

**PREPARATORY SURVEY
FOR
CEBU-MACTAN BRIDGE AND COASTAL
ROAD CONSTRUCTION PROJECT
(NEW MACTAN BRIDGE CONSTRUCTION PROJECT)
IN
THE REPUBLIC OF THE PHILIPPINES**

RESETTLEMENT ACTION PLAN

4th DRAFT as of September 6

September 2019



Department of Public Works and Highways

in cooperation with



Japan International Cooperation Agency

RESETTLEMENT ACTION PLAN

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List of Abbreviations

A	AKPF	Abot-Kaya Pabahay Fund
B	BIR	Bureau of Internal Revenue
	BSP	The Bangko Sentral ng Pilipinas
C	CA	Commonwealth Act
	CENRO	City Environment & Natural Resources Office
	CFARMC	City Fishery Aquatic Resource Management Council
	CHB	Concrete Hollow Blocks
	CLOA	Certificates of Land Ownership Award
	CLUP	Comprehensive Land Use Plan
	CMP	Community Mortgage Program
	COD	Cut-off Date
D	DBM	Department of Budget and Management
	DENR	Department of Environment and Natural Resources
	DepEd	Department of Education
	DPWH	Department of Public Works and Highways
	DPWH-ESSD	DPWH Environmental Social Safeguards Division
	DPWH RO	DPWH Regional Office
	DPWH-UPMO-RMC I	DPWH Unified Project Management Office Roads Management Cluster I
	DRAM	DPWH Right-of-Way Acquisition Manual
	D/D	Detailed Design
	DOLE	Department of Labor and Employment
	DSWD	Department of Social Welfare and Development
	DTI	Department of Trade and Industry
E	ECC	Environmental Compliance Certificate
	EMA	External Monitoring Agent
	EMB	Environmental Management Bureau
	EO	Executive Order
	EP	Emancipation Patents
	ESSD	Environmental and Social Safeguard Division
F	FGD	Focus Group Discussion
	FPIC	Free, Prior and Informed Consent
	F/S	Feasibility Study
G	GFI	Government Financial Institution
	GI	Galvanized Iron
	GIS	Geographic Information System
	GSIS	Government Service Insurance System
H	HLURB	The Housing and Land Use Regulatory Board
	HUDO	Housing and Urban Development Office
I	IMA	Internal Monitoring Agent
	IA	Implementing Agency
	IPA	Independent Property Appraiser
	IPRA	Indigenous Peoples' Right Act
	IRR	Implementing Rules and Regulations
	ISFs	Informal Settler Families
J	JICA	Japan International Cooperation Agency
	JBIC	Japan Bank for International Cooperation
L	LARR	Land Acquisition, Resettlement and Rehabilitation
	LARRIPP	Land Acquisition, Resettlement, Rehabilitation and Indigenous Peoples' Policy
	LGU	Local Government Unit
	LHB	Local Housing Board
	LRP	Livelihood Restoration Program

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M	MCDCB	Metro Cebu Development and Coordinating Board
	MCUTMP	Project on Master Plan Study and Institutional Development on Urban Transport System in Metro Cebu
	MCWD	Metropolitan Cebu Water District
	MOA	Memorandum of Agreement
N	NCIP	National Commission on Indigenous Peoples
	NEDA	National Economic and Development Authority
	NGO	Non-Government Organization
	NHA	National Housing Authority
	NRIMP	National Road Improvement and Management Program
O	OCT	Original Certificate of Title
	ODAPA	Office of the Differently-Abled Persons Affairs
	OFW	Overseas Filipino Workers
P	PAF	Project-affected Family
	PAP	Project-affected Person
	PEZA	Philippine Economic Zone Area
	PD	Presidential Decree
	Php	Philippine Peso
	PWD	Persons with Disabilities
	R	RA
RAP		Resettlement Action Plan (*RAP is referred to as “Right-of-Way Action Plan” under the DPWH ROW Acquisition Manual (2017).)
RIC		Resettlement Implementation Committee
ROW		Right of Way
S	SHFC	Social Housing Finance Corporation
	SMED	Small and Medium Enterprise Development
	SSS	Social Security System
T	TCT	Transfer Certificate of Title
	TESDA	Technical Education and Skills Development Authority
	TIN	Taxpayer Identification Number
	TVET	Technical Vocational Education and Training
T	TOR	Terms of Reference
W	WB	World Bank

RESETTLEMENT ACTION PLAN

1. DESCRIPTION OF THE PROJECT

1.1 Background of the Project

In the Republic of the Philippines (hereinafter referred as “the Philippines”), the population has rapidly increased in recent years yet the infrastructure development such as road and public transport has lagged behind. This has led to serious traffic congestion in urban areas and economic loss. The sluggish infrastructure development is thus a significant bottleneck for further economic development of the Philippines.

The project site, Metro Cebu, belongs to the Central Visayas Region, on one of the Visayan Islands located in central Philippines and consists of 13 local governments including Cebu City. Metro Cebu is the second largest metropolitan area after Metro Manila with a population of 2.85 million in 2015. Numerous domestic and international companies are clustered in the area as a base of trade in central Philippines. Cebu Island is also a popular tourist destination in the Philippines. Out of the 4.86 million foreign tourists nationwide, Cebu Island accounted for 1.15 million.

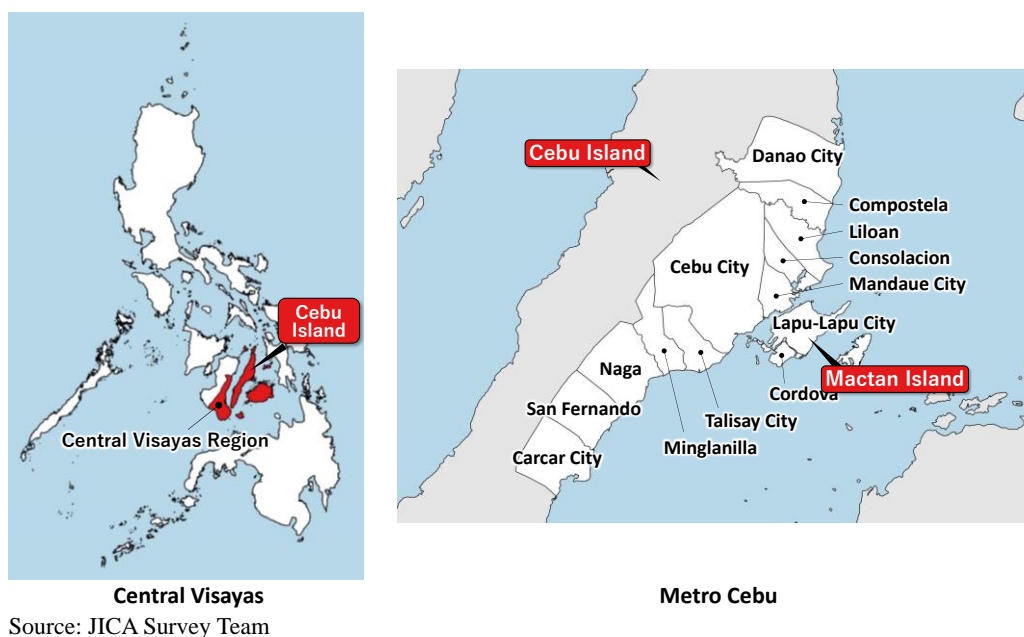


Figure 1.1.1 Project Location Map

The population of Metro Cebu increased at an annual average growth rate of 2.2% between 2010 and 2015 and is projected to reach around 3.8 million people by 2030. Road traffic congestion is expected to be more serious due to such rapid urbanization and population increase. Cebu Island, where houses, companies and population are concentrated, and Mactan Island, where Mactan-Cebu International Airport and industrial areas (Mactan Export Processing Zones) are located, are connected by two bridges, namely: 1st and 2nd Cebu-Mactan Bridges (or officially called as Sergio Osmeña Bridge and Marcelo Fernan Bridge). The traffic congestion at these bridges is getting worse every year due to traffic demand increase that exceeds traffic capacity of the bridges. This is considered to be a major obstacle to the future development of Metro Cebu. According to “The Roadmap Study for Sustainable

Urban Development in Metro Cebu” conducted by JICA from 2014 to 2015 (hereinafter referred to as “Roadmap Study”), economic loss due to traffic congestion in Metro Cebu is estimated to be 394 million Philippines Peso per day.

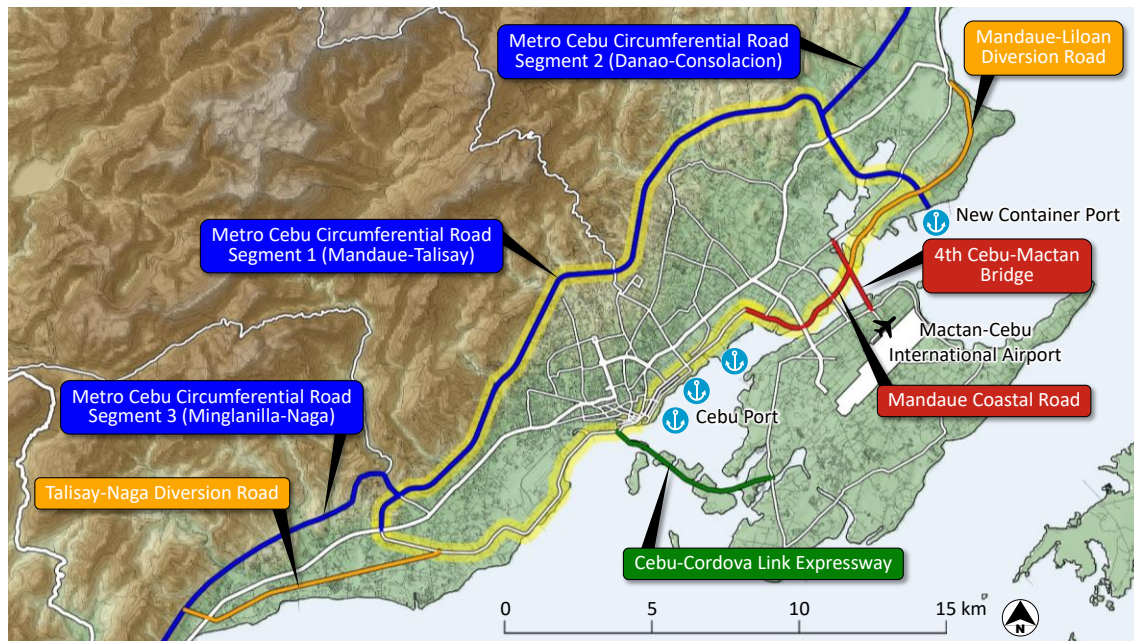
Under these circumstances, Philippine Government regards infrastructure development in urban and local areas as one of the top priority issues in “Philippines Development Plan 2017-2022” for sustainable economic growth and improvement of quality of life, with particular focus on the development of the Metro Cebu as the metropolitan area next to Metro Manila. According to “Regional Development Plan 2017-2022” in Central Visayas, reduction of traffic congestion is considered as a top priority issue with the New Cebu-Mactan Bridge and Coastal Road Construction Project which consists of the construction of a new bridge linking Cebu Island and Mactan Island as well as construction of a coastal road connecting to the bridge (hereinafter referred to as “the Project”) listed in the priority projects. The early implementation of the Project was recommended by the Roadmap Study and “Project on Master Plan Study and Institutional Development on Urban Transport System in Metro Cebu (MCUTMP)”. The feasibility of implementation of the Project was discussed in the Meeting of the Japan-Philippines Joint Committee on Infrastructure Development held in February, 2018. In June, 2018, the Department of Public Works and Highways of the Philippines (DPWH) issued a request for the feasibility study to be undertaken.

1.2 Project Location

The project site is located in the Province of Cebu in the Central Visayas (Region VII), Philippines. The 4th Cebu-Mactan Bridge with the Mandaue Coastal Road is located in the Cities of Mandaue and Lapu-lapu, Cebu, Philippines. The coastal road alignment traverses six barangays in Mandaue City, namely: North Reclamation Area/CEPZ, Centro, Looc, Opao, Umapad and Paknaan. While in Lapu-lapu City it covers the Barangays of Pusok and Ibo.

1.3 Project Objective

The basic concepts of the JICA’s road network master plan in Metro Cebu are: i) to divert through traffic and mitigate traffic congestion in the city center by formulating a wide-range circumferential road covering the majority of the metropolitan area of Metro Cebu, which will be comprised of the proposed Metro Cebu Circumferential Road, or “Metro Cebu Expressway”, Cebu South Coastal Road, the proposed Mandaue Coastal Road and the proposed Mandaue-Liloan Diversion Road; and ii) to increase the traffic capacity between Cebu and Mactan Island by building four bridges.



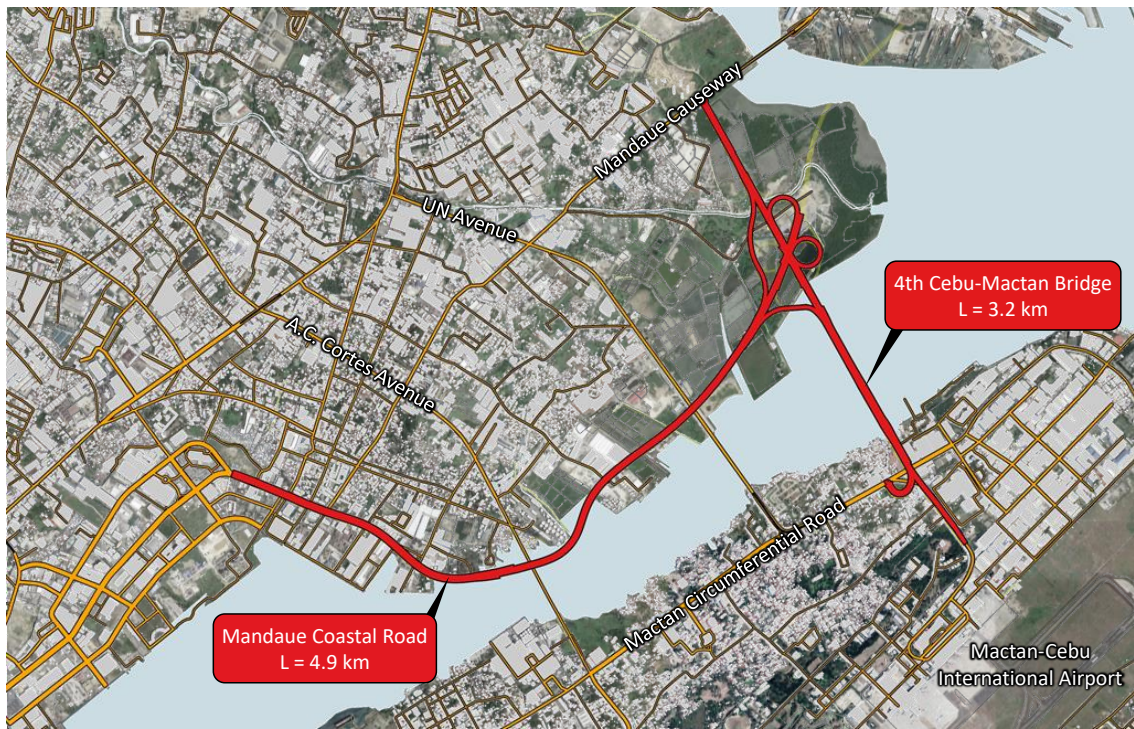
Source: JICA Survey Team

Figure 1.3.1 Proposed Road Network Master Plan in Metro Cebu

Construction of the 4th Cebu-Mactan Bridge and Mandaue Coastal Road was proposed as the high-priority projects among the proposed projects in the Master Plan above mentioned. In February 2018, Japan-Philippines Joint Committee on Infrastructure Development discussed about the implementation of the project, and the Government of the Philippines through DPWH requested the Government of Japan for conducting a feasibility study on the project in June, 2018. In response to the request from DPWH, JICA commenced a feasibility study for construction of the 4th Cebu-Mactan Bridge and Mandaue Coastal Road in December, 2018.

1.4 Project Components

The scope of the project includes: i) construction and eventual operations of the 4th Cebu-Mactan Bridge (total road length: 3.2 km; four-lane); and ii) development of Mandaue Coastal Road (total road length: 4.9 km; four/six-lane). The project is expected to contribute to the socio-economic development of Metro Cebu by increasing the transport capacity, improving traffic efficiency and easing traffic congestion. Please refer to Figure 1.4.1 for the alignment of the coastal road and the bridge.



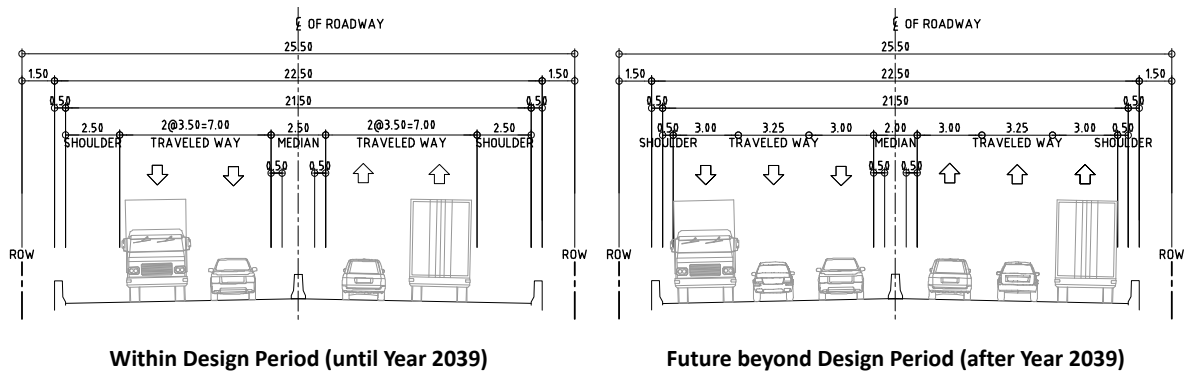
Source: JICA Survey Team

Figure 1.4.1 Alignment of Mandaue Coastal Road and 4th Mactan Bridge

1.4.1 Design of 4th Cebu-Mactan Bridge

1) Typical Cross Sections

As mentioned earlier, the cross section width of the 4th Cebu-Mactan Bridge was determined in consideration of the possibility to expand the number of lanes from 4-lane to 6-lane in future (beyond the design period of the Project). Although the width of each cross section elements in future would become narrow, the widths are still within the minimum requirement of design standard.



Source: JICA Survey Team

Figure 1.4.2 Typical Cross Sections of 4th Cebu-Mactan Bridge

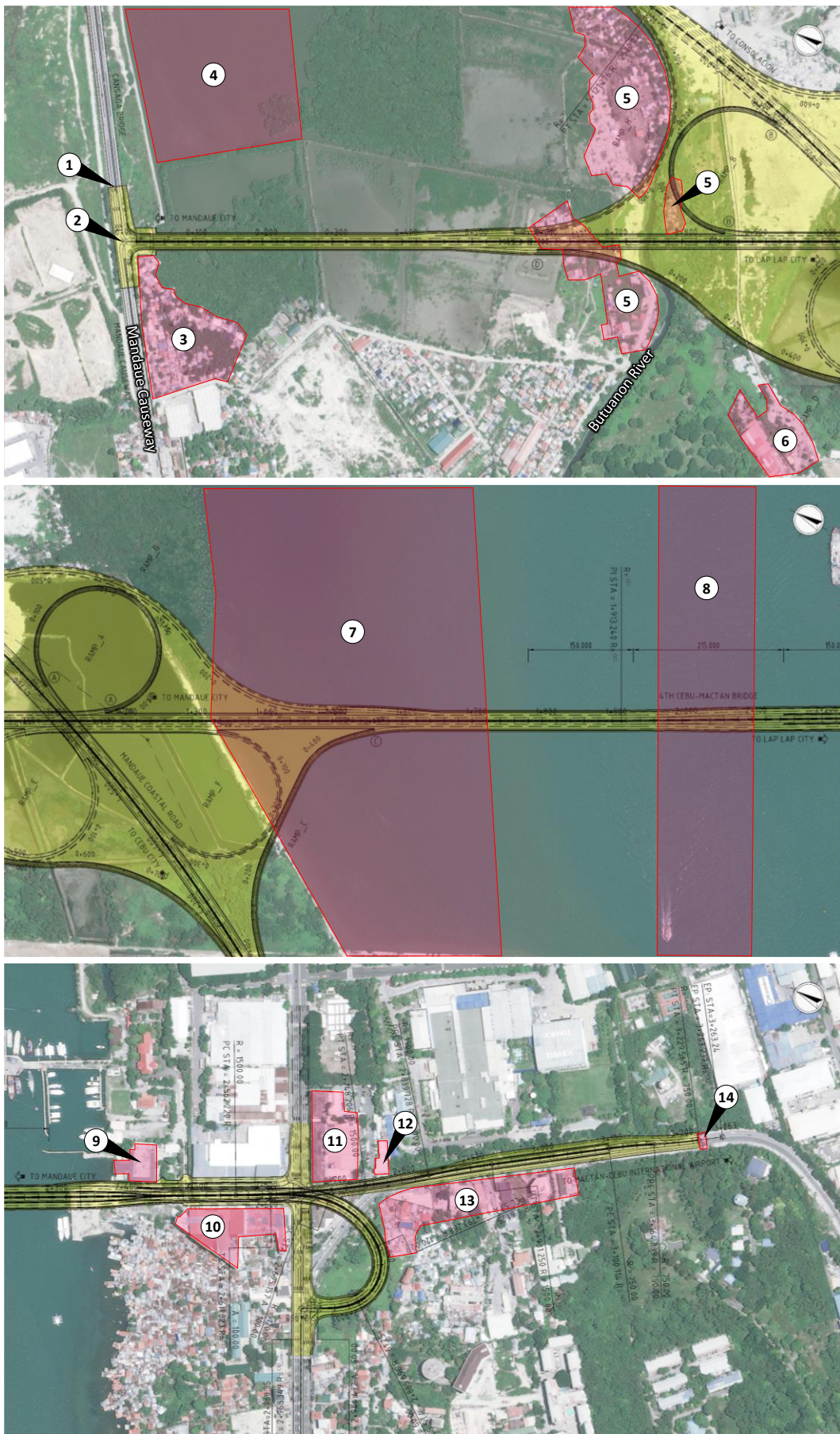
2) Horizontal Alignment

Based on the selected alignment of the 4th Cebu-Mactan Bridge, the details of the alignment was adjusted in consideration of the control points, points whose impact were avoided, which are shown in Table 1.4.1.

Table 1.4.1 Control Points for Horizontal Alignment of 4th Cebu-Mactan Bridge

No.	Control Point	Description
1	Cansaga Bay Bridge	Widening of road for the intersection design should start from the existing abutment of the Cansaga Bay Bridge in order not to reconstruct the bridge
2	Mandaue Causeway	At-grade intersection with its angle of 83°
3	Residential houses	Avoid as much as possible
4	Reclamation Project (Mandaue Global City)	Avoid
5	Informal settlers located near Butuanon River	Avoid as much as possible
6	Small community at Umapad Dumping Site	Avoid
7	Reclamation Project (Mandaue Global City)	Minimize the effect
8	Navigable waterway	143 m width and 22.86 m above mean water level
9	Cebu Yacht Club	Avoid
10	Shopping Mall (Island Central Mactan)	Avoid
11	Complex building (Marina Mall)	Avoid
12	Complex building	Avoid
13	Buildings and parking spaces	Avoid
14	Airport Security Gate	Avoid

Source: JICA Survey Team



Source: JICA Survey Team

Figure 1.4.3 Control Points for Horizontal Alignment of 4th Cebu-Mactan Bridge

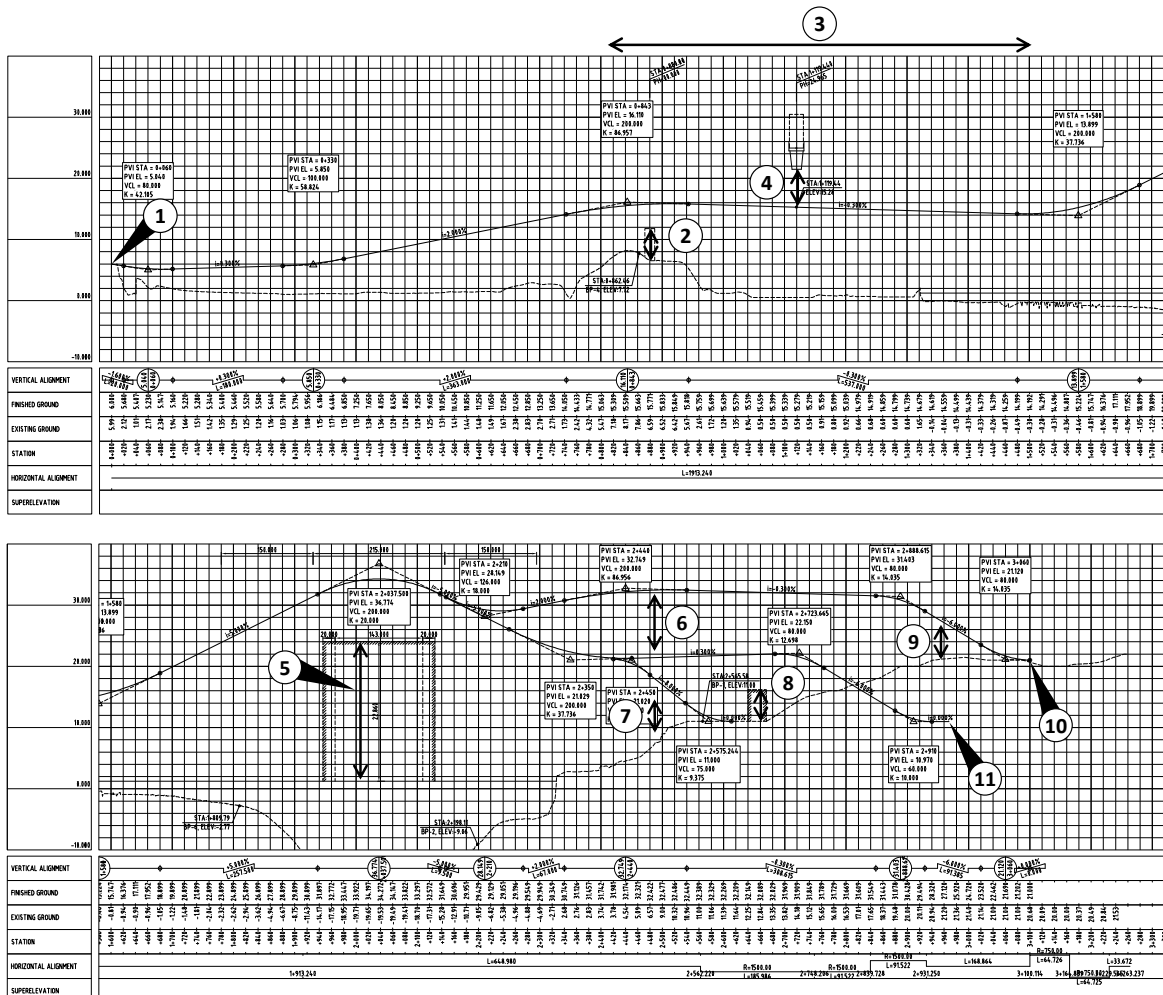
3) Vertical Alignment

Table 1.4.2 shows the control points for vertical alignment of the 4th Cebu-Mactan Bridge.

Table 1.4.2 Control Points for Vertical Alignment of 4th Cebu-Mactan Bridge

No.	Control Point	Description
1	Mandaue Causeway	At-grade intersection
2	Umapad Road	Grade separation (vertical clearance: 5.2 m)
3	Mandaue Interchange	Gentle slope is preferable in interchange section
4	Mandaue Coastal Road	Grade separation
5	Mactan Channel (Navigable Waterway)	Navigational clearance: 22.86 m above mean water level for the width of 183 m (20 m margin + 143 m waterway + 20 m margin).
6	Double deck	9 m
7	Access road to Yacht Club	Grade separation (vertical clearance: 5.2 m)
8	Mactan Circumferential Road	Grade separation (vertical clearance: 5.2 m)
9	Airport Bldg. Access Road	Grade separation (vertical clearance: 5.2 m)
10	Airport Bldg. Access Road	At-grade connection
11	Mactan Circumferential Road	At-grade intersection

Source: JICA Survey Team



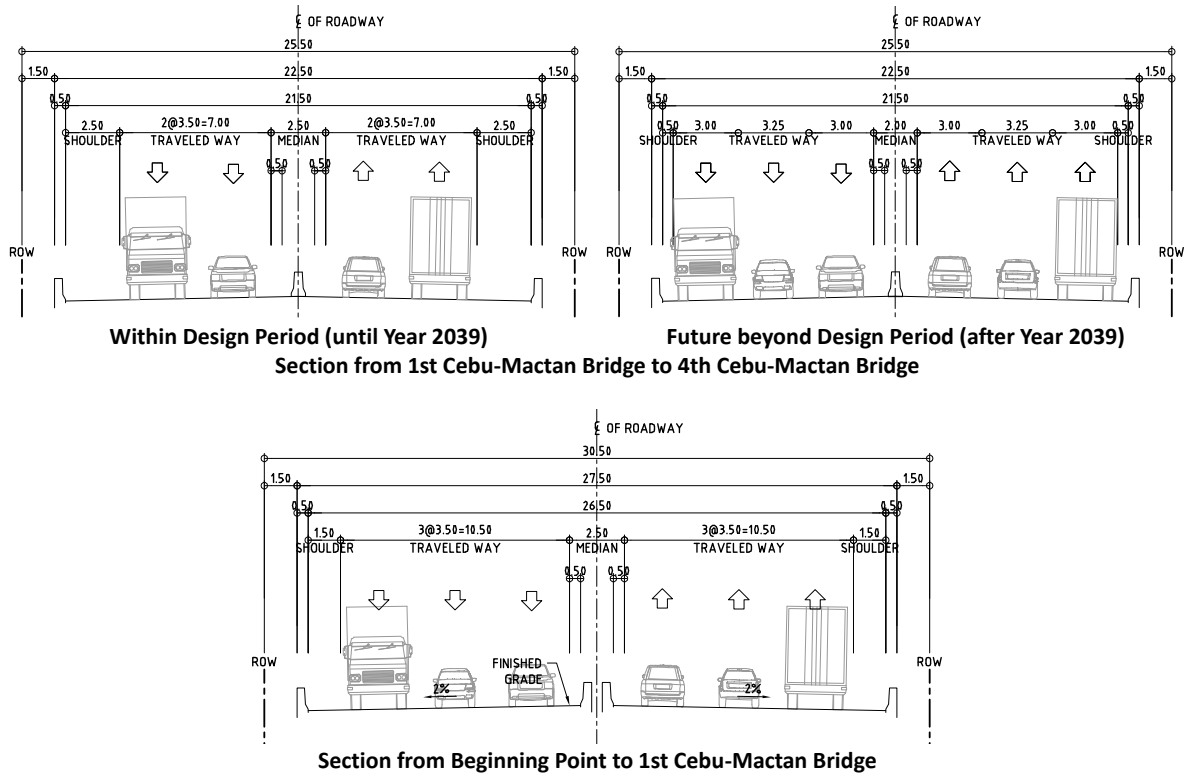
Source: JICA Survey Team

Figure 1.4.4 Control Points for Vertical Alignment of 4th Cebu-Mactan Bridge

1.4.2 Design of Mandaue Coastal Road

1) Typical Cross Sections

The cross section width of Mandaue Coastal Road was also considered the possibility to expand the number of lanes from 4-lane to 6-lane in future (beyond the design period of the Project). However, the expansion from 6-lane to 8-lane was not considered because of the width of the existing road to be connected with Mandaue Coastal Road does not have such wide space.



Source: JICA Survey Team

Figure 1.4.5 Typical Cross Sections of 4th Cebu-Mactan Bridge

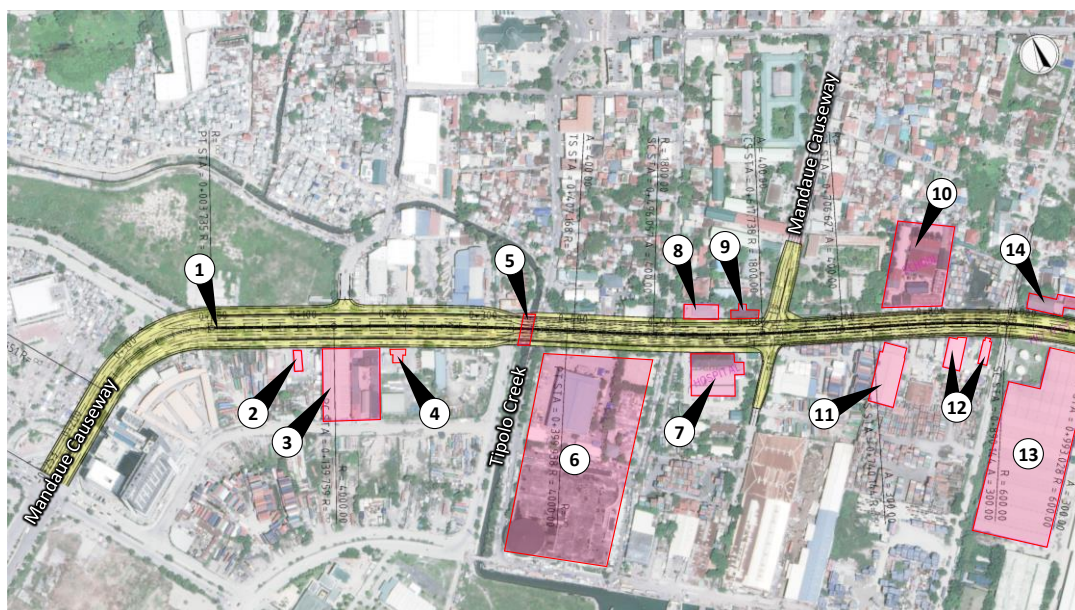
2) Horizontal Alignment

Based on the selected alignment of Mandaue Coastal Road, the details of the alignment were adjusted in consideration of the control points summarized in Table 1.4.3.

Table 1.4.3 Control Points for Horizontal Alignment of Mandaue Coastal Road

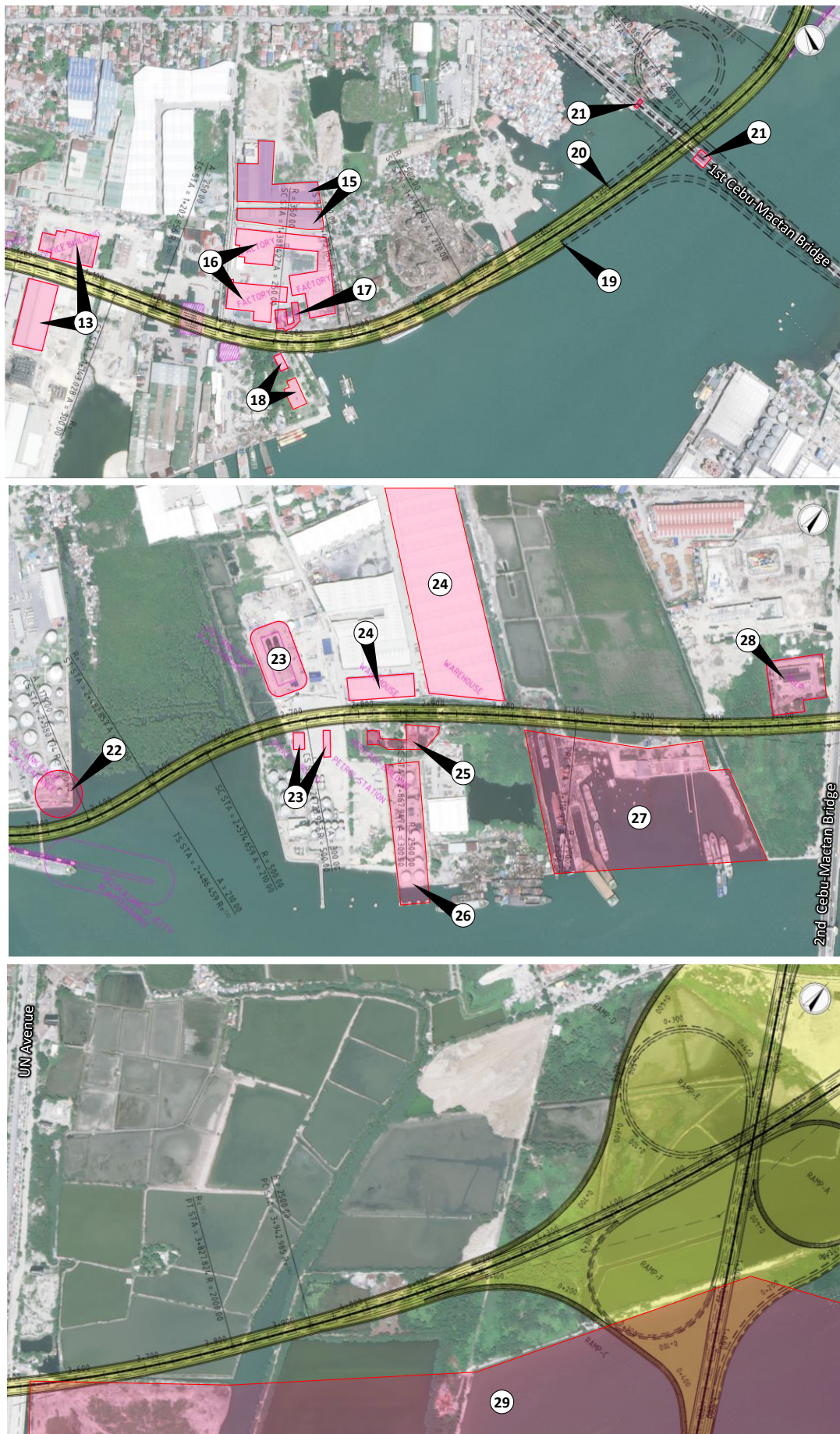
No.	Control Point	Description
1	Mandaue Causeway	Beginning point of Mandaue Coastal Road is the tangent section.
2	Petron Petrol Station	Avoid building
3	Factory	Avoid building
4	1 st Auto Gas	Avoid building
5	Ouano Bridge	Utilize as it is
6	New Mandaue City Government Office (Plan)	Avoid building
7	Mandaue City Hospital	Avoid building
8	Tourism Infrastructure and Enterprise Zone Authority (TIEZA)	Avoid building
9	Office	Avoid building
10	Mandaue City Comprehensive National High School	Avoid
11	Factory	Avoid building
12	Mabuhay Vinyl Corporation	Avoid buildings
13	San Miguel Food	Avoid building
14	MCCTEST Center	Avoid building
15	Warehouse	Avoid buildings
16	DUPONT	Avoid building
17	Inchland Academy	Avoid building
18	E. C. Ouano	Avoid buildings
19	Diverging nose (to 1st Cebu-Mactan Bridge)	Secure space for future expansion
20	Merging nose (from 1st Cebu-Mactan Bridge)	Secure space for future expansion
21	Bridge piers of 1st Cebu-Mactan Bridge	Avoid
22	Petron Corporation Mandaue Terminal	Avoid oil tanks (30 m clearance)
23	Arctura Tank Terminal	Avoid buildings, LPG tank
24	Warehouse	Avoid buildings
25	Residential houses including a historical building	Avoid buildings
26	Tank farm	Avoid
27	V.M. Cabahug Shipyard	Avoid as much as possible
28	National Grid Corporation of the Philippines	Avoid
29	Reclamation Project (Mandaue Global City)	Avoid as much as possible

Source: JICA Survey Team



Source: JICA Survey Team

Figure 1.4.6 Control Points for Horizontal Alignment of Mandaue Coastal Road (1)



Source: JICA Survey Team

Figure 1.4.7 Control Points for Horizontal Alignment of Mandaue Coastal Road (2)

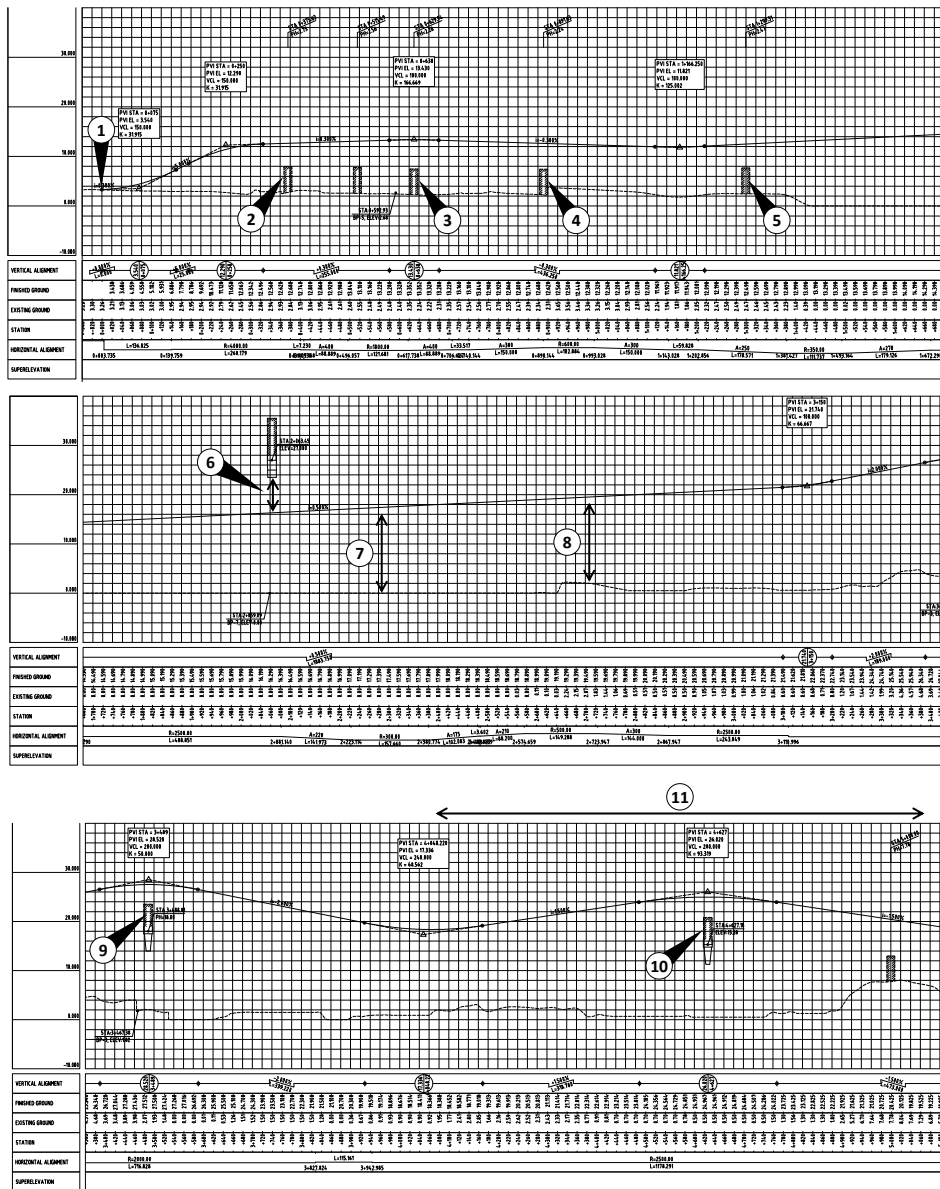
3) Vertical Alignment

Table 1.4.4 summarizes the control points for vertical alignment of the Mandaue Coastal Road.

Table 1.4.4 Control Points for Vertical Alignment of Mandaue Coastal Road

No.	Control Point	Description
1	Mandaue Causeway	Beginning point (at-grade)
2	F.E. Zuellig Avenue	Grade separation with intersecting road (vertical clearance: 5.2 m)
3	Mandaue Causeway	Grade separation with intersecting road (vertical clearance: 5.2 m)
4	J.M. Ceniza	Grade separation with intersecting road (vertical clearance: 5.2 m)
5	C.M. Cabahug	Grade separation with intersecting road (vertical clearance: 5.2 m)
6	1st Cebu-Mactan Bridge	Grade separation with intersecting road (vertical clearance: 5.2 m)
7	Petron Corporation Mandaue Terminal	Provide 10 m clearance over the pipe line
8	V.M. Cabahug Shipyard	Provide 10 m clearance over the shipyard
9	2nd Cebu-Mactan Bridge	Grade separation with intersecting road (vertical clearance: 5.2 m)
10	4th Cebu-Mactan Bridge	Grade separation with intersecting road (vertical clearance: 5.2 m)
11	Mandaue Interchange	Gentle slope is preferable in interchange section

Source: JICA Survey Team



1.5 Objectives of the Resettlement Action Plan

The overall goal of the resettlement action plan (RAP) is to ensure that the views and voices of the project-affected persons (PAPs), both individuals and organizations, are adequately heard and that they are compensated and provided necessary support and assistances that enable them to enjoy a standard of living that is equivalent or higher than that prior to the project. It has been prepared based on relevant laws, regulations and policies existing in the Philippines as well as good international practices such as the policies adopted by JICA and the World Bank, and reflects pertinent social, economic and geophysical circumstances and constraints at the project site. It serves as a guiding document for DPWH (Unified Project Management Office Roads Management Cluster I/UPMO-RMC I and Region VII) as well as for all stakeholders involved in the project including Local Government Units (LGUs), National Housing Authority (NHA) and other relevant government bodies in the Philippines as well as PAPs, project-affected companies, Non-Government Organization (NGOs), Internal Monitoring Agents (IMAs), construction companies and the consultants for land acquisition and associated activities (e.g. public consultation, consensus building and provision of compensation and social support) to better attain the abovementioned goal. The objectives of the RAP can be summarized as follows:

- To identify the PAPs and understand the expected adverse impacts on their living by recording all of their properties, assets and opportunities that are lost or affected by the project
- To identify and document entitlements of the PAPs and to propose a viable policy and package for compensation and support adequately reflecting their rights, views and circumstances
- To identify potential resettlement sites and formulate a menu for resettlement options
- To better ensure that adequate level and means of participation and meaningful dialogue are maintained between the PAPs and DPWH, LGUs, NHA and other relevant bodies
- To better ensure that the PAPs are given a fair, easily accessible, and less time- and cost-consuming venue to raise and address their concerns and complaints to the project's decision-makers throughout the process of RAP implementation
- To better ensure implementation of the RAP by highlighting the organizations responsible for carrying it out, estimating, and thereby help securing, the budget needed for its implementation and by offering the steps and timetable for RAP implementation
- To reduce the risk of social unrest and opposition against the project and thereby better ensure smooth implementation of the project

2. NECESSITY OF LAND ACQUISITION AND INVOLUNTARY SETTLEMENT

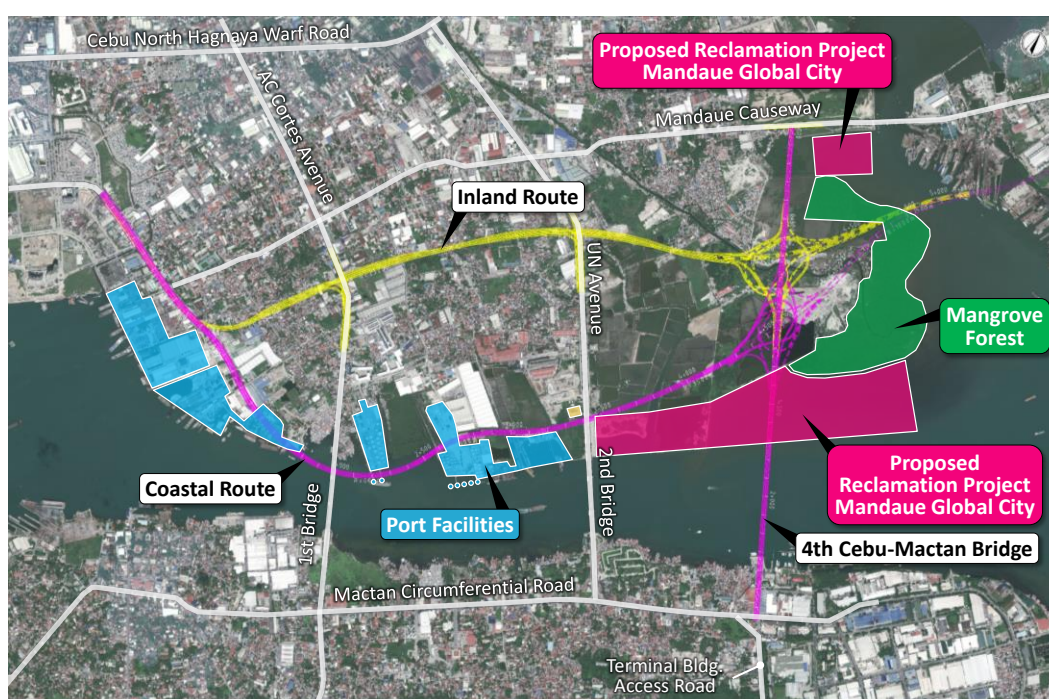
2.1 Necessity of Land Acquisition and Resettlement

The survey revealed that a total number of 86 plots that belong to private individuals, companies and public (i.e. Mandaue City and the Philippine Economic Zone Area (PEZA)) will be affected. 69 households (i.e. 243 people) are living on this land all of which may be subject to relocation under the project. There is no individual household expected to be affected in Lapu-Lapu City and all affected households are located in Mandaue City. More details are provided in Chapter 4.

