

noted that “together, let us build a nation where the Filipinos can live comfortably and productively”.

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

Dir. Constante shared that there was already stakeholder meeting conducted in Cebu City and the other two more in Luzon on July 30 and 31, 2019. 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. Constante A. Llanes, Jr.,DPWH Central Office

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.

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 in Zamboanga Peninsula is the series of long and short span bridges. He explained that the island provinces will eventually connect Mindanao to Visayas and later on to Luzon by land travel. It will be composed of 7 long and short span bridges.

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. Traffic congestion is experience in urban roads, in mega cities and urban roads. This will result to an increase in travel time, failure and loss of valuable time of people. He exemplified the experiences in Metro Manila where heavy traffic is the main problem. 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. 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 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 Standards 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 1st and 2nd priority of HSH Projects with a total of 470.27 kilometers. 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.

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 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, 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. 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.



Mr. Ryuichi Oikawa, JICA Study Team

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 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 detailed result of Cagayan de Oro where the average speed of the urban section is 10 and 20 km. He said that transit traffic must pass through this traffic jam. This is the result of the south side. He discussed that the travel speed of the section including the city area is less than 40 km or 40 km on average. According to hm, it is possible to drive at a speed of about 50 km in the country side, but it cannot be said that it is a high speed.

There are various possible causes for the decline in transportation functions on national roads, but a major factor is the increase in traffic demand. This is the trend of the past 9 years of the average daily traffic volume of major national roads in the country along major road sections in the last 10 years. There is clear growth of traffic volume with an average annual growth rate of 4.8%

He also showed the main traffic survey points of national roads in the Mindanao region, but it can be seen that the traffic volume is increasing. Population growth, strong economic growth and increasing numbers of car ownership will generate more traffic nationwide.

Next is the situation of trip length. It is the result of a car OD survey on Cagayan de Oro and Iligan. The main trip is between Cagayan de Oro and Iligan, but it has been found that there are 30% of trips over 100 km. A long trip distance of 100 km or more has increased by 15% to 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 (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

There is no issues and concern raised during the open forum as the presentations are clear to the stakeholders. Ms Carmela Capule, moderator and emcee said that any concerns arise are welcome to discuss during group discussions.

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:

Group I – Region 11 & 13

Group Member list

No.	Name	Designation, office
1	Mario M. Realista (F)	CEDS, NEDA, Region 11
2	Lester G. Padilla (T)	DPWH R11
3	Joselito B. Caballero	ARD, DPWH Region 11
4	Teofila U. Tan	Engr. V, DPWH R11
5	Judy Ann T. Bernardino	Engr. III, DPWH R11
6	Alain John R. Sotto	Engr. III, DPWH R11
7	Emily Jeanette Salvado	CEDS, NEDA, Region 11
8	Pol Delos Santos	OIC, Regional Director, DPWH R13
9	Ruth D. Cantiveros	Engr. V, DPWH R13
10	Evelyn L. Beray	Engr. III, DPWH R13
11	Renato A. Buhat, Jr.	DMO III, Mindanao Development Authority (MinDA)
12	Efren V. Tagorza	EMS II, DENR R11

13	Gilbert G. Mambulao Jr.	Engr. II, PEO, LGU, Davao Del Norte
14	Amelita L. Timbol	Engr. I, PEO, LGU, Davao Del Norte
15	Hazel (not found in the attendance sheet)	LGU, Davao Del Norte
16	Shayne T. Macaylas	Engr. II, PEO, LGU, Agusan del Sur
17	Marivelosa Dale D. Masing	PDO II, PPDO, LGU, Agusan del Sur
18	Joy C. Manabat	Engr. III, LGU, Compostela Valley
19	Ruel C. Dumadag	Provincial Engineer, LGU, Davao Oriental
20	John Christopher Algalar	Engr. IV, LGU, Davao Oriental
21	Jose Pastor Dela Cerna	LGU, Bukidnon
22	Constante Llanes, Jr.	Director, Planning Service, DPWH Central
23	Roel Rosales	DENR R13
24	Ronaldo C. Montero	LGU, Butuan City
25	Fahad Lininding	Engr. III, PLGU, LDS
26	Abdullah Sumandar	Engr. II, PLGU, LDS
27	Hazel Zafra	Planning Officer, LGU, LDS

(F): Facilitator

(T): Team leader who also presented the output

The group was facilitated and lead by Mr. Mario M. Realista from NEDA Region XI. The group output was presented by Mr. Lester Padilla of DPWH R11. Frequency of monsoon rains, intertidal action, earthquakes etc. must be included in the study. Region 11 was seldom hit by typhoons, however, due to climate change, more frequent rains and typhoons have experienced. Design parameters on HSH should consider natural calamities. Mr. Ruel Duomadag informed the group that topography of areas in Davao Oriental must be included in the study because the area is not in the trail way system. LGU from Agusan del Sur suggested to integrate existing LGU development & road network plans to HSH. Prior to HSH implementation, LGUs should be involved in the social preparation to prevent future problems from LGUs. During planning stage, DPWH should consult the LGUs about their comprehensive land use plans on where to traverse the HSH. Update strengthen and enforcement of CLUPs and integrate HSH in CLUPs are suggested. Mr. Efren Tagorza of DENR R11 told the group that all ECPs/ECA shall comply with EIA requirements of the DENR.

Mr. Dumadag suggested that HSH should be away in urban cities to prevent obstruction. It should be parallel to local roads to avoid inner congestion within cities due to traffic. In Davao Oriental, road widening still does not solve the traffic, at inner circulation in urban road that traverse the national road. He further suggested that the paradigm of expressways should not have traffic/stop lights to maintain continuous flow of travel. He wanted to develop the mountainous areas/uptown area especially in Davao Oriental, in which most farm lands cover 60% of the inhabitants. DILG has plans on developing and harmonizing local road network to LGUs.

Problems on policies of building provincial roads traversing mining areas especially in CARAGA Region. LGUs constructed and maintained the provincial roads, but when mining companies came, authority over the roads was no longer under LGU's jurisdiction. There should have amendment of certain provisions of the laws. Problem on flooding was raised by Ms. Amelita Timbol especially in Tagum, Davao del Norte. Others agreed that all areas facing

Pacific Ocean experienced the same problem. Among issues raised by Mr. Dumadag are traffic congestion and choke points in Davao City which would hamper social and economic development. Insurgency is another problem in Davao Oriental and in conflict affected areas. These areas are identified by AFP and DSWD. Problems on road right of way issues, encroachment in RROW and easement by informal settlers, public utilities such as grid lines/ electric posts, water lines, telcom lines are raised.

Mr. Dumadag quoted that the road to peace is the road according to Army which emphasized the importance of road network development towards economic growth.

Problems on NIPAS, CBFM, NGP, CADT in high lands/ mountainous areas, protected landscape and seascape problems in Davao Oriental and other areas, conversion of lands to fishponds which affected the mangroves are some issues raised.

Details of the proposed expressways, bypass roads, road widening, tunnels, bridges are discussed. For Region 11, connectivity of coastal areas is highlighted as part of the recommendation for the HSH Study. These includes Davao Oriental-Surigao coastal road – Tagum-Carmen-Panabo Coastal connecting to Davao City Coastal Road. These roads will provide connectivity among provinces in the Region and will improved trades of commodities in these areas. In order to provide faster and efficient transport system in areas of Davao Oriental and Manay as well as going to Bukidnon from Davao, Davao-Mati-Manay by pass road and Davao-Bukidnon Expressway are suggested traversing mountainous areas cutting short the travel time. It will lessen the traffic in the inner cities/municipalities. However, problems on tenurial rights/instruments such as ancestral domains and protected area might prolong the projects.

For Region 13, they recommended the North and South Lateral Road (Las Nieves, Agusan del Norte to Papalong Davao del Norte) for regional connectivity road. Primary corridors should be enhanced to ensure economic robust hence it is suggested that widening from 4 lanes to 6 lanes be undertaken and be included in the study.

In Surigao del Norte, a Nautical Highway is suggested.

In order to provide connectivity from Claver in the province of Surigao del Norte going to Siargao Island by construction of Hayanggabon Bridge (Long Span Bridge). It will also support tourism in in the province.

Most road networks in other countries particularly with sloping terrain utilized tunnels as road networks. Tunneling might be a good consideration in connecting Agusan del Norte and Surigao del Sur. However, it might post a higher investment cost. Still, a recommendation for the study team.

In Butuan City, Agusan del Norte Logistical Highway with 8 lanes including bridge that will cross Agusan River is recommended to minimized traffic congestion as will as improved connectivity to major cities. Interchange along Butuan-Cagayan de Oro-Iligan road at Baan section is also suggested to ease traffic in these areas.

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?
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| <ul style="list-style-type: none"> • Baseline data on monsoon rains, intertidal, earthquakes and other geohazards to include in the study traversing the IPs |
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<ul style="list-style-type: none"> • Information on Protected Areas including watershed, forest lands, water bodies, wet land areas, biodiversity assessment • Intensify IEC and public participation/involvement on the project (HSH) • Inform the Study Team in securing licenses/permits, process/procedures of the concerned agencies (DENR, NIPAS/FPIC, PAMB, cutting, land use permits, etc.) -Provide recommendations to simplify the processing & issuance of permits especially in conflict areas (overlapping of jurisdictions, zoning areas; review and if necessary, amend existing laws • To consider involvement of and integration into existing LGU development & road network plans to compliment and harmonize the HSH plans -Commitments of LGUs to support HSH plans -Update, strengthen and enforcement of LGU CLUP and ordinances; integrate HSH in CLUPs; participation and involvement of LGUs in the HSH; limitations on GIS of some LGUs; • Involvement of the LGU in the Social preparation prior to HSH implementation
<p>Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.</p>
<ul style="list-style-type: none"> • Flood prone areas (i.e Tagum-Carmen Section), erosion prone areas; Problems on geohazards such as storm surge, flooding in all municipalities facing Pacific Ocean • Traffic Congestion in urban areas/cities: choke points in Davao City (Panacan, Tibungco), Butuan area, problem on obstruction of urban cities, should be away from the urban site, suggest to create expressways in another parallel site to decongest traffic in the urban areas; illegal parking, • Right of Way (ROW) Acquisitions; encroachment of public and private utilities (transmission lines, water lines, telcom lines) • Conflict affected areas identified by AFP and DSWD • Insufficient local road network including some sections of the national road network • Limited road network capacity of existing roads, sections from Davao, Butuan to Cagayan de Oro; • DENR: Problems on NIPAS, CBFM, NGP, CADT in high lands/ mountainous areas • Protected landscape and seascape problems in Davao Oriental and other areas -conversion of lands to fishponds which affected the mangroves • Peace and Order issues that will traverse in the conflict affected areas • Identified peace development zones
<p>Question 3. If constructing expressway/s is helpful in pushing forward your region, where are the suitable locations?</p>
<p>*Region 11: Connectivity of coastal areas: Davao Oriental-Surigao coastal road – Tagum-Carmen-:Panabo Coastal connecting Davao City Coastal Road traversing mountainous areas; by-pass road in Davao Oriental-Mati-Manay ; Davao-Bukidnon expressway</p> <p>*Region 13: Surigao del Norte – Agusan del Norte West Coastal Road Davao-Butuan-Cagayan de Oro road</p> <p>*MinDA – Tagum-Davao-Digos Expressway</p>
<p>Davao Oriental-Mati /Manay Bypass Road Road Name: Highway Junction Mati (Buso-Tagbinonga)-Lupon (Tiombukan)- Manay (Kalinawan, Taocanga) – Highway Junction ~ 50 km</p>



Yellow Line: North and South Lateral Road (Las Nieves, Agusan del Norte to Papalong Davao del Norte)

Red Line: Widening of the existing primary corridors in Region 13 from 4 lanes to 6 lanes



Yellow Line (upper right, No. 1) – Surigao del Norte Nautical Highway

2: Construction of Hayanggabon Bridge (Long Span Bridge) ~ 10.5 km

3. Tunnel – boundary of Agusan del Norte/ Surigao del Sur

4. Butuan City – Agusan del Norte Logistical Highway (8 lanes) including bridge # 4 that will cross Agusan River

5. Tunnel – Surigao del Norte – Agusan del Norte West Coastal Road

6. Interchange along Butuan-Cagayan de Oro-Iligan road at Baan section



Group II – Region 9 & 10

Group Member list

No.	Name	Designation, office
1	Al Gernegy Cuerquez (F)	OIC Supervisor EDS, NEDA R10
2	Saturnino Torre Franca (T)	DE, DPWH R9
3	Alrich Resma	ARD-TS, DENR R10
4	Roel Dahonog	DENR R10
5	Ronald Gadot	ARD DENR R9
6	Sabeniano Calido Jr	OIC Chief, PDD, DPWH R10
7	Lester Padilla	DPWH R10
8	Thea Shaila Mae Peguit	DPWH R10
9	Rey Peter Gille	OIC-ARD DPWH R10
10	Jesse Tuta	Engineer II, NEDA R10
11	Jay Louien Magdales	Engineer II, NEDA R10
12	Airalyne Apolinario	Engr. II, DPWH R9
13	Leonard Alcala	Engr I, CEO Zamboanga City
14	Kenneth Yame Valde	Engr III, CEO Cagayan De Oro City
15	Antoniette Obach	COA I, CEO, Iligan City

(F): Facilitator

(T): Team leader who also presented the output

The discussion was facilitated by Al Gernegy Cuerquez from NEDA. The first issues to be raised were on biodiversity study (e.g. wildlife), Indigenous Peoples (IPs), right of way (ROW), and Peace and Order.

Representative from Iligan stated that there is a consultant from DPWH saying that expressway along Iligan City will be ideal along the coastal road so Right of Way is not a problem in Iligan. The only existing problem are the seaports. DPWH suggest that expressway will not pass through seaport but use the existing roads and just make improvement with it.

Ms. Al Gernegy Cuerquez confirmed from the team if ROW will be deleted from the concern of the regions. However, it was rebutted by a representative from Cagayan De Oro where they have experience on having a problem with ROW, thus, project was delayed. The representative from Iligan reiterated that this only true for Iligan and not embodying other areas of the region.

For issue on biodiversity study, Representative from DENR would like to include in the JICA Study if the areas that would traverse a hotspot for biodiversity. Also, affected by the diversity are the bird's areas and cutting of trees. He also discussed that in preparation of the ECC, biodiversity study is a primary data. In addition, mangrove is strictly prohibited to be cut according to RA 7161. So, if there are mangrove that will be traverse it should be considered. The DENR suggested to have an in-depth study of the biodiversity as JICA plans for the HSH Phase 2.

For issue on IPs when constructing roads and bridges, DPWH representative express that a FPIC is needed for this issue. Representative added that not only roads and bridges need FPIC but also for other projects that will affect the IPs.

Right of Way, the LGU needs to lead with this stated issue. Representative from Iligan suggested to have a public consultation. Furthermore, it was stated that only the LGU can help address the issue on ROW. It is in the local government code. In addressing the issue, the LGU will be tap together with the implementing agencies.

Peace and Order, even there is no official advise people are scared to pass through certain roads such as Cotabato – Malabang –Tukuran – Pagadian, Zamboanga West Coast Road (Siocon-Siraway-Sibuco-Zamboanga City), Gingoog-Claveria-Villanueva and its connectivity. These roads are constructed but not being pass through.

Summary of Answers based on questions asked.

<p>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?</p> <ul style="list-style-type: none"> • Consider an in-depth study of the affected biodiversity • Secure FPIC • Tap LGU together with the implementing agencies • Create a TWG (e.g. DENR, DPWH, LGU, and other stakeholders) • Stakeholders collaboration • Replicate good practices of FRIMP-CDOR • Observation of cultural heritage • N1 (Roads linking to XII, X, IX) • Operationalize EO 70 (Whole-of the-Nation-Approach)
<p>Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.</p> <ul style="list-style-type: none"> • Biodiversity study of area (e.g. wildlife) • Areas of IPs • Right of Way • Widening of Roads • Peace and Order <p>Example:</p> <ul style="list-style-type: none"> -Cotabato – Malabang –Tukuran – Pagadian -Zamboanga West Coast Road (Siocon-Siraway-Sibuco-Zamboanga City) -Gingoog-Claveria-Villanueva and its connectivity

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

Mindanao5 (Zamboanga)



Mindanao4



Mindanao (Reg. 10 and 11)



Illustrated the existing roads, on-going and proposed roads of DPWH Region 10



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

Question/Comment/Clarification		Answer	
Name/Position	Question	Name/Position	Answer
Mr. Nashreen Sinarimbo, JICA Study Team	For Group 2, since this is a group workshop, may I confirm that the group output is only the 3 roads and the expressway map is the department's plan?	Saturnino Torrefranca, DE, DPWH R9	This is the existing plan that the department have. Only the 3 plans are group outputs. These complements the already existing roads in the area.
Mr. Ryuichi Oikawa, JICA Study Team	You mention Section B and C, it will require new ROW?	Saturnino Torrefranca, DE, DPWH R9	Section B and C have completed Pre-Feasibility Study and programmed for conduct of full Feasibility Study. Villanueva-Opol expressway will traverse the coastal town(new ROW) and the existing road. It's a multinational road, it will traverse both in some point (ROW).
Mr. Nashreen Sinarimbo, JICA Study Team	Expressway if we rely on the existing will not reduce traffic so we need to increased expressways. In Japan 40-50% are expressway it is very important in the delivery of services. In Zamboanga Peninsula, what are the industry that might be improved?	Saturnino Torrefranca, DE, DPWH R9	We have the ecozone in Zamboanga. The widening from 2 lanes to 4 lanes will helpful for the economy of Zamboanga.

