




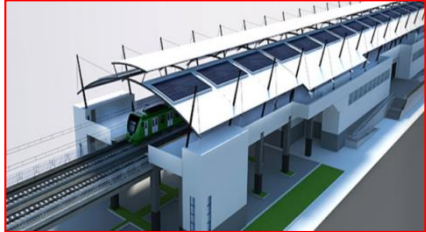
**Environmental Impact Statement (EIS)
Summary for the Public
for the
PNR South Commuter (North South Railway
Project (NSRP) –South Line (Commuter))**

May 2018

Department of Transportation (DOTr)

A. PROJECT DESCRIPTION

Project Name	PNR South Commuter (North South Railway Project (NSRP) – South Line (Commuter))
Project Location:	Solis, Manila to Calamba, Laguna
Project Type	Railway System
Major Components of the Project	<p>The major components of the proposed NSRP are the following:</p> <p>(1) MAIN RAILWAY LINE</p> <p>The NSRP alignment is 55.6 km long from Solis, Manila to Calamba station. The ROW width is 30 m. The proposed vertical alignment is taken at ground level as much as possible, when the vertical clearance is satisfied; otherwise the vertical alignment is designed elevated. The proposed vertical alignment are as follows:</p> <p>a. At-Grade Section: 13.8 km</p> <div data-bbox="568 860 951 1115" data-label="Image"> </div> <p style="text-align: center;">Figure 1: Cross-section of typical At Grade</p> <p>b. Embankment Section: 4.0 km</p> <div data-bbox="579 1218 932 1480" data-label="Image"> </div> <p style="text-align: center;">Figure 2: Cross-section of typical Embankment</p> <p>c. Elevated Section (Viaduct): 37.8 km</p> <div data-bbox="592 1615 1289 1832" data-label="Image"> </div> <p style="text-align: center;">Figure 3: Cross-section of typical Viaduct</p>

	<p>(2) STATIONS</p> <p>There will be twenty (20) stations along the NSRP 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 8 m wide.</p> <div style="display: flex; justify-content: space-around;">   </div> <p style="text-align: center;">Figure 4: Sample Design of the Station</p> <p>(3) MAINTENANCE DEPOT</p> <p>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.</p> <p>(4) E & M SYSTEM</p> <p>E & M System refers to the electrical systems, mechanical systems, communication and automation systems, water services, fire detection and protection systems.</p> <p>(5) ROLLING STOCK</p> <p>The DOTr will utilize an EMU Train for the Project, which means that power supply system rolling stock is required for train operating electric power.</p> <p>(6) SUPPORT FACILITIES</p> <p>The support facilities electric power substations, administration building, training center, drainage facilities and sewage treatment plant.</p> <p>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.</p>
Project Size	
Project Area	Line: Length: 55.6 km, Width: 30 m Station: 20 stations, Length: 180 – 220 m, Width: 60 m Depot: Approximately 78 hectares
Project Capacity	Two hundred (200) commuter trains having a capacity 2,200 passengers/train (seating + standing)
Project Technology	The DOTr will utilize an Electric Multiple Unit (EMU) which consist of self-

<p>Project Alternative</p>	<p>propelled carriages that uses electricity as the motive power.</p> <p>(1) SITING The proposed NSRP will utilize the existing PNR Right-Of-Way (ROW). No other ROW alternative was considered because the area is highly developed.</p> <p><u>Depot:</u> Option 1: Old Sucat Thermal Power Plant Option 2: Agricultural land in Banlic, Calamba Evaluation: Considering the storage of rolling stock, operation of carriage and maintenance, Option 2 was the preferred.</p> <p>(2) TECHNOLOGY AND DESIGN <u>Track Structure:</u> Option 1: Elevated Structure Option 2: Embankment/ At-grade Structure Evaluation: Combination of the 2 options. The elevated section (viaduct) is planned over urban areas at a length of 37.8 km, with the embankment section planned for 4.0 km and at-grade section planned at 37.8 km. This lowers the construction costs or it will shorten of a construction period.</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 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 Construction Phase: Approximately 60,683,805 kWh/year will be required during construction. Operation Phase: Approximately 303,419 MWh/year will be required for the train operation, which will be sourced from MERALCO.</p> <p>(3) WATER Construction phase: Water will be taken from the nearest water source/provider. Operation phase: Water 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 NSRP will utilize the existing Right-of-Way (ROW) of the Philippine National Railways (PNR) traversing the ten (10) Cities, namely: Manila, Makati, Taguig, Parañaque and Muntinlupa in the National Capital Region (NCR); and San Pedro, Biñan, Santa Rosa, Cabuyao and Calamba in the Province of Laguna.