2.2 Alternatives considered at Earlier Stage

For the Mandaue Coastal Road, the following two routes were identified as the possible route options:

- Coastal Route; and
- Inland Route



Source: JICA Survey Team

Figure 2.2.1 Alternative Route Options for Mandaue Coastal Road

The Coastal Route is modified from the alignment recommended by MCUTMP in order to avoid the port facilities, proposed reclamation project, mangrove forest and tidal flat. This route can provide interconnectivity to the 1st and 4th Cebu-Mactan Bridges. Due to the steep vertical gradient of the 2nd Cebu-Mactan Bridge, however, it cannot be connected to the 2nd Bridge. Although this route can avoid highly populated residential area, resettlement of approximately 80 houses was expected.

The Inland Route, on the other hand, has higher functionality of road than Coastal Route with interconnectivity to all Cebu-Mactan Bridges but passes through the residential area in Mandaue City and would require relocation of approximately 400 houses. Primarily due to this large scale of involuntary resettlement, the inland route option was dismissed and the coastal route option was adopted to be the more preferable option.

2.3 Width of ROW referring to the Laws and Regulations Concerned

With regards to the ROW, it is stated under Executive Order 113 (1955) and Executive Order 621 (1980) that:

- National Roads shall have an Right-of-Way (ROW) width of at least 20 m in rural areas which may be reduced to 15 m in highly urbanized areas
- ROW shall be at least 60 m in unpatented public land
- ROW shall be at least 120 m through natural forested areas of aesthetic or scientific value

Table 2.3.1 and Table 2.3.2 below summarize the widths of the ROW for the 4th Cebu-Mactan Bridge and Mandaue Coastal Road, respectively.

Table 2.3.1 ROW Width of 4th Cebu-Mactan Bridge

Station	Length (m)	ROW Width (m)	Remarks
0+000 - 0+050	50	40.0	Embankment
0+050 - 0+400	350	25.5	4-lane viaduct
0+400 - 1+650	1,250	Varies (Interchange)	Mandaue Interchange
1+650 - 1+930	280	30.5	6-lane viaduct
1+930 - 2+125	195	30.5 – 35.5	2-lane + 2-lane + 2-lane viaduct
2+125 - 2+295	170	35.5	ditto
2+295 - 2+500	205	35.5 – 40.25	ditto + 1-lane viaduct
2+500 - 2+640	140	40.25	ditto + service road
2+640 - 2+730	90	Varies (Interchange)	Lapu-Lapu Interchange
2+730 - 2+960	230	20.0 – 30.0	2-lane viaduct + service road
2+960 - 3+100	140	30.0	ditto
3+100 - 3+230	130	22.0	4-lane road

Source: JICA Survey Team

Table 2.3.2 ROW Width of Mandaue Coastal Road

Station	Length (m)	ROW Width (m)	Remarks
0+000 - 0+300	300	47.0	6-lane viaduct + service road
0+300 - 0+360	60	37.5 – 47.0	ditto
0+360 - 0+620	260	37.5	ditto
0+620 - 1+660	1,040	30.5	6-lane viaduct
1+660 - 1+920	260	Varies (Interchange)	1st Cebu-Mactan Bridge Interchange
1+920 - 3+940	2,020	25.5	4-lane viaduct
3+940 - 4+890	950	Varies (Interchange)	Mandaue Interchange

Source: JICA Survey Team

3. POLICY AND LEGAL FRAMEWORK ON LAND ACQUISITION AND RESETTLEMENT

3.1 Policies, Laws, Regulations and Guidelines Governing the RAP

The RAP must be prepared based on, and hence is inevitably closely linked with, relevant policies, laws, regulations, guidelines and other binding documents and commitments in and of the Philippines. This chapter explains about such documents and describes their content. In general, the RAP has been prepared with reference to:

- relevant laws, regulations, guidelines and so on of the Government of the Republic of the Philippines (GOP)
- JICA Guidelines for Environmental and Social Considerations (April 2010)
- World Bank Operational Policies, OP 4.01 (January 1999) and Involuntary Resettlement Policy, OP 4.12 (December 2001)

3.2 Legal Framework on Land Acquisition and Resettlement in the Philippines

3.2.1 Overview

Table 3.2.1 below provides an overview of the principle laws and regulations governing issues concerned with land acquisition and involuntary resettlement in the Philippines. Regulations that are particularly pertinent to the project and require further explanations are presented in the sections that follow.

Table 3.2.1 Legal Framework concerning Land Acquisition and Resettlement in the Philippines

Item	Law and Regulations	Major Stipulations
Resettlement, Land Acquisition, Land Use	The Philippine Constitution of 1987	<ul style="list-style-type: none"> • Private property shall not be taken for public use without just compensation. (Article III, Bill of Rights, Section 9) • Urban or rural poor dwellers shall not be evicted nor their dwelling demolished, except in accordance with law and in a just and humane manner. No resettlement of urban or rural dwellers shall be undertaken without adequate consultation with them and the communities where they are to be relocated. (Article XIII, Urban Land Reform and Housing, Section 10)
	Republic Act No. 10752 (An Act to Facilitate the Acquisition of Right-of-Way, Site or Location for National Government Infrastructure Projects and other purposes of 2016)	<ul style="list-style-type: none"> • This law, enacted in March 7, 2016, repeals Republic Act (RA) No. 8974 (An Act to Facilitate the Acquisition of Right-of-Way, Site or Location for National Government Infrastructure Projects and other purposes). Both laws (RA 8974 and RA 10752) are based on the premise that private property shall not be taken for public use without just compensation (Article III, Section 9 of the 1987 Constitution). RA 10752 was enacted to further strengthen the said constitutional provision and ensure that property owners and project-affected properties in areas where national government infrastructure projects would be given just compensation. Implementing Rules and Regulations (IRR) of RA 10752 is promulgated in May 25, 2016 to carry out the provisions of the said Act. • Main provisions in RA 10752 sought to expedite the implementation of infrastructure projects while ensuring that just and equitable compensation be provided to the PAPs. The pertinent revisions in RA 10752 include: (1) expansion in scope of national government projects; (2) refining the modes of acquisition; (3) compensation based on the current market value of the land and replacement cost of structures and improvements¹; (4) changes in guidelines for expropriation proceedings; (5) payment terms; and (6) appropriation.

¹ According to Sec. 3 (f) of RA7279, "Improvements" refers to all types of buildings and residential units, walls, fences, structures or constructions of all kinds of a fixed character or which are adhered to the soil but shall not include trees, plants and growing fruits, and other fixtures that are mere superimpositions on the land, and the value of improvements shall not be less than fifty percent (50%) of the assessed value of the property. However,

Item	Law and Regulations	Major Stipulations
	Republic Act No.7160 (Local Government Code of 1991)	<ul style="list-style-type: none"> The power of eminent domain by the local government unit may not be exercised unless a valid and definite offer has been previously made to the owner, and such offer was not accepted. It allows LGUs to adopt the provisions in the ROW acquisitions, LGUs can possess land immediately after court application for land acquisition by pre-supporting 15% of the fair land price calculated based on tax payment. The remaining amount is determined by the court based on market price at the time of land acquisition.
	Commonwealth Act 141 (Public Land Act) and Presidential Decree 635	<ul style="list-style-type: none"> CA 141 prescribes a 20 m strip of land reserved by the government for public use, with damages being paid for improvements only. PD 635 amended Section 112 of CA 141 increasing the width of the reserved strip from 20 m to 60 m.
	Executive Order No. 1035, Series of 1985	<ul style="list-style-type: none"> It provides the procedures and guidelines for the expeditious acquisition by the government of private real properties or rights thereon for infrastructure and other government development projects.
	Executive Order No. 113 (1955) and 621 (1980)	<ul style="list-style-type: none"> It states that: national roads shall have a ROW width of at least 20 m in rural areas which may be reduced to 15 m in highly urbanized areas; ROW shall be at least 60 m in unpatented public land; and ROW shall be at least 120 m through natural forested areas of aesthetic or scientific value.
	Land Acquisition, Resettlement, Rehabilitation and Indigenous Peoples' Policy (LARRIPP), 2007	<ul style="list-style-type: none"> The LARRIPP indicates that social impacts of infrastructure projects should be avoided, minimized and/or mitigated. PAPs should be provided with sufficient compensation to ensure that their standard of living prior to the project is maintained or improved. Project stakeholders should also be consulted regarding the project's design, implementation and operation.
	DPWH Right-of-Way Acquisition Manual (DRAM)	<ul style="list-style-type: none"> The DRAM was developed in compliance with Section 18 of the Implementing Rules and Regulations (IRR) of RA 10752, which prescribes that, to provide clear, specific, and operational guidelines for the efficient acquisition of ROW for its infrastructure projects, each implementing agency (IA) shall prepare and implement its own "Manual of Procedures for ROW Acquisition." The DRAM covers the entire ROW acquisition process for DPWH.
	Republic Act (Comprehensive Agrarian Reform Law) No. 6657 (1988)	<ul style="list-style-type: none"> Section 28 of the Act provides that landowner shall retain his shares of any standing crop un-harvested at the time the Department of Agrarian Reform shall take possession of the land under Section 16 of this Act, and shall be given a reasonable time to harvest.
Compensation on Agricultural Land	Republic Act No. 6389 (Agricultural Land Reform Code of 1971)	<ul style="list-style-type: none"> Agricultural lessees are entitled to receive disturbance compensation equivalent to five times the average gross harvests on his/her landholding during the last five preceding calendar years.
	Executive Order No. 1035	<ul style="list-style-type: none"> The EO calls for financial assistance to displaced tenants, indigenous peoples, and settlers equivalent to the average gross harvest for the last 3 years and not less than PhP 15,000 per ha; disturbance compensation to agricultural lessees equivalent to five times the average gross harvest during the last five years; compensation for improvements on land acquired under CA 141; and stipulates that government has the power to expropriate in case agreement is not reached.
Housing	Republic Act No.7279 (Urban Development and Housing Act: UDHA of 1992)	<ul style="list-style-type: none"> The mandate of this Act is to uplift the conditions of the underprivileged and homeless citizens in urban areas and in resettlement areas by making available to them decent housing at affordable cost, basic services, and employment opportunities. It defines equitable land tenure system, defines compensation measures for leasehold rights and ensures compensation payment to small property owners. Eviction and demolition may be allowed: (a) for government infrastructure projects with available funding; (b) for persons within danger areas such as esteros and railroad tracks; and (c) for cases with a court order for eviction and demolition. Socialized housing or resettlement areas shall be provided by the local government unit or NHA in cooperation with the private developers and concerned agencies with the basic services and facilities.

improvements with less than 50% of the assessed value of the property will also be considered improvements under this project and hence be subject to compensation in case they are affected. Further, a more familiar word of "assets" will be used in this report as the same meaning as "improvements" defined here.

Item	Law and Regulations	Major Stipulations
		<ul style="list-style-type: none"> NHA, with respect to lands belonging to the national government, and the LGUs with respect to other lands within their respective localities, shall coordinate with each other to formulate and make available various alternative schemes for the disposition of lands to the beneficiaries of the socialized housing program.
	Republic Act No. 9679 (Home Development Mutual Fund Law of 2009)	<ul style="list-style-type: none"> The Pag-IBIG Fund is a mutual provident savings system which is primarily intended for shelter financing among its members. Section 10 of the law states that the Fund shall be private in character, owned wholly by the members, administered in trust and applied exclusively for their benefit. Section 6 of the Act provides that membership in the Fund shall be mandatory upon all employees covered by the Social Security System (SSS) and the Government Service Insurance System (GSIS), and their respective employers.
	Executive Order No. 272, Series of 2004	<ul style="list-style-type: none"> EO 272 created the Social Housing Finance Corporation (SHFC) and assigned SHFC as the lead government agency for undertaking socialized housing programs that will cater to the formal and informal sectors in the low-income bracket and shall take charge of developing and administering social housing program schemes, particularly the Community Mortgage Program (CMP) and the Abot-Kaya Pabahay Fund (AKPF) Program (amortization support program and development financing program).
	NHA Memorandum Circular No. 2427 Series of 2012	<ul style="list-style-type: none"> According to the Memorandum Circular, NHA will; (i) provide technical assistance to LGUs in preparing project plans and formulating policies and guidelines in implementing resettlement projects; and (ii) contribute funds (in the form of grants) for the development of resettlement sites. The LGUs on the other hand shall (i) contribute land for the project; and (ii) be the lead project implementer with overall responsibility for the operation and management of the resettlement project including preparation of overall project plans, site development and housing plans, beneficiary selection, relocation of families and estate management.
	HLURB Memorandum Circular No. 13, Series of 2017	<ul style="list-style-type: none"> The Housing and Land Use Regulatory Board (HLURB) Memo sets the price ceiling for Economic Housing at above PhP450,000 to PhP1,700,000 while a Medium-Cost Housing is above PhP1,700,000 to PhP4,000,000.
Employment	Republic Act No. 6685 (December 1988)	<ul style="list-style-type: none"> National and local public works projects funded by either the national government or local government, including foreign-assisted projects, must hire at least 50% of the unskilled and 30% of the skilled labor requirements from bona fide and actual residents in the province, city and municipality who are ready, willing and able, as determined by the governor, city mayor, or municipal mayor concerned.
Gender and Human Rights	The Philippine Constitution of 1987	<ul style="list-style-type: none"> Article II recognizes the role that women play in the construction of the state, and claim the guarantee of gender equality based on the law.
	Republic Act 9710 and Implementing Rules and Regulations (series of 2010) known as the "Magna Carta of Women"	<ul style="list-style-type: none"> The rights of women are defined as follows: gender equality in front of the law; protection from any violence; participation and representation; equal education opportunities and eradication of discrimination; scholarships and training; equal rights with marriage and family relations; comprehensive health services and information/education; and nondiscrimination in employment
	Executive Order No.153 (2002)	<ul style="list-style-type: none"> It aims at curbing professional squatter activity and enhancing national momentum towards eradicating syndicates.
	National Commission on Indigenous Peoples (NCIP) Administrative Order No. 1, Series of 2006	<ul style="list-style-type: none"> It stipulates the procedures for establishing Free, Prior and Informed Consent (FPIC) with affected communities
	Department Order No. 130, Series of 2016 (Guidelines for the Implementation of the Provisions of RA6685 and RA9710 or the Magna Carta of Women)	<ul style="list-style-type: none"> It stipulates the implementing rules of RA6685 and RA9710 regarding hiring 50% of unskilled labor and 30% of skilled labor from the locality and hiring women in the project.
	A Tool Kit for Making Road Infrastructure Projects Gender Responsive	<ul style="list-style-type: none"> It serves as a guideline showing the procedures that aim to carry out activities that contribute to gender mainstreaming at all stages of road improvement projects.
Historical and Cultural Heritage	Republic Decree No. 4365	<ul style="list-style-type: none"> It stipulates the authority of the National History Commission on restoration and maintenance of historical heritage.
	Republic Decree No. 4346	<ul style="list-style-type: none"> It stipulates the responsibility for promoting the preservation and maintenance of cultural heritage in the National Museum.

Item	Law and Regulations	Major Stipulations
Indigenous People	Indigenous Peoples 'Rights Act/Republic Act 837 (1997)	<ul style="list-style-type: none"> • It prescribes the conditions, requirements, and safeguards required for the plan, programs, and projects to be implemented that affect IP. This includes the provision that the acquisition of the site for the project and the transfer from the territory inherited from the ancestors require the agreement from the affected IP.

Source: JICA Survey Team

3.2.2 The Philippine Constitution

The overall objective of this RAP is anchored on the Bill of Rights of the Constitution of the Republic of the Philippines. Article III Section 9 of the Constitution states that private property shall not be taken for public use without “just compensation”. Article XIII Section 10 states that urban or rural poor dwellers shall not be evicted nor their dwelling demolished except in accordance with the law and in a just and humane manner. No resettlement of urban or rural dwellers shall be undertaken without adequate consultation with them and the communities where they are to be relocated.

3.2.3 Republic Act No. 10752

Republic Act 10752 took effect on April 3, 2016 and its Implementing Rules and Regulations (IRR) became effective on August 7, 2016 repealing the RA 8974. RA 10752 aims to make negotiated sale more attractive than expropriation since the process reduces negotiation time and provides realistic prices. The new law provides clear and simple ROW acquisition guideline which benefits both the property owners/PAPs and the implementing agencies (IAs). Section 4 of the Act explicitly states that the modes of acquiring real property are: (i) donation; (ii) negotiated sale; (iii) expropriation; or (iv) any other mode of acquisition as provided by law. Property valuation is market-based and undertaken using government financial institutions (GFIs) or independent property appraisers (IPAs) accredited by the Bangko Sentral ng Pilipinas (BSP) which helps achieve objective property valuation. The assumption by the IA of the capital gains tax also provides an additional incentive to the lot owners to negotiate with government. Negotiated sale is the preferred mode of ROW acquisition (after voluntary land donation) and should be explored before resorting to expropriation. RA 10752 aims to make negotiated sale more attractive than expropriation, since the process reduces negotiation time and provides realistic prices.

Under RA 10752, the IA shall immediately make the first offer to the property owner as compensation price, the sum of (i) the current market value of the land, (ii) the replacement cost of structures and improvements, and (iii) the current market value of crops and trees. DPWH may use the GFI/IPA appraisal reports, as duly validated, as one of bases of DPWH’s price offer for negotiated sale. DPWH is encouraged to develop its in-house personnel capable of validating appraisal reports.

In the event that the owner contests the Department’s offered value for compensation for land, the PAF or the DPWH may take the matter to court. Upon filing of the complaint or at any time thereafter, and after due notice to the defendant, DPWH shall immediately deposit to the court in favor of the owner: a) 100 % of the value of the property based on the Bureau of Internal Revenue (BIR) current relevant zonal valuation; b) the replacement cost at market value of improvements and structures, validated by the GFI/IPA accredited by the BSP; and c) the current market value of crops and trees located within the property as determined by the GFI/IPA.

It is also stipulated that the IA shall pay, upon the execution of a deed of sale, the property owner:

- Fifty percent (50%) of the negotiated price of the affected land, exclusive of taxes remitted to the LGU concerned; and
- Seventy percent (70%) of the negotiated price of the affected structures, improvements, crops and trees, exclusive of unpaid taxes remitted to the LGU concerned

The IA shall, at the times stated hereunder, pay the property owner the remaining fifty percent (50%) of the negotiated price of the affected land, and thirty percent (30%) of the affected structures, improvements, crops and trees, exclusive of unpaid taxes remitted to the LGU concerned provided that the land is already completely cleared of structures, improvements, crops and trees:

- At the time of the transfer of title in the name of the Republic of the Philippines, in cases where the land is wholly affected; or
- At the time of the annotation of a deed of sale on the title, in cases where the land is partially affected

Negotiated sale between DPWH and the PAF will be based on the following standards to determine the market value in accordance with Section 7 of the Law:

- The classification and use for which the property is suited;
- The development costs for improving the land;
- The value declared by the owners;
- The current selling price of similar lands in the vicinity;
- The reasonable disturbance compensation for the removal and/or demolition of certain improvements on the land and for the value for improvements thereon;
- The size, shape and location, tax declaration and zonal valuation of the land;
- The price of the land as manifested in the ocular findings, oral as well as documentary evidence presented; and
- Such facts and events as to enable the affected property owners to have sufficient funds to acquire similarly-situated lands of approximate areas as those required from them by the government, and thereby rehabilitate themselves as early as possible.

Section 10 of the law states that the government shall provide adequate appropriations to acquire the required ROW in advance of project implementation. These appropriations shall cover the funds needed to cover the following expenses for activities directly related to ROW acquisition for the project:

- Cost of parcellary surveys and appraisal of properties affected by the projects;
- Compensation for the project-affected land, structures and improvements, crops and trees;
- Cost of development and implementation of resettlement projects covered by RA 10752 including planning, social preparation, and other activities under the resettlement action plan; and
- Related expenses of the DPWH, including capital gains tax in the case of negotiated sale under Section 5 of RA 10752, documentary stamp tax, transfer tax and registration fees for the transfer of titles, and other relevant administrative expenses for ROW management.

3.2.4 Common Wealth Act No. 141 (Public Land Act) and Presidential Decree No. 635

Section 44 of the law states that any person that meets the following conditions is entitled to being issued a free patent for a land not to exceed 24ha:

- Any natural-born citizen of the Philippines who is not the owner of more than 24ha and who since July 4, 1926 or prior thereto, has continuously occupied and cultivated, his

predecessors-in-interest, a tract or tracts of agricultural public lands subject to disposition; or

- Who shall have paid the real estate tax thereon while same has not been occupied by any person

Section 112 of the law states that said land shall further be subject to a ROW not exceeding sixty (60) meters² in width for public highways, railroads, irrigation ditches, aqueducts, telegraph and telephone lines and similar works as the Government or any public or quasi-public service or enterprise, including mining or forest concessionaires, may reasonably require for carrying on their business, with damages for the improvements only. CA 141 was amended by PD No. 635, which increased the ROW strip reserved for public use to a width not exceeding 60 meters.

If the government decides to exercise its right to use the ROW strip reserved for public use within the land acquired under CA 141, the owner is required to execute a quit claim. The implementing organization shall then take possession of the property affected by the ROW without any compensation to the owner for the land, but shall pay the owner the cost of the damages for the improvements within that land equivalent to their replacement cost as determined in accordance with Section 6.6 of the Implementing Rules and Regulations (IRR) of RA 10752. If the owner refuses or is unable to issue a quit claim, the concerned government officials responsible for the implementation of projects are authorized to immediately take possession of the portion of property subject of the lien, as the need arises and upon due notice to the owner. This is without prejudice to the Implementing Office resorting to appropriate proceedings to acquire immediate possession of the property.

In other words, even if the title or free patent describes the whole area as owned by the patentee or title holders, by operation of the law, a strip of twenty or sixty meters, as the case maybe, of that area described is not absolutely owned by him, because it is reserved by the government for public use. Hence, if the government should exercise its right to use the area reserved by it for public use, the owner shall be required to execute a Quit Claim over such area reserved and actually taken by the government for public use. This mode can be availed of not only in cases where the lot acquired under the Public Land Act is still covered by Free Patents but even after the issuance of Certificate of Title or Transfer Certificates of Title because of a series of transactions involving transfer of ownership from one person to another. No payment shall be made for land acquired under the quit claim mode except for damages to improvements, and, if eligible, assistance with income restoration.

Holders of free or homesteads patents and Certificates of Land Ownership Award (CLOA) under CA 141, covers the following:

- Follow the other modes of acquisition enumerated in the IRR of RA 10752, if the landowners is not the original patent holder and any previous acquisition of said land is not through a gratuitous title;
- Cash compensation for loss of land at 100% current market value and improvements at replacement cost; or
- Follow the provisions under CA No. 141 regarding acquisition of ROW on patents land, if the landowners are the original patent holder or the acquisition of the land from the original patent holder is through a [gratuitous title] except for improvements at replacement cost

3.2.5 Executive Order No. 1035

Specifically, the order stipulates the following:

² This 60m width stated in CA141 is considered to be actually 20m based on the description in Section 8 of the IRR of RA10752.

- The provision of financial assistance to displaced tenants, indigenous peoples, and settlers equivalent to the average annual gross harvest for the last three years and not less than PhP 15,000 per ha;
- Disturbance compensation to agricultural lessee's equivalent to five times the average gross harvest during the last five years;
- Compensation for improvements on land acquired under Commonwealth Act 141; and
- Government has the power to expropriate in case agreement is not reached

3.2.6 DDPH Land Acquisition, Resettlement, Rehabilitation and Indigenous Peoples' Policy (LARRIPP/2007)

LARRIPP (2007) spells out the legal framework and donors' policies that governs when infrastructure projects implemented by DPWH cause the involuntary taking of land, structures, crops and other assets resulting in some cases in the displacement and resettlement of affected persons. It enumerates the entitlements and benefits that project-affected families and persons should rightfully receive under the law based on the project's adverse impacts on their assets, livelihood, and lives.

The first Land Acquisition, Resettlement and Rehabilitation (LARR) Policy was formulated in 1999 specifically for the National Road Improvement and Management Program (NRIMP) Phase 1, World Bank assisted project. Thereafter, the LARR Policy of 1999 was adopted, with some modifications in pursuance to prevailing laws and policies, by other financing institutions such as the Asian Development Bank (ADB) and JICA in their projects. A second edition of the LARR Policy was formulated in 2004 for projects under the Sixth Road Project. To some extent the ADB LARR Policy was applied to Japan Bank for International Cooperation (JBIC now JICA) funded projects.

To ensure uniformity of standards in the Resettlement Planning, a revised LARR Policy, 3rd edition, was formulated. This third edition of the policy now contains the Department's Indigenous People's Policy, based on the Indigenous Peoples' Right Act (IPRA) and NCIP Administrative Order No. 1, series of 2006 or the Free and Prior Informed Consent Guidelines of 2006. The 3rd edition, now called the Land Acquisition, Resettlement, Rehabilitation and Indigenous Peoples' Policy or LARRIPP shall provide guidance to those preparing RAPs and safeguards instrument for Indigenous Peoples (IPs) affected by infrastructure projects implemented by DPWH, whether foreign or locally funded, which was based on Republic Act (RA) 8794.

Even with the development of the above-mentioned policy on LARR still greatly hindered the implementation of infrastructure projects to the disadvantages of the general public. To address this issue, Republic Act (RA) 10752 – “An Act to Facilitating the Acquisition of Right-of-Way, Site or Location for National Government Infrastructure Projects,” or “Right-of-Way Act,”-was approved on March 7, 2016, and became effective on April 3, 2016. RA 10752 repealed the previous ROW Act (RA 8794). This RA 10752 aims to fast track and simplify negotiated sale as the preferred mode of ROW acquisition by making the price offer and terms of negotiation more attractive and just for the owners than the current rules.

LARRIPP (2007) includes: (a) the principles and objectives of the resettlement policy; (b) the legal framework; (c) the eligibility, compensation and entitlements; (d) the indigenous people's policy framework; (e) the implementation procedures that ensure complaints are processed; (e) the public support and participation; and (f) the provision of internal and external monitoring of the implementation of RAP and safeguard instrument for indigenous people.

3.3 JICA's Policy on Land Acquisition and Resettlement

The key principles of JICA policies on involuntary resettlement are summarized below.

- Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives. When, after such an examination, avoidance is proved unfeasible, effective measures to minimize impact and to compensate for losses must be agreed upon with the people who will be affected (JICA Guidelines Appendix 1.7.1).
- People who must be resettled involuntarily and people whose means of livelihood will be hindered or lost must be sufficiently compensated and supported by project proponents etc. in a timely manner (JICA Guidelines Appendix 1.7.2).
- Prior compensation, at full replacement cost, must be provided as much as possible (JICA Guidelines Appendix 1.7.2).
- Host countries must make efforts to enable people affected by projects and to improve their standard of living, income opportunities, and production levels, or at least to restore these to pre-project levels (JICA Guidelines Appendix 1.7.2).
- Appropriate participation by affected people and their communities must be promoted in the planning, implementation, and monitoring of resettlement action plans (JICA Guidelines Appendix 1.7.3).
- Appropriate and accessible grievance mechanisms must be established for the affected people and their communities (JICA Guidelines Appendix 1.7.3).
- For projects that will result in large-scale involuntary resettlement, resettlement action plans must be prepared and made available to the public (JICA Guideline Appendix 1.7.4).
- In preparing a resettlement action plan, consultations must be held with the affected people and their communities based on sufficient information made available to them in advance (JICA Guidelines Appendix 1.7.4).
- When consultations are held, explanations must be given in a form, manner, and language that are understandable to the affected people (JICA Guidelines Appendix 1.7.4).
- Affected people are to be identified and recorded as early as possible in order to establish their eligibility through an initial baseline survey (including population census that serves as an eligibility cut-off date, asset inventory, and socioeconomic survey), preferably at the project identification stage, to prevent a subsequent influx of encroachers of others who wish to take advance of such benefits (WB OP4.12 Para.6).
- Eligibility of benefits includes, the PAPs who have formal legal rights to land (including customary and traditional land rights recognized under law), the PAPs who do not have formal legal rights to land at the time of census but have a claim to such land or assets and the PAPs who have no recognizable legal right to the land they are occupying (WB OP4.12 Para.15).
- Preference should be given to land-based resettlement strategies for displaced persons whose livelihoods are land-based (WB OP4.12 Para.11).
- Provide support for the transition period (between displacement and livelihood restoration (WB OP4.12 Para.6).
- Particular attention must be paid to the needs of the vulnerable groups among those displaced, especially those below the poverty line, landless, elderly, women and children, ethnic minorities etc. (WB OP4.12 Para.8).

- For projects that entail land acquisition or involuntary resettlement of fewer than 200 people, abbreviated resettlement plan is to be prepared (WB OP4.12 Para.25).

3.4 Gap Analysis between Philippine Legal Framework and JICA Guidelines

A gap analyses was carried out by comparing the laws and regulations in the Philippines and the JICA Guidelines. Results of the analyses and proposed measures to fill the gaps are shown in Table 3.4.1. While some relatively large gaps were identified as shown below, by adopting these countermeasures, the gaps are expected to be filled:

- absence of a law in the Philippines that necessitates payment of compensation against lost livelihood per se including loss attributed to impact on business activities;
- absence of a law in the Philippines that necessitates providing full compensation and other kinds of support to the PAPs prior to displacement;
- absence of a law in the Philippines that gives preference to land-based resettlement strategies for displaced persons whose livelihoods are land-based; and
- absence of a law in the Philippines that necessitates providing sufficient level of assistance to the PAPs during their relocation and restoration of livelihood

Table 3.4.1 Gaps between the Philippine Legislation and JICA Guidelines on Resettlement

No.	JICA Guidelines	Legislation of Philippines	Major Gap	Policy Adopted in this Project
1	Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives.	<ul style="list-style-type: none"> • Free and private properties shall not be taken without legal procedures (Law Article No.3) • NEDA Policy requires studying three alternative alignments in consideration of the environmental and social impacts of the project. 	While there is no specific law in the Philippines, there is no notable gap.	The project will compare and analyze different project alternatives taking into account the economic, environmental and social impacts with priority given to the option that minimizes the scale of involuntary resettlement.
2	When population displacement is unavoidable, effective measures to minimize the impact and to compensate for losses should be taken.	<ul style="list-style-type: none"> • Private properties shall not be taken for public purpose without appropriate compensation (Article II (9) of Law (1987)). • Government must hold a series of discussions with the PAPs (RA7279). 	While there is no specific law in the Philippines, there is no notable gap.	The impact on the PAPs will be analyzed in view of the land, structure, crops, trees and so on that are to be affected by the project based on which efforts to minimize such impacts would be made and an appropriate level of compensation would be considered and described in the RAP for implementation.
3	People who must be resettled involuntarily and people whose means of livelihood will be hindered or lost must be sufficiently compensated and supported by project proponents etc. in a timely manner. Host countries must make efforts to enable people affected by projects and to improve their standard of living, income opportunities, and production levels, or at least to restore these to pre-project levels.	<ul style="list-style-type: none"> • Monetary compensation will be made to people that legally own the land and structures affected by the project (RA10752, Article 5). • The government will, in coordination with HUDCC and NHA, discuss with LGUs about identifying the resettlement site and developing them (RA10752 No.9) • Government shall provide adequate appropriations that will allow Implementing Agencies to acquire ROW for national government projects. These appropriations include: cost of development and implementation of resettlement projects... including planning, social preparation. Where necessary, this may include land development and housing 	There is no law in the Philippines that necessitate payment of compensation against lost income and livelihood. LARRIPP covers compensation against lost livelihood including loss attributed to impact on business activities. However, there is limited practice, if any, within DPWH where compensation against business loss has been provided at a scale beyond the income rehabilitation assistance not to	Compensation policy and package will be formulated based on the census, lost-asset inventory, and socio-economic surveys and will take into account the project impact on livelihood including that caused by project impact on business activities based on their socio-economic status, the laws and regulations in the Philippines and JICA Guidelines. Impact on business activities will be avoided as much as possible as described in more detail under 5.5 .

No.	JICA Guidelines	Legislation of Philippines	Major Gap	Policy Adopted in this Project
		<p>construction, provision of basic services and community facilities, livelihood restoration and improvement (RA10752 Section 15).</p> <ul style="list-style-type: none"> • Among other types of entitlements that may be afforded to the PAFs/PAPs as compensation for lost livelihood is income loss and rehabilitation assistance (LARRIPP 2007*) • For illegal residents, LGUs and NHA will collaborate to provide low-cost housings or a resettlement site to the PAPs (RA7279). • In negotiating the level of compensation, project proponents must pay to the owner: 1) market price of land; 2) restoration cost for structure and other assets; and 3) present value of the crops and trees (RA 10752 NO.5, No.6). 	<p>exceed PhP 15,000 for severely affected structures.</p>	
4	<p>Compensation must be based on the full replacement cost as much as possible.</p>	<p>In negotiating the level of compensation, project proponents must pay to the owner: 1) current market price of land; 2) replacement cost for structure and other assets; and 3) current market value of the crops and trees (RA 10752 No.5, No.6).</p>	<p>There is no notable gap.</p>	<p>Compensation will be provided to the PAPs based on the full replacement cost measured based on the current market value.</p>
5	<p>Compensation and other kinds of assistance must be provided prior to displacement.</p>	<p>Under R.A. 10752, PAPs will be paid only 50% of the negotiated price of the affected land and 70% of the negotiated price of the affected structures, improvements, crops and trees upon the execution of a deed of sale. The balance of payment are paid as stated below provided that the land is already completely cleared of structures, improvements, crops and trees</p> <p>(1) At the time of the transfer of title in the name of the Republic of the Philippines, in cases where the land is wholly affected; or</p> <p>(2) At the time of the annotation of a deed of sale on the title, in cases where the land is partially affected.</p>	<p>Compensation and other support to the PAPs are not provided fully prior to displacement.</p>	<p>All compensation and support will be provided to the PAPs prior to displacement.</p>
6	<p>For projects that entail large-scale involuntary resettlement, resettlement action plans must be prepared and made available to the public.</p>	<ul style="list-style-type: none"> • National Economic and Development Authority (NEDA) ICC Policy* requires the project proponent to acquire the ROW and to prepare and submit a resettlement action plan. • DPWH ROW Manual states that the RAP will be disclosed at the D/D stage. 	<p>NEDA ICC does not require making the RAP available to the public. DPWH ROW Manual requires the RAP to be disclosed at the D/D stage.</p>	<p>RAP will be prepared and be made available on DPWH's webpage under this project.</p>
7	<p>In preparing a resettlement action plan, consultations must be held with the affected people and their communities based on sufficient information made available to them in</p>	<p>No people will be relocated in the absence of an appropriate dialogue between the people and the community that accepts the people (Act No. 8.10). A series of discussion is required by all government bodies and organizations. All government organization that intend to carry</p>	<p>There is no notable gap.</p>	<p>PAPs will be invited to attend the stakeholder meetings. In addition, a series of discussion such as public consultations and focus group discussions (FGDs) will be made with the PAPs or with their representatives (e.g. Barangay Captain and Councilor) throughout the study.</p>

No.	JICA Guidelines	Legislation of Philippines	Major Gap	Policy Adopted in this Project
	advance. When consultations are held, explanations must be given in a form, manner, and language that are understandable to the affected people.	out a road construction project must discuss with the relevant local government bodies, widely explain to the public about the project's objective and the expected benefits to alleviate their concern (EO1035 No.3).		
8	When consultations are held, explanations must be given in a form, manner, and language that are understandable to the affected people.	<ul style="list-style-type: none"> • All information on the project must be made public in a language and form easily understandable to the people (DENR Administrative Order No. 96-37 Article 2). • Government body that promotes projects that involve land acquisition must hold discussions with the stakeholders (EO 1035 Article 3)). • Public Consultation Meetings (PCMs) must be held in each barangay that will be traversed by the project. Venues for PCMs must be neutral grounds such as barangay halls, day care centers, public schools and the like (DPWH ROW Acquisition Manual* Section 2.4 and 2.5) 	While the laws in the Philippines do not clearly mention affected people (*instead they use the word "beneficiaries"), there appears to be no notable gap in essence.	Stakeholder meetings and public consultations will be held in a language widely used in the local area with visual aids.
9	Appropriate participation by affected people and their communities must be promoted in the planning, implementation, and monitoring of resettlement action plans and measures to prevent the loss of their means of livelihood.	<ul style="list-style-type: none"> • No. 23 of RA 7279 states that the beneficiaries of the project must, in coordination with the Presidential Commission for the Urban Poor (PCUP) and relevant government bodies, participate in the decision-making process concerned with protecting and promoting legal collective interest. • Public Consultation Meetings (PCMs) must be held in each barangay that will be traversed by the project. Venues for PCMs must be neutral grounds such as barangay halls, day care centers, public schools and the like (DPWH ROW Acquisition Manual* Section 2.4 and 2.5). • With regards to monitoring, Chapter VIII of LARRIPP 2007* stipulates the objective, scope, monitoring mechanism, stages and frequency of monitoring, schedule of implementation, reporting and monitoring indicators. 	There is no notable gap.	Discussions with the PAPs will take place from an early stage of RAP preparation at the scoping stage throughout the survey. Their livelihood will be monitored continuously into the implementation stage of the project.
10	Appropriate and accessible grievance mechanisms must be established for the affected people and their communities.	<ul style="list-style-type: none"> • RA9285 (Alternative Dispute Resolution (ADR) Act of 2004) recommends that disputes be resolved through an alternative dispute resolution (ADR). • A grievance redress procedure is described in Chapter VI of the LARRIPP*. 	There is no notable gap.	A grievance redress mechanism (i.e. resettlement implementation committee/RIC) will be formed based on LARRIPP prior to implementation of the RAP and finalized in consultation with DPWH and other relevant government bodies.
11	Affected people are to be identified and recorded as early as possible in order to establish their eligibility through an initial baseline survey (including population census that serves as an	<ul style="list-style-type: none"> • LGUs must prepare an inventory of informal settler families (ISFs) (RA7279). • According to Article 4 of the rules for registers of welfare housing; <ul style="list-style-type: none"> - Under each LGU, the city/town will be responsible for registering socially-vulnerable 	There is no notable gap.	Affected people will be identified at an early stage of the study as part of the RAP survey, which consists of census, lost-asset inventory and socio-economic surveys. A cut-off date will be set at the commencement day of the census survey and announced at

No.	JICA Guidelines	Legislation of Philippines	Major Gap	Policy Adopted in this Project
	<p>eligibility cut-off date, asset inventory, and socioeconomic survey), preferably at the project identification stage, to prevent a subsequent influx of encroachers of others who wish to take advance of such benefits. (WB OP 4.12Para. 6)</p>	<p>and homeless people; and</p> <ul style="list-style-type: none"> - Registration will take place at the barangay level in the barangay registration committee with the barangay captain taking responsibility • DRAM* stipulates the procedures of preparing a RAP, which mentions carrying out census and socio-economic surveys as well as tagging of affected structures. • DRAM* stipulates that PAPs shall be determined based on the cut-off date. 		<p>the first stakeholder meeting and/or through other appropriate means.</p>
12	<p>Eligibility of benefits include, the PAPs who have formal legal rights to land (including customary and traditional land rights recognized under law), the PAPs who don't have formal legal rights to land at the time of census but have a claim to such land or assets and the PAPs who have no recognizable legal right to the land they are occupying. (WB OP4.12 Para. 6)</p>	<p>Compensation of structures and improvements: Among the non-regular residents of the public land, those eligible for relocation based on RA 10752 Section 5 (b) are those:</p> <ul style="list-style-type: none"> - having Filipino nationality; - do not own real estate in urban and rural areas; - not a member of a professional squatter or squatter syndicate - do not occupy the government's existing ROW. <p>According to RA Implementation Rule 10 of 10752, informal settlers of private land is:</p> <ul style="list-style-type: none"> - those that do not meet the above four requirements but have proof of ownership of the structure (such as a disclaimer certificate issued by the owner or a local government) and have the right to compensation. <p>Relocation: Eligible Residents (RA 7279) who are informal settlers are:</p> <ul style="list-style-type: none"> - having Filipino nationality; - be a homeless citizen below the poverty level; - do not own real estate in urban and rural areas; and - not a member of a professional squatter or squatter syndicate. <p>According to RA7279 paragraph 29, NHA shall carry out resettlement of the inhabitants who live in the dangerous area (lagoon, railway, dump, riverbed, shoreline, shoreline, waterway and footpath, public place such as road, park or playground).</p>	<p>Many informal settlers that do not meet the requirements may occupy the site of the government but unless they: (a) meet the requirements set forth in RA10752 and RA7279; or (b) have a certificate that shows the consent of the owner, they cannot receive compensation for their structure.</p>	<p>Based on the findings of socio-economic survey, an entitlement matrix will be prepared for both formal and informal settlers. Not only those informal settlers that meet the conditions set forth in RA10752 and RA7279 but those who do not meet the requirements will also be entitled to compensation and relocation unless they have been found to be coming back to the original site of dwelling for unlawful reasons. The project proponent (i.e. DPWH) and relevant agencies (e.g. LGUs and NHA) will jointly examine the qualifications for compensation and resettlement of the affected people.</p>

No.	JICA Guidelines	Legislation of Philippines	Major Gap	Policy Adopted in this Project
13	Preference should be given to land-based resettlement strategies for displaced persons whose livelihoods are land-based (WB OP 4.12Para. 11)	<ul style="list-style-type: none"> • According to the DPWH Manual SEMS (2016)*, affected people who lose their means of livelihood participate in a livelihood restoration program to ensure the quality of life before relocation and the means of livelihood. • Section 18 of EO 1035 stipulates that the amount of financial assistance to be given to tenants/farmers of agricultural lands shall be equivalent to the value of the gross harvest for one year on the principal and secondary crops of the area acquired, based on the average annual gross harvest for the last three preceding crop years provided that in no case shall the financial assistance be less than P15,000 per hectare. • Section 7 of RA 6389 stipulates that the agricultural lessee shall be entitled to disturbance compensation equivalent to five times the average of the gross harvests on his landholding during the last five preceding calendar years. • LARRIPP states that: lessees of agricultural land severely affected (i.e., >20% of the land or when the land is no longer economically viable) by the project are entitled to receiving a disturbance compensation equivalent to five times the average gross harvest during the last five years; and • agricultural tenants/settlers/occupants severely affected by the project are entitled to receiving financial assistance equivalent to the average gross harvest for the last three years and not less than PhP15,000 per ha, in addition to the cash payment/compensation for their crops actually damaged by the project. 	There is no legal rule that prioritize land-based resettlement strategies.	Preference would be given to the extent possible, subject to availability of land and other circumstances, to land-based resettlement strategies for displaced persons whose livelihoods are land-based. FGDs will be held based on the socio-economic survey to ensure that there is no negative change when compared with the affected people's income before relocation (land-based livelihoods etc.).
14	Displaced persons are provided assistance during relocation and restoration of livelihood (WB OP 4.12Para. 6)	<ul style="list-style-type: none"> • Paragraph 28 of RA 7279 stipulates that if relocation is not completed in 45 days, the LGU shall provide financial support to the affected family equal to the minimum daily wage of 60 days. • The Implementing Rules and Regulations to Ensure the Observance of Proper and Humane Relocation and Resettlement Procedures mandated by the Urban Development and Housing Act of 1992 provides guidelines for officials responsible for dismantling to "Ensure that the dismantling of structure shall be executed as carefully as possible for the maximum recovery of materials which 	Support and considerations are given to the displaced persons during the relocation period.	Support for the transition period will be offered to the dislocated PAPs under this project.

Preparatory Survey for Cebu-Mactan Bridge and Coastal Road Construction Project
RESETTLEMENT ACTION PLAN

No.	JICA Guidelines	Legislation of Philippines	Major Gap	Policy Adopted in this Project
		could be reused by families to rebuild their structures in the resettlement project” and “Encourage and motivate families to voluntarily and peacefully dismantle their structures and whenever requested by the families, assign manpower to assist families in the dismantling” during relocation. More support is provided to the dislocated PAPs after their relocation.		
15	Particular attention is paid to the needs of vulnerable groups among those displaced, especially those below the poverty line, the landless, the elderly, women and children, indigenous peoples, or ethnic minorities (WB OP 4.12 Para. 6).	RA 7279 requires the provision of relocation sites for non-regular residents below the poverty line and without land. Other relevant laws in the Philippines to address the needs of the socially vulnerable include: RA 8972 (Solo Parents' Welfare Act); RA 8425 (Social Reform and Poverty Alleviation Act); RA 9710 (Magna Carta Of Women Act); RA 8371 (Indigenous People's Rights Act); RA 7277 (Magna Carta for Persons with Disability); and RA 9994 (Expanded Senior Citizens Act)	There is no notable gap.	Socially-vulnerable groups of people will be identified during the RAP survey and necessary support will be provided.

*internal regulations

Source: JICA Survey Team

4. SCOPE OF LAND ACQUISITION AND RESETTLEMENT

4.1 Overview of the Survey

A survey for RAP preparation, consisting of a: census survey; lost-asset inventory survey; and socio-economic survey, was carried out from April 24 to May 14, 2019³. The main purpose of the surveys was to identify the number of people directly affected by the project and their socio-economic characteristics as well as the type, number and size of the land, structures, trees and other assets that are to be affected by the project.

The survey was carried out by interviewing the PAPs using carefully-designed questionnaires shown in Appendix 1 and by delineating the project-affected area and recording by visual observation in the presence of the PAPs what would fall within the area and by calculation based on the GIS data given by LGUs. The site survey was carried out by the Housing and Urban Development Office (HUDO) of Mandaue City with technical assistance from JICA Survey Team. Census and socio-economic survey was carried out in Mandaue City only as no individual household is expected to be affected in Lapu-Lapu City.

The results of this survey is expected to be reviewed and updated as found necessary during the detailed design (D/D) stage of the project especially in case there is a change in the alignment and/or a reasonably long period of time (e.g. three years) is expected between the time of completion of this survey and the time of project implementation.

4.2 Cut-Off-Date of Eligibility


The cut-off-date (COD) of eligibility was set to identify the PAPs, or the people rightfully entitled to be receiving compensation and other forms of support provided that they are adversely affected by the project. It was set on the commencement day of the census survey in accordance with the DPWH ROW Acquisition Manual (2017) and announced publicly through different means. The ways in which the COD was announced to the PAPs and project-affected companies includes: stakeholder meeting (i.e. public scoping held on April 12, 2019 in Lapu-Lapu City), public consultations (i.e. barangay council meetings held on April 8, 16 and 17 at respective Barangays in Mandaue City) and leaflets (in both Mandaue and Lapu-Lapu City). In addition, surveyors notified the PAPs directly of the COD during the RAP survey. In July, a project notification written in both English and Visayan was put up in each barangay hall as well as in the two city halls in the period between July 10 and 16, 2019. The notifications included information on the CODs as well as satellite imagery showing the project boundaries (cf. a sample of the notification put up in the barangay halls are shown in Figure 4.2.1 and Figure 4.2.2 below). These notifications are expected to be put up to, and throughout, project implementation. By establishing eligibility based on the COD, the risk of seeing an influx of ineligible non-residents moving into the project site can be expected to be reduced. The COD for the affected barangay is shown in Table 4.2.1.

³ Supplementary survey was conducted in July, 2019 to confirm the PAFs' preference between being compensated in cash or being allowed to move into a resettlement site.

Notification of the 4th Cebu-Mactan Bridge and Mandaue Coastal Road Construction Project

July 10, 2019

1. **Paghalagway sa Proyekto**
 - a) **Ngalan sa Proyekto:**
4th Cebu-Mactan Bridge and Mandaue Coastal Road Construction Project
 - b) **Tumong sa Proyekto:**
Aron makatampo sa paglalambong sa socio-economic sa Metro Cebu, pinaagi sa pagpataas sa kapasidad sa transportasyon, paglalambong sa kahusayan sa trapiko ug makapali-ag sa kabu-ot sa trapiko.
 - c) **Mga Nag-Unang Bahin sa Proyekto:**
 - a. pagtukod ug pagugod sa operasyon sa 4th Cebu Mactan Bridge (gitas-on sa dalan: 3.2 km; 4 ka lane)
 - b. paglalambong sa Mandaue Coastal Road (gitas-on sa dalan: 4.9 km/ upat/unom ka lane)
 - d) **Lokasyon sa Project**
Ang 4th Cebu Mactan Bridge ug Mandaue Coastal Road molabay sa mga syudad ug mga barangay nga gipakita niining maong mapa.
 - a. Mandaue City (North Reclamation Area/NRA, Centro, Looc, Opao, Umagad ug Paknaan) ug
 - b. Lapu-Lapu City (Ibo ug Pusok)



Location of the Project

- e) **Schedule sa Proyekto**
Detailed Design: gi-bana-bana 15 ka bulan sugod tuig 2021
Pagtukod: Gi-bana-bana 42 ka bulan sugod tuig 2023

2. **Nasag-itya sa Proyekto ug Contact Person**
Ang unang iya niining proyekto mao ang DPWH
 - DPWH Head Office-
Address: Bonifacio Drive, Port Area, Manila 1018
 - DPWH Region VII Office-
Address: South Road Properties, Cebu City 6000

Mga komentaryo kabahin sa proyekto mamahimong iuwat ug ipadala sa mosunod:

Name: Engr. Nonato Paylado
 Position: Chief of Planning and Design Division, DPWH Region VII Office
 Tel: (032)-411-6772 / (032)-411-6721
 Email: dpwh7pdd@vahoo.com
3. **Cut Off nga Petsa**
Ang cut off na petsa natukda ug gipahibalo sa DPWH ug sa mga LGU's aron sa pag-ila ug paglahi sa mga tawong apakto sa proyekto gikan sa mga tawong dili apakto nga mo puyo unya sa lokasyon sa proyekto human sa mapahabalo ang cut off date. Kini natukda dungan unah sa pagugod sa atong sipat-uglahan nga survey, dila gi-ila ug gi-tala ang tanang apaktohang imo, struktura ug uban pang mga paglalambong sa gilimot dila sa lokasyon sa proyekto. Ang mga tawo nga na puyo sa lokasyon sa proyekto human sa sa cut off date dili sa kwalipikado nga maka dawet ug bayad isip danyo o suporta.

