for question # 3, he asked if the group have any capacity to recommend suitable location in their area for the by-pass roads and high standard hi-ways.

Mr. De Guzman suggested road improvement as secondary priority like improvement of western strong republic nautical hi-ways (as road-widening). Mr. Ranford T. Villegas suggested Palawan Road improvement (PPSR & PPNR). Mr. De Guzman suggested Canipaan to Buliluyan Road.

For question # 3, the group agreed to provide roads and bridges proposals as their information.

For Question # 4, the group suggested the following bridges and roads to be considered in the study. This is in order to solve transport problem and to provide connectivity of islands to regional center.

1. Construction of Bridge Connecting Dumar-an-Araceli Island to Mainland
2. Construction of Road & Bridge Connecting Coron-Culion Island
3. Improvement of Palawan Circumferential Road
4. Construction (Opening) of Canipaan to Buliluyan Road
5. Improvement of PPSR & PPNR (from 2 lanes to 6 lanes)
6. Construction of Victoria-Sabluyan Road
7. Construction (Opening) of Abra de Ilog to Puerto Galera Road
8. Construction of Dr. Damian Reyes Road
9. Improvement of Romblon Circumferential Road
10. Construction of Mindoro-Batangas Bridge
11. Improvement of Calapan North Road & SRNH

Dir. Adornado requested to go back to question # 2 to provide group's answer. He requested to the group members who resides at Palawan to provide information for the area since they are more familiar in Palawan area. Mr. De Guzman suggested insurgency problem should be considered along southern part of Palawan and Mindoro Area. They also experienced burning of heavy equipment in Mindoro area.

Indigenous People and Informal Settler issues should also be considered including connectivity issue.

For question # 2, the group agreed with the following information:

1. Security Issue (Insurgency) (Southern Palawan and Mindoro Area)
2. IPs Issue
3. IS Issue

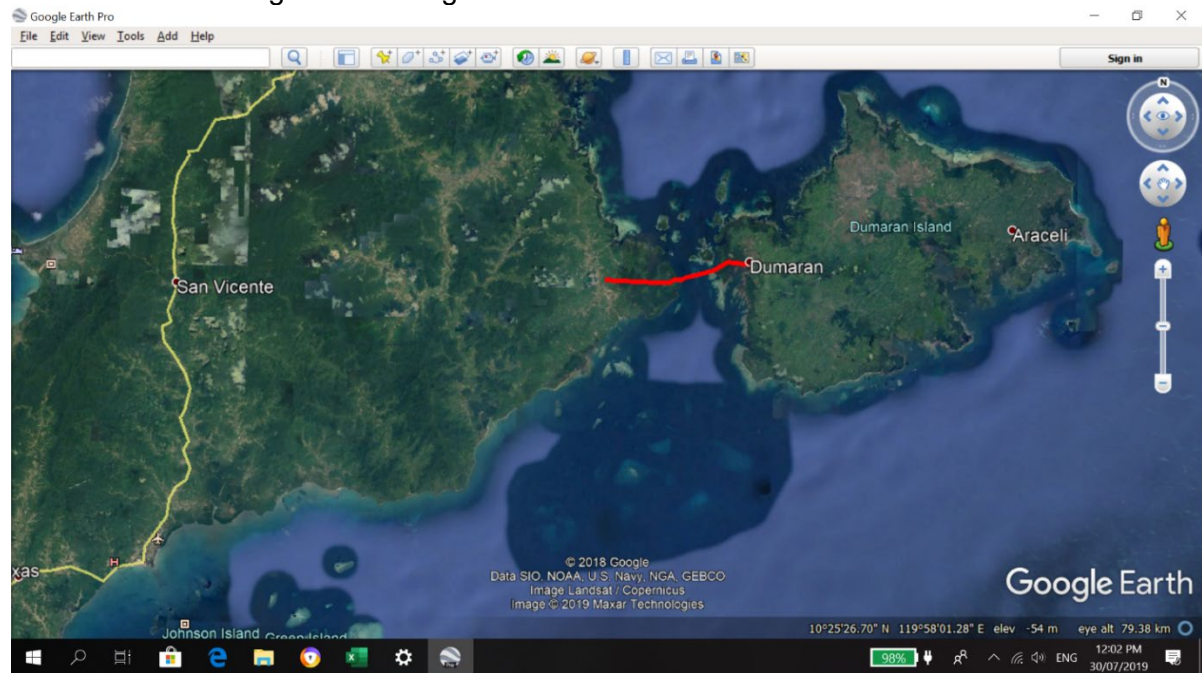
Connectivity

**Summary of Answers based on questions asked.**

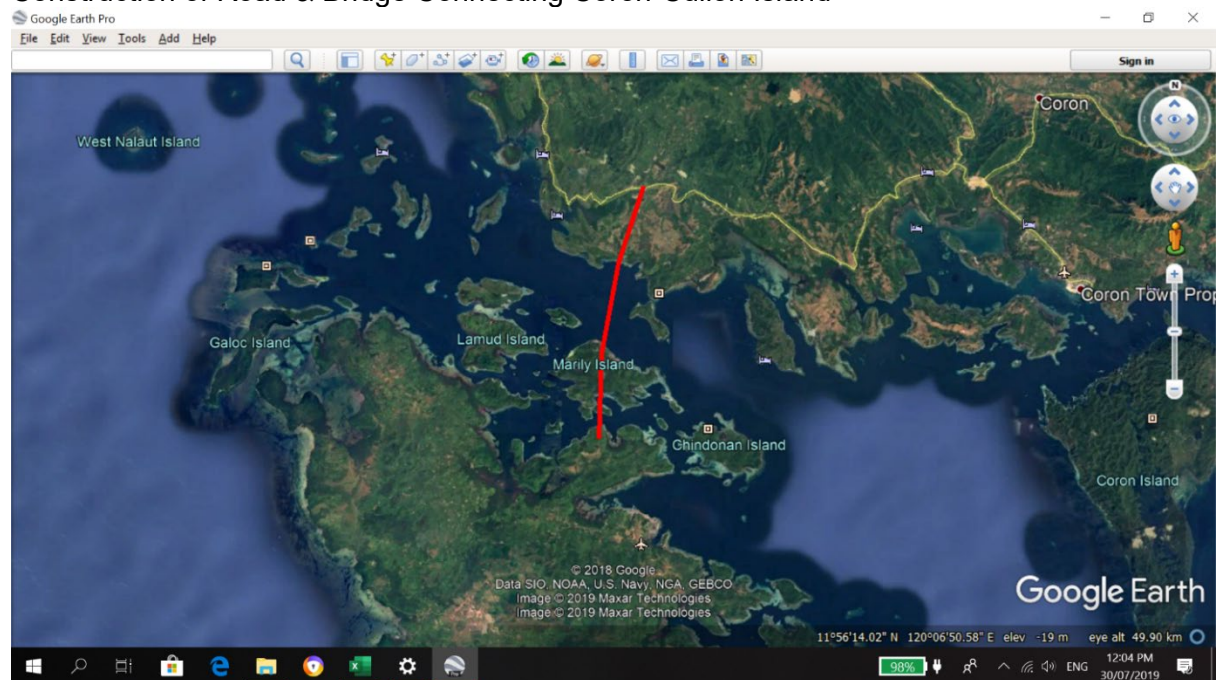
<p><b>Question 1. After listening to the presentation and seeing the scope of the study, what are the issues/things you want to advice/share to the Study Team to ensure success of this study?</b></p>
<ol style="list-style-type: none"> <li>1. BMB- Protected Area Concern</li> <li>2. EMB- Environmental Impact Assessment</li> <li>3. MGB- Geological Hazard</li> <li>4. NCIP- IPs concern</li> <li>5. Social Aspect- Right of Way concern, ISF,</li> <li>6. Connection to Regional Center</li> <li>7. Cultural Heritage</li> </ol>
<p><b>Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.</b></p>
<ol style="list-style-type: none"> <li>1. Security Issue (Insurgency) (Southern Palawan and Mindoro Area)</li> <li>2. IPs Issue</li> <li>3. IS Issue</li> <li>4. Connectivity</li> <li>5. Political Boundary</li> </ol>

**Question 3. If constructing expressway/s is helpful in pushing forward your region, where are the suitable locations?**

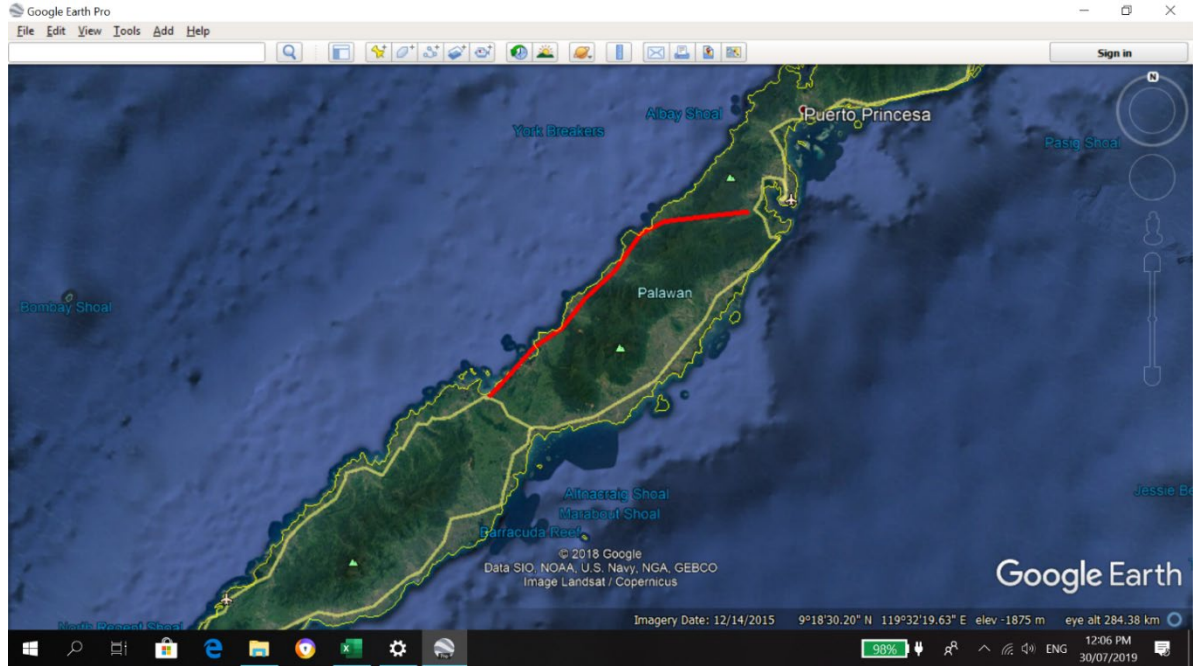
**Construction of Bridge Connecting Dumarán-Araceli Island to Mainland**



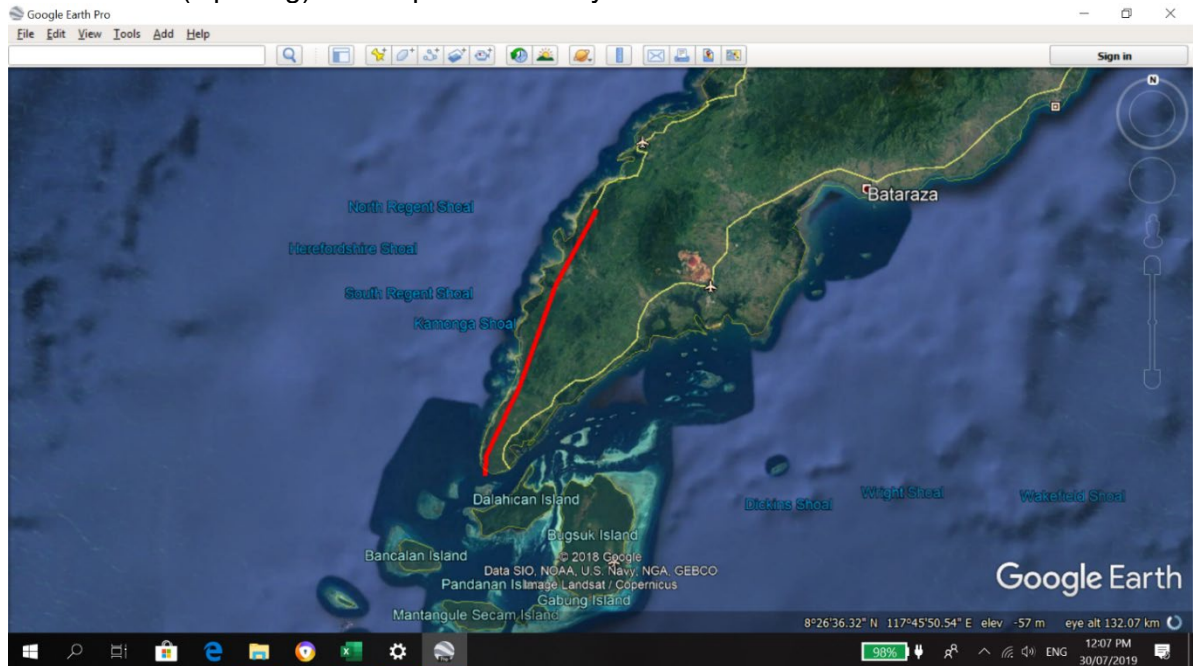
**Construction of Road & Bridge Connecting Coron-Culion Island**



