Executive Summary - Filipino

Project Fact Sheet

<table>
<tr><td>Name of Project</td><td colspan="2">Bataan – Cavite Interlink Bridge (BCIB) Project</td></tr>
<tr><td>Project Location</td><td colspan="2">Mariveles, Bataan: Barangays Mountain View and Alas-Asin
Cavite: Barangays Timalan-Concepcion and Timalan-Balsahan</td></tr>
<tr><td>Nature of the Project</td><td colspan="2">Bridge Construction</td></tr>
<tr><td>Project Size</td><td colspan="2">Length: 32.15km; Width: 20.92m (carriageway)</td></tr>
<tr><td>Summary of Major Components</td><td colspan="2"><table><tr><th>Project Component</th><th>Description / Specifications</th></tr><tr><td>Navigation bridge</td><td>Provide the necessary navigation clearance for ships</td></tr><tr><td>Marine viaducts</td><td>Viaduct structures constructed above sea water</td></tr><tr><td>Interchanges and viaducts on land</td><td>Viaduct structures constructed on land and provide connections to existing road networks</td></tr><tr><td>Approach ramps</td><td>Parts of the road that go up from existing ground level towards the approach bridge</td></tr></table></td></tr>
<tr><td>Project Cost</td><td colspan="2">Php. 120.79 Billion (Civil Works)
Php. 175.66 Billion (Total Project Cost)</td></tr>
<tr><td>Project Duration</td><td colspan="2">2018-2027</td></tr>
<tr><td>Operation Date</td><td colspan="2">2027</td></tr>
<tr><td>Proponent Name</td><td colspan="2">Department of Public Works and Highways (DPWH)</td></tr>
<tr><td>Proponent Authorized Representative</td><td colspan="2">Emil K. Sadain, CESO I
Undersecretary for UPMO Operations and Technical Services
Department of Public Works and Highways</td></tr>
<tr><td>Proponent Address and Contact Details</td><td colspan="2">Address: Bonifacio Drive Port Area, 652 Zone 068, Manila, 1018 Metro Manila, Philippines
Contact Number: +63 2 5304 3805 / +63 2 5304 3681</td></tr>
<tr><td>EIA Preparer (Consultant)</td><td colspan="2">Ove Arup & Partners Hong Kong Ltd and EcosysCorp Inc.</td></tr>
<tr><td>Preparer Contact Person</td><td>David Rollinson
Ove Arup & Partners Hong Kong Ltd – Environmental and Social Team Leader</td><td>Annabele Herrera
EcosysCorp, Inc. – Project Director</td></tr>
<tr><td>Preparer Address and Contact Details</td><td colspan="2">Ove Arup & Partners Hong Kong Ltd
4F, Rockwell Business Center, Ortigas Ave., Pasig Metro Manila, 1600
Tel. No.: +63 2 3485 8200

EcosysCorp, Inc
Units 712, 716, & 710 JOCFER Bldg. 79 Commonwealth Ave., Q. C.
+63 2 709 1304, +63 2 719 8461</td></tr>
</table>

Process Documentation

• Project Categorization

Ayon sa Revised Procedural Manual of the Department of Environment and Natural Resources (DENR) Administrative Order No. 30 Series of 2003 (DAO 2003-30), ang mga pangunahing kalsada at tulay ay nasa kategorya ng Environmental Critical Project (ECP) sa ilalim ng Category A at nasasaklawan ng EIS System batay sa Proclamation No. 2146 (1981) at Proclamation No. 803 (1996). Ang panukalang Bataan-Cavite Interlink Bridge (BCIB) ay napapabilang sa pangkat na tatawid sa anyong tubig na may gamit sa pang-araw araw na pamumuhay, nasasaklawan ng kontrolado at/o idineklarang protektedong lugar ng angkop na awtoridad at sumusuporta sa yamang hayop at pangingisda.

Batay sa Environmental Management Bureau (EMB) Memorandum Circular 005 of 2014 (EMB MC 2014-005) o ang Revised Gudelines for Coverage Screening and Standardized Requirements sa ilalim ng Philippine EIS System, ang panukalang proyekto, na may habang 32.15km, ay nabibilang sa Category A. Kaya isang full-blown EIS ang nararapat na gawin upang makakuha ng Environmental Compliance Certificate (ECC). Ang EIS report na ito ay magbibigay ng balangkas ng kasalukuyang kondisyon ng lugar nasakop ng proyekto at magpapakita ng lahat ng maaaring significant na epekto. Ang proyektong ito ay kabilang din sa Build, Build, Build Projects ng Pangulong Rodrigo Duterte kaya kabilang na sa konsiderasyon ang pagpapaiksi ng environmental impact assessment (EIA) (DAO 2019-16).

• Depinisyon ng EIA

Ayon sa depinisyon sa DAO 2003-30, ang EIA ay isang sistematikong proseso na nagsasagawa ng prediction at evaluation ng significant na epekto ng isang proyekto, kabilang na ang cumulative, o patong-patong na epekto sa kapaligiran sa buong life cycle ng proyekto (*construction*, *operation at abandonment phase*). Kabilang din dito ang pagdi-disenyo ng naa-angkop na hakbangin upang maiwasan (prevent), mapagaan (mitigate) at mapalago (enhance) ang mga maaaring idulot nito upang maabot ang socio-economic at environmental balance.

• Saklaw ng EIA Study

Ang nilalaman ng report na ito ay batay sa scoping checklist sa Terms of Rereference mula sa Annex A ng DAO 2019-16 (Annex A). Kabilang sa mga pangunahin at kritikal na bahagi ng EIS Report ay ang mga sumusunod:

1. Project Description
2. Environmental Impact Assessment (EIA) Summary
3. Assessment of Environmental Impacts
4. Environmental Management Plan (EMP)
5. Environmental Risk Assessment (ERA) and Emergency Response Policy and Guidelines
6. Social Development Plan (SDP) and Information and Education Campaign (IEC)
7. Self-Monitoring Plan, Multi-Sectoral Monitoring Framework and Environmental

Guarantee and Monitoring Fund Commitments
8. Decommissioning/ Abandonment/ Rehabilitation Policy, and
9. Institutional Plan for Environmental Management Plan (EMP) Implementation

• **EIA Team**

Ang Department of Public Works and Highways (DPWH), ang pangunahing proponent ng proyekto, ang tumatayong pangunahing pang-inhinyero at pang-konstruksyong ahensya ng pamahalaan, at naatasang siguruhin at mag-disenyo ng mga pang-imprastrakturang proyekto tulad ng mga national highway, tulay, flood control at iba pang katulad na public works.