Cut-off Dates per Barangay

Barangay	Cut-off Date	Barangay	Cut-off Date
NRA, Mandaue City	April 26, 2019	Umagad, Mandaue City	April 23, 2019
Centro, Mandaue City	April 24, 2019	Paknaan, Mandaue City	April 26, 2019
Looc, Mandaue City	May 2, 2019	Ibo, Lapu-Lapu City	April 22, 2019
Opao, Mandaue City	April 16, 2019	Pusok, Lapu-Lapu City	April 22, 2019





Figure 4.2.1 Notification of the Project and Cut-off Date (Cebuano/sample)

Notification of the 4th Cebu-Mactan Bridge and Mandaue Coastal Road Construction Project

July 10, 2019

1. **Description of the Project**
 - a) **Name of the Project:**
4th Cebu-Mactan Bridge and Mandaue Coastal Road Construction Project
 - b) **Objective of the Project:**
To contribute to the socio-economic development of Metro Cebu by increasing the transport capacity, improving traffic efficiency and easing traffic congestion
 - c) **Main Components of the Project**
 - a. construction and eventual operations of the 4th Cebu-Mactan Bridge (total road length: 3.2 km; four-lane); and
 - b. development of Mandaue Coastal Road (total road length: 4.9 km; four/six-lane)
 - d) **Location of the Project**
The 4th Cebu-Mactan Bridge and Mandaue Coastal Road will pass the following cities and barangays/arwas as shown in the location map below.
 - a. Mandaue City (North Reclamation Area/NRA, Centro, Looc, Opao, Umagad and Paknaan), and
 - b. Lapu-Lapu City (Ibo and Pusok)



Location of the Project

- e) **Schedule of the Project**
Detailed Design: approximately 15 months from 2021
Construction: approximately 42 months from 2023

2. **Project Proponent and Contact Person**
The project proponent is the Department of Public Works and Highways (DPWH)
 - DPWH Head Office-
Address: Bonifacio Drive, Port Area, Manila 1018
 - DPWH Region VII Office-
Address: South Road Properties, Cebu City 6000

Comments about the project can be written and sent to the following person:

Name: Mr. Nonato Paylado
 Position: Chief of Planning and Design Division, DPWH Region VII Office
 Tel: (032)-411-6772 / (032)-411-6721
 Email: dpwh7pdd@vahoo.com
3. **Cut-off Date**
Cut-off date has been set and announced by DPWH and the LGUs in order to identify and differentiate project-affected persons from non-eligible people who may come into the project area (i.e. project boundary as shown in the map below) after the cut-off date. It has been set on the commencement day of the census survey as shown below through which all people, structures and improvements in the project site had been identified and recorded. People that move into and occupy the project area after the cut-off date will not be eligible to receive any compensation or support.

Cut-off Dates per Barangay

Barangay	Cut-off Date	Barangay	Cut-off Date
NRA, Mandaue City	April 26, 2019	Umagad, Mandaue City	April 23, 2019
Centro, Mandaue City	April 24, 2019	Paknaan, Mandaue City	April 26, 2019
Looc, Mandaue City	May 2, 2019	Ibo, Lapu-Lapu City	April 22, 2019
Opao, Mandaue City	April 16, 2019	Pusok, Lapu-Lapu City	April 22, 2019




Figure 4.2.2 Notification of the Project and Cut-off Date (English/sample)

Table 4.2.1 Cut-off Dates per Barangay for Eligibility

Barangay	Cut-off Date	Barangay	Cut-off Date
North Reclamation Area (NRA), Mandaue City	April 26, 2019	Umapad, Mandaue City	April 23, 2019
Centro, Mandaue City	April 24, 2019	Paknaan, Mandaue City	April 26, 2019
Looc, Mandaue City	May 2, 2019	Ibo, Lapu-Lapu City	April 22, 2019
Opao, Mandaue City	April 16, 2019	Pusok, Lapu-Lapu City	April 22, 2019

Source : JICA Survey Team

In addition, DPWH is committed to patrolling the project-affected area upon completion of the F/S by the assistance of the LGUs. A ground verification will be made with support from the LGUs wherein they will issue pertinent documents which will show the affected property owners and an LGU certification which will prove that the individuals claiming compensation are situated within the boundary of the project. Furthermore, a pre-acquisition survey will determine the affected assets and ownership of the aforementioned assets together with photographic documentations of the affected project area.

4.3 Results of Census and Lost-asset Inventory Survey

4.3.1 Project-affected Persons and Companies

The survey revealed that there were 42 land owners, 33 non-residential structure and other asset (e.g. fences) owners that belong to mainly private companies and government bodies, eight tenants and 243 persons that belong to 69 households affected by the project. A bulk of the people, companies and government bodies affected are located in Mandaue City including all affected households while 10 land owners and 10 asset owners are located in Lapu-Lapu City (refer to Table 4.3.1). Excluding any duplication among the land owners and structure and asset owners, the total number of affected persons and entities, considering each company to be one entity, is 322 in total as shown in Table 4.3.2. All individuals that have their dwelling affected are informal settlers, or people that are living in the project-affected area without legal rights. All land owners and non-residential structure and asset owners, on the other hand, have permits to operate in the area hence can be considered formal owners and businesses. All of the 69 households (i.e. informal settlers) are expected to be relocated. It is too early, given the limited information available at the F/S stage, on the other hand, to estimate with reasonable accuracy the number of formal entities that need to be relocated and hence this needs to be made apparent during the D/D stage.

Table 4.3.1 Number of Project-affected Entities by Type of Ownership and Location

Location/ Entities	Mandaue City						Lapu-Lapu City		TOTAL
	NRA/ CSSEAZ ⁴	Centro	Looc	Opao	Umapad	Paknaan	Pusok	Ibo	
Households	-	-	5 (23)* ¹	11 (59)* ¹	12 (33)* ¹	41 (128)* ¹	-	-	69 (243)*¹
Land Owners	9 (8)* ²	1	9 (8)* ²	11	4	1 (0)* ²	7 (5)* ²	5 (4)* ²	47 (42)*²
Asset Owners* ³	5	7	8	2	1	-	9	1	33
Tenants	-	-	-	-	-	-	-	8	8

*¹ Number in brackets are that of PAPs.

*² Number in brackets are that when excluding duplicates.

*³ excluding households

Source : JICA Survey Team

⁴ City Special South Economic Administrative Zone

Table 4.3.2 Number of Project-affected Entities by Category

Affected Entities		Number	Remarks
Individuals	ISFs	243	69 HHs
	Land and Asset Owners	21	20 land owners and one aquaculture farmer
Private Companies		46	incl. eight tenants
Public Entities		12	
TOTAL		322	

Source: JICA Survey Team

The road and bridge alignment will pass through a number of relatively large companies' compound and affect some buildings. Table 4.3.3 exhibits the profile of the affected companies. It should be noted that some companies have not responded to the survey questionnaires and hence the table is not a complete list of all affected companies.

Table 4.3.3 Profile of the Project-affected Companies

Name of Companies	Type of Business	Main or Branch Office	Year Established	Years in Operation	Monthly Net Income (PhP)	No. of Workers	Revenue (PhP)
San Miguel Foods Incorporation	Warehouse, Manufacturing, Dry Goods & Feeds	Main	2016	Not yet operating	10,100,000-20,000,000 (expected)	221	No response (NR)
FMC-Dupont	Manufacturing	Main	1978	41	8,000,000	120	2,618,289,000
Tin Guan Trading Corp	Trading	Branch	NR	NR	NR	NR	NR
Petron Corp	Fuel, Terminal Depot	NR	NR	NR	5,100,000-10,000,000	NR	NR
Arctura Corp	Fuel, Terminal Depot	NR	2005	14	4,000,000	40	NR
Athecor Development Corp	Real Estate Devt	NR	NR	NR	NR	6	NR
General Milling Corp	Manufacturing, Leasing	NR	1961	58	NR	NR	NR
PJ's Videoke & BBQ	BBQ/Renting Space	NR	1999	20	30,000	2	NR
Muramoto Audio-Visuals Phils., Inc - Factory 1*	Manufacturing	Branch	1991	28	18,995,430	1,043	5,574,388,620
San Miguel Shipping & Lighterage Corp*	Warehousing, Transport/ Trucking	Main	1974	45	NR	312	NR
Petronas Marketing Group	LPG Distribution	NR	1997	22	NR	26	NR
BBQ House	Others (BBQ)	NR	NR	NR	NR	NR	NR
Miljun Bakeshop/ Key & Remote Duplicate	Bakeshop/ Renting space	NR	NR	NR	NR	NR	NR
Josh Internet Café	Internet Café/ Renting space	NR	NR	NR	NR	NR	NR

*Supplementary information was collected from their respective websites for these companies.

Source : JICA Survey Team

4.3.2 Land to be Acquired by the Project

86 plots of land (i.e. 28 plots of public land and 58 plots of private land) with a total land area of 549,190 m² are expected to be acquired for the project. The plots and land size acquired are shown in the following table by barangays.

Table 4.3.4 Number of Plots and Land Size to be Acquired

Barangay	Land Area (No. of Plots)	
	Public	Private
Mandaue City		
NRA	2,340 m2 (2)	1,590 m2 (11)
Centro	9,720 m2 (5)	-
Looc	1,390 m2 (2)	43,990 m2 (17)
Opao	-	45,310 m2 (13)
Umapad	-	373,160 m2 (8)
Paknaan	11,200 m2 (2)	-
Lapu-Lapu City		
Pusok	9,980 m2 (3)	22,870 m2 (6)
Ibo	23,190 m2 (14)	4,450 m2 (3)
Sub-total	57,820 m2 (28)	491,370 m2 (58)
TOTAL		549,190 m2 (86)

*total area of the plot is shown in case 20% or more of the land area is affected

Source : JICA Survey Team

4.3.3 Project-affected Structures

A total number of 115 structures are expected to be affected by the project. A large proportion of them belong to private entities including all houses that belong to informal settlers. A summary of the project affected structures is shown in the table below.

Table 4.3.5 Project-affected Structures by Category and Severity

Category of Structures		Severely Affected	Marginally Affected	Remarks
Private	ISFs' Houses	69	-	
	Other Structures	35	3	factory, warehouse, guard house etc.
Public		4	4	
TOTAL		108	7	

Source : JICA Survey Team

1) Structures owned by Individual Households

(1) Type of Structure

The project-affected households' affected housing/dwelling structures are predominantly shanties and wooden structures. In fact, this type of structures comprise of approximately 70% of the total number of structures affected. The type of materials used in the project affected structures in Barangay Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.3.6.

Table 4.3.6 Type of Materials used in Project-affected Structures

Type of Structure Materials (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Shanty/Light-Nipa/Cogon/Bamboo	1	1	10	12	24	34.78
Predominantly Wooden	1	6	2	16	25	36.23
Semi-Permanent (Concrete and Wood)	3	4	0	8	15	21.74
Permanent (Concreter)	0	0	0	4	4	5.80
Others	0	0	0	0	0	0
No Response	0	0	0	1	1	1.45
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

(2) Number of Storeys

The number of storeys of the buildings affected by the project in Barangays Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.3.7.

Table 4.3.7 Number of Storeys of Project-affected Buildings

Number of Storeys (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
1-storey/flat	3	9	10	27	49	71.01
2-storeys	2	2	0	13	17	24.64
3-storeys	0	0	0	1	1	1.45
4-storeys	0	0	0	0	0	0
More Storeys	0	0	0	0	0	0
No Response	0	0	2	0	2	2.90
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

(3) Type of Roofing

The type of roofing of the project-affected Structures in Barangays Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.3.8.

Table 4.3.8 Materials used for Roofing of Project-affected Structures

Roof Type (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Tiles	0	0	0	0	0	0
Galvanized Iron (GI) Sheets	5	11	2	38	56	81.16
Nipa	0	0	0	0	0	0
Cogon Grass	0	0	0	0	0	0
Others	0	0	10	2	12	17.39
No Response	0	0	0	1	1	1.45
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

(4) Type of Wall

The materials used for walls of the project-affected structures are concrete, wood, bamboo, combination of concrete/wood and other used tarpaulin. The type of walling materials of the PAFs is summarized in Table 4.3.9.

Table 4.3.9 Type of Wall used in Project-affected Structures

Wall Type (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Concrete	0	1	0	7	8	11.59
Wood	5	10	7	30	52	75.36
Bamboo	0	0	1	3	4	5.80
Grass	0	0	0	0	0	0
Others	0	0	4	1	5	7.25
No Response	0	0	0	0	0	0
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

2) Other Structures owned Publicly and Privately

38 private structures and eight public structures are considered to be affected by the project as presented in Table 4.3.5 above. This includes a jetty that belongs to a private company (i.e. Petron) and is used to transport oils from the ships to the oil tanks. In addition, a wharf that is located in

Lapu-Lapu City is considered to be partially affected by the project and hence planned to be extended and hence compensated. The location of these structures are shown below.



Source : JICA Survey Team

Figure 4.3.1 Location of Project-affected Jetty and Wharf

4.3.4 Project-affected Assets

1) Assets owned by Individual Households

Assets owned by the individual households affected by the project in Barangays Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.3.10.

Table 4.3.10 Project-affected Assets owned by Households

Other Assets (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Fence	1	5	0	6	12	38.71
Pathway	0	4	0	1	5	16.13
Waiting Shed	0	0	0	0	0	0.00
Pigpen	0	0	0	2	2	6.45
Poultry	0	1	0	2	3	9.68
Storage Shed	0	0	0	0	0	0.00
Garage	0	0	0	0	0	0.00
Sari-sari store	0	1	0	2	3	9.68
Dog House	0	0	0	2	2	6.45
Compost	0	0	0	0	0	0.00
Materials Recovery Facility	0	1	0	1	2	6.45
Outside Comfort Room (i.e. toilet)	0	1	0	0	1	3.23
Others	0	0	0	1	1	3.23
TOTAL	1	13	0	17	31	100.00

Source : JICA Survey Team

2) Other Assets owned Publicly and Privately

A number of assets such as fences and concrete floor are also expected to be affected by the project. Public utilities such as power poles are also found to be located within the ROW and hence are expected to be affected. In addition, there is one aquaculture farm in Umapad that is in operation whose land size is approximately 2.35 ha (23,500 m²) as shown in the figure below.



Source : JICA Survey Team

Figure 4.3.2 Location of Project-affected Aquaculture Farm

4.3.5 Project-affected Trees

1) Trees owned by Individual Households

The type of trees and cultivated crops of the project-affected households in Looc, Opa, Umapad and Paknaan, Mandaue City are summarized in Table 4.3.11.

Table 4.3.11 Project-affected Tree Species owned by Individual Households

Tree Species	Number of Trees by Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Gmelina	0	0	0	1	1	1.41
Mahogany	0	0	0	0	0	0.00
Acacia	0	0	0	0	0	0.00
Talisay	0	4	1	5	10	14.08
Mango	0	0	0	4	4	5.63
Nangka	0	0	0	3	3	4.23
Caimito	0	0	0	0	0	0.00
Coconut	0	2	0	5	7	9.86
Banana	0	0	0	13	13	18.31
Papaya	0	2	0	10	12	16.90
Camanchiles	0	0	0	0	0	0.00
Boongon	0	0	0	0	0	0.00
Tomato	0	0	0	0	0	0.00
Leafy Legumes	0	3	0	2	5	7.04
Bil-at	0	1	0	0	1	1.41
Malunggay	0	2	2	2	6	8.45
San Francisco	0	1	0	0	1	1.41
Agbate	0	1	0	0	1	1.41
Tangad	0	1	0	0	1	1.41
Guava	0	0	0	0	0	0.00
Mangroves	0	0	2	0	2	2.82
Tambis	0	0	0	2	2	2.82
Others	0	0	0	2	2	2.82
TOTAL	0	17	5	49	71	100.00

Source : JICA Survey Team



Source : JICA Survey Team

Figure 4.3.3 Trees and Crops located in the Project-affected Area

2) Other Trees owned Publicly and Privately

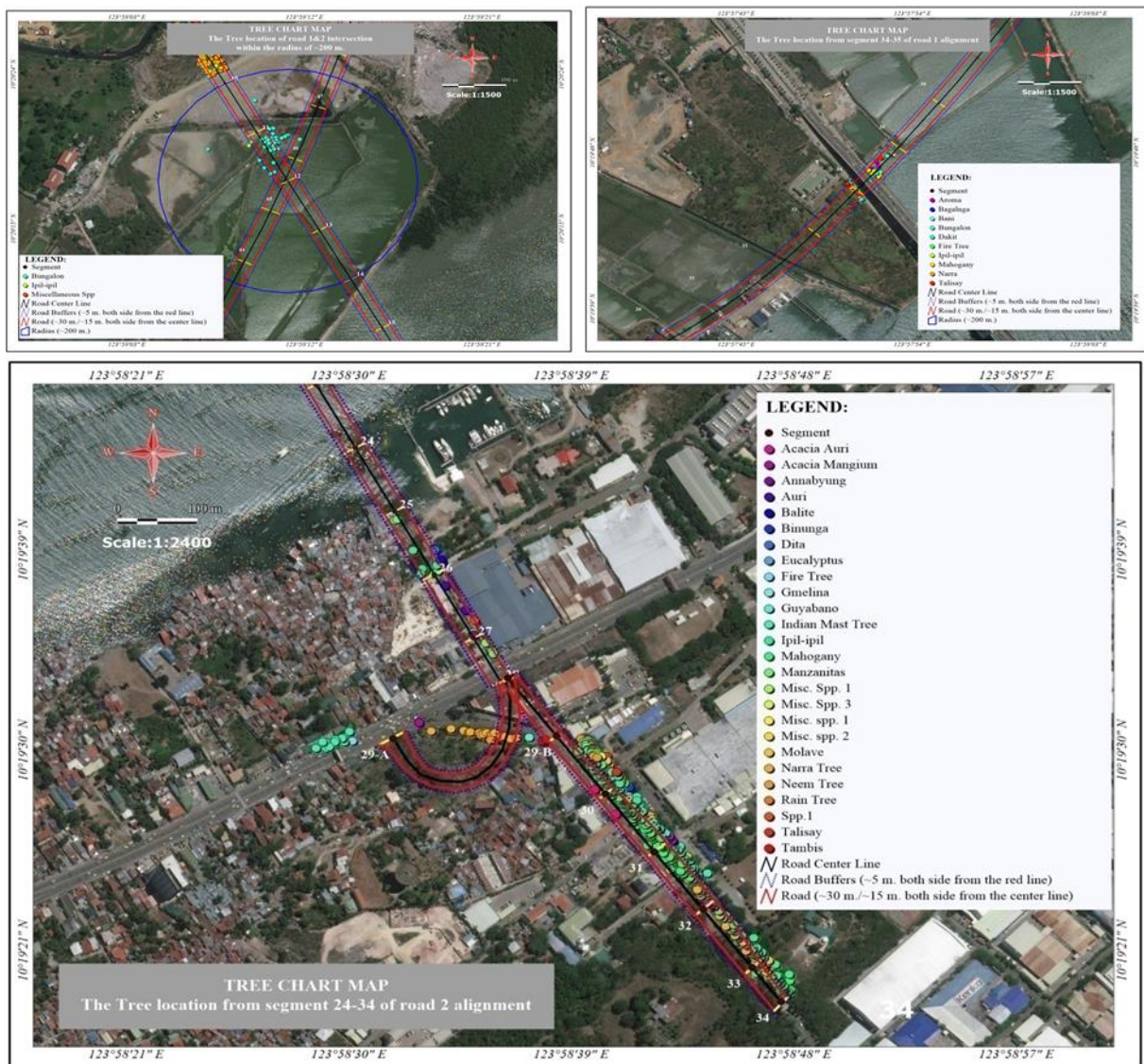
An inventory survey was conducted along the route alignment. As a result, a total number of 1,494 trees of various species were found to be affected by the project. 70 of such trees are privately-owned, while the rest are located within the government property and hence considered publicly-owned.

Among the publicly-owned trees, 1,195 are found to be grown along the existing road such as the airport access road.

Table 4.3.12 Other Project-affected Tree Species owned Publicly and Privately

Location and Tree Species	Number of Trees	
	Public	Private
Mandaue City		
Anabiong	1	
Antipolo	3	
Auri	9	
Bagalnga	3	
Balite	13	
Bani	1	
Binunga	2	
Caimito	5	
Eucalyptus camadulensis	31	
Eucalyptus deglupta	9	
Fire Tree	9	
Gmelina	1	3
Guava		1
Indian Mast Tree	2	9
Ipi-ipil		4
Ipil-ipil	75	
Kapok	2	
Kulis	1	
Mahogany	37	1
Manga	7	
Manzanitas	5	
Misc. Spp 1	1	
Misc. Spp 2	2	
Molave	144	1
Narra	71	
Neem Tree	32	31
Noni	1	
Raintree	8	
Talisay	20	
Taloto	1	
Lapu-Lapu City		
Anabiong	4	
Auri	5	
Balite		4
Binunga	9	
Dita		1
Eucalyptus spp.		1
Fire Tree	1	
Gmelina	21	
Guyabano	1	
Indian Mast Tree	42	
Ipil-ipil	11	9
Mahogany	674	
Mangium	10	
Manzanitas	6	5
Misc. Spp1	3	
Misc. Spp2	1	
Misc. Spp3	5	
Molave	27	
Narra	84	
Neem Tree	12	
Rain Tree	2	
Spp1	1	
Talisay	7	
Tambis	2	
TOTAL	1,424	70

Source : JICA Survey Team



Source : JICA Survey Team

Figure 4.3.4 Distribution of Project-affected Publicly and Privately Owned Trees

4.4 Results of Socio-economic Survey

4.4.1 Household Composition

1) Household Size

Among the 69 total PAFs, 37 of them have a size of household that range from one to four members. 24 PAFs have a household size of five to seven members while two PAFs have a household size of 8-10 members. The PAFs' household sizes in the affected barangays are shown in Table 4.4.1.

Table 4.4.1 Size of Project-affected Households

Household Size (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
1-4	2	2	8	25	37	53.62
5-7	3	8	3	10	24	34.78
8-10	0	1	0	1	2	2.90
11-15	0	0	0	0	0	0
No Response	0	0	1	5	6	8.70
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

2) Number of Children

The number of children of the project-affected households in Barangays Looc, Opao, Umapad and Paknaan, Mandaue City is summarized in Table 4.4.2.

Table 4.4.2 Number of Children in the Project-affected Households

Number of Children (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
None	1	0	4	6	11	15.94
1	2	2	4	12	20	28.99
2	0	0	0	6	6	8.70
3	0	4	0	6	10	15.50
4	1	4	0	2	7	10.14
5	1	1	2	1	5	7.25
6	0	0	0	0	0	0
7	0	0	0	0	0	0
8	0	0	0	0	0	0
9	0	0	0	1	1	1.45
10	0	0	0	0	0	0
No Response	0	0	2	7	9	13.04
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

4.4.2 Marital Status

Among the 69 PAFs in total, 41 or 60.89% are married while 20 or 28.99% are single. One or 1.45% is a widower and the rest of the PAFs did not answer. The project-affected households by marital status in Barangay Looc, Opao, Umapad and Paknaan, Mandaue City respectively are summarized in Table 4.4.3.

Table 4.4.3 Project-affected Household Heads by Marital Status

Marital Status (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Single	3	2	6	9	20	28.99
Married	2	9	4	26	41	60.89
Widower	0	0	0	1	1	1.45
No Response	0	0	2	5	7	10.14
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

4.4.3 Gender

Among the 69 total PAFs, a majority (69.57%) of the household heads are male while 17.69% are female. The project-affected households' gender in Barangay Looc, Opao, Umapad and Paknaan, Mandaue City respectively are summarized in Table 4.4.4.

Table 4.4.4 Project-affected Household Heads by Gender

Gender (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Male	4	10	7	27	48	69.57
Female	1	1	3	7	12	17.39
No Response	0	0	2	7	9	8.70
TOTAL	5	11	12	41	69	100.00

Source : JICA Survey Team

4.4.4 Age Structure

Age distribution of the project-affected household heads is summarized in Table 4.4.5. 56.62% or 39 household heads belong to an age group of 30 to 60 years old. Approximately 17.39% or 12 household heads are 18-30 years old while 10.14% of the PAFs' household heads were over 60 years old.

Table 4.4.5 Project-affected Household Head by Age Structure

Age (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
<18	0	0	0	0	0	0.00
18-30	0	3	2	7	12	17.39
30-60	4	8	5	22	39	56.52
>60	1	0	2	4	7	10.14
TOTAL	5	11	12	41	69	100.00

Source : JICA Survey Team

4.4.5 Educational Attainment

Out of the 69 PAFs, 17 or 24.64% are high school graduates, 14 or 20.29% are high school undergraduate, 11 or 15.94% are elementary undergraduates, nine or 13.04% are college graduate, six are elementary graduate, three are college undergraduate, and two PAFs were vocational graduate or had no educational attainment. The educational attainments of the PAFs' household heads in the barangays are shown in Table 4.4.6.

Table 4.4.6 Project-affected Household Head by Educational Attainment

Educational Attainment (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
None	0	1	1	0	2	2.90
Elementary Undergraduate	1	1	3	6	11	15.94
Elementary Graduate	0	1	4	1	6	8.70
High School Undergraduate	1	5	3	5	14	20.29
High School Graduate	1	3	1	12	17	24.64
Vocational Undergraduate	0	0	0	0	0	0
Vocational Graduate	1	0	0	1	2	2.90
College Undergraduate	0	0	0	3	3	4.35
College Graduate	1	0	0	8	9	13.04
Post Graduate	0	0	0	0	0	0
No Response	0	0	0	5	5	7.25
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

4.4.6 Linguistic Characteristics

Out of the 69 total project-affected households, 45 belong to the Binisaya ethno-linguistic, while 18 of the interviewed speaks Cebuano. Table 4.4.7 shows the distribution of PAFs' linguistic characteristics.

Table 4.4.7 Distribution of Project-affected Household Heads by Linguistic Characteristics

Ethno-Linguistic Affiliation (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Binisaya	4	9	8	24	45	65.22
Cebuano	1	2	3	12	18	26.09
Boholano	0	0	0	0	0	0
Hiligaynon/Ilonggo	0	0	0	0	0	0
Tagalog	0	0	0	0	0	0
Waray-waray	0	0	0	0	0	0
Ilocano	0	0	0	0	0	0
Others	0	0	0	0	0	0
No Response	0	0	1	5	6	8.70
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

4.4.7 Ethnicity

Out of the 69 total project-affected households, 36 or 52.17% of them, belong to the Bisaya Group, while 33 of them did not respond. The high rate of non-response is presumably because they considered them not to be affiliated with any of the ethnic (i.e. indigenous) groups included in the questionnaire from which respondents were to select and hence decided not to answer. Table 4.4.8 shows the distribution of PAFs' ethnic group affiliation in the barangays. The result confirms that there is no indigenous group of people included in the project-affected households.

Table 4.4.8 Distribution of Project-affected Households by Ethnicity

Ethnic Affiliations (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Igorot	0	0	0	0	0	0
Mangayn	0	0	0	0	0	0
Tausug/Maranao	0	0	0	0	0	0
Manobo	0	0	0	0	0	0
Subanon	0	0	0	0	0	0
Aeta	0	0	0	0	0	0
Badjao	0	0	0	0	0	0
Others (Bisaya)	4	4	8	20	36	52.17
No Response	1	7	4	21	33	47.83
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

4.4.8 Access to Basic Social Services

1) Source of Drinking Water

A total number of 31 or 44.93% of the PAFs has a water source from piped water provided by the Metropolitan Cebu Water District (MCWD) and five or 7.25% of them from the piped water (other source). 14 households or 20.29% use dug well, nine or 13.04% buy bottled water and one household or 1.45% rely on a spring. None of them collects rainwater or use cart with small tank/drum. Three households use other sources. The source of water supply of the PAFs in Barangays Looc, Opao, Umapad, and Paknaan are summarized in Table 4.4.9.

Table 4.4.9 Source of Drinking Water of the Project-affected Households

Source of Drinking Water (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Piped Water (MCWD)	5	4	10	12	31	44.93
Piped Water (Other Source)	0	0	0	5	5	7.25
Dug Well	0	0	1	13	14	20.29
Spring	0	1	0	0	1	1.45
Rainwater Collection	0	0	0	0	0	0
Bottled Water	0	4	0	5	9	13.04
Cart with small tank/drum	0	0	0	0	0	0
Others	0	2	0	1	3	4.35
No Response	0	0	1	5	6	8.70
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

2) Sanitation Facilities

A total number of 26 or 37.68% of the PAFs utilized flush/pour flush to septic tank type of toilet. Three or 4.35% of them used flush/pour flush to pit latrine. Those who utilized pit latrine had a total number of six or 8.70%. Four or 5.80% use composting toilet, 12 or 17.39% use the public/common toilet while nine or 13.04% has no facilities and the remaining three or 4.35% use other types of toilet facility. Table 4.4.10 shows the type of sanitation facilities of the PAFs in the project affected area.

Table 4.4.10 Sanitation Facilities of the Project-affected Households

Sanitation Facilities (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Flush/Pour Flush to Septic Tank	5	1	0	20	26	37.68
Flush/Pour Flush to Pit Latrine	0	3	0	0	3	4.35
Ventilated Improved Pit Latrine	0	0	0	0	0	0
Pit Latrine	0	6	0	0	6	8.70
Composting Toilet	0	0	0	4	4	5.80
Bucket	0	0	0	0	0	0
Public/Common Toilet	0	1	3	8	12	17.39
No facilities or elsewhere	0	0	7	2	9	13.04
Others	0	0	1	2	3	4.35
No Response	0	0	1	5	6	8.70
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

3) Electricity

Among the 69 PAFs, seven or 10.14% of the PAFs affected use kerosene, 14 or 20.29% have access to electricity, and 37 or 53.62% PAFs utilize other lighting facilities such as solar. Table 4.4.11 summarizes the PAFs lighting facilities of barangays Looc, Opao, Umapad and Paknaan in Mandaue City.

Table 4.4.11 Lighting Facilities used by the Project-affected Households

Lighting Facilities (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Kerosene	0	0	4	3	7	10.14
Coleman	0	0	0	0	0	0
Oil	0	0	0	0	0	0
VECO	5	0	0	9	14	20.29
Own Generator	0	0	0	0	0	0
Others	0	11	7	19	37	53.62
No Response	0	0	1	10	11	15.94
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

4) Cooking Facilities

The sources of cooking fuels utilized by the PAFs are wood, LPG, kerosene, electricity and butane. 21 PAFs utilize wood, followed by 18 of them that utilize LPG. 13 households use butane and seven rely on charcoal. Three households use electricity and two PAFs utilize other cooking facilities. Table 4.4.12 shows the PAFs cooking facilities in Barangays Looc, Opao, Umapad, and Paknaan, Mandaue City.

Table 4.4.12 Cooking Facilities used by the Project-affected Households

Cooking Facilities (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Wood	0	2	7	12	21	30.43
Charcoal	0	0	0	0	0	0
LPG	0	5	0	13	18	26.09
Kerosene	0	1	0	1	2	2.90
Electricity	0	0	3	0	3	4.35
Butane	5	2	1	5	13	18.84
Others	0	0	0	2	2	2.90
No Response	0	1	1	8	10	14.49
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

4.4.9 Primary Source of Income

Out of the 69 total PAFs, household heads' main source of income in the barangays are presented in Table 4.4.13. The occupation with the largest group of respondents were unskilled labor (i.e. 23.19%) followed by skilled labor (i.e. 11.59%) and government employee (10.14%).

Table 4.4.13 Main Occupation of Project-affected Household Heads

Occupation (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
None	0	1	1	0	2	2.90
Farmer/Crop	0	0	0	0	0	0
Farmer/Livestock	0	0	0	0	0	0
Cottage Industry (Broom making, Mat weaving, etc.)	0	0	0	0	0	0
Hired Farm Worker	0	1	0	0	1	1.45
Aquaculture	0	0	0	0	0	0
Fisherman	0	0	0	0	0	0
Driver/Habal-Habal, Trike	0	1	0	2	3	4.35
Driver/Taxi, Rent-A-Car, etc	0	0	0	3	3	4.35
Waste Picker (Landfill)	0	0	5	1	6	8.70
Waste Recycler	0	0	3	0	3	4.35
Skilled Labor	0	5	0	3	8	11.59
Unskilled Labor	2	1	2	11	16	23.19
Government Employee	2	0	0	5	7	10.14
Private Firm	0	2	0	3	5	7.25
Business Operator	0	0	0	2	2	2.90
Housekeeper	0	0	0	0	0	0
Hunter/Gatherer	0	0	0	0	0	0
Gleaning	0	0	0	0	0	0
OFW	0	0	0	0	0	0
Student	0	0	0	0	0	0
Others	0	0	0	3	3	4.35
No Response	1	0	1	8	10	14.49
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

4.4.10 Secondary Source of Income

The secondary source of income for the 69 PAFs living in Looc, Opao, Umapad, Paknaan are summarized in the table below.

Table 4.4.14 Secondary Occupation of Project-affected Household Head

Occupation (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
None		4		1	5	7.25
Farmer/Crop					0	0
Farmer/Livestock			1		1	1.45
Cottage Industry (Broom making, Mat weaving, etc.)					0	0
Hired Farm Worker					0	0
Aquaculture					0	0
Fisherman					0	0
Driver/Habal-Habal, Trike		1			1	1.45
Waste Picker (Landfill)			2		2	2.90
Waste Recycler					0	0
Skilled Labor		1			1	1.45
Unskilled Labor		1		1	2	2.90
Government Employee					0	0
Private Firm		1		1	2	2.90
Business Operator					0	0
Housekeeper					0	0
Hunter/Gatherer					0	0
Gleaning					0	0
OFW						
Student					0	0
Others			1	1	2	2.90
No Response	5	3	8	37	53	76.81
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

4.4.11 Household Income

A total number of 21 or 30.43% of PAFs have a monthly income range of PhP 1,001-5,000 while 13 or 18.84% is on the range of PhP 5,001-10,000. 12 or 17.37% of the PAFs have an income range of PhP 10,001-15,000, and four or 5.80% have a monthly income range of less than PhP 1,000. Three or 4.35% enjoy PhP 30,001-50,000 and two households have an income range of PhP 15,001-20,000. As explained later, 38 households fall under the poverty threshold of PhP 10,481 per month set by NEDA. The monthly household income range of the PAFs in Barangay Looc, Opao, Umapad, and Paknaan, Mandaue City is summarized in Table 4.4.15.

Table 4.4.15 Monthly Household Income Range of the Project-affected Households

Monthly Household Income Range (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Below 1,000	0	0	1	3	4	5.80
1,001-5,000	2	3	7	9	21	30.43
5,001-10,000	1	0	2	10	13	18.84
10,001-15,000	2	3	0	7	12	17.37
15,001-20,000	0	1	0	1	2	2.90
20,001-30,000	0	2	0	0	2	2.90
30,001-50,000	0	1	0	2	3	4.35
Above 50,000	0	0	0	0	0	0
No Response	0	1	2	9	12	17.37
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

4.4.12 Household Expenditures

Respondents of the households explained that their monthly expenses were mainly on food and utilities. Except for Brangay Opao, households' food expenses comprise approximately 87-91 percent of the total monthly expenditures. The total monthly expenses range from PhP 4,433 in Barangay Umapad to PhP 15,938 in Barangay Opao. The following table shows the average monthly household expenditures of the PAFs in Barangay Looc, Opao, Umapad, and Paknaan.

Table 4.4.16 Average Monthly Household Expenditures Range of the Project-affected Households

Monthly Household Expenditures	Barangay				TOTAL/ AVERAGE
	Looc	Opao	Umapad	Paknaan	
Number of PAHs	5	11	12	41	69
Ave. HH Size	4.6	5.4	3.0	3.55	4.14
Ave. Monthly Expenditures (PhP) on:					
-Food	7,325 (4)*	9,000 (9)	4,040 (5)	5,481 (13)	6,461.50
-Utilities	450 (2)	998.75 (8)	193 (3)	357 (7)	499.69
-Education	350 (2)	1,615 (4)	200 (1)	350 (4)	628.75
-Medical Care	NR	2,100 (2)	NR	0	
-Taxes	NR	900 (1)	NR	0	
-Allowances	NR	NR	NR	100 (1)	
-Transportation	NR	1,325(4)	NR	NR	
TOTAL MONTHLY EXPENDITURES	8,125	15,938.75	4,433	6,288	

* Number in brackets are that of households that responded to this specific item.

Source : JICA Survey Team

4.4.13 Type of Land

The type of land which the project-affected households are in occupancy in Barangay Looc, Opao, Umapad and Paknaan, Mandaue City are, according to the respondents, as summarized in Table 4.4.17.

Table 4.4.17 Type of Land occupied by the Project-affected Households

Type of Land (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Private (A&D*)	0	11	0	0	11	15.94
Government-National	0	0	0	0	0	0
Government-Local	5	0	8	0	13	18.84
Forestland (Mangroves)	0	0	4	41	45	65.22
Others	0	0	0	0	0	0
No Response	0	0	0	0	0	0
TOTAL	5	11	12	41	69	100

*alienable and disposable land (i.e. type of land that can be titled by private persons or companies)

Source : JICA Survey Team

4.4.14 Land Use Status

The land use of the project-affected households in Barangay Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.4.18. While many people, more than 75% of the respondents, answered that it is an agricultural land, in fact, none of the PAHs are engaged in farming and there are very few crops found to be grown in the area.

Table 4.4.18 Land Use Status of the Project-affected Households

Land Use (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Agricultural	0	0	12	41	53	76.81
Residential	5	9	0	0	14	20.29
Commercial	0	1	0	0	1	1.45
Industrial	0	1	0	0	1	1.45
Institutional	0	0	0	0	0	0
Others	0	0	0	0	0	0
No Response	0	0	0	0	0	0
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

4.4.15 Title over Land

The claimed rights of the PAPs over the land where they are in occupation in Barangays Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.4.19. One person claimed to be having ownership over the land. However, no evidence could be provided at the time of the survey that suggests the respondents' ownership nor does the official data provided by Mandaue City show the respondent's possession. While the majority of the occupants are said to be staying in the area without consent from the land owner, approximately 15% of them claim to have such consent. However, none of them have been paying any fee to the land owners.

Table 4.4.19 Claimed Land Title of the Project-affected Households

Tenureship (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Owner	0	0	0	1	1	1.45
Tenant	0	0	0	14	14	20.29
Free Occupation with Permit* ¹	0	10	0	0	10	14.49
Free Occupation without Permit* ²	5	1	12	26	44	63.77
No Response	0	0	0	0	0	0
TOTAL	5	11	12	41	69	100

*¹ occupying the land with permission from the land owner

*² occupying the land without permission from the land owner

Source : JICA Survey Team

4.4.16 Proof of Title

The proof of ownership over the land that is to be acquired for the project in Barangay Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.4.20. While three respondents claimed during the survey to have evidence to prove their ownership, none of them were able to show any evidence or even provide information on what kind of documents or other proofs they possessed.

Table 4.4.20 Project-affected Households' Proof of Ownership over Land

Tenure (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Land Title	0	0	0	0	0	0
Deed of Sale	0	0	0	0	0	0
Tax Declaration	0	0	0	0	0	0
Contract	0	0	0	0	0	0
None	5	11	11	39	66	95.65
Others	0	0	1	2	3	4.35
No Response	0	0	0	0	0	0
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

4.4.17 Duration of Occupancy

The length of period the PAPs have been in occupancy in the area in Barangay Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.4.21. It has been found from the survey that approximately 35% of the PAPs have moved into the area recently (i.e. between 2015 and 2018) and approximately half of them have moved in the last 10 years.

Table 4.4.21 Duration of Occupancy of Project-affected Households

Year moved into Project-affected Area (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
1950's and earlier	0	0	0	0	0	0
1951-1959	0	0	0	0	0	0
1960-1969	0	2	0	1	3	4.35
1970-1979	0	0	0	0	0	0
1980-1989	0	3	0	4	7	10.14
1990-1999	3	4	3	1	11	15.94
2000-2004	1	0	2	3	6	8.70
2005-2009	0	0	2	2	4	5.80
2010-2014	0	2	2	4	8	11.59
2015-2018	1	0	2	21	24	34.78
2019	0	0	0	0	0	0
No Response	0	0	1	5	6	8.70
TOTAL	5	11	12	41	69	100

Source: JICA Survey Team

4.4.18 Perception of the PAPs

1) Project Awareness

Among the 69 household heads, 60 or 86.96% of them are aware of the project while only two or 2.90% PAFs have no knowledge about the project. The project awareness of project affected household heads is summarized in Table 4.4.22.

Table 4.4.22 Project Awareness of the PAPs

Project Awareness	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Yes	5	11	11	33	60	86.96
No	0	0	0	2	2	2.90
No Response	0	0	1	6	7	10.14
TOTAL	5	11	12	41	69	

Source : JICA Survey Team

2) Source of Information on the Project

The source of information collected on the project in the Barangays Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.4.23. It has been revealed from the survey that most of the PAPs have heard about the project from either the government officials (i.e. 33.33%) or from neighbors and friends (i.e. 31.88%).

Table 4.4.23 Source of Information on the Project

Source of Information (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Government Officials	4	4	2	13	23	33.33
Flyers Handed Out	0	0	0	0	0	0
Neighbors/Friends	1	3	5	13	22	31.88
Posters in the Barangay Hall	0	0	0	0	0	0
Relatives	0	0	0	0	0	0
Radio	0	0	1	1	2	2.90
TV	0	0	2	5	7	10.14
NGOs	0	0	0	0	0	0
Newspaper	0	0	0	0	0	0
Public Meetings/Consultations	0	3	1	0	4	5.80
Enumerators/During Survey	0	1	0	3	1	1.45
Others	0	0	0	0	0	0
No Response	0	0	1	6	7	10.14
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

3) Attitude towards the Project

Out of the 69 households affected, 58 or 84.06% of them are in favor of the project while one household or 1.45% was not in favor of the project as the respondent was afraid of losing the land and having livelihood being affected⁵. The PAFs stand on the project affected household heads is summarized in Table 4.4.24.

Table 4.4.24 PAFs' Attitude towards the Project

Attitude towards the Project (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Favorable	5	9	11	33	58	84.06
Unfavorable	0	0	0	1	1	1.45
Not Decided	0	1	0	0	1	1.45
No Comment	0	1	0	1	2	2.90
No Response	0	0	1	6	7	10.15
TOTAL	5	11	12	41	69	100

Source : JICA Survey Team

4) Preference for Livelihood Restoration Programs

Preferences of the PAFs for livelihood restoration programs in Barangay Looc, Opao, Umapad and Paknaan, Mandaue City are summarized in Table 4.4.25.

⁵ The respondent said he would be in favor of the project if there was a resettlement site provided.

Table 4.4.25 PAFs' Preference for Livelihood Restoration Programs

Preference of PAFs for Livelihood Restoration Programs (Number and Percentage Share)	Barangay				TOTAL	%
	Looc	Opao	Umapad	Paknaan		
Compensation	2	2	5	18	27	39.12
Vocational Training	0	0	0	0	0	0.00
Employment	0	3	1	3	7	10.14
Granting of Credit	0	0	0	0	0	0.00
Relocation	0	4	4	4	12	17.39
Others	0	0	0	0	0	0.00
No Response	3	2	2	16	23	23.33
TOTAL	5	11	12	41	69	100.00

Source : JICA Survey Team

5) Preference for Compensation and Relocation

An additional survey was conducted in July, 2019 to confirm the PAFs' preference between being compensated in cash or being allowed to move into a resettlement site for replacement of loss of housing/abode. Among those that responded, 79% were in favor of the option of resettlement housing. Those that chose this option all preferred row houses and lot package as opposed to the low-rise buildings (LRBs). Their preference for the location of the housing package was within five km radius from their existing residence. The table below shows the result of the questionnaire.

Table 4.4.26 PAFs Preference for Compensation/Replacement of Loss

Description	Looc	Opao	Umapad	Paknaan	TOTAL
Public Consultations/Meetings Attended on:					
-March 6		4			4
-April 12		10	1		11
-June 4		8	2	1	11
-None	3		1	25	29
Choice of Compensation/Replacement type to transfer residence					
Cash Compensation	1	2	2	4	9
Resettlement Housing	4	9	1	20	34
Choice of Type of Resettlement/Housing:					
Row House/House and Lot	4	9	1	20	34
Low-Cost LRBs					
Amenable to either options Row House or LRBs					
Maximum Acceptable Distance of the Resettlement Site:					
Row House/House and Lot:					
-Within 5km	3	1	1	20	25
-5-10 km	1	6			7
-10-15 km					
-15-30 km					
-Above 30 km					
Low-Cost LRBs/Medium Rise Building					
-Within 5km		2			2
-5-10 km					
-10-15 km					
-15-30 km					
-Above 30 km					
Ranges of Monthly Amortization Fee acceptable or willing to Pay (PhP)					
-Below 500	4	9	1	13	27
-500-1000				7	7
-1001-5000					
-5001-10,000					
-Above 10,000					
-Undecided				7	7

Source : JICA Survey Team

4.4.19 Households belonging to Vulnerable Groups

The vulnerable groups have been defined in this survey to be the following groups of people: poor people whose combined income falls within the poverty threshold set by NEDA except for professional squatters and members of the squatting syndicates⁶; female-headed households; elderly people; and persons with disabilities (PWD).

The Philippine Statistics Authority (PSA) reported that the poverty threshold per family per month rose by 10.9% in the Philippines to PhP 10,481 in 2018 from PhP 9,453 in 2015. The PSA explained that this is the level of income needed to meet both basic food and nonfood needs of a family of five in one month⁷. Based on the results of the survey, the number of households that fall under these categories are as follows. The number of households that belong to at least one of these groups is 44.

Table 4.4.27 Number of Project-affected Households considered Vulnerable

Type of Vulnerability	Number of PAFs
Poor	38
Female-headed	12
Elderly	7
PWDs	0
Poor, Female-headed, Elderly or PWDs	44

Source: JICA Survey Team

⁶ Not only those informal settlers that meet the conditions set forth in RA10752 and RA7279 but those who do not meet the requirements will also be entitled to compensation and relocation in this project unless they have been found to be coming back to the original site of dwelling for unlawful reasons. The project proponent or DPWH and LGUs will jointly examine the resettlement qualifications of the affected people.

⁷ <https://businessmirror.com.ph/2019/04/11/poverty-rate-down-to-21-on-higher-income-neda/>

5. COMPENSATION POLICY, PACKAGE AND PROCEDURES

5.1 Eligibility for Compensation and Other Entitlements

The project's compensation policy and package were developed in consultation with DPWH and other concerned government bodies such as Mandaue City and Lapu-Lapu City reflecting also the views of other stakeholders, PAPs and project-affected companies in particular, that had been collected through different means of consultations. It is grounded on pertinent laws and regulations governing the issue in the Philippines and is in accordance with the JICA Guidelines for Environmental and Social Considerations (2010) described in 3.3 above.

All qualified affected people, which are judged based on the conditions described below in this chapter, are eligible for compensation, either in cash or in-kind, and for rehabilitation/resettlement assistance irrespective of tenure status, social or economic standing, or any such factors. All PAPs will be entitled to compensation for their lost assets (i.e. land and/or non-land assets) at replacement cost, and to restoration of incomes and businesses. They will be provided with rehabilitation measures sufficient to assist them to improve or at least maintain their pre-project living standards, income-earning capacity and production levels.

