



**Environmental Impact Statement (EIS)
Summary for the Public
for the
Proposed PNR Clark Phase 2
(Malolos Clark Railway) Project**

May 2018

Department of Transportation (DOTr)

A. PROJECT DESCRIPTION


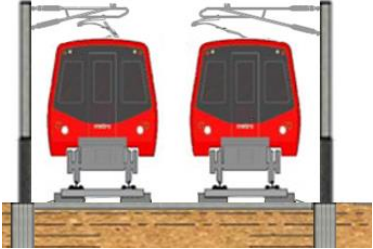

Project Name	Proposed PNR Clark Phase 2 (Malolos - Clark Railway) Project
Project Location	Malolos, Bulacan to Capas, Tarlac
Project Type	Railway System
Major Components of the Project	<p>The major components of the proposed MCRP are the following:</p> <p>(1) MAIN RAILWAY LINE</p> <p>The main railway line has a total length of 72.5 km from Malolos to Capas and a total width of 30 m. The proposed vertical alignment are as follows:</p> <p>a. Embankment/At Grade Section: 4.8 km</p>  <p>Figure 1: Cross-section of typical Embankment</p>  <p>Figure 2: Cross-section of typical At Grade</p> <p>b. Elevated Section (Viaduct): 62.7 km length and 10m width</p>  <p>Figure 3: Cross-section of typical Viaduct</p> <p>c. Tunnel/Underground Section: 5 km from Clark Station to CIA Station and from Clark Station to NCC Station.</p> <p>(2) STATIONS</p> <p>There will be seven (7) stations along the MCRP alignment. All stations will be elevated and will have a ROW width of 60 m (including the tracks) and length of 180-220 m. The station layout may either be two (2) separate platforms serving two (2) tracks or a single platform at the center. The platforms will be 8m wide.</p>



Figure 4: Sample Design of the Station

(3) MAINTENANCE DEPOT

The depot will serve as an area for stabling, maintenance, inspection and train repair. This will also function as a central command office which conducts the operation control of the main line and the integrated management of electricity, facilities for the crew, and the maintenance base for track, power supply system, signaling, communication systems, and civil and architectural facilities.

(4) E&M SYSTEM

E&M System refers to the electrical systems, mechanical systems, communication and automation systems, water services, fire detection and protection systems.

(5) ROLLING STOCK

DOTr plans to operate three (3) types of train services in this project, namely, 1) Commuter train, 2) Express Commuter train and 3) Airport Limited Express train, which can connect CIA and the center of Manila within 1-hour.

- a) **Commuter Train** - a total of 17 rolling stock (136 cars) with a capacity of 2,200 passengers (seating + standing) per train set. The train's maximum speed is 120 km/hr and fully air-conditioned.
- b) **Express Commuter Train and Airport Limited Express Train** – has a total of 13 rolling stock (104 cars) with a capacity of 400 passenger (seated) per train set. The train's maximum speed is 160 km/hr and fully air-conditioned.

(6) SUPPORT FACILITIES

The support facilities include electric power substations, administration building, training center, drainage facilities and sewage treatment plant.

During construction phase, the following temporary support facilities will be constructed: Contractor and Engineering Office, Laboratory, Labor Quarter, Warehouse, Rebar, Form Fabrication Yard, Batching Plant and Segment Fabrication Yard.

Project Size	
Project Area	Line: Length: 72.5km, Width: 30 m Station: 7 stations, Length: 180-220 m, Width: 60 m Depot: Approximately 40 hectares
Project Capacity	Six (6) commuter trains having a capacity of 1,600 passengers/train Eight (8) express trains having a capacity of 400 passengers/train
Project Technology	The DOTr will utilize an Electric Multiple Unit (EMU) which consist of self-propelled carriages that uses electricity as the motive power.