Group III – Region 12 & BARMM

Group Member list

No.	Name	Designation, office
1	Teresita Socorro Ramos (F)	RD, NEDA 12
2	Cynthia D. Ortega (T)	PPDCNorth Cotabato

3	Rowane Sumagpar	DMO III, DENR R12
4	Nabil Mamoribio	Engr, MPW-BARMM
5	Macabai Pangamadun	Engr III, MPW-BARMM
6	Marlo De Guia	Engr. V, DPWH R12
7	Roy Hatague	Sr. EDS, NEDA R12
8	Johnred Arob	Engr II, DPWH R12
9	Samuel Jorolan	LGU Cotabato City
10	Mary Cecil Agero	Engineer II-PEO Cotabato City
11	Jonah Balanag	PDO IV, North Cotabato
12	Brian F. De Eyoy	PDO II, South Cotabato
13	Jose Daniel Salamat	PEO III, South Cotabato
14	Lloyd Esparagosa	Engr. III, South Cotabato
15	Arch Sherwin Llorente	PDO II, Sultan Kudarat

(F): Facilitator

(T): Team leader who also presented the output

The discussion was facilitated by RD Teresita (NEDA 12) facilitated the group discussions. She set the timeline for each question to maximize the time allotted. She directly asked the first question and immediately get the response of her group members. One raised problem is the implementation of raised without Feasibility Study. There are some cases in BARMM and Region 12 that were implemented without Feasibility. Other is that during Feasibility study, road right of way are not considered. RD Teresita stated that in 2021, no project will be implemented without road right of way. For example, the Surallah T'boli area. This was seconded by Mr. Marlo De Guia (DPWH 12). Annual investment program will no longer be endorsed if the road right of way problem is still not addressed. Ms Cynthia Ortega (North Cotabato) said that most project with this problem are those that are affected by political interference problem. For example, a congressman will go to National office of DPWH and identify a project based on the map alone and ask to include a certain area and sometimes even without Feasibility Study.

Other problem is social preparation, like in Region 12, this brought a lot of implications. For BARMM, flood prone areas and lands line erosion prone areas were raised as concern. They suggested that for every stretch of the road that cuts through the mountain, JICA has to have a slope protection together with the road in the programming the project and must be supported by the Geologic Studies.

In question 3, the stakeholders recommended several road networks to be considered in HSH study. The Datu Paglas-Columbio-Matanao Road (by pass) will enhance regional connectivity particularly in BARMM, Region 11 & 12.

Columbio-Lutayan-Koronadal City Road is a proposed by pass road connecting Sultan Kudarat and Koronadal City. This was proposed to lessen traffic congestion in Koronadal City and alternate route going to the area.

Banga-tupi-malungon road will cross to the national road and connect south Cotabato and Sarangani Province avoiding traffic congestion in General Santos City.

Major problem in road networks improvement is when you traverse a protected area. The stakeholders proposed the Surallah-t'boli-san jose General Santos City road to connect the area directly to airport. The JICA Study Team should look for the possibilities how this road network will be implemented.

The stakeholders also proposed Kidapawan city circumferential road to minimized traffic in the city. The road will encircle the city hence easier entrance and exit in the city. Other proposed

roads aims to lessen traffic congestion includes Nhw jct.malungon-boundary sta maria road davao occidental, Tacurong east bypass road, Panalawan-palao-kapai road, Bubong-karokotan-talakag, Iligan-Marawi-Basak Area-Bayang-Matanog , Iligan-marawi-parang road, Silway-klinan-mabuhay-conel-upper labay road general santos city, Cotabato city-diversion, Cotabato City-Koronadal City, Diversion road to airport, Kalamansig area coastal road and Cotabato City Flyover.

There are also proposed road network with consideration to slope protection located in landslide prone areas which include Nicaan-kitub-banisalan road and Napanlahag-dallag-arakan. Shore protection along coastal areas recommends Lebak-Kalamansig-Palimbang coastal road.

Stakeholders also considers that improved road networks may minimized peace and order - problems particularly in armed conflict locations. Proposal includes Manuangan-sultan kudarat-Datu Odin Sinsuat, Marantao-Kauswagan Road, Saguiaran-piagapo-munai, Parang-cotabato-DOS-Tapian-Lebak road, Wato-pantao ragat road, Marantao-kauswagan road

There are numbers of recommendations and proposed locations but due to time constraints, the stakeholders just listed down the locations for consideration of the JICA Study Team.

- Tubod-ganassi
- (road construction pand shore protection)
- Marawi-bumbaran-wao (3 bridge)
- Panalawan Palao-Kapai Road
- Esperanza-m.roxas-sto.nino road s.cot
- Sto nino-san isidro-katipunan-lopez jaena-banga road section
- NRT Gapok, sen.ninoy aquino-sk-baluan, milbuk,palimbang SK
- Concreting NHW Jct.Lun Masla-klinam bdry don marcelino dvo or.
- Concreting of NHw jct.Nagpan-ampon-tamban-boundary alabel prov'l road,
- Malungon sarangani province
- Upgrading tampakan-tablu bdry.road, columbia_sultan kudarat so.cot
- San vicente-bulacan-banayal road, tulunan-magsaysay, dvo d.sur
- Binoligan-dalapatan road, onica-makilala
- Linangkob -san isidro-gayola-estado road, kidapawan
- Batulawan-balantikan-gokotan road pikit
- Lawili-pentil-palakat road, aleosan
- Sallab-white kulaman-sumalili road, arakan-bukidnon
- Esperanza-lebak road sk
- New panay aleonan-carmen with bridge
- Central mindanao airport access road
- Pigcauyan-patot-buldon-matanog road
- Manuangan-matilac libunganntorneta datu odin with bridge
- Silway and upper labay road
- Malapag-tinimbacan-banisilan road
- Guiling-bao-malitubog-paruayan-nicaan road
- Sadaan-central glad bypass road
- Banga-tboli-koronadal proper polomolok
- Surallah-lake sebu-maitum road
- Sna-lebak-kalamansig road
- Demoloc-little baguio-alabel road
- Tamar (talayan)-South Upi
- Sayap (Datu Hoffer)-South upi
- Midsayap-dulawan- makar road (Datu Salibo section to proposed viaduct)
- Midsayap Overpass
- Zamboanga-Isabela basilan bridge

- Panglima sugala-languyan bridge
- Kabuntalan-datu pian
- Parang-bongo island bridge

RD Teresita reminded that everyone must understand that road implementation provides development for the welfare of the many.

Summary of Answers based on questions asked.

<p>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?</p> <ul style="list-style-type: none"> • Consider ROW before project implementation • Project implementation without Feasibility Studies (Region 12) • Surala T'boli san jose road-within Protected area (suspended) • Lebak-calamansig road (no FS) –Flood prone area • Consider Social Preparation before project implementation (ie. Bridge in Makilala) -Security -Culture • Road right of way without Title • Coordinate with PAMB, Road project with Protected Area (lake sebu), • Review Road Standards (Harmonization) • Flexibility of funding
<p>Question 2. In your region, identify (and indicate location) most serious issues/problems which hamper social and economic development.</p> <ul style="list-style-type: none"> • Consider ROW before project implementation • Project implementation without Feasibility Studies (Region 12) • Surala T'boli san jose road-within Protected area (suspended) • Lebak-calamansig road (no FS) –Flood prone area • Consider Social Preparation before project implementation (ie. Bridge in Makilala) • Security • Culture • Road right of way without Title • Coordinate with PAMB, Road project with Protected Area (lake sebu), • Review Road Standards (Harmonization) -Flexibility of funding • Peace and Security (Cotabato Province, Sultan Kudarat, Surallah, T'Boli, BARMM Areas) • ROW Implementation • Sloping terrains • Projects without Feasibility studies • Project within Protected area and hazard prone areas • ROW without title lands • Appropriate conversion of roads • Traffic Congestion area: • Checkpoints areas (Koronadal, Cotabato) • Humps with pipes-BARMM areas (Matanog-Parang) • Widening of road in BARMM areas • Disaster Prone area: <ul style="list-style-type: none"> -Malabang area-Cotabato to Marawi-Iligan (flood by sand) -Kabacan-Pikit-Pigkawayan (flood prone roads) -Madalum-Madamba area landslides (Cotabato-Marawi) -Cotabato City-Nuling-Santos Side -Midsayap-dulawan- makar road (flooded)

- Lindongan Slip Section-Bagolibas, Aleosan (Davao-Cotabayto Road)
- IP Area: (DENR to provide)
 - South Cotabato (Surallah)
- Traffic Congestion area:
 - Checkpoints areas (Koronadal, Cotabato)
 - Humps with pipes-BARMM areas (Matanog-Parang)
 - Widening of road in BARMM areas
- Disaster Prone area:
 - Malabang area-Cotabato to Marawi-Iligan (flood by sand)
 - Kabacan-Pikit-Pigkawayan (flood prone roads)
 - Madalum-Madamba area landslides(Cotabato-Marawi)
 - Cotabato City-Nuling-Santos Side
 - Midsayap-dulawan- makar road (flooded)
 - Lindongan Slip Section-Bagolibas, Aleosan (Davao-Cotabayto Road)
 - IP Area: (DENR to provide)
 - South Cotabato (Surallah)

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

Illustrated in Maps:

- Iligan-marawi-parang road
- Parang-cotabato-DOS-Tapian-Lebak road
- Wato-pantao ragat road
- Marantao-kauswagan road
- Datupaglas-cumbio-matanao road
- Cumbio-lutayan-koronadal city road
- Banga-tupi-malungon road
- Surallah-t'boli-san jose gsc road
- Kidapawan city circumferential road
- Nhw jct.malungon-boundary sta maria road davao ocv
- Tacurong east bypass road
- Manuangan-sultan kudarat-DOS
- Panalawan-palao-kapai road
- Marantao-Kauswagan Road
- Saguiaran-piagapo-munai
- Bubong-karokotan-talakag
- Iligan-Marawi-Basak Area-Bayang-Matanog

Without Map due to time constraint so other stakeholders listed the name of proposed area/projects for consideration of the study.

- Tubod-ganassi
- Lebak-Kalamansig-Palimbang coastal road (road construction pand shore protection)
- Marawi-bumbaran-wao (3 bridge)
- Panalawan Palao-Kapai Road
- Esperanza-m.roxas-sto.nino road s.cot
- Silway-klinan-mabuhay-conel-upper labay road g.s.c
- Sto nino-san isidro-katipunan-lopez jaena-banga road section
- NRT Gapok, sen.ninoy aquino-sk-baluan, milbuk,palimbang SK
- Concreting NHW Jct.Lun Masla-klinam bdry don marcelino dvo or.
- Concreting of NHw jct.Nagpan-ampon-tamban-boundary alabel prov'I road,
- Malungon sarangani province
- Upgrading tampakan-tablu bdry.road, columbia_ sultan kudarat so.cot
- San vicente-bulacanon-banayal road, tulunan-magsaysay, dvo d.sur
- Binoligan-dalapitan road, onica-makilala
- Linangkob -san isidro-gayola-estado road, kidapawan

- Batulawan-balatikan-gokotan road pikit
- Lawili-pentil-palakat road, aleosan
- Sallab-white kulaman-sumalili road, arakan-bukidnon
- Esperanza-lebak road sk
- Cotabato city-dive
- Nicaan-kitub-banisalan road with slope protection along landslide
- Prone areas
- New panay aleonan-carmen with bridge
- Napanlahag-dallag-arakan with slope protection
- Central mindanao airport access road
- Pigcauayan-patot-buldon-matanog road
- Manuangan-matilac libunganntorneta datu odin with bridge
- Koronadal city by pass road
- Silway and upper labay road
- Malapag-tinimbacan-banisilan road
- Guiling-bao-malitubog-paruayan-nicaan road
- Sadaan-central glad bypass road
- Banga-tboli-koronadal proper polomolok
- Surallah-lake sebu-maitum road
- Sna-lebak-kalamansig road
- Demoloc-little baguio-alabel road
- Tamar (talayan)-South Upi
- Sayap (Datu Hoffer)-South upi
- Cotabato City-Koronadal City (Improved the 2 lane road)
- Diversion road to airport
- Kalamansig area coastal road
- Midsayap-dulawan- makar road (Datu Salibo section to proposed viaduct)
- COTABATo City Flyover
- Midsayap Overpass
- Zamboanga-Isabela basilan bridge
- Panglima sugala-languyan bridge
- Kabuntalan-datu pian
- Parang-bongo island bridge
- Shoreline protection at coastal

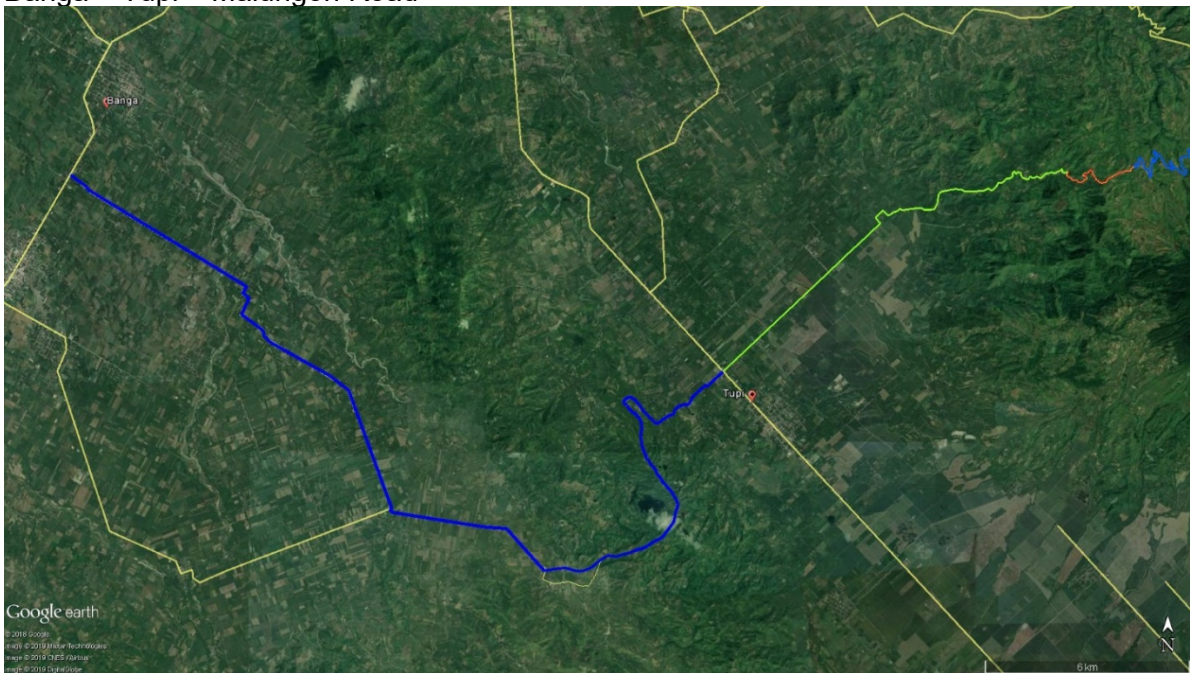
Datu Paglas-Columbio-Matanao Road



Columbio-Lutayan-Koronadal City Road



Banga – Tupi – Malungon Road



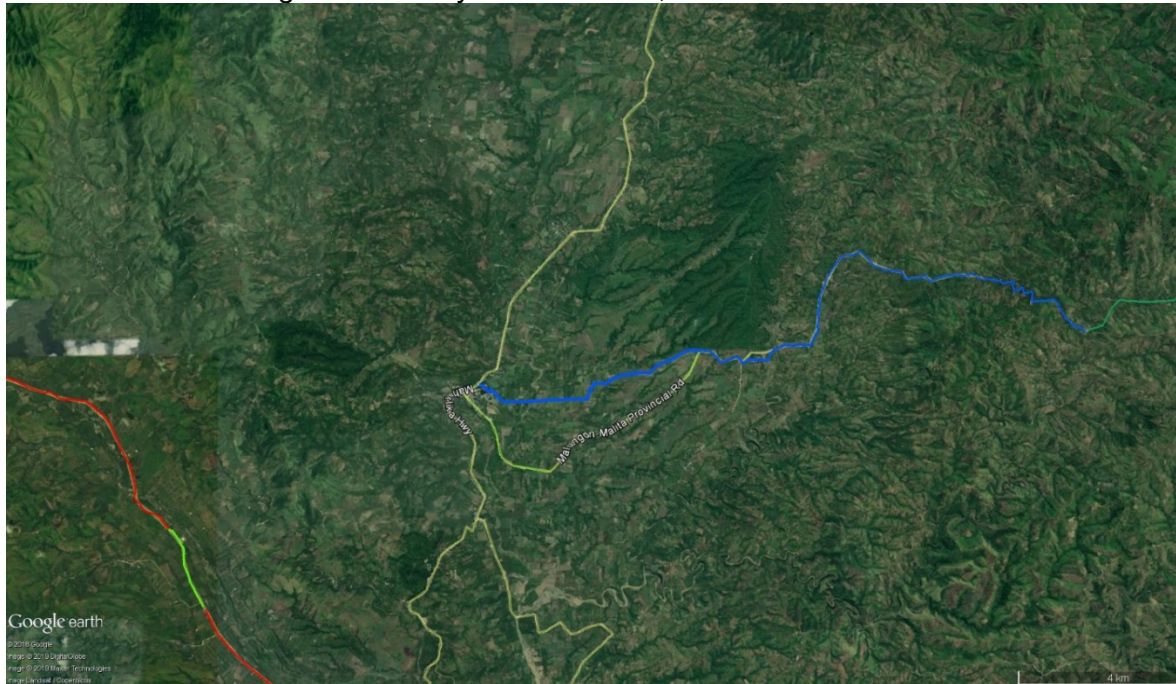
Surallah-T'boli-GSC Bypass Road



Kidapawan City Circumferential Road



NHW Jct Pob. Malungon -Boundary Sta. Maria Rd, Dvo Occ.