Inatasan ng DPWH Ove Arup and Partners Hong Kong Ltd., "Arup", bilang lead consultant para sa Feasibility Study ng BCIB Project. Ang Arup ay isang multi-national firm na nagbibigay ng serbisyong pang-inhinyero, pagdi-disenyo, pagpa-plano, project management at consulting services para sa lahat ng aspeto ng built environment (**Annex B**).

Ang Ecosys Corporation ay kinuha ng Arup bilang sub-consultant nito upang makatulong sa paghahanda ng EIA para sa proyekto, kabilang na ang aspetong social katulad ng pagsasagawa ng mga pampublikong konsultasyon, IECs, perception survey, at iba pa. Ang EIA Team ay binubuo ng mga sumusunod:

Table 1 EIA Team

Name	Role in the EIA Study	Qualification
David Rollinson	Environmental and Social Team Leader (Arup)	BSc (Hons) Environmental Biology MSc Environmental Management
Angel Salcedo	Environmental and Social Specialist (Arup)	EIA Registration No. IPCO 334 MSc Environmental Engineering B.S. Chemical Engineering
Maria Catherine Rontos	Environmental and Social Specialist (Arup)	EIA Registration No. IPCO 037 Diploma in Urban and Regional Planning B.S. Environmental Planning and Management
Frederick Esternon	Terrestrial Ecology Specialist Environmental and Social Specialist EIA Head (Ecosys Corp)	EIA Registration No. IPCO 311 Environmental Management Specialist B.S. Forestry and Natural Resources
Elenor De Leon	Environmental and Social Specialist EIA Deputy Lead (Ecosys Corp)	EIA Registration No. IPCO 425 Master in Development Management Master of Environment and Natural Resources Management (units earned)
Ruben Estudilo	Marine Ecology Specialist (Ecosys Corp)	PhD Marine Science (Units Earned) MSc Marine Science Ecology B.S. Marine Science
Armando Gillado Jr	Terrestrial Flora Specialist (Ecosys Corp Inc)	EIA Registration No. IPCO 312 B.S. Forestry and Natural Resouces
Russel Banigued	Terrestrial Fauna Specialist (Ecosys Corp Inc)	EIA Registration No. IPCO 157 Environmental Science Specialist

• **EIA Study Schedule**

Ipinapakita sa **Table 2** ang timeframe ng mga gawain na inilista ng EIA consultant para sa EIA study ng BCIB project.

Table 2 EIA Study Schedule

Year	2019												2020																													
Month	Oct				Nov				Dec				Jan				Feb				Mar				Apr				May				June				July						
Week	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Activities																																											
Reconnaissance Survey																																											
Coordination and Communication meeting																																											
Initial Perception Survey																																											
IEC and FGD																																											
Bataan																																											
Cavite																																											
Meeting with EMB																																											
Fauna Assessment																																											
Flora Assessment																																											
Corals Assessment																																											
Fish Assessment																																											
Air & Noise Sampling																																											
Water sampling and analysis																																											
Sediment sampling and analysis																																											
EIS report writing																																											
Awaiting new EMB DMO																																											
EMB Procedural Screening and EIS Draft Report Acceptance for substantive Review of REVCOM																																											
Public Hearing																																											

• EIA Study Area

Ang tulay ay itatayo sa pagitan ng mga probinsya ng Bataan at Cavite. Ito ay tatawid sa Manila Bay – isang natural harbour na pinalilibutan ng Cavite at Metro Manila sa silangan, Bulacan at Pampanga sa hilaga at Bataan sa hilagang-kanluran. Mayroon itong dalawang navigation channels at ang tulay ay tatawid sa parehong channel sa hilaga at timog sa magkabilang panig ng Corregidor Island.

Sa Bataan, ang tulay ay magsisimula sa Roman Highway, babagtas sa isang bakanteng lupain sa Barangay Alas-Asin, at liligiran ang baybayin ng Barangay Mountain View sa Mariveles.

Sa Cavite, ang tulay ay magsisimula sa baybayin ng Barangay Timalan Balsahan sa Naic, babagtas sa agrikultural at residensyal na lugar at magtatapos sa Antero Soriano Highway, na isang patag na lugar sa pagitan ng Barangay Timalan Balsahan at Barangay Timalan Concepcion.

• EIA Methodologies

Table 3 Buod ng EIA Methodologies

EIA Key Components	Methods
Land	
Land Use and Classification	• Review of secondary data from comprehensive land use plans and maps • Key informant interviews • Site visits
Geology/Geomorphology	• Review of secondary data • Simplified ground modelling
Geohazard Assessment	• Maps from Comprehensive Land Use Plans (CLUPs) and from the Mines and Geosciences Bureau (MGB) and the Philippines National Geophysical Data Center
Pedology	• Review of secondary data from comprehensive land use plans, and soil survey report of Bataan (2003) and Soil Survey Classification of Cavite (2002) from Bureau of Soils and Water Management (BSWM).
Terrestrial Ecology: Flora Assessment	• Transect survey • Use of quadrat sampling plots • Documentation of tracks and coordinates of sampling stations using a handheld GPS • Geo-tagging of photos
Terrestrial Ecology: Fauna Assessment	• Transect survey • Netting • Trapping • Night sampling
Water	
Hydrology/ Hydrogeology	• Review of secondary data from comprehensive land use plans, Integrated Water Resource Management Master Plan by the Provincial Government of Cavite, related hydrologic studies, and historic flood levels
Oceanography	• Review of secondary data from comprehensive land use plans, NAMRIA bathymetric maps and related studies
Water Quality	• Surface and groundwater sampling • Marine water quality sampling
Freshwater Ecology	• Review of secondary data from comprehensive land use plans
Marine Ecology	• Inter-tidal, Exposed Coastal Beach and River Estuary - Collection of primary data from on-site observation, interview and coastal characterization. • Collection and Analysis of Phytoplankton and Zooplankton • Ichthyoplankton (Fish Eggs and Fish Larvae) - Secondary data review (baseline information from a published report) • Primary Productivity (Chlorophyll-a Concentration) - Surface water sampling • Harmful Algal Blooms - Review of secondary information from published papers and articles on HAB events by several researchers