<p>Project Alternative</p>	<p>(1) SITING</p> <p><u>Alignment Alternatives:</u></p> <p>i. From Malolos to Clark: Option 1: PNR ROW Option 2: NLEX ROW Evaluation: The PNR ROW was chosen as it is recommended with major positive points such as lower costs with less construction delay factors such as affected houses, land acquisition, and affected trees.</p> <p>ii. From Clark to NCC: Option A: Existing arterial road of BCDA (Longer Distance) Option B: Maximizing BCDA property (Shorter distance and more tunnels) Evaluation: Considering the cost for the land acquisition and tunnelling, Option A was chosen as the better route from CIA to NCC</p> <p><u>Depot:</u> Option 1: 40 ha lot along Sacobia River Option 2: 42 ha lot at the Northwest of Xevera Subdivision Evaluation: Option 1 was chosen as the better location of the depot, as there is no need of land acquisition and the site is outside the Ancestral Domain area.</p> <p>(2) TECHNOLOGY AND DESIGN</p> <p><u>Track Structure:</u> Option 1: Embankment/At Grade Structure Option 2: Elevated Structure (Viaduct) Option 3: Tunnel/Underground Structure Evaluation: Combination of the 3 options. The elevated section (viaduct) is planned at urban area for over 54.7km, whereas grade/embankment section is planned for 10.5km possible underground 2.1km from Clark Station to CIA and tunneling 2.0 km from CIA to NCC.</p> <p><u>Rolling Stock:</u> DOTr will utilize an Electric Multiple Unit (EMU) Train for the Project, which runs quieter than diesel and locomotive-drawn multiple units.</p>
<p>Resource Utilization</p>	<p>(1) FUEL</p> <p>Construction Phase: Approximately 256,100 liters/year of diesel will be used for the heavy equipment, transport and service vehicles. Operation Phase: Approximately 20,000 liters/year of diesel will be used for the back-up generators and service vehicles.</p> <p>(2) POWER REQUIREMENT</p> <p>Construction Phase: Approximately 60,683,805 kWh/year will be required during construction. Operation Phase: Approximately 420,118,650 kWh/year will be required for the train operation, which will be sourced from MERALCO.</p> <p>(3) WATER</p> <p>Construction Phase: Water supply during construction phase will be taken from the nearest water source/ provider. Operation Phase: Water supply will be sourced from the local water districts. Water usage in this phase shall be minimal and limited to domestic use only at the stations. Additional water will be required at the depot for washing of trains.</p>

B. PROJECT LOCATION

The MCRP will utilize the existing Right-of-Way (ROW) of the Philippine National Railways (PNR) traversing the ten (10) municipalities/cities of Malolos and Calumpit in Bulacan; Apalit, Minalin, Sto. Tomas, San Fernando, Angeles, and Mabalacat in Pampanga; and Bamban and Capas in Tarlac. The proposed MCRP Depot will be located in a 0.4km² (40ha) lot area along Sacobia River in Mabalacat. The location map of the proposed MCRP is shown in **Figure 5** while **Table 1** shows the host LGUs. **Table 2** presents the station location.