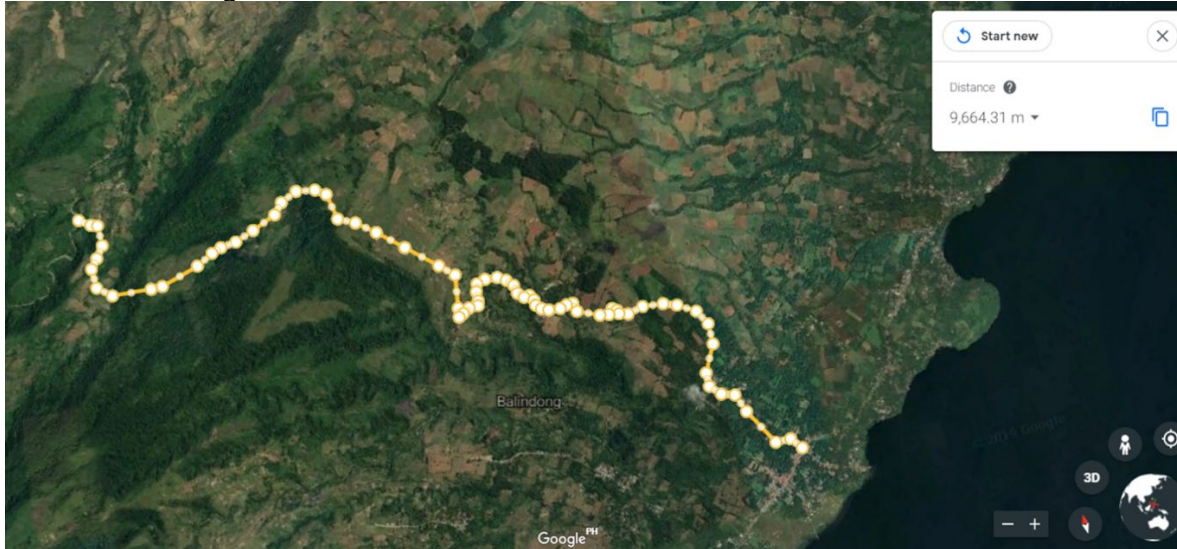
Tacurong East By-pass road



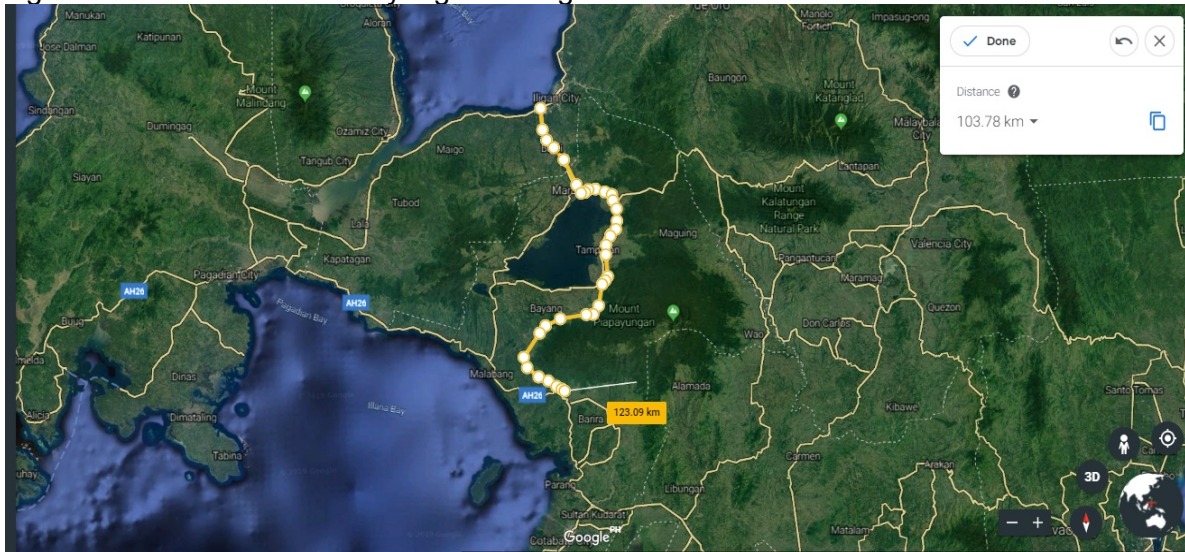
Parang-Cotabato-Dos-Lebak Road



Wato-Pantao Ragat Road



Iligan-Marawi-Basak Area-Bayang-Matanog



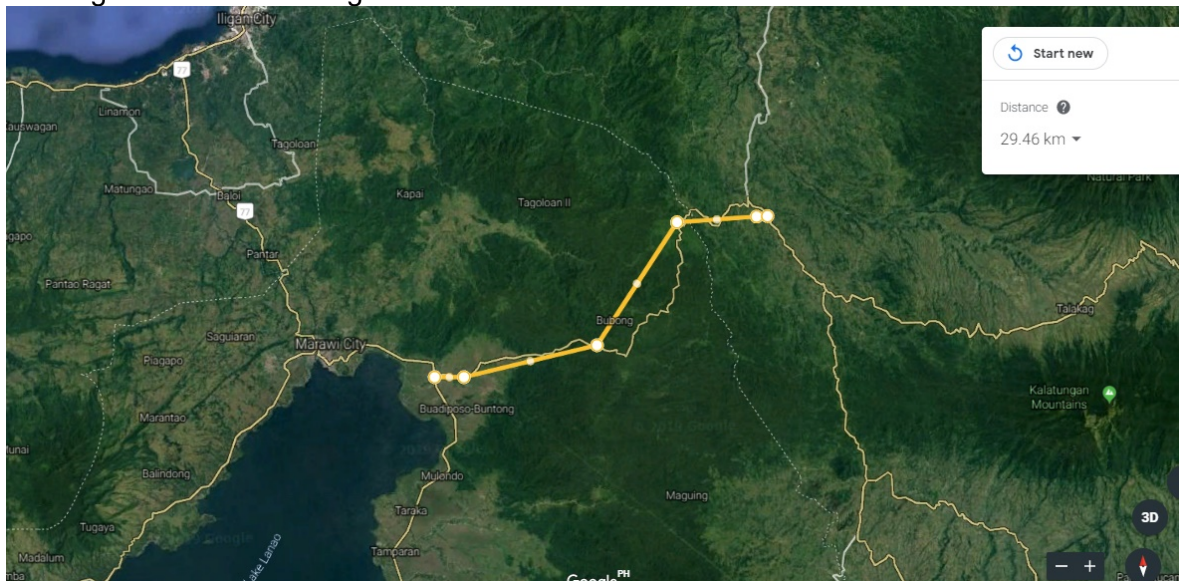
Marantao-Kauswagan Road



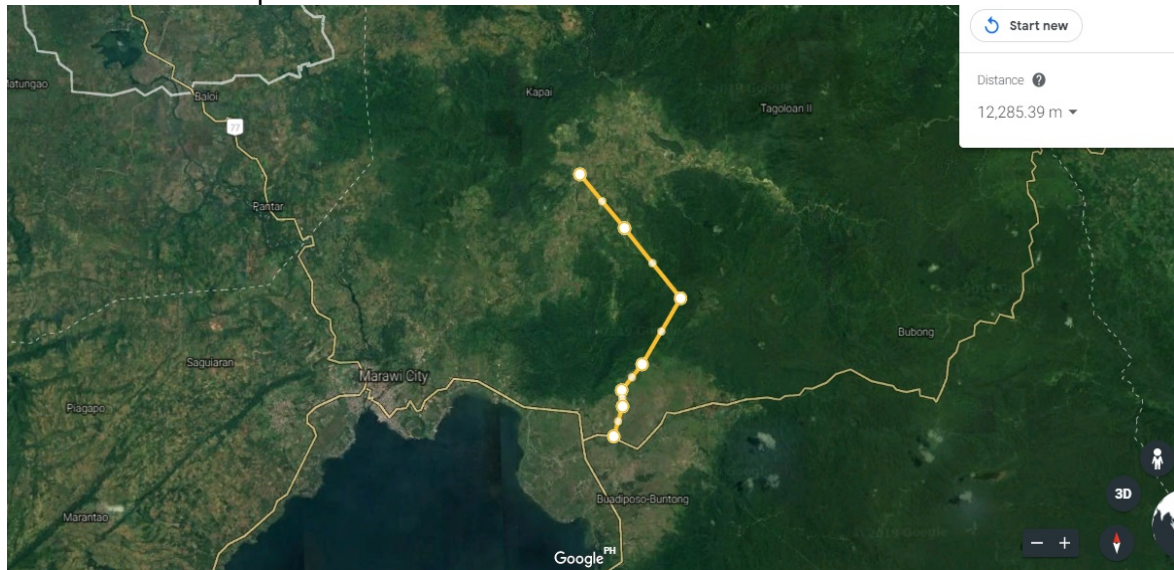
Saguiran-Piagapo-Munai Road



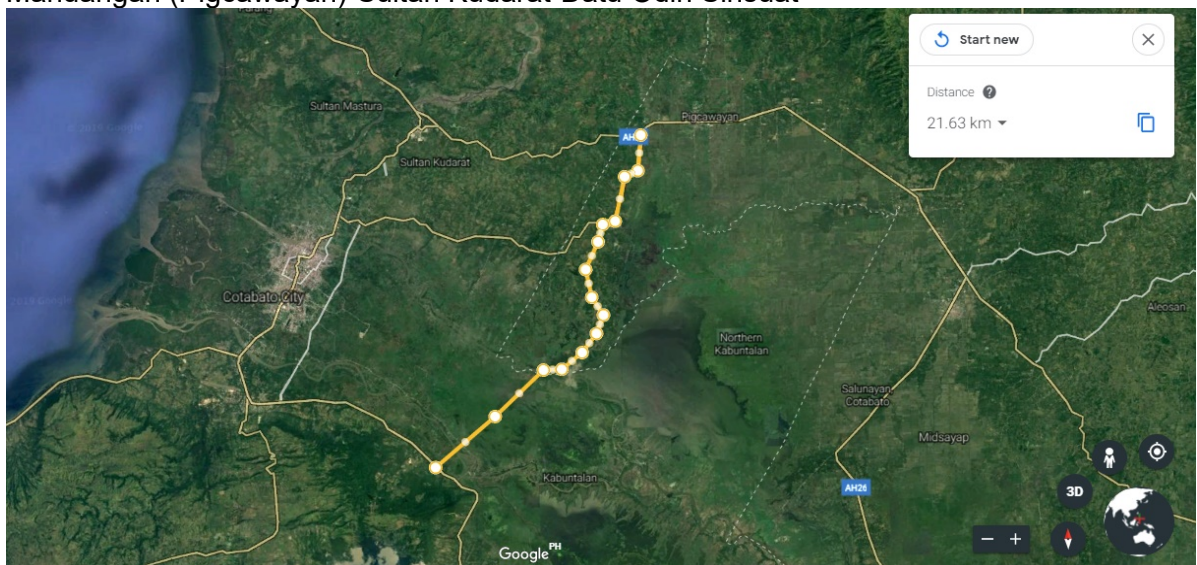
Bubong Karukutan-Talakag Road



Panalawan Palao-Kapai Road



Manuangan (Pigcawayan)-Sultan Kudarat-Datu Odin Sinsuat



Question 4. Others

- Strengthen Project Monitoring
- Shoreline Protection along Coastal

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

Question/Comment/Clarification		Answer	
Name/Position	Question	Name/Position	Answer
Mr. Ryuichi Oikawa, JICA Study Team	For Group 3, What is the potential or positive impact that can be extended by expressways to be developed in your areas?	Roy Hatague, NEDA 12	Bypass road projects will lead to major infrastructure such airports and other production areas in the region. One purpose is to decongest the traffic primarily concerned by those in urban areas.
		RD Teresita Socorro C. Ramos, NEDA 12	<p>If you are asking the benefits we can get from this masterplan, a lot of course. We actually have Mindanao Special Development activity anchored on the National Special Development Framework. With this framework we have identified the growth areas like in Mindanao, metropolitan roads in Davao City, Cagayan de Oro City and Zamboanga City. Emerging road areas are also identified such as General Santos City, Koronadal City and Pagadian City.</p> <p>Our first concern is connectivity so that people can easily move around. Sometimes the costs of certain commodities are very high because the demand is huge in certain areas, In fact some product is better to send them to Luzon rather than distributing them around Mindanao. People in Mindanao are supposed to benefit from their own products. So it's very important to have this roads connecting all of the growth areas. Zamboanga to Pagadian City for instance where Pagadian City is the doorway to BARMM. It needs to improve that area from Pagadian City going to Cotabato City and to metropolitan area of Davao City. To become the convergence area of the country not only in Mindanao because everybody else comes to Davao City.</p>

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



Mr. Ryuichi Ueno, JICA Study Team

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 Engr. Maria Victoria Lofamia, EnP, DPWH Central Office

Engr. Maria Victoria Lofamia delivered the synthesis of the whole-day 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 three (3) 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.

She informed everyone that DOST launched a website where you can acquire information on hazards within your region which includes flooding, landslides and earthquakes. Finally, she thanked everyone and hope to see the participants on the next stakeholders meeting.



Engr. Maria Victoria Lofamia, EnP, DPWH Central Office

Closing Remarks by Dir. Constante A. Llanes, Jr (in lieu of ARD Joselito Caballero)

Dir. Llanes informed everyone that ARD. Caballero should be the one delivering the closing remarks but cannot make it as he attended an equally important activity this afternoon. He said that in behalf of DPWH and the consultants, he thanked everyone for actively participating and generously provided outputs for the study of HSH Masterplan as well as DPWH Davao group.

He reiterates that the inputs are very important and this will be considered by the CTI. He suggested that the same group should participate on the next stakeholders meeting so there will be feedback if the recommendations were considered. He informed everybody that there will be two (2) other meetings for Luzon area.

He reads the closing remarks of ARD Caballero, as he quotes, "Mr. Caballero wished to thank everyone who participate today's stakeholders meeting that went out on their way to show their massive support to the efforts of the President to develop Mindanao. He wished to congratulate everybody for your show of enthusiasm and he said that this activity is very fruitful and successful. He stressed out this endeavor should not be just within the group but it's now their responsibility to reecho it within their institutions to ensure the success of this endeavor. He also pointed out the Mindanao has been left behind for many years and this is the opportunity to achieve development in the area."

Finally, Dir. Llanes thanked all the stakeholders and hope for the success of the future meetings.



Photo Documentations
Apo View Hotel, Davao City



Participants under Usec Soguilon during registration (Left), JICA Study Team with the stakeholders (Right)



Stakeholders from Region X and XII



Group Photo with the Stakeholders and JICA Study Team



Guest Speakers and Presenters (Left), RD Allan Borrromeo giving his welcome remarks (right)



Usec Dimas Soguilon delivering his message (Left), Dir. Constante Llanes Jr presenting the project outline



Mr. Ryuichi Ueno (Left), and Tomoaki Tanabe (right) during presentations



Mr. Ryuichi Oikawa presentation (Left), Group discussion session Group 1 (Right)



Group discussion session Group 1 (Left) and Group2 (Right)





Group Discussion Session Group 3



Group Presentations (Group 2:Left and Group 3:Right)

Attendance




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

1st STAKEHOLDERS MEETING
25 July 2019 at Ballroom B, Ground Floor, Apo View Hotel, Davao City

ATTENDANCE

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
					20-40	41-50	51-60	60 and above
1) Mario M. Realicks	CEDS, NEDA XI			M				
2) REY PETER B. GILJE	CIIC-ARD - DPWH IO			M				
3) ^{AL} AL Bernadette B. Curoguy	CIIC - Supervising EDS			F				
4) LEO R. TUBA	ENGINEER II - DPWH IO			M				
5) JIM LOUIE G. MAGDALES	ENGINEER II			M				
6) RUTH D. CANTIVEROS	ENER V / DPWH R XIII			F				
7) EVELYN L. BERRY	ENER III / DPWH R III			F				
8) Aracely M. Apolinario	Engr. II / DPWH R O. IX			F				
9) Johannes M. Aras	Engr. II / DPWH R O. XI			M				
10) RONALDO C. MONTAÑO	CITY ENGINEER I			M				
11) JEOFLA U. TAN	ENGR V - DPWH R O. XI			F				
12) JUDY ANN S. BARRERA	E-III - DPWH R O. XI			F				

* POL DELOS SANTOS (CERO, DPWH-13) SIGNS IN LCU'S ATTENDANCE SHEET



 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			
					20-40	41-50	51-60	60 and above
13)								
14) ALAIN JOHN R. SOTTO	E-3 / DPWH XI			M				
15) EFREN V. TOSORCA	EMC II / DENR XI			M				
16) <input checked="" type="checkbox"/> Jeselle Caballero	Asst. Dir. R/I DPWH							
17) <input checked="" type="checkbox"/> Kevin C. Amor	Off. of USAC A Mindanao Operations			M				
18) <input checked="" type="checkbox"/> Pola C. Maghante	TA, USAC D. Sagayon			F				
19) <input checked="" type="checkbox"/> ADRIAN S. RESMA	ARD - TS / DPWH IO			M				
20) <input checked="" type="checkbox"/> ROSEL DAHONOG	DPWH IO / Irbelgado			M				
21) <input checked="" type="checkbox"/> STURBUHO C. TORREFRANCA	DE - DPWH R O. IX			M				
22) <input checked="" type="checkbox"/> RONALDO GADOT	XIRO TECH DENR R O.			M				
23) <input checked="" type="checkbox"/> RONANNE SUMASPAW	EMO III, DENR XI			F				
24) <input checked="" type="checkbox"/> F. ROMULUS C. VILLANUEVA	Chief EDS / DENR XI			M				

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			
					20-40	41-50	51-60	60 and above
25) RENATO A. BUHAY, JR.	DMO III / MINDA			M				
26) NABIL S. MAMORIBID	ENGINEER / MPW - BARMM			M				
27) MACADAI M. PANGAMADUN	ENGR. 3 / MPW - BARMM			F				
28) MARLO P. DE GUIA	ENGR. V / DPWH XII			M				
29) TERESITA SOCORRO C. RAMOS	RD / NEDA XII			F				
30) ROEL A. ROSALES	DMO III - CARAGA A			M				
31) EMILY JEANETTE SALVADO	CEOS, NEDA XI			F				
32) ROY B. HATAGUE	Sr. EDS / NEDA XI			M				
33) Antonio Subawimas J. Purog Mgr II / DPWH				M				
34) Sabeniano D. Calias Jr. Chief PDP/DPWH				F				
35) LESTER C. PADILLA				M				
36) THERA SHARLA MAE PEGUIR				F				
37) MAKMUD PASAW/LAKU	DMO IV - MINDA			M				
Sabenario D. Calias, Jr. → be					M			

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



1st STAKEHOLDERS MEETING
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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
1) Leonard S. Alcala	Engr. I, CEO Z.C.			M				
2) Kenneth Yame Valde	Engr. III, CEO - CDOC			M				
3) Antoniette M. Olach	COA I, City Engineer - Iligan City			F				
4) Leonora T. Actub	City Engineer, CEO - Iligan City			F				
5) SHARINE T. MACAYLAS	E-11, PEO - PEGAS			F				
6) SAMUEL G. JORDAN	FCM COT - CITY ENGINEER			M				
7) MARVELUSA DALE O. MASING	PDO-11, PPOG - AGUSAN SUR			F				
8) JOY C. MANABAT	ENGR. III - PLGU COMVA			F				
9) MARY CELIL T. AGERU	E-11 - PEO - COTABATO			F				
10) DOMINGO BOYOLCAN JR.	E-11 - PEO - COTABATO			M				
11) RUEL C. DUMADAG	PROV. ENGR. - DVO			M				
12) JOHN CHRISTOPHER ALVARADO	E-11 - PLGU DVO JR.			M				



1st STAKEHOLDERS MEETING

25 July 2019 at Ballroom B, Ground Floor, Apo View Hotel, Davao City

ATTENDANCE

No.	Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
						20-40	41-50	51-60	60 and above
14	JONAH BAVANAG	PDO IV, N. Cotabato			F				
15	Cynthia D. Orlegan	PPDC, North Cot.			F				
17	BRIAN F. DE EYOG	PDO II, South Cotabato			M				
18	ROL DEL ROS SOUTOS	OK PD, DPWH D-13			M				
19	JOSE ANIBEL SALAMAT	PEO III, SO. COTABATO			M				
20	Gilbert G. Nambulan Jr	ENGR II, PEO-Davao del Norte			M				
21	ANIELVA L. TIMBAL	ENGR I, PEO - COMB OFL NCR			F				
22	FAHAD M. LINDINDINI	ENGR III / PUCU-LDS			M				
23	ABDULLAH L. SUMANDAR	ENGR II / PLSU-LDS			M				
24	ENGR HAZEL ZAFRA	PLANNING Ofcr III-LDS			F				
25	LUYD ESPARABOX	E-III / SOUTH COTABATO			M				
26	ARCH. SHERWIN E. LORETE	PDO II / SULTAN KUMAR			M				



1st STAKEHOLDERS MEETING

25 July 2019 at Ballroom B, Ground Floor, Apo View Hotel, Davao City

ATTENDANCE

No.	Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group			
						20-40	41-50	51-60	60 and above
37	JOSE PASTOR DELA CERNA	PL 610 - BUKIDINON			M				
38	EMERALD G. GARRETT	DPWH XI - PLANNING			F				
39									
40									
41									
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47									
48									

13.2 2nd STAKEHOLDER MEETING REPORT

2nd Stakeholders Meeting Report

Venue: Savannah Hotel, Clark City
Date and Time: February 13, 2020, 9:00-15:10
Target Region: CAR, Region I, II, and III

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 2nd Stakeholders Meeting is to: 1) provide and look back the result of 1st SHM, 2) explain the process of formulating HSH network in the Master Plan, and 3) gather the stakeholders' suggestion about the proposed HSH road network (acceptability of formulating process of HSH network, suggestions on the alignment of proposed network, and environmental and social issues around the proposed network).