### Improvement of Palawan Circumferential Road

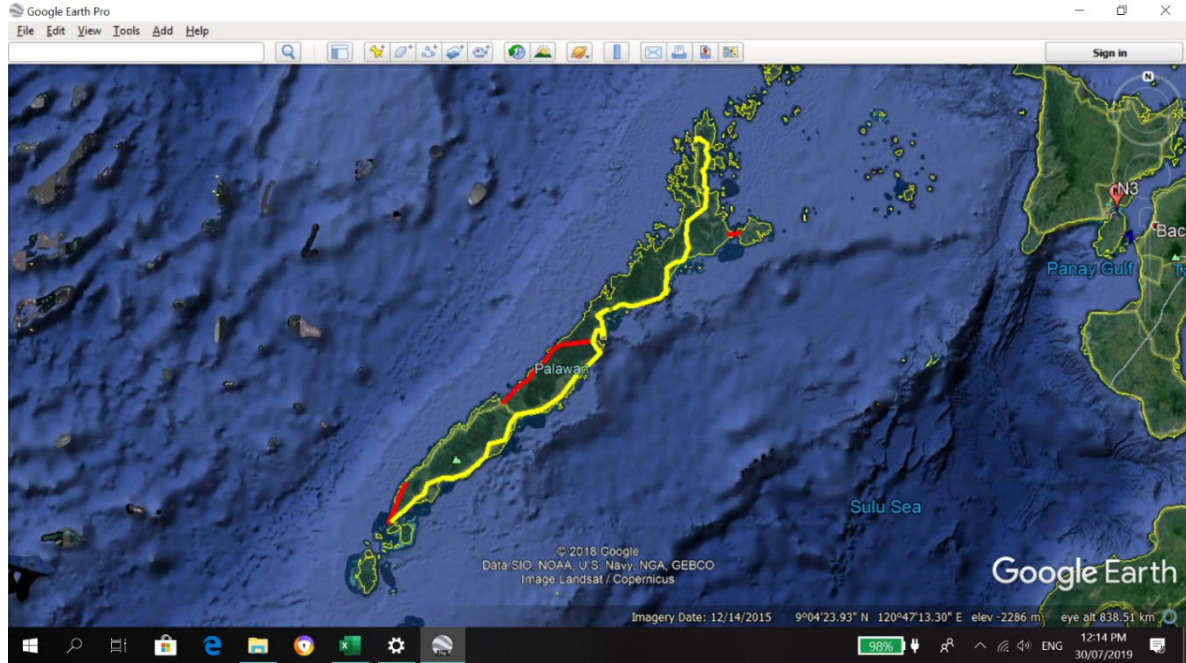


### Construction (Opening) of Canipaan to Buliluyan Road

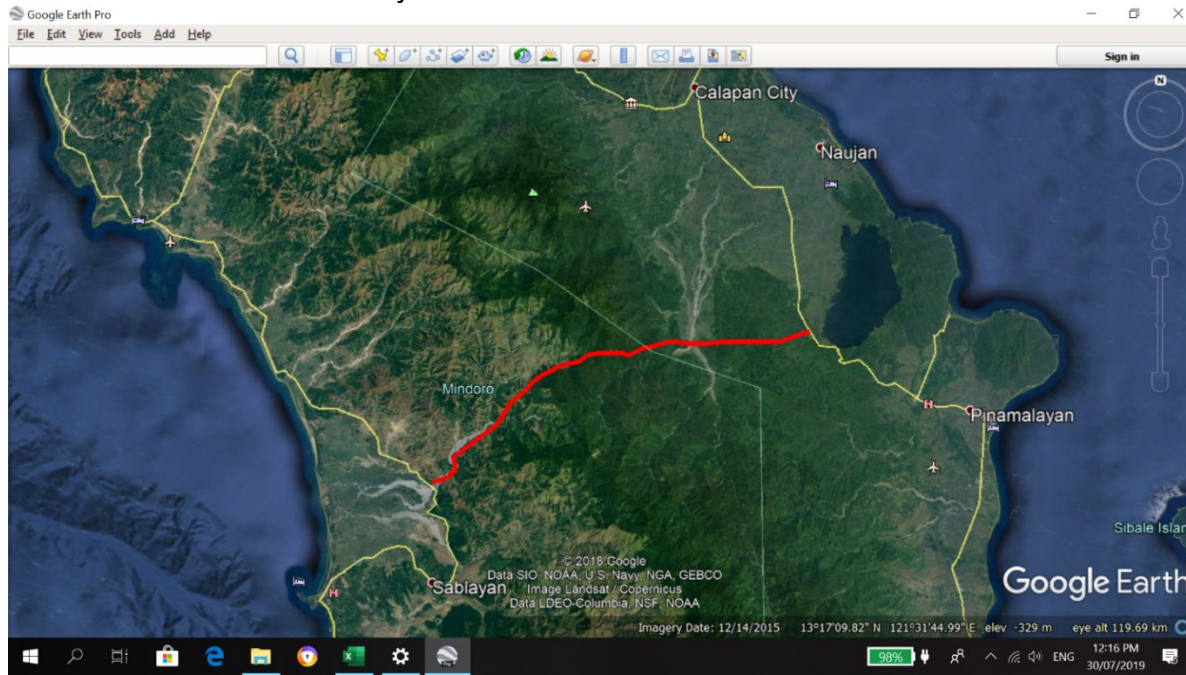




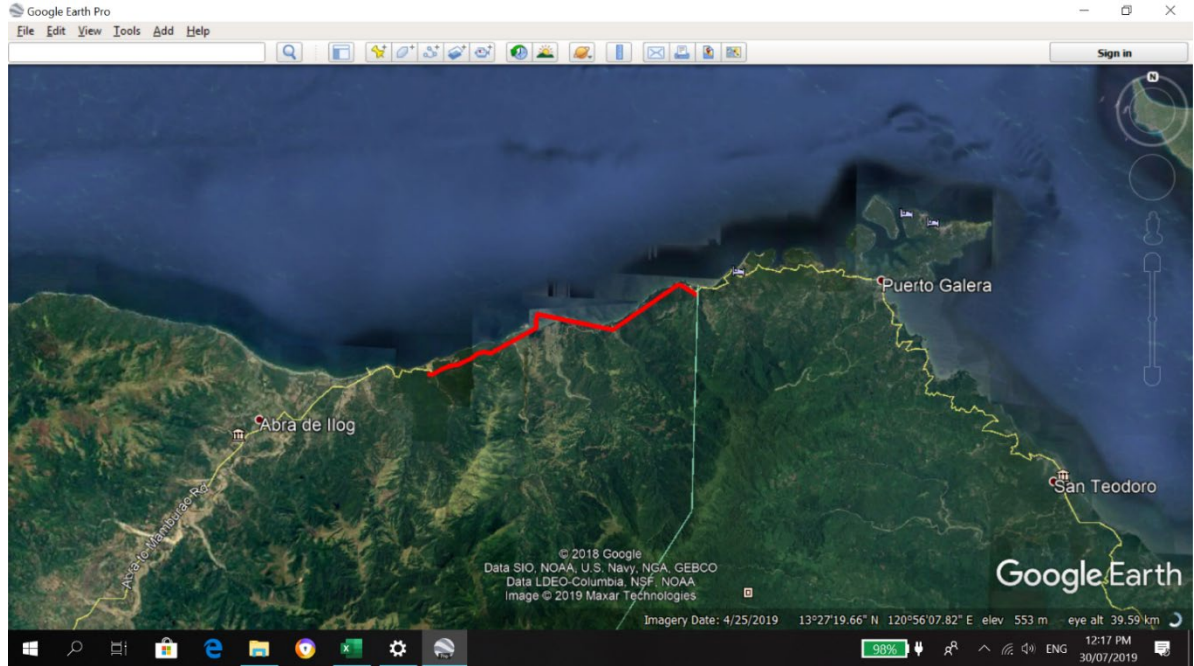
### Improvement of PPSR & PPNR (from 2 lanes to 6 lanes)



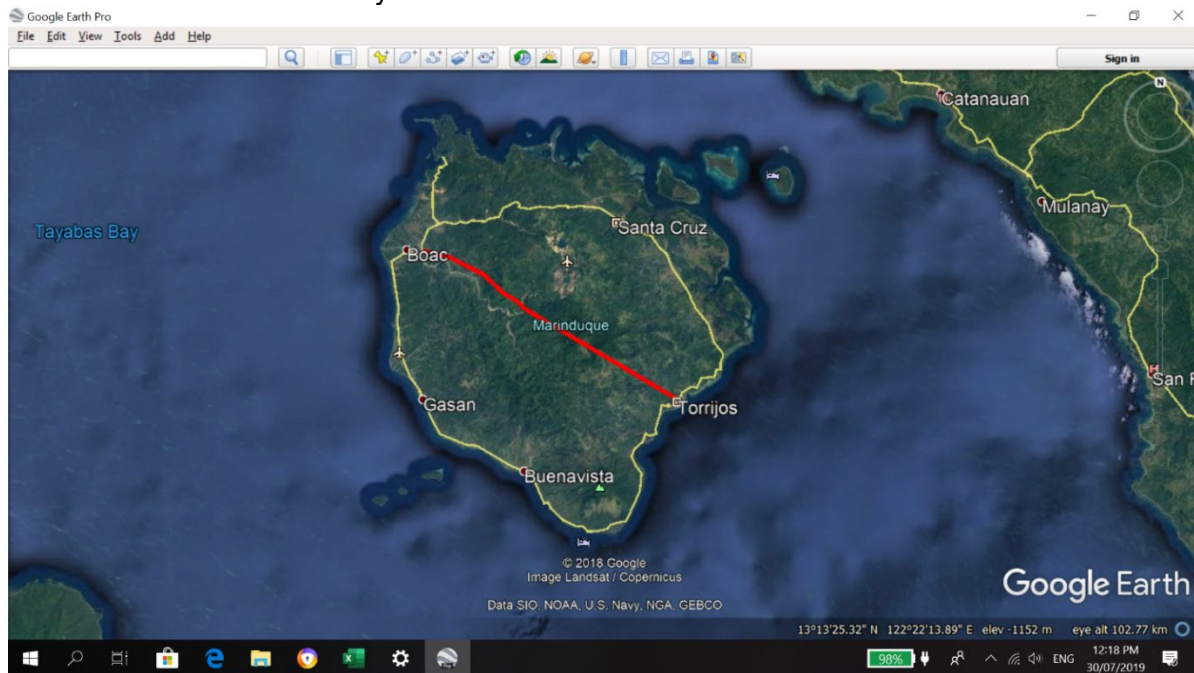
### Construction of Victoria-Sablayan Road



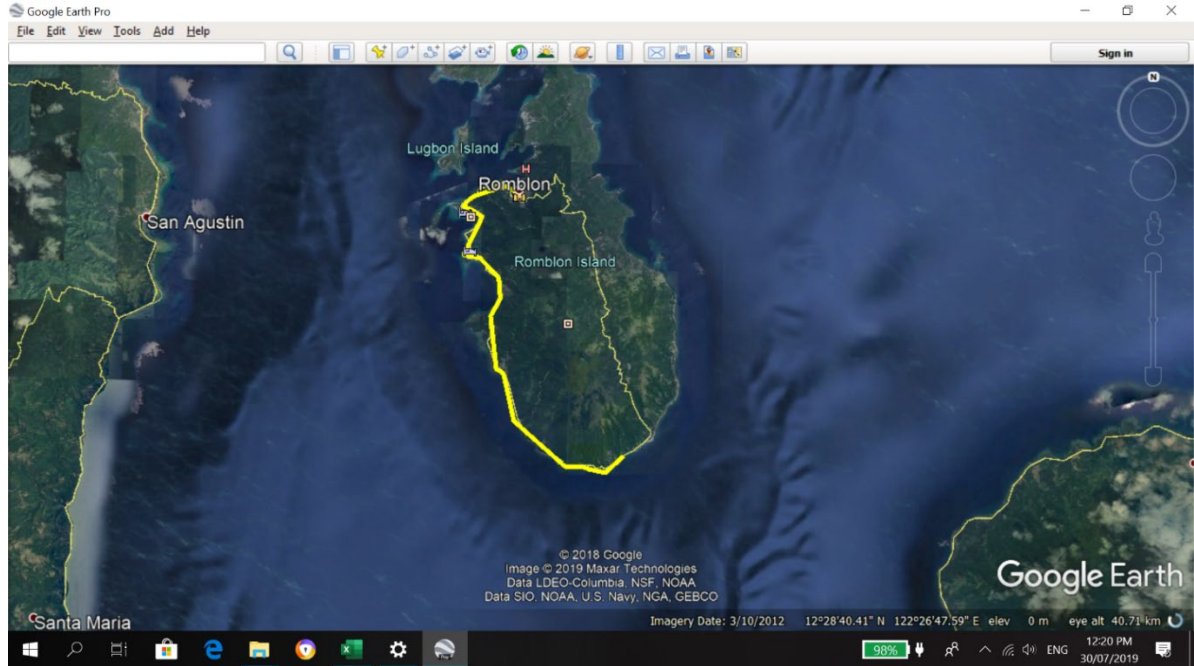
### Construction (Opening) Abra de Ilog to Puerto Galera Road