5.2 Principle of Replacement Cost

As explained in 5.1, all compensation for land and non-land assets owned by the PAPs will be made based on the replacement cost of the assets, which is the amount calculated before displacement which is needed to replace the affected asset without depreciation and without deduction for taxes and/or costs of transaction. More specifically, it can be described as follows:

- For agricultural land, it is the pre-project or pre-displacement, whichever is higher, market value of land of equal productive potential or use located in the vicinity of the affected land, plus the cost of preparing the land to levels similar to those of the affected land, plus the cost of any registration and transfer taxes;
- For land in urban areas, it is the pre-displacement market value of land of equal size and use, with similar or improved public infrastructure facilities and services located in the vicinity of the affected land or in other areas with no less favorable conditions than the affected land, plus the cost of any registration and transfer taxes;
- For houses and other structures, it is the market cost of the materials to build a replacement structure with an area and quality similar or better than those of the affected structure, or to repair a partially affected structure, plus the cost of transporting building materials to the construction site, plus the cost of any labor and contractors' fees, plus the cost of any registration and transfer taxes;
- For annual crops, it is equivalent to the current market value of the crops at the time of compensation;
- For perennial crops, it is equivalent to the current market value given the type and age at the time of compensation; and
- For timber trees, it is equivalent to the current market value of each type, age and relevant productive value at the time of compensation based on the diameter at breast height of each tree

5.2.1 Cut-off Date of Eligibility

COD of eligibility pertains to the date up to which people would be considered eligible for receiving compensation and other forms of assistance for their losses or damages caused by the project, or in other words, those who would be regarded as a PAP. People are considered entitled to such support only if they were found to be occupying, living or using, in one way or another, the project-affected area at the time of declaration of the COD, which was set on the day when the census survey commenced. The COD was declared on different dates reflecting the days when the survey commenced in each barangay. People that had at the time of the COD their land, house, building, facility, structure, crops, valuable trees or other assets in the project-affected area or those that had been carrying out business or other income-earning activity in the area in a way that the project disturbs its operation would be considered affected by the project and hence be entitled to compensation and support. It has been agreed with DPWH that while business entities are allowed to continue with their businesses activities including accepting new tenants, installation of additional assets must be made at their own risk as such newly developed assets will not be subject to compensation.

5.2.2 Legal and Socio-economic Status of the PAPs

The legal, customary and socio-economic status and rights of the PAPs is another aspect that needs to be adequately reflected to the entitlement package. Below shows a classification of the PAPs by their status vis-à-vis losses and damages caused by the project. It reflects their rights and entitlements recognized in the laws and regulations in the Philippines as well as in JICA Guidelines.

1) Land Owners and Land Users

Owners of the land and users of the land, including those that do not possess any formal title over the land they occupy or use, are one group of the PAPs. They can be classified into the following groups.

- PAPs with Original Certificate of Title (OCT), Transfer Certificate of Title (TCT), emancipation patents (EP), or Certificates of Land Ownership Award (CLOA) granted under the Comprehensive Agrarian Reform Act;
- PAPs who are not original patent holders of lands granted through CA 141 (i.e. those who have bought the patent for land previously granted through CA 141 and where any previous acquisition is not through gratuitous title (e.g. donation or succession));
- PAPs with: a) Tax Declaration showing 30 or more years of continuous possession; b) DENR certification showing that land is alienable and disposable; and c) other documents that show proof of ownership for the untitled land;
- PAPs who were formerly ISFs but now hold a title over land as a result of the government social housing program;
- PAPs who were formerly ISFs and the government social housing program beneficiaries whose titles are still under the name of the organization;
- PAPs whose properties are mortgaged;
- PAPs who are original patent holders of lands granted through CA 141 which has not been subject to previous government exercise of its lien; and
- PAPs without OCT, TCT, EP or CLOA including holders of free or homestead patents

2) Structure Owners and Users

Owners of the structures and users of them such as tenants consist another group of PAPs, which can be classified as follows.

- PAPs that own the structures affected by the project including absentee owners;
- PAPs that do not own but rent based on payment as tenants the structures affected by the project; and
- Rent-free occupants that may include co-owners, sharers or caretakers of the structures affected by the project

3) Business Entities and Employees

A few medium to large-scale business entities' business activities are expected to be affected by the project both in Mandaue City and Lapu-Lapu City. Such organizations consist of the third group of PAPs, which are classified in the following manner. Classification of the size of business entities followed the definition provided by Small and Medium Enterprise Development (SMED) Council Resolution No. 01 Series of 2003 dated 16 January 2003 as shown in Table 5.2.1 .

- PAPs who own project-affected fixed micro businesses (e.g. sari sari stores, food stalls, repair shops) that may or may not have permits to be doing their businesses in the area from concerned LGUs;
- PAPs who own project-affected small, medium or large business including building owners that rent the land or building; and
- PAPs who are employed in the displaced buildings and lose their job as a result of the damage caused by the project

Table 5.2.1 Classification of Business Entities by Size

Type of Business Entities	Size of Assets
Micro	Up to Php 3,000,000
Small	Php 3,000,001 to Php 15,000,000
Medium	Php 15,000,001 to Php 100,000,000
Large	Above Php 100,000,000

Source: JICA Survey Team based on Small and Medium Enterprise Development (SMED) Council Resolution No. 01 Series of 2003 dated 16 January 2003

4) Farmers

People engaged in farming in the Philippines can be classified into the following groups. It should be noted, however, that the survey results suggest that there are few, if any, people that are engaged in farming for their living in the project-affected area and hence this clause may not be applicable.

- PAPs that own land or are lessees directly involved in farming;
- Displaced tenants and settlers on agricultural land; and
- PAPs growing crops, trees and perennials informally without official permissions to engage in such activities

5) Other Assets' Owners

People that own fences, gates and other assets of value, or in other words "assets" or "improvements" that are affected by the project, belong to this category.

6) Government Bodies

There are some government buildings and facilities that are affected by the project such as the tourist information center, police station, and power poles. The government bodies the own such public buildings and assets are classified separately from other groups given that the arrangements for removing such establishments are considered to be based on inter-governmental dialogue and exchanges with different set of impacts from privately-owned assets.

7) Vulnerable Groups

Such PAPs that are particularly vulnerable to the impacts caused by the project are hereby categorized separately in light of the relative severity of impact expected to be caused by the project on their livings. This group of people includes the following:

- Poor people whose combined income falls within the poverty threshold set by NEDA except for professional squatters and members of the squatting syndicates⁸;
- Female-headed households;
- Elderly people; and
- Persons with disability

The following benefits will be provided to such persons:

- Inconvenience compensation of PhP 10,000 per household;
- Rehabilitation assistance in the form of skills training and other development activities;
- For PAPs that need special assistance and/or medical care, respective LGUs to provide support before and during resettlement; and
- Participation in the Livelihood Restoration Program

5.2.3 Type of Loss incurred by the Project

PAPs are expected to be affected by the project in different ways. It is necessary that the compensation policy be formulated taking into account the different type of such losses. This section presents the category of losses expected and hence that need to be taken into account in the project.

- Loss of land (agricultural, residential, commercial or institutional);
- Loss of structures (agricultural, residential, commercial or institutional);
- Loss of improvements;
- Loss of crops, trees and perennials;
- Loss of income earning activities/businesses;
- Loss of public structures and utilities; and
- Other losses not expected at the present time

⁸ Not only those informal settlers that meet the conditions set forth in RA10752 and RA7279 but those who do not meet the requirements will also be entitled to compensation and relocation in this project unless they have been found to be coming back to the original site of dwelling for unlawful reasons. The project proponent or DPWH and LGUs will jointly examine the resettlement qualifications of the affected people.

5.2.4 Impact on Livelihood

Another factor that requires consideration that is related to the type of loss explained above are whether the PAPs' livelihoods are affected or not. In case they are, measures to restore or improve their livelihood, compared to pre-project level, is required under JICA Guidelines. Under this project, the following three groups of people and entities are considered to fall under this category provided that they are affected. The PAPs that fall under this category will be entitled to participation in the livelihood restoration program described in 5.3 .

- Business entities and employees;
- Displaced persons; and
- Vulnerable groups

5.2.5 Severity of Project Impacts

The compensation policy will also take into consideration different level of impact, or “severity” in accordance with LARRIPP (2007). The severity of impact is defined as shown below.

- Severely Affected - PAPs who stand to lose 20% or more of their assets, or less than 20% of their assets are lost and the remaining land/structure is no longer viable for continued use as intended
- Marginally Affected - PAPs who stand to lose less than 20% of their assets and the remaining land/structure is still viable for continued use as intended

LARRIPP states that severely affected property, land or structures, will be entitled to payment of the entire property at replacement cost (i.e. the cost of the materials and labor of the whole structure at current market price in the locality where the structure is located). Salvage value will not be deducted in the computation of replacement cost. If the property is only marginally affected, the PAPs would be entitled to payment on the affected portions of the structure only at replacement cost and at current market price in the locality where the structure is located. There will be no salvage value deducted.

5.3 Livelihood Restoration Program

The objective of the livelihood restoration program (LRP) is to assist the PAPs whose livelihoods are directly adversely affected by the project for restoring their income generating capacity to at least pre-project levels. For vulnerable PAPs, the LRP is also aimed at improving their living standards. The livelihood restoration measures are to be planned to take into account each individual situation. Sufficient time for planning and substantial interaction with the PAPs is deemed essential requisites to developing a robust plan that will ensure both immediate and long-term self-sufficiency. As such, while this plan outlines the necessary livelihood restoration measures, further consultations are recommended to be carried out in further studies with the PAPs to plan specific livelihood restoration and improvement measures. Preference over the type of trainings willing to be taken will be confirmed with the PAPs in advance. As explained in 5.2.2 and 5.2.4, the following groups of people are considered to have their livelihood hindered as a result of the project and hence be eligible to participating in the program.

- Business entities and employees;
- Displaced persons; and
- Vulnerable groups

5.3.1 Livelihood Restoration of Business Entities and Employees

The following measures will be taken with an aim to restore and improve the livelihood of business entities and their employees affected by the project.

Table 5.3.1 Livelihood Restoration Measures for Business Entities and Employees

Affected Entities	Assistance
PAPs who own affected fixed micro businesses (e.g. small shops)	Assistance in securing government soft loans that offer lower transaction costs and interest rates, and long-term and flexible payment schedule
PAPs who own affected small, medium or large businesses	Assistance in securing government soft loans that offer lower transaction costs and interest rates, and long-term and flexible payment schedule
PAPs who are employed in displaced establishments and lose job due to the project	<ul style="list-style-type: none"> • Priority in employment during construction and operation stage of the project • Rehabilitation assistance in the form of skills training and other development activities

Source: JICA Survey Team

5.3.2 Livelihood Restoration of Displaced Persons and Vulnerable Groups

The LRP for individuals including displaced employees is designed based on the existing relevant programs at the national, regional, provincial and LGU levels. While DPWH carries the ultimate responsibility for the program, LGUs are expected to play an equally, if not more, important role in ensuring that the PAPs' livelihoods are restored and/or improved in a long run and that the LRP is in line with the existing programs and institutions. The program should start prior to implementation stage of the project and may extend as far as the end of its completion yet not less than one year after commencement of construction. In order to ensure social inclusion, development outcomes should pay a special attention to integrating the different needs and concerns of women and men, people with disability, and the elderly as agents and beneficiaries of the programs and services.

1) Vocational Training

Vocational training will be provided to the PAPs by the Technical Education and Skills Development Authority (TESDA). TESDA is the government agency tasked to manage and supervise technical education and skills development in the Philippines. Training activities will be delivered through the following three modes.

(1) Training Centers operated by TESDA

TESDA provides certificates of completion after each training course. The certificates of the completion are presented to would-be employers who will provide permanent employment and a regular stream of income. Trainings cost an average of PhP 10,000/course but may be as high as PhP 15,000. TESDA, in collaboration with the LGUs, industries that provide funds, implement the Training for Work Scholarship Program (TWSP) where successful scholars are chosen to undergo trainings based on industry requirements. The scholars, before being chosen, undergo a rigid selection process. PAFs and/or vulnerable groups may avail of this program after they pass the tests or assessments.

Vocational trainings, those provided by TESDA in particular, should ensure women's enrollment in non-traditional skills training (e.g. welding, carpentry and plumbing) as it offers higher income compared to being engaged in traditional livelihood activities (Sec. 13, RA 9710). TESDA should ensure the full implementation of the gender sensitive technical vocational education and training (TVET) curriculum in all training courses regardless of the mode of delivery of these trainings. Similarly, the Department of Trade and Industry (DTI) may provide necessary trainings for skills development and capacity and institutional buildings.

(2) Private Institutions

Vouchers are allocated by TESDA at least three to four times a year to accredited training centers. The number of vouchers is based on demand and is usually determined through surveys on the training courses needed in each barangay.

(3) Community-based Organizations

Community-based Training for Enterprise Development Program is primarily addressed to the poor and marginal groups who cannot access formal training provisions. They may have low skills, limited management abilities, and have few economic options. They may have no access to capital and hence unqualified for formal credit programs. The program goes further than just skills trainings. It is purposefully designed to help form livelihood enterprises that will be implemented by the trainees immediately after the training. Likewise, it is designed to assist partner agencies such as LGUs, NGOs, people organizations and other agencies and organizations tasked to help the poor people engage in productive activities to help themselves and their communities.

2) Mainstream Employment Information and Referral

Mainstream employment opportunities will be explored and interventions carried out to assist the PAPs in being employed. A labor market assessment will be carried out in areas where groups of project-affected households are relocated so that implementers of the LRP better understand the dynamic market conditions (e.g. available jobs, volume of human resource demand, skills required, and job hiring seasons and cycles) and the potential employment and entrepreneurship opportunities that could be offered to the PAPs. Labor market assessment should consider gender needs of women and men, as gender segregation characterizes employment in the country (cf. Women's Empowerment, Development and Gender Equality/WEDGE Plan). By Looking into the type of employment women and men are traditionally engaged in, a gender responsive employment plan could be devised by the project implementers so that chances of women getting better, higher income jobs could be heightened. The result of the assessment will help define specific interventions to improve the chances of PAPs' employment.

3) Project Employment Opportunities

In addition to the requirements set forth by DO No. 130, Series of 2016, voices were heard during consultations with the PAPs and FGDs requesting for employment opportunities in the project. It is also considered just to give priority to qualified PAPs to be engaging in the project. It is therefore recommended that the PAPs are given an opportunity to be working for the project to the extent practical.

4) Financial Management and Entrepreneurial Training

Resettlement process is complex particularly as they relate to valuation, compensation and assistance packages. Limited exposure to the cash economy and low levels of financial literacy, in light of future payment of compensation funds, highlights the need to provide PAPs with access to financial advice. Financial advice will help them improve their capabilities on money management including financial planning, investments, trainings, employment and business development. The nature of financial advice varies and will have to be undertaken at different stages to coincide with the various financial activities during the RAP implementation (i.e. provision of compensation, release of livelihood support, livelihood implementation and so on).

5) Additional Support for Vulnerable Persons

Details of the LRP will be identified and implemented by the LGUs in cooperation with HUDCC, SHFC, NHA and DPWH in light of the need to provide additional support to vulnerable groups

depicted above. Depending on the number of such persons, DPWH may engage a qualified civil society organization (CSO) or a non-governmental organization (NGO) to assist in the undertakings.

5.4 Resettlement Site Development Plan

5.4.1 PAPs Qualified for Relocating into Resettlement Sites

All qualified informal settlers that are affected by the project are eligible to be relocated into relocation sites. The eligibility of the PAPs is determined in accordance with RA 7279 (Urban Development and Housing Act of 1992). Those project-affected ISFs that do not meet the following criteria will be compensated in cash for their affected assets such as structures at replacement cost as described in Table 5.5.1. Relocation of PAPs will ensure their security of tenure that they will not be evicted nor their dwellings be demolished without just or acceptable reason and ample consultation with the affected people in accordance with the compensation policy adopted in the project (refer to Chapter 5). The qualifications for the PAPs to avail of the Socialized Housing Program under the provisions of the RA 7279 are as follows:

- Must be a Filipino citizen;
- Must be an underprivileged and homeless citizen, as defined in Section 3 of RA 7279⁹;
- Must not own any real property whether in the urban or rural areas; and
- Must not be a professional squatter or a member of squatting syndicates¹⁰

The government’s socialized housing programs and projects cover houses and lots or home lots only to be undertaken by the government or private sector for the underprivileged and homeless citizens, which shall include sites and services development with long-term financing, liberalized terms of interest payments, and such other benefits that are in accordance with the provisions of RA 7279. In addition, it shall include housing packages with selling prices within the lowest interest rates under the Unified Home Lending Program, public rental housing, or any equivalent housing program of the government, the private sector or NGOs. For those that do not meet the above conditions may choose a public rental option that will be provided at an affordable rate or avail of additional financial assistance worth of 60 days of the prevailing minimum wage.

5.4.2 Types of Housings within Resettlement Sites

There are two types of housings that can be expected in resettlement sites developed for the PAHs namely, row house and low-rise building. Low-rise building has as many as five floors. The lot/unit sizes and land requirement are shown in the following table.

Table 5.4.1 Types of Housings within Resettlement Sites

Housing Type	Lot/Unit Sizes (m2)	Land Title Holder after Repayment
Row House	lot size: approx. 40m2 unit size: 22.0-28.4m2	Owner of Row House
LRB	lot size: approx 24.0m2 unit size: approx 24.0m2	House Owners’ Association

Source: JICA Survey Team

⁹ Under defined in Section 3 of RA 7279, “underprivileged and homeless citizens” refers to the beneficiaries of RA 7279 and to individuals or families residing in urban and urbanizable areas whose income or combined household income falls within the poverty threshold as defined by the National Economic and Development Authority and who do not own housing facilities. This shall include those who live in makeshift dwelling units and do not enjoy security of tenure.

¹⁰ Not only those informal settlers that meet the conditions set forth in RA10752 and RA7279 but those who do not meet the requirements will also be entitled to compensation and relocation in this project unless they have been found to be coming back to the original site of dwelling for unlawful reasons. The project proponent or DPWH and LGUs will jointly examine the resettlement qualifications of the affected people.

Among the two housing types, the row house, given that a larger land area is required is, in general, more feasible in areas where the cost of land is not so high (e.g. in Consolacion and other areas outside of the highly-urbanized city). In areas within Mandaue City (e.g. near the project site), however, where land for socialized housing is scarce, LRBs become more viable.



Figure 5.4.1 Example of a Four-Storey LRB

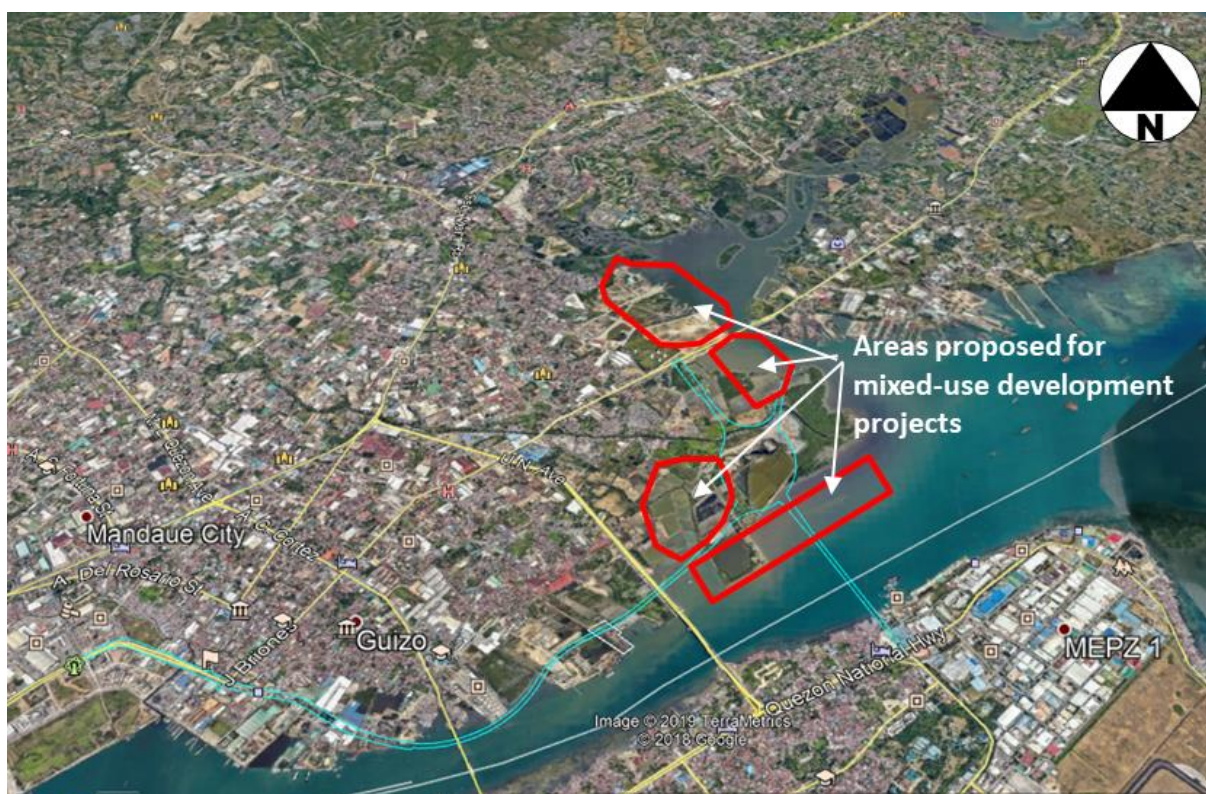
Source: <https://cdo-realestate.com/listing/socialized-condominium-unit/>



Figure 5.4.2 Example of Row Houses

Source: <http://www.boholchronicle.com.ph/2016/03/20/478-units-in-five-towns/>

There are a few mixed-use development proposals in the areas around Barangay Umapad, Paknaan, and Labogon (within the vicinity of the project site) as shown in the figure below. These proposals include commercial and residential LRB projects which will be subject to compliance with Section 18 of RA 7279 that requires the owners/developers to provide a socialized housing.



Source: JICA Survey Team

Figure 5.4.3 Location of PAHs Possible Resettlement Sites

5.4.3 Infrastructure

It has been confirmed at the joint meeting held on July 23, 2019 in the presence of representatives from DPWH (central office and Region VII), NHA and Mandaue City (City Planning and Development Office (CPDO) and HUDO) that the following basic services stipulated in Section 21 of RA7279 will be provided by Mandaue City or NHA in cooperation with private developers and concerned agencies:

- Potable water;
- Power and electricity and an adequate power distribution system;
- Sewerage facilities and an efficient and adequate solid waste disposal system; and
- Access to primary roads and transportation facilities

In the above mentioned meeting, it was confirmed that the following services may also be developed in cooperation with relevant government agencies provided that they are not accessible to the residents:

- Schools in cooperation with the Department of Education;
- Health centers in cooperation with the Department of Health;
- Livelihood and community center by Mandaue City in cooperation with private partners; and
- Sport facilities

5.4.4 Timeline for Site Development

It has been confirmed that the time required for site development may be as much as three and a half years. The general steps and time identified are as follows:

Table 5.4.2 Estimated Timeline for Site Development

No.	Activities	Organization Responsible	Time Required
1	Purchase of land and transfer of title	Land owner, LGUs (Mandaue City and Municipality of Consolacion) and DPWH	0.5 years
2	Design of Buildings	NHA	1.0 month
3	Permit from HLURB	NHA, LGUs and DPWH	1.0 year
4	Permit from NHA and Others	NHA, DENR, LGUs and DPWH	1.0 year
5	Site and Housing Development	Construction Company, NHA, LGUs and DPWH	1.0 year

*Permits include that for subdivision lots, building permits and ECC.

Source: JICA Survey Team

5.4.5 Status of Resettlement Sites for Project-affected Persons

In accordance with RA7279, ISFs are eligible to moving into socialized housings, or in other words resettlement sites, in the Philippines. As explained in 4.4.18, close to 80% of the PAHs preferred this option as opposed to the option of being compensated in cash. On the other hand, there is limited land available for developing resettlement sites for the ISFs in the highly urbanized city of Mandaue. This chapter describes the resettlement sites planned to be developed for the project-affected informal settlers. Given that there is no PAPs in Lapu-Lapu City that requires relocation, discussion on this section is limited to Mandaue City.

1) Existing Resettlement Sites

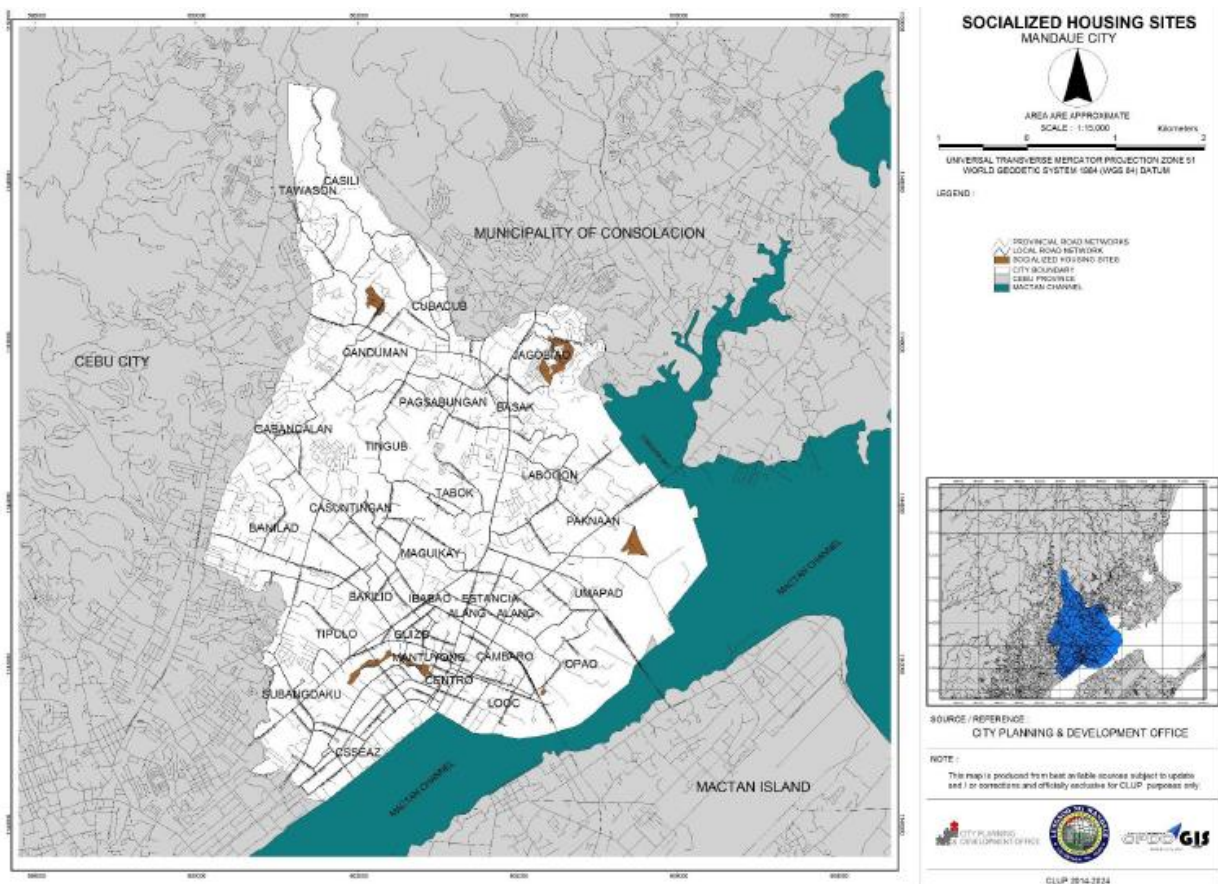
The Comprehensive Land Use Plan (CLUP) 2014-2024 of Mandaue City indicates that “there were 60 homeowners association with 7,800 households occupying lots which are either government or privately-owned... these are informal settlers,” as of 2012 with 3,632 living along riverbanks and natural waterways, which are described as the “danger zones”, or hazardous places where people are not allowed to be living. In 2015, the number of such informal settlers increased to 15,235 households. In response, Mandaue City government has developed 11 resettlement sites that are able to provide housing units to 4,783 families. Description of the 11 sites is shown in the following table followed by their location. One of these resettlement areas with an area of 6.5 ha (i.e. No.10 in the above table), is located just within the vicinity of the project site (i.e. 4th Cebu-Mactan Bridge alignment) in Barangay Paknaan.

Table 5.4.3 Resettlement Sites in Mandaue City

No.	Barangay	Homeowners Association*	Land Ownership	No. of Families/ Housing Units	Administration
1	Canduman	Canduman Haven	Joint Venture with NHA and the government	631	HUDO
2	Canduman	Kobe Canduman	Kobe Canduman	317	HUDO
3	Canduman	Sunflower	Co-ownership between government and private	100	HUDO
4	Subangdaku	Malibu, Matimco	Government	311	HUDO
5	Tipolo	Lower Tipolo	Government	237	HUDO
6	Tipolo	Sitio Maharlika	Government	215	HUDO
7	Guizo	Sta. Cruz Village	Government	317	HUDO
8	Guizo	Sta. Cruz II	Government	94	HUDO
9	Mantuyong	Mantuyong Urban Poor	Government	462	HUDO
10	Paknaan	6.5 Has. Resettlement Site	Private lot	1,200	HUDO
11	Jagobiao	JUPO/Sacred Heart Ville	Government	899	Project Inter-agency Committee
TOTAL				4,783	

*Organization that is formed by the PAPs to avail of the government housing program.

Source: Mandaue City CLUP 2014-2024



Source: Mandaue City CLUP 2014-2024

Figure 5.4.4 Location of Resettlement Sites in Mandaue City

2) Availability of Existing Resettlement Sites

The Mandaue City Local Shelter Plan (2018-2026) has identified 8,760 displaced households needing relocation, which includes families living in the danger areas and doubled-up households (i.e. housings

where two or more different households live). The Mandaue City government targets to provide housing units to these families between 2018 and 2026. The first to be accommodated will be the families living in these danger areas in Barangays Alangalang, Banilad, Looc, Maguikay, Mantuyong, Opao, Paknaan, Subangdau, Tabok, Tingub, Tipolo and Umapad, which account for a total of 3,767 households. These barangays happened to cover all barangays where people would be affected by the project. However, except for those 11 resettlement sites that have already been developed in 2012 by the city government and is fully occupied, there is no additional resettlement site being identified or developed at present.

5.4.6 Candidate Resettlement Sites for the Project

Despite the land constraint, two candidate sites have emerged as a result of discussions made with relevant bodies primarily Mandaue City. One is located in Mandaue City (i.e. Labogon, Mandaue City) and the other in the adjacent municipality of Consolacion (i.e. Pulog, Consolacion). A comparison of the two potential sites is presented below.

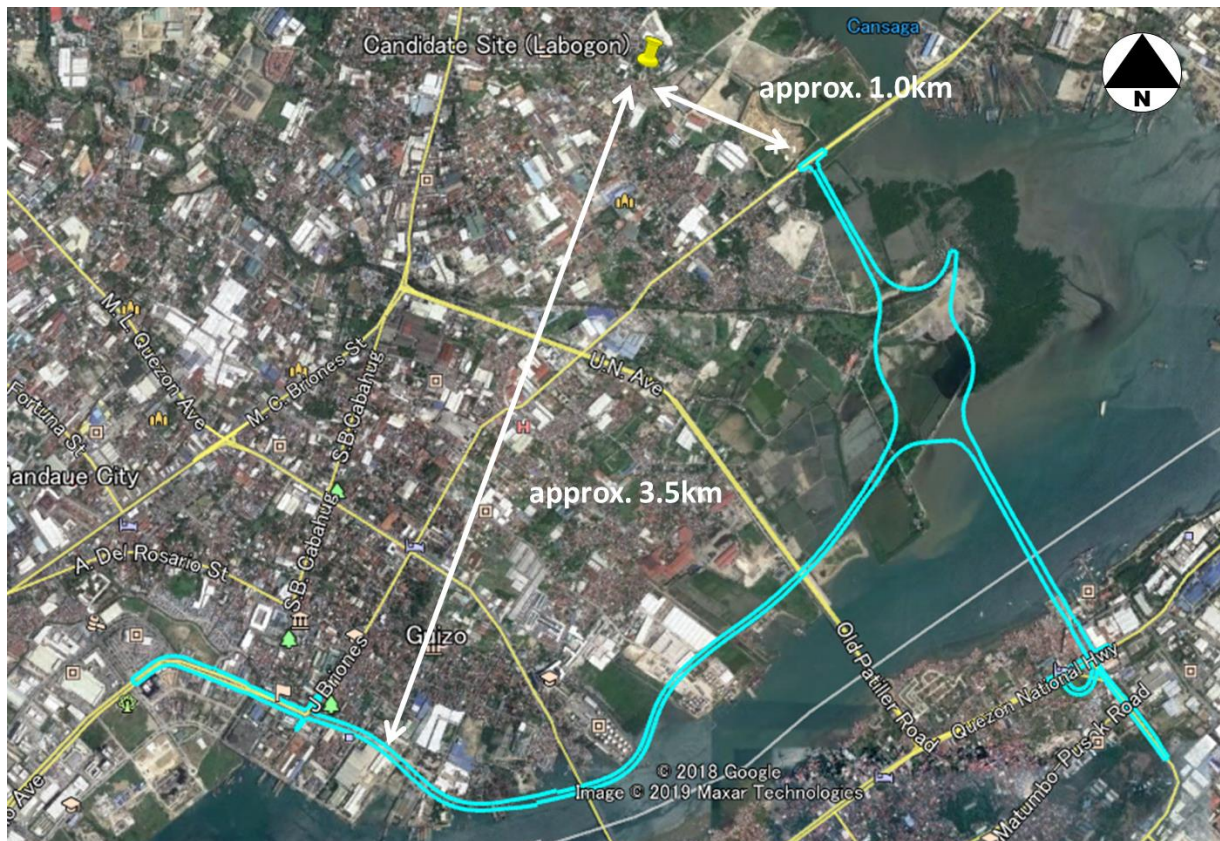
Table 5.4.4 Comparison of Candidate Resettlement Sites

Category	Labogon, Mandaue	Pulog, Consolacion	Remarks
Land Classification	commercial land	agricultural land	Agricultural land requires conversion while commercial land does not. Both are private land as of July, 2019
Land (buildable) Area	3,600 (1,600) m ²	18,000 (14,400) m ²	
Topography	flat	rolling	
Distance from Original Dwelling	approx 1.0-3.5 km	approx 8-11 km	
Existing Infrastructure	electricity, water supply and concrete road	electricity, gravel and concrete road	
Infrastructure to be Developed	sewage and waste disposal system	water supply, road, sewage and waste disposal system	
Transportation	public transportation	none (only accessible by bikes or “habal-habal”)	
Social Infrastructure	school, health facilities, and community center nearby	no school, health facilities, and community center nearby	
Cost for Site Development	low	high	
Housing Type	LRBs	Row Houses	
Amortization Fee/Month	approx PhP600-1,000	approx PhP500	
Issues to be Addressed	<ul style="list-style-type: none"> • approx 20 ISFs reside in the area • selling price is higher than appraised price 	<ul style="list-style-type: none"> • land conversion required • infrastructure development required • accessibility not ideal • belongs to Consolacion 	

Source: JICA Survey Team

1) Candidate Resettlement Site in Labogon, Mandaue

The candidate site in Labogon is located approximately 1.0 to 3.5 km from the original location of PAPs’ dwellings as the crow flies. The subject plot of land is privately-owned but the land owner is willing to sell the land. Given that DPWH is willing to provide the funding for purchasing the land, this option can be considered worth exploring in the D/D stage. The advantages of this site include the proximity to the PAPs’ current place of living, favorable accessibility and the fact that social infrastructure and services already exist near the site. However, there are some ISFs occupying the area whose number is fewer than 20 households, according to HUDO, and the land owner’s offering price (i.e. PhP 10,000/m²) is higher than the price valued by the Land appraisal Committee (i.e. PhP 3,645). A location map is presented below along with pictures of the site.



Source: JICA Survey Team

Figure 5.4.5 Location of the Candidate Resettlement Site in Labogon, Mandaue



Source: JICA Survey Team

Figure 5.4.6 Candidate Resettlement Site in Labogon, Mandaue

2) Candidate Resettlement Site in Pulog, Consolacion

Mandaue City is now one of the most densely populated areas in the Philippines outside of the National Capital Region. Given that there is limited space in the city that can develop a resettlement site coupled with its obligation stated under the law to provide decent housings to the ISFs, Mandaue

City has proposed developing a resettlement site in a plot of land put forward by the land owner and located in the nearby city of Consolacion.

It is located approximately 8.5 km from the project site and approximately eight to 10 km away from the original location of PAPs' dwellings as the crow flies. While the subject plot of land is privately-owned, the land owner is willing to sell the land for PhP 2,000/m², which is, in the view of Mandaue City, a reasonable rate (cf. zonal value in the area is PhP 450/m²). The land is approximately 18,000 m² in size, which is considered more than sufficient to accommodate a maximum number of 69 households that may need to be dislocated into a resettlement site. A location map is presented below along with pictures taken at the site.

While its advantages include abundant land size which allows row houses to be developed, the following conditions need is found needed to be met in order for the site to be fully functional for the project.

- It is under the jurisdiction of the Municipality of Consolacion. While initial consent has been obtained from the municipality to use the land as a resettlement site for the ISFs affected by the project, further coordination is expected necessary involving the barangay captains and the local community;
- The land is currently categorized to be agricultural land. In order for the land to be used as resettlement site for the ISFs, it needs to be recategorized to residential land; and

- While electricity is provided in the area water is not supplied to date nor is paved road developed to reach the site. Coupled with the fact that the site is generally rolling which requires slope protection works and installment of a guard rail, cost for development is expected to be greater than the option of Labogon.



Source: JICA Survey Team

Figure 5.4.7 Location of the Candidate Resettlement Site in Pulog, Consolacion



Source: JICA Survey Team

Figure 5.4.8 Candidate Resettlement Site in Pulog, Consolacion

5.4.7 Financial Arrangements

Costs were discussed and estimated at the joint meeting above mentioned and arrangements were agreed to be made in the following way. While details will be determined through discussions in the D/D stage, DPWH has agreed to provide necessary funding for all items, if that is necessary.

Table 5.4.5 Estimated Unit Cost for Resettlement Site Development

Category	Cost Estimation (PhP)	Organization Responsible
Purchase of Land	900 - 7,000/m2*	Mandaue City and DPWH
Land and Infrastructure Development	81,200 - 137,000/unit	Mandaue City and DPWH
Housing Development	406,200 - 550,000/unit	NHA and DPWH

*twice the zonal value in two candidate sites (i.e. Lagobon and Pulog)

Source: JICA Survey Team

5.5 Entitlement Matrix

Table 5.5.1, referred to as the entitlement matrix, depicts the compensation and assistances that need to be provided under the project to the PAPs depending on their eligibilities described above. It is designed to enhance or at least restore the livelihoods of all PAPs in real terms relative to pre-project levels and to improve the living standards of the displaced poor and other people that are considered vulnerable. It should be noted that all compensation and support will be provided to the PAPs prior to resettlement. It is aimed under this entitlement matrix that impact on the business activities be avoided by providing full compensation prior to dislocation and allowing the business entities to continue with their businesses at the original location for a period that is sufficient to build, relocate and resume the business in the new site using the compensation.

Table 5.5.1 Entitlement Matrix

Type of Loss	Entitled Person	Compensation/Entitlements	Responsible Organization
Land (Classified as Agricultural, Residential, Commercial, or Institutional)	<ul style="list-style-type: none"> PAPs with Original Certificate of Title (OCT), Transfer Certificate of Title (TCT), emancipation patents (EP), or Certificates of Land Ownership Award (CLOA) granted under Comprehensive Agrarian Reform Act PAPs who are not original patent holders of lands granted through CA 141 (i.e. those who have bought the patent for land previously granted through CA 141 and where any previous acquisition is not through gratuitous title (e.g. donation or succession) For untitled land, PAPs with a) Tax Declaration showing 30 or more years of continuous possession; b) DENR certification showing that land is alienable and disposable; or c) other documents that show proof of ownership PAPs who were formerly ISFs but now hold title of land as a result of social government housing program 	<ul style="list-style-type: none"> [Severely Affected¹¹] Cash compensation for the loss of entire land based on the current market value free of taxes including capital gain tax (CGT), documentary stamps tax (DST), transfer tax and registration fees AND Transaction costs (e.g. administrative charges and registration or title fees) *Payment of Real Property Tax (RPT) is a condition to be entitled. PAPs can request DPWH to: support the PAPs in preparing documents necessary to complete tax payment; and pay RPT in arrears to LGUs, which will be deducted from the amount of compensation except when the arrears are higher than the total amount of compensation. 	DPWH-UPMO (RMC I)
	<ul style="list-style-type: none"> PAPs who were formerly ISFs and government social housing 	<ul style="list-style-type: none"> [Marginally Affected] Cash compensation for the affected portion of the land based on the current market value free of taxes including CGT, DST, transfer tax and registration fees. *Payment of RPT is a condition to be entitled. PAPs can request DPWH to: support the PAPs in preparing documents necessary to complete tax payment; and pay RPT in arrears to LGUs, which will be deducted from the amount of compensation except when the arrears are higher than the total amount of compensation. 	
	<ul style="list-style-type: none"> PAPs who were formerly ISFs and government social housing 	<ul style="list-style-type: none"> Same as PAPs with OCT with less any amount still owing to the title 	

¹¹ Refer to 5.2.5 for the definition of severely and marginally affected land and structures.

	program beneficiaries whose titles are still under the name of the organization		
	PAPs whose properties are mortgaged	Same as PAPs with OCT with less any amount still owing to the title or the mortgage bank or other financial institutions	
	PAPs who are original patent holders of lands granted through CA 141 which has not been subject to previous government exercise of its lien	No compensation for land up to 20 m width if patent was granted prior to 1975 or up to 60 m width for patents granted thereafter. For area in excess of government lien, same as PAPs with OCT	
Structures (Residential, Commercial, Industrial/ Institutional)	PAPs that own affected structures including absentee owners	<p>[Severely Affected]</p> <ul style="list-style-type: none"> • Cash compensation for entire structure at replacement cost including transaction costs without deduction for depreciation or salvaged materials AND • In case affected structures are used as dwelling, permission to stay for one month or a longer time between delivery of compensation and other assistance, and demolition of the dwelling AND • In case PAPs are ISFs and affected structures are used as dwelling, option of living in a resettlement site. <p>[Marginally Affected]</p> <ul style="list-style-type: none"> • Cash compensation for affected portion of structure at replacement cost 	
	Tenants of structures	<p>Three months or longer prior notice to the tenants before evacuation</p> <p>*Not applicable to lease contracts that will expire at the time of taking</p>	DPWH-UPMO (RMC I)
Improvements/ Assets	PAPs that own affected improvements/assets	<ul style="list-style-type: none"> • Cash compensation for affected improvements/assets at replacement cost AND • Transportation assistance if improvements/assets need to be transferred and requires cost 	
Crops, Trees and Perennials	PAPs that own land directly involved in farming	Cash compensation for affected crops at replacement cost	DPWH-UPMO (RMC I) with support from MAO and DENR
	PAPs that are lessees directly involved in farming	Disturbance compensation equivalent to five times the average of gross harvest over the last five years	
	Displaced tenants and settlers on agricultural land	Financial assistance equivalent to the average gross harvest over the last three years and not less than PhP15,000/ha	
	PAPs growing crops, trees and perennials informally	<ul style="list-style-type: none"> • Permission to harvest crops prior to commencement of construction AND • Cash compensation for affected crops at replacement cost 	
Income Earning/Business Activities	PAPs who own affected fixed micro businesses (e.g. small shops)	<ul style="list-style-type: none"> • In case affected business entities move to new locations and continue with their business there, permission to continue with the business activities at the original location for a period that is sufficient to build, relocate and resume the business in the new site at a production level no less favorable than pre-project level AND • Cash compensation for relocation costs and transaction costs (e.g. payment of taxes due to the government) AND • Assistance in securing government soft loans that offer lower transaction costs and interest rates, and long-term and flexible payment schedule OR • Income rehabilitation assistance AND • Assistance in securing government soft loans that offer lower transaction costs and interest rates, and 	DPWH-UPMO (RMC I) with support from concerned government agencies

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		long-term and flexible payment schedule	
	PAPs who own affected small, medium or large businesses	<ul style="list-style-type: none"> • In case affected business entities move to new locations and continue with their business there, permission to continue with the business activities at the original location for a period that is sufficient to build, relocate and resume the business in the new site at a production level no less favorable than pre-project level AND • Cash compensation for relocation costs and transaction costs (e.g. payment of taxes due to the government) AND • Assistance in securing government soft loans that offer lower transaction costs and interest rates, and long-term and flexible payment schedule 	DPWH-UPMO (RMC I) with support from concerned government agencies
	PAPs who are employed in displaced establishments and lose job for reasons reasonably attributable to the damages caused by the project	<ul style="list-style-type: none"> • Compensation equivalent to one month pay or at least one-half a month pay for every year of service, whichever is higher AND • One month or longer prior notice to the establishments AND • Priority in employment during construction and operation stage of the project AND • Rehabilitation assistance in the form of skills training and other development activities 	
Government Structure and Utilities	Government agencies that own affected structures	• Compensation to the government agencies based on mutual agreement between DPWH and the government agencies	
Vulnerable Groups	PAPs that are classified as any of the following groups: poor (whose combined income falls within the poverty threshold set by NEDA); female-headed households; elderly people, and persons with disability	<p>[Severely Affected]</p> <ul style="list-style-type: none"> • Compensation allowance of Php10,000 per family AND • Rehabilitation assistance in the form of skills training and other development activities AND • Participation in the Livelihood Restoration Program AND • For PAPs that need special assistance and/or medical care, respective LGUs to provide support before and during resettlement 	DPWH-UPMO (RMC I) with support from NHA and LGUs

Source: JICA Survey Team

6. GRIEVANCE REDRESS MECHANISM

6.1 Objectives and Advantages of Developing a Grievance Redress Mechanism

It is important that the PAPs are provided with a mechanism through which they can lodge their complaints, if any, towards the project on matters related to land acquisition and resettlement. In fact, this can be considered an instrument that helps both the PAPs and DPWH. It allows the PAPs, on the one hand, to lodge their complaints directly to the decision makers in a way that is much easier and less stressful and costly than through the judicial procedures. On the other hand, it allows DPWH to acknowledge any problem and source of frustrations of the PAPs at an early stage so that measures can be taken to relieve the tension while they are still manageable. By directing the complaints to themselves, DPWH can also have full control over the issue. A properly designed grievance redress mechanism will better ensure realizing a sound implementation of the project, which would be in the interest of both parties.

Such mechanism shall be swiftly established, practical, and easily accessible to the PAPs so that they can lodge their opinion, complaint or concern without stress and with trust. DPWH should make sure that the PAPs know and understand the mechanism including the members involved, procedure, and time and cost needed. A special attention should be paid to any vulnerable people such as those that are illiterate, in which case, DPWH may wish to explain in a different way (e.g. verbally instead of by paper). A person responsible for receiving and processing the grievances should also be assigned within DPWH and/or the RIC and the name and contact information of the person should be shared with all PAPs. It is also important that DPWH ensures that the grievances are properly treated and discussed and the conclusion delivered back to the complainants in a timely manner.

6.2 Procedures of Grievance Redress

LARRIPP (2007) mentioned above provides a framework for redressing concerns, complaints and grievances related to land acquisition, compensation and other matters related to the project that may arise as a result of the projects implemented by DPWH. This framework of grievance redress mechanism has been modified in consultation with DPWH (Environmental and Social Safeguard Division/ESSD and Region VII), Mandaue City and Lapu-Lapu City so that it is realistic, feasible and effective under the circumstances surrounding the project. Grievances related to any aspect of the project will be dealt through dialogue and negotiations with an aim to more quickly and amicably address the issues in a less costly manner compared to that dealt as a legal case.

Under this arrangement, the RIC, a coordinating and consultative body organized to assist DPWH in the validation and implementation of the RAP, established by UPMO (RMC I) through a Memorandum of Understanding (MOU) with concerned parties during the D/D, will play a key role. One of their responsibilities is to receive and record the voices, complaints opinions and suggestions provided by the PAPs, except complaints and grievances that specifically pertain to the valuation of affected assets since such will be decided upon by the proper courts, and to address them as the first stage of the decision-making body (cf. until the RIC is formed, complaints can be directly addressed to DPWH Region VII). If the response to the complaint is deemed inadequate in the view of the PAPs, they may elevate their grievance to the ROW Task Force that consists of higher level officials of DPWH Central Office before resorting the case finally to the court. Under this project, grievances from the PAPs would be handled in the following manner.

- Grievance shall be filed by the PAP with the RIC who will act within 15 days upon receipt, except complaints and grievances that specifically pertain to the valuation of affected assets, since such will be decided upon by the proper courts

- If no understanding or amicable solution can be reached, or if the PAP does not receive a response from the RIC within 15 days of registry of the complaint, he or she can appeal to the ROW Task Force, which should act on the complaint or grievance within 15 days from the day of its filing
- If the PAP is not satisfied with the decision made by the ROW Task Force, he/she, as a last resort, can submit the complaint to any court of law

PAPs shall be exempted from all administrative and legal fees incurred pursuant to the grievance redress procedures as is guaranteed under LARRIPP (2007). All complaints received in writing (or written when received verbally) from the PAPs will be documented and shall be acted upon immediately according to the procedures detailed above. Table 6.2.1 delineates the steps in the filing of complaints, the various agencies involved in the redress of grievances, and the timelines for resolving complaints.