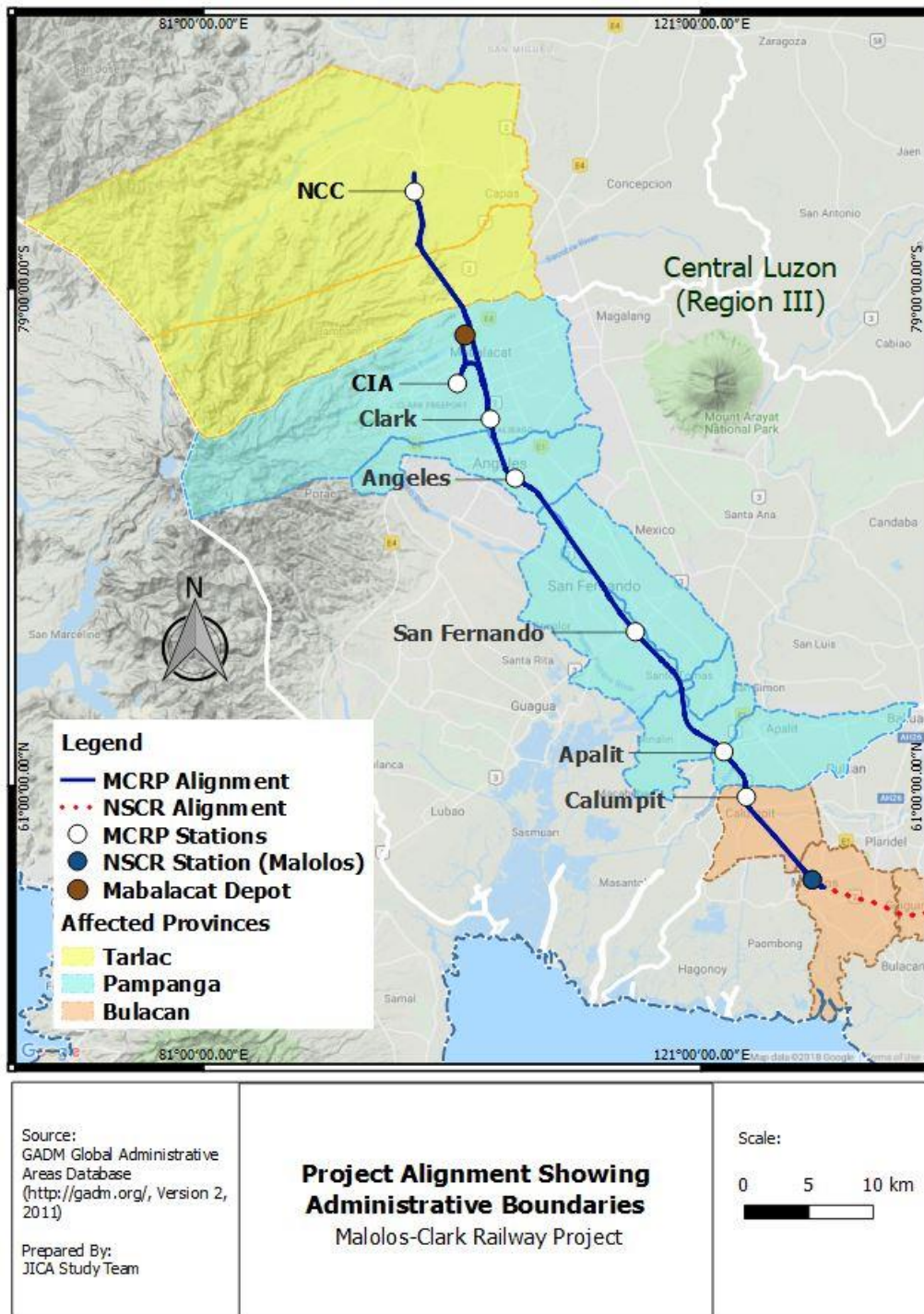


Figure 5: Location Map of the Proposed MCRP

Table 1: Host LGUs of the Proposed MCRP

LGU	Host Barangays			
Malolos	1. Bulihan	2. Longos		
Calumpit	1. Pio Cruzcoza	4. Iba Este	7. Balungao	
	2. San Marcos	5. Palimbang	8. Gatbuca	
	3. Calumpang	6. Iba O'Este		
Apalit	1. Capalangan	2. Sulipan	3. San Vicente	
Minalin	1. Lourdes	3. Sta. Maria	4. San Pedro	
	2. San Isidro			
Sto. Tomas	1. Poblacion	3. Sapa (Sto. Nino)	4. Moras dela Paz	
	2. San Matias			
San Fernando	1. Baliti	7. Pulung Bulu	13. Sto. Niño	
	2. Dolores	8. Quebiawan	14. Sindalan	
	3. Lourdes	9. San Agustin	15. Calutcut	
	4. Maimpis	10. San Nicolas	16. Panipuan	
	5. Malpitic	11. San Pedro Cutud		
	6. Pulung Bulu	12. Sta. Lucia		
Angeles	1. Agapito del Rosario	5. Lourdes Sur	9. Santo Cristo	
	2. Balibago	6. Lourdes Sur East	10. Tabun	
	3. Claro M. Recto	7. Malabañas		
	4. Pulungbulu	8. Sta. Teresita		
Mabalacat	1. San Joaquin	3. Dolores	5. Dau	
	2. Lakandula	4. Tabun	6. Poblacion	
Bamban*	1. Santo Niño	2. San Vicente		
Capas*	1. Aranguren	3. Cutcut 2nd	4. Maruglu	
	2. Cristo Rey			