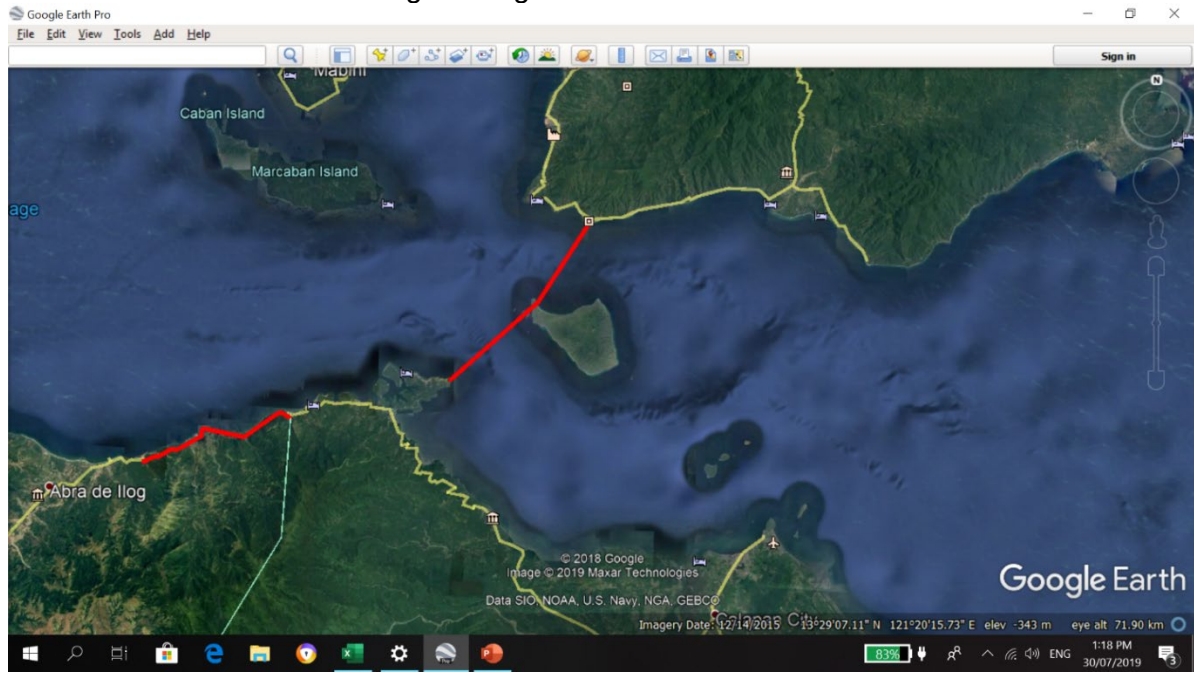
### Construction Dr. Damian Reyes Road

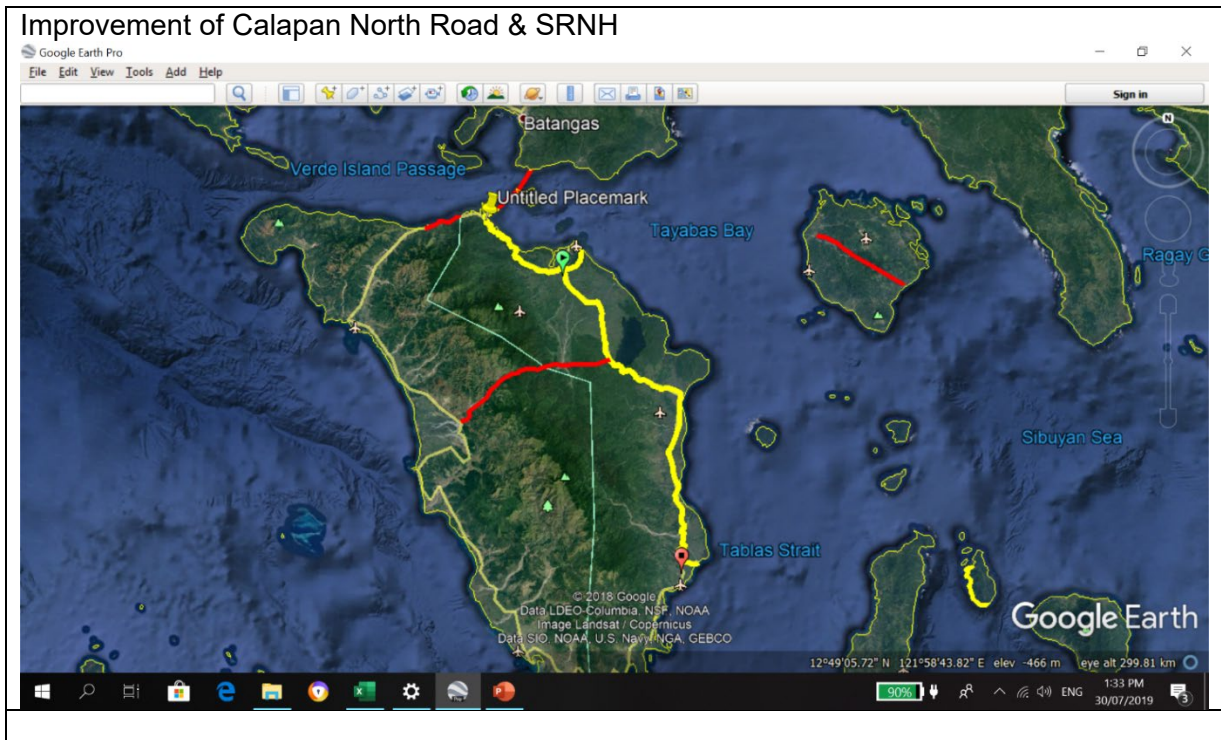


### Improvement of Romblon Circumferential Road



### Construction of Mindoro-Batangas Bridge



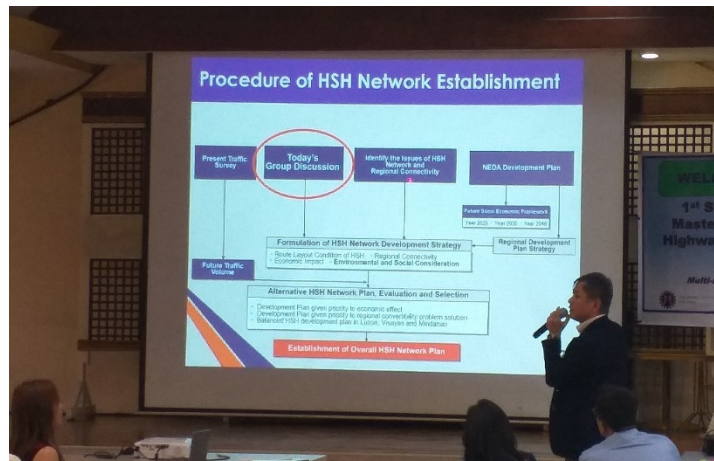


The following are questions/clarifications/answers from the Group Presentations:

Question/Comment/Clarification		Answer	
Name/Position	Question	Name/Position	Answer
Marlon Galerio, PMI/RMC II, UPMO, DPWH	How long from Victoria to Sablaya?	Francis Bayani De Guzman, Sr. EDS, NEDA- MIMAROPA	It is almost 56 kilometers
	Can we consider the proposed project if possible the combination of tunnel?	Carmela Capule	Yes, we will consider your suggestion and it will be noted on the study.

### **Forward to Next HSM by Mr. Ryuichi Ueno, JICA Study Team**

He presented the next meeting schedule, the timeline for the formulation of development strategy for HSH (2019) and formulation of Masterplan for HSH Network in 2020. Based on the procedure of HSH Network establishment, he highlighted that today's Group Discussion aims to get the opinion of the stakeholders for the masterplan of HSH. Formulation of HSH Network Development Strategy considers the NEDA Development Plan, the Philippine Development Plan and Regional Development Plan. Indicators provided are route layout condition of HSH, Regional connectivity, economic impact and environmental and social considerations. He highlighted that SEA is the key work to consider in planning stage masterplan formulation.



**Mr. Ryuichi Ueno, JICA Study Team**

He also said that part of the study is estimation of the traffic volume, proposed new expressway/high standard highway and prepare an alternative HSH network plan, evaluation and selection which output the overall establishment of HSH network plan.

He reiterated that this is the overall survey flow. Once the definition of high-standard roads has been determined, the long-term HSH network will be planned, taking into consideration the analysis of the current situation. This is an ideal road network and does not assume the target year. HSH network development target is in 2040. He added, when the target roads of 2040 are visible, they will prepare several road network alternatives. From alternative 0 which they do nothing and keep the present network as it is without any intervention to alternative 1, development plan given priority to economic effect. This seems to be mainly the road around Metro Manila such as Metro Manila. Alternative 2 is a road network that strengthens regional connectivity rather than economic effects, and Alternative 3 is a balanced alternative, with equal amounts of investment in Luzon, Visayas and Mindanao in advance. After evaluating these three plans from economic analysis, they will determine the final road network of 2040.

At the end, he invited everyone to attend the next stakeholders meeting.

### **Wrap up by Dr. Rosemarie Del Rosario, ESSD-PS, DPWH Central Office**

Dr. Rosemarie Del Rosario delivered the synthesis of the activity. She gave the main points raised during break up session and mentioned the answers, ideas and recommendations provided by the stakeholders for the given four (4) questions. She pointed out that HSH study of the discussion should consider flooded roads and peace and security problems as well as the right of way issues. Identified locations of stakeholders needing for HSH are also presented during the group presentations and other suggestions from the group.

She went through the whole day program, the presentations of JICA study Team and the output of group discussions. She provided a comprehensive summary of the answers of each group. For the number 1 question she cites the payment issues on valuation of properties; delayed in the approval of parcellary plan consider the PPP scheme. Presence of informal settlers, the recommendation of this issue is to provide resettlement site. The LGU need to update the CLUP and harmonize the CLUP. Proper coordination of government agencies in utility providers. Strengthen public consultation in environment and comply with DAO 2017-15 and strengthen public consultation on active involvement of all stakeholders. She added the law enforcement on use of national road, delays in the issuance of ECCs/CNCs to tree cutting part, to consider inter-regional connectivity, proper timing of the conduct of the parcellary survey which causes the delay in the payment of ROW acquisition. She discussed to the participants that based on the Republic Act (RA) 10752 states that "An act facilitating the acquisition of Right-of-way site or location of National government infrastructure projects. Also, she states that based on the said RA private property shall not be taken for public use without just compensation. Towards this end, the State shall ensure that owners of real property acquired for national government infrastructure projects are promptly paid just compensation for the expeditious acquisition of the required right-of-way for the projects.



She reiterated that question 1 and 2 are interconnected with almost the same issues and concerns. For the serious issues or concerns or the problems, she mentioned that need to consider the road safety design, presence of cultural heritage sites, presence of the Indigenous Peoples, political intervention, security issues, and connectivity. For the question 3, she emphasize the importance of railing system, construction of viaducts and bridges, connectivity of Pili to Caramoan, construction of Romblon circumferential road. She mentioned that she hopeful for the fast implementation of their proposed projects and she thankful for the support of Japan through JICA.

Dr. Del Rosario, reiterated to the study team to provide digital copy of the result of the study to the stakeholders as the suggestions of the participants.

At the end of each presentation, she mentioned that each group presented their own proposed projects with their recommended possible sites, locations and pointed out that all the outputs will be considered by the study team.

**Closing Remarks by ASEC. Antonio Molano Jr., Assistant Secretary for Regional Operations in Visayas, NCR and MIMAROPA (in the absence of Usec. Roberto Bernardo)**

ASEC. Molano informed everyone that USEC. Bernardo should be the one delivering the closing remarks but he said that USEC. Bernardo will not be able to join us here today due to an equally important engagement that needed his presence. He started to greet the friends from the Japan International Cooperation Agency (JICA) Philippines; his co-workers in the DPWH and especially to the participants from other regions.

He mentioned that nonetheless, he tapped on his behalf and tasked to provide a closing address for the first stakeholder meeting for the High Standard Highway Network Development, Phase II. This task, I gladly accepted as this project is vital in the country's development.

After various fruitful discussing and stimulating debates, allow me to thank each and every one of you for your active participation.

Thank you for taking time out of your busy professional schedules to share your knowledge and expertise on developing the masterplan to ease traffic congestion through the high standard highway network.

Traffic remains a burdensome issue in the Philippines. This has meant that our roads has failed to keep up with the rising income and expectations of Filipinos. It begets not just daily inconvenience among commuters but also costs our economy a great fortune.



President Duterte has made infrastructure improvement a prime development priority in the build, build, build economic strategy. That being said, fast-tracking the developments of this project is really of utmost importance for the department. He also, congratulate everyone for very informative presentations which elicited active discussions that only means that the purpose of this seminar has been completely accomplished.

JICA and DPWH have been working really hard for this masterplan which will provide high speed mobility and safer travel along national roads. The greater focus this time around is the national roads in the regional level.

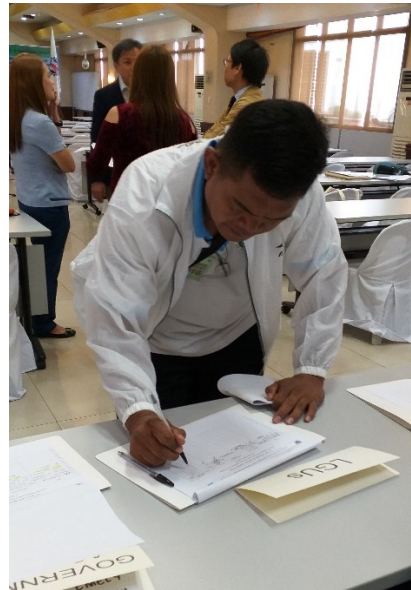
As we rally behind inclusive development, we make sure that every Filipino, no matter where they are across our archipelago, no matter how remote their locations are, will get to experience the progress that this administration has promised. Through this initiative, economic activities in the country mostly in the regional level will revitalize and cater the seamless development and growth for the people.

Resiliency is also another focus of this project as we are committed in ensuring the structural integrity of our infrastructure toward a safer Philippines. Resilient roads and highways will enhance connectivity, facilitate trade and investments and promote rural development in the socio-economic infrastructure of the Philippines.

Finally, the project will play a huge part in the build, build, build program of the administration as we are halfway on our journey in making the country realize the "Golden Age of Infrastructure." All these would not be possible of course, if not through the help of our longstanding cooperation with Japan, through the JICA. For over decades, the time-tested cooperation of the Philippines and Japan has brought so much development in the country.

We cannot deny that this is partly not just through our competence and professionalism but also due to our harmonious working relations. I look forward to succeeding meetings of this project with much optimism as since we commenced today with really great developments.