Table 6.2.1 Steps in Filing Grievances and Grievance Redress Structure

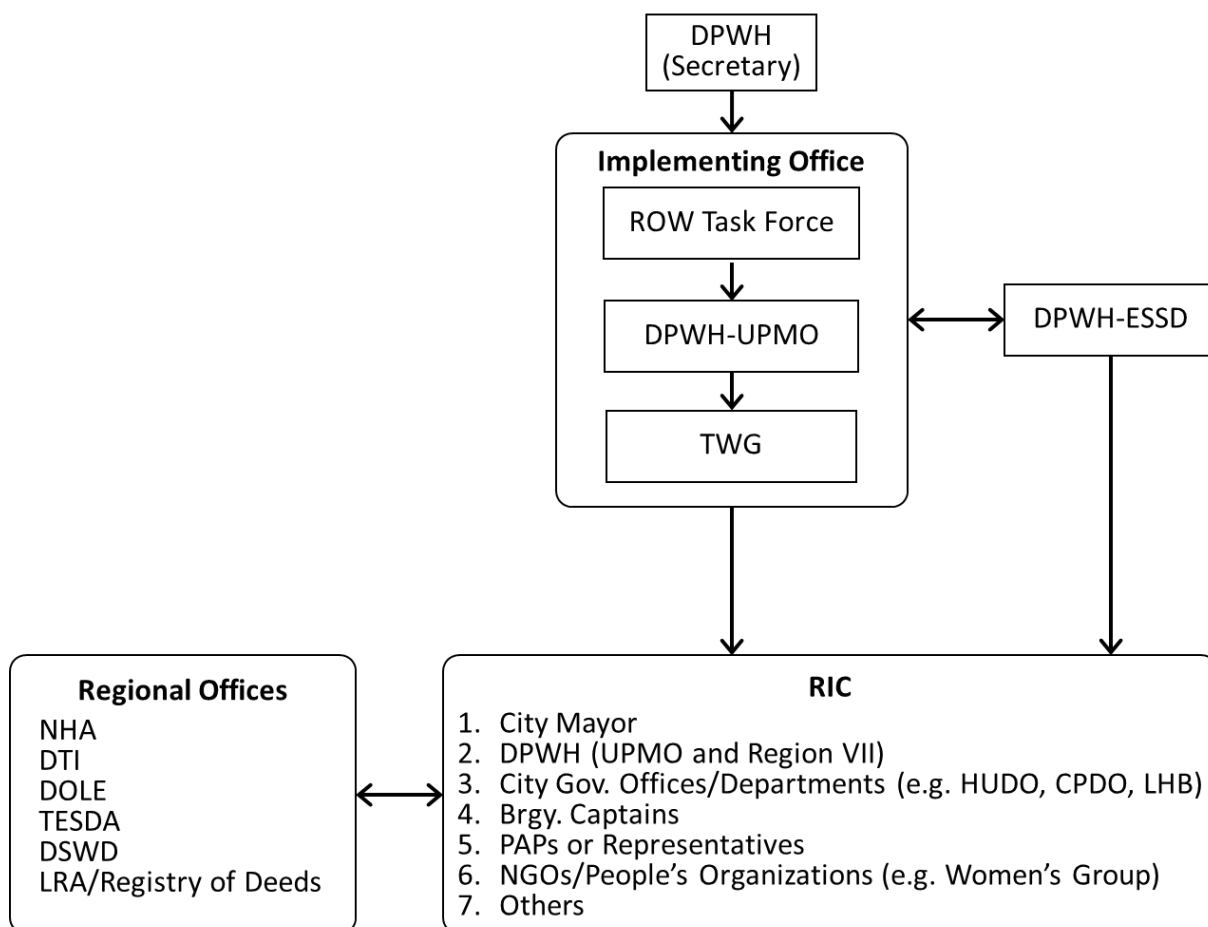
Stage	Grievance Procedure	Responsible Agency
Receipt	Grievances may be filed either orally or in writing with the RIC. At the barangay level, PAPs could file their complaint with their Barangay Captain, a member of the RIC. Grievances may also be filed through DPWH Region VII. If unsatisfied with the outcome, PAPs may file their complaint with the ROW Task Force. Courts of law are the last resort for PAPs not in agreement with the decision of the RIC or the ROW Task Force.	Barangay, UPMO (RMC I) and DPWH Region VII
Documentation	A grievance form will be used to document complaints to ensure all relevant details are obtained. The identity of the complainant (i.e. name, address, and contact details), means of reporting complaint, the date grievance was sent and received, and the nature of the complaint needs to be captured in the form. Use of the local language (i.e. Cebuano) is allowed, and in cases where the complainant lacks literacy skills to fill out the form, grievances could be submitted orally and recorded by an officer of the receiving office.	Barangay, UPMO (RMC I) and DPWH Region VII *Complaints are documented through the grievance form drafted by UPMO (RMC I).
Fact-Finding	RIC shall verify the identity of the complainant and the nature of complaint, and compile supporting evidence. The RIC shall make recommendations for resolution to the appropriate bodies for consideration in the redress of grievance or complaints. If the complainant wishes to appeal the RIC's decision, the grievance is escalated to the ROW Task Force for resolution.	RIC Members: City Mayor or Representative, UPMO (RMC I) or DPWH Region VII, City Government Officers, Barangay Captains of each affected barangay, Representative of PAPs for each affected barangay, Representative of relevant NGOs operating within the city, and Representatives of assisting government agencies such as NHA, DOLE, DSWD and DTI
Feedback	The RIC will be given 15 days upon receipt of complaint to resolve cases, except for complaints on the valuation of affected assets. The ROW Task Force will also have 15 days to resolve cases from receipt of complaint. The aggrieved party will be informed of the outcome through DPWH Region VII.	RIC, UPMO (RMC I), ROW Task Force and DPWH Region VII
Appeal	If the complainant wishes to appeal the RIC's decision, the grievance is escalated to the ROW Task Force for resolution. If the aggrieved party does not accept the decision of the ROW Task Force, the grievance could be filed with the appropriate court of law. In property valuation complaints where DPWH has decided to initiate expropriation proceedings, RA 10752 requires the implementing agency to deposit to the court in favor of the owner the amount equivalent to the sum of: (1) One hundred percent (100%) of the value of the land based on the current relevant zonal valuation of the Bureau of Internal Revenue (BIR) issued not more than three (3) years prior to the filing of the expropriation complaint. The amount will be deposited into an escrow account while the court determines the just compensation to be paid to PAPs. After the court decision becomes final and executor, DPWH will pay PAPs the difference between the amounts paid and the just compensation determined by the court.	RIC, DPWH ROW Task Force, and Courts

Source: JICA Survey Team

7. INSTITUTIONAL FRAMEWORK

7.1 Organizational Framework for RAP Implementation

A number of entities/organizations will be actively involved in implementing this RAP. Among them, DPWH, the project proponent, carries overall responsibility for the project. The managerial and supervisory body of DPWH is its UPMO (RMC I). Under the UPMO (RMC I) lies the ROW Task Force and the Technical Working Group (TWG) that are mandated to implement the RAP. At the local level, a RIC will be set up in both Mandaue City and Lapu-Lapu City to assist DPWH in implementing the RAP in close coordination with relevant national government agencies such as NHA, DTI, Department of Labor and Employment (DOLE), TESDA and the Department of Social Welfare and Development (DSWD). The following organizational chart depicts the institutional framework for implementing the RAP and the key responsibilities of the agencies concerned.



Source: JICA Survey Team

Figure 7.1.1 Organizational Chart of RAP Implementation

7.2 Organizations related to Implementation of the RAP

7.2.1 Organizations within DPWH

The offices within DPWH that are responsible for implementing the activities related to land acquisition and resettlement for the project are presented in Table 7.2.1 along with their major functions.

Table 7.2.1 Key Functions of Offices within DPWH for RAP Implementation

Offices within DPWH	Description of Functions
Unified Project Management Office (UPMO-RMC I)	<p>UPMO (RMC I) as the implementing office of the project will, with regards to RAP implementation:</p> <ul style="list-style-type: none"> • Update, validate and approve the RAP including a budget plan with assistance from ESSD and in accordance with guidance from JICA; • Make necessary arrangements with concerned parties on RAP implementation; • Set up the RIC by entering into an MOU with concerned local parties; • Conduct census, lost-asset inventory, socioeconomic and replacement cost surveys as necessary; • Prepare and validate the list of PAPs and affected assets; • Conduct assessments and provide compensations; • Facilitate consultation meetings and information dissemination on the RAP with other relevant stakeholders throughout the RAP process; and • Monitor the implementation of RAP during RAP implementation <p>Field Office for the project will be created in the project site under UPMO (RMC I) with the following functions:</p> <ul style="list-style-type: none"> • Assist UPMO (RMC I) in managing and supervising project construction in the project site; • Assist UPMO (RMC I) in securing the ROW by implementing resettlement activities; • Assist UPMO (RMC I) in conducting census, lost-asset inventory, socioeconomic and replacement cost surveys as necessary; • Assist UPMO (RMC I) in preparing and validating the list of PAFs and affected assets; and • Assist UPMO (RMC I) in assessing and providing compensations
UPMO (RMC I)-ROW Task Force	<ul style="list-style-type: none"> • Organize ROW Team for the UPMO (RMC I) that will handle the ROW acquisition of its projects, to be headed by the Project Manager assigned for the project; • Monitor the status of ROW acquisition and recommend appropriate actions to projects when faced difficulties; • Execute and recommend appropriate resolutions pertaining to payment of compensation to the PAPs which are beyond the authority of the Project Directors; and • Review the validation of supporting documents undertaken by its TWG and recommend payments after the evaluation based on the propriety of the claims
ROW TWG	<ul style="list-style-type: none"> • Ensure that all relevant papers and documents in support of the ROW claim are carefully screened and verified as to their authenticity and genuineness in order to forestall fraud, pursuant to the provisions of the Simplified Guidelines for Validation and Evaluation of Infrastructure ROW claims; and • Ensure that the computation of land valuations and disturbance compensation for structures and other assets are based on RA 10752 and its IRR and other applicable laws, policies and department orders
Environmental and Social Safeguards Division (ESSD) of Planning Service	<p>ESSD, formerly called ESSO (Environmental and Social Service Office), provides technical guidance and support in the implementation of RAP and will be responsible for the following:</p> <ul style="list-style-type: none"> • Assist UPMO (RMC I) in preparing, reviewing, updating and approving the RAP including a RAP budget plan; • Assist UPMO (RMC I) in facilitating consultation meetings and information dissemination of PAPs and other relevant stakeholders during RAP process; • Assist UPMO (RMC I) in monitoring the implementation of RAP; and • Assist UPMO (RMC I) in resolving concerns and issues encountered during the implementation of RAP.
DPWH Region VII	<p>As the regional office of the implementing agency, DPWH Region VII will:</p> <ul style="list-style-type: none"> • Assist UPMO (RMC I) in managing and supervising construction in the project site; • Assist UPMO (RMC I) in securing ROW including resettlement activities; • Assist UPMO (RMC I) in conducting census, lost-asset inventory, and socioeconomic and replacement cost surveys as necessary; • Assist UPMO (RMC I) in preparing and validating list of PAFs and affected assets; and • Assist UPMO (RMC I) in assessing and providing compensation to PAPs

Source: JICA Survey Team

7.2.2 Local and National Governments

The local and national governments concerned with implementation of resettlement for the project are presented in Table 7.2.2 along with their major functions.

Table 7.2.2 Key Functions of Concerned Local and National Governments for RAP Implementation

Concerned Governments	Functions Related to Resettlement
Local Government Units (LGU) of Mandaue and Lapu-Lapu City	<p>LGUs (i.e. Mandaue and Lapu-Lapu City) are key local actors in the implementation of resettlement, mandated by the Urban and Housing Development Act (RA7279). They will coordinate with NHA and other concerned government agencies in:</p> <ul style="list-style-type: none"> • Providing resettlement sites; • Providing basic services such as potable water, power and sewerage, in coordination with concerned government agencies and private sector; • Providing other basic facilities such as health, education, communication, security, recreation, relief and welfare, in coordination with concerned government agencies and private sector; • Providing livelihood programs in coordination with concerned government agencies and private sector; • Providing the above basic services, basic facilities and livelihood programs made through entering into MOA with concerned parties; and • Within the city government of Mandaue, HUDO, and for Lapu-Lapu City, CPDO, will be responsible for following resettlement activities: <ul style="list-style-type: none"> - Administering and maintaining existing and new resettlement sites of the city; - Administering applications, screening and awarding of social housing program of the city; and - Administering resettlement assistance including transfer of relocating persons
Local Housing Board (LHB) of Mandaue and Lapu-Lapu City	<p>LHB of Mandaue and Lapu-Lapu Cities is a local special body for housing devoted to address shelter concerns of LGUs with a legal basis and authority by the Executive Order 708 (2008), reorganized by the Local Executive Order (No. 039-13) in August 2013 and is responsible for the following key matters:</p> <ul style="list-style-type: none"> • Formulating a comprehensive city shelter plan of LGUs concerned including the following local housing projects such as resettlement projects, CMP, regular low-cost housing projects, medium rise housing and rental housing projects and core shelter housing assistance projects; • Administering housing and land development plans, socialized housing programs and coordination with other government agencies; and • Demolishing and evicting informal settlers' structures in coordination with the PCUP.
Resettlement Implementation Committee (RIC)	<p>RIC is a local coordinating and consultative body organized for the implementation of RAP and set up by UPMO (RMC I) by entering into an MOA with concerned parties prior to the commencement of the detail design. RIC is composed of and functions as follows.</p> <p>Composition:</p> <ul style="list-style-type: none"> • City Mayor or representative; • DPWH (UPMO-RMC I and Region VII); • City Government Officers; • Barangay Captain of each affected barangay; • Representative of PAPs of each affected barangay; • Representative of relevant NGOs and/or People's Organizations operating within the jurisdiction of the city; and • Representatives of assisting regional government offices such as NHA, DOLE, TESDA, DSWD, Department of Trade and Industry (DTI) and others, if necessary <p>Functions:</p> <ul style="list-style-type: none"> • Assist UPMO (RMC I) in preparing and validating the list of PAFs and affected assets; • Assist UPMO (RMC I) in provision of compensation; • Assist UPMO (RMC I) and ESSD in the conduct of consultation meetings and information dissemination of PAPs and other relevant stakeholders during RAP process; • Assist DPWH in providing compensation to the PAPs; • Assist the City Government in the enforcement of laws and ordinances regarding encroachment into the ROW of the Project in coordination with concerned government agencies; • Receive complaints and grievances of PAPs and other stakeholders and act accordingly; and • Maintain record of all public meetings, complaints and actions taken to address complaints and grievances
National Housing Authority (NHA) Region VII	<p>NHA Region VII is a key national agency on housing in Mandaue and Lapu-Lapu City and mandated to provide the following service related to resettlement.</p> <ul style="list-style-type: none"> • Provide relocation sites and adequate utilities and services for informal settlers in coordination with concerned LGUs and other government agencies
Department of Social Welfare and Development (DSWD) Region VII	<p>DSWD Region VII is a key agency on social welfare and development in Mandaue and Lapu-Lapu City and is mandated to provide the following services related to resettlement.</p> <ul style="list-style-type: none"> • Provide social protection services and programs for the poor, vulnerable, disadvantaged,

Concerned Governments	Functions Related to Resettlement
	women and children <ul style="list-style-type: none"> • Provide livelihood assistance and training programs
Technical Education and Skills Development Authority (TESDA) Region VII	TESDA Region VII is a key national agency on technical education and skills development in Mandaue and Lapu-Lapu City with a mandate to provide the following service related to resettlement. <ul style="list-style-type: none"> • Provide diversified and quality technical and skills development training programs including some programs targeted for National Certification of TESDA
Department of Labor and Employment (DOLE) Region VII	DOLE Region VII is a key national agency on employment development and promotion in Mandaue and Lapu-Lapu City with a mandate to provide the following service related to resettlement. <ul style="list-style-type: none"> • Provide job placement services program; and • Provide livelihood training program
Department of Trade and Industry (DTI) Region VII	DTI Region VII is a key agency on industrial and trade development and promotion in Mandaue and Lapu-Lapu City mandated to provide the following service related to resettlement. <ul style="list-style-type: none"> • Provide small and medium business and enterprise training program; and • Provide sustainable livelihood training program
Land Registration Authority/ Registry of Deeds (LRA/ROD), LGU (City Assessor's Office & City Treasurers Office), Bureau of Internal Revenue ¹²	The role of the following organizations in Disposition of Resettlement/Housing lots/units by transfer of ownership in fee simple (Issuance of Land Titles to qualified PAPs) are respectively: <ul style="list-style-type: none"> • BIR: issuance of Certificate Authorizing Registration (CAR) or BIR clearance; • City Treasurers Office: Payment of Transfer Tax and issuance of Tax Clearance; • LRA/ROD: Issuance of new land title; and • City Treasurer's Office: Issuance of New Tax Declaration

Source: JICA Survey Team

7.3 Organizational Responsibilities on Implementation of RAP

Table 7.3.1 provides summary of responsibilities of organizations concerned with the implementation of RAP of the Project.

¹² The process of securing land titles is dependent on the agency that will undertake the Resettlement Housing Program. For example, if it is NHA that undertakes the project (e.g. directly under its housing program or by using the funds of DPWH), NHA will be responsible for the titling of the lots. However, when NHA purchases the land from private land owners, the entire lot title will be transferred and the lot will be registered first under the name of NHA. It will then be NHA to undertake the process to transfer/register the title from NHA to the PAPs. The process of titling/land registration is standardized and involves the cited parties (i.e. LRA/ROD, BIR, City Treasurers and Assessors' Office).

Table 7.3.1 Summary of Organizational Responsibilities

	Responsibilities	Responsible Agencies	Assisting Agencies	Coordinating Agencies
Pre-Relocation Stage [Stage A]	[A-1] Update, validation and approval of RAP including a RAP budget plan	UPMO (RMC I)	ESSD	-
	[A-2] Arrangement with Concerned Parties on RAP Implementation	UPMO (RMC I)	-	City government and concerned local parties
	[A-3] Setting up of Resettlement Implementation Committee through entering into MOUs with concerned parties	UPMO (RMC I)	-	City government and concerned local parties
	[A-4] Conduct of tagging, census, socioeconomic survey and replacement cost survey	UPMO (RMC I)	ROW-Task Force TWG	RIC
	[A-5] Preparation and validation of the list of PAPs and affected assets including confirmation of documents and land registration in case PAPs were newly found to be possessing title over their properties.	UPMO (RMC I)	ROW-Task Force TWG/RIC, Registry of Deeds/Land Registration Authority, BIR and other relevant bodies	City government and concerned local parties
	[A-6] Assessment and provision of compensations	UPMO (RMC I)	ROW-Task Force TWG/RIC	City government and concerned local parties
	[A-7] Receiving and acting on complaints and grievances of PAPs	RIC	-	-
	[A-8] Development of resettlement sites	City Government /NHA Region VII	Private Sector NGOs	-
	[A-9] Provision of utilities and facilities at and access to resettlement sites	City Government / NHA Region VII	DPWH	-
	[A-10] Provision of livelihood assistance measures (skills trainings/capacity building trainings/institutional building trainings)	City Government	NHA, DSWD, DOLE, TESDA, DTI, Others if necessary	
	[A-11] Preparation of demolition and eviction of relocatees in the project site	City Government (City Housing Board), HUDO	-	
	[A-12] Facilitation of consultation meetings and information dissemination of PAPs and other relevant stakeholders on information of relocation procedures and assistance measures during pre-relocation stage	UPMO (RMC I)	ESSD/RIC	-
	[A-13] Periodic monitoring of the implementation of RAP (internal/external monitoring) during pre-relocation stage	UPMO (RMC I)	ESSD/RIC	-

Source: JICA Survey Team

Table 7.3.2 Summary of Organizational Responsibilities (Continuity)

	Responsibilities	Responsible Agencies	Assisting Agencies	Coordinating Agencies
Actual Relocation Stage [Stage B]	[B-1] Facilitation of consultation meetings and information dissemination of PAPs and other relevant stakeholders on settlement of relocation procedures and assistance measures during actual relocation stage	UPMO (RMC I)	ESSD/RIC	-
	[B-2] Provision of livelihood assistance measures (skills trainings/capacity building trainings/institutional building trainings)	City Government	NHA Region VII, DSWD, DOLE, TESDA, DTI, Others if necessary	UPMO (RMC I)
	[B-3] Preparation and implementation of demolition of structures and transfer of relocatees	City Government (City Housing Board), HUDO	-	PCUP
	[B-4] Receiving and acting on complaints and grievances of PAPs	RIC/ROW Task Force	-	-
	[B-5] Enforcement of laws and ordinances regarding encroachment into the right-of-way areas of the Project, in coordinating with concerned government agencies	City Government	RIC	-
	[B-6] Periodic monitoring of the implementation of RAP (internal / external monitoring) during actual relocation stage	IMA (ESSD)/EMA	UPMO (RMC I)	-
Post-Relocation Stage [Stage C]	[C-1] Provision of livelihood assistance measures (skills trainings/capacity building trainings/institutional building trainings)	City Government	NHA DSWD DOLE TESDA DTI, Others if necessary	UPMO (RMC I)
	[C-2] Facilitation of consultation meetings and information dissemination of PAPs and other relevant stakeholders on settlement of relocation procedures and assistance measures during actual relocation stage.	UPMO (RMC I)	ESSD/RIC	-
	[C-3] Receiving and acting on complaints and grievances of PAPs	RIC/ROW Task Force	-	UPMO (RMC I)/ESSD
	[C-4] Administration and maintenance of resettlement sites, including periodic monitoring on conditions of relocatees and sites	City Government/ NHA-	DPWH, DepEd Private Sector	-
	[C-5] Enforcement of laws and ordinances regarding encroachment into the right-of-way areas of the Project, in coordinating with concerned government agencies.	City Government	RIC	-
	[C-6] Periodic monitoring of the implementation of RAP (internal/external monitoring) during post-relocation stage	UPMO (RMC I)	ESSD/RIC	-
	[C-7] Disposition of resettlement/housing lots/units by transfer of ownership in fee simple (Issuance of Land Titles to qualified PAPs)	City Govt, NHA	City Assessors Office, City Treasurer's Office, BIR, Registry of Deeds	UPMO (RMC I)

Source: JICA Survey Team

8. MONITORING AND EVALUATION

8.1 Purpose of Monitoring RAP Activities

The primary purpose of monitoring the RAP is to: ensure that resettlement is carried out in accordance with the RAP; to check the progress made in the associated activities; and to identify any issues or problems that may arise during the course of RAP implementation at an early stage so that measures can be taken to address the problem without delay. Activities subject to monitoring include: land acquisition; payment of compensation for lost assets; resettlement of the people affected by the project; and release of funds. It is required under JICA Guidelines that the PAPs' livelihoods are at least restored, if not improved, compared to pre-project levels. It is part of the goal of monitoring to confirm whether this condition has indeed been met.

8.2 Internal and External Monitoring

DPWH undertakes monitoring on RAP implementation through internal monitoring, which is conducted by ESSD as well as through external monitoring, which is carried out by either a qualified individual or a consulting firm to ensure neutrality in its monitoring.

8.2.1 Internal Monitoring

The evaluation and in-house monitoring of RAP implementation will be conducted by ESSD and will serve as the internal monitoring agent (IMA) supported by the consultants. The tasks assigned to the IMA are to:

- Regularly supervise and monitor the implementation of RAP in coordination with the RIC. The findings will be documented in a quarterly report that is to be submitted to UPMO (RMC I);
- Verify that the re-inventory baseline information of all PAPs has been carried out and that the valuation of assets lost or damaged, the provision of compensation and other entitlements, and relocation have been carried out in accordance with LARRIPP and RAP;
- Ensure that RAP is implemented as designed and planned;
- Verify that the funds for RAP implementation are provided by UPMO (RMC I) in a timely manner and in the amount sufficient for the purpose; and
- Record all grievances and their resolution and ensure that complaints are dealt with promptly.

8.2.2 External Monitoring and Evaluation

UPMO (RMC I) will commission an external monitoring agent (EMA) to undertake independent monitoring and evaluation. According to the "Good Practice Note: Third-Party Monitoring" (2018) of the WB, "The goal of using third parties to assess the status and performance of a project, its compliance status, or emerging issues through a specialized party is to provide an unbiased perspective on the issue and status, and to make recommendations for improvement, where relevant". EMA needs to have certain level of monitoring expertise and experiences required by DPWH to be qualified to meet the requirements for participating in the bidding and selection process of DPWH. As explained earlier, it is often either a qualified individual or consultancy firm that is selected to undertake external monitoring activities and the evaluation work. Prior to the engagement of the EMA, DPWH will prepare the Terms of Reference (TOR) for the EMA. External monitoring and evaluation will entail random observations/visits and consultations with the PAPs at their current pre-project residence and their relocation site. The tasks of the EMA are to:

- Verify the results of internal monitoring;

- Verify that the compensation process has been carried out in an open and transparent manner with sufficient communication and consultations with the PAPs;
- Review how the affected assets were evaluated and compensation amount determined;
- Assess the efficiency, effectiveness, impact and sustainability of activities associated with resettlement and RAP implementation;
- Assess if resettlement objectives have been met, specifically if livelihoods and living standards have been restored or improved;
- Review the way in which complaints and grievances had been handled; and
- Suggest modifications in the implementation procedures of RAP, if necessary, to better achieve the principles and objectives of the resettlement policy

The EMA shall also include in the monitoring the results of disclosing RAP to the PAPs during public consultations conducted for each project contract package.

8.3 Framework of Monitoring Activities

The monitoring activities and frequency are summarized in the table below:

Table 8.3.1 Monitoring Activities and Frequency

Monitoring Activity	Description	Schedule/ Frequency	Monitoring Agent Responsible
Preparation of Inception Report and Compliance Monitoring Report	To determine the scope of the monitoring activities to be carried out	One month after receipt of Notice to Proceed for the engagement of IMA/ EMA	IMA, EMA
Monitoring and Evaluation during RAP Implementation	Monitoring of RAP implementation activities	Monthly (for IMA) and Quarterly (for EMA) until end of RAP implementation	IMA, EMA
Interim Evaluation	Interim evaluation of the implementation of RAP to verify if the social and economic conditions of the PAPs have been restored after delivery of compensation and other assistance *If PAPs are found worse off in terms of standard of living and livelihood, DPWH in coordination with concerned institutions shall provide assistance such as livelihood and skills training.	Three months after completion of compensation payments to, and resettlement of, PAPs	EMA
Monitoring and Evaluation during Construction	To follow up if the social and economic conditions of the PAPs after project implementation have improved or are been restored *If PAPs are found worse off in terms of standard of living and livelihood, DPWH in coordination with concerned institutions shall provide assistance such as livelihood and skills training.	Every six months (for IMA) and every 12 months (for EMA) until one year after completion of construction	IMA, EMA
Final Evaluation	To confirm if social and economic conditions of the PAPs after project implementation have improved or are at least been restored	One and two years after completion of the project	IMA, EMA

Source: JICA Survey Team

8.4 Monitoring Activities

8.4.1 Considerations for Internal Monitoring

Internal monitoring should be carried out with the points of considerations shown in the following table in accordance with LARRIPP. A form for internal monitoring (draft) is shown in Appendix 2.

Table 8.4.1 Points of Considerations for Internal Monitoring

Category	Points to Consider
Budget and Timeframe	<ul style="list-style-type: none"> • Have all land acquisition and resettlement staff been appointed and mobilized for the field and office work on schedule? • Have capacity building and trainings been completed on schedule? • Are resettlement implementation activities being achieved against the agreed implementation plan? • Are funds for resettlement being allocated to resettlement agencies on time? • Have resettlement offices received the scheduled funds? • Have funds been disbursed according to the RAP? • Has the social preparation phase taken place as scheduled? • Has all land been acquired and occupied in time for project implementation?
Delivery of Compensation and Entitlements	<ul style="list-style-type: none"> • Have all PAPs received entitlements according to numbers and categories of loss set out in the entitlement matrix? • Have all PAPs received payments for affected land and structures on time? • Have all PAPs received the agreed transport costs, relocation costs, income substitution support and any resettlement allowances, according to schedule? • Have all replacement land plots or contracts been provided? Was the land developed as specified? • How many PAPs resorted to expropriation? • How many PAPs received land titles? • How many PAPs received housing as per relocation options in the RAP? • Does house quality meet the standards agreed? • Have relocation sites been selected and developed as per agreed standards? • Are the PAPs occupying the new houses? • Are assistance measures being implemented as planned for host communities? • Is restoration proceeding for social infrastructure and services? • Are the PAPs able to access schools, health services, cultural sites and activities at the level of accessibility prior to resettlement? • Are income and livelihood restoration activities being implemented as set out in the income restoration plan? For example, have utilizing replacement land, commencement of production, numbers of PAPs trained and provided with jobs, micro-credit disbursed, number of income generating activities been assisted? • Have affected businesses received entitlements including transfer and payments for net losses resulting from lost business and stoppage of production?
Public Participation and Consultation	<ul style="list-style-type: none"> • Have consultations taken place as scheduled including meetings, groups, and community activities? Have appropriate resettlement leaflets been prepared and distributed? • How many PAFs know their entitlements? How many know if they have been received? • Have any PAFs used the grievance redress procedures? What were the outcomes? • Have conflicts been resolved? • Was the social preparation phase implemented?
Benefit Monitoring	<ul style="list-style-type: none"> • What changes have occurred in patterns of occupation, production and resources use compared to the pre-project situation? • What changes have occurred in income and expenditure patterns compared to pre-project situation? What have been the changes in cost of living compared to pre-project situation? Have PAFs' incomes kept pace with these changes? • What changes have taken place in key social and cultural parameters relating to living standards? • What changes have occurred to vulnerable groups?

Source: JICA Survey Team

8.4.2 Considerations for External Monitoring

External monitoring should be carried out with the points of considerations shown in the following table in accordance with LARRIPP. A form for external monitoring (draft) is shown in Appendix 3.

Table 8.4.2 Points of Considerations for External Monitoring

Category	Points to Consider
Basic Information on Project-affected Households	<ul style="list-style-type: none"> • Location • Composition and structures, ages, education and skill levels • Gender of household head • Ethnic group • Access to health, education, utilities and other social services • Housing type • Land use and other resource ownership patterns • Occupation and employment patterns • Income sources and levels • Agricultural production data (for rural households) • Participation in neighborhood or community groups • Access to cultural sites and events • Value of all assets forming entitlements and resettlement entitlements
Restoration of Living Standards	<ul style="list-style-type: none"> • Were house compensation payments made free of depreciation, fees or transfer costs to the PAP? • Have PAPs adopted the housing options developed? • Have PAPs achieved replacement of key social cultural elements?
Restoration of Livelihoods	<ul style="list-style-type: none"> • Were compensation payments free of deduction for depreciation, fees or transfer costs to the PAP? • Were compensation payments sufficient to replace lost assets? • Did transfer and relocation payments cover these costs? • Did income substitution allow for re-establishment of enterprises and production? • Have enterprises affected received sufficient assistance to re-establish themselves? • Have vulnerable groups been provided income-earning opportunities? • Are these effective and sustainable? • Do the jobs provided restore pre-project income levels and living standards?
Levels of PAP Satisfaction	<ul style="list-style-type: none"> • How much do PAPs know about resettlement procedures and entitlements? Do PAPs know their entitlements? • Do they know if these have been met? • How do PAPs assess the extent to which their own living standards and livelihoods been restored? • How much do PAPs know about grievance redress and conflict resolution procedures? How satisfied are those who have used the said mechanisms?
Effectiveness of Resettlement Planning	<ul style="list-style-type: none"> • Were the PAPs and their assets correctly enumerated? • Was the time frame and budget sufficient to meet the objectives? • Were entitlements too generous? • Were vulnerable groups identified and assisted? • How did resettlement implementers deal with unforeseen problems?
Other Impacts	<ul style="list-style-type: none"> • Were there unintended environmental impacts? • Were there unintended impacts on employment or incomes?

Source: JICA Survey Team

8.5 Schedule of Monitoring

Schedule for implementation of the RAP and the required monitoring has been developed as shown in Table 9.7.1. Internal and external monitoring systems should be set up after the ROW has been finalized and all PAPs identified and yet no later than when the process for land acquisition has commenced. They should be carried out periodically until one year after project completion. The schedule should be reviewed and updated during the D/D stage of the study in view of the project's implementing schedule.

8.6 Reporting

The monitoring reports of the IMA prepared by ESSD and that of the EMA prepared by an external agent are reported to ESSD and are accountable to UPMO (RMC I). The UPMO (RMC I), which receives monitoring reports through ESSD, reviews and thereafter submits the monitoring reports of the IMA and EMA to JICA quarterly.

9. SCHEDULE FOR IMPLEMENTATION

Major steps and considerations in preparing the schedule for carrying out the RAP are described below. The overall schedule is presented in Table 9.7.1.

9.1 Review and Update of RAP

During the D/D stage, the RAP prepared by the JICA Survey Team will be reviewed and updated, which may include conducting an additional set of survey for census, lost-asset inventory, and socio-economic (i.e. household income) surveys in the project-affected area depending on whether if additional people and assets have been found to be affected due to changes to the project design (e.g. alignment). In such cases, a new cut-off date will be set in the respective areas for those newly identified PAPs.

*Parcellary surveys and RAP preparation shall be undertaken at least one year ahead of the scheduled construction works, according to the DPWH ROW Acquisition Manual.

9.2 Arrangements for Implementation of RAP

Posterior to the official arrangement of the implementation of the project made by DPWH, the arrangement with concerned parties on the implementation of RAP and the RIC will be set up by DPWH during or after the D/D stage and yet no later than commencement of provision of compensation and other assistance.

9.3 Compensation and Other Assistance

Compensation should be duly paid before relocation, in accordance with JICA Guidelines and other assistance such as those support aimed at restoring PAPs' livelihood be provided from pre-relocation stage up to the end of the construction.

9.4 Relocation of PAPs

Relocation of all PAPs including the demolition of affected structures and the preparation of resettlement sites should be completed before commencement of construction of each contract package. It should be noted that for relocation of large companies, the time necessary for its relocation may take years.

9.5 Information Dissemination and Consultation

All information on resettlement activities, such as required documents and its procedures, schedules and other necessary information for compensation, relocation, resettlement and other assistance will be provided to all PAPs and its concerned parties through consultative meetings and media (e.g. newspapers, radio and TV) from pre-relocation stage up to the end of construction.

9.6 Grievances Redress

Grievances related to any aspect of the project will be handled through the RIC from pre-relocation stage up to the end of construction.

9.7 Monitoring of RAP Implementation

Internal and external monitoring will be conducted upon commencement of construction, throughout the construction stage and until two years after completion of the project.

Table 9.7.1 Implementation Schedule of RAP

Activities	Responsible Agency	2020				2021				2022				2023				2024				2025				2026				2027				2028				2029				2030									
		10	11	12		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
Review and Update of RAP	JICA DTDPDPWH-UPMO																																																		
RAP Survey (parcelly, census, base-asset inventory and socio-economic surveys)	JICA DTDPDPWH-UPMO																																																		
Public Consultations	JICA DTDPDPWH-UPMO																																																		
Finalization of RAP	JICA DTDPDPWH-UPMO																																																		
Validation of RAP	DPWH-UPMO																																																		
Formation of Implementing Body of RAP	DPWH-UPMO																																																		
MOA between DPWH and relevant government organizations such as NHA	DPWH-UPMO																																																		
Formation of RIC, URTE and TWG	DPWH-UPMO																																																		
Formation of Grievance Redress Mechanism	DPWH-UPMO																																																		
Land Acquisition	DPWH-UPMO																																																		
Verification of PAFs and Affected Properties	DPWH-UPMO																																																		
Deed of Donation	DPWH-UPMO																																																		
Verification of PAFs Eligibility	DPWH-UPMO																																																		
Issuance of Letter of Offer	DPWH-UPMO																																																		
Deed of Absolute Sale	DPWH-UPMO																																																		
Relocation of Utilities	DPWH-UPMO																																																		
Processing Transfer of Title to the Republic of the Philippines	DPWH-UPMO																																																		
Payment for Land	DPWH-UPMO																																																		
Payment for Improvements	DPWH-UPMO																																																		
Provision of Other Assistance (e.g. livelihood restoration program)	DPWH-UPMO																																																		
Notification for Demolition of Structures	DPWH-UPMO																																																		
Clearance of Land/ROW by PAFs	PAFs																																																		
Demolition of Remaining Structures	DPWH-UPMO																																																		
Relocation of PAFs	DPWH-UPMO																																																		
Relocation of PAFs	NHA/LGU/s/DPWH																																																		
Preparation of Relocation Sites (e.g. bidding, selection of developer, construction)	DPWH-UPMO																																																		
Provision of Rental Subsidy to PAFs (if housing development has not been completed)	DPWH-UPMO																																																		
Relocation	RIC/DPWH-UPMO																																																		
Consultation																																																			
consultation with PAFs																																																			
consultation with project selected companies																																																			
Monitoring																																																			
Internal Monitoring	DPWH-ESSD																																																		
Selection of External Monitoring Agent (EMA)	DPWH-UPMO																																																		
External Monitoring	EMA/DPWH-UPMO																																																		
Project Implementation																																																			
Detail Design	JICA DTDPDPWH-UPMO																																																		
Tendering	DPWH-UPMO/JICA DT																																																		
Obtainment of Permit to Enter (PTE)	DPWH-UPMO																																																		
Notice of Award to the Contractor	DPWH-UPMO																																																		
Notice to Proceed (by phases)	DPWH-UPMO																																																		
Construction	Contractor/DPWH-UPMO																																																		

10. COST AND BUDGET

10.1 Compensation Cost for Land

The cost for acquiring the land was estimated based on the effective zonal values provided by the City Assessor's Office in both Mandaue and Lapu-Lapu City. It should be noted, however, that the zonal value tends to be lower than the market value of the land, which should be the basis of calculation of the compensation cost. With reference to the DRAM that states that "DPWH may estimate this [land market value], using BIR ZV x factor not exceeding 2" for Simple Road Widening, a factor of 2.0 has been adopted in the study¹³. The following tables show the estimated cost for acquiring the land for the project by barangay based on the said adjusted zonal values. Table 10.1.1 and Table 10.1.2 respectively show the cost excluding and including capital gain tax, documentary stamp tax, transfer tax and notarial and operational expenses. The total cost including those taxes comes down to approximately PHP 10,471,708,050.

Table 10.1.1 Cost for Acquiring Land based on Adjusted Zonal Value excluding Taxes

Location	Land Area			Zonal Value*		Land Classification	Cost excluding Taxes
	Public	Private	Total	Original	Adjusted (original*2.0)		
Mandaue City							
NRA	2,340 m2	1,590 m2	3,930m2	25,000	50,000	commercial	196,500,000
Centro	9,720 m2	-	9,720 m2	25,000	50,000	commercial	486,000,000
Looc	1,390 m2	43,990 m2	45,380m2	7,625	15,250	industrial	692,045,000
Opao	-	45,310 m2	45,310 m2	12,000	24,000	industrial	1,087,440,000
Umapad	-	373,160 m2	373,160 m2	7,375	14,750	industrial	5,504,110,000
Paknaan	11,200 m2	-	11,200 m2	9,500	19,000	industrial	212,800,000
Lapu-Lapu City							
Pusok	9,980 m2	22,870 m2	32,850m2	12,000	24,000	commercial	788,400,000
Ibo	23,190 m2	4,450 m2	27,640m2	12,000	24,000	commercial	663,360,000
Sub-total							9,630,655,000

*based on the zonal value dated 2018 except for Brangay Pusok and Ibo where the stated market values written in the tax declaration form dated 2018 provided by the Assessors' Office of Lapu-Lapu City were adopted

Source: JICA Survey Team

Table 10.1.2 Cost for Acquiring Land based on Adjusted Zonal Value including Taxes

Cost excluding Taxes	Taxes and Fees			Notarial and Operational Expenses	TOTAL COST
	CGT	DST	Transfer Tax		
9,630,655,000	614,722,660	144,459,825	72,229,913	9,640,655	10,471,708,053

Source: JICA Survey Team

10.2 Compensation Cost for Structures

10.2.1 Replacement Cost Survey

A replacement cost was estimated for project-affected structures by: (a) identifying the prevailing types of buildings in both Mandaue and Lapu-Lapu City through a field investigation, particularly in the project-affected area; and (b) by determining the unit cost by referencing with similar studies such as the "Feasibility Study on the Mandaue-Consolacion-Liloan Bypass Road Project (2018)". All structures in the project-affected area were identified, counted and measured through aerial photographs using the geographic information system (GIS) and verified on site.

¹³ It is worth noting that with the newly adopted zonal value in Mandaue City has been found to be equivalent to the market value in some cases (cf. UN Avenue Underpass Project).

10.2.2 Unit Cost for Construction of the Structures by Types

The prevailing building types in the project-affected area was surveyed and identified through analyses on the results of field investigations on their compositions and materials. The building types were identified and classified as a result. Based on the building materials (i.e. types) and estimated unit cost for materials and labor, the per square meter cost for constructing each of the identified building types was estimated as presented in Table 10.2.1.

Table 10.2.1 Building Types and Unit Cost for Construction of Structures

Building Types		Unit Cost (PhP/m2)
REINFORCED CONCRETE		
Type 1A	Fully furnished, structural element shall be of steel, iron, reinforced concrete or masonry construction. Walls, ceiling, & concrete permanent partitions with paint	17,484
Type 1B	All structural elements are reinforced concrete. Walls are plastered concrete hollow blocks (CHB) without paint	12,510
Type 1C	Some structural elements are reinforced concrete. CHB wall without plastered and without paint. Ordinary GI roofing	11,220
2. SEMI CONCRETE		
Type 2A	Concrete columns, beams and walls with plaster, with paint -but wooden floor joist, flooring and roof framing and GI roofing	9,930
Type 2B	Concrete columns, beams and walls with plaster, no paint -but wooden floor joist, CHB walls and GI roofing	9,020
Type 2C-	Concrete columns, beams and walls without plaster, no paint, ordinary GI roofing and floor finish	8,090
3. WOODEN MATERIALS		
Type 3A-	Wooden structural framing, flooring and walls, roof framing with paint double walling and ceiling	7,470
Type 3B-	Wooden structural framing, flooring and walls, roof framing with paint double walling, no ceiling	6,900
Type 3C-	Wooden structural framing, flooring and walls, roof framing without paint single walling, no ceiling	5,200
Type 3D-	Shanty, Barong barong type	2,940
Type 3E-	Nipa and bamboo slats	4,070
4. TEMPORARY STRUCTURES (Shade with ordinary GI roofing)		2,636

*unit cost based on interview with a construction company operating in the local area

Source: JICA Survey Team

10.2.3 Compensation Cost for Project-affected Household Structures

With a total floor area of 1,531.92 m², the total compensation cost for PAFs' affected household structures was estimated to be approximately PhP 9,088,660.

Table 10.2.2 Compensation Cost for Project-affected Household Structures

Building Types	Shanty	Predo Wooden	Semi-Permanent	Permanent	TOTAL
Barangays					
Looc (m2)	9.05 (1)	47.68 (1)	34.70 (3)		91.43
Opao (m2)	27.46 (1)	164.09 (6)	98.80 (4)		290.35
Umapad (m2)	151.59 (10)	31.50 (2)	-		183.09
Paknaan (m2)	160.32 (12)	434.98 (16)	228.00 (8)	143.75 (4)	967.05
Total Area (m2)	348.42 (24)	678.25 (25)	361.50 (15)	143.75 (4)	1,531.92
Unit Cost (PhP)	2,940.00	5,200.00	8,090.00	11,220.00	
Total Cost (PhP)	1,024,354.80	3,526,900.00	2,924,535.00	1,612,875.00	9,088,664.80

*Number in brackets are that of affected structures.

Source: JICA Survey Team

10.2.4 Compensation Cost for Project-affected Private and Public Structures

Survey suggests that a total floor area of 18,148 m² would be affected by the project. When the building types shown in Table 10.2.3 are applied, the necessary cost for compensating for the affected buildings and structures including facilities is estimated to come down to approximately PhP1,623,670,960. Adding the cost for extending a jetty in Looc and the wharf in Lapu-Lapu City, the amount becomes PhP 1,776,270,960 in total.

Table 10.2.3 Compensation Cost for Project-affected Private and Public Structures

Barangay	Area Compensated (m2)	Cost for Compensation (PhP)
NRA	923	10,744,992
Centro	368	3,918,690
Looc	8,408	61,323,484
Opao	1,060	8,670,280
Umapad	0	0
Paknaan	0	0
Pusok	5,251	1,501,632,720
Ibo	2,138	37,380,792
TOTAL	18,148	1,623,670,958

Source: JICA Survey Team

Table 10.2.4 Compensation Cost for Jetty and Wharf

Type of Assets	Area Affected	Unit Cost (PhP)	Total Cost (PhP)	Remarks
Jetty	1,600 m2	54,500	87,200,000	
Wharf	1,200 m2	54,500	65,400,000	
Total			152,600,000	

Source: JICA Survey Team

10.3 Compensation Cost for Project-affected Trees

The estimated amount of cost for compensating the trees owned by individual households and other private and public entities is PhP 99,510 in total as described in more detail below.

1) Trees owned by Individual Households

A total number of 54 trees of various species were found within the project-affected households' dwellings. It has been found through the site inspection and interview surveys with the PAPs that these trees were not grown for commercial production purposes but for backyard gardening and own-consumptions only (cf. some crops have been found but were all grown in pots which are easily movable and hence have not been considered affected).

The trees are generally small (i.e. diameter of less than 5 cm) and not fully grown. The compensation cost for PAHs trees was therefore not based on the DAO No. 2000-63 Forest Charges (which was used as basis for computation for trees inventoried), which is applicable to larger trees, but rather on per standing tree basis (generally informal agreement between the tree owner and the buyer). The total cost for this is estimated to be PhP 3,600.

Table 10.3.1 Compensation Cost for Project-affected Household Trees

Types of Trees	Barangay				Total	Unit Cost	Total Cost (PhP)
	Looc	Opao	Umapad	Paknaan			
Gmelina	-	-	-	1	1	100	100
Talisay	-	4	1	5	10	100	1,000
Mango	-	-	-	4	4	200	800
Nangka	-	-	-	3	3	200	600
Coconut	-	2	-	5	7	100	700
Tambis	-	-	-	2	2	200	400
Total	-	6	1	20	27		3,600

Source: JICA Survey Team

2) Other Trees owned Publicly and Privately

Value of the trees that are not owned by the households affected have been calculated based on the DAO No. 2000-63 Forest Charges. As a result, the compensation cost has been estimated to be PhP 95,910.

Table 10.3.2 Other Project-affected Trees owned Publicly and Privately

Location and Tree Species	Public Trees		Private Trees		Est. Unit Price per Volume	Est. Cost (PhP)	
	Number	Volume (m3)	Number	Volume (m3)		Public	Private
Mandaue City							
Anabiong	1	0.04			700	30	
Antipolo	3	0.34			950	320	
Auri	9	0.38			700	270	
Bagalnga	3	0.09			950	90	
Balite	13	0.54			700	380	
Bani	1	0.01			700	10	
Binunga	2	0.01			700	10	
Caimito	5	0.1			700	70	
Eucalyptus camadulensis	31	2.6			700	1,820	
Eucalyptus deglupta	9	0.86			700	600	
Fire Tree	9	0.45			700	320	
Gmelina	1	0.17	3	1.69	950	160	1,600
Guava			1	0.01	700		10
Indian Mast Tree	2	0.08	9	0.08	700	60	60
Ipil-ipil	75	1.85	4	0.04	700	1,290	30
Kapok	2	0.45			700	320	
Kulis	1	0.77			700	540	
Mahogany	37	12.21	1	0.04	950	11,600	40
Manga	7	0.26			700	180	
Manzanitas	5	0.05			700	40	
Misc. Spp 1	1	0.01			700	10	
Misc. Spp 2	2	0.45			700	320	
Molave	144	2.38	1	0.01	3,000	7,140	30
Narra	71	2.75			3,000	8,250	
Neem Tree	32	2.22	31	2.38	950	2,110	2,260
Noni	1	0			700	0	
Raintree	8	0.94			700	660	
Talisay	20	1.57			950	1,490	
Taloto	1	0.09			700	60	
Sub-total	496		50			38,150	4,030
Lapu-Lapu City							
Anabiong	4	0.21			700	150	
Auri	5	0.81			700	570	
Balite			4	1.27	700		890
Binunga	9	0.19			700	130	
Dita			1	3.6	700		2,520
Eucalyptus spp.			1	0.01	700		10
Fire Tree	1	0.05			700	40	
Gmelina	21	3.41			950	3,240	
Guyabano	1	0.01			700	10	
Indian Mast Tree	42	3.64			700	2,550	
Ipil-ipil	11	0.37	9	0.25	700	260	180
Mahogany	674	25.05			950	23,800	
Mangium	10	2			700	1,400	
Manzanitas	6	0.04	5	0.02	700	30	10
Misc. Spp1	3	0.07			700	50	
Misc. Spp2	1	0.09			700	60	
Misc. Spp3	5	0.14			700	100	
Molave	27	1.33			3,000	3,990	
Narra	84	4.23			3,000	12,690	
Neem Tree	12	0.85			700	600	
Rain Tree	2	0.14			700	100	
Spp1	1	0.01			700	10	
Talisay	7	0.32			950	300	
Tambis	2	0.06			700	40	
Sub-total	928		20			50,120	3,610
TOTAL	1,424		70			88,270	7,640
						Total Cost (PhP)	95,910

Source : JICA Survey Team

10.4 Compensation Cost for Assets

Compensation cost for relocating the aquaculture farm in Umapad is estimated to be PhP 8,114,550 as shown in Table 10.4.1. There are also concrete and fences that are affected whose compensation costs are calculated as shown in Table 10.4.2 which comes down to an aggregate amount of PhP 41,236,140. Combining the two, the total amount of compensation cost for assets are PhP 49,350,690.