EIA Key Components	Methods
	• Soft Bottom Infaunal Benthos - River estuary and intertidal sediment sampling • Corals and Associated Fish Assemblages - Rapid reef survey - Review of secondary data - Fish survey • Macroinvertebrates - Visual observation • Macrophytes (Seagrasses and Macrobenthic Algae) - Review of secondary data - Interviews with local fisherfolks - Visual inspections along the exposed coastal beaches and intertidal and subtidal shallows of Alas-asin (Mariveles), Corregidor Island, and Timalan Concepcion (Naic) on the presence of seagrasses and macrobenthic algae (seaweeds). • Mangrove and Other Coastal Vegetation - Flora assessment using point sampling method - Use of the Shannon biodiversity index to measure species diversity • Fish Sanctuary and Artificial Hard Structures (Artificial Reef and Shipwreck) - Key informant interviews with the Municipal Agricultural Office (MAO), Fisheries and Aquatic Resources Management Council (FARMC), Corregidor Foundation Incorporated (CFI), and community-based Bantay Dagat (Sea Patrol) - Site visit to local marine resources - Review of map provided by CFI • Protected Marine Species (Threatened or Endangered Species) - Interviews with the staff from the MAO, FARMC, PENRO and Bantay Dagat at the project sites in Mariveles and Naic. - Actual site visits and direct observations assisted by Bantay Dagat members. - Key informant interview with Manolo Ibias, Chairman of Bantay Pawikan, Inc. in Morong, Bataan. - Interviews with the local fisherfolks and Bantay Dagat - Review of secondary data from the works of Alava and Cantos (2004), Aragones et al. (2010), Marine Wildlife Watch of the Philippines (2014) and a number of published reports, as well as from media coverage/news reports on marine mammal strandings in Manila Bay. • Fisheries Resources - Site inspections and actual observations - Key informant interviews - Review of secondary data from published reports and technical publications of the National Fisheries Research and Development Institute (NFRDI) and Partnerships in Environmental Management for the Sea of East Asia (PEMSEA).
Air	
Ambient Air sampling	• Ambient air sampling • Air dispersion modelling
Noise sampling	• Noise sampling • Noise modelling
People	
Scoping and Public Participation	• Preliminary desk research • Site visits • Initial consultations • Stakeholder mapping • Key informant interviews • Consultations • Household survey
Traffic Impact Assessment	• Secondary data review • Vehicle-classified count surveys • Traffic impact assessments • Travel time savings analysis
Environmental Risk Assessment	• Site assessment • Secondary data review • Key informant interviews • Consultations

Mga Gawain sa Public Participation

Sang-ayon sa Guidelines on Public Participation sa ilalim ng Philippine Environmental Impact Statement System (PEISS) ng DAO 2017-15, patuloy ang pagsasagawa ng konsultasyon sa mga stakeholder para sa BCIB Project. Ang Information and Education Campaigns (IEC) sa Barangay Timalan Concepcion at Sabang sa Naic at 53B sa Cavite City noong 21 at 29 January 2020 at sa Barangay Mt. View at Alas-Asin sa Mariveles noong 22 January. Ang kumpletong Public Participation Reports ay kabilang dito bilang **Annex C**.

Ang public scoping ay hindi pa naisasagawa dahil sa mga limitasyon na dulot ng COVID-19 pandemic. Ang DPWH ay nagpadala na ng liham sa EMB upang humingi ng abiso ukol sa pagsasagawa ng Public Scoping at kung sakaling pumayag ang EMB na ipagpaliban na muna ang gawaing ito at magsimula na lamang kapag ligtas nang magsagawa ng mga pampublikong pagtitipon (**Annex D**). Ang EMB ay nag-abiso na pansamantalang ipagpaliban ang pagsasagawa ng aktibidad na ito dulot ng mga limitasyon na dala ng kasalukuyang sitwasyong pangkalusugan at ipagpatuloy na lamang ang paghahanda ng EIS Report na ito. Kaya ang report ay naglalaman na muna nng mga isyu at paglilinaw mula sa IEC at FGD na naisagawa bago magsimula ang Enhanced Community Quarantine (ECQ).

Table 4 Buod ng Pre-Scoping IEC Activities at mga Isyu

LGUs Covered by IEC	Actual IEC Schedule / Dates	Issues Raised / Suggestions Provided
Brgy. Timalan Concepcion, Naic, Cavite	21 January 2020	• Access for fishermen and boat operators. • Vehicular traffic near and along Timalan Concepcion Elementary School will increase. It will also be affected by the planned road widening in the area. • Once construction begins, roads will be busy. Who will ensure safety in the area/community? • Will tricycles be allowed to use the bridge?
Brgy. Sabang, Naic, Cavite	21 January 2020	• Consideration of community welfare by the project. • How about those who are within the project alignment? • Does the government pay those whose properties will be affected by the project? • How will Cavite benefit from the project in terms of employment?
Brgy. 53B, Cavite City, Cavite	29 January 2020	• Project alignment • Benefits to Cavite City and its residents
Brgy. Mt. View, Mariveles, Bataan	22 January 2020	• Specific areas and sitio to be traversed by the BCIB alignment. • Concern regarding the pollution that will be produced during construction of the BCIB alignment. • Responsible entity for cleaning the pollutants generated during and after the construction. • Construction of toll gates.
Brgy. Alas asin, Mariveles, Bataan	22 January 2020	• Inclusion of exit to Corregidor. • When to expect the development and traffic from the Cavite and Bataan entry points. • Concern regarding the pollution that the BCIB Project will produce. • Confirmation of rumors that fisherfolks would not be allowed to go near the bridge post. • Allowing fisherfolks to use the bridge in case their boats break down. • Participants added that fisherfolks frequently stay in Corregidor Island when their boats break down.