**Photo Documentations**  
**Region NCR, CALABARZON, MIMAROPA and V**



Registration period for LGUs, Government Agencies and Private Sectors (Right & Left)



Dir. Constante Llanes delivering the welcome remarks to the stakeholders





Ms. Carmela Capule acknowledging the stakeholders per regions



Dir. Constante Llanes and the stakeholders during welcome remarks



Group photo of the Stakeholders and JICA Study Team



Dir. Constanse Llanes, presentations on project outline of HSH master plan phase 2



Mr. Ryuichi Ueno, presentations of Image of HSH master plan to the Stakeholders



Mr. Tomoaki Tanabe, presentations of What is SEA and Pre-scoping to the Stakeholders



Mr. Ryuichi Oikawa, presentations on Road/Traffic problems, traffic congestion and road closure to the stakeholders



Dir. Henry Adornado, during Questions and Answers after the presentations of the speakers



Atty Gil Aromin, Regional Director, DENR-V, support the suggestions of Dir. Adornado of inclusion of Environmental Specialist on next meeting



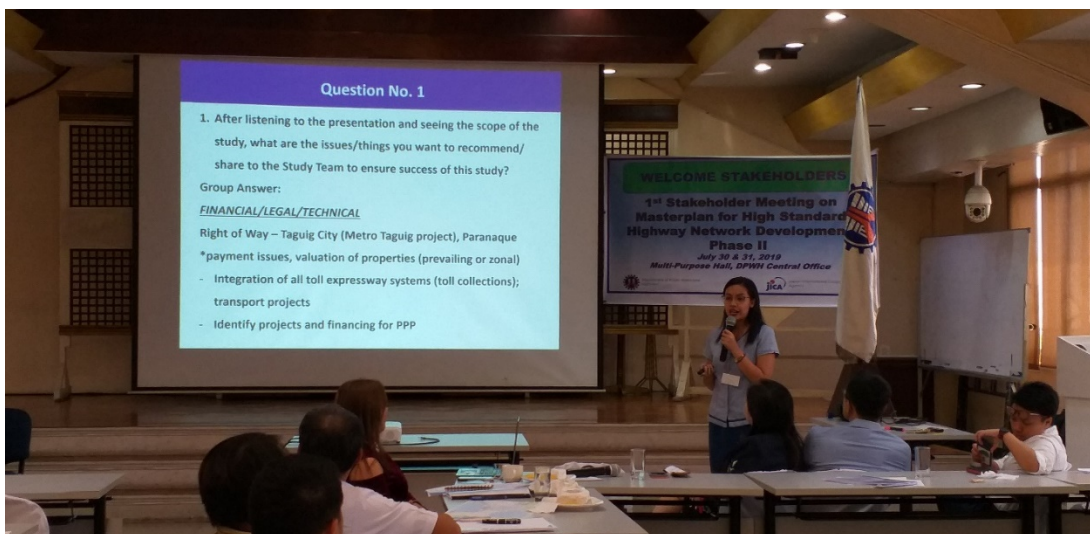
Lemar Jimenez, Sr. TDO, DOTr, during questions and answer after the presentations of the Speakers



Leslie Dy, Engr. II, DPWH-V



Group discussion of Group 3, Region V



Group 1 presentation, presented by Jane Castillo, DPWH Planning Service



Group 2 presentation, presented by Karen Molano, DPWH CALABARZON



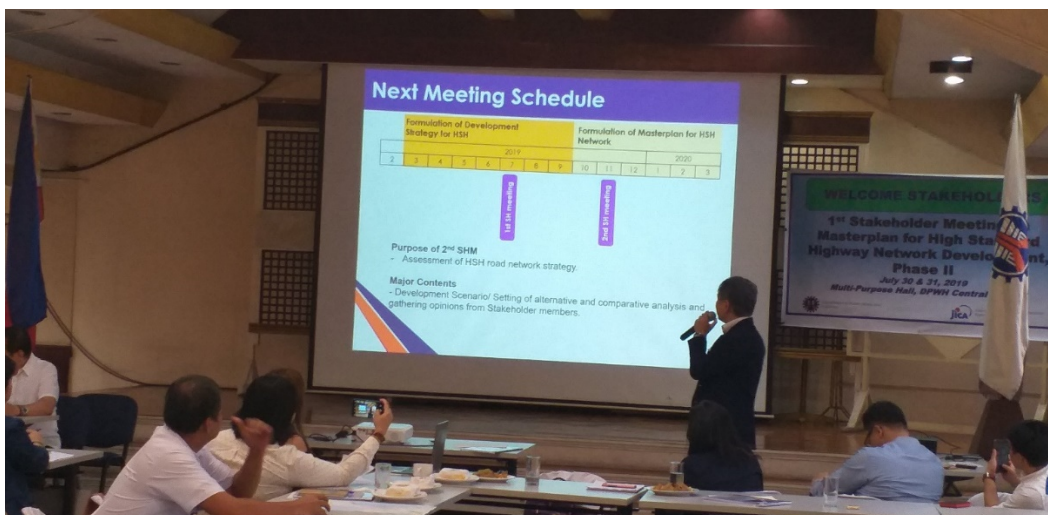
Group 3 presentation, presented by Engr. Harley Peter Paras, Engr. II, DPWH-V



Group 4 presentation, presented by Francis Bayani De Guzman, NEDA-MIMAROPA



Group discussion and sharing of ideas



Mr. Ryuichi Ueno, presented the next meeting schedule to the Stakeholders



Dr. Rosemarie Del Rosario, delivered wrap-up or synthesis of the activity to the stakeholders



Asec. Antonio Molano Jr. delivering closing remarks and message to the stakeholders



Group photo of stakeholders from Region V, DPWH Central Office Officials and JICA Study Team



Group photo of stakeholders from Region MIMAROPA, DPWH Central Office Officials and JICA Study Team



Group photo of stakeholders from Region CALABARZON, DPWH Central Office Officials and JICA Study Team

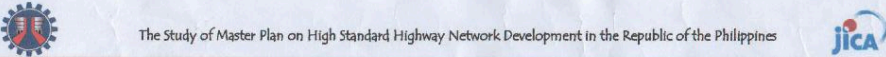


Group photo of stakeholders from Region NCR, DPWH Central Office Officials and JICA Study Team



**Attendance**

6A

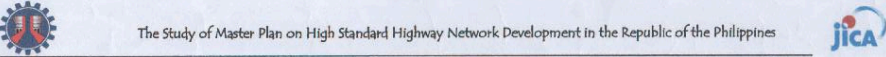


The Study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines

**1<sup>st</sup> STAKEHOLDERS MEETING**  
30 July 2019 at Multipurpose Hall, 5<sup>th</sup> Floor, DPWH Central Office, Bonifacio Drive, Port Area, Manila

**ATTENDANCE**

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
					30-40	41-50	51-60	60 and above
1) ALAN DEL SOLANO	OIC - Div. Chief			M				
2) JAY R. C. CAJIZ	ENGINEER III / ASST. CHIEF / UPMO-DIV			M				
3) FRANCIS BAGUI M. DE GUZMAN	CR. EDS / NEDA MIMAROPA			M				
4) MARLON V. GALERIO	PMI/EMO-II, UPMO, DPWH			M				
5) AYLGA CRUZ	ENGR. III / UPMO-FCMC			F				
6) HONEY GRACE M. GALIT	Sr. Admin Asst. II / UPMO-FCMC			F				
7) LESLIE B. DY	ENGR II / DPWH - RO V			F				
8) HOLLEY PETER M. PARAS	ENGR. II DPWH - V			M				
9) RONIE ALFARADO	ENGR II / DPWH - MIMAROPA			M				
10) KAREN L. MOLANO	ENGR III / DPWH 4A			F				
11) EUFRACIO A. PELENIANO	ENGR. III / DPWH 4A			M				
12) LIDA C. AUREUS	ENGR II / DPWH - NCR			F				





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**ATTENDANCE**

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
					30-40	41-50	51-60	60 and above
13) ALEX M. PADILLA	ENGR IV / DPWH 4A			M				
14) RAMONITO C. JIMENEZ	PM / UPMO			M				
15) PELITA V. GALVEZ	OIC / PDD-PPPS			F				
16) Lemar L. Jimenez	Sr. JDO / DOTC			M				
17) Henry Adornado	RED, DEVR MIMAROPA			M				
18) Joe Jaton	ASST.			F				
19) ATM. GR. E. ANTON	DEVR AS LEGASPI			M				
20) Maximo M. Montaña II	Division Chief, PPD, PS			M				
21) ERNESTO V. ALDAY JR	ENGR IV, PPD			M				
22) MARY JANE S. CASTILLO	PO / PPD-PS			F				
23) PHILIP Z. LEGASPI	EN / PPD-PS			M				
24) GUILLEMINE J. MEDINA	ECOH / PPD-PS			F				




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**ATTENDANCE**

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
					20-40	41-50	51-60	60 and above
25) ARIE PENARANDA	ENGR. III			M				
26) NOGUERAS, RECY V.	Economist II, OPD			F				
27) RONALD M. Mangilin	PEO III, PPP Center			M				
28) JOZ CARLOS ORDILLANO	REGULATION OFFICER-TRE			M				
29) AREVALO, JOHN ERIC	ENGINEER II			M				
30) DININA CAMARINO	Chief EAS, EAS-NC			F				
31) Maria Virginia Pilon Ramirez	ENS-II, PC			F				
32) Jo Christelle LETRERO	Engr II			F				
33) NELISSA RABANUT	PO III			F				
34) IGNAO ALMIRA	Engr V			M				
35) EDUARDO F. ATILLANO	Engr IV			M				
36) MARIA VICTORIA O. LOFANIA	ENGR. III-PS			F				


 The Study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines
 


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**ATTENDANCE**

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
					30-40	41-50	51-60	60 and above
37) Yolanda Fiel	Planning Officer, MMDA			F				
38) REYTA REYDON D. REYTA	Planning Officer, MMDA			M				
39) GILBERT E. MERCADO	ENGR. IV CANGEP-CRMS			M				
40) Michael Jay Autor	Engr. III CANGEP-CRMS			M				
41) KRISTINA DRA	PPP CENTER			F				
42) ANA SALCEDO	ENS DRPH			F				
43) ARTURO C. FARIQUETA	MD DENR-AAA			M				
44) MADIE G. EUGENIO	ENGR-II / ENGINEERING			M				
45) DANTE APOLINAR JR	ENGR. I / ENO'NO			M				
46)								
47)								
48)								

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The Study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines




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**ATTENDANCE**

No.	Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
						30-40	41-50	51-60	60 and above
1)	CLARINE P. TOBIAS	Regional Gov. / PCCI			F				
2)	JAY MARTIN	EAGLE EXPRESS / PCCI							
3)	EMILY ALVAREZ	PCCI - MARINA			F				
4)	JOB GORDY	PCCI - LPC			M				
5)	SIMONE SANCHEZ	PCCI - LPC			M				
6)	JEANNE ANNE CUA	PCCI			F				
7)									
8)									
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The Study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines



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**ATTENDANCE**

No.	Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
						30-40	41-50	51-60	60 and above
1)	JONATHAN L. HERNANDEZ	ENGINEER I / PED. PATAYAS			F				
2)	LILIBETH A. MAGSOMBOL	ENGR IV / PED. PATAYAS			F				
3)	EMMANUEL N. BARDE	ENGR IV / ORH. SUR			M				
4)	EDGAR A. CUYA	ENGR. IV / PEO			M				
5)	IMELDA S. ESTRADA	ENGR. II / CITY OF NAGANUA			F				
6)	ANGELICA MARIAN	ENGR II / LGU-US PINKS			F				
7)	JOSEPH S. ACEBUCHE	ENGR I / LGU-LORIPAS			M				
8)	ARUEL PANGKAWAN	PEO IV / PPDCCO-VAL			M				
9)	MAXIMILIANO O. ULI	PEO / APE			M				
10)	JAN ATHIEL B. ALIMUIN	CITY ENGR. II / PWD			M				
11)	BELLA B. ORIDIA	E-IV / PED / CAVITE			F				
12)	SANTOS T. YAMTO	E-TV / PUGM - COM			F				




 The Study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines
 

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**ATTENDANCE**

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
					30-40	41-50	51-60	60 and above
13) HERBERT FARIÑA	CEB III			M				
14) Florentino Sotomayor E. de Leon Jr.	City Engineer Tarlac City			M				
15) LUIS R. VIBANDO	CE IV MARIKINA CITY			M				
16) Manuel S. Caranto	CE IV CITY ENGINEER MANTENIMIENTO			M				
17) EDGAR ALLAN O. POE	ENGR IV, MALABON			M				
18) FERST ENCARNACION	ENGR III, MALABON			M				
19) RUELLO SORIANO	ENGR III - PED - SUBAY			M				
20) John Ronal Fortuno	Engr II - PEO Cavite			M				
21) JOSE BRAEL L. MADRANAGA	ENGINEERING AIDE - PEO CAVITE			M				
22) DOMINICO T. MASUNGA	ASST. PROJ. ENGR - SUBAY			M				
23) EDWIN Y. JAWAYAS	CITY ENGINEER I, PASAY			M				
24) BENFORD T. VILLEGAS	PAWLAN PROJ. ENGINEER			M				


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**ATTENDANCE**

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
					30-40	41-50	51-60	60 and above
25) CHARISMA WY BOLEN	ENGR - U, PEO PASAYAN			F				
26) REGOR MARIL COSTALES	PLANNING OFFICER I OFFICE PASAYAN			M				
27) APOINIS VIE T. CRIZALDO	ARCHITECT IV PEO CAVITE			M				
28) DR. ARTURO FADRI QUELA	ASST. DIRECTOR - DENR - 4			M				
29)								
30)								
31)								
32)								
33)								
34)								
35)								
36)								



The Study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines



**1<sup>st</sup> STAKEHOLDERS MEETING**

30 July 2019 at Multipurpose Hall, 5<sup>th</sup> Floor, DPWH Central Office, Bonifacio Drive, Port Area, Manila

**ATTENDANCE**

No.	Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
						30-40	41-50	51-60	60 and above
1)	Ryuichi UENO	JICA Study Team			M				
2)	Nashveera Sinarimbika	JICA Study Team			M				
3)	Angelita F Balid	JICA Study team			F				
4)	Apple Legado	"			F				
5)	Suguru IWAMA	"			M				
6)	Ryuichi OKAWA	JICA Study Team			M				
7)	Tomaaki TANABE	JICA Study Team			M				
8)									
9)									
10)									
11)									
12)									

# 1<sup>st</sup> Stakeholders Meeting Report

Venue: Best Western Lex Plus Hotel, Cebu City

Date and Time: July 23, 2019, 9:00-16:00

Target Region: Region VI, VII, VIII

## 1.0. Background and Purpose of the Meeting

The Department of Public Works and Highways (DPWH) with technical assistance from Japan International Cooperation Agency (JICA) is undertaking a study on Masterplan for High Standard Highway Network Development in the Philippines, Phase 2 (HSH Phase 2).

The study is aimed at providing higher quality of HSH network for faster, safer, more comfortable, more reliable, and environmentally friendly means of road transport, which would support national goals of rapid, inclusive, and sustained economic growth of the country.

The objectives of the 1<sup>st</sup> stakeholder meeting is 1) to be able to present to the stakeholders the project outline, what Strategic Environmental Assessment is, Pre-Scoping of the HSH Masterplan Phase 2, and the present road and traffic problems, 2) gather regional information and be able to identify the present problems and issues concerning environmental and social in the respective areas, and 3) to be able to come up with policies, guidelines, recommendations, and measures to address the identified problem and issues.

## 2.0. Program

Below is the detailed program for the 1<sup>st</sup> Stakeholders Meeting conducted in Visayas Region.