2.0. Program

Below is the detailed program for the 2nd Stakeholders Meeting conducted for North Luzon.

TIME	ACTIVITY	RESPONSIBLE ENTITY/GROUP
08:30 – 09:00	Registration	
09:00 – 09:05	Invocation and Singing of the National Anthem	
09:05 – 09:10	Introduction of Stakeholder Members	
09:10 – 09:20	Welcome Remarks and Message	ARD. Denise Maria M. AYAG Assistant Regional Director Region III, DPWH
09:20 – 09:25	Group Picture	All Group/By Region
09:25 – 09:45	Presentation of the Result of the 1 st SHM	Mr. Tomoaki TANABE Social and Environmental Specialist, JICA Study Team
09:45 – 10:15	Proposed HSH Development Network Plan	Mr. Ryuichi Oikawa Deputy Team Leader, JICA Study Team
10:15 – 10:40	Coffee Break	
10:40 – 11:10	Open Forum	
11:10 – 11:30	Group Work Discussion	Ms. Maria Carmela CAPULE JICA Study Team
11:30 – 12:30	Lunch	
12:30 – 14:20	Group Discussions Discussion Point: Proposed HSH Development Network Plan	Groupings by Region
14:20 – 14:50	Presentation of Group Work with Open Forum	By Group Leader
14:50 – 14:55	Wrap Up	Engr. Maria Victoria LOFAMIA, EnP ESSD-PS, DPWH, CP Member
14:55 – 15:00	Closing Remarks	Engr. Pelita Galvez Division Chief, PPP, DPWH
15:00 – 15:10	Distribution of Certificates	

3.0. Attendees

The target participants are key stakeholders for road development and environment from North Luzon Region (CAR, Region I, II & III) held at Savannah Hotel, Clark City on February 13, 2020. It was attended by different government agencies (DENR, NEDA, DA & DPWH), local government units and private sector (See Attached Attendance Sheet). Total attendees are 75, 9 female and 66 males with the following distribution:

Sector/Unit	Region/Office	No. of Participants
Government Agencies	NEDA Region 3	2
	NEDA Region 2	1
	NEDA Region 1	2
	DPWH Region 3	6
	DPWH Region 1	2
	DPWH CAR	1
	DPWH Central Office	6
	DENR Region 3	1
	DENR Region 1	1
	DA Region 3	2
	DA Central Office	1
	TRB (Toll Regulatory Board)	1
	Local Government Units	Ilocos Norte
Cagayan		1
Quirino		3
Isabela		2
La Union		3
Pampanga		4
Tarlac		4
Nueva Vizcaya		4
Aurora		1
Bulacan		2
Nueva Ecija		2
Bataan		2
Pangasinan		2
Ilocos Sur		4
Private Sectors and NGOs	MPTC	1
	NLEX	2
	TPLEX	1
JICA Study Team		9
Total Attendance		75

4.0. Highlights of the Meeting

The meetings started with a word of prayer and singing of the National Anthem. Ms. Maria 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 and presentations from JICA Study Team, open forum, group discussions and presentations (by Region).

Welcome Remarks from Engr. Denise Maria M. Ayag

ARD. Denise Maria Ayag of DPWH Region III greeted everyone a pleasant good morning, the JICA group and fellow workers of DPWH, government agencies, private sector and local government units.

It was an honor for ARD. Ayag to welcome everyone to the 2nd SHMs of HSH Phase 2 Master Plan. IN 2010, Master Plan for HSH Phase 1 was crafted by JICA and at present, was already implemented by the government of the Philippines through DPWH to address traffic congestion particularly in highly urbanized areas. The objective of HSH Phase 2 is to update HSH 1 from the 200 kms radius of Metro Manila, Metro Cebu and Metro Davao which is now nationwide.



ARD. Denise Maria M. AYAG Welcome Remarks

ARD expressed his gratitude to the government of Japan for their unwavering support and confidence that they accredited to the DPWH particularly in pursuing HSH. Rest assured that the department will do its best for the success of the project.

According to him, the achievement of HSH Phase 1 so far is just the first step. We will now be embarking to a full journey. The Department will focus on the development of HSH that were group into 3 phase, the short term, medium term, and long term, and this will be the basis of developing a HSH not only by the DPWH but by other agencies and private institutions aligned with the "Ambisyon 2040".

Lastly, he appealed the full support through commitment of the stakeholders for the success of the project.

Presentation of Result of the 1st Stakeholders Meeting by Mr. Tomoaki Tanabe, JICA Study Team

Mr. Tomoaki Tanabe presented the results of the 1st Stakeholders Meeting last July 2019. He discussed the purpose of the 1st stakeholders meeting, run down the program, and attendance to all SHMs, highlighting the South Luzon participants. He showed the discussion topics during the previous meeting to which suggestions and comments on environmental and social considerations were classified into four: i) Social/Economical/Cultural Concern, ii) Natural Environment, iii) Disaster, and iv) Others/ Governmental/ Technical Matter.

For Social/Economical/Cultural Concern, the first issue is on traffic congestion. Mr. Tanabe presented the issues and problem raised relative to traffic such as congestion, adequate traffic management plan, and slow/poor connectivity of transportation of goods. As proposed countermeasures, network will be formulated in consideration of Land Use Plan, and connectivity of economic zones, transportation hubs,



Mr. Tomoaki Tanabe during presentation of results of 1st SHM

regional network and existing local roads. Conduct of Traffic Impact Assessment during the Feasibility Study Phase was also recommended. Second, issue is on ROW acquisition which includes budgeting and funding of ROW, delay of ROW acquisition process and dealing with informal settlers/religious groups. To countermeasure these concerns, it was proposed that cost and resettlement area should be considered in the project cost during Feasibility Study. In order to lessen the delay of ROW acquisition process, it is suggested on avoidance of high population density areas if possible and adaptation of intensive Information, Education and Communication (IEC) Campaign. Resettlement site should be prepared in coordination with the LGUs for the informal settlers. Third issue is on Social Agreement and Public Participation which concern the project acceptability to people. Mr. Tanabe proposed to closely coordinate and consult affected communities, compliance to environmental regulations such as conduct of EIA, ROW acquisition, formulation and implementation of Resettlement Action Plan, and IEC approach adaptation. Fourth, concerns on IPs and Cultural Heritage, which accounts the traversing on CADT areas and National Historical/Cultural Heritage Sites. Countermeasures recommended is to coordinate with NCIP, adopt FPIC in consideration to IPRA Law or if not possible to traverse these areas, realignment is suggested.

On Natural Environment, it is stressed out by the stakeholders during 1st stakeholders meeting to preserve the environmentally critical areas including hotspots for biodiversity, birds' areas, mangroves, among others. Alternative study and realignment were recommended as countermeasures. Mr. Tanabe also pointed out the importance of coordination with EMB-DENR.

For Disaster/Geo-hazard concern, which might slow down the delivery and transport of goods, network will be formulated in consideration of Land Use Plan, and connectivity of economic zones, transportation hubs, regional network and existing local roads. In terms of erosion, road construction should include adequate slope protection measures and drainage systems.

Lastly, other concerns were pointed out such as governmental process like contradicting policies of LGUs and National Government Agencies. As a measure, he suggested that relevant national government agencies and LGUs should have proper coordination on road traffic and road safety as well as strict implementation of governing or applicable laws shall be implemented and cooperation with other agencies. On the technical matter, there was a concern on inadequate baseline survey. In this regard, it was recommended to collect latest existing secondary data (e.g. natural hazards) during the Master Plan Study and Feasibility Study and site surveys should be conducted, particularly when there are no available secondary/updated data.

On his presentation, Mr. Tanabe showed the images of the identified proposals for road network development for considerations to HSH per region. These proposed expressway are expected to solve the traffic congestions and provide the high speed travel, connect each regions to major cities/provinces and/or economic zones as well as islands, improve trading of commodities and accelerate regional economic development, help mitigate transport problems and provide access links to railways, airport and ports.

In last part, Mr. Tanabe provided the purpose of the 2nd Stakeholders Meeting. He pointed out that the collected suggestion to the group discussion will be considered and reflected in the finalization of the Master Plan and noted for the next study.

Presentation on the Proposed HSH Development Network Plan by Mr. Ryuichi Oikawa, JICA Study Team

Mr. Ryuichi Oikawa presented the Proposed HSH Development Network Plan. The first part is the presentation of the objectives of the study which 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. Main outputs are defined and clarified overall HSH network focusing on nationwide expressway network and identified priority projects with implementation program of up to 2040 and Pre-FS.



Mr. Ryuichi Oikawa presenting the proposed HSH Development Network Plan

He then presented the definition of overall HSH Network (1st Phase) through diagram as well as formulation and prioritization of projects in the 2nd Phase. He showed the development scenarios in CAR, Region I, II and III that considers settlement centers, special economic zones, protected areas, industrial zone, commercial and service zone, industrial, agribusiness, minerals and mining, energy, among others.

He discussed the HSH Classification, the definition of HSH and its composition. In the overall HSH Network, it considers the road traffic and network issues and regional development strategies. Total HSH lengths nationwide is about 9,000 kilometers. He presented that to be able to implement it up to 2040, it was categorized into 2 class. Class-2 includes widening of existing road (from 2 lane to 4 lane), additional bridge, road improvement, new road, bypass for traffic congestion area, flyover at major road intersections and major big projects such as Bataan-Cavite Bridge, Panay-Guimaras-Negros Link and Davao Coastal Road. HSH Class-2 will be implemented within 20 years. For Class-1, the remaining amount is available for 65% of construction of HSH-1.

In the selection of HSH-1 Network in 2040, total HSH-1 length is 2,315kms for 20 years. It will be necessary to complete 115 kms every year. It means not only Government budget but also DPWH Manpower is very essential. Also, ROW Acquisition is very important to achieve 2,315kms construction for 20 years.

Mr. Oikawa also presented the criteria for prioritization of projects that involves multicriteria. This is due to limited resources of the government. Criteria includes contribution to regional economic growth and development, contribution to traffic decongestion and usage of HSH-1. Economic viability, environmental and social impact, project readiness and financial viability. Based on these, HSH Class-1 are divided into 3 terms to which short term will be implemented until 2025, middle term on 2030 and long-term on 2040. For HSH Class-2, improvement shall be planned within the existing road ROW. But in case difficulty to widening along urban area, it will be necessary to construct as new road.

Lastly, Mr. Oikawa discussed the impact of HSH Masterplan by traffic assessment model (with and without case).

Issues and Concern at the Open Forum

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

Major Questions and Answer			
Name/Position	Question	Name/Position	Answer
Engr. Reynaldo Dela Cruz, LGU-Isabela	Why is the coastal road for Region 2 and 3 not included?	Pelita Galvez, Division Chief, PPP, DPWH	Is this the Palanan-Isabela-Aurora? There is already improvement programmed for these areas but not as expressway. HSH covers only the proposed expressway nationwide.
Rey Palleria, NEDA Region 1	Clarification on the development scenario for 2040. We know that within that time, there are already high development in the country, example, population growth, economic development, are these already considered scenarios during the crafting of Master Plan until year 2020?	Ryuichi Oikawa, JST	Of course, these scenarios were considered. Please Check slide 4 & 5. Year 2040 scenario are included in the analysis like you mention as well as the traffic volume by that time. Your efforts to these development is very important to push this Master Plan.
Vic Capusan, NLEX	In 2010, DPWH and JICA already completed the Master Plan (Phase I). In that Master Plan, there is a forecast in 2020 and 2030. How much has been the first Master Plan achieved after 10 years? It is good to have review if it is successful so that we would know.	Angelita Balid, JST	Almost all of the project indicated in Master Plan (Phase I) were already implemented.
	Is there a venue for the review of the accomplishment of the Master Plan?	Pelita Galvez, Division Chief, PPP, DPWH	Your concern is also our concern. What went well and what are the failure of the implementation of the Plan that will help us move forward. We requested the study team to conduct this but that will be a different session.
Egardo Sabado, LGU Nueva Vizcaya	We want to express our manifestation of support to the result of HSH study. We have this resolution from the tunnel (Nueva Vizcaya) to Aurora area and realignment of the on-going study on our road development. We can provide you copy.	Pelita Galvez, Division Chief, PPP, DPWH	One of the requirements for prioritization is the traffic. It was based multicriteria, as mentioned earlier, because of limited resources, we need to prioritize.

Major Questions and Answer			
Name/Position	Question	Name/Position	Answer
	I just want to ask why are we (Region 2) not included to the short term or medium term? We connect major economic areas in Region 1 going to Region 3.		
Jeremiah Miranda, NEDA R01	Follow up question from the gentleman from NLEX, the Master Plan in 2010 doesn't have monitoring and evaluation component. I suggest to include M & E component to assess the progress and implementation of this Master Plan	Angelita Balid, JST	We will suggest it to the study team
	You can come up with a TWG to monitor consisting of convergence with various agencies	Angelita Balid, JST	There is an existing TWG for this study which includes different agencies such as NEDA, DOTR among others. Likewise, your suggestion to include M & E will be considered
		Pelita Galvez, Division Chief, PPP, DPWH	The output of the HSH study is part of the high governance commitment to institutionalize the multi-year planning of the agency. One of the lessons learned is that there is no robust plan when new administration comes in. With this Master Plan, we will conduct Feasibility Studies, and this will be included as the flagship projects in the country. It will be a good strategy to track down implementation of the projects.
Demosthenes Balatan, TPLEX	We will never fulfill the criteria set by the Master Plan. These criteria' will not be attained by Region 1 and 2 and always be the last priority. Viability will not be effective since we have low economic activities, likewise, traffic.	Angelita Balid, JST	We will raise this concern to the JICA Team and DPWH.
		Pelita Galvez, Division Chief, PPP, DPWH	This is a good point. Rest assured that this concern will be elevated.

Major Questions and Answer			
Name/Position	Question	Name/Position	Answer
James, NEDA R02	We support the output of the consultants. Can we prioritize the implementation of HSH in Nueva Vizcaya? This is the bottleneck of region 2 (Dalton Pass). If traffic will occur, all areas that we connect will be affected particularly their economic activities. Can we shorten it at least in 2025?	Pelita Galvez, Division Chief, PPP, DPWH	We know that most of you have political agenda. The limited resources of the government are the reason why we classify the projects into short term, medium term and long term. The Master Plan is recommendatory. The implementation depends on the management. What we can do is we can fast track the development of our area to fast track connectivity.
Reges Fernandez, DENR R01	Criteria for prioritization on environmental and social includes protected area and ancestral domains. To consider also timberland	Angelita Balid, JST	We already considered the timberland areas

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 following three (3) questions to answer.

1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?
2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?
3. Others, if any.

The following are the outputs of group discussions:

Group I – Region I

Group Member list

No.	Name	Designation/Office
1	Frederick Ativera (F)	PEO LGU La Union
2	Jeremiah Miranda (P)	NEDA R01
3	Romel S. Puchero	DPWH R01
4	Jean F. Labilles	DPWH R01
5	Ressie Estrella	LGU La Union
6	Luciano Domingo	PEO Ilocos Norte
7	Elmer Macalma II	PEO Ilocos Norte
8	Reges Fernandez	DENR R01
9	Rey Ferreria	NEDA R01
10	John Datvin Ebio	DA Central Office

11	Demosthenes C. Balatan	TPLEX PIDC
12	Rowell Danglacruz	PEO LGU Pangasinan
13	Renato Basuel	PEO LGU Pangasinan
14	Angelita Balid	JICA Study Team
15	Madeleine Arce	PEO LGU Ilocos Sur
16	Jerome Rocero	PEO LGU Ilocos Sur
17	Rex Rabanal	PEO LGU Ilocos Sur

(F): Facilitator

(P): Presenter of the output

Mr. Frederick Ativera from PLGU La Union was tasked by the group to facilitate the discussion. He explains the objectives of the group discussion and the importance of the inputs of the stakeholders to improve the Master Plan. He presents the two main questions that were asked them to answer.