The proposed NSRP Depot will be located in a 0.78km² (78ha) agricultural area in Banlic, Calamba City

The location map of the proposed NSRP is shown in **Figure 5** while **Table 1** shows the host LGUs. **Table 2** presents the station location.

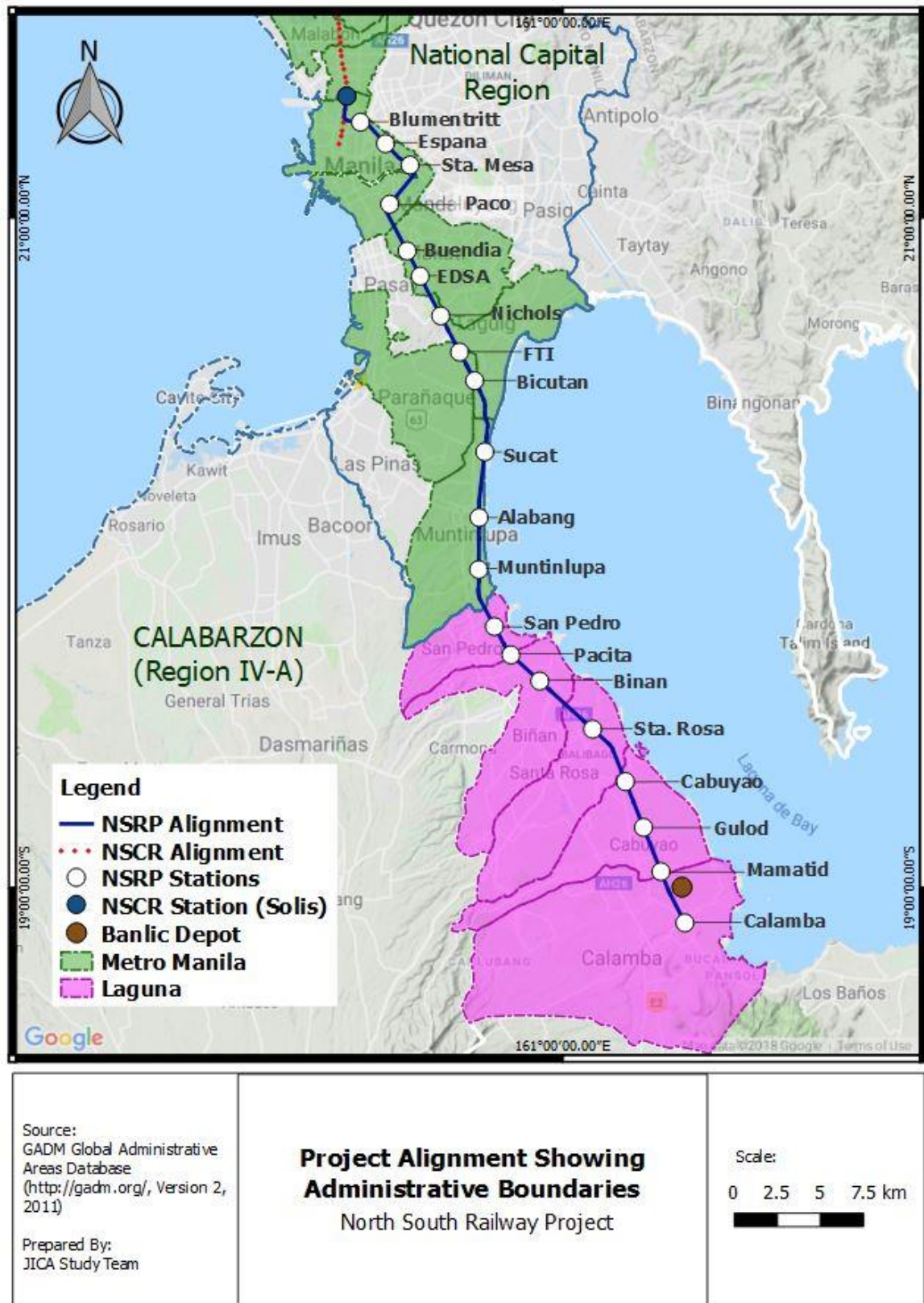


Figure 5: Location Map of the Proposed NSRP

Table 1: Host LGUs of the Proposed NSRP

LGU	Host Barangays		
Manila City (28)	473	450	629
	472	351	628
	474	348	630
	483	349	165
	484	356	162
	485	359	161
	487	224	185
	443	227	186
	442	217	
444	621		
Makati City (4)	San Antonio Pio del Pilar	Bangkal Magallanes	
Taguig City (6)	Fort Bonifacio Western Bicutan	North Daang Hari South Daang Hari	Bagumbayan Tanyag
Parañaque City (1)	San Martin de Porres		
Muntinlupa City (8)	Sucats Buli Cupang	Alabang Bayanan Putatan	Poblacion Tunasan
San Pedro City (3)	San Antonio	San Vicente	Nueva
Biñan City (5)	Canlalay San Vicente	Sto Niño San Antonio	Platero
Sta. Rosa City (5)	Tagapo Labas	Pooc Dila	Dita
Cabuyao City (10)	Poblacion 1 Poblacion 2 Bigaa Sala	Niugan Banay-Banay San Isidro	Pulo Mamatid Banlic (Cabuyao)
Calamba City (10)	San Cristobal Parian Poblacion I Lecheria	Halang Bucal Pansol Sucol	Masili Banlic (Calmaba)

Table 2: Station Location

Stations		Location	Geographical Coordinates	
			North Latitude	East Longitude
1.	Solis (NSCR) ¹	Manila City	14°38'6.37"N	120°58'36.03"E
2.	Blumentritt	Manila City	14°37'20.54"N	120°59'3.08"E
3.	España	Manila City	14°36'40.36"N	120°59'51.30"E
4.	Santa Mesa	Manila City	14°36'0.28"N	121° 0'38.82"E
5.	Paco	Manila City	14°34'47.23"N	120°59'59.52"E
6.	Buendia	Makati City	14°33'19.89"N	121° 0'33.16"E
7.	EDSA	Makati City	14°32'32.75"N	121° 0'58.34"E
8.	Nichols	Taguig City	14°31'18.65"N	121° 1'37.94"E
9.	FTI	Taguig City	14°30'17.57"N	121° 2'11.10"E
10.	Bicutan	Parañaque City	14°29'22.58"N	121° 2'42.27"E
11.	Sucats	Muntinlupa City	14°27'4.42"N	121° 3'2.79"E
12.	Alabang	Muntinlupa City	14°25'1.27"N	121° 2'52.11"E
13.	Muntinlupa	Muntinlupa City	14°23'24.69"N	121° 2'51.09"E
14.	San Pedro	San Pedro City	14°21'37.81"N	121° 3'22.01"E
15.	Pacita	San Pedro City	14°20'43.44"N	121° 3'54.78"E
16.	Biñan	Biñan City	14°19'52.73"N	121° 4'52.40"E
17.	Santa Rosa	Santa Rosa City	14°18'24.89"N	121° 6'32.34"E

¹ NSCR station where NSRP will be interconnected

Stations		Location	Geographical Coordinates	
			North Latitude	East Longitude
18.	Cabuyao	Cabuyao City	14°16'49.45"N	121° 7'34.21"E
19.	Gulod	Cabuyao City	14°15'20.61"N	121° 8'9.94"E
20.	Mamatid	Cabuyao City	14°13'58.86"N	121° 8'43.47"E