Table 2: Station Location

Stations		Location	Geographical Coordinates	
			North Latitude	East Longitude
1	Calumpit	Calumpit, Bulacan	14°54'45.68"N	120°45'57.57"E
2	Apalit	Apalit, Pampanga	14°56'39.22"N	120°44'59.05"E
3	San Fernando	San Fernando, Pampanga	15°01'40.49"N	120°41'09.24"E
4	Angeles	Angeles, Pampanga	15°08'05.94"N	120°35'56.72"E
5	Clark	Mabalacat, Pampanga	15°10'34.33"N	120°34'52.74"E
6	CIA	Mabalacat, Pampanga	15°12'03.65"N	120°33'26.91"E
7	NCC	Capas, Tarlac	15°20'05.33"N	120°31'34.84"E

C. PROJECT PROPONENT

Name of Proponent : **Department of Transportation**

Proponent's Address : DOTr Head Office, Pinatubo Street corner Osmeña Street, Clark Freeport Zone, Angeles City, Pampanga

Authorized Signatory/
Representative : **Atty. Timothy John R. Batan**
Undersecretary for Railways

Contact Details : Telephone No: (02) 790-8300

D. PROJECTED TIMEFRAME OF THE PROJECT IMPLEMENTATION

The projected timeframe of the MCRP implementation is presented **Table 2**. The construction will start upon securing all the needed regulatory requirements. The project is expected to operate by the end of 2022.

Table 3: Project Timeframe

Project Phase	2018				2019				2020				2021				2022			
	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
Pre-construction																				
Construction																				
Trial Run																				
Operation																				

E. SUMMARY OF MAJOR IMPACTS AND RESIDUAL EFFECTS AFTER MITIGATION

Table 4 presents the summary of environmental impacts caused by the project as well as the corresponding mitigating measures and residual impacts.

Table 4: Summary of the Environmental Impacts, Mitigating and Enhancement Measures, and Residual Impacts

Environmental Component	Potential Impact	Prevention/Mitigation/ Enhancement Measures	Residual Impact
PRE-CONSTRUCTION			
LAND			
Land use and Classification	Incompatibility with the existing land use	<ul style="list-style-type: none"> • DOTr will coordinate with the lot owners, LGUs, other relevant agencies and concerned stakeholders in acquiring and/or securing the ROW 	Change in land use classification of areas utilized as part of ROW
	Potential conflict with other government infrastructure projects	<ul style="list-style-type: none"> • Coordinate with BCDA, DPWH (for depot site), and other relevant agencies and develop designs with compatible, non-overlapping structures 	Possible acquisition of additional private lots outside BCDA
	Overlap with areas with CADT/CADC, or areas occupied by cultural communities or tribes	<ul style="list-style-type: none"> • Coordinate with NCIP for the conduct of FBI to determine the possible overlap with CADT/CADC and update design to eliminate overlap 	None
PEOPLE			
People	Involuntary Resettlement of project affected persons (PAPs) (at least 1,329 households)	<ul style="list-style-type: none"> • DOTr will implement RAP in coordination with NHA, LGUs, and concerned stakeholders and relevant agencies that provide relocation site with complete facilities, amenities and basic services as well as livelihood for income restoration of head-of-household PAPs of ISFs and vulnerable groups. 	Resettlement of project affected persons (PAPs) (at least 7,692 households); Enhanced living and livelihood conditions of resettled PAFs of ISFs and vulnerable groups
CONSTRUCTION			
LAND			
Land Use and Classification	Impairment of aesthetic view	<ul style="list-style-type: none"> • Maintain the construction site/ yards tidy and clean and rehabilitate after construction • Provide temporary screens/ walls to minimise the visual clutter. • Design the project facilities to harmonise with the surrounding environments (shape, colour, size, etc.) 	Minimal impairment of aesthetic view
Geology/ Geomorphology	Inducement of subsidence, liquefaction, landslide,	<ul style="list-style-type: none"> • Design and construct appropriate foundation and structures based on the combination of geotechnical, geodetic and hydrologic study, and seismicity studies, 	None