On the first question, the representative from NEDA Region 1 explained the importance of monitoring and evaluation to assess the success of the project being implemented. DA Central Office representative seconded and recommended to have an online management information system so that LGUs will have guides for crafting of local infrastructure plans. The group agreed to this however, limitation on who can access this monitoring system is raised because other people might abuse the information being provided. Mr. Balatan from TPLEX suggested to craft a monitoring team that compose of various agencies to evaluate the implementation of the projects.

Issues on ROW were again raised since most of the delay of project implementation is right of way acquisition. Representative from the TPLEX recommended that there should be a special court to tackle the ROW acquisition so that it will ease the expropriation procedure. It is also important to note that when acquiring ROW, it is not only for land, but also consider the structures and crops.

Representative from Ilocos Norte said that strict policy on land conversion should be executed by the LGUs. The participation of LGUs in the formulation of the Master Plan was recognized by the group since they have a lot of concerns that were raised and considered by JICA.

Representative from LGU La Union also raised his concern on the prioritizing projects based on the criteria presented. Since the government have limited resources, he suggested that why not all the institution and government will share information/resources to make all the plans possible for implementation.

For the question no. 2, possible environmental and social issues identified is land conversion once the road were constructed. This issue is very prevalent wherein influx of people is expected once road was constructed. In La Union the problem is that agricultural land were converted and now they have decreasing areas of farmland.

Other concerns raised includes provision of box culverts on road crossing for people and animals, Adoption of environmentally friendly road network and drainage designs like rainwater runoff catchment, etc. (i.e. sloping areas, flood-prone areas), and reflect/overlap the fault lines and hazards in the Master Plan.

For other concerns are JICA to monitor the implementation of their study and design after turned over. There are some instances that the contractor changes the design indicated in the Master Plan. If there is a way that JICA can monitor whether their plan was implemented properly.

Other recommendations are consideration on the international standard design of signages for expressway (unified signages) and standardize policy on expressway regulations.

Summary of Answers based on questions asked.

<p>Question 1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?</p> <ul style="list-style-type: none"> • Monitoring and Evaluation Component of Master Plan <ul style="list-style-type: none"> - Recommend having online management information system to update LGUs and other stakeholders on the development of the Master Plan (on-going and completed) using maps and other information - Creation of TWG/MMT composed of various agencies to monitor and evaluate implementation of pipeline projects (under Master Plan) • Acquisition of ROW <ul style="list-style-type: none"> - Creation of special courts for expropriation proceedings - ROW should acquire land, crops and structures • Policy on land conversion • Participation of LGUs in the formulation of the plan • Sharing of information and technology (if limited resources) with JICA and other agencies/institutions
<p>Question 2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?</p> <ul style="list-style-type: none"> • Strict land use conversion • Provision of box culverts on road crossing for people and animals • Adoption of environmentally friendly road network and drainage designs like rainwater runoff catchment, etc. (i.e. sloping areas, flood-prone areas) • Suggest avoiding agricultural land in order to minimize development or population influx in these areas (decreasing agricultural lands) • Reflect/Overlap the fault lines and hazards in the Master Plan
<p>Question 3. Others</p> <ul style="list-style-type: none"> • JICA to monitor the implementation of their study and design after turn over • Consider international standard design of signages for expressway (unified signages) • Standardize policy on expressway regulations

Group II – Region II and CAR

Group Member list

No.	Name	Designation, Office
1	Pelita V. Galvez (F)	Division Chief, DPWH-PPPS
2	James B. Rodrigo (T)	Sr. Economic Development Specialist, NEDA Region 2
3	Edgardo Enriquez	Engr. IV, DPWH-CAR
4	Edgardo Sabado	PLGU-Nueva Vizcaya
5	Manolo C. Norial	PE, PLGU-Nueva Vizcaya
6	Anna Maria Taberna	Economist III, DPWH-CO
7	Perfecto Marcelo III	Economist III, DPWH-CO
8	Maribel B. Catolos	Engr. III, PLGU-Cagayan
9	Aristole Pedro	Engr. I, PLGU-Isabela
10	Reynaldo Dela Cruz	Engr. IV, PLGU-Isabela
11	Ronel Ladia	PDO IV, PLGU-Quirino

12	Fernando Gamio	Engr. III, PLGU-Quirino
13	Ryuichi Oikawa	Deputy Team Leader, JICA Study Team
14	Randy V. Hugo	JICA Study Team

(F): Facilitator

(T): Team leader who also presented the output

Mr. James Rodrigo, Sr. Economic Development Specialist of NEDA-Region II, elected as team leader and presenter of the group and Ms. Perlita Galvez of DPWH- Central Office, elected as the group facilitator. Ms. Galvez facilitated group discussions. Ms. Galvez directly asked the first question based on the mechanics presented- “After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share with the study team?”

Ms. Galvez suggested to the group to raise to the study team to revisit the criteria of selection under the short, medium and long term. Because they seem that the criteria were not clear for them. Also, Ms. Taberna mentioned why Northeast Luzon expressway (NELEX) not included in the plan? She seems that the NELEX needs to include in the study.

Engr. Sabado suggested that they want to prioritize or include the Dalton pass expressway from long term to medium term. Because based on the proposed project the Dalton pass expressway was included in the long term. Also, he suggested the Baguio-Tabuk-Santiago connectivity to include a priority under the medium term.

Ms. Galvez mentioned to the group that they need to raise to the study team that they shall need to consider the new technology like tunneling to minimize the effect on the environment. The region II and CAR were identified as mountainous areas.

Engr. Reynaldo Dela Cruz mentioned that the study team shall need to consider the access road connecting San Nicolas, Pangasinan to Sta. Fe, Nueva Vizcaya in conjunction with the ongoing Dalton Pass East feasibility study to provide the shortest travel time from Region II to Manila via TPLEX.

Ms. Galvez asked the group the question number 2 about the possible social, economic and environmental issues in their area based on the presented identified network development plan.

Engr. Dela Cruz mentioned that there are protected areas in Region II and CAR like the Sierra Madre. Mr. Manolo Norial raised that no major environmental concerns in Cagayan and Isabela, however, the portion in Nueva Vizcaya and Quirino has several protected areas. Also Mr. Norial mentioned to the group that in the area there are the presence of Indigenous Peoples in Region II and CAR should be taken into consideration. They need to comply with the Free and Prior Informed Consent (FPIC) and awareness of the IPs regarding the project and the benefits with the communities about the project.

Engr. Dela Cruz stated that most of their agricultural land will be most affected by the implementation of the proposed project in their areas. With this, they mentioned that food security is a significant issue in Region II and must be considered by the study team during the identification of alignment of the projects. Ms. Galvez suggested that the study team shall consider the proper compensation should be in place.

Engr. Dela Cruz mentioned that the costs of Right-Of-Way Acquisition (ROWA) using agricultural lands is relatively lower and easier to acquire.

Engr. Mariel Calotos mentioned about the insurgency to the group. The group seemed that the pockets of insurgency (i.e. leftist rebels) present in the area. She shared to the group that the people in the area experienced burning of their heavy equipment if they will not provide the revolutionary tax. The group agreed that the insurgency problem should be considered along the area.

Mr. Hugo asked the group if they have other suggestions to be raised to the study team. The group answered that they have no other suggestions to raise. They want to consider their suggestions in question number 1.

Summary of Answers based on questions asked.

<p>Question 1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?</p> <ul style="list-style-type: none"> • Revisiting the criteria of selection under short, medium and long term • Why Northeast Luzon expressway (NELEX) not included in the plan? • Prioritize or include the Dalton pass expressway from long term to medium term • Baguio-Tabuk-Santiago connectivity to include as priority under medium term • The study team shall need to consider the new technology like tunneling to minimize the effect to the environment • Access Road connecting San Nicolas, Pangasinan to Sta. Fe, Nueva Vizcaya in conjunction with the ongoing Dalton Pass East feasibility study to provide shortest travel time from Region II to Manila via TPLEX
<p>Question 2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?</p> <ul style="list-style-type: none"> • Sierra Madre is protected area • Comply the Free and Prior Informed Consent (FPIC) • Awareness of the IPs regarding the project • No major environmental concerns in Cagayan and Isabela, however the portion in Nueva Vizcaya and Quirino has several protected areas • Presence of IPs in Regions II and CAR should be taken into consideration. • Food security is a significant issue in Region II and must be considered during the identification of alignment of the projects. • Proper compensation should be in place • Costs of Right-Of-Way Acquisition (ROWA) using agricultural lands is relatively lower and easier to acquire • Pockets of insurgency (i.e. leftist rebels) present in the area
<p>Question 3. Others</p> <ul style="list-style-type: none"> • The group have no other suggestions raise during the group discussion.

Group III – Region III

Group Member list

No.	Name	Designation/Office
1	Fernando T. Cabalza (F)	Supervising EDS, NEDA, Region 3
2	Evelyn S. Galang	Senior EDS, NEDA, Region 3
3	Vik Apuzen (P)	AVP, NLEX
4	Hannah Kayleen E. Maglaya	Engineer II, DPWH - PPPS
5	Pamela Faith L. Asis	DPWH – SRS
6	Epifania F. Ebalo	Department of Agriculture, R3
7	Arjean R. Morales	Department of Agriculture, R3
8	Jimmy L. Rosales	PPDO – Aurora

9	Walter C. Ramirez	PO III, PPDO - Aurora
10	Dexter E. Ongleo	Engineer I, PEO, Bulacan
11	Elsie T. Ramos	Engineer III, PEO, Bulacan
12	Jeffrey P. Francisco	Chief-DMO III, DENR, Region 3
13	Jose Leonel L. Castro	PEO II, PPDO, Pampanga
14	Wilfredo Manabat	PPDO III, Pampanga
15	Bryan Q. Alvarado	Engineer II, LGU, Pampanga
16	Esmeraldo T. Gulano	Engineer II, PEO, Pampanga
17	Apolonio de Guzman	Engineer IV, Toll Regulatory Board
18	Anatolio R. Mendiola Jr.	Engineer III, DPWH, Region III
19	Raymond Paulo B. Masbang	Engineer II, DPWH, Region III
20	Jasper S. Manlapaz	NLEX
21	Jerry Q. Esguerra	EA-I, LGU, Tarlac
22	Joneil M. Aguinaldo	Engineer II, LGU-Tarlac
23	Johnny N. Parairo	Engineer I, LGU-Tarlac
24	Markley T. Alipio	Engineer I, LGU-Tarlac
25	Wilfred T. de Leon	PEO, Nueva Ecija
26	Tomoaki Tanabe	JICA Study Team

(F): Facilitator

(P): Presenter of the output

Mr. Fernando T. Cabalza of NEDA-R3 informed the group on projects of NEDA and updating of Regional Development Plan (RDP) with proposed roads and expressways. He asked about the relationship of this activity to NEDA's RDP, if the RDP is considered in the study and the integration of this to proposed masterplan.

Mr. Cabalza and Mr. Jose Leonel L. Castro of LGU- Pampanga suggested to include the Eastern Luzon Seaboard Highway, Integrated Infrastructure Investment Development Plan, Central Luzon Link Expressway, North South Commuter Railway, Capas-Botolan Road into proposed masterplan.

Mr. Tomoaki Tanabe informed the group that the landuse planning expert from JICA Study Team consulted NEDA and presented the master plan.

Mr. Cabalza asked about the completion of masterplan and Mr. Tanabe answered this year after the 2nd SHM.

Mr. Vic Apuzen of NLEX suggested to look for the overview/background of Phase I masterplan and check those that have been implemented, ongoing and future projects. He commented that some projects in the old masterplan need to be reviewed and revisited, those that need to be continued, those that have been discontinued so that there is continuity in the masterplan.

Mr. Cabalza commented that most of the projects in 2010 Phase I have been completed based on the presentation of Mr. Oikawa.

Mr. Apuzen noted that the timelines in 5, 10 and 20 years projections and completions were not presented. He informed the group that the priority projects in 2010 that were completed was the SLEX-NLEX link (connector road), CELEX (Tarlac-Nueva Ecija) phase 1 will be completed in 2021 and phase 2 for bid out. He further mentioned that the Laguna Lake dike floodway project, was put on hold due to failure in bidding by DPWH in 2013~2014. NLEX – East (Plaridel bypass to Cabanatuan, parallel to NLEX but on Eastern side) is in the old masterplan and should have been completed in 2020 but until now, no construction has been done as of this time. He emphasized the importance of continuity of projects from phase 1 to Phase 2 masterplan even after several Presidents.

Mr. Jimmy Rosales of LGU-Aurora is concerned about his province in terms of interlink/connectivity which is not considered in the masterplan. He was sad that Aurora Province is least prioritized due to the constraints on road network connectivity. He mentioned about the Eastern Seaboard Highway (Cagayan Valley-Isabela-Nueva Ecija/Aurora Road Network and Dalton Pass – Road opening to Quirino/Nueva Vizcaya connecting from Nueva Ecija and Aurora. On CELEX which ends to Nueva Ecija now has 4 proposals and there is an on-going feasibility on this. 3 corridors through Sierra Madre, the coastal alternative which is the NorthEastern Luzon expressway are all in the feasibility study phase and DPWH will check into the viability of the project.

Ms. Evelyn S. Galang of NEDA-R3 suggested to include Regional Development Investment Program of NEDA to come with proposed HSH on big ticket projects of roads and highways. She mentioned that they sought a consultant to come up with lists of big ticket projects in Region 3. Among them that are in the RDP are mass transit system, North-South Commuter Railway: Tutuban – Malolos railway (Phase I), Malolos-Clark railway (Phase II), Subic-Clark railway, mega project in Bataan-Cavite, North Luzon East Expressway, Arterial Roadbypass (Plaridel bypass), Cabanatuan and San Jose bypass roads.

Mr. Cabalza pointed out on the presented prioritization of projects, had the same criteria with NEDA's RDP projects. Top objective is to spur economic development in the inter-region. Mr. Apuzen asked if these projects undergone stakeholders' meeting and public consultation. Mr. Cabalza answered that NEDA is the lead agency but it is participated by different government agencies and LGUs.

Mr. Apuzen mentioned about the Luzon spine network during former President Macapagal's time which was seconded by Mr. Cabalza that these are included in the RDP. He commented that studies from JICA with NEDA's IIIDP studies are overlapping which had a common objective.

Mr. Apuzen suggested to include LGMST (Lubao-Guagua-Minalin-Sto. Tomas Bypass Road) from NLEX going to Dinalupihan and Subic.

In the short and medium term map, the group asked about CELEX. Mr. Tanabe informed that this is the 2nd Central Luzon Expressway (CELEX) which is parallel to Bulacan (southern portion). He mentioned that this alignment was identified by the JICA Study Team and DPWH-Central Office (Project Preparation Division-Planning Service). Mr. Apuzen commented that the NLEX Phase 3 is parallel to LGMST project.

Mr. Cabalza commented that the proposed study should have concrete and clear objectives & final plans by this time since SHM consultation was done in July 2019 last year. Most of the members of the group did not attend the previous SHM.

The group asked about the source of funding of this study and the project. Mr. Tanabe answered that the source of funding of study will come from JICA study team, however, the construction and implementation will be shouldered by DPWH.

Mr. Castro of LGU-Pampanga asked about the purpose, objective and benefits of HSH masterplan in relation to NEDA's RDP. Mr. Cabalza observed that this study may have started where in fact NEDA has already the list of big ticket & high impact projects on road network connectivity. Some projects that are not in the proposed plans are the Bataan-Cavite interlink bridge project (PhP 175B). Mr. Apuzen suggested that JICA study team could start to look into the long list of NEDA, include and incorporate them in their study.

Mr. Bryan Q. Alvarado of DEO, Pampanga informed the group on issues of affected transmission lines & budget which happened in their area such as the Pampanga bypass road.

NGCP informed them that they are not responsible in the cost for the transfer of transmission lines. Proper coordination with utility companies (telecom, water & power) is suggested. On RROW, Ms. Galang of NEDA-R3 suggested to include the relocation plan for transmission lines.

Mr. Castro of LGU-Pampanga suggested the unification of policies and harmonization of political issues on RROW/Resettlement policies of different LGUs such as in-city resettlement only.

Mr. Rosales of Aurora province mentioned about the presence of IPs in their area.

Mr. Apuzen suggested to include requirements on Disaster Resilient Infrastructure

Mr. Apuzen suggested to include law enforcement on strict implementation of Anti-overloading to preserve the infrastructure. He also suggested to include plans on future disruptive technology (e.g. drone and autonomous technology for faster transport of goods).

<p>Question 1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?</p> <ul style="list-style-type: none"> • Are the ff. projects considered in HSH masterplan? Suggest to integrate in the masterplan in line with NEDA's programs Regional Dev't. Plan (RDP), examples are: <ul style="list-style-type: none"> - Eastern Luzon Seaboard Highway - Cavite-Bataan Mega Bridge - Arterial Bypass (Balagtas-San Rafael, Bulacan) - North-South Commuter Railway - Capas-Botolan Road - Lubao – Sto. Tomas Guagua-Minalin Bypass Road - Subic Clark Railway - Malolos Clark Railway • Issue/concern on details of final output/results of identified projects in former masterplan are not presented in the current study. • Clarification on specific benefits and objectives of HSH in relation to NEDA's RDP
<p>Question 2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?</p> <ul style="list-style-type: none"> • Proper coordination with utility companies (telecom, water & power); issues on affected transmission lines & budget • Harmonization of political issues on RROW/Resettlement policies of different LGUs • Include Requirements on Disaster Resilient Infrastructure
<p>Question 3. Others</p> <ul style="list-style-type: none"> • Law Enforcement – strict implementation of Anti-overloading to preserve the infrastructure • Plans on future disruptive technology (e.g. drone and autonomous technology for faster transport of goods)

Wrap up by Engr. Maria Victoria Lofamia, DPWH Central Office

Engr. Vicky Lofamia provided the synthesis of the whole day activity. She said that the SHM is composed of two parts. First is the presentation of the results of the 1st SHM and the output of the study (the project alignment and listed projects that would be implemented in the HSH.

For the group discussion, there are two major questions. In group 1, ROW acquisition, harmonization of policy including standardization of policy for all expressway concessionaires. They also suggested to have strict policy on land conversion wherein when road is constructed, other development will follow which results on depletion of agricultural areas.

In group 2, consideration like tunneling, the need to address food security for the selection of road alignment and considerations on indigenous people by providing a good plan.