EIA Summary

• **Siting**

Ang mga pinagpilian para sa road links structural form ay pinaiksi sa anim (6). Batay sa paunang pag-aaral at mahigpit na proseso ng pagpili, inirekomenda na isang cable stayed bridge ang ilagay para sa North at South Channel Bridge gamit ang pinakamainam na pagpipilian para sa BCIB project (alignment option 2c). Ipinapakita sa **Table 5** ang iba't ibang structural forms na pinag-aralan.

Table 5 Summary of Bridge Options

Option	Structural Form
Option 2a	Immersed Tube Tunnel
Option 2b	Navigation Bridge
Option 4a	Immersed Tube Tunnel
Option 4b	Navigation Bridge
Option 5	Navigation Bridge
Option 2c	Navigation Bridge

• **Pagpili ng Teknolohiya** (**Technology Selection)**

Dahil sa uri ng proyekto, na isang tulay, walang alternatibo / natatanging teknolohiya, operasyon, proseso at hakbangin para mabawasan ang pagdulot ng basura. Ang mga bagong disenyo ay tutukuyin habang umuusad ang pag-aaral kasabay ng pagpapatupad ng good site practices at mga pamantayang proseso sa pagkolekta ng basura sa panahon ng konstruksyon at operasyon ng tulay.

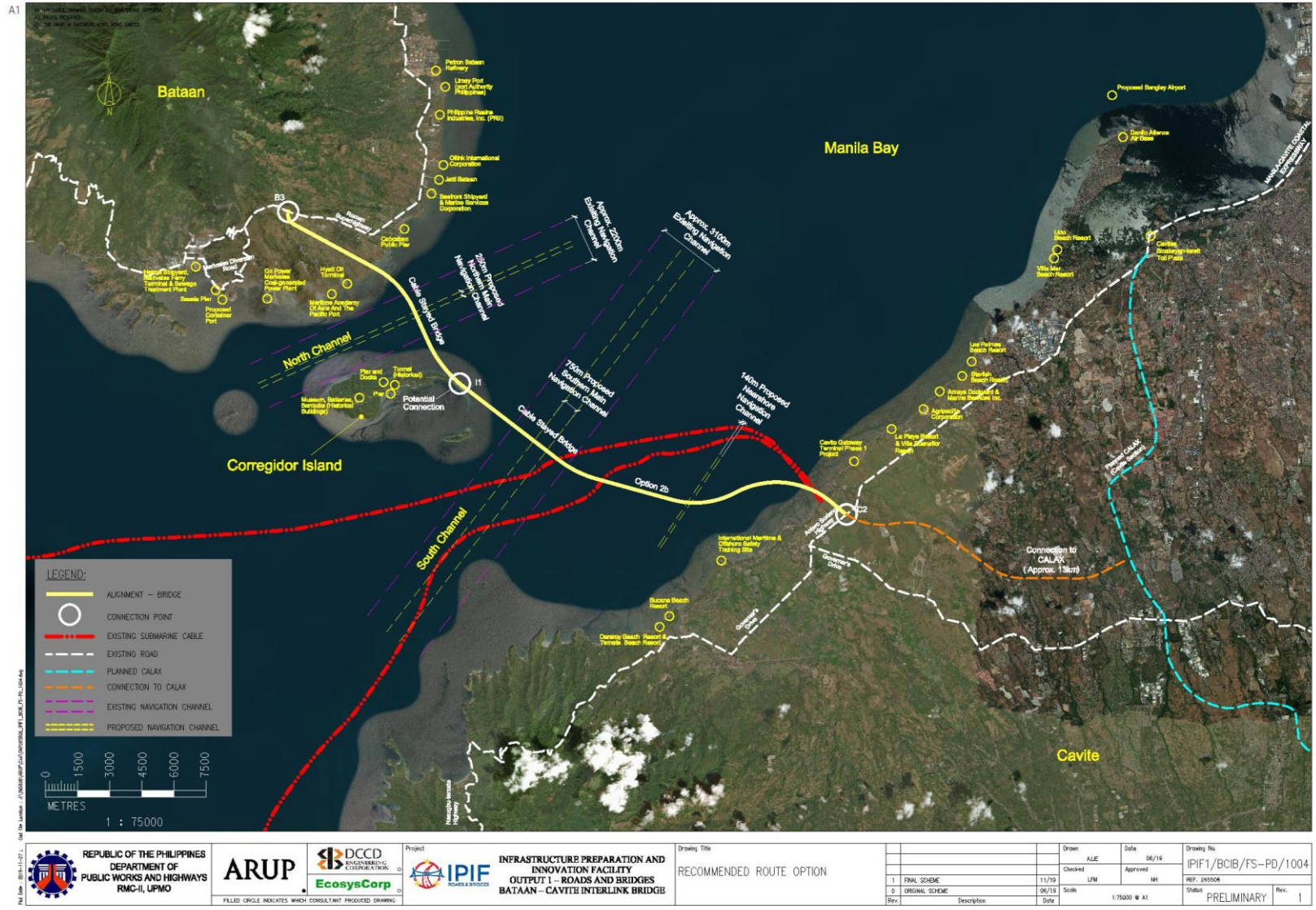

Figure Error! Use the Home tab to apply Report Level 1 to the text that you want to appear here..**1** Project Alignment

Integradong Buod ng mga Epekto at Residwal (o naiiwan) na Epekto matapos ang Mitigasyon