EIS Summary for the Public (ESP)
PNR CLARK PHASE 2 (MALOLOS-CLARK RAILWAY) PROJECT

Environmental Component	Potential Impact	Prevention/Mitigation/Enhancement Measures	Residual Impact
	mud/debris flow	and in compliance with the National Building Code and the Structural Code of the Philippines and internationally accepted guideline.	
Pedology	Degradation of soil quality (soil contamination)	<ul style="list-style-type: none"> Prepare and implement solid waste management plan and proper disposal in accordance with RA 9003, hazardous waste disposal in accordance with RA 6969. 	None
Terrestrial Ecology	Loss of flora and fauna within ROW and Depot site	<ul style="list-style-type: none"> Prior to any clearing activity, conduct 100% inventory of the affected trees along the alignment and secure tree cutting permit in compliance with DENR Memorandum Order No. 2012-02. Minimize vegetation clearing to areas to be developed only and implement the tree and vegetation management plan as part of the construction plan Areas not part of the development within the ROW, around the stations and depot will be prioritized for replanting activity to create buffer zone to improve wildlife habitat. 	<p>Minimal loss of flora and fauna within ROW and Depot site</p> <p>Buffer zones to be created will serve as favourable habitat for nurturing wildlife</p>
WATER			
Hydrology	Inducement of flooding	<ul style="list-style-type: none"> Design and install drainage to accommodate the surface water runoff from the project and avoid any flooding in the area caused by the project. Regular inspection and prompt maintenance of the drainage system, all installed structures and facilities and improve/ enhance capacity when possible. 	Improved drainage system in areas along the MCRP alignment
Water Quality	Degradation of surface water quality	<ul style="list-style-type: none"> Install wastewater treatment, portable sanitary facilities at construction sites/yards Install temporary erosion ponds or silt traps around the major work areas. Plan and implement construction activities in consideration to the water course, embankment, and wet/dry season. 	Minimal surface water quality degradation
AIR			
Air Quality	Degradation of air quality	<ul style="list-style-type: none"> Adjust construction activities in consideration to weather system, identifying periods of high winds and drought that aggravated dust transport. Control vehicle movement maintaining the speed limit within the construction site to <10kph Conduct regular cleaning and clearing of construction access / sites surfaces of spoils and debris from construction equipment and vehicles and wetting of ground soil in the construction site when necessary. 	Minimal degradation of air quality
Acoustic Noise	Increase in ambient noise level	<ul style="list-style-type: none"> Plan and implement construction activities in consideration to time, duration, and scale to optimize the use construction equipment, machineries, and vehicles in accordance to the noise emission standard. Design and install effective noise barriers and absorbers along the alignment especially in areas with sensitive facilities and install noise control devices such as mufflers and noise suppressors to all construction equipment and machineries. 	Minimal increase in ambient noise levels, confined to local construction sites away from noise-sensitive receptors and limited to daytime period and short duration
Ground vibration	Increase in ambient vibration level	<ul style="list-style-type: none"> Plan and implement construction activities in consideration to time, duration, and scale to optimize the use construction equipment, machineries and vehicles. Schedule high vibration generating activities during daytime to reduce disturbance to nearby communities. Select construction equipment and machineries matching the scale of the construction and with minimal vibration generation if possible 	Minimal increase in vibration levels, confined to local construction sites away from sensitive receptors and limited to daytime period and short duration
PEOPLE			
People	Change/Conflict on ROW and Impact on Public Access	<ul style="list-style-type: none"> Maintain the existing public access as much as possible. However, in case of closures/barriers, disseminate information to the public, barangay and LGUs on the potential impact to the existing public access and mitigation measure through the project activities. Provide diversion route with appropriate health and safety 	Inconvenience to public's access to schools and other services, limited to duration of construction.