<b>TIME</b>	<b>ACTIVITY</b>	
08:00 – 09:00	Registration	
09:00 – 09:05	Invocation and Singing of the National Anthem	
09:05 – 09:10	Introduction of Stakeholder Members	
09:10 – 09:25	Welcome Remarks	RD. Edgar B. Tabacon RD for Region VII, DPWH
09:25 – 09:30	Group Picture	
09:30 – 10:00	Message and Project Outline	Dir. Constante A. LLANES, JR. PS, DPWH Central
10:00 – 10:20	What is SEA?	Mr. Tomoaki TANABE
	Pre-Scoping of HSH Master Plan	JICA Study Team
10:20 – 10:30	Coffee Break	
10:30 – 10:50	Present Road/Traffic Problems	Mr. Ryuichi OIKAWA
	-Traffic Congestion, Road Closure, Protected Area, etc.	JICA Study Team
10:50 – 11:00	Open Forum	
11:00 - 11:10	Explanation of next group discussion	
11:10 – 12:10	Group Discussion by Region	
12:10 – 13:10	Lunch	
13:10 – 14:30	Presentation by Group	Leader of each Group
14:30 – 14:40	Forward to next SHM	Mr. Ryuichi UENO JICA Study Team
14:40 – 15:00	Wrap up	Dr. Rosemarie DEL ROSARIO ESSD-PS, DPWH Central
15:00 – 15:10	Closing Remarks	Engr. Nonato PAYLADO Planning, DPWH Region VII

<b>TIME</b>	<b>ACTIVITY</b>
15:50 – 16:00	Distribution of Certificates

### 3.0. Attendees

The target participants are key stakeholders for road development and environment from Visayas Region (Region 6, 7 & 8) held at Best Western Lex Plus Hotel, Cebu City on July 23, 2019. It was attended by different government agencies (DENR, NEDA, & DPWH), local government units and private sector (See Attached Attendance Sheet). Total attendees are 34, 13 female and 21 male with the following distribution:

<b>Sector/Unit</b>	<b>Region/Office</b>	<b>No. of Participants</b>
Government Agencies	DENR Region 8	1
	DENR Region 7	2
	DPWH Region 8	2
	DPWH Region 7	4
	DPWH Central Office	6
	NEDA Region 7	2
	NEDA Region 6	1
Local Government Units	Leyte	1
	Northern Samar	2
	Southern Leyte	2
	Iloilo	2
	Capiz	2
	Ormoc	1
	Lapu-Lapu City	1
	Negros Occidental	1
	Negros Oriental	3
Private Sectors and NGOs	RAFI GTG	1
<b>Total Attendance</b>		<b>34</b>

### 4.0. Highlights of the Meeting

The meetings were started with a word of prayer and singing of the National Anthem. Ms. Carmela Capule, Moderator and Master of Ceremony, provided overview of the whole-day-program and introduced the different stakeholders present in the meeting. This was followed by welcome address, message and presentations from JICA Study Team, key stakeholders and representatives from workshop groups.

#### **Welcome Remarks by RD Edgar B. Tabacon, DPWH-R07**

RD Edgar Tabacon of DPWH Region VII welcomed the meeting attendees from various government agencies, local government units and private sector as well as the JICA Study Team. He stated that the Philippines has long been wanted an efficient, effective, and reliable transport system that will address the seen endless worsening traffic situation all over the country particularly Metro Manila and Metro Cebu. He said that billions of pesos were lost in our economy due to traffic congestion. RD Tabacon pointed out that developed and

progressive countries like Japan and China managed efficiently and effectively their transport system providing their huge population a reliable, uninterrupted flow and seamless transport network primarily by means of rail ways.

He emphasized the need to effectively and efficiently manage the movement of our goods and services considering our population and the terrain of the country. He expresses his gratitude to JICA and Japanese government as a whole which fully supported the President Duterte's "Build Build Build" Program. According to him, the High Standard Highway Master Plan Network Development in the Philippines is an answer to the long-awaited realization of the Filipino people to have a quality, faster, safer, more comfortable, more reliable and environment friendly means transport system which support national goals of inclusive and sustainable economic growth of the country.



**RD Edgar B. Tabacon, DPWH-R07**

### **Message and Project Outline by Dir. Constante A. Llanes, Jr., DPWH Central Office**

Dir. Llanes Jr. provided the project outline of the High Standing Highway Development Master Plan Study Phase II. He stated that this is part of the DPWH performance governance system strategy road map of the department from 2017 to 2022. Their vision is to be an efficient and effective government agency improving the life of every Filipino through quality restructure by 2030. He highlighted the DPWH three (3) major outcomes (Konkreto 2022, The DPWH Strategy Map) which includes: 1) Reduce Travel Time, 2) Improve Road Quality and Safety, and 3) Lives and Properties Protected from Natural Disasters.

According to him, in order to reduce travel time, increase the road network capacity and construct a seamless transport system. To improve road quality and safety, he stated the need to meet international standard for road quality and safety and provide engineering solutions and road safety concerns. For outcome 3, lives and properties protected from natural disasters are more on land control project.

He mentioned that part of strategic plan of DPWH is to have a sustainable and resilient communities. This includes the implementation of integrated water resource management program, disaster risk reduction and climate change adaptation program, infrastructure support for marginalized sectors and create environment-friendly communities. Second strategic plan indicated by Dir.



**Dir. Constante A. Llanes, Jr., DPWH Central Office**



Llanes is convergence and rural road development program. This is actually the convergence of DPWH with the Department of Tourism, Department of Trade and Industry and Department of Transportation that will construct/upgrade access roads to designated tourism destination, industrial trade corridors, RORO ports/seaports and airports. Another strategic plan is the integrated and seamless transportation system. This considers the Mindanao Logistics Infrastructure Network, MLIN, roads leading to growth corridors in Western Mindanao, inter-island linkage/mega bridge program, connect gaps along national roads and construction of new bridges.

Other strategic plan he specified is the traffic decongestion program. The department will build high standard highways/expressways, by-passes, diversion roads, flyovers, interchanges and under passes and widening national roads and bridges to increase capacity especially in highly congested areas. He cited that traffic congestion resulted increase in travel time and failure of timely delivery of goods and services. Socio-economic development is the firstly affected by an inefficient transport system that is why he stressed out the need to improve our transport system.

He also explained that in 2010, the study of Masterplan on High Standard Highway Network Development Phase I in the Republic of the Philippines was completed by the Japan International Cooperation Agency. Since then the Government of the Philippines through the DPWH already implemented most of the project to address project congestions in the highly urbanized areas. He emphasized that the high standard highway aims also to connect the Regional Centers. He presented the priority high standard highways identified in Metro Manila, Metro Cebu and Metro Davao. However, he reiterated that the HSH Phase 1 network development was focused mainly in Metro Manila and its suburbs, and the Government of the Philippines has no nationwide HSH network development plan yet. The Government of the Philippines requested the Government of Japan to implement "The study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines (HSH Phase 2)," as a follow-through study of Phase 1.

At end part of the presentation, he discussed the necessity of HSH Network Plan for the economic growth across regions, sub-regions, and cities. He also showed the study area of HSH Phase 2 which will cover the major transport corridors nationwide.

According to Dir. Llanes Jr., the expected goals to be attained after implementation of HSH Phase 2 is to provide higher quality of the HSH network for faster, safer, more comfortable, more reliable and environmentally friendly means of road transport, which supports national goals of rapid, inclusive and sustained economic growth of the country. Expected outputs is defined and clarified overall HSH network focusing on nationwide expressway network and identified Priority Projects with implementation program of up to 2040.

Lastly, he presented the organization to carry out study and the members of Joint Coordination Committee (JCC) which functions are to: 1) Evaluate and approve the annual work plan of the Project to be formulated under the framework of Record of Discussion (R/D), 2) Evaluate the achievement of the annual work plan and overall progress of the project, 3) Provide guidance and resolve issues/constraints that may arise during the course of the study and implementation of the project, 4) Evaluate the results and recommendations of the study, and 5) Ensure to attain the desired outcome of the study. He also showed the members of Technical Working Group (TWG) which functions is to oversee/monitor the progress of the study being conducted by the Study Team including coordination of the pilot projects and assist

the JCC in the performance of its overall functions to ensure the optimum output needed in the study and will review materials prepared by the Counterpart Working Group (CWG).

**Presentation on What is SEA and Pre-Scoping by Mr. Tomoaki Tanabe, JICA Study Team**

Mr. Tanabe presented the Strategic Environmental Assessment (SEA) and the Environmental and Social Issues on Highway Network Development. He defines SEA based on definition of international agencies (OECD/DAC 2006 and World Bank 2002) and explained the different approach between the SEA and EIA. According to him, the SEA is applied at the very earliest stages/higher levels of decision-making (Policy, Plan and Program).

On his presentation, he emphasized the objectives and benefits of SEA which are to 1) make the formulation process of the development plan more effective during the decision-making, 2) evaluate the development alternatives from a wide range of viewpoints, 3) avoid and/or minimize significant negative impacts and to enhance positive impacts at an early stage and 4) avoid unnecessary revision of the project plan in the implementation stage. He also specified the process of SEA from screening to monitoring of impacts of the strategic actions.



**Mr. Tomoaki Tanabe, JICA Study Team**

In terms of legal framework in the Philippines, Mr. Tanabe stressed out that the SEA system has not been legislated in the Philippines. However, there is a relevant House Bill (No. 4800, Year 2014) being proposed, the Philippine Environmental Assessment System Act. In addition, he mentioned that JICA applies a Strategic Environmental Assessment (SEA) when conducting Master Plan Studies and encourages project proponents to ensure environmental and social considerations from an early stage to the monitoring stage. This is adopted in the formulation of HSH2.

Mr. Tanabe also discussed the preliminary scoping, the phases and activities in highway development and the potential negative impact particularly in pollution, natural environment, social environment, public health and Safety Risk, and emergency risk and others. He also highlighted the specific environmental and social problems/issues in road development that includes protected area, Indigenous People, Land acquisition and resettlement, and Public Health and Safety and Pollution Issue.

**Presentation on Road/Traffic Problems by Mr. Ryuichi Oikawa, JICA Study Team**

Mr. Ryuichi Oikawa shared the current road and traffic condition as well as issues identified on their study. According to him, The Philippines is in economic growth phase and population increase is continuing. For further economic promotion, the development of high-speed transportation network is essential. He mentioned that National Development Plan calls for promotion of developing regional centers and enhance their connectivity. He believed that the

key infrastructure to enhance the connectivity is HSH network. HSH development has been promoted but the network is limited to Metro Manila and the surrounding area. He stressed out that it is required to promote expansion of HSH network nationwide.

He presented the relationship between the 1st grade national road and the city scale along the national road. It reflects that major cities have developed along the National Route 1. As a consequence, he mentioned that even if it is a primary national road, traffic function is declining due to chronic traffic congestion. To correspond to this situation, he suggested the development of a new high-standard highway network that bypasses urban areas. He agreed to Dir. Llanes earlier statement that the total length of expressways in the Philippines is lower than in other Southeast Asian countries. Due to the size of the GDP capita, the extension of high standard roads may be higher.



**Mr. Ryuichi Oikawa, JICA Study Team**

He highlighted that the development of high-standard highway networks is necessary to overcome the basic issues of natural conditions. Firstly, it is required to secure durability, resiliency and redundancy to natural disasters. He presented the typhoon's passage route which covers the whole islands of the Philippines. It resulted to landslide and floods along the roads.

For the next task, the difficulty in passing mountain crossing road sections. He illustrated the Naga and Toledo connectivity in Cebu. This road section is important, but mountainous areas are blocking it. He recommended that it needs upgrades such as tunnel maintenance and linear improvement are required to realize smooth traffic.

Third point is the issue of inter-island networks. He said that in the Philippines, which is an island country, road maintenance between islands is not easy. It is a challenge that must be overcome to advance networking. He suggested that applying of long span bridge would be one of solution.

He also briefly explains the traffic situation. He pointed out first the traffic demand. Clear growth of traffic volume was observed with an average annual growth rate of 4.8% along major road sections in the last 10 years. Population growth, strong economic growth and increasing number of car ownership generate more traffic nationwide. He shows the major traffic survey points on national roads in the Visayas area and observed that the traffic volume is increasing. Next is the situation of trip length. For the case in Leyte and Samar (San Juanico Bridge) based on their survey, it has been found that there are a certain number of trips with over 100 kilometers. According to the survey results, 35% of cross-sectional traffic was a long trip. Based on the result of Roadside OD Survey, the average trip distance is more than 70km. A long trip distance of 100 km or more has increased by 15% to 25%. The slowing of travel on major national roads. According to Mr. Oikawa, it is the result of the travel speed survey conducted by the study team. He explained how travel speed is significantly reduced when passing through major urban areas.

He also discussed the connectivity issues which is a very important aspect of road development outcomes and benchmarks. For example, regarding the connectivity to the Metropolitan center, the metropolitan center (Manila, Cebu, Davao) has a high concentration of urban functions. He emphasized the importance of access in terms of life and business. If HSH road network is developed, the exchange population is expected to expand to 70%.

Next is connectivity to the regional center. The National Development Plan emphasizes the importance of regional center development which is the core city of the regional living area. He said that they are thinking high accessibility to the regional center within 1.5 hour is important for improving quality of life. Accessible population is 65% and he suggested that it should be expand this area to almost 100% by HSH network development.

Lastly, he presented the result of the observation for road network, traffic condition and connectivity.