Table 6 Integradong Buod ng mga Epekto at Residwal (o naiiwan) na Epekto

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
Pre-Construction				
A1. Preparation of the project site for construction	Terrestrial Ecology	Cutting down of trees along the road right-of-way Displacement of animals, insects and avifauna	• Identification of tree replacement site • Compliance with conditions of DENR/LGU, Tree Cutting Permit, ROW • Temporary fencing to vegetation that will be retained • Delineation on the ground of the areas to be cleared.	DPWH will ensure 80-100% efficiency on areas for land clearing; DPWH will ensure to 100% compliance with the tree permitting mandate, and tree replacement, whenever necessary.
	Water Quality	Inconsistency on DENR and LGU's current mandate to rehabilitate and improve the water quality of Manila Bay	• Integrate the Manila Bay Rehabilitation plan in the project • Regular coordination with LGUs, DENR and Manila Bay Coordinating Office (MBCO) • Regular water quality monitoring	DPWH will ensure that the project will be integrated with DENR's Manila Bay Rehabilitation plan. Impacts on water contamination will be 80-100% mitigated.
A2. Procurement and planning	Economy	Increase business opportunities due to purchase of construction materials	• Purchase from local suppliers whenever possible • Secure services of residents whenever possible	DPWH will ensure 80-100% purchase of construction materials to local suppliers and services of the locals.
A3. Land acquisition and resettlement	People	• Loss of land; • Displacement of residents and structures	• Implementation of the approved Resettlement Action Plan (RAP) of the Project	Provide 100% implementation based on the final agreement between the proponent and the Project Affected Persons (PAPs).
Construction				
B1. Erection of temporary facilities for workers and field office, storage sheds, and workshops	Noise	Increased noise level due to use of heavy equipment and other vehicles	• Limit the use of noise-emitting machines and equipment to daytime only; • Provide noise barriers • Properly operate and maintain all noise sources	Impacts on noise disturbance will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
	Air quality	Dust re-suspension from earthworks and other construction activity	• Water spraying of the area during dry days; • Fencing the area • Cover vehicles that deliver materials • Regular monitoring of the concentrations of PM2.5, PM10, TSP, SO_2 and NO_2 • Provision of appropriate PPEs • Practice standard occupational health and safety pursuant to BWC-DOLE Occupational Safety and Health Standards	Impacts on dust re-suspension and increased vehicular emission will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.
		Increased vehicular emission	• Use of heavy equipment and other vehicles that passed emission testing and underwent preventive maintenance • Scheduling of vehicle and equipment movements	
	Water Quality	Degradation of water quality due to generation of domestic wastewater	• Soil debris and other excavated materials should be hauled out from the site; • Monthly water quality monitoring. • Locate motor-pool area at least 500 meters away from any body of water; • Compliance with the Civil Works Guidelines; • Implement an organized waste storage	Impacts on generation of domestic wastewater will be 80-100% mitigated, depending on DENR accredited hauler collection, but the proponent will ensure 100% compliance with RA 9275
	Community health and safety	Increased risks to community due to increase in vehicular movement	• Proper scheduling of construction activities to minimize impact • IEC with community and LGU • Posting of safety signage to warn motorists • Regular coordination with the LGUs and barangays. • Establishment of GRM	Impacts on community health and safety will be 80-100% mitigated, but the proponent will ensure 100% monitoring and coordination with the LGUs and barangays.
		Disturbance to nearby residents and resort operators		
		Possible spread of diseases due to workers' unsanitary practices	• Observe proper sanitation practices in the construction area and workers' barracks.	Impacts on health and safety will be 80-100% mitigated, considering proponent's proper

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
			• Regular conduct of health and safety awareness to all construction employees.	sanitation practices and health and safety awareness within the construction site.
	Solid waste	Generation of solid waste from construction activities	• Implement solid waste management plan • Proper waste management and housekeeping measure • Waste will be collected daily by a 3rd party contractor; and • Trainings for site workers on proper solid waste management practices.	Waste management will be 90-100% implemented, unless there will be incidents which are uncontrolled.
		Generation of hazardous materials in land (i.e., disposal of busted lamps, batteries, empty chemical containers, used oil etc. (from casting yard and storage areas); generated from the operation of construction machinery and office facility.	• Implement an organized waste storage, collection, and management system; • Proper waste management and housekeeping measures can also prevent possible contamination in soil and water in compliance with RA 6969; • Used oil, spillages and other hazardous waste should be collected, contained and disposed by a 3rd party accredited hauler and treater; • Maintenance and proper use of construction materials and heavy vehicles; • The contractor shall be provided with training and should ensure daily collection of hazardous waste.	Impacts on generation of hazardous materials will be 90-100% mitigated depending on DENR accredited hauler collection. Proper equipment maintenance, disposal of hazardous wastes and non-recyclable wastes, and expert handling of waste oil and oil spills will translate to 80% to 100% efficiency in pollution control. Compliance to RA 6969 will be ensured.
	Local economy	Temporary employment for the locals during the construction stage Increase in economic opportunities.	• Prioritize locals when hiring laborers, with equal opportunities for men and women, skilled and unskilled, and PWDs. • Enforcement of RA6685	Providence on equal employment for qualified workers and livelihood will 80-100% be ensured by the proponent.
B2. Mobilization of equipment and supplies to project site	Noise	Increased noise level due to use of heavy equipment and other vehicles	• Limit the use of noise-emitting machines and equipment to daytime only; • Provide noise barriers, such as site fencing, during the construction stage	Impacts on noise disturbance will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
	Air quality	Increased vehicular emission	• Heavy equipment and other vehicles to be used on site should have passed the emission testing and underwent preventive maintenance • Scheduling of vehicle and equipment movements.	Impacts on increased vehicular emission will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.
	Traffic	Transport of construction materials from source to casting yard	• The project will not cause congestion, however, traffic management plan will be prepared and implemented. • Coordination with LGUs.	The project will ensure implementation of Traffic Management Plan, provision of traffic enforcers, and coordination with LGU's regarding traffic rerouting to provide 80% to 90% efficiency of smooth traffic flow.
	Community health and safety	Increased risks to community due to increase in vehicular movement	• Proper scheduling of construction activities to minimize impact • IEC with community and LGU • Posting of safety signage to warn motorists • Regular coordination with the LGUs and barangays with regards to project plans and concerns of the residents • Establishment of GRM.	Impacts on community health and safety will be 80-100% mitigated, but the proponent will ensure 100% monitoring and coordination with the LGUs and barangays.
		Disturbance to nearby residents and resort operators		
B3. Setting up of casting yard	Terrestrial flora	Cutting down of trees within the proposed casting yard	• Identify and limit the area within the proposed alignment • Initiate the possible tree earth-balling option instead of tree cutting • Compliance with conditions of DENR/LGU, Tree Cutting Permit	DPWH will ensure 80-100% efficiency on areas for land clearing; DPWH will ensure to 100% compliance with the tree permitting mandate, and tree replacement, whenever necessary.
	Noise	Increased noise level due to use of heavy equipment and other vehicles	• Limit the use of noise-emitting machines and equipment to daytime only • Provide noise barriers	Impacts will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.
	Air quality	Dust re-suspension from earthworks and other construction activity	• Water spraying of the area during dry days; • Fencing the area to contain the dust within the project site	
		Increased vehicular emission	• Heavy equipment and other vehicles to be used on site should have passed the	