Lastly, in group 3, harmonized project aligned with the Regional Development Plan and provide review and assessment of HSH, its success and lessons learned, as well as harmonization of policy for the utility concessionaires. Disaster risk should also be included in the requirements of the HSH.



Engr. Maria Victoria Lofamia wrapping up the whole day activities

Closing Remarks by Engr. Pelita Galvez, PPP, DPWH

Engr. Pelita expressed her gratitude to the stakeholders for their presence and providing their time to solicit their comments and recommendations. This is a good activity of communicate with all the stakeholders and one of the important tasks of having HSH Master Plan is the coordination to LGUs, other government agencies and private sectors, as Mr. Oikawa said, the Master Plan ours that for them.

She also said that the department wanted to have a robust list of projects, maybe not to be implemented by the current administration because they already have programmed priority projects, but at least the future administrations will have a Master Plan to target until 2040.



Engr. Pelita Galvez delivering the closing remarks

In fact, when new administration comes in, we do not have list of projects as their reference. There is always a delay of implementation because when projects are identified, it will still undergo Feasibility Study which should be in fact already undertaken by the previous administration. That is the lessoned learned and she hopes that this Master Plan will be

recommended and started as soon as possible. She also stressed out the importance of stakeholders' views, suggestions and recommendations until the finalization of the Master Plan in June 2020.

She hoped that the stakeholders will support this project and assured them the close coordination will be undertaken until the Master Plan is finalized.

Photo Documentations

Savannah Hotel, Clark City



Registration period for LGUs, government agencies and private sectors(Left), Stakeholders from different Regions and various agencies/offices (Right)



Moderator & Master of Ceremony Ms. Carmela Capule



Ard. Denise Maria Ayag delivering the Welcome remarks



Mr. Tomoaki Tanabe, Environmental and Social Specialist from JICA Study Team presenting the results of the 1st Stakeholders Meeting and the purpose of the 2nd Stakeholders Meeting



Mr. Ryuichi Oikawa, Team Leader of JICA Study Team discussing the proposed HSH Development



Issues and concerns from LGU-Isabela (Left) and NEDA Region 1 (Right) during open forum



Issues and concerns from NLEX representative (Left) and NEDA Region 1 (Right) during open forum



Issues and concerns from TPLEX representative (Left) and NEDA Region 2 (Right) during open forum



Issues and concerns from DENR Region 1



Group discussion and workshop of Region I Group (Grp. 1)



Group discussion and workshop of Region 2 and CAR (Grp. 2)



Group discussion and workshop of Region III Group (Grp. 3)

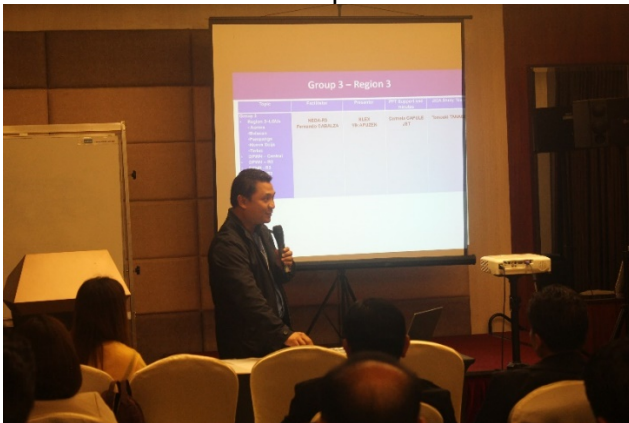




Presentation of Outputs on the Group Discussion, Group 1



Presentation of Outputs on the Group Discussion, Group 2



Presentation of Outputs on the Group Discussion, Group 3



Wrap up by Engr. Maria Victoria Lofamia, ESSD-PS, DPWH



Engr. Pelita Galvez delivering her closing message



Stakeholders Group Photo with ARD. Ayag, DPWH Central Office and Regional Offices, Other Government Agencies, Local Government Units, Private Entities and JICA Study Team



Stakeholders Group Photo with JICA Study Team, DPWH Central Office and Regional Office, Other Government Agencies, Local Government Units and Private Entities in Region I



Stakeholders Group Photo with JICA Study Team, DPWH Central Office and Regional Office, Other Government Agencies, Local Government Units and Private Entities in Region II



Stakeholders Group Photo with JICA Study Team, DPWH Central Office and DPWH CAR



Stakeholders Group Photo with JICA Study Team, DPWH Central, Other Government Agencies, Local Government Units and Private Entities in Region III

Attendance

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

**2nd STAKEHOLDERS' MEETING**

13 February 2020 at Savannah Resort Hotel, Don Juico Ave., Clark View, Angeles, Pampanga

ATTENDANCE

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group				Below 30
					30-40	41-50	51-60	60 and above	
1) LUCIANO G. DOMINGO JR	PROVINCIAL ENGR/PCIN			M					
2) ELMER HEYZELLE C. MACALINA II	ENGR I / PCIN			M					
3) MARIEL B. CATLOS	ENGR III / Prov. of Cagayan			F					
4) FERNANDO M. GAMITO	ENGR III / PROV. QUINZONO			M					
5) RONEL M. LADIA	PROV. PLGU - CAVENDO			M					
6) GENIE A. LADIA	PPDO STAFF / PLGU CAVENDO								
7) Reynaldo C. dela Cruz	ENGR IV / PLGU - ISABELA			M					
8) RESSIE ESTREMA	PROVINCIAL ENGR. / LANU			M					
9) FREDERICK STINERZ	ENGR IV (LAWYER)			M					
10) ARISTOTLE C. PEDRO	ENGR I / PLGU-ISABELA			M					



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				Below 30
					30-40	41-50	51-60	60 and above	
11) JONNA J. BRUNCA	PLGU - (LAWYER)			M					
12) EDGARDO D. SARADIN	PLGU - N. VIZAYA			M					
13) NORA MAE N. ORO & ORO	PEO - Batuan			F					
14) JAIME G. CULIOW	PEO - Batuan			M					
15) ROSEL S. DANCAVIZ	PEO - PAUGASINAN			M					
16) RENATO R. BAGUEL	PEO - PANGASINAN			M					
17) MAXDELEINE G. ARCE	OIC-PE/PEO-I. SUR			F					
18) JEROME C. ROCERO	ENGR II - PEO-I. SUR			M					
19) ROX RAESANEL	PEO-ILocos SUR			M					
20) JIMENE L. NUSTAS	APAC / PPDO			M					



2nd STAKEHOLDERS' MEETING
13 February 2020 at Savannah Resort Hotel, Don Juico Ave., Clark View, Angeles, Pampanga
ATTENDANCE

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group				Below 30
					30-40	41-50	51-60	60 and above	
21) Jam Asis	Community Affairs Officer, DPWH, Central office			F					
22) ANNA MARIA TRIERNA	Engineer III			F					
23) HAROLD MAUREEN E. MAGLAYA	ENGR. II, DPWH-CENTRAL			F					
24) Perfecto M. Marcelo III	Economist II			M					
25) PIERRE J. FERRELL	ENGR II - DPWH 01			M					
26) Jean F. Labillas	ENGR II / DPWH 01			F					
27) ROMEL S. PUCHICO	ENGR III / DPWH 1			M					
28) EDGARDO G. ENRIQUETA	ENGR IV / DPWH - CAP			M					
29) ANATOLIO MENDIGUEN V	ENGR III / DPWH - 3			M					
30) RAMON PABLO B. MASBANG	ENGR II / DPWH 01			M					



2nd STAKEHOLDERS' MEETING
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ATTENDANCE

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group				Below 30
					30-40	41-50	51-60	60 and above	
31) JOHN DARVIN O. EBIO	ENGR. II - DA-CENTRAL OFFICE			M					
32) Apolonio de Guzman	ENGR IV - TRB			F					
33) Rey B. Ferrerick	SEDR - NEQA R01			M					
34) JEREMIAH D. MIRANDA	SEDR - NEQA R01			M					
35) LITO C. DOMINGO	NEQA - R01			M					
36) JAMES B. USOMBO	SR. ENGR / NEQA 2			M					
37) MARIA VICTORIA O. LOFAMIA	ENGR. III / ESSD-PS-DRD			F					
38) DOLICE MARIA AYAG	DIC AND DPWH 3			M					
39) FERNANDO CABALZA	SR. ENGR / NEQA 3			M					
40) Evelyn S. Galang	SR. ENGR / NEQA 3			F					

**2nd STAKEHOLDERS' MEETING**

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ATTENDANCE

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group				Below 30
					30-40	41-50	51-60	60 and above	
41) MARION G. CHANAS	NEXA 3			M					
42) RHEAZER Q. BAWAG	DPWH 3			M					
43) Mario Cruz	DPWH 1A			M					
44) WALTER C. RAMIREZ	PO III / PGA			M					
45) Jeffrey Francisca	DENR-R3 Davao III - Chief, FC			M					
46) Epifania F. Ibaldo	DA - RFO III			F					
47) Arjean R. Morales	DA - RFO II			F					
48) EMERALDU T. GULTAN	ENGR II / P.C.O. / PAMPANGA			M					
49) JOE L. CASTA	PBO II - PAMPANGA			M					
50) WILFREDO MANABAT	PBO III - PAMPANGA			M					

**2nd STAKEHOLDERS' MEETING**

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ATTENDANCE

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group				Below 30
					30-40	41-50	51-60	60 and above	
51) Angelita F. Balid	JICA Study Team			F					
52) Apple B. Utgado	JST			F					
53) DEMOSTHENES BALATAW	TPLEX - PIDC			M					
54) VIK APUZEN	NLEX, AVP			M					
55) JASPER MANABAT	NLEX, MANABAT			M					
56) KYUICHI OKAWA	JICA Study Team			M					
57) MARKLEY ALPIO	TARLAC ENGR. I			M					
58) JOHNNY N. PARALDO	TARLAC ENGR. II			M					
59) JEMMY Q. ESCUENGA	EA - I / TARLAC			M					
60) JOHEIL M. AGINALDO	TARLAC / ENGINEER II			M					



2nd STAKEHOLDERS' MEETING

13 February 2020 at Savannah Resort Hotel, Don Juico Ave., Clark View, Angeles, Pampanga

ATTENDANCE

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group				Below 70
					30-40	41-50	51-60	60 and above	
61) BRUNO A. ALVARADO	ENRQ / LGU - PAMP			w					
62) RODEL G. VALMOTES	XXIII PPDO - NU			m					
63) MANOLO C. PORRAL	PE - NUEVA VIZ.			m					
64) Feliciano P. Yambot	ANRORA			w					
65) ELMER BATA	PEO XIVA. VIB			M					
66) KENNETH M. VERA CUD	MTC / TRANSPORT PLANNER			w					
67) ANGELO RANBY	KRC			M					
68) GABRIELLE CANDELANA	KRC			F					
69) MILAGROSA PASPA - ASUNCION	KRC			F					
70) GERARD CAPULE	KRC			M					



2nd STAKEHOLDERS' MEETING

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ATTENDANCE

Name	Designation, Office	Email/ Cellular No./ Tel Number	Signature	Sex	Age Group				Below 70
					30-40	41-50	51-60	60 and above	
71) DEXTER B. OUGLEO	ENGR I - PEO BULACAN			MALE					
72) Elsie T. Ramos	Engr. III - PEO - Bulacan			F					
73) WILFRED T. DE LOZA	ENGR. II - PEO UE			M					
74) ROEL M. YAMBOT	ENGR II - PEO NE			M					
75) TOMBAKI TANABE	JCT			M					
76) PELITA V. GALVEZ	PPPS - 3043490 DMH - CENTRAL OFFICE			F					
77) MARIA CRISTELA CAPULE	KRC			F					
78)									
79)									
80)									

2nd Stakeholders Meeting Report

Venue: Bayleaf Hotel, Intramuros, Manila City

Date and Time: February 11, 2020, 9:00-15:45

Target Region: NCR, Region IV-A, IV-B & V

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 2nd Stakeholders Meeting is to: 1) provide and look back the result of 1st SHM, 2) explain the process of formulating HSH network in the Master Plan, and 3) gather the stakeholders' suggestions about the proposed HSH road network (acceptability of formulating process of HSH network, suggestions on the alignment of proposed network, and environmental and social issues around the proposed network).

2.0. Program

Below is the detailed program for the 2nd Stakeholders Meeting conducted for South Luzon.

TIME	ACTIVITY	RESPONSIBLE ENTITY/GROUP
08:30 – 09:00	Registration	
09:00 – 09:05	Invocation and Singing of the National Anthem	
09:05 – 09:15	Introduction of Stakeholder Members	
09:15 – 09:20	Welcome Remarks	Dir. Constante A. LLANES, Jr. Director, Planning Service, DPWH Central TWG Chairperson
09:20 – 09:40	Presentation of the Result of the 1 st SHM	Mr. Tomoaki TANABE Social and Environmental Specialist, JICA Study Team All Group/By Region
09:40 – 09:50	Group Picture	
09:50 – 10:10	Coffee Break	
10:10 – 10:40	Proposed HSH Development Network Plan	Mr. Ryuichi UENO Team Leader, Deputy Team Leader, JICA Study Team
10:40 – 11:25	Open Forum	
11:25 – 12:00	Group Work Discussion	Ms. Maria Carmela CAPULE JICA Study Team
12:00 – 13:00	Lunch	
13:00 – 14:30	Group Discussions Discussion Point: Proposed HSH Development Network Plan	Groupings by Region
14:30 – 15:10	Presentation of Group Work with Open Forum	By Group Leader
15:10 – 15:30	Wrap Up	Dr. Rosemarie DEL ROSARIO Chief, ESSD-PS, DPWH JCC Member
15:30 – 15:35	Closing Remarks	USEC. Rafael C. YABUT, CESO I Senior Undersecretary for Regional Operation in

TIME	ACTIVITY	RESPONSIBLE ENTITY/GROUP
15:35 – 15:45	Distribution of Certificates	Luzon, except NCR & IV-B and JCC Vice Chairperson

3.0. Attendees

The target participants are key stakeholders for road development and environment from South Luzon Region (Region IV-A, IV-B & 5) and National Capital Region held at Bayleaf Hotel, Intramuros, Manila City on February 11, 2020. It was attended by different government agencies (DENR, NEDA, NCIP, MMDA, PPP Center, DOTR & DPWH), local government units and private sectors (See Attached Attendance Sheet). Total attendees are 75, 31 female and 44 males with the following distribution:

Sector/Unit	Region/Office	No. of Participants
Government Agencies	DENR Region 4A	1
	DENR Region 4B	1
	DENR Region 5	1
	DPWH Region 4A	3
	DPWH Region 4A	3
	DPWH Central Office	7
	NEDA Region Central Office	2
	NEDA Region 4A	3
	NEDA Region 4B	1
	DOTR	1
	MMDA	2
	NCIP Central Office	1
	DENR-NCR	1
	PPP Center	2
	TRB (Toll Regulatory Board)	1
Local Government Units	Taguig	2
	Cavite	2
	Paranaque	1
	Malabon	2
	CEO	2
	Makati	1
	Caloocan	2
	Mandaluyong	1
	Navotas	3
	Pasay	1
	San Juan	1
	Las Pinas	1
	Manila	2
	Camarines Norte	3
	Quezon	1
	Occidental Mindoro	2
	Muntinlupa	1
Valenzuela	2	
Private Sectors and NGOs	Skyway/SMC	1
	Metro Pacific	1
	PCCI	11
JICA Study Team		12

Sector/Unit	Region/Office	No. of Participants
Total Attendance		75

4.0. Highlights of the Meeting

The meetings were started with a word of prayer and singing of the National Anthem. Ms. Maria 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 and presentations from JICA Study Team, open forum, group discussions and presentations by Regions.

Welcome Remarks from Dir. Constante A. Llanes, Jr, Planning Service delivered by Engr. Maximo Ewald M. Montaña III, Chief, Project Preparation Division, DPWH Central

Engineer Montaña was honoured to deliver the welcome message to everyone who participated the Stakeholders Meeting. On behalf of DPWH, he expressed his warm welcome to everyone. He said that most of the projects identified under the Master Plan in 2010 was already implemented. For the HSH Phase 2, the objective is to review and update the Master Plan in 2010. From the previous 200kms radius from Metro Manila, Metro Cebu and Davao, the coverage of this phase 2 is now nationwide.

He thanked the government of Japan through JICA for supporting the Philippines particularly in pursuing HSH Phase 2. Rest assured that the department will do its best. HSH Phase 1 is just the beginning and we are now embarking to a new journey that is more challenging. With the updating of the 2010 HSH Master Plan, the department expects a boost of project development with the different terms of schedules, short term, medium term and long term. This will be the basis of developing a nationwide HSH aligned with “Ambisyon 2040”. We hope for your cooperation in order to achieve our goals.



Welcome Message of Engr. Maximo Ewald M. Montana III in behalf of Dir. Llanes

Presentation of Result of the 1st Stakeholders Meeting by Mr. Tomoaki Tanabe, JICA Study Team

Mr. Tanabe presented the results of the 1st Stakeholders Meeting last July 2019. He discussed the purpose of the 1st stakeholders meeting, run down the program, and attendance to all SHMs, highlighting the South Luzon participants. He showed the discussion topics during the previous meeting to which suggestions and comments on environmental and social considerations were classified into four: i) Social/Economical/Cultural Concern, ii) Natural Environment, iii) Disaster, and iv) Others/ Governmental/ Technical Matter.

For Social/Economical/Cultural Concern, the first is traffic congestion. Mr. Tanabe presented the issues and problem raised relative to traffic such as congestion, adequate traffic management plan, and slow/poor connectivity of transportation of goods. As proposed countermeasures, network will be formulated in consideration of Land Use Plan, and connectivity of economic zones, transportation hubs, regional network and existing local roads. Conduct of Traffic Impact Assessment during the Feasibility Study Phase was also recommended. Second, issues on ROW acquisition the includes budgeting and funding of ROW, delay of ROW acquisition process and dealing with informal settlers/religious groups. To countermeasure these concerns, it was proposed that cost and resettlement area should be considered in the project cost during Feasibility Study. In order to lessen the delay of ROW acquisition process, avoid high population density areas if possible and adaptation of intensive Information, Education and Communication (IEC) Campaign. Resettlement site should be prepared in coordination with the LGUs for the informal settlers. Third, Social Agreement and Public Participation which concerns the project acceptability to people. Mr. Tanabe proposed to closely coordinate and consult affected communities, compliance to environmental regulations such as conduct of EIA, ROW acquisition, formulation and implementation of Resettlement Action Plan, and IEC approach adaptation. Fourth, concerns on IPs and Cultural Heritage not includes traversing on CADT areas and National Historical/Cultural Heritage Sites. Countermeasures recommended is to coordinate with NCIP, adopt FPIC in consideration to IPRA Law or if not possible to traverse these areas, realignment is suggested.