Table 10.4.1 Compensation Cost for Aquaculture Farm

Type of Assets	Area Affected	Unit Cost (PhP)	Total Cost (PhP)
Aquaculture Farm	2.35 ha	3,453,000	8,114,550

*based on interview with agriculturist in the local area

Source: JICA Survey Team

Table 10.4.2 Compensation Cost for Concrete and Fences

Barangay	Compensation Cost for Concrete	Compensation Cost for Fences
NRA	646,800	1,290,810
Centro	3,145,120	2,343,370
Looc	15,741,220	5,993,650
Opao	3,804,680	686,240
Umapad	-	-
Paknaan	-	-
Pusok	4,507,800	2,616,650
Ibo	459,800	-
Sub-total	28,305,420	12,930,720
TOTAL		41,236,140

Source: JICA Survey Team

10.5 Cost for Development of Resettlement Site

Cost for development of resettlement sites has been estimated based on the two candidate sites using their respective BIR zonal value multiplied by two for land as well as the cost for land and housing development offered by NHA as shown in the table below. Provided that 69 households are to be resettled, and DPWH covers the cost, the compensation cost comes down to PhP 53,752,800 for Labogon and PhP 66,162,800 for Pulog. The higher value (i.e. PhP 66,162,800) will be adopted in this report as the necessary cost.

Table 10.5.1 Estimated Cost for Resettlement Site Development in Labogon, Mandaue

Category	Unit Cost (PhP)	Number	Total (PhP)	Remarks
Land Purchase	900/m ²	18,080 m ²	16,272,000	
Land Development	137,000/lot	69 lots	9,453,000	lot size: 4m * 10m
Housing Development	406,200/unit	69 units	28,027,800	unit size: 22.0-28.4m ²
TOTAL			53,752,800	

*The above cost includes the cost for infrastructure within the resettlement site but not that outside of it which is to be provided by the LGUs.

Source: Interview with the Regional Office VII of the National Housing Authority

Table 10.5.2 Estimated Cost for Resettlement Site Development in Pulog, Consolacion

Category	Unit Cost (PhP)	Number	Total (PhP)	Remarks
Land Purchase	7,000/m ²	3,230 m ²	22,610,000	
Land Development	81,200/lot	69 lots	5,602,800	lot size: 4m * 10m
Housing Development	550,000/unit	69 units	37,950,000	unit size: 22.0-28.4m ²
TOTAL			66,162,800	

*The above cost includes the cost for infrastructure within the resettlement site but not that outside of it which is to be provided by the LGUs.

Source: Interview with the Regional Office VII of the National Housing Authority

10.6 Cost for Resettlement and Assistance to Vulnerable Groups

Cost for resettlement and additional assistance to be provided to vulnerable groups are estimated to be PhP 1,820,000.

Table 10.6.1 Cost for Resettlement and Assistance for Vulnerable Groups

Particulars	Unit Price	Number of PAPs	Total (PhP)
Rehabilitation Assistance	PhP 15,000	69	1,035,000
Inconvenience Compensation	PhP 10,000	44	440,000
Transportation Assistance	PhP 5,000	69	345,000
TOTAL			1,820,000

Source: JICA Survey Team

10.7 Cost for Monitoring

A lump sum cost of PhP 25,000,000 is expected to cover the cost for both internal and external monitoring.

10.8 Budget for Resettlement

10.8.1 Funds for RAP Implementation

DPWH as the project proponent and UPMO (RMC I) as the implementing office of the project are responsible for securing and providing necessary funds for implementing the RAP as part of the project cost. The resettlement cost of the project shall be a component of the counterpart funds provided by DPWH called the ROW funds and include compensation for affected structures and acquisition of land.

10.8.2 Preparation of RAP Budget Plan

Consistent with the provisions in the LARRIPP of DPWH, ESSD shall assist UPMO (RMC I) in preparing, reviewing, updating and approving the RAP budget plan of the project. The UPMO (RMC I) shall, thereafter, submit the RAP budget plan to the Central Office of DPWH for approval following a due diligence review conducted by ESSD.

10.8.3 Procedures for Flow of Funds

DPWH, specifically the implementing office of UPMO (RMC I), shall be responsible for securing and providing the funds needed for carrying out the RAP. Disbursement of the funds for implementing the RAP shall be requested to, and obtained from, the Central Office of DPWH and implemented and monitored by UPMO (RMC I) through the field office.

10.9 Total Cost for RAP Implementation

The total cost for implementation of land acquisition and resettlement is estimated to be approximately PhP 14,259,425,770, which covers the costs for compensating affected structures/assets and land/property, that for developing the resettlement site, the cost for implementing the livelihood restoration program, resettlement and assistance for vulnerable groups, and the cost for monitoring.

Table 10.9.1 Total Cost for Implementation of the RAP

No.	Items	Amount (PhP)	Remarks
1	Compensation Cost for Land	10,471,708,050	
2	Compensation Cost for HH Structures	9,088,660	
3	Compensation Cost for Other Structures	1,776,270,960	
4	Compensation Cost for Trees	99,510	
5	Compensation Cost for Assets	49,350,690	
6	Cost for Development of Resettlement Site	66,162,800	
7	Cost for Implementing LRP	-	
8	Cost for Resettlement and Assistance to Vulnerable Groups	1,820,000	
9	Cost for Monitoring	25,000,000	
Sub-total		12,399,500,670	
10	Administrative Cost and Contingency	1,859,925,101	15%
TOTAL		14,259,425,771	

Source: JICA Survey Team

11. PUBLIC CONSULTATION

Public consultation for the PAPs and companies on the RAP was carried out in different forms so that it best suits the purpose within the limited timeframe. Relatively large meetings were mostly undertaken on the same day and in the same venue as the stakeholder meeting held for the EIA (i.e. Public Hearing) in a closed session exclusively for the PAPs after the open session broke up. Explanations were given to the PAPs on the project (e.g. road and bridge design and alignment and schedule for implementation) and their views and opinions were collected. The presentations made by the JICA Survey Team were in English, with supplementary explanations in Cebuano when necessary, while those given by other people (e.g. DPWH, EMB, LGUs and local consultants) were in Cebuano. The purpose of the discussion was to better ensure that the PAPs understood about the project and how they would be affected by it as well as to, from the project proponents' point of view, understand the PAPs' views, opinions and difficulties they would face as a result of the project so that they could be eased and ameliorated. The meetings held in the survey can be classified into the following groups:

- Preparatory and Coordination Meetings;
- Public Scoping;
- Public Hearing;
- Group Consultations with Project-affected Persons and Companies;
- Individual Consultations with Project-affected Companies; and
- Focus Group Discussions (FGDs)

11.1 Preparatory and Coordination Meetings

Prior to commencement of the survey, activities for information, education and communications on the project had already commenced. The project was identified as one of the priority projects in two previous JICA studies (i.e. the Roadmap Study and the MCUTMP). As a priority project proposed in these studies, the project was included in the presentation and discussions during the stakeholders meetings that took place in these two related studies. To officially set the scene for commencement of the subject preparatory survey, a coordination meeting was undertaken from January 23 to 24, 2019 with JICA representatives, DPWH, JICA Survey Team, representatives from the Cities of Mandaue and Lapu-Lapu, and the Metro Cebu Development and Coordinating Board (MCDCEB). Some of such preparatory meetings are presented in the table below.

Table 11.1.1 Overview of Preparatory and Coordination Meetings

Date and Time	Venue	Agenda	Number of Participants	
			by Affiliation	by Sex
January, 23, 2019	DPWH Region VII Strategy Room	• Coordination/kick-off meeting	DPWH Region VII: 4 JICA Philippines Office: 2 JICA Survey Team (ST): 7	Male: 10 Female: 3
January 24, 2019	DPWH Region VII Office	• Introduction to the Project • Coordination/Kick-off meeting	DPWH Region VII: 3 Mandaue City: 1 Lapu-Lapu City: 2 MCDCB: 2 NEDA: 3 JICA: 1 JICA ST: 6	Male: 13 Female: 5
January 25, 2019	Coast Guard Cebu Main Office	• Introduction to the Project • Coordination Meeting	Coast Guard: 1 JICA ST: 6	Male: 7 Female: 0
March 27, 2019	Mandaue City Planning Office	• Introduction to the Project • Coordination Meeting with City's Zoning Board	Private: 5 DPWH Region VII: 2 Zoning Board Members: 10 JICA ST: 2	Male: 13 Female: 7
April 11, 2019	Lapu-Lapu City Engineering Office	• Introduction to the Project • Coordination Meeting	DPWH Region VII: 5 LGU::3 JICA ST: 3	Male:5 Female: 6
April 13, 2019	Barangay Opao	• Introduction to the Project • Coordination Meeting	Local: 14 Barangay Officials: 5 JICA ST: 5	Male: 14 Female: 10
April 16, 2019 (10am-11am)	Barangay Umapad	• Introduction to the Project • Coordination Meeting	Barangay Officials: 7 JICA ST: 3	Male: 6 Female: 4
April 16, 2019 (11am-12:00pm)	Barangay Paknaan	• Introduction to the Project • Coordination Meeting	Barangay Officials: 10 JICA ST: 3	Male: 9 Female: 4
April 16, 2019 (1pm-2pm)	Barangay Pusok	• Introduction to the Project • Coordination Meeting	Barangay Officials: 3 JICA ST: 3	Male: 2 Female: 4
April 16, 2019 (2pm-3pm)	Barangay Ibo	• Introduction to the Project • Coordination Meeting	Barangay Officials: 2 JICA ST: 3	Male:2 Female: 3
April 17, 2019	Barangay Centro	• Introduction to the Project • Coordination Meeting	Barangay Officials: 10 JICA ST: 3	Male: 10 Female: 3

Source: JICA Survey Team



Source: JICA Survey Team

Figure 11.1.1 Coordination Meeting with Government Officials (Kick-off Meeting)

The JICA Survey Team, aside from the public consultations/scoping required as part and parcel for the EIA study and the review and approval process for the project's ECC application requirement, conducted a series of small-group discussions and coordination meetings with the city and barangay officials as well as with individual stakeholders and companies. In these meetings, while seeking the cooperation of the local officials and coordinating with them for the EIA and RAP activities, the survey team presented and thereby disseminated information about the project and at the same time,

collected comments and inputs from local officials and stakeholders including the companies located along the planned route alignment.



Source: JICA Survey Team

Figure 11.1.2 Coordination Meeting with Mandaue City Zoning Board



Source: JICA Survey Team

Figure 11.1.3 Coordination Meetings with Barangay Officials

11.2 Public Scoping

There were three “public scopings”, or stakeholder meetings carried out at the scoping stage of the survey, at: 1) City Hall Session in Mandaue City on March 6, 2019; 2) Mandani Bay Boardroom in Mandaue City on April 26, 2019; and 3) Session Hall in Lapu-Lapu City on April 12, 2019. The first public scoping in Mandaue City was mostly attended by barangay officials and representatives of private companies expected to be affected by the project. The second public scoping in Mandaue City was therefore carried out to supplement the first meeting with a focus on individual residents although most of the to-be- affected companies were also at present. Below shows a summary of the Public Scoping held in Mandaue and Lapu-Lapu City.

Table 11.2.1 Overview of Public Scopings

Date	Venue	Agenda	Participants	
			by Affiliation	by Sex
March 6, 2019	Mandaue City Social Welfare Services	First Public Scoping (Mandaue City)	Private: 9 DPWH Region VII: 1 DENR 7: 1 DENR-EMB 7: 4 DENR- City Environment & Natural Resources Office (CENRO):1 LGU:10 JICA ST:10	Male: 30 Female: 6
April 12, 2019	Lapu-Lapu City Sangguniang Panglungsod Session Hall	Public Scoping (Lapu-Lapu City)	Local People: 12 Private: 1 DPWH Region VII: 4 DENR 7: 1 DENR-EMB 7:3 LGU:14 JICA ST: 6	Male: 23 Female: 18
April 26, 2019	Board Room, Mandani Bay	Second Public Scoping (Mandaue City)	Local People:53 Private: 34 DPWH Region VII: 7 DENR-EMB 7:3 DENR-CENRO:1 LGU:16 JICA ST: 3 Media: 1	Male: 69 Female: 49

Source: JICA Survey Team

The program/agenda of the three public scopings was generally as follows:

- Project background/overview and rationale/objectives of the project: DPWH Region VII;
- Background of the EIA system, public participation in the review and approval process, and purpose/objective of the public scoping and public hearing: EMB Region VII;
- Description of the project, comparison of the project (i.e. alignment) alternatives, and environmental and social considerations including objectives of the RAP: JICA Survey Team; and
- Questions and answers session often referred to in the Philippines as the “open forum”: EMB Region VII

(1) Mandaue City

The first scoping meeting was held from 2 to 4 pm on March 6, 2019 at Mandaue City Social Welfare Services. People that attended this meeting were mostly owners of land and companies that use the land as tenants along the planned route of Mandaue Coastal Road. The main issues raised at the

meeting are shown in Table 11.2.2. There was no notable objection from the participants regarding project implementation.

Table 11.2.2 Record of the First Public Scoping in Mandaue City

Program/Agenda			
Welcome Address and Presentation of Project Background	Representative from DPWH Region VII delivered the welcome address and explained the objectives and importance of the project stating that it is expected to contribute to addressing the increased traffic congestion in Metro Cebu and to its economic development.		
Public Scoping Purpose	Representative from EMB Region VII explained the purpose/objectives of the public hearing. The need to address the positive and negative impacts of the project to the environment was also highlighted.		
Project Design	Representative from the JICA Survey Team presented the project background and project design, the study schedule, and route selection for both Mandaue Coastal Road and the 4th Cebu-Mactan Bridge.		
EIA Studies	Representative from the JICA Survey Team presented the preliminary scoping results, or the potential environmental effects, against different environmental parameters such as air, land, water and people during the construction and operation phases of the project. He also explained about the household survey.		
Open Forum	Representative from from EMB Region VII facilitated and moderated the Open Forum. The main discussions at the open forum are described below.		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	Question Is coastal road planned at grade? Will the access to structures such as factories be secured? Our lot has a docking facility. Can we have a meeting with the project proponent for the specification of the elevated structure at this area? (Individual owner of land that is affected/Male)	Viaduct is elevated and access to existing structures will be secured as much as possible. Yes, after the public scoping, we can visit companies and lot owners. (DPWH)	Understood.
2	Question Are the lots affected by the project expropriated? (Business entity that uses the land/Male)	No. Once the alignment is finalized, we utilize our legal team to check the mode of acquisition to be undertaken on this project. Properties that will be affected by the final alignment will be acquired using the fair market value by a third party in accordance with the new Right-of-Way Law. Structures that will be affected will be assessed based on the current market price. (DPWH)	Understood.
3.	Question Since it is an elevated structure and so with posts, how will the land acquisition be carried out? Only the lot occupied by the posts or all the area under the alignment? (Representative from San Miguel Shipping and Lighterage Corp/Male)	The usual procedure is acquiring the whole lot area under the length and width of the alignment. (DPWH)	Understood.
4.	Comment We have an ongoing construction that will be completed this year, December. There is a possibility it will be hit by the alignment. (Representative from San Miguel Shipping and Lighterage Corp/Male)	There will be several consultations and meetings by the consultants to the companies and lot owners after this meeting. And during that time, these stakeholders can give inputs and suggestions with regards to the design of the alignment. (DPWH)	Understood.
5	Comment On the coastal road, two significant areas for Mandaue will be affected, the closed dumpsite and the mangroves area. Does the JICA team know about the JICA study that had been carried out on the closed dumpsite? From then, we know that the garbage is 10 m deep. We have the file and we can share it with the study team. For the mangroves, we have a scientific study of assessment and we can share that also to avoid any destruction to mangroves. (Mandaue CENRO/Female)	The impacts on the environment are being minimized as much as possible and there will be close coordination with Mandaue LGU and DENR for this matter. We have a directive from DENR Central Office that allows DPWH to implement projects on mangrove areas as long as the mangroves are replaced and planted near the area.	Understood

		(DPWH/DENR EMB)	
6	Request It is planned that a viaduct will be constructed between the anchorage area and the oil tank. Since the oil tank is a facility that handles combustibles, safety measures are necessary in both the construction and operation phases. We would like you to discuss with our technical team. (Representative from Petron Corp/Male)	Understood. We will discuss with your technical team. The inputs made will be incorporated into the project. (DPWH/JICA Survey Team)	-
7	Question When will the project end? (Individual owner of land that is affected/Male)	The project is still currently in the F/S stage. Construction stage is to commence on the 4 th quarter of 2021. Negotiations are currently underway between both governments for the realization of the project. (DPWH)	Understood.
<p>Representative from JICA Survey Team presented in detail the affected lots for the proposed alignment. Any issues and concerns from the stakeholders' end can be discussed in detail through a meeting with the project proponent, he said. Project sites need to be visited before the alignment is finalized. A meeting can be arranged later on with the JICA Survey Team and DPWH together with those that will be affected by the alignment.</p>			

Source: JICA Survey Team



Source: JICA Survey Team

Figure 11.2.1 First Public Scoping in Mandaue City

The second public scoping in Mandaue City was held from 8 to 11 am at the Mandani Bay Boardroom on April 26, 2019 as described below.

Table 11.2.3 Record of the Second Public Scoping in Mandaue City

Program/Agenda	
Welcome Address and Presentation of Project Background	Representative from DPWH Region VII delivered the welcome address and explained the objectives and importance of the project stating that it is expected to contribute to addressing the increased traffic congestion in Metro Cebu and to its economic development.
Project Design	Representative from the JICA Survey Team presented the project background and project design, the study schedule, and the route selection for both Mandaue Coastal Road and the 4th Cebu-Mactan Bridge.
Public Scoping Purpose	Representative from EMB Region VII explained the purpose/objectives of the public hearing. The need to address the positive and negative impacts of the project to the environment was also highlighted.

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EIA Studies	Representative from the JICA Survey Team presented the preliminary scoping results, or the potential environmental effects, against different environmental parameters such as air, land, water and people during the construction and operation phases of the project. He also explained about the household/establishment survey.		
Open Forum	Representative from EMB Region VII facilitated and moderated the Open Forum. The main discussions at the open forum are described below.		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	<p>Question</p> <p>I am worried about the project as we are located in the mangrove area which is directly hit by the coastal road. It is also where we soak the brooms which are our only source of livelihood. If we would be affected by the project, where would our livelihood be relocated?</p> <p>Is our area going to be surveyed and informed by the barangay captain? There has been no surveyor yet in the area but there was already information from the barangay about the project.</p> <p>(Broom Maker from Paknaan/Female)</p>	<p>Surveys are now being conducted for the affected families and establishments. We request you to cooperate and fill out/answer the questionnaire forms properly so that the team can correctly estimate/determine the replacement cost provided that you are affected/interviewed. The purpose of the survey is also to relocate/resettle the PAPs where they will have better security compared to the mangrove area owned by the government.</p> <p>We reiterate the need for your cooperation by answering and providing the data needed in the surveys to help the team correctly carry out the assessments.</p> <p>(JICA Survey Team/DPWH)</p>	Understood.
2	<p>Comment</p> <p>Approximately 500 houses may be affected who mostly live near the mangrove area.</p> <p>(Local person from Paknaan/Male)</p>	<p>Same concern as before and is answered already.</p> <p>There is a compensation program adopted in the project. PAPs will be adequately compensated as long as they are qualified based on the laws, directives and orders by the national government. You will be paid of the current market value of the affected resources.</p> <p>(DENR-EMB/DPWH)</p>	Understood.
3	<p>Suggestion</p> <p>The area of interchange falls mainly within our property and my concern is if it is a viaduct, our remaining land will be trapped by the said project. I suggest for the interchange to be on-grade rather than an elevated road so that we could still make use of the remaining land.</p> <p>(Representative from Athecor Development Corp/Male)</p>	<p>The suggestion is noted.</p> <p>(DPWH)</p>	-
4	<p>Question</p> <p>During the planning stage, would it be possible for the team to include in the design of the project, the plans and operations of our shipyard to minimize the disturbance of the project in our area?</p> <p>(Representative from Cabahug Shipyard/Male)</p>	<p>Suggestion is very much welcome. There has been site visits to different companies. Also, the team will contact you and visit your area. Even during the implementation, there will still be more meetings to improve the project.</p> <p>(DPWH)</p>	Understood.
5	<p>Suggestion</p> <p>We have the same concern with the shipyard. We request the height of the viaduct to accommodate the height of the ships and barges that are needed to make use of our wharf.</p> <p>(Individual owner of land that is affected /Female)</p>	<p>The suggestion will be taken into consideration.</p> <p>(DPWH)</p>	Understood.
6	<p>Comment</p> <p>During the site visit on their location, one of the Japanese consultants mentioned of a 5.2 m vertical clearance of the viaduct. May we suggest for at least 7 m height?</p> <p>(Individual owner of land that is affected/Male)</p>	<p>The suggestion will be taken into consideration.</p> <p>(DPWH)</p>	Understood.
7	<p>Question</p> <p>We have been living here for quite some time. Can we go back to the area after the construction of the project?</p> <p>(Local person from Paknaan/Female)</p>	<p>The decision will depend on Mandaue LGU if you can go back to the mangrove area after the construction and whether the affected lots within the mangrove areas will be acquired by the government.</p> <p>(DPWH)</p>	Understood.
8	<p>Suggestion</p>	<p>The original route was on Zuelig Road. But after</p>	Understood.

	I noticed in the project there is only one entry and exit or access point in Bai Hotel. I suggest in creating another access points along Zuelig Avenue to decongest the access point in Bai Hotel. (Representative from Mandani Bay Hotel/Male)	coordinating with Mandaue City based on their revised CLUP, the aforementioned road will not be a truck corridor and will cater to the incoming opening of Mandani Bay which is one of their biggest stakeholders. We will meet with Mandaue City on that matter. (DPWH)	
9	Question Our office has been attending since the previous meetings. Can we have the copy of the final alignment or the plan of the project for their office to create a land status of the project? (CENRO/Male)	We are finalizing the alignment now. We can submit such relative documents once it has been finalized. (JICA Survey Team)	Understood.
10	Question Can we ask for the contact persons and the corresponding contact numbers for scheduling of consultation meetings? (Representative from Athecor Development Corp/Female)	Yes. (The contact persons and contact numbers were displayed on the screen.)	-
11	Question There was a mention to the cut-off date. I am planning to make shanties for my goat-raising. The construction will start at 2021, what will happen to my soon-to-be-born goats? (Farmer from Opao/Male)	Goats are not included in the RAP survey (*It is movable and hence not subject to compensation). In general, if the livelihood is affected by the project, DPWH would provide compensation. (JICA Survey Team)	Understood.
It was concluded by a summary of the comments by participant from DENR-EMB Region VII. The stakeholders were also informed that after a public scoping, there will be a public hearing.			

Source: JICA Survey Team



Source: JICA Survey Team

Figure 11.2.2 Second Public Scoping in Mandaue City

(2) Lapu-Lapu City

Stakeholder meeting at the scoping stage (i.e. public scoping) was held at the Sangguniang Panglungsod Session Hall on April 12, 2019 in Lapu-Lapu City. Main points explained at the meeting were as follows:

Table 11.2.4 Record of the Public Scoping in Lapu-Lapu City

Program/Agenda			
Welcome Address	Representative from the City Planning Office of Lapu-Lapu City delivered the welcome address. Representative from EMB Region VII explained the purpose/objectives of the public hearing. The need to address the positive and negative impacts of the project to the environment was also highlighted.		
Presentation of Project Background and Project Design	Representative from DPWH Region VII explained the objectives and importance of the project stating that it is expected to contribute to addressing the increased traffic congestion in Metro Cebu and to its economic development. Representative from the JICA Survey Team presented the project background and project design, the study schedule and the route selection for both Mandaue Coastal Road and the 4th Cebu-Mactan Bridge.		
EIA Studies	Representative from the JICA Survey Team presented the preliminary scoping results, or the potential environmental effects, against different environmental parameters such as air, land, water and people during the construction and operation phases of the project. He also explained about the household/establishment survey and announced the cut-off date to be set on April 22, 2019 for both Barangay Pusok and Ibo in Lapu-Lapu City.		
Open Forum	Representative from EMB Region VII facilitated and moderated the Open Forum. The main discussions at the open forum are described below.		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	Question The drawing shows area to be reclaimed, what is the purpose of the reclamation? (Barangay Official/Female)	Reclamation is not part of the project. It is carried out by Mandaue City government. (JICA Survey Team/DPWH)	Understood.
2	Question Are the people who received the invitations affected people of the project? What specific properties will be affected by the alignment? (Local person/Male)	The option one alignment leads to the Airport Road. The vicinity near Marina Mall along the Airport Road and other establishments will be directly affected by the bridge. On the other side of the Airport Road, the lot owned by General Milling Corporation (GMC) will also be acquired for the alignment. (DPWH)	Understood.
3	Question Is the curve road going through the GMC lot elevated or on the ground? Can I ask for a detailed design/description at this stage of the survey of the alignment as I will forward this to the management? (Representative from GMC/Male)	It is an elevated road and will slowly descend to connect to the existing road. We can share you a design but please note that this is a tentative design since it is still in its F/S stage. *There was an exchange of email addresses for the request to be done within the day. Site visit would then be arranged tentatively before the holy week starts. (DPWH/JICA Survey Team)	Understood.
4	Question Was an underground tunnel considered among the options of the 4th Cebu-Mactan Bridge since it would have less level of impact on the stakeholders? (Representative from GMC/Male)	Whether it is a road bridge or an underground tunnel, more or less the same stakeholders would be affected because of the location of the connection of the bridge/tunnel to the mainland. Furthermore, the cost and duration of construction would be doubled compared to the bridge. (DPWH/JICA Survey Team)	Understood.
5	Question The second bridge, Marcelo Fernan Bridge, has truck load limits that are not consistent. What is the capacity of the new bridge? Would it also have a higher load limit? (Representative from GMC/Male)	The load limits of the new bridge would have no restriction as long as it follows the governing laws on load limits that are consistent with the national road. (DPWH/JICA Survey Team)	Understood.
6	Question Is there a UMRT line on the bridge?	The bridge for which the F/S is being carried out is a road bridge only.	Understood.

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	(Representative from GMC/Male)	(DPWH)	
7	Question Where is the exact location of the curved road? Will our houses be affected? Our houses are located near the highway on the side of Island Central Mall. (Local Person/Male)	Only the lot owned by GMC will be affected. The residential lots near Island Central Mall will not be affected. (DPWH)	Understood.
8	Question Is the curved road or ramp the entrance to the 4 th bridge? (Local Person/Male)	If you are coming from the public market then this will be your direct access going to the bridge. (DPWH)	Understood.
9	Question Is there already a survey regarding the compensation to the affected properties or houses? (Local Person/Female)	Affected households/structures need to be identified first. There would be a comprehensive survey afterwards which includes questions with regards to livelihood, types of house, number of households and so on. The value of the replacement cost is the current market value. (DPWH)	Understood.

Source: JICA Survey Team



Source: JICA Survey Team

Figure 11.2.3 Public Scoping at Lapu-Lapu City

11.3 Public Hearing

A Public Hearing was held in the morning on June 4, 2019 for Lapu-Lapu City (i.e. Lapu-Lapu City Session Hall) and in the afternoon of that day in Mandaue City (i.e. Barangay Paknaan Gymnasium). The Public Hearing comprised of two parts. The first part (Part I) was primarily to present the project background, design, results of the EIA and RAP studies including the compensation policy and entitlement matrix, and the open forum (i.e. Q&A session). The second part (Part II) was individual consultations with the PAPs and a FGD involving: PWDs; Women’s Group; and senior citizens. Due to time constraints, however, Part II for Lapu-Lapu City was postponed to be held on a different occasion (i.e. June 11, 2019).

Table 11.3.1 Overview of Public Hearings

Date and Time	Venue	Agenda	Participants	
			by Affiliation	by Sex
June 4, 2019 1:30 - 4:30pm	Lapu-Lapu City Sangguniang Panglungsod Session Hall	Public Hearing (Mandaue City)	Local People: 48 Private: 9 DPWH Region VII: 1 DENR-EMB 7: 3 DENR-CENRO: 1 RPMO-DPWH: 1 DPWH-ESSD: 1 LGU: 2 PEZA: 5 JICA ST: 5 Media 2: NGOs: 1	Male: 50 Female: 29
June 4, 2019 9:30am - 12:30pm	Barangay Paknaan Gym	Public Hearing (Lapu-Lapu City)	Local People: 136 NGOs: 1 NCIP VI & VII: 1 DPWH Region VII:1 Private: 30 DENR-EMB 7: 3 LGU:4 JICA ST: 8	Male: 67 Female: 117

Source: JICA Survey Team

(1) Mandaue City

The results of the public hearing held in Mandaue City are presented in Table 11.3.2.

Table 11.3.2 Record of Public Hearing in Mandaue City

PART I			
Welcome Address	The participants were welcomed by representative from Barangay Paknaan and an introduction and acknowledgment of participants were made. Representative from EMB Region VII explained the purpose/objectives of the public hearing in which the need to address the positive and negative impacts of the project to the environment was highlighted.		
Presentation of Project Background and Project Design	Representative from DPWH Region VII explained the objectives and importance of the project in addressing the increasing traffic congestion in Metro Cebu and the project's expected contribution to economic development. Representative from the JICA Survey Team presented the project background and the project design, study schedule, the route selection for both Mandaue Coastal Road and 4th Cebu-Mactan Bridge.		
EIA and RAP Studies	Representative from the local EIA/RAP survey team, presented the following: <ul style="list-style-type: none"> · summary of the results of the public scoping and consultations previously undertaken; · summary of the EIA results; and · compensation policies/entitlement matrix of the RAP 		
Open Forum	Representative from EMB Region VII facilitated and moderated the Open Forum.		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	Question Has the project already started? There is already an ongoing reclamation within the mangrove area. Does DENR know of such activity that is affecting the mangroves? (Broom Maker/Female)	The project is still in the F/S stage and no physical activities have commenced. It is a different project. I recommend that such activity be documented to file a complaint to the barangay so that it will be soon coordinated with the City Environment and Natural Resources Office. (CENRO) The barangay already filed a complaint of the said activity to City CENRO. The area has 3 - 4 claimants as lot owners and each with documents. There are also ongoing negotiations with the informal settlers and developers in the area. We will be in coordination with Mandaue City's Planning to address this issue since the owner of the land is Mandaue City. (Barangay Paknaan Official)	Understood.
2	Comment The project is very good since it considers the welfare of the informal settlers. (Barangay Official/Male)		-
3	Question Why is there no public hearing or consultation of the reclamation project currently happening in the mangroves? We are also experiencing floods when it rains due to the said activity. How strong is the police power of DENR in implementing the law since you are from EMB? (President of Sectoral Group/Male)	Again, the mentioned project is not part of the public hearing currently happening and the agency concerned for the said matter is DENR-CENRO and not DENR-EMB. But since we are under the same umbrella of DENR, we will take note of this issue and relay this matter to CENRO. We can also ask the copy of the letter of complaint to give to the proper agency. There would be coordination with the LGUs to identify the true owner of the lot and development. (DENR-EMB)	Understood.
4	Question Is the Drainage Master Plan of Mandaue City considered by the proponents for this project? (President of Sectoral Group/Male)	We have heard of this master plan with Mandaue City's Planning Officer and they will ask funding from us for this Master Plan. (DPWH)	-
5	Suggestion Can we have our relocation site to be near our livelihood in the mangroves? The possible relocation sites presented by HUDO with their previous projects to the informal settlers were Danao City and in Opon of Mactan Island. (Local Person/Male)	We will be coordinating with other agencies such as NHA, DPWH and other LGUs to determine the qualified informal settlers, the relocation sites and the compensation that will be given. It will be a challenge by the LGU of Mandaue City since the city is already full. (DPWH)	Understood.
6	Comment With the Cansaga Bridge project, the cost determined by DPWH as compensation for us was not followed and we received less amount. (Local Person/Male)	There is a possibility that the payment before was based on zonal which means DPWH cannot pay beyond what is determined by the law. The New Right of Way Law which will be followed by this project offers the fair market value in acquiring	Understood.

		the land. (DPWH)	
7	Comment There is an ongoing project of DPWH in Tayud, Consolacion and the unfinished project causes more traffic congestion. (Senior Citizen/Male)	The said project is not included in this project. However, we will raise the concern to the appropriate proponents. (DPWH)	-
8	Question Are utilities such as water and electricity part of the compensation? Will there be an aid in transporting our belongings to the relocation site? (Senior Citizen/Male)	Such costs will be included as well as the transportation costs in the replacement costs which will be given to the affected stakeholders. (JICA Survey Team)	Understood.
9	Suggestion I would like to suggest affected households be given priority in employment for construction of the project. (Local Person/Male)	The suggestion was noted and be considered since it has been also the concerns of the previous consultations. (JICA Survey Team)	Understood.
10	Comment and Question The project is good and beneficial to us residents. Since this is a national project, does the president of the Philippines know about this project? (Local person/Male)	This project is between the agreement of the government of Japan and the government of the Philippines. (JICA Survey Team)	Understood.
11	Question Based on the survey in our area, we were around 25 and now the list is down to 11 households. How would we know if we are included in the 11 affected households? (Local Person/Female)	In the next part of the program (i.e. Part II), we will discuss in more details of the affected households of the new alignment. (JICA Survey Team)	Understood.

PART II

The compensation policy and entitlement matrix were presented and explained to the PAPs for their comments. The issues raised by the PAPs and the responses to them are shown under 11.4 . Results of the FGDs will be presented in 11.6 .

Source: JICA Survey Team

(2) Lapu-Lapu City

The results of the public hearing held in Lapu-Lapu City are presented in Table 11.3.3.

Table 11.3.3 Record of Public Hearing in Lapu-Lapu City

PART I		
Welcome Address	Representative from the City Planning Office of Lapu-Lapu City delivered the welcome address. Representative from EMB Region VII explained the purpose/objectives of the public hearing. The need to address the positive and negative impacts of the project to the environment was also highlighted.	
Presentation of Project Background and Project Design	Representative from DPWH Region VII explained the objectives and importance of the project stating that it is expected to contribute to addressing the increased traffic congestion in Metro Cebu and to its economic development. Representative from the JICA Survey Team presented the project background and project design, the study schedule and route selection for both Mandaue Coastal Road and the 4th Cebu-Mactan Bridge.	
EIA and RAP Studies	Representative from the local EIA/RAP survey team, presented the following: • summary of the results of the public scoping and consultations previously undertaken; • summary of the EIA results; and • compensation policies/entitlement matrix in the RAP	
Open Forum	Representative from EMB Region VII facilitated and moderated the Open Forum. The main discussions at the open forum are described below.	
Comments, Questions and Suggestions	Answers	Reaction by Questioner
Question I own a business in Barangay Pusok located directly under the skywalk before going to the airport road. I would like to confirm whether my commercial building will be affected. (Business entity in the area/Female)	The establishment will not be affected. (JICA Survey Team)	Understood.
Question Hundreds of workers will be displaced because of the project. What are the mitigations and concrete plans for the affected workers?	The matter is being considered in the study. As by the Labor Code of the Philippines, there would be a separation payment for the labor loss caused by the project. The matter is also	Understood.

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(Sectoral Organization President/Male)	still being considered by DPWH UPMO (RMC I). (DPWH)	
Comment The project is very beneficial to the residents of Lapu-Lapu City. (Sectoral Organization President/Male)	-	-
Question Would our house and lot, located at the back of the vacant lot owned by General Milling Corporation be affected by the project? (Local Person/Male)	Only the vacant lot would be affected and no households in Lapu-Lapu City would be demolished. The project is trying to minimize its effects to structures especially households. A more detailed survey will be done on the vicinity of the affected areas in the next stage which is the Detailed Engineering Design. (Lapu-Lapu City CPDO/DPWH)	Understood.
Question With the presentations given, Option 1 has more details. Is it safe to say that the final alignment is Option 1? Were Options 2 and 3 considered for a feasibility study? Were there meetings like these for Options 2 and 3? (Representative from Island Central Mall/Male)	Option 1 is being considered as the most feasible option. In each option, several factors such as constructability, project cost, natural environmental impact and social environmental impact were taken into account but especially its accessibility to the airport road. The three options presented were based on the previous JICA study for a Mactan Bridge near Cansaga Bay. The selection of the first option was done during a meeting with Lapu-Lapu City's Planning and Engineer's Office, JICA Survey Team, DPWH Planning and other technical group members of the survey. Only Option 1 has a feasibility study which is currently happening. (JICA Survey Team/DPWH)	Understood.
Question Can we pass a position paper for this project? (Representative from Island Central Mall/Male)	In fact, companies affected had been sending position papers to the team. Furthermore, comments, suggestions and recommendations made in the meetings are being noted and can be considered as position papers. The structure of Island Central Mall will not be affected. The factory, Muramoto Audio Visual Phils Inc., opposite to their area will be affected based on the plan. (JICA Survey Team/DPWH)	Understood.
Comment and Question Businesses located near bridges and flyovers will have negative economic impact. How high is the bridge? We also have a restaurant near the Cebu Yacht Club, will it be affected? (Representative from Island Central Mall/Male)	The height of the bridge will be enough for the customers on cars to access the mall vicinity. As practiced by other countries and in Ayala Road Access, there will be no negative economic impact on the businesses located near bridges/flyovers once the construction is done. However, there would be disturbances caused during the construction period. The Marina Seaview Restaurant and the nearby port facility will not be affected. (JICA Survey Team/DPWH)	Understood.
Comment and Question We share same sentiments with Island Central Mall with regards to the effects of the project to the businesses. We appreciate the Survey Team and the government of the project since it is highly beneficial to the stakeholders. On the other hand, 33% of our total mall area will be demolished. What is the traffic scheme of the loop? Will it not generate more traffic in the mall hub of Lapu-Lapu City? (Representative from Marina Mall/Male)	The comment was noted. (DENR EMB)	-
Comment and Question What will be our compensation for establishments affected during the 5-7 years of	The matter is being considered in the study. (DPWH)	-

construction of the project? What will happen to our tenants with a 5-20 years contract? Lastly, we prefer the alignment in Option 2 and 3 as they move away the traffic from our establishments. (Representative from Marina Mall/Male)		
Question When will the announcement be made as to what option would be finalized and be used in the project? (Representative from Ubix Corp/Female)	Option 1 is already finalized and is the most recommended option for the 4 th Cebu-Mactan Bridge. (DPWH)	Understood.
Part II was not carried out on this day due to time constraints.		

Source: JICA Survey Team

11.4 Group Consultations with Project-affected Households and Entities

A series of group consultations were held with both the individual households and other entities affected by the project as summarized in the table below. A record of the discussions made is described in the following sections.

Table 11.4.1 Overview of Group Consultations with Project-affected Households and Entities

Date	Venue	Agenda	Participants	
			by Affiliation	by Sex
June 4, 2019	Barangay Paknaan Gym	First Consultation with PAHs (Mandaue City)	Local People: 21 DPWH-ESSD: 1 DPWH Region VII: 2 JICA ST: 4	Male: 9 Female: 19
June 6, 2019	Mandaue City Mayor's Office Conference Room	First Consultation with Project-affected Entities (Mandaue City)	Private: 16 DPWH Region VII: 4 LGU: 2 JICA ST: 6	Male: 20 Female: 8
June 11, 2019	Lapu-Lapu City Tourism Building	First Consultation with Project-affected Entities (Lapu-Lapu City)	Private: 10 DPWH Region VII: 3 LGU: 1 PEZA: 3 JICA ST: 4	Male: 12 Female: 9
July 11, 2019	Mandaue City Social Welfare Services Conference Room	Second Consultation with Project-affected Entities (Mandaue City)	Local People: 4 Private: 20 DPWH-UPMO (RMC D): 1 DPWH-ESSD: 1 DPWH Region VII: 4 LGU: 3 JICA ST: 8	Male: 29 Female: 12
July 11, 2019	Lapu-Lapu City ABC Building	Second Consultation with Project-affected Entities (Lapu-Lapu City)	Private: 12 DPWH-UPMO (RMC D): 1 DPWH-ESSD: 1 DPWH Region VII: 5 LGU: 1 PEZA: 5 JICA ST: 7	Male: 19 Female: 13
July 24, 2019	Paknaan Barangay Multi-Purpose Hall	Second Consultation with PAHs (Mandaue City)	Local People: 49 DPWH Region VII: 7 JICA ST: 5	Male: 29 Female: 32

Source: JICA Survey Team

11.4.1 Consultation with Project-affected Households

The first consultation held with the project-affected households on June 4, 2019 in Mandaue City is presented in Table 11.4.2.

Table 11.4.2 First Consultation with PAHs in Mandaue City

PART II of Public Hearing			
Preliminaries		The names of the affected households were shown to inform the attendees who are affected and not.	
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	Question The list of PAPs shown here does not include some households that responded to the survey. Can they also avail of the compensation? (Local Person/Male)	This list is based on the new alignment. The respondents to the survey include those affected by the previous alignment and those in setbacks/easements. In the D/D stage this list may be updated as this is still at the F/S stage. (JICA Survey Team)	Understood.
2	Question Is it possible for us, PAPs, to identify the lots where we can relocate (in the absence of government relocation sites) in which case will the purchase be shouldered by the government, and will the lots including the housing units and other utilities be free (no payment or amortization)? (Local Person/Male)	The PAPs' payment will be dependent on the housing program that will be availed for the project. This has to be discussed with DPWH, the City Government (i.e. HUDO) and NHA. Livelihood assistance will also be provided, if hindered. (JICA Survey Team)	Understood
3	Question The PAPs and those in the surrounding areas use the mangrove swamps for soaking the raw materials for their broom-making. With the project, will they be prevented from accessing these areas? Will the mangrove swamps be backfilled? This could be a large loss to the people in the area. (Local Person/Male)	The project will not close the area nor fill-up the mangrove swamps. Those areas that will be affected are only those areas with the bridge columns or piers. Any type of loss of livelihood will be sufficiently compensated and replacement will be provided. The compensation policy is to maintain the same, if not improve, the status of the PAPs from their situation prior to the project. (JICA Survey Team)	Understood
5	Question Will transportation cost to the relocation site or in any other areas that the PAPs will go to (e.g. going back to their hometown) be provided? (Local Person/Male)	Yes, this is part of the compensation policy. We have the UDHA RA 7279 and RA 10752 Right of Way. The important qualification to be entitled to compensation is to be a Filipino, no other property in the rural or urban, must not be professional squatters, not previously granted with compensation by the government and within the right of way/affected area. *The provisions of the RA7279 were also discussed as well as the criteria to qualify for compensation. (DPWH-ESSD)	Understood
6	Question Can those PAPs previously granted with compensation without relocation still be compensated/qualified for the next compensation of this project (*cited example was the Php10,000 previously given but no relocation)? This is the very reason why the PAPs return to the area after receiving money. (Local Person/Female)	By the enumerated conditions under the law, they are not entitled if they are already compensated (except entitlement of the relocation) but DPWH will coordinate with HUDO for the assessment of their concerns. (DPWH-ESSD)	Understood

Source: JICA Survey Team

The second consultation held on July 24, 2019 with the project-affected households in Mandaue City is presented in Table 11.4.3.

Table 11.4.3 Second Consultation with PAHs in Mandaue City

Program/Agenda			
Welcome Address	Representative from Barangay Paknaan, welcomed the participants to the public consultation of the informal settlers.		
Brief Background of the Project	Representative from the Planning and Design Division of DPWH Region VII explained the objectives and importance of the project stating that it is expected to contribute to addressing the increased traffic congestion in Metro Cebu and to its economic development. He also added the objectives of the current public consultation.		
Resettlement Action Plan for ISF	<p>Representative from the Legal Division of DPWH Region VII presented the compensation policy and package for the resettlement action plan of the project which includes:</p> <ul style="list-style-type: none"> • Cut-Off Date; • Entitlement Matrix; • Cash Compensation and Resettlement Site; and • Livelihood Restoration Program <p>Representative from the local consultant team on environment and social considerations presented the grievance redress mechanism and the steps for RAP Implementation.</p>		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	<p>Question</p> <p>Will our house be included? I was not part of the survey in Barangay Opao. Instead, the extension of our house where a lady is renting was surveyed. Is it possible that only the extension will be included and not our house? (ISF Barangay Opao/Female)</p>	<p>This is still in the feasibility study stage and it will be in the Detailed Design Engineering stage where the Parcillary Survey is carried out. This will be the final guide on who will be included in the affected households and the final measurements of the area affected. The stakeholders present now are initially identified as affected stakeholders and not yet final. (Legal Division, DPWH)</p> <p>There are cut-off dates posted on each barangay wherein these determine which structures constructed before these dates are included in the compensation. If your structure was made before the cut-off date then it will be included in the compensation. (Planning Division, DPWH)</p>	Understood.
2	<p>Question</p> <p>If our house will be included and I was not surveyed yet, may I be surveyed also so that I could be included in the list? The one on the survey maybe was my mother who was deceased and now I will be managing it and hope to be surveyed. (ISF Barangay Opao/Female)</p>	<p>Yes, you will be surveyed so that even in the feasibility study stage, you will be included in the list already. (Planning Division, DPWH)</p> <p>Basis of payment is the tax declaration, and instances such as deceased owner, we have extrajudicial settlement and the heirs will be the one who will be paid and signs the Agreement to Demolish Improvement. (Legal Division, DPWH)</p>	Understood.
3	<p>Question</p> <p>A majority of us do not have tax declarations. What are we going to do to show ownership of our houses? (Participants)</p>	<p>If no tax declaration can be presented, then the affected households can secure an Affidavit of Ownership from any lawyer and a Certificate from the barangay that you are an informal settler. Aside from those, secure also any two Valid IDs, and your taxpayer identification number (TIN). If no TIN yet, you can use our notice of taking to present to BIR so you can avail your TIN card as soon as possible. (Legal Division, DPWH)</p>	Understood.
4	<p>Suggestion</p> <p>There is a 6.5 hectare of housing in Paknaan, which is near the reclamation. Can we be relocated there? Consolacion is far and Labogon is expensive. (Participants)</p>	<p>The team was not informed of this relocation area. We will coordinate with Mandaue City with regards to this matter since it is the responsibility of the LGU to provide the relocation area. *JICA Survey Team contacted Mandaue City. According to Mandaue CPDO, the area is allotted for the resettlement of households located in the danger zones or calamity-prone areas as required by DENR. (Planning Division, DPWH)</p> <p>Currently, Mandaue City has back logs on their resettlement activities around 8,000 plus houses. Maybe that is why the Paknaan housing was not mentioned since it is reserved for other resettlers. (Legal Division, DPWH)</p>	Understood.

5	Question Where is the favored relocation site of the participants? Labogon, Mandaue or Pulog, Consolacion? (Planning Division, DPWH)	Between Labogon and Consolacion, we would prefer Labogon but not in favor of the Low-Rise Building type and is expensive also. (Participants)	-
6	Comment Most of us are poor. Our income cannot afford the monthly payment of PhP 600-1,000. We can only afford at most PhP 200 per month. (ISF Barangay Paknaan/Female)	We will coordinate with NHA and Mandaue City for this to see if we could negotiate with the price. (Planning Division, DPWH)	Understood.
7	Question Is it possible to only avail the compensation and not the resettlement site anymore? (ISF Barangay Opao/Female)	Yes, you can choose to take the cash compensation option. In addition, you will be compensated for the structures affected regardless of whether you want resettlement or not. (Planning Division, DPWH)	Understood.
8	Question Were only those surveyed be affected by the project? Or all of us in the mangroves area will be included? (ISF Brgy Paknaan/Female)	The final list will be identified in the Detailed Engineering Design. (Planning Division, DPWH)	Understood.
9	Question: We were surveyed but are no longer on the list. Are we not affected anymore? (ISF Brgy Looc/Female)	Due to the change in alignment, there were households not anymore included in the affected households list. From 300 plus households, down to 69 households. (JICA Survey Team)	Understood.

Source: JICA Survey Team

11.4.2 Consultation with Project-affected Entities

(1) Mandaue City

The first consultation was held in Mandaue City for the project-affected entities as shown in Table 11.4.4.