### **Issues and Concern at the Open Forum**

The following are opinion, issues and concerns raised during the open forum:

<b>Major Questions and Answer</b>			
<b>Name/Position</b>	<b>Question</b>	<b>Name/Position</b>	<b>Answer</b>
Efren Carreon, RD NEDA 07	What is the timeline of the study/project?	Mr. Ryuichi Oikawa, JICA Study Team	Regarding schedule, on September the Formulation of Development Strategy for HSH network, after that we tried to sort the short-term and long-term project and present it on January. We were thinking next stakeholder meeting on November or December and show Overall HSH Network Plan. Target for long-term is 2040, short term is 2020, medium term is 2035. It will also identify whether the project will be implemented by DPWH, or PPP. We will also determine what kind of scheme will be using.
	We are happy to report that JICA has completed Cebu Master Plan, I'm after the connectivity so that the hierarchy will be taken into consideration and it is a good opportunity to link properly and more		For 2 <sup>nd</sup> question, we have the master plans for Metro Cebu, Metro Manila and Metro Davao, now we tried to integrate it to this masterplan, our study area is nationwide but of

Major Questions and Answer			
Name/Position	Question	Name/Position	Answer
	efficiently the Metro Cebu and other island		course we considered Metro Cebu for connectivity.
Evelyn Castro, Director MCDCB RPOD/ UP, RAFI GTG (private sector)	Just a clarification, when you say HSH, it covers primary secondary tertiary road? when you proposed, is secondary road consider to be implemented under HSH Master Plan	Mr. Ryuichi Oikawa, JICA Study Team	Thank you very much. Actually, this HSH definition is very important, we are thinking that HSH is thorough express road, also considering bypass like davao by pass. Smooth traffic and high-speed traffic road are considered as HSH
	Even at the moment it is secondary road?		Some portion are secondary road. We consider this in the study.
Camila Sarmiento – PGENRO Head, N. Samar	Are the recommendation from the HSH 1 will be presented as well as the status of implementation? or otherwise we are repeating what has been incorporated in phase 1	Mr. Ryuichi Oikawa, JICA Study Team	Actually, the Phase 1 only covers Metro Cebu, Metro Manila and Metro Davao. But this time its nationwide. What I want to know is what kind of project do you need, what are the problems/issues on the traffic congestion.
	My request is to present the status of HSH Phase 1 even only at Metro Cebu, what are the recommendations under HSH Phase 1 so we know the status of implementation, it will be a good reference what is already been recommended in Phase 1		This will be discussed during group discussions
Mario Nillos, PGDH-PPDC- Iloilo	In Panay area Region 6, are populated area, we hope that the scope of the study will consider us, Panay as your subject area for phase 2	Mr. Ryuichi Oikawa, JICA Study Team	As I mentioned this is nationwide of course we will consider Panay, including Negros, Samar and Leyte

### **Group Discussions and Presentations**

The participants were divided into 3 groups, each will elect a team leader who will present the output of the group. Groupings are based on Regions and are provided with three (3) questions to answer.

The following are the outputs of group discussions:

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#### **Group I – Region 6**

##### **Group Member list**

<b>No.</b>	<b>Name</b>	<b>Designation, office</b>
1	Erlinda B. Chiu <b>(F)</b>	CHIEF, EDS, NEDA R6
2	Mario N. Nillos <b>(T)</b>	PGDH- Iloilo
3	Maximo Montana	DIV.CHIEF, PPD,PS, DPWH Central
4	Edgar D. Agana	PE-PEO- Capiz
5	Edwin C. Monares	PA-Capiz
6	Maria Victoria Lofamia	ENGR. III, ESSD-PS, DPWH Central
7	Ernie Mapa	PE, Negros Occidental
8	Gracianito L. Lucero	PGDH-Iloilo
9	Pelita Galvez	OIC CHIEF, PDD-PPPS, DPWH Central

(F): Facilitator

(T): Team leader who also presented the output

The group discussion was facilitated by Ms. Erlinda Chiu. Mr. Mario Nillos suggested that the team answers the question by making a matrix or template to make the presentation simpler.

It was initially stated that there are 2 major islands in Western Visayas namely Panay Island and Negros Island (Negros Occidental). Guimaras is basically with Panay Island. Each island has its own distinct physical and cultural characteristics. However, as the discussion progresses, it was decided that most of the issues and concerns are common to the whole region.

The matrix was divided into 3 columns: Issues and things to advise/shared, serious Issues/Problems affecting social and economic development, and suitable locations for HSH.

Mr. Nillos asked the team how they are going to take on the issue, is it either by island or by province so discussion will be more focus. The team decided to identify the provinces first then distinguish its interconnectivity within the region.

As discussed, classification of provinces will help the team assess the issues in terms of social economic development. Iloilo is cited as an example as it has different social economic status compared to Capiz, Antique, and Aklan.

Another issue raised is on the feasibility of bringing up the economic development by reviewing the circumferential roads or by having some horizontal roads within the nearby areas. Like in Capiz and Antique, Antique don't have an airport, thus areas between these provinces are affected. Thus, a horizontal road from Capiz to Antique was strongly suggested, as it will increase economic development.

Existing primary roads, secondary roads, roads that needs to be opened up are looked into the map.

A suggestion was raised in opening a road from Panay to Tapaz, Capiz to Bugasong, Antique to Valderrama to San Rafael, Iloilo to make the travel time across the region more economical. However, there is a mountain barrier.

A suggestion on road widening was also raised from Mambusao, Capiz to Libacao, Aklan.

Furthermore, a suggestion was raised that in making the roads, the Study Team needs to consider the Protected Areas such as the Panay Mountain Range.

According to Mr. Nillos, there are already a lot of JICA project from 20-30 years ago gathering dust and not implemented. The NEDA needs to revisit/update earlier projects, open up and have it in their approve economic development plan, and ensure funding (internal/external) to facilitate the projects. As stated, JICA will not redo studies that are already existing.

According to Mr. Ueno, DPWH has bigger budget for construction that's why the Master Plan was formulated. DPWH will conduct new project e.g. widening.

Mr. NEDA inform the team per his knowledge that there is a City Development Plan for selected cities in the Philippines. Mr. Ueno confirmed by stating the Cities: Iloilo, Cagayan De Oro, and Bacolod City.

According to Mr. Nillos, since JICA only studies metropolitan areas, the team suggested that Study Team does not only concentrate in urban places but also consider the lateral interconnectivities of growth/population areas to passage socio economic development. Also, it was added that if it could be constructed comparable to the east-west or north-south highways. Even the remote areas are accessible.

The team also discussed on funding (e.g. GAA, PPP, ODA) as such to how to determine the appropriate modality.

Ms. Pelita asked the team whether issues can also be raised on the presence of ancestral domains. Cited examples are from Aklan, Capiz, and Iloilo. Directing to another issue on difficulty in securing FPIC when implementing projects. It took the years for Jalaur Project to commenced because of it is a protected area. The tribal groups are very active because of the law (IFRA Law).

Another issue raised was on the Land Use Plan of the municipalities. Ms. Pelita asked whether the Land Use Plan was updated. According to Mr. Nillos, the mother of the Land Use Plan starts from Regional Physical Framework Plan, which will be followed by Provincial Plan, then the municipal plan will be aligned accordingly. However, it cannot be assured whether it was aligned or not. Or it only exists since it is only a requirement and even the road networks are not connected. It was agreed that issue must be raised on the alignment of CLUPs and PPDPF, RPFP.

Issue of disaster resiliency of roads is also raised. According to Mr. Nillos, according to the latest press release (2017 Study of World Bank), Western Visayas was the most resilient region in the Philippines. However, there are still areas that happens to be closed because of flooding or landslide (example are Dumarao area, Iloilo City, Capiz, Antique). The road network is not climate change and disaster resilient. In Capiz there is a study of JICA on flooding, but it is awaiting funding.

Overall, based on the discussion, widening of roads to six lanes, new road opening, elevated expressway, and making the road resilient to disasters are the primary suggestions from the team.

**Summary of Answers based on questions asked.**

<p><b>Question 1. After listening to the presentation and seeing the scope of the study, what are the issues/things you want to advice/share to the Study Team to ensure success of this study?</b></p>
<ul style="list-style-type: none"> <li>• Revisit/update earlier JICA projects</li> <li>• Ensure funding (internal and external)</li> <li>• Consider lateral connectivity's of growth/population area</li> </ul>
<p><b>Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.</b></p>
<ul style="list-style-type: none"> <li>• Narrow primary roads, bridges</li> <li>• Determination of the appropriate modality for funding</li> <li>• Presence of mountain ranges, IPs, and ancestral domain areas (conflict with laws)</li> <li>• Alignment of CLUPs and PPDPF, RPPF</li> <li>• Road network is not climate adapted and disaster resilient (e.g. road closure)</li> <li>• Absence of lateral connectivity (circumferential road is narrow and winding)</li> <li>• Inadequate road safety measures (Road Safety)</li> <li>• Regulatory Issues (e.g. Lack of facility/manpower to address overloading)</li> <li>• Political will to implement</li> <li>• Airport in Antique needs improvement</li> </ul>
<p><b>Question 3. If constructing expressway/s is helpful in pushing forward your region, where are the suitable locations?</b></p>
<p><b>PANAY ISLAND</b></p> <p><b>Blue/Red - New Road Opening</b> <b>Yellow - Widening</b></p>





The following are questions/clarifications/answers from the Group Presentations:

<b>Major Questions and Answer</b>			
<b>Name/Position</b>	<b>Question</b>	<b>Name/Position</b>	<b>Answer</b>
Nashreen Sinirimbo, JICA Study Team	How serious is the IP Issue in these 3 islands?	Mario Nillos, Group I Team Leader	All the 3 areas in Region 6 have IPs and Ancestral Domains
	In the proposed road network, is there any IP?		Yes. From Capiz to Antique

## **Group II – Region 7**

### **Group Member list**

<b>No.</b>	<b>Name</b>	<b>Designation, office</b>
1	Edda B. Abendon	Engr. II, DENR R7
2	Jailani P Fernandez	Sr. EMS, DENR R7
3	Edgar B. Tabacon	Regional Director, DPWH R7
4	Nonato M. Paylado (T)	Engineer V, DPWH R7
5	Maxilee Vanebel B. Serafin	Engr. II, DPWH R7
6	Efren B. Carreon	Regional Director, NEDA R7
7	Valentino S. Jabel	Engr. III, PEO, Negros Oriental
8	Roland G. Zerna	Engr. III, PEO, Negros Oriental
9	Denowel Calumpong	Driver, PEO, Negros Oriental
10	Allan S. Pedrigal	City Engr., LGU-Lapu Lapu City
11	Evelyn Nacario Castro (F)	Director, MCDCCR RPOD Vice President, RAFI G & L
12	Constante A. Llanes, Jr.	Director IV, Planning Service DPWH – Central Office

(F): Facilitator

(T): Team leader who also presented the output

The group discussion was facilitated by Ms. Evelyn Castro of Rafi G&L and headed/presented by Mr. Nonato Paylado of DPWH- Region 7. At the start of the presentation, he shared the existing projects, issues and concerns in Region VII. Harmonization of existing documents, plans and related studies should be linked to HSH study. Metro Cebu expressway, Mandaue –Consolacion Liloan by-pass highway and other major projects are taken from the masterplan and Philippine HSH. The JICA Study Team should present the detailed status, list of projects done and continuations of these projects under the Phase I. It was suggested that problems encountered during Phase I must be disclosed in the next meeting so that there is a smooth flow during implementation stage. Another challenge noted from Ms. Castro was the strategy execution of Phase I which was not fully implemented. Mr. Paylado of DPWH-R7 will check the list of related projects done from 2010 onwards based on the Phase I in order to comprehend, research and correlate with the title of the projects presented which are generic. Dir. Llanes Jr. emphasized that the lists of projects presented in Phase I were concentrated mostly in Luzon. Ms. Castro asked about mechanism on effective follow through of the master plan in relation of the continuity of the projects done including the monitoring. Dir. Llanes Jr.

told that group that there is an existing mechanism. He informed that DPWH updated the listed projects in the master plan from time to time. He emphasized the process flow of the project from identification of project in the master plan, conduct of feasibility study, if it is feasible, economically, socially and environmentally acceptable, detailed engineering design shall follow. Furthermore, he discussed that based on the feasibility study, it will determine if it's HSH, hence, if the alignment is secondary road, upgrading is necessary to geometric HSH in which the DPWH has budget on this requirement. He also told that implementation of the projects through Official Development Assistance supported with feasibility studies are submitted for funding and budgeting. NEDA will provide the results of the study. Prioritization of projects based on master plan was pointed. Ms. Castro observed that there was not much ODA in Region 7 as compared in Metro Manila.

The problem on ROW was raised by Ms. Castro and most of the group agreed because of high population density. Existing highways are difficult to widen. On flood control structures, mostly informal settler families are major problem. Traffic congestion is also an issue. An ordinance on traffic management in Cebu City is implemented. Traffic management plan should be included in the master plan so that in the feasibility study, traffic impact assessment will be incorporated. IPs in Bohol are minimal. Environmental issues such as trees and mangroves wherein those projects that will traverse will greatly affect the mangroves. Mitigating measures identified by DENR are noted. By law, mangrove cutting is prohibited. Design with least effect in mangroves shall be considered. Utilities within the right of way, it will take time to be transferred such as transmission lines, posts, water lines etc. are also issues. DED should captured this issue, however, not all projects have identified the locations of these utilities. Only latest pipelines are plotted in the GIS but not the old ones. Flooding and other geohazards are additional issues.

On slow connectivity of transport of goods due to traffic problem, HSH will reduce the length of travel time. Among these are existing expressways (MetroCebu, Mandaue –Consolacion Liloan bypass road, Talisay-Minglanilla-Naga) and the proposed north-south projects.

Coastal roads, bypass roads, viaduct types are suggested with less negative impact in the environment but with high tourism potential. The highways in western part of Cebu are considered secondary. East coast down south road is primary. Primary road is connecting two cities with required no. of population served.

Other issues are road safety, vehicle restrictions in urbanized area.