On Natural Environment, it is stressed out by the stakeholders during 1st stakeholders meeting to preserve the environmentally critical areas including hotspots for biodiversity, birds' areas, mangroves, among others. Alternative study and realignment were recommended as countermeasures. Mr. Tanabe also pointed out the importance of coordination with BMB-DENR.

For Disaster/Geo-hazard concern, which might slow down the delivery and transport of goods, network will be formulated in consideration of Land Use Plan, and connectivity of economic zones, transportation hubs, regional network and existing local roads. In terms of erosion, road construction should include adequate slope protection measures and drainage systems.

Lastly, other concerns such as governmental process like contradicting policies of LGUs and National Government Agencies. As measure, he suggested that relevant national government agencies and LGUs should have proper coordination on road traffic and road safety as well as strict implementation of governing or applicable laws shall be implemented and cooperation with other agencies. On the technical matter, there was a concern on inadequate baseline survey. In this regard, it was recommended to collect latest existing secondary data (e.g. natural hazards) during the Master Plan Study and Feasibility Study and site survey should be conducted, particularly when no available secondary/updated data.



Mr. Tomoaki Tanabe during presentation of results of 1st SHM

On his presentation, Mr. Tanabe showed the images of the identified proposals for road network development for considerations to HSH per region. These proposed expressway by the stakeholders are expected to solve the traffic congestions and provide the high speed travel, connect each regions to major cities/provinces and/or economic zones as well as islands, improve trading of commodities and accelerate regional economic development, help mitigate transport problems and provide access links to railways, airport and ports.

In last part, Mr. Tanabe provided the purpose of the 2nd Stakeholders Meeting. He pointed out that the collected suggestion to the group discussion will be considered and reflected in the finalization of the Master Plan and noted for the next study.

Presentation on the Proposed HSH Development Network Plan by Mr. Ryuichi Ueno, JICA Study Team

Mr. Ueno presented the Proposed HSH Development Network Plan. The first part is the presentation of the objectives of the study which 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. Main outputs are defined and clarified overall HSH network focusing on nationwide expressway network and identified priority projects with implementation program of up to 2040 and Pre-FS.



Mr. Ryuichi Ueno presenting the Proposed HSH Development Network Plan

He then presented the definition of overall HSH Network (1st Phase) through diagram as well as formulation and prioritization of projects in the 2nd Phase. He showed the development scenarios in NCR, Regions 4A, 4B and V that considers settlement centers, special economic zones, protected areas, industrial zone, commercial and service zone, industrial, agribusiness, minerals and mining, energy, among others.

He discussed the HSH Classification, the definition of HSH and its composition. In the overall HSH Network, it considers the road traffic and network issues and regional development strategies. Total HSH lengths nationwide is about 9,000 kilometers. He presented that to be able to implement it up to 2040, it was categorized into 2 classes. Class-2 includes widening of existing road (from 2 lane to 4 lane), additional bridge, road improvement, new road, bypass for traffic congestion area, flyover at major road intersections and major big projects such as Bataan-Cavite Bridge, Panay-Guimaras-Negros Link and Davao Coastal Road. HSH Class-2 will be implemented within 20 years. For Class-1, the remaining amount is available for 65% of construction of HSH-1.

In the selection of HSH-1 Network in 2040, total HSH-1 length is 2,315kms for 20 years. It will be necessary to complete 115 kms every year. It means not only Government budget but also DPWH Man-Power is very essential. Also, ROW Acquisition is very important to achieve 2,315kms construction for 20 years.

Mr. Ueno also presented the criteria for prioritization of projects that involves multicriteria. This is due to limited resources of the government. Criteria includes contribution to regional economic growth and development, contribution to traffic decongestion and usage of HSH-1.

Economic viability, environmental and social impact, project readiness and financial viability. Based on these, HSH Class-1 are divided into 3 terms to which short term will be implemented until 2025, middle term on 2030 and long-term on 2040. For HSH Class-2, improvement shall be planned within the existing road ROW. But in case difficulty to widening along urban area, it will be necessary to construct as new road.

Lastly, Mr. Ueno discussed the impact of HSH Masterplan by traffic assessment model (with and without case).

Issues and Concern at the Open Forum

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

Major Questions and Answer			
Name/Position	Question	Name/Position	Answer
Engr. Josephine Hapil NEDA – R4A	Camsur Express 4 and PR 4 are ongoing and already endorsed. It should not be long term but short term. It is part of the pipeline project of the administration.	Ryuichi Ueno, JST	Yes. It will be noted
John Dexter Lunk, PPP Center	Regarding the slide showing the criteria, what is the basis for the FIRR?	Ryuichi Ueno, JST	This is our assumption. Actually, private company can be more like over 10%. But now, private sector is very aggressive even over 6% are willing to implement the project.
	If that the case, should the FIRR not be included in the multicriteria approach for HSH?		The priority of the HSH is the government that is why FIRR was included in the criteria.
Jonathan Himala, LGU Caloocan	The connectivity for C4 and R10 is not part of the short-term proposal. Please take note that ROW is already acquired for almost 30 years and is not prioritized until now.	Ryuichi Ueno, JST	Can you share the details?
	C4 and R10 will be connected going to Malabon and Caloocan. It's a 4-lane 2-way expressway. 50% of the ROW is already acquired, and all land titles has already been altered but up to now not completed. It's about time to put it in the table.		Will be raised to DPWH Central Office, If you can provide details.
	North-South Commuter Highway will be located		We will study this.

Major Questions and Answer			
Name/Position	Question	Name/Position	Answer
	at Samson Road and will be expecting high volume of traffic. Also Manila Bay Development Plan proposing reclamation at Manila Bay There is also proposal R10 be extended. It will course the coastal line of Bulacan, Bataan and Pampanga. To consider as part of the HSH		
Romeo Oida, LGU Cam Sur	Refer to slide 24 and 27. Include disaster mitigation and vulnerability component particularly in the flood prone area. In our area, flood water rises, and road are not passable for 2-3 weeks, so I think this is very important to consider. There are designs to keep water during wet season and utilize it during dry season.	Ryuichi Ueno, JST	Will be considered in this study.
Engr. Josephine Hapil NEDA – R4A	What is the policy of unsolicited proposal? Cavite-Batangas-Tagaytay Expressway is not part of the Master Plan Laguna-Bae will be duplicated. Suggestion to prioritized solicited proposal and focus projects within the Master Plan.	Engr.Maximo Montana III, DPWH, CO	I don't know if there is an existing policy about unsolicited proposal but your concern in Laguna-Bae was already raised in Laguna Lake shore meeting.
		Ryuichi Ueno, JST	Unsolicited proposal is welcome particularly in Metro Manila Area, it is more profitable for the private sector. For regional area, solicited proposal is more beneficial.
Engr. Manual Bonoan, CEO, SMC Tollway (Former Usec)	<p>I want to congratulate JICA Study Team for its comprehensive updating of the HSH Master Plan. This is a Master Plan that will be considered and at the end of the day, what is more important is the sustainability of the plan is more important. This is the big challenge of the government, to make sure that this Master Plan be adopted and approved and how to sustain it. Private sector is always welcome and willing to respond. There are many potential areas that private sector can undertake.</p> <p>Philippines was the first country in the Southeast Asia to have toll expressway and everybody come over to see this and adopt it and now, they more than ours. There are many potential areas for the HSH. All these projects contribute to the movement of the traffic.</p>		

Major Questions and Answer			
Name/Position	Question	Name/Position	Answer
	<p>Other challenge is the traffic in urban areas. It's really hard since there is no more space, you can either go up or down (subway).</p> <p>At the end of the day, the idea is there, and the study has already cover much it has taken up, additional comments will be taken into considerations. And lastly, the most important is its sustainability.</p>		
Angelito Haleco, Metro Pacific	Regarding unsolicited proposal, the level of study that we are doing is the same as JICA. We harmonized it to the DPWH Master Plan. It's a gamble on our side that we undertake Pre-Fs and FS. There are already expenses. I think its okey as far as this is harmonized to the plan of the government.		
Jaevi Ilagan, LGU Cam Norte	Last Page segment 1 & 2, why is not the province of Camarines Norte included in the segment?	Ryuichi Ueno, JST	This is already existing National Road. That is why we proposed an alignment to shorten the road/access.
Engr. Manual Bonoan, CEO, SMC Tollway (Former USec)	Is this cannot be developed? It's a 1 x 1 road, part of Maharlika Highway. Is there a possibility to implement 2 x 2?	Harley Peter Paras, DPWH R05	It will be undertaken by DPWH There is already existing project in that area (Tagkawayan-Labo) by DPWH R05. We also implemented a 130m bridge in Cam Norte and the widening of Maharlika is 25% completed.
Engr. Manual Bonoan, CEO, SMC Tollway (Former USec)	One of the objectives is providing HS is to provide convenient and fast travel. I think there are many things to consider. Safety is priority consideration can we look at possibilities that when you travelled alone this HSH, the proliferation of many types of vehicles that go through. They post hazard and traffic. One example is predominantly tricycles and motorcycles in highways. Can you look ino this policy so we can meet the objectives.	Ryuichi Ueno, JST	I think this is very important and I mentioned to DPWH if they invited foreign assistance, to consider safety and writing of counter safety measures for traffic. This is very important to consider.

Group Discussions and Presentations

The participants were divided into 4 groups, each will elect a team leader who will present the output of the group. Groupings are based on Regions and are provided with following three (3) questions to answer.

1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?
2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?
3. Others, if any.

The following are the outputs of group discussions:

Group I – Region IV-A (CALABARZON)**Group Member list**

No.	Name	Designation/Office
1	Josephine D. Hapil (F), (P)	Supervising EDS NEDA – R4A
2	Mailene M. Gecolea-Laviña	DENR – R4A
3	Keyzer Glenn S. Mañalac	Engineer II DPWH – Central
4	Maximo Ewald Montaña III	Chief, PPD DPWH - Central
5	John Paul S. Dela Cruz	Engineer II DPWH – Central
6	Karen L. Molano	Engineer III, DPWH – R4A
7	Eufracio A. Delfinado Sr.	Engineer III DPWH – R4A
8	Efren M. Rabot	Engineer II TRB
9	Pablo V. Del Mundo Jr.	Provincial Engineer LGU – Laguna
10	Adonis Vie T. Crizaldo	Architect IV LGU – Cavite
11	John Ronnel Fortuno	Engineer III LGU - Cavite
12	Mark Anthony S. Luistro	Engineer I LGU – Quezon
13	Gilbert P. Cruz	Engineer III LGU – Rizal
14	Ryuichi Oikawa	JICA Study Team
15	Maria Carmela Capule	JICA Study Team

(F): Facilitator

(P): Presenter of the output

The group elected Engr. Josephine D. Hapil of NEDA R4A as both facilitator and presenter. Engr. Hapil suggested to harmonize all existing and proposed road network related master plans especially DPWH master plans like the Laguna Lakeshore Road Network masterplan (LLRN). She suggested to coordinate with UPMO on alignment of LLRN. She didn't find it in the presentation. Mr. Pablo V. Del Mundo Jr. discussed about the existing/proposed projects in Laguna namely Calamba-Bai bypass road of DPWH, Ecotoll development project, Canlubang road going to junction and exit to Laguna Lake. He mentioned that there was no conflict based on overlaying in the map. Regarding the proposed alignments in the map, Mr. Del Mundo Jr. asked about the color codes and JST responded which are red for short term project, orange is medium and green for long term.

Engr. Del Mundo Jr. asked about if there is coordination done with DPWH Central Office and JICA Study Team on existing/proposed alignments against the masterplan of JICA Study Team. He also asked if DPWH- Central will furnish a copy of final masterplan to the Provincial government of CALABARZON. Engr. Maximo Ewald Montaña III told the group that there is an ongoing study with ADB/ARUP on the proposed alignments. Dr. Rosemarie Del Rosario further elaborated that ARUP conducts on the same time with JICA Study Team on the feasibility study of alignments and HSH without proper coordination between them. Engr. Hapil suggested that DPWH should initiate the coordination and incorporate the outputs of their study in the masterplan to avoid duplications. She was concerned on possible difficulty of reviewing and evaluating projects at NEDA if these are not aligned and harmonized. She suggested to take into account other projects outside of DPWH such as DOTr, TRB projects on expressways, railways and other interconnections to road transport to ensure fast and seamless transport. Dr. Del Rosario commented that these suggestions are new comments from participants and noted on these for considerations because most of the participants from the group were new and different from the 1st SHM.

Arch. Adonis Crizaldo of LGU- Cavite informed the group that the proposed road from Cavite connecting to Noveleta-Cavite City road has already funding from the province (DPWH district office). The proposed project was realigned and suggested if this can be incorporated in HSH masterplan. There are proposed and on-going projects of the province which are not incorporated in the masterplan such as interconnectivity of CALAEx, CAVITEx, Manila - Cavite City going to Sangli airport. These on-going projects are not accounted and included in the 1st SHM. Limitations of the provincial roads are not aligned with the designed criteria of the national roads.

Engr. Efren Rabot of TRB has plans on interconnectivity of CALAEx; CAVITEx. He also raised the proposed road network from San Pedro, Laguna to Taytay, TR4, TR5, C6.

Engr. Hapil raised the unsolicited proposal of Cavite-Tagaytay-Batangas (CTBex) c/o PPP Service.

Engr. Del Mundo Jr. asked about the interlink of North South Railway project and Laguna de Bay – Crossing Expressway to HSH masterplan. He asked about if the proposed alignments will affect and pass through the forest reserves and Environmental Critical Area (ECA) such as Mt. Makiling and Mt. Banahaw – protected areas. Engr. Del Mundo Jr. asked if tunnel will be constructed and will pass through. He also suggested to include vegetation and green infrastructure. Ms. Mailene M. Gecolea-Laviña of DENR – Region 4A suggested the avoidance of these critical areas and forest reserves.

Mr. Efren M. Rabot of TRB, raised the issue on utilities and concern on geothermal facilities. Through LGUs, proper location and coordination on setbacks for transmission lines of utility companies are suggested.

Summary of Answers based on questions asked.

Question 1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?
Harmonize all proposed and existing road network related master plans; Ex. Laguna Lakeshore road network masterplan (LLRN) <ul style="list-style-type: none"> Consider ecotourism masterplan under the island economy development (example, Polilio group of Island, Alabat island) Reiteration on affected utility lines (transmission lines, water/sewer lines, irrigation etc.); affected geothermal facilities in coordination with DOE. <p>For consideration (CAVITE):</p> <ul style="list-style-type: none"> alignment of Manila-Cavite City road network going to proposed Sangley airport; this was not included in the masterplan; possible alignments on interconnectivity of CALAEx & CAVITEx to existing road networks and on-going projects Cavite-Tagaytay-Batangas (CTBex) – Unsolicited proposal c/o PPP Service; Consider TRB projects: TR4, TR5, C6 – San Pedro to Taytay; Tanauan – Tagaytay Expressway
Question 2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?
<ul style="list-style-type: none"> Preservation of Environmentally Critical Area (ECA): Example, Mt. Banahaw San Cristobal Protected landscape and other important ecosystems along Laguna-Quezon areas. Consider green infrastructure, urban greening, sustainability on vegetation
Question 3. Others
<ul style="list-style-type: none"> Proper location on setbacks for transmission lines of utility companies; provisions of underground electrical wirings

Group II – Region IV-B (MIMAROPA)**Group Member list**

No.	Name	Designation/Office
1	Jojo R. Datinguino (F)	Economic Development Specialist II, NEDA-MIMAROPA
2	Ronie E. Alpajaro (P)	Engr. II, DENR-MIMAROPA
3	Peter Paul R. Cortez	Engr., DPWH-Central Office
4	Guilleanne J. Medina	Economist II, DPWH-Central Office
5	William Degyen	Dev't. Management Officer III, NCIP-Central Office
6	Rodolfo P. Paguitugan	Engr. III, LGU-Occidental Mindoro
7	Joel A. De Ocampo	Engr. II, LGU-Occidental Mindoro
8	Tomoaki Tanabe	JICA Study Team
9	Randy V. Hugo	JICA Study Team

(F): Facilitator**(P): Presenter of the output**

Mr. Ronie E. Alpajaro, Engineer II of DENR Region MIMAROPA, elected as team leader and presenter of the group and Mr. Jojo R. Datinguino, NEDA Region MIMAROPA, elected as group facilitator. Mr. Datinguino facilitated group discussions. Engr. Alpajaro directly asked the first question and immediately get the response of his group members. Mr. Datinguino and Engr. Alpajaro raised a question to ask the consultants what the updates on the output

are during the 1st stakeholders meeting on high standard highway network development conducted last July 30, 2019. Also, they mentioned what are the reasons for not including the Victoria to Sablayan cross country and other proposed projects. Mr. Tanabe explained that there are some considerations and criteria to formulate proposed HSH network in the study.

Engr. Peter Paul Cortez suggested the inclusion of inter-island connectivity in Region MIMAROPA since the areas were composed of many islands. He mentioned that connectivity is very important to the people in the communities.

Mr. Alpajaro asked the group the possible social, economic and environmental issues. Mr. William Degyen of NCIP-Central Office raised regarding the Indigenous Peoples Law, he suggested that before the implementation of the project the proponent needs to comply with the mandatory Free and prior informed consent (FPIC) process and inform the community that the project was existing project.

Engr. Alpajaro raised that Environmental Compliance Certificate for those road improvements is important before to proceed with the implementation or start the project. Engr. Cortez mentioned that the political interventions is one of the problems encountered during the implementation of the project and also he suggested to include the awareness of the benefits of the proposed project to the local communities. Also, Engr. Alpajaro stated about the securing of the Environmental Impact Assessment (EIA) during the implementation of the project.

Mr. Danguino mentioned about the insurgency to the group. The group agreed that the insurgency problem should be considered along the area.

Engr. Alpajaro and Engr. Cortez suggested strengthening the cooperation and participation and harmonization of the existing master plan of each national and local agency. They mentioned that cooperation and participation of every agency are important to fast track the project and the needs of every agency.