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Environmental Component	Potential Impact	Prevention/Mitigation/Enhancement Measures	Residual Impact
		measures. In case of any changes, prompt update on the diverted routes to the concerned communities and LGUs, <ul style="list-style-type: none"> Assign traffic guide to provide assistance to the road users. 	
	In-migration (Proliferation of Informal Settler)	<ul style="list-style-type: none"> Plan and implement construction schedule to shorten time between the pre-construction and construction as much as possible. Install fencing and guarding of the proposed project to restrict the public from entering the ROW. 	None
	Cultural/Lifestyle Change of Indigenous Peoples	<ul style="list-style-type: none"> Conduct FBI at the proposed depot area in accordance to the NCIP AO No. 3, 2012. If section of the depot site is within an Ancestral Domain, additional measures will be implemented in close coordination with the NCIP and LGUs. Ensure resolution of indigenous community (if any) in coordination with NCIP and LGU. 	Minimal lifestyle change of IPs
	Impacts on /Cultural Historical resources	<ul style="list-style-type: none"> Conduct literature review and site validation of the potential historic structures in coordination with PNR and NHCP Perform measured survey of the identified historic structures including its foundation and building condition. 	Damage on some infrastructure might still occur
	Threat to public health and safety	<ul style="list-style-type: none"> Formulation and implementation of IEC Plan to inform the affected LGU and local communities and the general public about 1) the project, project activities, duration, possible project impacts and incorporate their comments and inputs in the design, 2) the potential impact of project activities to air quality, noise, vibration, and climate change and mitigation, and safety aspects like areas that are restricted for the public, and 3) the Grievance Redress Mechanism to handle complaint/s if any. Plan for construction sites and access route in consideration to health and safety of local communities Install fencing of the construction site, provision of signage and posters, and guarding of the access point to ensure that the public is prevented from entering unsafe areas. 	Accidents may still occur, but the safety and health guidelines in place will significantly lower the exposure of workers and commuters to occupational and construction hazards, respectively.
	Generation of Livelihood Opportunities and improvement of Safety	<ul style="list-style-type: none"> Prioritize in hiring local qualified residents in coordination with the LGUs and employ workers in consideration to gender equality and to vulnerable group 	Increased number of employed local residents with consideration to gender equality and vulnerable group
	Traffic Congestion	<ul style="list-style-type: none"> Conduct Traffic Impact Assessment (TIA) and based on the results of TIA, prepare and implement Traffic Management Plan (TMP), coordinate to the concerned LGUs and transport operator/s and get their inputs and approval Schedule transport of heavy structures during period when there are fewer vehicles on the road and posting of appropriate traffic signage and warnings. Disseminate information to the general public, host barangays and LGUs on the potential impact of the project to the existing access and provide mitigating measures. 	Minimal traffic congestion may still occur; Inconvenience to commuters. The residual impacts will be confined to construction phase only.
OPERATION			
LAND			
Land Use and Classification	Impairment of visual aesthetic	<ul style="list-style-type: none"> Maintain tree planting to minimise the visual impact of the project 	Trees planted along the alignment may create a positive visual impact
Geology/Geomorphology	Inducement of subsidence, Liquefaction, Landslide, Mud/Debris Flow, etc.	<ul style="list-style-type: none"> Conduct proper inspection and prompt maintenance checks to every single installed structure and facility and improve/ enhance capacity when possible Conduct inspection in the event of natural hazard occurrence to assess damage of structures Regular Coordination with the PHIVOLCS for earthquake and volcanic events to adjust the train schedule as necessary. 	None