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
			emission testing and underwent preventive maintenance • Scheduling of vehicle and equipment movement.	
	Traffic	Transport of construction materials from source to casting yard	• The project will not cause congestion, however, should be necessary, traffic management plan will be prepared and implemented. • Coordination with LGUs is proposed to provide traffic enforcers for safe and organized traffic flow.	The project will ensure implementation of Traffic Management Plan, provision of traffic enforcers, and coordination with LGU's regarding traffic rerouting to provide 80% to 90% efficiency of smooth traffic flow.
	Water Quality	Degradation of water quality due to oil, fuel or other lubricant agents leaks	• Locate motor-pool area at least 500 meters away from any body of water; • Soil debris and other excavated materials should be hauled out from the site; • Monthly water quality monitoring. • Compliance with the Civil Works Guidelines; • Implement an organized waste storage • Emergency and contingency plan in case of spills; • Daily collection of solid and hazardous waste.	Siting motor pool away from water bodies, adhering to Civil Works Guidelines, and installing oil-water separators will result in 80% to 100% efficiency in pollution control The proponent will ensure 100% compliance with emergency plans and standards and RA 6969
B4. Establishment of dry dock and works area for navigation bridge	Terrestrial flora	Cutting down of trees within the proposed dry dock and works area	• Identify and limit the area within the proposed alignment • Initiate the possible tree earth-balling option instead of tree cutting • Compliance with conditions of DENR/LGU, Tree Cutting Permit	DPWH will ensure 80-100% efficiency on areas for land clearing; DPWH will ensure to 100% compliance with the tree permitting mandate, and tree replacement, whenever necessary.
	Noise	Increased noise level due to use of heavy equipment and other vehicles	• Limit the use of noise-emitting machines and equipment to daytime only; • Provide noise barriers, such as site fencing, during the construction stage	Impacts will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
	Air quality	Dust re-suspension from earthworks and other construction activity	• Water spraying of the area during dry days; • Fencing the area to contain the dust within the project site	
		Increased vehicular emission	• Heavy equipment and other vehicles to be used on site should have passed the emission testing; • All vehicles and heavy equipment should have undergone preventive maintenance to reduce emission • Scheduling of vehicle and equipment movement	
	Transportation/ Occupational Health and Safety	Sea Traffic	• Proper coordination with the Maritime, PPA, Coast Guard, LGUs and other related government offices regarding the following: -Schedule of shipping -Coordinates of alternative route of ships passing through North and south Passage • Ships/barges will be fitted with proper lighting during nighttime • Continuous coordination with the LGUs and affected barangays, PPA and other related government-offices • Assign a ship crew to assist the helmsman during nighttime steering • Designated exclusion zones should be defined and vessels not related to the construction works shall be prohibited from entering these areas in order to minimize impacts from marine traffic. • Flexible rules and mitigation measures should be developed by the contractor. • Establishment of a Marine Liaison Group prior to construction.	Risks of accidents among small fishing boats and ships/ barges will be 80-100% mitigated, by ensuring that the project coordinated the construction activities to affected fishers and vessel operators.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
	Water Quality	Degradation of water quality due to construction, and water contamination due to fuel, oil and other hazardous materials leakages	• Apply appropriate siltation control measures; • Soil debris and other excavated materials should be hauled out from the site; • Regular monitoring of the affected and adjacent water bodies prior, during and even after the construction phase; • Compliance with the Civil Works Guidelines; • Daily collection of solid and hazardous waste; • Compliance in of MARPOL 73/78 - Prevention of Pollution by Sewage from Ships and PCG Memorandum # 10-14; • Ensure compliance to PCG Memorandum # 07-14; • Implement an organized waste storage; and • Emergency and contingency plan in case of spills.	Impacts on generation of hazardous materials will be 90-100% mitigated and 100% compliance with emergency plans and standards and RA6969 is ensured, unless there will be incidents which are uncontrolled. This will also depend on DENR accredited hauler collection.
	Marine ecology	• Increased turbidity • Ballast water discharges of construction/cargo/delivery vessels may introduce some phytoplankton species known to trigger harmful algal blooms or HABS/toxic red tides that can alter the structure and function of aquatic ecosystems • Bilge water discharges of construction/cargo/del	• Use of geotextile silt curtains • Prohibit marine vessels from discharging ballast water in the sea; quarantine protocols through a Ballast Water Management Plan could be adopted • Prohibit marine vessels from discharging bilge water, or possibly by establishing treatment for bilge water; • Impact on shallow water/intertidal or sublittoral areas might be reduced by controlling movement of oil spill and/or dispersion at sea. Oil Spill Contingency Plans should be prepared and made readily available	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected, Philippine Coast Guard (PCG) and other related government agencies. Use of silt curtains will be 40% efficient.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
		ivery vessels may depress photosynthesis and growth of phytoplankton • Pile driving will crush or destroy benthic infaunal organisms and some epibenthic macroinvertebrates in small area and cannot be mitigated; • Anchoring will crush or loose epifauna in small area • Turbidity plumes (pile driving) will disturb feeding activities and respiration of benthos • Accidental oil spills- significant impact on benthos in shallow water or intertidal/ sublittoral areas; less threatening in offshore areas	• Compliance to marine protocols by PPA and PCG requirements • Avoid or reduce the potential for the introduction of HABs/ toxic phytoplankton species • Avoid or reduce the potential to cause damage to phytoplankton communities • Lessen or avoid complaints received on oil spills of nearshore/coastal waters from residents, fisherfolks, and resort owners/operators	
	Marine ecology (Coral Reefs)	• Turbidity (sediment resuspension), pile driving -resuspended fine sediments could travel to a neighboring coral reef in Corregidor Island; • Accidental bumping of construction vessels and localized disturbance from dropping and dragging anchors and chains	• Use of geotextile silt curtains is recommended • To prevent physical damage to adjacent patch reef during construction from dropping and dragging anchors and chains on the reef surface as well as accidental bumping by construction vessels, a marker buoy will be placed to indicate location of the adjacent reef formation. This will forewarn ship operators and aid them where they can only operate and anchor.	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected. Use of silt curtains will be 40% efficient.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
	Protected Marine Species i.e. Marine turtles	Artificial light- reproductive success of marine turtles may potentially be reduced because matured females could be deterred from nesting on sandy beaches; hatchlings may also be disoriented/ misoriented and displaced on the beach Accidental collisions/ boat strikes and propeller hits from construction vessels due to higher vessel traffic- severe injury and/or mortality from accidents is greater (marine turtles have poor hearing and vision, and often times will not notice an approaching boat in time to move to safet Accident (oil spills) - disorientation, alter behavior, ingestion, disrupt breeding, egg/juvenile/adult mortality; if there is an oil spill, these impacts will be significant and not mitigatable but might be reduced. In general, impacts are considered insignificant short duration and site specific	• Use of geotextile silt curtains. • Minimize light intensity to as low as reasonably particularly in nearshore areas. • Avoid use of white lights. • Reduce lighting spill • Reduce horizon glow • Lighting on moored vessels at night will be kept to a minimum. • Periodic monitoring of the waters • Trained personnel will be responsible for observing marine turtles during active piling at piling sites. • Vessel crew will undergo site inductions and clear briefings covering procedures to be undertaken. • Existing acoustic control on noise-generating equipment (including vessel engines, drill and piling equipment) will be implemented. • Noise-generating equipment will be routinely maintained and inspected. • Where practical, the practice of leaving engines, thrusters and auxiliary plant on standby or running mode will be avoided. • If marine turtles are sighted in the monitoring area, project vessels operating in the area will be notified. • Trained vessel crew will monitor and report observations of marine turtles within a designated monitoring zone (250m radius of piling barge) around the pile driving operations. • Carry out a “soft start” for piling. • Any injuries or mortalities will be documented and reported.	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected. Use of silt curtains will be 40% efficient.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
			• Vessel crew will undertake site induction by appropriately trained project personnel. • Vessel speeds will be under the control of the Vessel Master • Trained vessel crew will monitor and report turtle sightings from project vessels during daylight hours during the construction phase. • Oil spill contingency plans should be prepared and made readily available.	
	Fish and Fishery resources	• Disruption/ disturbance of fishing activities. • Accidental oil spills	• A required safety exclusion zone along construction site is recommended (i.e., 0.2 km) • Oil spill impact might be reduced by controlling movement of any spill; therefore, Oil Spill Contingency Plans should be prepared and made readily available • Regular coordination with the LGU and affected fisherfolks	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected.
B5. Setting up of dumping/storage areas	Terrestrial flora	Cutting down of trees within the proposed dumping/storage area	• Identify and limit the area within the proposed alignment • Initiate the possible tree earth-balling option instead of tree cutting • Compliance with conditions of DENR/LGU, Tree Cutting Permit	DPWH will ensure 80-100% efficiency on areas for land clearing; DPWH will ensure to 100% compliance with the tree permitting mandate, and tree replacement, whenever necessary.
	Noise	Increased noise level due to use of heavy equipment and other vehicles	• Limit the use of noise-emitting machines and equipment to daytime only; • Provide noise barriers, such as site fencing, during the construction stage	Impacts on noise disturbance will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.
	Air quality	Dust re-suspension from earthworks and other construction activity	• Water spraying of the area during dry days; • Fencing the area to contain the dust within the project site	