21.	Calamba	Calamba City	14°12'25.31"N	121° 9'28.53"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 NSRP implementation is presented **Table 3**. The construction phase will start upon securing all the needed regulatory requirements. The project is expected to operate by the end of 2023.

Table 3: Project Timeframe

Project Phase	2018				2019				2020				2021				2022				2023			
	1Q	2Q	3Q	4Q	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, Mitigating and Enhancement Measures, and Residual Impacts

Environmental Component	Potential Impact	Prevention/Mitigation/ Enhancement Measures	Residual Impact
PRE-CONSTRUCTION			
LAND			
Land use and Classification	Conversion of at least 0.78 km ² of	• DOTr will coordinate with the lot owners, LGUs, other relevant agencies and concerned stakeholders in acquiring	Change in land use of agricultural land utilized as part of ROW

EIS Summary for the Public (ESP)

PNR SOUTH COMMUTER (NORTH SOUTH RAILWAY PROJECT (NSRP) –SOUTH LINE (COMMUTER))

Environmental Component	Potential Impact	Prevention/Mitigation/Enhancement Measures	Residual Impact
	agricultural land	and/or securing the ROW	
	Conflict with the NLEx-SLEx Connector Road Project of DPWH	<ul style="list-style-type: none"> • DOTr will coordinate with DPWH (alignment from PNR Solis to Sta. Mesa Station) • Affected section of alignment to run parallel to existing PNR alignment and avoid overlap with the NLEx-SLEx Connector Road Project of DPWH 	Acquisition of additional lots from Solis to Sta. Mesa Station.
	Potential conflict on ROW, ferry operation and public access	<ul style="list-style-type: none"> • DOTr will coordinate closely with the MMDA and affected ferry companies to align and ensure that the proposed NSRP construction schedule and activities shall be accommodated in their operation plan. 	Minimal disruption on the ferry operation
PEOPLE			
People	Involuntary Resettlement of project affected persons (PAPs) (at least 7,692 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, mud/debris flow	<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, and in compliance with the National Building Code and the Structural Code of the Philippines and internationally accepted guideline. 	None
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. 	Minimal loss of flora and fauna within ROW and Depot site Buffer zones to be created will serve as favourable habitat for nurturing wildlife
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 NSRP 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. 	Minimal degradation of air quality