The group suggested to include the Environmental Management Bureau (EMB) and the Mines and Geosciences Bureau (MGB) on the category of Natural Environment. Their roles are very significant in identifying in terms of the natural environment.

Mr. Hugo asked the group if they have other suggestions to be raised to the study team. The group answered that they have no other suggestions to raise.

Summary of Answers based on questions asked.

<p>Question 1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?</p> <ul style="list-style-type: none"> • Updates on the Output during 1st HSH meeting • Reasons for not including the Victoria to Sablayan cross country and other proposed projects. • Inter-island connectivity
<p>Question 2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?</p> <ul style="list-style-type: none"> • To comply with the mandatory Free and prior informed consent (FPIC) process (Inform the community that the project was existing project) • Environmental Compliance Certificate for those road improvement • Political interventions (during implementation) • Awareness of the benefits of the proposed project to the local community • Secure the Environmental impact assessment (EIA) during the implementation of the project • Insurgency

- Strengthen the cooperation and participation and harmonization of the existing master plan of each national and local agency
- To include the EMB and MGB on the category of Natural Environment

Question 3. Others

- The group have no other suggestions raise during the group discussion

Group III-NCR**Group Member list**

No.	Name	Designation/ Office
1	Maria Victoria Lofamia (F)	DPWH Central Office
2	Hailey Meriel (P)	NEDA
3	Alvin Constantino	DENR-NCR
4	Manuel Caranto	Engineer IV, Muntinlupa
5	Michael Aguilar	Engineer V, Las Pinas
6	Daryl Tesoro	CPDO, PDO, Mandaluyong
7	Francis Salazar	MMDA-IEC
8	Abigail Lagmay	MMDA PPSDS
9	Christopher Carreon	LGU Valenzuela
10	Aljon Celerio	LGU Valenzuela
11	Nethanel David Quintos	LGU Pasay
12	Jonathan Himala	LGU Caloocan
13	Arianne Rotap	PPP Center
14	John Dexter Lunk	PPP Center
15	Kersy Encarnacion	LGU Malabon
16	Edgar Allan Poe	LGU Malabon
17	Catherine Curaming	Engineer 1, Manila City
18	Barbara Armi Diño	Engineer IV, Manila City
19	Sharlene Grace Nudalo	LGU Taguig
20	Jade Manzano	Admins Assistant, Taguig
21	Yzabela Nazal-Habunal	Transportation Coordinator, Navotas
22	Virgilio De Leon Jr	LGU Navotas
23	Ryuichi Ueno	JICA Study Team
24	Milagrosa Asuncion	JICA Study Team

(F): Facilitator**(P): Presenter of the output**

Ms. Maria Victoria O. Lofamia from DPWH Central Office facilitates the discussion for NCR groups. She explains what to do and presents the question that will be answered by the body. For the first question, suggestions they want to share to the JICA Team, Mr. Jonathan Himala from LGU Malabon suggested that the study team should provide each region the details of the alignment that were proposed in the HSH. A bigger map with details that can be easily identified by the stakeholders. These suggestions are agreed by all the members of the groups.

Engr. Virgilio de Leon and Engr. Yzabela Nazal-Habunal from LGU Navotas raised their concern whether the HSH Master Plan includes the coastal of Navotas since it is strategic to access the new proposed Bulacan International Airport, this is an extension of R10. They built a dike within that coastal and suggested that this can be utilized on road construction. As per data from map provided by study team, it was observed that it was considered on their study.

Mr. Alvin Constantino also suggested that to ease traffic in Araneta area going to Quezon City and Manila, skyway going to Commonwealth from Araneta Ave should be taken into consideration. Although it might be a long skyway, it might good also to consider this.

Mr. Dexter Lunk from the PPP center recommended to consider interface and harmonization of proposed projects by DPWH (national and local), LGUs and private sectors in the Master Plan.

For safety measures, the group suggested to have inclusive road network system to ensure safety of the people and avoid vehicular accidents.

In the city of Manila, according to Engr. Barbara Armi Dino, they proposed an elevated walkway however, there are problems with utility providers such as Meralco,Cables, etc. in the implementation. This should be taken into consideration by the LGUs.

For the second question, on the environmental and social issues, LGU Navotas raised that if the coastal road will be implemented, consider the 29 hectares mangrove area. There is a policy in the Philippines that govern prohibition of improvements on mangrove areas. The CLUP of Navotas reiterates the need to have 30meters set back from mangrove for any structures that will be constructed.

Representative from the DENR also raised that there should be greening component of the HSH. Issues on right of way was also raised just like during the 1st SHMs. The importance of providing relocation sites to informal settlers is highlighted so that problems on ROW will be minimized.

Because of extreme natural events that is happening nowadays, the group also raised suggestion to the study team a component of climate change and disaster mitigation to come up with more resilient road network system. Flooding in the Metro Manila is one of the problems in the network system. Drainage design should mitigate excess water.

Mr. Himala recommended that regulation in the local government on the limits of traffic/vehicles should be undertaken and consider in the design of the road system the all types of vehicles (i.e. tricycles) and to have a policy/guideline for the road use. In this way, the objectives of the HSH to have convenient and safe road system will be achieved.

Lastly, for other concerns, representative from the DENR inquire HSH study considered the reclamation plan along Manila Bay (i.e. traffic volume of vehicles)? This however is not part of the study. Other concerns include for safety, sidewalk should be firmly use by the pedestals not the vendors. Appropriate traffic engineering devices for the pedestals should be instigated. Connectivity of land uses (accessibility) was suggested by LGU Malabon, for example, residential areas going to commercial area must have good connectivity.

For smooth conduct of study and implementation of project, close coordination within national and local should be undertaken. Local government request (design of the road system) must be considered so that locals where the road traversed will also benefit the project.

Summary of Answers based on questions asked.

Question 1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?

- Provide details of alignment (indicative) for each Region or available Inception Report (i.e. Origin Destination diagram/table (ODI))
- Proposed Bulacan International Airport is very near in Navotas, proposed the R10 extension (C6 and C4)

<ul style="list-style-type: none"> • Navotas area, clarification if coastal dike is part of HSH proposal- recommend to construct road along (coastal) dike alignment • Skyway going to Commonwealth from Araneta Ave • PPP project, consider interface while developing the HSH Master Plan (i.e. pipeline projects that are already in ICC-NEDA) • Inclusive road network system (i.e. pedestrian, safety)- • City of Manila – elevated walkway (problem is affected utilities such as Meralco, waterlines, cables, ROW issues)
<p>Question 2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?</p> <ul style="list-style-type: none"> • Based on Navotas, consider (Navotas coastal) the mangrove area of 29 hectares • Based on CLUP of Navotas, there is 30 meters set back from the mangrove • All the design should consider the greening component (i.e. vertical garden, environmental responsive sidewalk) • ROW Issues • Development of relocation sites for Informal Settlers • Climate change and disaster mitigation to come up to resilient road network system • Regulation in the local government on the limits of traffic/vehicles • Consider in the design of the road system the all types of vehicles (i.e. tricycles) and to have a policy/guideline for the road use
<p>Question 3. Others</p> <ul style="list-style-type: none"> • If considered in the HSH study the reclamation plan along Manila Bay (i.e. traffic volume of vehicles)? • Soft solution: sidewalk should be firmly use by the pedestals not the vendors • Appropriate traffic engineering devices for the pedestals • Connectivity of land uses (accessibility) • Close coordination within national and local • Consider local government request (design of the road system)

Group IV- Region V

Group Member List

No.	Name	Designation/ office
1	Harley Peter M. Paras (F)	Engr. III DPWH-V
2	Romeo Oida (P)	Planning Specialist, DPWH
3	Maria Virginia Pilar Rambayon	DPWH
4	Jay Atento	Engr. III DPWH-CO
5	Zarah Mae B. Mabini	CAO I, PWH-SRS
6	Keren P. Blanco	PPDO, PLGU of CamNorte
7	Jaevi B. Ilagan	PPDO, PLGU of CamNorte
8	Armando O. Omolida	Supervising Specialist, DENR
9	Arienne Blanza	SEDS, NEDA5
10	Angelita Balid	JICA Study Team
11	Clarine Tobias	PCCI-AVP-Region

(F): Facilitator

(P): Presenter of the output

The group discussion was facilitated by Mr. Harley Peter M. Paras (Engr. III DPWH 5). He asked the team what are their suggestions after seeing the proposed network development plan. Ms. Arianne Blanza (SEDS, NEDA5) asked how did they identify the Bicol Expressway 1 & 2. It was suggested that there should be an alignment meeting with all stakeholders (DILG, DOTR, DPWH etc.) for Bicol expressway 1&2 as there will be an impact regarding road usage (eg. Train Load) before proceeding with the said project. Mr Romeo Oida (Planning specialist) of LGU Cam Sur expressed his support to this suggestion.

Mr. Jaevi B. Ilagan (PPDO, PLGU of CamNorte) pointed out Region 5 Road 21 which doesn't have any access to areas of Labo and Daet. He proposed a road realignment for the said area that would complement proposed Airports of Bagasbas and Larap. (Please see photo below).



This was addressed by Dr. Rosemarie Del Rosario during her remarks that there is an on-going access road which has direct access to Labo.

Ms. Arianne Blanza (SEDS, NEDA5) raised to the team that it would be best if there are provisions of additional auxiliary services like Solar Powered Streetlights for a more sustainable approach in building highways. This was agreed upon by Mr. Romeo Oida (Planning Specialist) and Mr. Armando O. Omolida (Supervising Specialist, DENR). Mr Oida (Planning Specialist) mentioned that overhead lines (electrical post wirings, etc.) should be installed underground to lessen maintenance cost and it is generally better for the environment.



Solar Powered Street Lights



Underground Wirings



CCTV Cameras

There should also be a continuous proper coordination with LGU during the planning stage until turnover to address all issues and concerns to avoid any delays and issues on the project as per Mr. Paras (Engr. III DPWH 5). He also suggested to utilize the on-going CamSur and Albay diversion road as part of the high standard network.

Ms. Arianne Blanza (SEDS, NEDA5) also discussed the issue regarding road and bridge widening. There are some instances that only roads are being widened leaving the bridge as it is ; causing a “funnel traffic effect” as per Mr. Oida (Planning specialist). Roads and bridges should be widened simultaneously.

The group also tackled environmental concerns in relation with the proposed network development plan. Mr. Jaive Ilagan (PPDO, PLGU of CamNorte) also suggested a road side rain water harvesting to minimize clean water usage for industries and etc. (Please see photo, <https://www.greening-solution.com/three-methods-of-rainwater-collection/>)



The proposed network development plan should also include *Climate Change and Disaster Risk Assessment and EIA (Environmental Impact Assessment)* for proper safety measures and design for the whole development as per Mr Oida (Planning Specialist). Ms. Clarine Tobias (PCCI-AVP-Region) also suggested to secure tree cutting permit and coordination for the removal of service utilities (Waterline Connections, Electric Post, Connection Lines and etc.) to avoid road hazards.

Mr. Oida (Planning specialist) that authorities should come up with a formula to meet right land valuation for a much better future development plan. They should also include Comprehensive Land Used Plan (CLUP) on every proposed development. There should be strict compliance in securing Environmental Compliance Certificate (ECC) especially for protected areas (Mangrove Areas Ragay, Coastal Areas and etc.). Ms. Arianne Blanza (SEDS, NEDA5) said that there should be proper coordination with BMB, NIA, NGCP, DENR, PCA and etc.

Lastly, Mr. Harley Peter M. Paras (Engr. III DPWH 5) said that there should always be proper coordination with all concerned agencies (DOTR, DPWH etc) . They need to inform all departments involve if there are issues and concerns to avoid disputes and conflicts regarding the projects.

Summary of Answers based on questions asked.

<p>Question 1. After Listening to the presentation and seeing the proposed network development plan, what are other suggestions you want to share to the study team?</p> <ul style="list-style-type: none"> • Coordination meeting with all stakeholders (DOTR, DILG, DPWH) regarding the alignment of Bicol Expressway 1 & 2. • Road Alignment 21 to include labo and daet areas. That would complement proposed airports (Bagasbas and Larap). • Additional Auxillary Services and Public Security (Solar Powered Street Lights, Underground cables/ wirings, CCTV and Security).

<ul style="list-style-type: none"> • Coordination with LGU during the planning stage. To raise issues as early as possible. • To utilize on-going CamSur and Albay diversion road as part of the high standard network.
<p>Question 2. Based on the presented identified network development plan, what are possible environmental and social issues in your region?</p>
<ul style="list-style-type: none"> • To include Climate Change and Disaster Risk Assessment and strict compliance in securing ECC. • To secure tree cutting permit and coordination for the removal of service utilities (Waterline Connections, Electric Post, Connection Lines and etc.) • To come up with a formula to meet right valuation and include CLUP in every proposed Dev't
<p>Question 3. Others</p>
<ul style="list-style-type: none"> • Proper coordination with all concerned agencies (DOTR, DPWH etc.). They need to inform all departments involve if there are issues and concerns to avoid disputes and conflicts regarding the projects.

Wrap up by Dr. Rosemarie Del Rosario, DPWH Central Office

Dr. Rosemarie Del Rosario of DPWH Central Office did the wrap up of all the discussion transcribed within the whole day duration of the meeting. She said the first presentation discussed about the results of 1st SHM and hoped that all the stakeholders understand the projects. She said that presentation was good because it was categorized into columns, left column is the issues and the other column is the countermeasures. She asked the stakeholders if all issues and concerns during the 1st SHM were addressed, however, most if not all, didn't attend the first meeting that is why most of the concerns now are raised in the 1st SHM.



Dr. Rosemarie Del Rosario wrapping up the whole day program

On the first question, most of the group raised concern on harmonization of the Masterplan. Recommendation on greening component of the HSH were also highlighted as well as consideration on ecotourism. Consider other alignment as identified by the stakeholders and Interisland connectivity. She briefly summarized all the recommendations of each group (as discussed one by one in the previous section of these report).

For question no. 2, on social and environmental impacts, impacts on protected areas, mangroves, timberlands, and ancestral domains were raised. Dr. Del Rosario explained that each project undergoes to environmental assessment most importantly environmental critical areas and critical projects. There also concerns on political interventions and awareness of the benefits of the proposed project to the local community. In terms of safety, concerns on insurgency for hotspots area are stressed out. Climate change and disaster mitigation is very significant as raised by the stakeholders.

On other concerns, there are issue raised such as reclamation in Manila Bay and coordination with local and national, appropriate engineering devices, implementation of policies and guidelines as safety measures for the road network to be developed among others.

Closing Remarks by Usec. Rafael C. YABUT, CESO I

Usec. Rafael Yabut expressed his sincere gratitude to the Government of Japan and the JICA Study Team headed by Mr. Ryuichi Ueno, the Team Leader, and Mr. Tomoaki Tanabe, the Social and Environmental Specialist and the rest of the JICA Study Team for their unwavering support and confidence they have accorded to the DPWH particularly the preparation of the Master Plan on High Standard Highways Network Development, Phase 2.

He thanked everyone who participated the 2nd Stakeholders Meeting for sharing their time and efforts to attend the activity that would lead the JICA Team to come up to a comprehensive study, where all issues and concerns of the stakeholders will be incorporated. He pointed out that one of the objectives of the meeting is to solicit views and concerns of the stakeholders and incorporate their inputs in the final selection of the road network that will address traffic congestions as well as improve economic growth along local road network in the country particularly in highly urbanized area.

Usec. Yabut hoped that all concerns will be considered by the JICA Team in the pursuit of the High Standard Highway Network Development Plan. Finally, he also looked forward to the productive and successful partnership with all the stakeholders.



Usec. Rafael C. Yabut delivering his closing message

Photo Documentations
Bayleaf Hotel Intramuros, Manila City



Registration period for LGUs, government agencies and private sectors (Left), Stakeholders from different Regions, various agencies and offices (Right)



Moderator & Master of Ceremony Ms. Maria Carmela Capule



Engr. Maximo Ewald M. Monataña III delivering the Welcome remarks in behalf of Dir. Constante Llanes



Mr. Tomoaki Tanabe, Environmental and Social Specialist from JICA Study Team presenting the results of the 1st Stakeholders Meeting



Mr. Ryuichi Ueno, Team Leader of JICA Study Team discussing the proposed HSH Development



Issues and concerns from NEDA Region 4A (Left) and LGU Caloocan (Right) during open forum



Issues and concerns from PPP Center (Left) and LGU Cam Sur (Right) during open forum



Issues and concerns from NEDA Region 4A (Left) and LGU Caloocan (Right) during open forum



Issues and concerns from PPP Camarines Norte. (Left) and responded by DPWH R05 during open forum



Group discussion and workshop of Region IV- A Group (Grp. 1)



Group discussion and workshop of Region IV-B Group (Grp. 2)

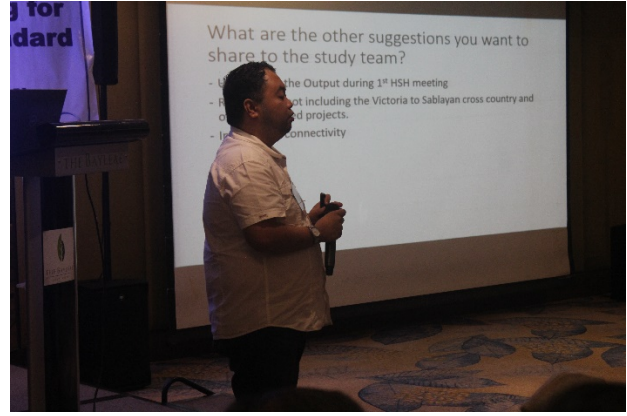


Group discussion and workshop of NCR Group (Grp. 3)



Group discussion and workshop of Region V Group (Grp. 4)





Presentation of Outputs on the Group Discussion, Region IV-A (Left) & Region IV-B (Right)



Presentation of Outputs on the Group Discussion, NCR (Left) & Region V (Right)



Wrap up by Dr. Rosemarie Del Rosario, Chief, ESSD-PS, DPWH



Usec. Rafael C. Yabut delivering his closing message



Stakeholders Group Photo with USec. Yabut, DPWH Central Office and Regional Offices, Other Government Agencies, Local Government Units, Private Entities and JICA Study Team



Stakeholders Group Photo with JICA Study Team, DPWH Central Office and Regional Office, Other Government Agencies, Local Government Units and Private Entities in Region V