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
		Increased vehicular emission	• Heavy equipment and other vehicles to be used on site should have passed the emission testing; • All vehicles and heavy equipment should have undergone preventive maintenance to reduce emission • Scheduling of vehicle and equipment movements.	
	Solid waste	Generation / Increased in solid waste from the activity	• Implement solid waste management plan • Proper waste management and housekeeping measure • Waste will be collected daily by a 3rd party contractor to ensure cleanliness in the workplace; and • Promote proper solid waste management practices among site workers.	Waste management will be 90-100% implemented, unless there will be incidents which are uncontrolled.
B6. Setting up of haul roads	Terrestrial flora	Cutting down of trees within the proposed haul roads	• Identify and limit the area within the proposed alignment • Initiate the possible tree earth-balling option instead of tree cutting • Compliance with conditions of DENR/LGU, Tree Cutting Permit	DPWH will ensure 80-100% efficiency on areas for land clearing; DPWH will ensure to 100% compliance with the tree permitting mandate, and tree replacement, whenever necessary.
	Noise	Increased noise level due to use of heavy equipment and other vehicles	• Limit the use of noise-emitting machines and equipment to daytime only; • Provide noise barriers, such as site fencing, during the construction stage	Impacts on noise disturbance will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.
	Air quality	Dust re-suspension from earthworks and other construction activity	• Water spraying of the area during dry days; • Fencing the area to contain the dust within the project site	
		Increased vehicular emission	• Heavy equipment and other vehicles to be used on site should have passed the emission testing and have undergone preventive maintenance.	