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Environmental Component	Potential Impact	Prevention/Mitigation/Enhancement Measures	Residual Impact
Pedology (Soil Quality)	Degradation of soil quality (soil contamination)	<ul style="list-style-type: none"> • Strict implementation of solid waste management plan and proper disposal by an accredited contractor in accordance with RA 9003, hazardous waste disposal in accordance with RA 6969. 	None
Terrestrial Ecology	<ul style="list-style-type: none"> • Loss of Habitat • Threat to Existence and/or Loss of Important Local Species • Hindrance to Wildlife Access 	<ul style="list-style-type: none"> • Minimize the noise, vibration, illumination, and vehicular movement which can disturb significant fauna area (alignment sections in Malolos to Sto. Tomas, which are under Manila Bay Biodiversity Area). 	Minimal disturbance to flora and fauna near bio-diversity areas
WATER			
Groundwater and Freshwater Quality	Deterioration of nearby groundwater and surface water due to discharge of untreated wastewater in stations and depot	<ul style="list-style-type: none"> • Each commuter station and depot will have a sewage treatment plant (STP) and a separate treatment facility for non-sewage waste waters such as from sinks, and washings to meet the applicable effluent standards. Handling of potential contaminants during operation phase shall be compliant with RA 6969. 	None
AIR			
Acoustic Noise	Increase in ambient noise level	<ul style="list-style-type: none"> • Optimize the number of train operation at night time to reduce generated noise • Provision of effective height of noise barriers on each side of the track especially on areas with sensitive receptors such as school, hospital, residential area • Provision of noise control device such as muffler to all stationary sources (i.e. generator set) • Regular inspection and proper maintenance of trains and tracks to reduce operational noise 	Minimal increase in ambient noise levels confined to areas adjacent to alignment
Ground Vibration	Increase in ground vibration level	<ul style="list-style-type: none"> • Regular inspection, proper maintenance and reconditioning of trains and tracks such as rail grinding, slip-slide detectors and maintenance or replacement of suspension system, brakes and wheels 	Minimal increase in vibration levels
PEOPLE			
People	Generation of estimated 1,400 job positions; opportunities for business	<ul style="list-style-type: none"> • Coordinate closely with the host LGUs, specifically at the barangay level regarding hiring of regular workers to ensure that the workers being considered are legitimate residents in the area in consideration to gender equality. 	Higher employment rates in the host cities
	Influx of ISFs	<ul style="list-style-type: none"> • Install fencing and provide guards to prevent the settlement of ISFs along the ROW 	None
	Threat to public health and safety	<ul style="list-style-type: none"> • Provide security guards in all stations to direct passengers on the safe zone • Provide sanitary facilities or utilities in all stations and depot. • Implement the Occupational Health and Safety Management Plan. • Provide appropriate PPE to all personnel undertaking maintenance work. 	Accidents may still occur, but the safety and health guidelines in place will significantly lower the exposure of workers and commuters to occupational and operational hazards, respectively.
	Traffic Congestion in the areas adjacent to the proposed stations	<ul style="list-style-type: none"> • Establish a TOD Committee, which compose of the Traffic Management of LGUs, Planning Office, PNR, DPWH, and DOTr • Plan and implement TOD in consideration to the loading and unloading area and the circulation of the traffic as well as the integration of transport facility within the station. 	Minimal traffic build-up may still occur in areas adjacent to the proposed stations
	Change in lifestyle	<ul style="list-style-type: none"> • Promote benefit of reduced travel time using MCRP mass transit over other modes of transportation • Maintenance of facilities such as air conditions in trains to provide comfort to commuters 	<ul style="list-style-type: none"> • Increased number of commuters using the MCRP for transportation • Increased leisure time and reduced strain of commuters • Increased job satisfaction due to shorter travel time

F. IDENTIFIED STAKEHOLDERS

The following are the identified stakeholders of the proposed MCRP:

- LGUs of the host cities/municipalities and of host barangays as identified in **Table 1**.
- Residents living at the PNR ROW and its vicinity
- Sectoral Representatives (Education, Health, Livelihood, Religious, Business, Senior Citizens, Women) at the host LGUs
- Non-Government Organizations at the host LGUs
- Philippine National Railway (PNR)
- Social Housing Finance Corporation (SHFC)
- Presidential Commission for the Urban Poor (PCUP)
- Housing and Urban Development Coordinating Council (HUDCC)
- National Commission for Culture and the Arts (NCCA)
- National Housing Authority (NHA)
- Department of Public Works and Highways (DPWH)
- National Commission on Indigenous Peoples (NCIP) Region 3
- EMB-DENR Region 3
- Department of Social Welfare and Development (DSWD) Region 3
- Philippine Institute of Volcanology and Seismology (PHIVOLCS) Region 3
- Public Utility organizations at the host LGUs (TODA/Jeepney drivers)

G. STATEMENT OF COMMITMENT AND CAPABILITY TO IMPLEMENT NECESSARY MEASURES TO PREVENT NEGATIVE IMPACTS

The DOTr, as the Implementing Agency, commits to provide overall policy and guidance with regards to implementation of the Project. DOTr shall ensure that all necessary mitigating measures including budgets and agreements with other concerned national and local government agencies are included in all contracts to prevent and/or minimize the negative impacts of the project and enhance the positive impacts.

H. INFORMATION WHERE TO GET COPY OF THE EISR

The draft Environmental Impact Statement Report (EISR) and this ESP will be posted in the EMB website (www.emb.gov.ph) at least 20 days before the public hearing. After the review process, the final EISR of the proposed MCRP will be available at the following:

Provincial Government of Bulacan Bulacan Provincial Capitol MacArthur Highway, Malolos City, Bulacan Contact No. +63(44)7911604	Municipal Government of Minalin Minalin Municipal Hall Poblacion, Minalin, Pampanga Contact No. (045) 301-6046	Provincial Government of Tarlac Tarlac Provincial Capitol Capitol Site Street, Tarlac City, Tarlac Contact No. +63(45)9824909
City Government of Malolos Malolos Municipal Building, Pariancillo Street, Malolos City, Bulacan Contact No. +63(44) 796-2793	Municipal Government of Sto. Tomas Sto. Tomas Municipal Hall, Magsaysay Street, Santo Tomas, Pampanga Contact No. +63(45)4097594	Municipal Government of Bamban Bamban Municipal Hall Brgy. Anupul, Bamban, Tarlac Contact No. (045) 925 0050

Municipal Government of Calumpit Calumpit Municipal Hall Poblacion, Calumpit, Bulacan 3003 Contact No. +63(44)9130268	City Government of San Fernando New Municipal Hall Building, A Consunji Street, San Fernando City, Pampanga Contact No. +63(45)9616601	Municipal Government of Bamban Bamban Municipal Hall Brgy. Anupul, Bamban, Tarlac Contact No. (045) 925 0050
Provincial Government of Pampanga Capitol Boulevard, Capitol Compound, San Fernando City, Pampanga Contact No. +63(45)4353966	City Government of Angeles Angeles City Hall Angeles City, Pampanga Contact No. (045) 892-1211	Municipal Government of Capas Capas Municipal Hall Sto. Domingo 2nd, Capas, Tarlac Contact No. (045) 925 0154
Municipal Government of Apalit Apalit Municipal Hall San Juan , Apalit, Pampanga 2016 Contact No. +63(45)6520108	City Government of Mabalacat Mabalacat City Hall Delfin Drive, Mabalacat, Pampanga Contact No. (045) 893 0676	Environmental Management Bureau DENR Compound, Visayas Ave, Diliman, Quezon City, 1116 Metro Manila Contact No: (02)920-2240

For more information about the proposed MCRP, the following people may be contacted:

Proponent: Ms. Christina Quinalayo Environmental and Social Considerations Officer Department of Transportation DOTr Head Office, Pinatubo Street corner Osmeña Street, Clark Freeport Zone, Angeles City, Pampanga Telephone No: (02)790-8300	EIA Preparer: Engr. Leticia T. dela Cruz Managing Director Geosphere Technologies, Inc. 19D Eisenhower Tower, Eisenhower St., Greenhills, San Juan City Tel: (02) 724-5665/67 E-mail: gti0722@geospheretechnology.com
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