**Summary of Answers based on questions asked.**

<p><b>Question 1. After listening to the presentation and seeing the scope of the study, what are the issues/things you want to advice/share to the Study Team to ensure success of this study?</b></p> <ul style="list-style-type: none"> <li>• Referencing of master plan, road maps, old maps             <ul style="list-style-type: none"> <li>▪ intermodal transport system from DOTr/other agencies to link with this HSH study</li> </ul> </li> <li>• Status of projects identified, done, funded in Phase I specifically for Region VII</li> <li>• Mechanism to ensure the effective master plan implementation-conduct studies in the projects identified in the master plan, supported with the following:             <ul style="list-style-type: none"> <li>▪ feasibility studies and other studies which will account the social and environmental considerations</li> <li>▪ Detailed engineering designs</li> <li>▪ Local funding and budgeting; multiyear contractual authority; options also is PPP</li> <li>▪ Responsible agencies/track (i.e infracom of RDC) and monitoring</li> </ul> </li> <li>• Observation-not much ODA in Cebu, Region 7 for HSH</li> </ul>
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**Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.**

- Right of Way (ROW) issues
- High concern in Cebu due to high population density
- Informal Settler Families (ISF)-Associated with flood control projects
- Traffic problem- Traffic management plan should be included/integrated during the feasibility study rather than implementation
- Environmental issues -mangroves, trees, natural landscapes etc. should be considered during the implementation of the project; to find ways to address the cutting to have the least adverse effects
- Utilities within the alignment
- Problems on transmission lines, water lines should be covered in the FS, DED
- Flooding
- Slow connectivity/ movement of goods & people from one location to another due to traffic problem
- Easier access such as interlink roads and inter-island bridges, by-pass roads across Region 7
- Limitations on the ff. interlink islands (depth) on road network
  - Cebu-Bohol
  - Leyte-Surigao
  - Cebu-Negros
- Social issues
- cultural and heritage sites
- Consider the road design-application of climate change adaptations such as energy efficient designs (solar); public utilities

**Question 3. If constructing expressway/s is helpful in pushing forward your region, where are the suitable locations?**

- Coastal
  - East coast Cebu, North-South
  - West coast Cebu, North-South
- Inter-island linkages
  - Cebu-Bohol; Dumaguete-Bacolod expressway; Metro Cebu expressways
- Circumferential
- Tunnels
  - East-West Toledo; Mactan
  - Consider the ff.
  - Viaduct type, less negative impact, protect tourism potential

(no figure)

**Question 4. Others**

- Road Safety for HSH
- Vehicle restrictions in urbanized area
- Provisions of sidewalks

**Group III – Region 8**

**Group Member list**

No.	Name	Designation, office
1	Loreto M. Cedro ( <b>F</b> )	Engr. V, Chief POD, DPWH R8
2	Adelina P. Gomez ( <b>T</b> )	Engr. III, DPWH R8
3	Rosemarie Del Rosario	Div. Chief, ESSD-PS, DPWH Central

4	Ida Sy Monzon	PPDC-PPDO Southern Leyte
5	Hilario D. Cadavos	OIC-PE, Southern Leyte
6	Christine Joy Megenio	LGU Northern Samar
7	Joel J. Solarta	Engr. IV, PEO, Northern Samar
8	Elmer B. Labaclado	DMO V, DENR R8
9	Inocentes C. Creer	LGU-Leyte
10	Roy M. Capala	Engr.IV, Ormoc City
11	Camila C. Sarmiento	PGENRO, PG Northern Samar

(F): Facilitator

(T): Team leader who also presented the output

The group discussion was facilitated by Mr. Loreto Cedro (DPWH 8). At the start of the presentation, he shared the issues and concerns in Samar and Leyte. These includes problem on right of way, traffic congestions, and flooding within the road alignments. Ms Camila Sarmiento (PGENRO Head, N. Samar) asked for clarifications if the high standard highway is considering primary and secondary roads. She reiterated that majority of the primary road in the region is congested. She also raised concern on the road accidents in the highways. She said that widening can worsen the issues on road accidents. Ms. Rosemarie Del Rosario (DPWH Central Office) emphasized that the said consultation will get their concerns, if the stakeholders doesn't like the widening, they can raise their concerns. Mr. Cedro stated his understanding about HSH that it is a long-term goal of having expressways. On the other hand, the widening that the DPWH is undertaking can be considered as within the scope of high standard highways.

Ms. Adelina Gomez (DPWH 8) referred to the previous presentation and reiterate to the group the importance to improve roads in Visayas because of their strategic location between Mindanao and Luzon. They connect these islands and inclusion of HSH in their area is necessary.

Ms. Sarmiento suggested to defined HSH and it goal before answering the three questions. These includes: to create seamless traffic for the national and to provide alternative route for disaster resilience. There is an argument in the group whether to include economic development and/or inclusivity and consider only technical aspect of the study. Mr. Nashreen Sinarimbo (JICA Study Team) said that anything that is not clear will still be supported including resiliency.

Mr. Elmer Labaclado (DENR 8) explained that SEA is not yet institutionalized in the Philippines, what we have is the Philippine EIS. Ms. Del Rosario clarified that as of these moment, ECC acquisition is not yet undertaken in a Master Plan Study. After implementation of the project that's the time EIA is conducted.

To answer the question no. 1, member of the group suggested that JICA should not depend on the secondary data and undertake actual assessment. Commitment of the involved agencies is important because the project will not be pushed through if there is no support from the stakeholders. There is a need to reconcile the CLUP of the municipalities so there is a baseline data specific to the needs of the area. For question no. 2, consider the terrain of Visayas region. It is sloping and weather conditions such as rain and typhoons are constantly occurring. ROW issues are very usual problems for road improvements. This will hamper economic and social development situation of the region since road network construction usually hampered by ROW problems. Other issues were itemized considering the issues and concerns of each members.

Question no. 3 have raised a lot of answers and suggestions. There is a proposal to construct an alternate route from Lapinig port connecting to Bicol and Lapinig to Tacloban. This will be helpful particularly during rainy/typhoon season to avoid flooded roads.

To improved connectivity and travel time in Southern Leyte, an expressway from San Juanico –Abuyog-Silago-San Ricardo was proposed. It is expected the through this, it will be good opportunity for other municipalities in Southern Leyte to increase their economy not only focusing Tacloban.

Mr. Cedro also present the Allen to Liloan Expressway which is also part of N1. This is also important to consider in HSH study to improve connectivity of Samar and Leyte. In connection to the connectivity of the provinces, a second bridge going to Samar-Leyte is also proposed. This was recommended in case there will be problems in San Juanico Bridge, the connectivity will not be altered due to the alternate bridge. It is also considered as disaster resilience measure.

According to Ms. Sarmiento, Samar should be connected to major cities/provinces since the province economic development are way too far from the other nearby provinces. Bridges connecting to Calbayog-Masbate-Cebu was proposed so that inter island goods and services will be transported easily.

Lastly, Mr. Cedro and Ms Gomez proposed an Inter-Island Mega Bridge from San Ricardo Southern Leyte to Lipata Surigao, Del Norte which will serve as a regional connectivity in Visayas and Mindanao.

#### **Summary of Answers based on questions asked.**

**Question 1. After listening to the presentation and seeing the scope of the study, what are the issues/things you want to advice/share to the Study Team to ensure success of this study?**

- Consider extreme weather condition
- Don't depend on secondary data
- Actual assessment/Focus Group Discussions (FGDs), Public consultation
- Commitment of involved agencies in the conduct of study
- The need to have Comprehensive Land Use Plan (CLUP) for all LGUs
- Peace and order situation

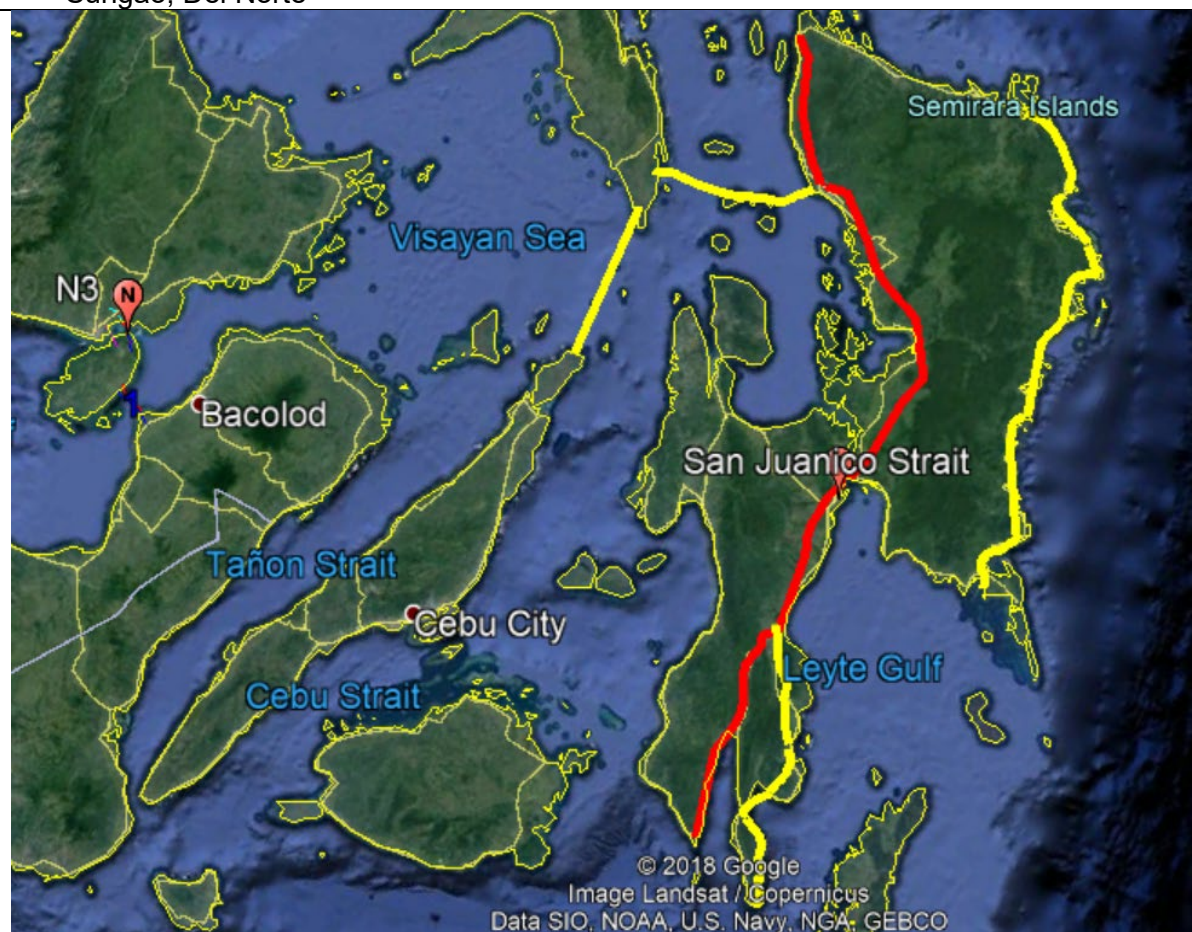
**Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.**

- Peace and order situation
- Consider extreme weather condition (rain)
- Terrain of Visayas region
- ROW issues
- Utilities
- Environmental and social consideration in planning
- Landslide problems

**Question 3. If constructing expressway/s is helpful in pushing forward your region, where are the suitable locations?**

- Proposed alternate route for HSH, Lapinig port connecting to Bicol and Lapinig to Tacloban
- San Juanico –abuyog-silago-san ricardo new route for expressway
- Allen to Liloan Expressway (N1) National Primary
- Construction of Second bridge to connect Samar-Leyte

- Connect Samar (Calbayog-Masbate-Cebu)
- Construction of Inter Island Mega Bridge from San Ricardo Southern Leyte to Lipata Surigao, Del Norte



**Question 4. Others**

- Some of the LGUs are not attending RDC Meetings (Project are prioritized in Tacloban, Leyte Area)
- Include in the design the drainage
- Design should be gender responsive (i.e. comfort rooms,)
- Integrate in the design tourist destinations
- Participatory approach in all stages of planning

The following are questions/clarifications/answers from the Group Presentations:

Question/Comment/Clarification		Answer	
Name/Position	Question	Name/Position	Answer
Nashreen Sinarimbo, JICA Study Team	Same question, is there IP in the area?	Adelina Gomez, Group III Team Leader	No IPs, only friend from the mountain (rebel group)

**Forward to Next HSM by Mr. Ryuichi Ueno, JICA Study Team**

He presented the next meeting schedule, the timeline for the formulation of development strategy for HSH (2019) and formulation of Masterplan for HSH Network in 2020. Based on

the procedure of HSH Network establishment, he highlighted that today's Group Discussion aims to get the opinion of the stakeholders for the masterplan of HSH. Formulation of HSH Network Development Strategy considers the NEDA Development Plan, the Philippine Development Plan and Regional Development Plan. Indicators provided are route layout condition of HSH, Regional connectivity, economic impact and environmental and social considerations. He highlighted that SEA is the key work to consider in planning stage masterplan formulation.

He also said that part of the study is estimation of the traffic volume, proposed new expressway/high standard highway and prepare an alternative HSH network plan, evaluation and selection which output the overall establishment of HSH network plan.

He reiterated that this is the overall survey flow. Once the definition of high-standard roads has been determined, the long-term HSH network will be planned, taking into consideration the analysis of the current situation. This is an ideal road network and does not assume the target year. HSH network development target is in 2040. He added, when the target roads of 2040 are visible, they will prepare several road network alternatives. From alternative 0 which they do nothing and keep the present network as it is without any intervention to alternative 1, development plan given priority to economic effect. This seems to be mainly the road around Metro Manila such as Metro Manila. Alternative 2 is a road network that strengthens regional connectivity rather than economic effects, and Alternative 3 is a balanced alternative, with equal amounts of investment in Luzon, Visaya and Mindanao in advance. After evaluating these three plans from economic analysis, they will determine the final road network of 2040.

At the end, he invited everyone to attend the next stakeholders meeting.

### **Wrap up by Ms. Rosemarie Del Rosario, DPWH Central Office**

Ms. Rosemarie Del Rosario was thankful for the opportunity to present the synthesis of the whole-day activity. She informed everyone that DPWH is about to prepare SEA and it is necessary to conduct this kind of public consultations to gather stakeholders' issues and concerns, opinions and recommendations for policy planning and implementation of this program. Before she started the synthesis, she expressed her gratitude, in behalf of JICA and DPWH for the presence of everyone and for sharing all their thoughts, ideas, issues and concerns that will be considered in the study undertaken by JICA Study Team.



**Mr. Ryuichi Ueno, JICA Study Team**



**Ms. Rosemarie Del Rosario, DPWH Central Office**



She went through the whole day program, the presentations of JICA study Team and the output of group discussions. She provided a comprehensive summary of the answers of each group. For the number 1 question on the recommendations and advices of the stakeholders, includes revisit and update on the JICA project undertaken in 2009, look at the studies done and check those projects which is already been implemented, those with FS and which projects are for implementation or for FS. Group presentations also brought out concerns in ensuring funds for the projects (internal and external), consider lateral connectivity and population and area for proposed projects. As she mentioned, Region 7 also suggested to come up with mechanism for the effectiveness of master planning. She also reiterated the concerns on weather condition in particularly in Region 8. Stakeholders also stressed out that study team should make use of primary data rather than just using secondary data so they should be an actual assessment. Actual assessment means they have need to go to the field have the primary data. The commitment of other agencies in the conduct of the study was also necessary.

She reiterated that question 1 and 2 are interconnected with almost the same issues and concerns. For the serious issues or concerns or the problems, they mentioned the narrow primary roads and the determination appropriate modality for funding as raised by Region 6. In addition, consider in the study the presence of the IPs, informal settlers along road network, the climate adopted and disaster risk management. Common issue of the 3 groups are the right of way concern, traffic problem and environmental issues (flooding, landslide) especially the presence of the mangroves (Region 8), utilities within the alignment, the presence of the cultural in heritage sites, the application of the climate change adaptation measures and there was mentioned efficient design to be consider at the DED and the inclusion or consideration of the republic utilities such as comfort rooms, and lay base.