Table 11.4.4 First Consultation with Project-affected Entities in Mandaue City

Program/Agenda			
Welcome Address	The participants were welcomed by representative from the Planning and Design Division of DPWH Region VII. Introduction was given and participants were acknowledged.		
Presentation of Project Alignment	Representative from JICA Survey Team presented the alignment of the Mandaue Coastal and explained which company and what structures or buildings are affected or are being avoided by the alignment.		
RAP Studies	Representative from JICA Survey Team discussed the compensation policies/entitlement matrix for the Resettlement Action Plan of the project.		
Open Forum	Representative from the Planning and Design Division of DPWH Region VII facilitated and moderated the Open Forum the content of which is described below.		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	Comment Our docking facility which caters to almost 20 meters high shipments would be affected by the alignment. (Tin Guan Trading Corp Representative/Male)	The docking point of the said establishment may be extended towards the coastal area so as not to hinder the operations. (JICA Survey Team)	Understood.
2	Question When is the period of completion of the project? Will the construction of the Mandaue Coastal Road and the 4th Mactan Bridge be done simultaneously or in phases? (EC Ouano Development Corp Representative)	The physical construction is planned to start by the end of 2012 and may end by 2025 if schedule is followed. The phases of construction depend on the process of land acquisition. (JICA Survey Team)	Understood.
3	Question: What is the height of the viaduct? We have trucks as high as 10 m traversing within their compound. Are there arterial roads connecting to the viaduct where we could access? (Representative from San Miguel Shipping and Lighterage Corp)	The height of the viaduct will be based on the establishment's requirements as much as possible. No arterial roads will be connected to the viaduct and the only access from Mandaue City will be the access point near Bai Hotel. (JICA Survey Team)	Understood.
5	Question and Comment Is the alignment final and fixed? Dupont is making a food grade product and is practicing high-standards of food handling safety. A portion of the food storage will pass over the alignment. I am very grateful for accommodating our concerns with the previous alignment which resulted to the final alignment presented. (Representative from FMC-Dupont/Female)	As mitigations for the said matter, a fence will be placed on the area for protection. *A sample fencing made in other similar structures was shown on the screen. (JICA Survey Team)	Understood.
6	Comment Access roads within the San Miguel Corp are very small and are the heart of the facility since movement of products is vital. If the alignment will be placed within the access roads of the establishment, it will hinder the operations of the establishment. (Representative from San Miguel Foods Corp/Female)	There will be coordination of the optimum location of the poles in Detailed Engineering Design stage with the companies to determine the most feasible location of the poles. During construction however, it will create disturbances within the establishment's facilities and will affect their mobility. Construction Safety Measures will be taken before construction of the viaduct starts to assure the establishment's processes will not be hindered. (JICA Survey Team)	Understood.
7	Suggestion In our shipyard, we suggest for a longer span between the poles that passes through our winch house. (Representative from VM Cabahug Shipyard/Male)	The input will be taken into consideration as not to hinder the operation of the shipyard. (JICA Survey Team)	Understood.
<p>Representative from the Legal Division of DPWH Region VII stated that the land below the viaduct that is acquired by the government is planned to be accessible to the public. Compensation will be based on the new Right of Way law where disturbances caused by the project as well as possibly business losses will be taken into consideration. Enough compensation will be made to support operations of the companies. There will be series of meetings with regards to compensation between the project proponent and the companies. A schedule of site visits is made to determine the affected structures within the affected companies.</p>			

Source: JICA Survey Team

The second consultation was held in Mandaue City for the project-affected entities as shown in Table 11.4.5.

Table 11.4.5 Second Consultation with Project-affected Entities in Mandaue City

Program/Agenda			
Welcome Address	The participants were welcomed by representative from the Planning and Design Division of DPWH Region VII. The representatives from DPWH Central Office (UPMO-RMC I and ESSD) in Manila were recognized as well. Introduction and acknowledgment of participants were made.		
Presentation of Project Alignment	Representative from the JICA Survey Team presented the alignment of the Mandaue Coastal and the 4 th Mactan bridge.		
RAP Studies	Representative from JICA Survey Team explained the compensation policies/entitlement matrix for the Resettlement Action Plan of the project.		
Open Forum	Representative from the Planning and Design Division of DPWH Region VII facilitated the open forum the content of which is described below.		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	Question I was able to join a meeting before with JICA and that the viaduct that I saw then was all in the coastal areas. Why did the alignment change towards the inland area? How is the viaduct in the first and second bridge? (Lot owner affected/Male)	The viaduct will pass under the first bridge due to the limits set by the Civil Aviation Authority of the Philippines of the airport and over the Second Bridge. Additionally, Arctura will not be able to dock their shipments as well as the VM Cabahug Shipyard will be closed if the previous alignment be followed. The project also wanted to minimize the negative impacts as much as possible to the establishments. (JICA Survey Team)	Understood.
2	Question How high is the viaduct from the sea level? Our business is on trading craps of iron with foreign barges with maximum height of around 60-68 feet. *He showed a video to the study team of an example of a shipment of scraps. (Representative from Tin Guan Trading Corp/Male)	The height is roughly to be 10 meters. *A discussion was made between the study team and the participant with regards to the video presented. (JICA Survey Team)	Understood.
3	Question How will the companies under the viaduct be compensated especially on the area under the viaduct? (Representative from Arctura Corp/Male)	We will ask government financing institutions such as the Land Bank and Development Bank of the Philippines to evaluate and determine the value of the land. The area of land under the viaduct will be bought by DPWH as a right of way. For security reasons also, it will be a right of way under DPWH. (DPWH UPMO-RMC I/JICA Survey Team)	Understood.
4	Question The viaduct passes through our establishment. Will we be able to use the land under the viaduct and what will happen to the land in the future? If the land area affected is acquired by DPWH, our company will stop its operations since the viaduct passes through our servicing roads. If it would be fenced, our property will be halved and immobilize our business. (Representative from San Miguel Shipping and Lighterage Corp/Male)	Like in the 2 nd bridge there would be fencing made in the right of way land underneath it. Discussions and right of way passage for the vehicles will be made between DPWH and the affected establishments. A Memorandum of Agreement can be made to address this matter. (DPWH UPMO-RMC I)	Understood.
5	Question If the land underneath the structure will be fenced off and our lot is in the interchange, will we be paid also of the space between the interchange? (Representative from Athecor Development Corp/Male)	According to our discussion in Manila with JICA Survey Team, the area in the interchange will be made into a wetland park. We have similar case in their other projects, we created access roads for the land owners to access their land affected by the project. In general, everything will be acquired by the project including the spaces in the interchange. But it is possible that the land in the	Understood.

		interchange will not be acquired and that only the land traversed by the interchange will be acquired. Another possibility also is that under the law, if it is only a nominal property or a small part, an ease of agreement may be made. The land property will not be bought but the usage of the land will be bought. The land will still be in your ownership but in the title of the land there will be an easement agreement. For the computation of the real property tax, this will not be included anymore also. The land will still be owned by the companies but the right to use is by the government. More detailed description of this will be made in the Detailed Design Engineering Stage. (DPWH UPMO-RMC I/JICA Survey Team/DPWH ESSD)	
6	<p>Comment</p> <p>There should be more discussion to be done with the properties and there should be also an agreement on the usage of the land. Our property will also be halved and the project will hinder the operations in the facility. Not only for Arctura but also with other companies affected. We want to make use of the land underneath the overhead structure. The overhead structure passes through the parking area of the trucks. If that area will be relocated, it will difficult to find another area. (Representative from Arctura/Male)</p>	<p>With the land acquisition, the land will be owned by the government. The government can study on how to provide access to the other side underneath the structure. DPWH will be continuing to coordinate with the affected establishments in the Detailed Design Engineering stage on the said matter. And we will secure the right of way and will become a property of the government. The company can ask permission to use the area after the implementation of the project. (DPWH/DPWH UPMO-RMC I)</p>	Understood.
7	<p>Question</p> <p>During the final design, will the companies be contacted? The height of the viaduct is also a matter of concern for us. (Representative from San Miguel Shipping and Lighterage Corp/Male)</p>	<p>As for the height, there have been public consultations to accommodate the inputs from companies or establishments. (JICA Survey Team)</p>	-
8	<p>Comment and Question</p> <p>We had already passed our position paper and that our inputs already have been considered. The usage of the land under the viaduct is of the same concern with other companies. From this discussion, I understood that there would be two possible options for this matter. First is when the government will acquire the land and will allow usage for the affected companies and the second one, the companies will still own the land but an agreement of easement will be made. As same with Arctura and San Miguel Shipping were our nature of business is affected, will they be considered as severely affected and can request for a total compensation including disturbance fee? Are these considered in the feasibility stage? (Representative from Petron Corp/Male)</p>	<p>DPWH will take note of the business loss affected by the project. But as much as possible, we want to avoid business losses in the project. As for an example that with Petron, there will be compensation for one of the tanks. It may not be in the right of way but to maintain the 50 m buffer, one of the tanks will be affected. (DPWH/JICA Survey Team)</p>	Understood.
9	<p>A participant from VM Cabahug Shipyard shared that the first alignment changed because of the operation of the shipyard. He added that there should be no fencing of the land under the viaduct so as not to hinder our operations also.</p>	It was noted.	Understood.

Source: JICA Survey Team

(2) Lapu-Lapu City

The first consultation with project-affected entities were carried out in Lapu-Lapu City as shown in the table below.

Table 11.4.6 First Consultation with Project-affected Entities in Lapu-Lapu City

Program/Agenda			
Welcome Address	The participants were welcomed by representative from the Planning and Design Division of DPWH Region VII which included an introduction and acknowledgment of the participants.		
Presentation of Project Alignment	Representative from the JICA Survey Team presented the alignment of the Mandaue Coastal in which he explained which company and what structures or buildings are expected to be affected or are being avoided by the alignment.		
RAP	Representative from the JICA Survey Team explained about the compensation policies/entitlement matrix for the Resettlement Action Plan of the project.		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	Question and Comment Is the alignment the final plan? We are not in favor of our building being demolished. It will not only affect one building but the two buildings we own. (Representative from Marina Mall/Female)	It is still the feasibility stage and in preparation for the Detailed Engineering Design stage. In that stage, the final alignment and the final affected stakeholders will be determined. Only one of your buildings is expected to be affected. (JICA Survey Team)	Understood.
2	Comment We oppose to the demolition of our building. We prepared a counter proposal where our building will not be demolished. We opt more for Option 2 and option 3 for the final alignment because it has fewer establishments affected. (Representative from Marina Mall/Male)	In fact, more people will be affected by Option 2 and 3. Further, the existing national road in Option 3 is narrow and road widening is needed thus affecting more establishments. (JICA Survey Team)	-
3	Comment Traffic bypassing our business establishments is not ideal for our malls, we will lose income. (Representative from Marina Mall/Female)	The team is trying to minimize the effect of the project to the main building of Marina Mall. The bypass road will cater to the traffic going to the airport road. This is expected to ease the traffic congestion in the area helping the customers who want to go to Marina Mall to do so more easily. (JICA Survey Team)	-
4	Comment Our building A or the building in the triangular lot has leases that are income generating for the years to come. (Representative from Marina Mall/Female)	DPWH will be compensating for the land and the structure affected. The possible compensation for business loses is still in coordination with DPWH UPMO (RMC I) and central office. The best alignment with least possible impact to the communities being considered by the team. More establishments affected means more land acquisition will be made. Furthermore, this would mean more cost by the government. That is why public consultations are made to create lesser impacts to the affected establishments. The purpose of the 4 th bridge is to address traffic congestion in the Airport Road Access. If the bridge falls before Marina Mall, it defeats its purpose of addressing the traffic towards the airport road. (DPWH)	-
5	Suggestion We commissioned our in-house architect to create a counter-proposal of the project where Marina Mall's Building A will not be affected. May we request for a time to present our proposal? (Representative from Marina Mall/Female)	Suggestions are welcome. A separate meeting for technical matters will be made for each establishment affected. All comments and inputs made are all also being noted. *Meeting was held just after the subject group consultation in which Marina Mall's proposal was presented. However, it was explained here by JICA Survey Team that it was difficult to accept it given that a large number of buildings were expected to be affected. The architect understood. (DPWH)	Understood.
6	Question How soon can the compensation be given to us? (Representative from Marina Mall/Female).	In general, there would be a Notice of Taking given to the affected owners. Afterwards, the affected owners are given 30 days to submit the requirements needed. Lastly, the processing of compensation usually takes 2-3 months for	Understood.

		structures. At that period, no demolition of structures will happen; demolitions would start when 70% of the property's value is already given to the owners. A tax receipt of the real property tax will be asked for the structure dated of the current year. Then an additional 30% will be given. For the land, it takes usually longer due to issues of the land. If the titles are clear and no conflict of ownership, then the process usually takes around the same time with the structures. For structures, only the value of the entire structure will be needed. DPWH's engineers will be coordinating with the engineers and architects of the affected establishment with regards to the design of the building to determine the actual cost or replacement cost with the fair market value. (DPWH)	
7	<p>Comment and Suggestion</p> <p>We have one tenant that was not given barangay clearance from the LGU due to the cut-off date. The tenant did not push through with the contract and thus become a business loss for them. May we have the cut-off date be lifted as of the moment so that we can accept tenants before the construction starts?</p> <p>(Representative from Marina Mall/Female)</p>	<p>The matter will be brought up on their meeting on Thursday, June 13, 2019 with DPWH UPMO (RMC I).</p> <p>There was a cut-off date last April 22, 2019. And our office already made a letter for the city planning of Lapu-Lapu city in response to this concern. We will consult with DPWH UPMO (RMC I) and JICA on this matter taking into account the planned time of construction and acquisition.</p> <p>(DPWH)</p>	Understood.
8	<p>Comment</p> <p>We already had business loss with the three year contract lease since the tenant backed out.</p> <p>(Representative from Marina Mall/Female)</p>	<p>This may be included in the compensation as disturbance loss. If the primary reason for the non-continuance of the contract was the preparation of the 4th bridge then it may be taken into consideration.</p> <p>(DPWH)</p>	-
9	<p>Suggestion</p> <p>We request that PEZA be included in the meetings with establishments under their properties. It is only now that we knew that the barangay is putting on-hold on clearances under PEZA-proclaimed area.</p> <p>(Representative from PEZA/Female)</p>	<p>There may have been a level of confusion between JICA, DPWH and barangay level authorities, since the purpose is not to withhold the business clearance but to limit the length of contracts since contracts from malls usually last long. We will coordinate closely with the companies to continue improving the alignment and minimizing its negative impact on the community.</p> <p>(DPWH)</p>	Understood.
10	<p>Question</p> <p>How big is the 20% of the total area? Especially in Marina Mall where building A is considered as 20% of the total area owned by Marina Mall.</p> <p>(Representative from Marina Mall/Male)</p>	<p>It would depend on the tax declaration of the buildings. If it is two different tax declarations, they will consider 20% of one tax declaration, and 20% of the second one. If it is one only one tax declaration then they will consider 20% of the entire total area. Compensations will be made one for the structures and another for the land affected.</p> <p>(DPWH)</p>	Understood.
11	<p>Question</p> <p>What will happen to the businesses affected in the period of 5-7 years of constructions? Our main customers are from PEZA and during construction, PEZA customers may not come anymore because of traffic.</p> <p>(Representative from Marina Mall/Female)</p>	<p>Even during the construction stage, there will be accessibility towards the businesses and that no total closure of the properties affected will happen. The affected businesses will not experience the 5-7 years since there is phasing of the construction. Part of the design stage is the traffic management plan with the LGU.</p> <p>(DPWH/JCIA Survey Team)</p>	-
12	<p>Question</p> <p>Since this is still the feasibility stage, is option 1 not final?</p> <p>(Representative from Marina Mall/Female)</p>	<p>All inputs will be considered. However Option1 is considered the most feasible. Having said that, there is still time to study all the comments to be considered in the Detailed Engineering Design stage.</p> <p>(JICA Survey Team)</p>	-

13	Question What is the timeline of the project? (Representative from Marina Mall/Male)	The Detailed Engineering Design may start early next year. Agreement between governments of Japan and Philippines is planned to be signed at the end of this year. Construction may commence at the end of 2021. (JICA Survey Team)	Understood.
14	Question and Comment How will the compensation be made to the tenants? Marina Mall is into leasing business and the tenants are bound to Marina Mall's tax declaration. (Representative from Marina Mall/Female)	For tenants especially with contracts, they will be compensated only for the time they will be affected by the project. And for establishments with individual tenants who also spent on the construction of their own stores, with individual tax declarations, then they will be considered as different entity and will be compensated. One requirement for payment of structures is the tax declaration. But since this is a unique case of establishments within an establishment with their own improvements but no tax declarations, this will be considered and will be raised in the UPMO (RMC I) meeting. (DPWH)	Understood.

Source: JICA Survey Team

The second consultation with project-affected entities was held in Lapu-Lapu City as shown in the table below.

Table 11.4.7 Second Consultation with Project-affected Entities in Lapu-Lapu City

Program/Agenda			
Welcome Address	The participants were welcomed by a representative from the Planning and Design Division of DPWH Region VII. The representatives from DPWH Central (UPMO-RMC I and ESSD) in Manila were recognized as well. Introduction and acknowledgment of participants were made.		
Presentation of Project Alignment	Representative from the JICA Survey Team presented the alignment of the Mandaue Coastal and the 4 th Mactan Bridge.		
RAP	Representative from the JICA Survey Team presented the compensation policies/entitlement matrix for the Resettlement Action Plan of the project.		
Open Forum	Representative from the Planning and Design Division of DPWH Region VII facilitated the open forum.		
No.	Comments, Questions and Suggestions	Answers	Reaction by Questioner
1	Question Will our tenants be included in the compensation? We also have relatively new tenants. (Representative from Marina Mall/Female)	The tenants will be given a notice for a sufficient period to give them time to move. (JICA Survey Team)	Understood.
2	Question If the project is still in the Feasibility Study stage, nothing is final on the project? (Representative from Marina Mall/Female)	Even though it is in the Feasibility Study stage, there is already an inclination between the Philippine and Japanese government that directly after the F/S Stage, the Detailed design Engineering will commence then actual implementation. The timeline has been compressed and more or less the schedule to be adopted until the project implementation. The alignment is final. It was agreed by the joint coordinating committee last March 2019. The committee composed of NEDA, DPWH, JICA and other agencies. (DPWH/DPWH UPMO-RMC I)	Understood.
3	Question With the alignment, it will affect our business. Is there any way to spare our business? (Representative from Marina Mall/Female)	Last year this project is part of the Metro Cebu Urban Transport Master Plan and a top priority project where a series of information dissemination was made. Every aspect of the project be it environmental, social etc. are being considered in finalizing the alignment. (DPWH)	-
4	Question and Comment Why was our office informed late of the project if	We followed certain processes where the LGU needs to be informed first. It was focused first on	-

	<p>it started last December 2018? The Local Government of Lapu-Lapu City knows ahead of this project but not us. The alignment was finalized in March and a decision was made without the consultation of the public. Before the finalization of alignment, were the locators in PEZA or PEZA itself invited to these public consultations last year? (Representative from PEZA/Male)</p> <p>The problem was that the project kept coordinating with the LGU when PEZA is a not under their jurisdiction. Our locators are enjoying incentives not found in other establishments. At the first meeting, I raised the concern on the relocation of establishments in PEZA. Why was the public only consulted when the option 1 was already chosen as the final alignment? (Representative from PEZA/Female)</p>	<p>the barangays affected. The stakeholders were identified and invited to public consultations from early April through the LGU covering the barangays directly concerned. The team also had Focus Group Discussions with sectoral groups to cover a wide range of information dissemination. PEZA was invited to these public consultations.</p> <p>The first public consultation in Lapu-Lapu City was April 12, 2019. That was the time that the public was informed of the project. As far as DPWH is concerned, the coordination is with the LGU concerned as to who will be representing the stakeholders affected in the project.</p> <p>There was a miscommunication on our side. The alignment was not fixed in March. In fact, it has been modified in this survey through the consultations made with the companies affected. With the option 1 as the final alignment, the consultants have found out that the most feasible alignment is option 1 based on technical, environmental, social and cost. Aside from the three options presented, there were other options considered such as before the 1st bridge and somewhere near in Consolacion. (DPWH)</p>	
5	<p>Question Did the team consider the traffic in the project area especially in the zone and barangay Pusok? There is an existing 6-lane road in ML Quezon Highway. Will reducing it to 4-lanes not cause more traffic congestion? (Representative from PEZA/Male)</p>	<p>This is a full scale F/S and had conducted a traffic count within the area. The current volume of the traffic flow has been studied as well as when the project is implemented and until the future. We had traffic demand forecast with consideration of all the development plans of the Lapu-Lapu City such as the reclamation area on the eastern side of the island. The forecast also included a 20-year traffic forecast with and without the project. Based on the estimated traffic volume, the design was proposed. The number of lanes is based on the directional traffic volume. The 6-lanes of the existing highway is enough to accommodate the future traffic demand. To address the traffic in the intersection, such grade separation was proposed. (DPWH/JICA Survey Team)</p>	-
6	<p>Question Can the project guarantee that there will be no more traffic in the area? (Representative from PEZA/Male)</p>	<p>Honestly speaking, there will always be traffic and increasing due to the increase also of population. (JICA Survey Team)</p>	-
7	<p>Question What is the change in time of travel from PEZA to the 2nd bridge? Such as if the travel time from a certain area to another is 45 minutes, if after the project how many minutes then will it take with the project (Representative from Marina Mall/Female)</p>	<p>We had calculated travel time from Mactan International Airport to Cebu Port. Such as during peak hours it has a travel time from 2.5 hours and reduced to 2.35 hours. Another setting at day time, with project the travel time is 1 hour and with project is 48 mins. There is a 30% reduction. The project's traffic survey considered all that developments and forecasted until 2039. And that the 30% reduction is already a big factor to ease up traffic congestion for an urban area such as Metro Cebu. This project is one of the components of the Master Plan that will over-all decongest traffic in Metro Cebu. (JICA Survey Team/DPWH)</p>	Understood.
8	<p>Comment and Suggestion We had a meeting with the consultants and project proponent with regards to their position on the project. And we requested for a review of the design especially on the loop part of the project that crosses our property. We also hired a third party to conduct a traffic</p>	<p>The inputs are being taken into consideration for possible revisions and that the details of the loop will be shared to the establishment affected. (DPWH)</p>	Understood.

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	study in Mactan and it contradicted the study by JICA. We want to know the traffic volume by JICA to share the studies we made. We are willing to rehire again to accommodate the study by JICA. (Representative from General Milling Corporation/Male)		
9	Question and Suggestion Will the project have a continuing communication with the affected stakeholders? We request that our locators be informed always throughout the project so that our concerns be properly addressed. (Representative from PEZA/Male)	We assure you that there will be a series of consultations even until the actual implementation stage. (DPWH)	Understood.
10	Question When will the project plans be available for the stakeholders? Will our parking lot be retained as well as the pedestrian lane? (Representative from Island Central Mall/Male)	There will be no ramp affecting the Island Central Mall. As explained in the previous consultations, the stakeholder will not be directly affected. A 5 m parking space and another for bicycle parking space. The pedestrian lane is also being provided. *The grade separation perspective of the Island Central Mall was shown. (JICA Survey Team)	-
11	Question We understood from previous consultations that there will be a lane from the national highway connecting to the bridge on their opposing side, and that only one lane will be available for both sides. Can we have both lanes on our side? (Representative from Island Central Mall/Male)	The idea is not practical and that there would be one lane each on both sides. The traffic flow will enter through Muramoto's side and will be coming back to the side of the mall. If both lanes are on one side, it will cause more traffic. (JICA Survey Team)	Understood.
12	Question How wide is the access road or the u-turn road beneath the bridge? (Representative from Island Central Mall/Male)	The same measurements will be followed and retained. (JICA Survey Team)	Understood.
13	Question Is the road access to the basement parking considered? (Representative from Island Central Mall/Male)	The basement parking was considered with the 5-m access road. However the connecting road behind Muramoto factory is bigger than 5-m since there were no changes on this part. (JICA Survey Team)	Understood.
14	Question How near is the post to our building? (Representative from Island Central Mall/Male)	The building is around 10 m away from the post. (JICA Survey Team)	Understood.
15	Comment and Question Our company has been enjoying the benefits from PEZA. Where would we be the relocation for our factory considering MEPZ 1 and MEPZ 2 is already full? (Representative from Muramoto Factory/Male) We were consulted of this matter yet and PEZA is practically full and cannot accommodate anymore relocators. (Representative from PEZA/Female)	We have had several meetings with the management of your company. From that meeting, we understand that they have an idea of possible land in mind and that they want to decide the relocation site by themselves. The managers may have not consulted PEZA yet of the matter. We assure you that there will be more coordination meetings with regards to the design of the project especially in the Detailed Design Engineering. We encourage stakeholders if you have your own initiatives such as these like Muramoto factory, then please do so continue. (JICA Survey Team/DPWH)	Understood.
16	Question With regards to the compensation, are our tenants affected included? We have three to four tenants ending their contracts as well this 2019 and will incur future business loss since we cannot renew their contract for this project. Whom can we approach and how much will we be compensated for this business loss? (Representative from Marina Mall)	The right of way activities are based on land and structures affected. Compensation for business loss will be taken into account based on the new right of way law. The actual implementation will not start unless all right of way land acquisition will be finished. All of these issues be ironed out during the Detailed Designed Engineering. The regional office will seek help from their central office of projects similar to these with business losses.	Understood.

Source: JICA Survey Team

11.5 Individual Consultations with Project-affected Companies

A number of individual consultations and site visits were carried out in the survey from an early stage of, and throughout the study with companies that are expected to be affected by the project. The aim was to have such companies have a good understanding of the project (e.g. road and bridge design and alignment, project schedule and expected impacts) and to collect their views, suggestions and restrictions so that they could be incorporated into the project. Their inputs were reflected into the alignment of the Mandaue Coastal Road and into the project design (e.g. height of the viaduct is under consideration). While voices of disagreement were heard from some companies at the beginning, consent was obtained towards the end of the consultation process to proceed with the project. A summary of them are shown in the table below.

Table 11.5.1 Overview of Individual Consultations with Project-affected Companies

Date	Lot Owner	Lot Tenant	Comments/Concerns	Answers/Responses
March 8, 2019	Genoveva Cabahug Area Fausto Lim Area	Informal Settlers Cabahug-Ouano Wharf	<ul style="list-style-type: none"> Their main concern was the height of the posts. In area number 7, a docking facility will be constructed and the height would also affect the vessels. They suggested for lesser number of posts and higher alignment especially near the docking facility. The distance between the posts and its diameter was also asked. The stakeholders asked if they can retain their ownership of the land under the elevated road. They also asked if the installation of barriers for privacy of the land owners was considered especially during the construction stage. Lastly, they asked if the study considered the climate change with higher tides. 	<ul style="list-style-type: none"> The suggestions on height of viaduct, distance of posts, retainment of ownership of land and the privacy matters were noted and will be considered in the design of the viaduct. The climate change with higher tides was considered also.
March 8, 2019	San Miguel Corporation	San Miguel Foods Inc.	<ul style="list-style-type: none"> The stakeholders presented to the study team the facilities and the area to be affected. However, only their top management based in Manila can give the official and technical comments of the said project. Further arrangements for the meeting with their top management will still be made. 	<ul style="list-style-type: none"> It was noted.
March 12, 2019	Pointer Development Corporation Area	Emission Control Testing Center	<ul style="list-style-type: none"> The owner of the land is Johnny L. Siao of Signal Properties Corporation. The area affected which is only around 3,000 m² would be more than half of the land area. The land is being rented by an Emission Testing Center which still has a 7-9 year contract with the owner. They opt for the movement of alignment towards the other side of the road where the land area is occupied by container trucks by EPL. They also opt for relocation or land swapping for land areas in Mandaue City. They suggested for the area in FF Cruz if possible. They shared there were instances that even lands being bought with the present fair market value, the government has not paid them still. The stakeholders expressed that the earlier the project be implemented the better to address traffic congestion in Metro Cebu. They also gave a copy of the sketch plan of their land area for reference. 	<ul style="list-style-type: none"> DPWH assured them that with cases such as these, the government will buy the whole area. The suggestion was noted and will be in coordination with the LGU affected.

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Date	Lot Owner	Lot Tenant	Comments/Concerns	Answers/Responses
April 30, 2019	Ernesto Ouano Management Corporation	DuPont-FMC	<ul style="list-style-type: none"> • The plant manager shared that the company has been operating since 1978 and recently bought by DuPont in 2017. The first DuPont Plant in the Philippines. • The company is one of the highest taxpayers in Mandaue City with a \$60 Million/year revenue. • The alignment of the coastal road passes through the admin building, grinding and modification area and the waste water treatment facility, which are all the heart of the operations of the company. What would be left would be the warehouses only. • They have 125 employees. Furthermore, 98% of their raw material (seaweed) is bought from the seaweed farmers all over the islands in the Philippines. • The stakeholder suggested moving the alignment to the next establishment which was mostly of a warehouse. 	<ul style="list-style-type: none"> • Their company profile and type of business were noted and considered for the changes in the alignment.
May 2, 2019	Philippine Economic Zone Area	Marina Mall	<ul style="list-style-type: none"> • The study team had preliminary meeting with the direct staffs of the establishment. • The stakeholders shared that one of their tenants who was acquiring a barangay clearance for their restaurant was denied because of the cut-off date. • They also added that in the second floor of their rectangular establishment is an going construction of a 60-bedroom hotel. • A meeting with the top managers and developers was arranged on May 9, 2019. 	<ul style="list-style-type: none"> • The inputs were noted and a scheduled meeting was arranged.
May 8, 2019	New Ventures Realty Corp	Petron Corp	<ul style="list-style-type: none"> • The stakeholders asked of the results/progress of the boring points near their area. It was responded that it was still on the process of conducting the survey. • They shared that the facility serves 70-80 Million liters of petroleum not only to Cebu but also to the neighboring islands. They added that they have 70-80% market share of the entire Region VII. • The alignment passes through Petron's receiving pipeline and traverses San Miguel's foreshore lease area. • They shared that their main concerns are in compliance of the National Fire Protection Association and international standards which requires clearances and distances to their facilities. • First concern is the location of roads/bridges should be at least 30 m. • Height Consideration of the viaduct above the pier access. • Other design consideration and safety regulations since the wharfs receive tanker fuels which are considered as hazardous and combustible. • They also mentioned of the 27 m air draft requirement of the two existing bridges for the vessels to pass through. • They have two vessels daily coming in and out of the wharf. They questioned of the constructability of the structure with regards to the regular operations of vessels in the Mactan channel. • They presented their suggested alignment to move more inland passing through an 	<ul style="list-style-type: none"> • The boring survey was still on the process of conducting it and no results yet. • The standards being observed by the facility is considered and slight changes in the alignment will occur. • The suggested alignment of Petron will incur more households to be affected by the project.

Date	Lot Owner	Lot Tenant	Comments/Concerns	Answers/Responses
			<p>existing road, G.O. Martinez Road, beside UC which would avoid industries.</p> <ul style="list-style-type: none"> • They also added that once construction starts, they would have difficulties in their operations. • A position paper will be passed by the company as soon as possible. 	
<p>May 8, 2019</p>	<p>San Miguel Foods Inc.</p>	<p>San Miguel Foods Foreshore Lease San Miguel Foods Inc</p>	<ul style="list-style-type: none"> • Their company has three facilities affected by the alignment namely: (1) Looc, Mandaue, (2) the San Miguel Shipping and Lighterage Corporation and (3) the Fore Shore Lease lot adjacent to Petron. • The fore shore lease lot area already has a planned development of San Miguel Hormel-Purefoods Plant. The new alignment passes through the proposed processing plant and port facility. • They recommended avoiding passing through the property since their operations on their proposed development will also be affected. They already started formally their development last year. • The lot area located in Barangy Looc, Mandaue is the San Miguel Foods, Inc. • They presented the alignment with the updated map along the company's area. There are already structures within the area such as access roads going to plant and towards the San Miguel Shipping and Lighterage Corporation. 	<ul style="list-style-type: none"> • The comments and suggestions made by San Miguel is noted and be considered in the design of the coastal road.
<p>May 8, 2019</p>	<p>Athecor Development Corp King, Haydee Cortes Lot Area Sanchez, Elma Lot Area</p>	<p>Fishponds</p>	<ul style="list-style-type: none"> • The company has four lot areas affected by the interchange in the Mandaue Coastal Road and 4th Bridge. Some were of tax declaration and titled lots. • The area where the alignment falls before and after the Butuanon River is owned by the company. • The land occupied by the dumpsite is also owned by the stakeholders. They also donated a road ROW so that the city could use of the dumpsite. • They also showed their development plan in one of the lot areas where the interchange falls. • The stakeholders asked of the arrangement of lot acquisition. It was stated that it may either be replaced with a land of the same value or be bought with the current fair market value by the national agency. • They will send their lot plans and developments plan to the study team. • The height of the viaduct was being asked since it falls on their future development plans. • They proposed to move the interchange in Paknaan or towards north which is still under their ownership which has no development plans yet. • They showed their appreciations of the project since this will address the traffic congestion in Mandaue. • One of the owners shared that they had sightings of the Chinese Egret in the area. They added that these birds are from Olango Island Sanctuary and not really nesting in that area. • A position paper will be passed by the company as soon as possible. 	<ul style="list-style-type: none"> • The development plans of the company were noted and be considered also. • The land acquisition may either be replaced with a land of the same value or be bought with the current fair market value by the national agency. • The height of the interchange may depend on the requirements of the affected company. • The proposal of moving the interchange in Paknaan towards north will affect the relocation site of Mandaue City and thus not recommended.

Preparatory Survey for Cebu-Mactan Bridge and Coastal Road Construction Project
RESETTLEMENT ACTION PLAN

Date	Lot Owner	Lot Tenant	Comments/Concerns	Answers/Responses
May 9, 2019	Philippine Economic Zone Area	Marina Mall	<ul style="list-style-type: none"> • The traffic scheme of the interchange in Lapu-Lapu area was asked. Going from the airport to mepza and vice versa, going from airport to public market. They asked if from the viaduct, would there be any way to go down to their establishment. • A 3D perspective was made by an architect of the stakeholder for an easier view of the project on the affected area. • Their viaduct directly goes through their one whole building which means demolition of the said building. They suggested reconsidering the alignment so as not to affect their existing buildings along with their newly renovated sidewalk would be affected. • The stakeholders asked if their feasibility studies done with Options 2 and 3 alignment of the 4th Cebu-Mactan Bridge since the said alignments will not affect their establishments. They recommend Option 2 or the alignment before the airport expansion. • They asked if they would still be able to lease their areas they have before the construction of the said project. The company has a lot of empty space for the meantime before construction in 2021. Furthermore, they had on-going contracts that started way before December 2018. • They further asked, in the meantime, if they can at least continue the leasing for two years of the tenant who was denied of the barangay clearance. Since the said tenant already had paid for renovations and all preparations for the business. They added the future loss of income after the cut-off date for future tenants. • An on-going construction of the hotel was raised which was previously occupied as their administration office. They highlighted the credibility and good will of the Pelaez Group of Companies, owning these businesses, which may affect their reputation committing to long-term business. • Aside from the cost of the building, they asked if the future losses of income would be included in the compensation program. • They asked for assistance on the practical alignment that is neutrally beneficial to all. • A position paper will be passed by the company as soon as possible. 	<ul style="list-style-type: none"> • The traffic flows were explained: such as to and from Paknaan and Airport, Bai Hotel and ML Quezon Highway in Lapu-Lapu City; to and from Bai Hotel and Airport, Paknaan and ML Quezon in Lapu-Lapu City. • The only access towards there establishment is through the existing national highway. • No feasibility studies were made for Options 2 and 3 but only preliminary studies based on certain criteria such as economic, social, design, technical etc. Option 1 came out as the most feasible among the three. • As of the moment, it would be a risk to continue leasing when the construction will anytime start. The matter will be in coordination also with Lapu-Lapu City. • All the business loss incurred by the establishment that caused by the project and is under the law will be compensated. • The team will do as much as possible to create a neutrally beneficial to all projects.
May 9, 2019	VM Cabahug Shipyard		<ul style="list-style-type: none"> • The alignment passes through the shipyard's main slip way, the winch house and future development plans of a port facility which they acquired through fore shore lease with Mandaue City. • The height of the viaduct was of the main concern since they have large vessels docking in their shipyards. Aside from the height of the vessels, the low tide/high tide and the height mount should also be considered for the height of the viaduct. • During high tide, they would move their slipway further towards the inland to continue the operations therefore there should be clearance not only vertically but 	<ul style="list-style-type: none"> • The inputs, suggestion of the height and the future developments of the company is being noted and considered.

Date	Lot Owner	Lot Tenant	Comments/Concerns	Answers/Responses
			<p>horizontally as well.</p> <ul style="list-style-type: none"> • They presented their developments of another slipway adjacent to the main slipway. • They recommended the alignment to move towards the vacant lots near their area. 	
May 10, 2019	Arctura Corporation		<ul style="list-style-type: none"> • The alignment passes through the administration building and the most critical part of the company which is the loading bay of the fuels. • They added that the alignment would also pass the Ouano ancestral house and lot area adjacent to their company. • Their products are gasoline and diesel which are transported through trucks from the plant towards their partners. • They also added that during the loading of fuels which would last for almost 18 hours, it would emit fumes which would pose threat during the construction of the project also. • The height of the viaduct was asked to determine also of its effect in the company. • They recommend a coastal road nearer to the coastal away from their plant. 	<ul style="list-style-type: none"> • The operations, the standard protocols, and height requirements of the company were noted and will be taken into account.
May 17, 2019	Philippine Economic Zone Area General Milling Corporation (GMC)	Muramoto Audio-Visuals Inc, Phils & Isalnd Central Mall Vacant Lot	<ul style="list-style-type: none"> • A clarification was made if there were interchanges proposed for Option 2 and 3 aside from Option 1. • GMC has plans in developing their 1.3-hectare property by next year. • The plan for the airport expansion was asked if it was considered in the study. • The representative from Muramoto Factory will be informing the management regarding the project. There will be a separate meeting/site visit for this factory. 	<ul style="list-style-type: none"> • No interchanges were proposed in Options 2 and 3 since both will just directly land on the existing national highway which would be needed to expand if so. • The airport expansion was considered in the study. That is why Options 2 and 3 were not feasible due to this development.
May 28, 2019	Philippine Economic Zone Area	Muramoto Audio-Visuals Inc, Phils	<ul style="list-style-type: none"> • The affected portion of the building is almost half of the production area, the heart of the factory. • The company has started almost 30 years ago and their factory has been in PEZA since 1990. • Since they are a manufacturing company, they cannot operate if a certain part will be removed and transferred to another location. • No comments and inputs yet to the study from the representative since it was his first time knowing the project. 	<ul style="list-style-type: none"> • The company profile is being noted and future meetings will be made with the top management.
July 3, 2019	General Milling Corporation		<ul style="list-style-type: none"> • Their affected lot is one of the few remaining properties in Lapu-Lapu City. They also had given up their lots for the first and second bridge. At first, they strongly opposed to the project stating that they will use all means to retain their land. • They had a Traffic Impact Assessment late last year in their lot area. The volume of the traffic peaks at 7 AM-9 M and in 4 PM-6 PM. They concluded that traffic is caused by the workers to and from Mactan and Cebu. The traffic from the airport is constant since the flight operations are at every hour. • They had submitted a major development plan to Lapu-Lapu City worth more than a billion pesos. 	<ul style="list-style-type: none"> • The traffic survey conducted by the team stated that traffic will occur more in the project area and thus needing the project. • The team has been coordinating with Lapu-Lapu City and no major development was mentioned. • The comments and inputs are noted.

Preparatory Survey for Cebu-Mactan Bridge and Coastal Road Construction Project
RESETTLEMENT ACTION PLAN

Date	Lot Owner	Lot Tenant	Comments/Concerns	Answers/Responses
			<ul style="list-style-type: none"> The land was leased last October 2018 to a group of investors. These investors also already had paid the lease for a year. At the end, they requested for a redesign of the project especially of the ramp affecting their land. They want to have a win-win situation where both the 4th bridge project and their development will continue. 	
July 4, 2019	Philippine Economic Zone Authority	Muramoto Audio-Visuals Inc, Phils	<ul style="list-style-type: none"> Muramoto was concerned that the cost estimate made by local people may not correctly estimate the quality of their buildings and facilities. They stressed that they are not expecting any loss. 	<ul style="list-style-type: none"> JICA Survey Team explained that it is not in their interest to undervalue their assets and requested to provide data on the affected facilities, the production lines in particular, for better costing. Muramoto side agreed.
July 26, 2019	Philippine Economic Zone Area	Marina Mall	<ul style="list-style-type: none"> We support the project but would like to have our building avoided as much as possible. We hope that the other alignment options are adopted. Having said so, we understand that we have limited choice. Is the value of our structure going to be estimated based on the tax declaration? Is there a possibility that our compensation for the affected structure will be based on how much income we are earning from it? 	<ul style="list-style-type: none"> We are trying to avoid as many structures affected as possible. But as a result, your building will necessarily be affected. Approaching the end of the F/S we would like to know if this set-up is acceptable. During the Detailed Engineering Design, more discussions will be made. Compensation will be based on the structure affected and not the lot affected given that land belongs to PEZA. It will not be based on the usual 70%-30% payment but a one-time 100% payment prior to relocation. Once everything is finalized, our engineers will visit the site and estimate the materials affected based on the current fair market value. Included in the cost estimates is also the labor cost. The owner may also give inputs or blueprint to aid our engineers in cost estimation. The replacement cost will enable you to construct a similar structure in which you can do your business in a similar manner as now. We are aware that it will be undervalued if we estimate it based on the tax declaration. The answer is no. It will be based on the current market value. Tax declaration will be used only to identify the owner. Under the new Right of Way Law, the replacement costs apply to only structures and not income. We cannot compensate for business loss unless the court orders us to. Under our proposed arrangement, however, the structure will not be demolished until there is a new structure in the relocation site

Date	Lot Owner	Lot Tenant	Comments/Concerns	Answers/Responses
			<ul style="list-style-type: none"> • As for now, we have no area to transfer since PEZA is already full. It will be troublesome to transfer since we also have tenants to consider. We also need to consider if the relocation area is feasible for a mall business. However, we understand that this is a national government project and with this meeting we know that we have to accept such terms. • When will the payment come in and when will estimation start? • As middle management, we cannot decide but we will relay to the higher management. • Continued discussion in the D/D stage is also what we also want. • Can we propose the cost estimation? Since our bosses advised us in how to compute for such things. • We have accepted one tenant after the cut-off date (i.e. April 22). Does this mean that they will no longer be compensated for their improvements/assets? • We have an ongoing construction on the second floor the contract and building permit for which was signed and issued before the cut-off date. Will this contract be considered valid since it is before the 	<p>hence there should be no income loss. You will also be given enough time to look for another plot of land and reconstruct the building.</p> <ul style="list-style-type: none"> • We are informing you at this F/S stage so that you can have maximum time possible to look for a suitable site and to transfer. The construction is expected to start from around 2023. And again, no demolition will take place unless structure is ready. We will do whatever we can with regards to securing a suitable land including talking to PEZA but please understand that we cannot impose it upon PEZA. As for the tenants, we may suggest for an amendment in the contract so that they can continue doing business in the new mall should they wish to. • If there are improvements introduced by tenants prior to the cut-off date, they will be included in the replacement costs and we can draft the contract where all the payments will be made to Marina Mall. You can also salvage materials from the old building to save construction costs. • Payment will come in after the Detailed Engineering Design which is planned to be sometime around 2021. Cost estimation will start around 2021 or in the Detailed Engineering Design stage. • Our goal for now is not get your definite answer now but to have your agreement to continue discussing in the Detailed Engineering Design Stage. • Yes, you can. • We want you to continue with your business which we understand was one of the first requests made by your side. We also have talked with Lapu-Lapu City of this and I understand that you are now able to accept new tenants. However, all improvements made after the cut-off date will no longer be compensated. • With regards to the hotel development, we will discuss with higher officials since we have not gone through such a case. But personally, I think it

Date	Lot Owner	Lot Tenant	Comments/Concerns	Answers/Responses
			<p>cut-off date? It is a hotel development and the construction was to finish in November, 2019 but we stopped them for this project.</p> <ul style="list-style-type: none"> • We have been informing all our tenants about this project and developments that have been made between us and your side. Some are frustrated and some are welcoming the project. The hotel is also aware and they think they can recover the cost. • It will be helpful if you could talk to the tenants with us as necessary. • During the construction, who can we contact? <ul style="list-style-type: none"> • As for the cost estimation, does it include the cost of the contractors? • Does the replacement cost include displacement of employees should there be closure of tenants as a result of the project? • Some tenants may not favor the relocation area and may not continue to operate anymore and there is a risk that some of them will sue us. We are not afraid to be sued but maybe the national government can back us up during court trials. <ul style="list-style-type: none"> • Yes, we have such clause in our contract. It is six months. <ul style="list-style-type: none"> • Just to confirm, can we accept tenants until 2023? 	<p>may be accommodated. Are they aware that they have to stop their business when the project comes in in 2023?</p> <ul style="list-style-type: none"> • If you need DPWH to explain to the tenants, then we can. <ul style="list-style-type: none"> • There will be certain group of people who will contact the stakeholders but you can also contact us. • Yes, compensation includes the cost of the contractors. • There should be no displacement of employees since the old building will not be demolished until a new building is constructed and ready to be transferred. This means that there will be no business loss for the tenants' side either should they wish to relocate. Of course, it will be up to the tenants to continue or not. • The basic understanding is that the new site and building would be of more or less the same, if not higher, level of quality and hence attractiveness to the tenants. Some of the tenants may leave for this change in the location but the same number, if not more, of new tenants should be moving into your new mall. Do you not have a clause in your contract with the tenants stating the minimum notification period for tenants' exit which, if met, will not incur any penalty? DPWH will inform you in advance so that this notification period is met. This can be considered a force majeure in the contract and hence even though they sue you, you should not lose the case. Again, we can help you explain to your tenants about the project, if necessary. • Yes, you can accept tenants but please make sure that they are aware of the demolition because of the project.

Source: JICA Survey Team

11.6 Focus Group Discussions

Two rounds of focus group discussions were held for the project during the survey for PWDs, women, senior citizens and fisheries in both Mandaue City and Lapu-Lapu City as they are considered to potentially have a specific stake and opinion on the project as they may be affected by the project differently from other people. The first round has been completed on May 21 and May 23, 2019. The second round of FGDs was carried out on June 4, 2019 for Mandaue City and on June 11, 2019 for Lapu-Lapu City. The following shows an overview of the discussions.

Table 11.6.1 Overview of the Focus Group Discussions

Date and Time	Venue	Agenda	Participants	
			by Affiliation	by Sex
May 21, 2019	Mandaue City Social Welfare Service Conference Room	First FGD (Mandaue City)	Local People: 49 DPWH Region VII: 2 LGU:3 JICA ST: 6	Male: 16 Female: 44
May 23, 2019	Lapu-Lapu City Tourism Bldg	First FGD (Lapu-Lapu City)	Local People: 59 DPWH Region VII: 2 LGU:2 JICA ST: 7	Male: 30 Female: 40
June 4, 2019	Barangay Paknaan Gym	Second FGD (Mandaue City)	Local People: 4 DPWH Region VII: 2 JICA ST: 2	Male: 3 Female: 5
June 11, 2019	Lapu-Lapu City ABC Building	Second FGD (Lapu-Lapu City)	Local People: 29 DPWH Region VII: 1 LGU:1 JICA ST: 4	Male: 23 Female: 12

Source: JICA Survey Team

(1) Mandaue City

The first round of FGDs was held in Mandaue for PWDs, women, senior citizens and fisheries on May 21, 2019 at the City Social Welfare Office Building in Mandaue City. The table below shows the comments and suggestions made by the groups.