Environmental Component	Potential Impact	Prevention/Mitigation/ Enhancement Measures	Residual Impact
		<ul style="list-style-type: none"> 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. 	
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 measures. In case of any changes, prompt update on the diverted routes to the concerned communities and LGUs, Assign traffic guide to provide assistance to the road users. 	Inconvenience to public's access to schools and other services, limited to duration of construction.
	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
	Lifestyle change	<ul style="list-style-type: none"> Prepare and implement traffic management plan Disseminate information to the general public, host barangays and LGUs on the potential impact of the project to the existing access 	<ul style="list-style-type: none"> Dissatisfaction and loss of free time of commuters
	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. 	<ul style="list-style-type: none"> Damage on some infrastructure might still occur
	Threat to delivery of basic services/ resource competition	<ul style="list-style-type: none"> Prepare a utility and relocation plan in coordination with utility companies Prepare and implement water conservation program Identification of final disposal site for solid waste, excavated soil, hazardous waste at each LGUs. Conduct regular monitoring of disposal status in compliance to RA 9003 and RA 6003. 	Interruptions on water and power supply may still occur, but with proper coordination and planning with the utility companies, the affected area and number of affected consumers will be reduced.
	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 	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.

EIS Summary for the Public (ESP)

PNR SOUTH COMMUTER (NORTH SOUTH RAILWAY PROJECT (NSRP) –SOUTH LINE (COMMUTER))

Environmental Component	Potential Impact	Prevention/Mitigation/Enhancement Measures	Residual Impact
		and posters, and guarding of the access point to ensure that the public is prevented from entering unsafe areas.	
	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
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
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 1,550 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

Environmental Component	Potential Impact	Prevention/Mitigation/Enhancement Measures	Residual Impact
	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 (Reduced travel time by 45 mins for commuters)	<ul style="list-style-type: none"> • Promote benefit of reduced travel time using NSRP 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 NSRP 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 NSRP:

- 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)
- Metropolitan Manila Development Authority (MMDA)
- Department of Public Works and Highways (DPWH)
- EMB-DENR Region 4A and NCR
- Department of Social Welfare and Development (DSWD) Region 4A and NCR
- Philippine Institute of Volcanology and Seismology (PHIVOLCS) Region 4A and NCR
- 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 EIS

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 NSRP will be available at the following:

<u>Metro Manila</u>	<u>Province of Laguna</u>
City Government of Manila Manila City Hall Padre Burgos Ave, Ermita, Manila, 1000 Metro Manila Contact No. 527-0907	City Government of San Pedro San Pedro City Hall San Pedro City, Laguna Contact No. 808-2020
City Government of Makati Makati City Hall 1339 Angono, Manila, Metro Manila Contact No. 0977 359 5796	City Government of Sta. Rosa Sta. Rosa City Hall J.P Rizal BLVD. Brgy. Malusak , City of Santa Rosa Laguna , Philippines 4026 Contact No. (049)530-0015/ (02) 998-4206
City Government of Taguig Taguig City Hall Gen. A Luna St, Taguig, 1637 Metro Manila Contact No. 0921 722 1972	City Government of Cabuyao Cabuyao City Hall Barangay Sala, Cabuyao Laguna 4025 Contact No. (049) 502-6760
City Government of Parañaque Parañaque City Hall San Antonio Ave, San Antonio Parañaque, Metro Manila Contact No. 820-7783	City Government of Calamba Calamba City Hall New City Hall Complex, Chipeco Ave Ext, Brgy. Real, Calamba, Laguna Contact No. (049) 545 6789
City Government of Muntinlupa Muntinlupa City Hall Manila S Rd, Putatan, Muntinlupa 1772 Metro Manila Contact No. 0946 512 2334	City Government of San Pedro San Pedro City Hall San Pedro City, Laguna Contact No. 808-2020
Environmental Management Bureau DENR Compound, Visayas Ave, Diliman, Quezon City, 1116 Metro Manila Contact No: (02)920-2240	Provincial Government of Laguna Laguna Provincial Capitol Pedro Guevara Ave, Santa Cruz, Laguna Contact No: (049) 808 1105

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

Proponent:	EIA Preparer:
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	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