At the end of each presentation, she reiterated that each group presented their own proposed projects with their recommended possible sites, locations and pointed out that all the outputs will be considered by the study team.

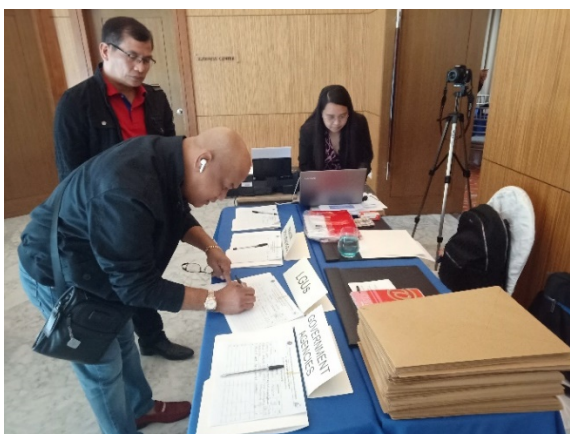
**Closing Remarks by Engr. Nonato Paylado, DPWH R07**

Engr. Nonato Paylado expressed his gratitude to JICA Study Team and all the stakeholders attended the 1<sup>st</sup> Stakeholders Meeting. He encouraged the participants that same group of participants should attend the 2<sup>nd</sup> stakeholders meeting for the continuity of the discussion.



**Engr. Nonato Paylado, DPWH R07**

**Photo Documentations**  
**Best Western Lex Plus Hotel, Cebu City**



Registration period for LGUs, government agencies and private sectors (Left & Right)



DPWH Central Office representatives during registration period (Left), Participants singing the Philippine National Anthem (Right)



Guest speakers and presenters (Left), During activity proper (Right)



Group Photo of the Stakeholders and JICA Study Team



RD Edgar Tabacon (Left) and Dir. Constante Llanes, Jr. (Right) delivering the welcome remarks and project outline



Mr. Tomoaki Tanabe (Left) presentation and Coffee Break



Mr Ryuichi Oikawa presentations



Open Forum (left ) and Group Discussion Session (right)



Mr. Mario Nillos, Group 1 (Left) and Mr. Nonato Paylado, Group 2 (Right) presentations





Ms. Adelina Gomez, Group 3 (Left) and Mr. Ruichi Ueno (Right) presentations



Ms. Rosemarie Del Rosario during Wrap up (Left), Distribution of Certificate of Appreciation to Dir. Llanes and Ms. Del Rosario of DPWH Central

**Attendance**




 The Study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines
 

**1<sup>st</sup> STAKEHOLDERS MEETING**

23 July 2019 at Grand Ballroom, 2nd Floor, Best Western Plus Lex, Cebu City

**ATTENDANCE**

Name	Designation, Office	Email/ Cel/Tel Number	Signature	Gender
1) Ryuchi UENO	JICA Study Team			M
2) Aracely F. Palid	JICA Study Team			F
3) Nashreen Siravimki	JICA Study Team			M
4) Ryuchi OIKAWA	JICA Study Team			M
5) Tomoki TANABE	JICA Study Team			M
6) Ricardo A. Capula	KRC / JST			M
7) <del>Maria</del> Camela Capula	KRC / JST			F
8) MARGOSIA KUNCUN	KRC / JST			F
9)				
10)				
11)				
12)				


 The Study of Master Plan on High Standard Highway Network Development in the Republic of the Philippines
 

**1<sup>st</sup> STAKEHOLDERS MEETING**

23 July 2019 at Grand Ballroom, 2nd Floor, Best Western Plus Lex, Cebu City

**ATTENDANCE**

Name	Designation, Office	Email/ Cel/Tel Number	Signature	Gender		
1) Edda B. Abardon	Eng. II, LPED, DENR 7			F		
2) LORETO M. CEDRO	ENGR. IV, CHIEF PDD, DENR 7			M		
3) <del>Emilio B.</del> LABACIANO	DMO IV, DENR 8			M		
4) ERLINDA B. CHIU	Chief EDS, NEDA-6			F		
5) ADELINA P. Gomez	Eng. III - DPWH REC-8			F		
6) EDGAR B. TABACON	RD, DPWH 7			M		
7) EFREN B. CARRERON	RD, NEDA 7			M		
8) CONSTANCE A. LLANES, JR.	DIRECTOR III, PS			M		
9) FELITA V. GALVEZ	OIC CHIEF - PDD-PPPS			F		
10) ROSEMARIE B. DEL ROSARIO	Div. Chief - ESSD, PS			F		
11) MARIA VICTORIA O. LOFAMIA	Engineer III			F		
12) MAXIMO M. MONTAÑA II	Div Chief - PPD, PS			M		
ADDELINA P. GOMEZ						



**1<sup>st</sup> STAKEHOLDERS MEETING**

23 July 2019 at Grand Ballroom, 2nd Floor, Best Western Plus Lex, Cebu City

**ATTENDANCE**

Name	Designation, Office	Email/ Cel/Tel Number	Signature	Gender
13) Jailani P. Ferrandez	Sr. EMS, DENR 7			M
14) Noroto M. Pagbato	Engineer IV, DPWH RO-7			M
15) MARILYN VANEZCO G. SERAFIN	ENGR. I, DPWH RO-7			F
16) VALENTINO C. JAKEL	ENGR. III, PEO, NEG. OR			M
17) Roland G. Zerna	Engr. III, PEO, Neg. Or			M
18) Denowel Calumpang	DRIVER, PEO, Neg. Or			
19) MARIA TERESA ALARCON	OIC-ARO - NEDA 7			F
20) LALAINNE CATULONG	SEMS			F
21)				
22)				
23)				
24)				



**1<sup>st</sup> STAKEHOLDERS MEETING**

23 July 2019 at Grand Ballroom, 2nd Floor, Best Western Plus Lex, Cebu City

**ATTENDANCE**

Name	Designation, Office	Email/ Cel/Tel Number	Signature	Gender
33) CAMILA C. SARMIENTO	DBENRO - PG Northern 5 and			F
34) HILARIO D. CADAVOS	OIC-PE - So. Legit			M
35) GRACIANO L. LUCERO	PGDH - IVOIUS			M
36) MARIB N. NILLAS	PGDH - PPDC - IVOIUS			M
37) IDA SY MONZON	PPDC - PPDO So. Legit			F
38) Engr. Edgar D. AGANA	PE - PEO/CAPIC			M
39) Dr. Edwin C. Morera	Prov. Administration Capiz			M
40) CAPALA, ROY M.	ENGR. IV - ORDAO			M
41) SOLALTA, JOEL J.	Engr. IV - N. Samar			M
42) ALLAN S. PEDRIGAL	CITY ENGR. - LAM-LAM CITY			
43) ERNIE F. MAPA	PROV'L ENGR. NEG. OIC			M
44) CREER, INDCENTE C.	LEU - LAYTE			M
45) MEGENIO, CHRISTINE JOY E.	LEU - NORTHEN SAMAR BORN-I			F



**1<sup>st</sup> STAKEHOLDERS MEETING**

23 July 2019 at Grand Ballroom, 2nd Floor, Best Western Plus Lex, Cebu City

**ATTENDANCE**

	Name	Designation, Office	Email/ Cel/Tel Number	Signature	Gender
1)	EVERYN SACARINO CASTRO	Director, MDCR MPOD and VP, MAPL S+L			F
2)					
3)					
4)					
5)					
6)					
7)					
8)					
9)					
10)					
11)					
12)					



# 1<sup>st</sup> Stakeholders Meeting Report

Venue: Apo View Hotel, Davao City  
Date and Time: July 25, 2019, 9:00-16:00  
Target Region: Region IX, X, XI, XII, XIII, BARMM

## 1.0. Background and Purpose of the Meeting

The Department of Public Works and Highways (DPWH) with technical assistance from Japan International Cooperation Agency (JICA) is undertaking a study on Masterplan for High Standard Highway Network Development in the Philippines, Phase 2 (HSH Phase 2).

The study is aimed at providing higher quality of HSH network for faster, safer, more comfortable, more reliable, and environmentally friendly means of road transport, which would support national goals of rapid, inclusive, and sustained economic growth of the country.

The objectives of the 1<sup>st</sup> stakeholder meeting is 1) to be able to present to the stakeholders the project outline, what Strategic Environmental Assessment is, Pre-Scoping of the HSH Masterplan Phase 2, and the present road and traffic problems, 2) gather regional information and be able to identify the present problems and issues concerning environmental and social in the respective areas, and 3) to be able to come up with policies, guidelines, recommendations, and measures to address the identified problem and issues.

## 2.0. Program

Below is the detailed program for the 1st Stakeholders Meeting conducted in Mindanao Region.

<b>TIME</b>	<b>ACTIVITY</b>	
08:00 – 09:00	Registration	
09:00 – 09:05	Invocation and Singing of the National Anthem	
09:05 – 09:10	Introduction of Stakeholder Members	
09:10 – 09:15	Welcome Remarks	RD. Allan S. BORROMEEO RD for Region XI, DPWH
09:15– 09:25	Message	Usec. Dimas S. SOGUILON, CESO 1 Undersecretary, Planning and PPP
09:25 – 09:30	Group Picture	
09:30 – 10:00	Project Outline	Dir. Constante A. LLANES, JR. PS, DPWH Central
10:00-10:05	Image of HSH Output	Mr. Ryuichi UENO JICA Study Team
10:05 – 10:25	What is SEA? Pre-Scoping of HSH Master Plan	Mr. Tomoaki TANABE JICA Study Team
10:25 – 10:35	Coffee Break	
10:35 – 10:55	Present Road/Traffic Problems -Traffic Congestion, Road Closure, Protected Area, etc.	Mr. Ryuichi OIKAWA JICA Study Team
10:55 – 11:05	Open Forum	
11:05 - 11:15	Explanation of next group discussion	
11:15 – 12:15	Group Discussion by Region	
12:15 – 13:15	Lunch	
13:15 – 14:15	Continuation of Group Discussion	
14:15 – 15:15	Presentation by Group	Leader of each Group

<b>TIME</b>	<b>ACTIVITY</b>	
15:15 – 15:25	Forward to next SHM	Mr. Ryuichi UENO JICA Study Team
15:25 – 15:45	Wrap up	Maria Victoria LOFAMIA ESSD-PS, DPWH Central
15:45 – 15:55	Closing Remarks	Dir. Constante A. LLANES, JR. PS, DPWH Central (in lieu of ARD Joselito Caballero/R11)
15:55 – 16:00	Distribution of Certificates	

### 3.0. Attendees

The target participants are key stakeholders for road development and environment from Visayas Region (Region 9, 10, 11, 12, 13, BARMM) held at Apo View Hotel, Davao City on July 25, 2019 (See attached attendance sheet). It was attended by different government agencies (DENR, NEDA, & DPWH), local government units. Total attendees are 60, 20 female and 40 male with the following distribution:

<b>Sector/Unit</b>	<b>Region/Office</b>	<b>No. of Participants</b>
Government Agencies	DPWH Region 9	2
	DPWH Region 10	4
	DPWH Region 11	5
	DPWH Region 12	3
	DPWH Region 13	3
	MinDa	3
	DENR Region 9	1
	DENR Region 10	2
	DENR Region 12	2
	NEDA Region 10	3
	NEDA Region 11	2
	NEDA Region 12	3
	Office of the USec Mindanao	2
Local Government Units	Bukidnon	1
	Davao Occidental	1
	Zamboanga City	1
	Cagayan De Oro	1
	Iligan	2
	Agusan del Sur	3
	Compostella Valley	1
	Cotabato City	2
	Davao Oriental	2
	North Cotabato	2
	South Cotabato	3
	Davao del Norte	2
	Lanao del Sur	3
Sultan Kudarat	1	
<b>Total Attendance</b>		<b>60</b>

### 4.0. Highlights of the Meeting

The meetings were started with a word of prayer and singing of the National Anthem. Ms. Carmela Capule, Moderator and Master of Ceremony, provided overview of the whole-day-

program and introduced the different stakeholders present in the meeting. This was followed by welcome address, message and presentations from JICA Study Team, key stakeholders and representative from workshop groups.

**Welcome Remarks by RD Allan S. Borromeo, DPWH-R11**

RD Allan Borromeo welcomed the special guest, the JICA Study Team, and stakeholders in Davao City and thanked them for coming to the meeting. He said that high standard highway is necessary to improve the transportation system in Mindanao and for the economic development that they are hoping. He wished for the success of the study and the support of the formulation of masterplan.



RD Allan S. Borromeo, DPWH-11

**Keynote Message by Usec. Dimas S. Soguilon, CESO 1, Regional Operations in Mindanao**

Usec. Dimas Soguilon greeted everyone and expressed his gratitude for their presence. He said that the department has embarked on that implementation of the High Standard Highway Network Development which generally involves the construction of expressways, bypasses, diversion roads, fly-overs, underpasses and widening of national roads and bridges. At present, this project has concentrated in highly urbanized quickly populated areas where traffic congestion is heavily dropped. He stated that this project will consider the 2010 Masterplan for High Standard Highway Network Development which covers the 200km radius from Metro Manila, Metro Cebu, Metro Davao and Metro General Santos City. With the increase in population and in response to President Rodrigo Duterte's policies and directives to develop major economic strategies outside this identified metropolis has to disburse to the economic opportunities and development to the barrios which don't have development centres. He said that the department sees and build the need to expand a high standard highway network to cover the entire nation. And to rightly and properly do this, he said that there is a need to start the preparation of Masterplan Phase II.



Usec. Dimas S. Soguilon

He also added that the study was reformed and conceptualized through consultation of the department's major stakeholders; listening and hearing their voices, knowing what are the stakeholders respective development plans and programs, and; what are the local conditions and situations that must be addressed, so that in the end, we can expand a synchronized infrastructure development directions towards the 2040 ambition nation for a "Matatag, Maginhawa at Panatag na buhay."

In behalf of Secretary Mark Villar, he again expressed his gratitude to the stakeholders for responding to their invitation and wished that stakeholders in Mindanao will work harmoniously on this proposed High Standard Highway Network Development Masterplan Phase II. He