Table 11.6.2 Comments and Suggestions from PWDs in Mandaue City during First FGD

Topics	Comments, Opinions and Suggestions
General Information	<ul style="list-style-type: none"> • PWD organizations are active and operative in all Barangays of Mandaue. • Most of the offices are also located inside their respective Barangay halls. • They collect monthly dues mostly PhP 20. • Members are I.D holders (issued by City's Office of the Differently-Abled Persons Affairs (ODAPA) to be used/presented in availing discounts same with senior citizens. • Members are entitled to claim PhP 5,000/year financial assistance from the City Government and PhP 5,000 Mortuary assistance. • Qualified members are, but not limited to, the following: PWD inborn, polio, injured, stroked, psycho social, discriminated, visually impaired, deaf, mute and others. • Dialysis patient and cancer survivors are considered for I.D purposes only (no more financial assistance unlike before) to avail discounts as PWD. • They are in need of donations in form of supplies like wheelchairs, canes, scratches and others.
Perceived Impacts of the Project	(Negative Impact) <ul style="list-style-type: none"> • changes in traffic conditions during construction • noise and air pollution in the residents near the project site • resettlement of informal settlers
	(Positive Impact) <ul style="list-style-type: none"> • decongestion of traffic
Opinions and Requests	<ul style="list-style-type: none"> • consideration of a PWD-friendly bridge • sidewalks where wheelchairs can pass in case of emergency • sidewalks for joggers, walkers and so on just as the first and second Cebu-Mactan Bridges

Source: JICA Survey Team

Table 11.6.3 Comments and Suggestions from Women's Group in Mandaue City during First FGD

Topics	Comments, Opinions and Suggestions
General Information	<ul style="list-style-type: none"> • Women and senior citizens organizations are active and operative in all barangays within Mandaue City. • Most of the offices are also located inside their respective Barangay halls. • They collect dues mostly PhP 150/month. • Members are I.D holders (issued by City's Office of the Senior Citizens Affairs (OSCA)) to be used/presented in availing discounts same with senior citizens. • Members are entitled to claim PhP 8,000/year financial assistance from the City Government and Mortuary assistance. • Qualified members are any women in Mandaue (for women groups) and any person at least 60 years of age and above for Senior Citizens. • They are in need of donations in forms such as wheelchairs, canes, pain relievers liniment/haplas and others.
Perceived Impacts of the Project	(Negative Impact) <ul style="list-style-type: none"> • mud flow during construction especially during typhoon or high tide • changes in traffic conditions during construction • noise and air pollution in the residents near the project site • resettlement of informal settlers
	(Positive Impact) <ul style="list-style-type: none"> • decongestion of traffic
Opinions and Requests	<ul style="list-style-type: none"> • employment priority for Mandauehanons, if qualified • commencement of the project to be as soon as possible • sidewalks where wheelchairs can pass in case of emergency • sidewalks for joggers, walkers and so on just as the first and second Cebu-Mactan Bridges

Source: JICA Survey Team

Table 11.6.4 Comments and Suggestions from Fisheries in Mandaue City during First FGD

Topics	Comments, Opinions and Suggestions
General Information	<ul style="list-style-type: none"> • There are full time and part time fishermen including gleaners. • Not all are registered. • There are fisher folks organizations in the project site (Umapad Fisherfolks Organization). • There is an existing organization called Bantay dagat or sea guard and most of them are fishermen. (Mandaue Bantay Dagat). • There are existing Illegal fishing ordinances that are in accordance with the national law. • Fishing gears used are hook and line and gillnet, others are gleaning and push net or sudsod and some gleaners use iron bar or kabilla to collect shellfishes. • They can do fishing even if not registered as long as they do not employ illegal methods of fishing. • They have other sources of income other than fishing such as labourers, mason, carpentry, construction works, store vending and others. • There area of fishing/fishing ground is within the Mactan Channel, Cansaga Bay and 15 m from the mangrove area depending on the currents of water. • They need to secure a permit from the LGU where they intend to catch fish, except Lapu -Lapu coastal area as it is considered their shared fishing grounds within the channel. • They share the same fishing grounds (i.e. Mactan Channel) with Lapu-Lapu fishermen. • Their total catch (includes anything like fish, crab, shrimp and others) per day and per fisherman will average into a Minimum of 5 kg and maximum of 10 kg with a value of PhP 10,000 less PhP 300 for the expenses. • They sell the catch to their neighbors only and not in the public markets or restaurants. • Fish types are bangus/milk fish, tilapia/cat fish, shrimps, crabs, seaweeds and others. • They use pump boats and ordinary Bangka/boat with bugsay (motorized and non-motorized). <p>Fishpond Operations</p> <ul style="list-style-type: none"> • According to a representative from the sea guard, only one aquaculture farm/fish pond (i.e. Batiller Fish Pond) is operating within the coastal area. • Some fish ponds are converted to warehouses, reclaimed for other development and some are sold to private entities. • According the City Agriculture Office (CAO), the area is no longer suitable for aquaculture operation due to contaminations/seepage from the closed garbage dumpsite and from other sources (e.g. industries). • Bangus/milk fish, tilapia/cat fish, shrimps, crabs, seaweeds and others are grown. • An affected stakeholder from Barangay Opao named Dr. Taasan (veterinary doctor and former City Veterinary) who owns a fishpond within Opao shore (after VM Cabahug Shipyard property) and is still planning to revive his operation through modern method/technology not the conventional way.
Perceived Impacts of the Project	<p>(Negative Impact)</p> <ul style="list-style-type: none"> • During the construction, there may be changes/limitation in: fishing grounds; fish catch; and access to certain fishing grounds. • In addition, the following concerns were raised although they are not directly related to the project) • Dynamited/blasted fishing (very rare these days because of bantay dagat/seaguard) • Chemical/cyanide fishing • Liba-liba (use of small fishnets) • Illegal fishers that come from other nearby towns and provinces • Compressor fishing (not illegal fishing but considered as health hazard and recommended by the City Fishery Aquatic Resource Management Council (CFARMC) to be prohibited through an ordinance to be enacted by the LGU law making body). • fewer employment in the fisheries sector <p>(Positive Impact)</p> <ul style="list-style-type: none"> • development of the City for the benefit of the public
Opinions and Requests	<ul style="list-style-type: none"> • Any development is welcome as long as the fishermen will not be displaced

Source: JICA Survey Team

The second round of discussions was held in Mandaue City for PWDs, women, senior citizens and fisheries on June 4, 2019 at the Barangay Paknaan Gymnasium in Mandaue City. The table below shows the comments and suggestions made by the groups.

Table 11.6.5 Comments and Suggestions from the Second FGDs in Mandaue City

Topics	Women, Senior Citizens PWDs and Fisheries Sectors
Matters raised during the 2 nd FDG meeting	<p>(Discussion relative to the 1st FDG) Consideration of the comments and suggestions raised during the Focus Group Discussion held last May 21, 2019 in Mandaue City’s Social Welfare Services Session Hall were presented to the sectoral groups. A representative from the Senior Citizen’s clarified that for Mandaue City’s concern on fishing, aside from the usual fishing by boat, they use fish traps within the mangroves area to catch crabs, fish and shrimps. It was clarified that the location of the fish traps would not be affected by the project by showing the map. However, it may cause some disturbances during construction.</p> <p>(Negative Impacts) Fishing ground disturbance Loss of income (Positive Impact) Public purpose to decongest traffic</p>
Opinions, Responses and Request	<p>They recommended that the team would hire contractors with new and well-maintained machines to minimize the noise created so as not to disrupt the fishes. As for their suggestion of a sidewalk or a pedestrian lane on the new Mactan Bridge, it was not considered in this project due to safety reasons. (Responses) However, if there would be a high demand of pedestrian lanes on the bridge during the next stages, then it would be considered.</p>

Source: JICA Survey Team

(2) Lapu-Lapu City

The first round of FGD was held at the City Tourism Office Building in Lapu-Lapu City on May 23, 2019 for PWDs, women, senior citizens and fisheries. The comments and suggestions made by the groups are presented in the table below.

Table 11.6.6 Comments and Suggestions from FGs in Lapu-Lapu City during First FGD

Topics	Women, Senior Citizens and PWDs	Fisheries Sector
Perceived Impacts of the Project	<p>(Negative Impact)</p> <ul style="list-style-type: none"> • During the construction there will be changes in traffic conditions • Noise and air pollution for the residents near the project site • Resettlement for informal settlers 	<p>(Negative Impact)</p> <ul style="list-style-type: none"> • During the construction (like the 2nd Mactan Bridge) there may be changes in fishing ground and fish catch due to limitation of access and disturbances caused by construction
	<p>(Positive Impact)</p> <ul style="list-style-type: none"> • Public purpose to decongest traffic 	<p>(Positive Impact)</p> <ul style="list-style-type: none"> • Development of the City for the benefit of the public.
Opinions and Requests	<ul style="list-style-type: none"> • Next meeting to be held at a more PWD-friendly venue *Due to sudden change in the venue, the meeting was held on the third floor with stairs that is not PWD-friendly/Senior Citizen-friendly (no elevator available) • commencement of the project to be as soon as possible • sidewalks where wheelchairs can pass in case of emergency • sidewalks for joggers, walkers and so on just as the first and second Cebu-Mactan Bridges 	<ul style="list-style-type: none"> • access to be secured to move to the north east part of fishing ground during construction (i.e. no blockage of the Channel)

Source: JICA Survey Team



Source: JICA Survey Team

Figure 11.6.1 First Round of FGDs for PWDs, Women, Senior Citizen and Fishermen in Mandaue City



Source: JICA Survey Team

Figure 11.6.2 First Round of FGDs for PWDs, Women, Senior Citizens and Fishermen in Lapu-Lapu City

The second round of FGDs was held in Lapu-Lapu City for PWDs, women, senior citizens and fisheries on June 11, 2019 at the ABC Building in Lapu-Lapu City. The table below shows the comments and suggestions made by the groups.

Table 11.6.7 Comments and Suggestions from the Second FGDs in Lapu-Lapu City

Topics	Women, Senior Citizens, PWDs and Fisheries Sectors
Matters raised during the 2nd FDG meeting	<p>(Questions/Comments)</p> <ul style="list-style-type: none"> • A fisherman asked about what the status would be for those fishermen who will suffer loss of income as a result of the project during the construction. • Local residents are concerned about the gleaners at nighttime and other groups in the area, if they will still be allowed to enter their fishing ground during the construction. • They hope local residents will be given the priority in terms of employment during the construction.
Responses and Discussion/ Opinions	<ul style="list-style-type: none"> • JICA Survey Team explained that there will be a replacement cost if fishermen cannot anymore do fishing activities in the area because of the project. Livelihood is one of the options and possible employment of the said project, for there must be a replacement of what will be lost from you. They will coordinate with JICA and assure that the latter would always see to it that the plan must be implemented, as it is very strict in terms of fulfillment/compliance. • JICA Survey Team mentioned that they would inform the management or their security guards about the fishing activity in the area within a specified time, so that fishermen will not be prohibited from entering the fishing ground. • JICA Survey Team explained that local residents will be given priority as what other company did as long as they are qualified. • JICA Survey Team further informed them that, the team will be giving notices through publication in the newspapers, leaflets and tarpaulins to be posted in public places. Together with the Survey Team's contact numbers for them to coordinate or for their suggestions and complaints.

Source: JICA Survey Team

APPENDIX 1 QUESTIONNAIRE SURVEY FORMS

CENSUS of PROJECT AFFECTED FAMILIES (PAFs)

RESPONDENT NUMBER: _____
Purok/Barangay: _____
Location: _____ **Position:** __ L __ R
Distance from Center Line: _____
Lot Number: _____

1 IDENTIFICATION OF RESPONDENT			
1.1 Name of Respondent		Surname _____ Given Name _____	
1.2a Status		1.2b Respondent Relationship to Household Head	
<input type="checkbox"/> 1=Single <input type="checkbox"/> 2=married <input type="checkbox"/> 3=Widower		<input type="checkbox"/> 1=HH Head <input type="checkbox"/> 4=son <input type="checkbox"/> 7=niece <input type="checkbox"/> 10=Cousin <input type="checkbox"/> 66=others <input type="checkbox"/> 2=wife <input type="checkbox"/> 5=daughter <input type="checkbox"/> 8=nephew <input type="checkbox"/> 11=Renter <input type="checkbox"/> 3=Husband <input type="checkbox"/> 6=in-law <input type="checkbox"/> 9=grandchild <input type="checkbox"/> 12=lodger	
1.3 Sex		1.4 Age: _____	
1.5 Education			
<input type="checkbox"/> 1=Elem undergrad <input type="checkbox"/> 2=Elem Graduate		<input type="checkbox"/> 3=HS undergrad <input type="checkbox"/> 4=HS Graduate	
		<input type="checkbox"/> 5=Voc undergrad <input type="checkbox"/> 6=Voc graduate	
		<input type="checkbox"/> 7=Coll undergrad <input type="checkbox"/> 8=college grad	
		<input type="checkbox"/> 9=post Grad <input type="checkbox"/> 66=None	
1.6a Primary Occupation of Household Head (Breadwinner)			
<input type="checkbox"/> 1=Farmer/Crop <input type="checkbox"/> 7=Driver/habal2, Trike <input type="checkbox"/> 13=Govt. employee <input type="checkbox"/> 20=Student <input type="checkbox"/> 2=Farmer/Livestock <input type="checkbox"/> 8=Driver/Taxi, Rent-car, etc <input type="checkbox"/> 14=Private firm <input type="checkbox"/> 21=others, specify <input type="checkbox"/> 3=Cottage Ind. (broom-making, mat weaving, etc) <input type="checkbox"/> 9=Waste Picker (landfill) <input type="checkbox"/> 15=Business Operator _____ <input type="checkbox"/> 4=Hired Farm Worker <input type="checkbox"/> 10=Waste Recycler <input type="checkbox"/> 16=housekeeper _____ <input type="checkbox"/> 5=Aquaculture <input type="checkbox"/> 11=Skilled labor <input type="checkbox"/> 17=Hunter/gatherer <input type="checkbox"/> 66=None <input type="checkbox"/> 6=Fisherman <input type="checkbox"/> 12=unskilled labor <input type="checkbox"/> 18=gleaning <input type="checkbox"/> 19=OFW			
If Fisherman specify the following:			
Location of fishing area _____ Vol. of Fishcatch _____ kgs/day Fishing days/month _____			
<input type="checkbox"/> Wading on shallow water <input type="checkbox"/> Non-motorized Banca <input type="checkbox"/> Motorized Banca <input type="checkbox"/> Self-consumption <input type="checkbox"/> Selling <input type="checkbox"/> Market, indicate _____ <input type="checkbox"/> Hawking			
Daily Ave. Income generated from selling _____ PhP Fish Species Catch: _____			
Monthly income generated from selling _____ PhP			
1.6b Secondary Occupation of Household Head (Breadwinner)			
<input type="checkbox"/> 1=Farmer/Crop <input type="checkbox"/> 7=Driver/habal2, Trike <input type="checkbox"/> 13=Govt. employee <input type="checkbox"/> 20=Student <input type="checkbox"/> 2=Farmer/Livestock <input type="checkbox"/> 8=Driver/Taxi, Rent-car, etc <input type="checkbox"/> 14=Private firm <input type="checkbox"/> 21=others, specify <input type="checkbox"/> 3=Cottage Ind (broom-Making, mat weaving <input type="checkbox"/> 9=Waste Picker (landfill) <input type="checkbox"/> 15=Business Operator _____ <input type="checkbox"/> 4=Hired Farm Worker <input type="checkbox"/> 10=Waste Recycler <input type="checkbox"/> 16=housekeeper _____ <input type="checkbox"/> 5=Aquaculture <input type="checkbox"/> 11=Skilled labor <input type="checkbox"/> 17=Hunter/gatherer <input type="checkbox"/> 66=None <input type="checkbox"/> 6=Fisherman <input type="checkbox"/> 12=unskilled labor <input type="checkbox"/> 18=gleaning <input type="checkbox"/> 19=OFW			
If Fisherman specify the following:			
Location of fishing area _____ Vol. of Fishcatch _____ kgs/day Fishing days/month _____			
<input type="checkbox"/> Wading on shallow water <input type="checkbox"/> Non-motorized Banca <input type="checkbox"/> Motorized Banca <input type="checkbox"/> Self-consumption <input type="checkbox"/> Selling <input type="checkbox"/> Market, indicate _____ <input type="checkbox"/> Hawking			
Daily Ave. Income generated from selling _____ PhP Fish Species Catch: _____			
Monthly income generated from selling _____ PhP			
1.7 Ethno-Linguistic Affiliation			
<input type="checkbox"/> Binisaya <input type="checkbox"/> Boholano <input type="checkbox"/> Tagalog <input type="checkbox"/> Ilocano <input type="checkbox"/> Cebuano <input type="checkbox"/> Hiligaynon/ilonggo <input type="checkbox"/> Waray-waray <input type="checkbox"/> Others			
1.8 Ethnic Group Affiliation			
<input type="checkbox"/> Igorot <input type="checkbox"/> Tausug, Maranao, etc <input type="checkbox"/> Subanen <input type="checkbox"/> Badjao <input type="checkbox"/> Mangyan <input type="checkbox"/> Manobo <input type="checkbox"/> Aeta <input type="checkbox"/> Others			
1.9 Length of Stay			
<input type="checkbox"/> 1950s & earlier <input type="checkbox"/> 1970-1979 <input type="checkbox"/> 2000-2004 <input type="checkbox"/> 2015-2018 <input type="checkbox"/> 1951-1959 <input type="checkbox"/> 1980-1989 <input type="checkbox"/> 2005-2009 <input type="checkbox"/> 2019 <input type="checkbox"/> 1960-1969 <input type="checkbox"/> 1990-1999 <input type="checkbox"/> 2010-2014			

2. HOUSEHOLD STRUCTURE

2.1 Name of Household Member (1)		Birth Place (Town/Prov) (2)	Relation (3)	Gender (4)	Age (5)	Educ (6)	Civil Status (7)	Occupation (8)	Ave. Month Income (9)	If PWD, indicate Type of Disability (10)
1										
2										
3										
4										
5										
6										
7										
8										
9										
10	(use separate sheet, if necessary)									

Instructions:

Column 1=indicate actual name (given/surname)	Column 6: indicate number with reference to item 1.5
Column 2=indicate town/city and province of birth	Column 7: indicate number with reference to item 1.2a
Column 3=indicate number with reference to Item 1.2b	Column 8: indicate number with reference to item 1.6a
Column 4=indicate number with reference to item 1.3	Column 9: indicate actual average monthly income in PhP
Column 5: indicate actual age	Column 10: indicate actual type of Disability

2.2 Household Size

2.3 No. of Children	1=Living	2=Deceased (write the number in the box)		
2.4 Household Structure	1=Single	2=Nuclear	3=Extended	4=Joint

3 SERVICES & UTILITIES

3.1 **PAPs Source of Drinking Water**

<input type="checkbox"/> Piped water (MCWD)	<input type="checkbox"/> Dug Well	<input type="checkbox"/> Rainwater Collection	<input type="checkbox"/> Cart with small tank/drum
<input type="checkbox"/> Piped water (other source)	<input type="checkbox"/> Spring/location	<input type="checkbox"/> Bottled Water	<input type="checkbox"/> Others

3.2 **Kind of Toilet Facility**

<input type="checkbox"/> Flush/pour flush to Septic Tank	<input type="checkbox"/> Pit latrine	<input type="checkbox"/> Public/Common Toilet
<input type="checkbox"/> Flush/pour flush to pit latrine	<input type="checkbox"/> Composting Toilet	<input type="checkbox"/> No facilities or elsewhere
<input type="checkbox"/> Ventilated improved pit latrine	<input type="checkbox"/> Bucket	<input type="checkbox"/> Others

3.3 **Lighting**

<input type="checkbox"/> Electric/ specify source	<input type="checkbox"/> Kerosene	<input type="checkbox"/> Coleman	<input type="checkbox"/> Oil	<input type="checkbox"/> Others
<input type="checkbox"/> VECO				
<input type="checkbox"/> Own Generator				
<input type="checkbox"/> Other _____				

3.4 **Cooking Fuel**

<input type="checkbox"/> Wood	<input type="checkbox"/> Charcoal	<input type="checkbox"/> LPG	<input type="checkbox"/> Kerosene	<input type="checkbox"/> Electricity	<input type="checkbox"/> Butane	<input type="checkbox"/> Others
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4 HOUSEHOLD INCOME & EXPENDITURES

4.1 **Monthly Household Income Range (single breadwinner or combined)**

<input type="checkbox"/> Below 1000	<input type="checkbox"/> 5,001-10,000	<input type="checkbox"/> 15,001-20,000	<input type="checkbox"/> 30,001-50,000
<input type="checkbox"/> 1,000-5,000	<input type="checkbox"/> 10,001-15,000	<input type="checkbox"/> 20,001-30,000	<input type="checkbox"/> Above 50,000

4.2 **Major Monthly Household Expenditures**

<input type="checkbox"/> Food _____ PhP	<input type="checkbox"/> Medical _____	<input type="checkbox"/> Transpo _____
<input type="checkbox"/> Utilities (water/elec) _____ PhP	<input type="checkbox"/> Taxes _____	<input type="checkbox"/> Others _____
<input type="checkbox"/> Education/Tuition _____ PhP	<input type="checkbox"/> Allowance _____	

4.3 **How the PAF managed in the event that monthly expenditures exceeded income?**

5	Land-Based Disturbance
5.1	Lot Size and Affected Area
5.1a	Total Area of lot/property (s.m) <input type="text"/> Affected Area (s.m) <input type="text"/> %
5.1b	Severity of Impact <input type="checkbox"/> Severe (>20% affected or remaining portion no longer viable) <input type="checkbox"/> Marginal (≤20%)
5.2	Type of Land <input type="checkbox"/> Private(A&D) <input type="checkbox"/> Govt-National <input type="checkbox"/> Govt-Local <input type="checkbox"/> Forestland (Mangrove) <input type="checkbox"/> Others_____
5.3	Land Use <input type="checkbox"/> Agricultural <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Others_____
5.4	Tenure <input type="checkbox"/> Owner <input type="checkbox"/> Tenant <input type="checkbox"/> Free Occupation w/ permit <input type="checkbox"/> Free Occupation without permit
5.6	Proof of Ownership <input type="checkbox"/> Land Title <input type="checkbox"/> Deed of Sale <input type="checkbox"/> Tax Declaration <input type="checkbox"/> Contract <input type="checkbox"/> None <input type="checkbox"/> Others_____
5.7	If Tenant, Name of property owner :
5.8	If Tenant, monthly/annual rental or share: PhP
5.9	No. of Housing structures/dwellings within the property:
5.10	No. of Households/Families living within the property:

6	Structure-Based Disturbance Losses
6.1a	Main Building/Structure Number of Storeys of structure <input type="checkbox"/> 1-storey/flat <input type="checkbox"/> 2-storeys <input type="checkbox"/> 3-Storeys <input type="checkbox"/> 4-storeys <input type="checkbox"/> more storeys_____
6.1b	Building/Structure Affected Area Building Footprint/ground flr (s.m) <input type="text"/> Affected Area (s.m) <input type="text"/> %
6.1c	Type of Structure Materials <input type="checkbox"/> shanty/light-nipa/cogon/bamboo <input type="checkbox"/> Semi-Permanent (Conc. & Wood) <input type="checkbox"/> Others_____ <input type="checkbox"/> Predominantly wooden <input type="checkbox"/> Permanent (Concrete)
6.1d	Type of Roofing <input type="checkbox"/> Tiles <input type="checkbox"/> GI Sheet <input type="checkbox"/> Nipa <input type="checkbox"/> Cogon/Grass <input type="checkbox"/> Others_____
6.1e	Type of Wall <input type="checkbox"/> Concrete <input type="checkbox"/> Wood <input type="checkbox"/> Bamboo <input type="checkbox"/> Grass <input type="checkbox"/> Others_____
6.2	Tenure <input type="checkbox"/> Owner <input type="checkbox"/> Tenant <input type="checkbox"/> Free Occupation w/ permit <input type="checkbox"/> Free Occupation without permit
6.3	Proof of Ownership <input type="checkbox"/> Land Title <input type="checkbox"/> Deed of Sale <input type="checkbox"/> Tax Declaration <input type="checkbox"/> Contract <input type="checkbox"/> None <input type="checkbox"/> Others_____
6.4a	If Tenant, Name of property owner :
6.4b	If Tenant, monthly/annual rental or share: PhP
6.5a	Is the residual/remaining area of building still viable for continued use? <input type="checkbox"/> Yes <input type="checkbox"/> No
6.5b	If YES, will this remaining structure still acceptable by the PAP for habitation <input type="checkbox"/> Yes <input type="checkbox"/> No
6.5c	If NO, does the PAP have other area for relocation <input type="checkbox"/> Yes <input type="checkbox"/> No
6.5d	If Yes, will it be to the PAPs property in other areas (e.g. original hometown)_____ <input type="checkbox"/> Yes <input type="checkbox"/> No
6.5e	If No, will the PAP accede to a relocation/resettlement site that will be provided by the govt <input type="checkbox"/> Yes <input type="checkbox"/> No
6.5f	If No, does the PAP have other preferences- Please specify:
6.6	Other improvements <input type="checkbox"/> Fence <input type="checkbox"/> Pigpen <input type="checkbox"/> Garage <input type="checkbox"/> Compost <input type="checkbox"/> Other_____ <input type="checkbox"/> Pathway <input type="checkbox"/> Poultry <input type="checkbox"/> Sari-sari store <input type="checkbox"/> MRF <input type="checkbox"/> Other_____ <input type="checkbox"/> Waiting Shed <input type="checkbox"/> Storage shed <input type="checkbox"/> doghouse <input type="checkbox"/> Outside CR <input type="checkbox"/> Other_____
6.7	Types of Trees and Cultivated Crops <input type="checkbox"/> Gmelina <input type="checkbox"/> Mango <input type="checkbox"/> Banana <input type="checkbox"/> Tomato <input type="checkbox"/> _____ <input type="checkbox"/> _____ <input type="checkbox"/> Mahogany <input type="checkbox"/> Nangka <input type="checkbox"/> Papaya <input type="checkbox"/> Leafy <input type="checkbox"/> _____ <input type="checkbox"/> _____ <input type="checkbox"/> Acacia <input type="checkbox"/> Caimito <input type="checkbox"/> Camanchiles <input type="checkbox"/> Legumes <input type="checkbox"/> _____ <input type="checkbox"/> _____ <input type="checkbox"/> Talisay <input type="checkbox"/> Coconut <input type="checkbox"/> Boongon <input type="checkbox"/> _____ <input type="checkbox"/> _____

7 INVENTORY OF LOSSES (for ENUMERATOR USE ONLY & NOT TO BE ASKED/QUERRIED ON THE RESPONDENT)					
ITEM		Quantity	Unit Price	Estimated Value	Remarks
1	Affected Land Area				
2	Affected Dwelling unit (floor area)				
3	Affected Other Structures				
4	Affected Other developments				
5	REPLACEMENT COST				
6	Crops/fruit trees				
7	others				
8	Income Loss				

8 PERCEPTION SURVEY									
8.1	Have you been informed about this 4th Mactan Bridge-Mandaue Coastal Road Proj.?				Yes	No			
8.2	If the answer is Yes , from whom did you learn about this project								
	<input type="checkbox"/> Govt Officials	<input type="checkbox"/> Neighbors/Friends	<input type="checkbox"/> Relatives Radio	<input type="checkbox"/> NGOs News-paper	<input type="checkbox"/> Public meetings Consultations	<input type="checkbox"/> Others _____			
	<input type="checkbox"/> Flyers handed out	<input type="checkbox"/> Posters in the brgy hall	<input type="checkbox"/> TV	<input type="checkbox"/> Enumerators/ During survey					
8.3	What are your positive and negative concerns on your community/surroundings? (pls check)								
	<input type="checkbox"/> Adequate supply of potable water	<input type="checkbox"/> Safe & peaceful community	<input type="checkbox"/> Clean Environment-fresh air, clean waterways, greeneries/trees	<input type="checkbox"/> Near to our workplace/Livelihood	<input type="checkbox"/> Traditional residence of family clan	<input type="checkbox"/> Not flood prone/danger area	<input type="checkbox"/> Presence of livelihood opportunities	<input type="checkbox"/> Others _____	
	<input type="checkbox"/> Lack/inadequate of water supply/source	<input type="checkbox"/> Threats to peace & order (drugs, criminality)	<input type="checkbox"/> Dirty-uncollected garbage	<input type="checkbox"/> Contaminated/polluter rives/creeks, canals	<input type="checkbox"/> Far from our workplace	<input type="checkbox"/> No security of tenure	<input type="checkbox"/> Flood prone, risky/danger area	<input type="checkbox"/> Lack of livelihood opportunities/insufficient income	<input type="checkbox"/> Others _____
8.4	Are you in favor of the Project to build the 4th Mactan Bridge & the Coastal Road?								
	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Undecided	<input type="checkbox"/> No Comment					
8.4a	Reasons for favoring the Project		Reasons for NOT Favoring the Project						
	<input type="checkbox"/> Will address traffic congestion	<input type="checkbox"/> Will bring economic development	<input type="checkbox"/> Better accessibility	<input type="checkbox"/> Income/livelihood opportunities	<input type="checkbox"/> Improved the environment	<input type="checkbox"/> Expanded local Employment/business opportunities	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____	
	<input type="checkbox"/> Loss of land/property	<input type="checkbox"/> Loss of livelihood	<input type="checkbox"/> Loss of dwelling/abode/residence	<input type="checkbox"/> Destroy/degrade the environment	<input type="checkbox"/> Air and Noise pollution	<input type="checkbox"/> Bring more social problems	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____	
8.5	Preferences of PAPs for livelihood restoration programs								
	<input type="checkbox"/> Compensation	<input type="checkbox"/> Vocational Training	<input type="checkbox"/> employment	<input type="checkbox"/> Granting of Credit	<input type="checkbox"/> Other: _____				
8.6	What will be your suggestions/recommendations for the Project in General?								

REMARKS/NOTES

Signature/Name of Interviewer/Enumerator & Date/Time

LOT SKETCHES/SITE DEVELOPMENT PLAN-LAYOUT

PHOTOGRAPHS

FRONT

REAR

LEFT SIDE

RIGHT SIDE

Department of Public Works and Highways
RESETTLEMENT ACTION PLAN
 Survey Instrument for
4th Mactan Bridge/Mandaue Coastal Road
CENSUS of PROJECT AFFECTED
ESTABLISHMENTS/INSTITUTIONS

RESPONDENT NUMBER: _____
Purok/Barangay: _____
Location: _____ **Position:** __ L __ R
Distance from Center Line: _____
Lot Number: _____

1 IDENTIFICATION OF RESPONDENT

1.1 **Name of Head of Establishment** Surname _____ Given Name _____ Middle Initial _____

1.2 **Name of Respondent, if not Establishment head** Surname _____ Given Name _____ Middle Initial _____

1.3 **Sex & Age** 1=Male 2=Female 1.4 **Age:** _____

1.4 **Contact Number:** _____

1.5 **Indicate Designation/Position in the Company:** _____

2.0 COMPANY PROFILE (If available, attached brief company profile or link to a website _____)

2.1 **Name of Company/Establishment:** _____

2.2 **Mailing Address/Contact Details:** _____

2.3 **Indicate if the affected establishment is the:** **Main Office** **Branch** **Others** _____

2.4 TYPE OF BUSINESS/INSTITUTION/ESTABLISHMENT

Type of Business/ Institution (1)	Location (2)	Registra- tion (3)	Initial Capital (in PhP) (4)	Source of Capital (5)	Present Capitalization (6)	Years in Operations (7)	Monthly Net Income (8)	No. of Workers (9)	
								(9a)	(9b)

CODE

(1) Type of Business/Institution	(2) Location	(3)	(5) Source of Capital
1-Warehousing	11- Fuel/Terminal Depot	1-Within affected property	1-SEC Reg
2-Manufacturing	12- Real Estate Leasing	2-Outside property, within Brgy	2-DTI Reg
3-Aquaculture	13-Restaurant, Coffeeshop	3-outside barangay, within city	3-w/ Business Permit
4-Repair Shop	14-Shopping Mall	4-outside city, within province	4-w/o Business Permit
5-Shipyard	15-School	5-ouside province, within Reg 7	(9) No. of Workers (9a) Regular Employee (9b) Contractual
6-Emission Testing	16-Chapel	6-Outside R7, within Visayas	
7-Transport/Trucking	17-Barangay Hall	7-Mindanao	
8-Agribusiness	18-Government Office	8-Luzon	
9-service contracting	19-Others, specify	9-Multi-locations	
10- Shipyard		10. Others: _____	

3. LAND-BASED DISTURBANCE

3.1 Lot Size and Affected Area

3.1a Total Area of lot/property (s.m) _____ Affected Area (s.m) _____ %

3.1b Severity of Impact Severe (>20% affected or remaining portion no longer viable) Marginal (≤20%)

3.2 Type of Land Private(A&D) Govt-National Govt-Local Forestland (Mangrove) Others_____

3.3 Type of Use of Land Agricultural Residential Commercial Industrial Institutional Others_____

3.4 Tenure Owner Tenant Free Occupation w/ permit Free Occupation without permit

3.5 Proof of Ownership Land Title Deed of Sale Tax Declaration Contract None Others_____

3.6 If Tenant, Name of property owner : _____

3.7 If Tenant, monthly/annual rental or share: PhP _____

3.8 No. of buildings/structures within the property: _____

4. STRUCTURE-BASED DISTURBANCE LOSSES

4.1 Building, Structure, Unit Characteristics

Type of Building/structure/Unit (1)	Function/Use of Bldg (2)	No. of Storeys/level (3)	Total Bldg Footprint Area/s.m (4)	Location of Bldg/Structure (5)	Area Affected (6)	Type of Struct Matls (7)	Type of Roofing (8)	Type of Wall (9)	Tenure (10)	Proof of Ownership/Authority (11)	Replacement Cost of Bldg/Structure/unit
1											
2											
3											
4											
5											
6											

CODE

(1) Type of Ownership Bldg-Structure/Unit	(2) Function/Use of Building/Structure/Unit	(5) Location of Building-structure/Unit	(8)Type of Roofing	(10) Tenure
1-Bldg within owned property/compound/complex	1-Admin/office	1-within RROW	1-GI Sheet	1-Owner
	2-Staffhouse/Barracks		2-Roof Tiles	2-Tenant
	3-Production Bldg	2-outside of RROW but could be rendered unusable by the project	3-Conc Slab	3-Free Occupation with consent
4-Warehouse/Storage	4-Nipa/Cogon		3-Free Occupation without consent	
2-Owned Bldg within long-term lease property	5-Restaurant	(7) type of structure	5-N.A/None	3-Free Occupation without consent
	6-Grocery		6-Others	
3-Rental/leased Unit within building	7-Hardware	1-Permanent (Concrete)	(9)Type of Wall	Proof of Ownership/Authority (11)
	8-shopping Mall	2- Mixed Conc & Wood		
4-Others, specify:	9-Garage	3-Mostly Wood	1-GI Sheets	1-Land Title
	10-Wastewater Treatment Facility (WTF)	4-light Materials- Nipa, Bamboo	2-Wood	2-Tax Declaration
	11-Power Plant/Boiler	6-Others	3-CHB/Conc	2-Deed of Sale
	12-Multi-purpose gym		4-Nipa/Cogon	3-Lease Contract
	13-Others, specify:		6-Others	
			5-N.A/None	

4.2 Building/Structure/Unit Ownership and/or Authority to Operate

6.4a	If Tenant, Name of property owner :			
6.4b	If Tenant, monthly/annual rental or share: PhP			
6.5a	Is the residual/remaining area of building still viable for continued use?	Yes	No	
6.5b	If YES, will this remaining structure still acceptable for continuation of business operations	Yes	No	
6.5c	If NO, does the company/institution have other area for relocation	Yes	No	
6.5d	If Yes, will it be to the company/institution property in other areas	Yes	No	
6.5e	If No, will the company/institution accede to a relocation/resettlement site that will be provided by the govt	Yes	No	
6.5f	If No, does the Company/Institution have other preferences- Please specify:			

4.3 OTHER ASSETS

ASSET (1)	Number		ASSET (1)	Number		ASSET (1)	Number	
	(2)	(3)		(2)	(3)		(2)	(3)
1 Truck			8 Refrigerator			Others, Specify:		
2 Car/Automobile			9 Chillers					
3 Motorbike			10 Stove, Oven					
4 Bicycle			11 Electric Fans					
5 Forklift			12 TV/Screen, monitors					
6 Heavy Equipment			Others, Specify:					
7 Others, Specify:								

CODE: (2)=Working/Operational Asset, (3)=Non-working/Non-operational Asset

4.4 OTHER ASSETS (TREES, CROPS)

KIND OF TREES/CROPS (1)		Number		KIND OF TREES/CROPS (1)		Number		KIND OF TREES/CROPS (1)		Number	
		(2)	(3)			(2)	(3)			(2)	(3)
1	Guava			8	Acacia				Papaya		
2	Mango			9	Talisay				Banana		
3	Nangka			10	Mahogany				Tomato		
4	Caimito			11	Gmelina				Legumes		
5	Tambis			12	Coconut				Leafy vegetables		
6	Kolo			13	Balite				Kalamunggay		
7	Others, Specify:			14	Others, Specify:				Others, Specify:		

CODE: (2)=Number/for trees, (3)=Age/in years of Tree

5 ESTABLISHMENT/INSTITUTION INCOME & EXPENDITURES

5.1 Monthly Income Range (Budget Allocation for Non-Profit Institutions)

<input type="checkbox"/>	Below 1 Million PhP	<input type="checkbox"/>	5.1M-10M	<input type="checkbox"/>	20.1M-50M	<input type="checkbox"/>	Above 100M
<input type="checkbox"/>	1M-5M	<input type="checkbox"/>	10.1M-20M	<input type="checkbox"/>	50.1-100M	<input type="checkbox"/>	None (for Instl facility, e.g. gym,

5.2 Major Monthly Expenditures

<input type="checkbox"/>	Material _____	Php	<input type="checkbox"/>	Labor _____	<input type="checkbox"/>	Rent _____
<input type="checkbox"/>	Social Chargers _____	PhP	<input type="checkbox"/>	Taxes _____	<input type="checkbox"/>	Others _____
<input type="checkbox"/>	Others _____	PhP	<input type="checkbox"/>	Allowances _____		

5.3 How the Establishment/Institution managed in the event that monthly expenditures exceeded income?

6 SERVICES & UTILITIES

Water Supply (1)		Toilet Facility (2)		Power/Electricity (3)
Potable (1a)	Non-Potable (1b)	Number (2a)	Type (2b)	

CODE

(1) Water Supply (same for 1a/1b)	(2b) Type of Toilet Facility	(2) Power/Electricity
1-Piped Water (MCWD)	1-Flush to Septic Tank	1-VECO/MECO
2-Piped Water (other than MCWD)	2-Flush to centralized Septage Treatment Plant	2-Own Generator/Power Plant
3-Depth Well (pumped)	3-Flush to common Septic Tank	3-VECO/MECO with owned genset (diesel)
4-Rainwater Collector	4-Public/common toilet	4-VECO/MECO with owned coal-fired generator
5-Treated Wastewater	5-Pit latrine	5-VECO/MECO with solar power
6-Truck Delivery	6-No facilities elsewhere	6-kerosene, coleman, oil (for lighting)
7-Cart with small tank/drum	7-Flush to common Septic Tank	7-Others, Specify
8-Bottled Purified Drinking Water	7-Others, Specify	
9-Others, Specify _____		

7. Employee/Human Resource-Based Disturbance Losses

7.1	Will there be employees, workers, staff, personnel that will be affected by the project	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
7.2	If YES, please specify the number of employees/personnel that will be:				
	<input type="checkbox"/>	Laid-off _____	<input type="checkbox"/>	Transferred/absorb to other areas of operations of the same company _____	
	<input type="checkbox"/>	Others _____			

8. INVENTORY OF LOSSES (for ENUMERATOR USE ONLY & NOT TO BE ASKED/QUERRIED ON THE RESPONDENT)

ITEM	Quantity	Unit Price	Estimated Value	Remarks
1	Affected Land Area			
2	Affected building unit (floor area)			
3	Affected Other Structures			
4	Affected Other developments			
5	REPLACEMENT COST			
6	Crops/fruit trees			
7	others			
8	Income Loss due to abandonment/ ceasing of affected operations			
9	Loss of job/livelihood			

9	PERCEPTION SURVEY			
9.1	Have you been informed about this 4th Mactan Bridge-Mandaue Coastal Road Proj.?		Yes	No
9.2	If the answer is Yes , from whom did you learn about this project			
	<input type="checkbox"/> Govt Officials	<input type="checkbox"/> Neighbors/Friends	<input type="checkbox"/> Relatives Radio	<input type="checkbox"/> NGOs News-paper
	<input type="checkbox"/> Flyers handed out	<input type="checkbox"/> Posters in the brgy hall	<input type="checkbox"/> TV	<input type="checkbox"/> Public meetings Consultations
				<input type="checkbox"/> Enumerators/ During survey
				<input type="checkbox"/> Others _____
9.3	What are your positive and negative concerns on your community/surroundings? (pls check)			
	<input type="checkbox"/> Adequate supply of potable water	<input type="checkbox"/> Safe & peaceful community	<input type="checkbox"/> Clean Environment-fresh air, clean waterways, greeneries/trees	<input type="checkbox"/> Near to our residence
	<input type="checkbox"/> Within the vicinity of family clan	<input type="checkbox"/> Not flood prone/danger area	<input type="checkbox"/> Presence of livelihood opportunities	<input type="checkbox"/> Favorable access to main customers
	<input type="checkbox"/> Others _____	<input type="checkbox"/> Lack/inadequate of water supply/source	<input type="checkbox"/> Threats to peace & order (drugs, criminality)	<input type="checkbox"/> Dirty-uncollected garbage
		<input type="checkbox"/> Contaminated/polluter rives/creeks, canals	<input type="checkbox"/> Far from our residence	<input type="checkbox"/> No security of tenure
		<input type="checkbox"/> Flood prone, risky/danger area	<input type="checkbox"/> Lack of livelihood opportunities/insufficient income	<input type="checkbox"/> Inconvenient access to main customers
		<input type="checkbox"/> Others _____		
9.4	Are you in favor of the Project to build the 4th Mactan Bridge & the Coastal Road?			
	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Undecided	<input type="checkbox"/> No Comment
9.4a	Reasons for favoring the Project		Reasons for NOT Favoring the Project	
	<input type="checkbox"/> Will address traffic congestion	<input type="checkbox"/> Will bring economic development	<input type="checkbox"/> Better accessibility	<input type="checkbox"/> Income/livelihood opportunities
	<input type="checkbox"/> Improved the environment	<input type="checkbox"/> Expanded local Employment/business opportunities	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
9.5	Preferences of PAPs for livelihood restoration programs			
	<input type="checkbox"/> Compensation	<input type="checkbox"/> Vocational Training	<input type="checkbox"/> employment	<input type="checkbox"/> Granting of Credit
			<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
98.6	What will be your suggestions/recommendations for the Project in General?			

ATTACHED ARE AS FOLLOWS:

- Company Profile
- Position Paper
- Property/Plant Lay-out/Site Development Plan/Arch-Engg Details, Floor Plans
- Photographs
- Others, Specify _____
- REMARKS/NOTES

Signature/Name of Interviewer/Enumerator & Date/Time

RESETTLEMENT ACTION PLAN-4th Mactan Bridge/Mandaue Coastal Road Project
 Additional Survey Questionnaire for **PROJECT AFFECTED PERSONS (PAPs)**

1. IDENTIFICATION OF RESPONDENT

1.1 NAME/Pangalan	Surname	Given Name	M.I
<i>Ngalan sa nakalista nga PAP-</i>			
<i>1.2 Ngalan sa mitubag nga mi representar sa PAP</i>			
<i>1.3 Contact Number/kung mahatag</i>			

2. Please check the public meetings, scoping and public hearings that you (PAP) have attended for this DPWH 4th Mactan Bridge Project. **Markahe ang na-tambongan nga mga meeting para ani nga proyekto:**

- March 6/Mandaue City Social Welfare Service Building* *April 12/Mandani Bay Conference Room* *June 4/Paknaan Barangay Gym*

3. Which Compensation/Replacement type do you prefer/choose for you to transfer residence. **Unsa nga klase sa kompensasyon/bayad/bugti para makabalhin ka sa lain nga puluy-anan:**

- Cash compensation based on the replacement cost including transaction costs of the affected structure without deduction for depreciation or salvaged materials. **Kuwarta/bayad katumbas/bugti/puli sa nawala nga struktura (e.g. balay o facilidad), apil na ang mga transaksyones may kalabotan sa struktura/establismento nga na-apektuhan ani nga proyekto. Kini nga bayad walay menos sa pag-us-os sa presyo or sa makuha ug magamit/mabaligya nga mga 'salvage' materyales.**
- Resettlement/Housing. **Relokasyon nga naay balay kapuy-an**

4. If you choose resettlement/housing in the above, which do you prefer. **Kung relokasyon, unsa man nga klase sa panimalay ang imo pili-on:**

- Residential Subdivision/House and Lot (land title will be given to each PAP/Beneficiary upon full payment-if payment/amortization will be required/applicable). **Subdibisyon nga naay balay ug luna sa yuta (Titulo sa yuta ehatag sa kada 'beneficiary, inig kahuman ug bayad- in kaso, naay balayranan).**
- Low-cost Condominium Unit/Medium Rise (e.g. 4-storey) Building (ownership of the land is common to the homeowners, Certificate of Condominium Unit Ownership will be issued to the beneficiary). **Barato nga 'kondo unit'/Upat ka salog/floor nga 'building' (panag-iya sa yuta kommon sa mga homeowners, Certifiko sa panag-iya sa Kondo Unit ang ehatag sa kada beneficiary?**
- Amenable to either options-Subdivision and Condominium. **Sugot ra ko sa bisan asa sa duha-Subdibisyon o Condominium**

5. Please indicate the maximum acceptable distance of the resettlement site from your current residence. **Palihug pag-marka sa pinakalayo nga distansya sa resettlement site ug imo karon gipuy-an nga mosugot ra ka, kung ang pinakaduol dili posible mahatag sa proyekto.**

5-1. for Residential Subdivision/House and Lot

- within 5km 5 – 10km 10 – 15km 15 – 30km Above 30 km

5-2. for Low-cost Condominium Unit/Medium Rise Building

- within 5km 5 – 10km 10 – 15km 15 – 30km Above 30 km

6. Depending on the housing program (Subdivision or Condominium) that could be offered by the project, you may be required to pay a monthly amortization fee for a maximum of 30 years, please check the maximum amount ranges you can afford or are willing to pay. **Depende sa programa nga mahatag sa proyekto, basin naay bayranan kada buwan sa pila ka tuig, pila kaha ang inyong makaya o andam ma-abot sa pagbayad:**

- Below/Ubos 500 500-1000 1001-5000
 5001-10,000 Above 10,000 Other _____

7. Do you have any comment/suggestion/recommendation to the project? **Suhesyon or rekomendasyon para ani nga proyekto?** _____

Name and Signature of Enumerator/Date _____

APPENDIX 2 INTERNAL MONITORING FORM (DRAFT)

Monitoring Form (draft) for Resettlement Activities (general)

Date : _____
 Recorded by : _____

Progress of Resettlement Activities

Activities	Number Completed	Unit	Progress (%)		Completion Date (planned)	Responsible Organization
			up to last quarter	up to this quarter		
Procurement of Consultant		MM				
RAP Survey		MM				
Validation of RAP		Date Completed				
Verification of PAPs and Properties		HHs				
Land Acquisition		m2				
Relocation		HHs				
Compensation		HHs				

Resettlement Site Development

No.	Description of Resettlement Site (e.g. location, number of HHs)	Progress (resettled HHs)	Description and Issues of Concern (if any)	Actions Required (if any)	Completion Date (planned)
1					
2					

Livelihood and Income Restoration

No.	Items Implemented	Description and Results	Issues of Concern (if any)	Actions Required (if any)
1				
2				
3				

Public Consultation

No.	Date	Venue	Record of Discussions
1			
2			
3			

Grievances and Complaints

No.	Description of Grievances/Complaints	Description of Response/Redress Measures	Actions Required (if any)
1			
2			
3			

Monitoring Form (draft) for Progress of Resettlement Activities

Name of HH Head : _____ Code No. (if applicable) : _____
 Location : _____

Activities	Completion Date	Issues of Concern (if any)	Actions Required (if any)	Recorded by
Notice of Taking				
Confirmation of Proof of Ownership				
Payment Offer*				
Acceptance of Offer				
Payment (land)				
Payment (structure)				
Payment (improvements)				
Payment (others)				
Provision of Other Assistance				
Transfer of Title				
Notification of Demolition				
Relocation/Land Clearance				
Demolition of Structure				

*Payment offer must be based on the current market value of land, replacement cost for structures and improvements and current market value for crops and trees.

Monitoring Form (draft) for Livelihood and Income Restoration

Form No. : _____

Name of HH Head : _____ Code No. (if applicable) : _____

Location : _____

Date	Location	Occupation	Income Level		Issues of Concern	Actions Required	Recorded by
			vis-a-vis pre-relocation	monthly average (PhP)			
			better/no change/worse				
			better/no change/worse				
			better/no change/worse				
			better/no change/worse				
			better/no change/worse				
			better/no change/worse				
			better/no change/worse				

*Twice in the first year. Once in the second and third year.

Monitoring Form (draft) for Grievances and Complaints

Form No. : _____

Name of HH Head : _____ Code No. (if applicable) : _____

Location : _____

Date	Grievances/Complaints	Response/Redress Measures	Acceptance	Actions Required (if any)	Recorded by
			Y / N		
			Y / N		
			Y / N		
			Y / N		
			Y / N		
			Y / N		
			Y / N		

APPENDIX 3 EXTERNAL MONITORING FORM (DRAFT)

External Monitoring Form (draft)

I. Evaluation of the RAP Process

No.	Items	Judgement	Description	Actions Required (if any)
1	Were the PAPs and their assets correctly enumerated?	Y / N / NA		
2	Was the time frame and budget sufficient to meet the objectives?	Y / N / NA		
3	Were entitlements too generous?	Y / N / NA		
4	Are activities for RAP implementation proceeding as planned?	Y / N / NA		
5	Were vulnerable groups identified and assisted?	Y / N / NA		
6	How did resettlement implementers deal with unforeseen problems?	Y / N / NA		

II. Livelihood and Income Restoration

No.	Items	Judgement	Description	Actions Required (if any)
1	Were compensation payments free of deduction for depreciation, fees or transfer costs to the PAP?	Y / N / NA		
2	Were compensation payments sufficient to replace lost assets?	Y / N / NA		
3	Did transfer and relocation payments cover these costs?	Y / N / NA		
4	Did income substitution allow for re-establishment of enterprises and production?	Y / N / NA		
5	Have enterprises affected received sufficient assistance to re-establish themselves?	Y / N / NA		
6	Have vulnerable groups been provided income-earning opportunities?	Y / N / NA		
7	Do the jobs provided restore pre-project income levels and living standards?	Y / N / NA		
8	Have PAPs adopted the housing options developed?	Y / N / NA		

III. Grievances and Complaints

No.	Items	Judgement	Description	Actions Required (if any)
1	How much do PAPs know about resettlement procedures and entitlements?	Y / N / NA		
2	Do PAPs know their entitlements?	Y / N / NA		
3	Do PAPs know if their entitlements have been met?	Y / N / NA		
4	How do PAPs assess the extent to which their own living standards and livelihoods been restored?	Y / N / NA		
5	How much do PAPs know about grievance redress and conflict resolution procedures?	Y / N / NA		
6	How satisfied are those who have used the said mechanisms?	Y / N / NA		