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
			• Scheduling of vehicle and equipment movements.	
B7. Development of landing site	Terrestrial flora	Removal of vegetation on the proposed landing site and along the proposed alignment leading up to the existing highway	• Compensatory planting will be done as per requirements of PD 705 • Identify and limit the area within the proposed alignment • Initiate the possible tree earth-balling option instead of tree cutting • Compliance with conditions of DENR/LGU, Tree Cutting Permit	DPWH will ensure 80-100% efficiency on areas for land clearing; DPWH will ensure to 100% compliance with the tree permitting mandate, and tree replacement, whenever necessary.
	Noise	Increased noise level due to use of heavy equipment	• Limit the use of noise-emitting machines and equipment to daytime only; • Provide noise barriers such as site fencing, during the construction stage	Impacts on noise disturbance will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.
	Livelihood	Removal of structures, including neighborhood sundry stores, backyard piggeries, and tricycle terminals, will lead to reduced income or income loss to affected residents/business owners	• Conduct of IEC with displaced individuals • Provide compensation options, including alternative livelihood options to project affected micro, and small entrepreneurs • Implementation of the approved Resettlement Action Plan of the Project	Provide 100% compensation based on the agreement between the proponent and the Project Affected Persons (PAPs).
	Occupational health and safety	Increased accident risks to workers due to the construction works Potential risks from natural hazards	• Provision for PPE to all workers • Training and safety drill to be given to workers • Conduct regular toolbox meeting • Record health and safety incidents on site	Impacts on health and safety will be 80-100% mitigated, considering proponent's proper sanitation practices and health and safety awareness within the construction site.
B8. Placement of precast segments	Coastal water	Siltation of coastal water may affect growth of coral reefs	• Installation of silt and sediment traps to localize the movement of silt and sediments to within the cable laying route	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected. Use of silt curtains will be 40% efficient.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
	Water quality	Ships/barges may discharge sewage to the sea Ships/barges may discharge its ballast water which may contain oil and contaminate marine waters Placement of precast segments may disturb seabed sediments which may have accumulated heavy metal content	• Ships/barges will be required to have its own treatment facility • Ships/barges will not be allowed to discharge its sewage or ballast water to the sea. • Regular water quality monitoring • Installation of silt and sediment traps to localize the movement of silt and sediments to within the cable laying route • Regular water quality monitoring • Compliance with the Civil Works Guidelines; and • Compliance in of MARPOL 73/78 and PCG Memorandum # 10-14.	Although use of silt curtains will be 40% efficient, impacts on water quality will be 80-100% mitigated, hence the proponent will ensure compliant with standards.
	Marine Ecology	• Increased turbidity • Anchoring will crush or loose infauna and epifauna in small area • Accidental oil spills-significant impact (direct smothering) on benthos in shallow water or intertidal/sublittoral areas; while in offshore areas less threatening (insignificant impact)	• Use of geotextile silt curtains • Prohibit marine vessels from discharging ballast water in the sea; quarantine protocols through a Ballast Water Management Plan could be adopted • Prohibit marine vessels from discharging bilge water, or possibly by establishing treatment for bilge water. • Impact on shallow water/intertidal or sublittoral areas might be reduced by controlling movement of oil spill and/or dispersion at sea. Oil Spill Contingency Plans should be prepared and made readily available	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected. Use of silt curtains will be 40% efficient.
	Coral Reef	Accidental bumping of construction vessels and localized disturbance from dropping and dragging anchors and chains	• Use of geotextile silt curtains is recommended • A marker buoy should be placed to indicate location of the adjacent reef formation.	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected. Use of silt curtains will be 40% efficient.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
	Protected Marine Species i.e., marine turtles	• Artificial light- reproductive success of marine turtles may potentially be reduced because matured females could be deterred from nesting on sandy beaches; hatchlings may also be disoriented/ misoriented and displaced on the beach • Accidental collisions/ boat strikes and propeller hits from construction vessels • Accident (oil spills) - disorientation, alter behavior, ingestion, disrupt breeding, egg/juvenile/adult mortality; if there is an oil spill, these impacts will be significant and not mitigatable but might be reduced. In general, impacts are considered insignificant short duration and site specific	• Use of geotextile silt curtains • Minimize light intensity to as low as reasonably particularly in nearshore areas. • Avoid use of white lights. • Reduce lighting spill • Reduce horizon glow • Lighting on moored vessels at night will be kept to a minimum. • Periodic monitoring of the waters by trained vessel crew around construction vessels and around the construction site. • Trained personnel will be responsible for observing marine turtles during active piling at piling sites (e.g., on a jackup barge or adjacent support vessel). • Vessel crew will undergo site inductions and clear briefings covering procedures. • Existing acoustic control on noise-generating equipment (including vessel engines, drill and piling equipment). • Noise-generating equipment will be routinely maintained and inspected. • Avoid leaving engines, thrusters and auxiliary plant on standby or running mode. • Trained vessel crew will monitor and report observations of marine turtles within a designated monitoring zone (250m radius of piling barge) around the pile driving operations. • Carry out a “soft start” for piling • Any injuries or mortalities will be documented and reported. • Site induction for vessel crew.	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected. Use of silt curtains will be 40% efficient.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
			• Vessel speeds will be under the control of the Vessel Master • Trained vessel crew will monitor and report turtle sightings from project vessels during daylight hours during the construction phase. • Oil spill contingency plans should be prepared and made readily available.	
	Fish and Fisheries resources	• Disruption/ disturbance of fishing activities - temporary impact and short duration will occur but minimal or insignificant • Accidental oil spills - generally, minimal or insignificant impacts on fish populations are expected	• A required safety exclusion zone along construction site is recommended (i.e., 0.2 km) • Oil spill impact might be reduced by controlling movement of any spill; therefore, Oil Spill Contingency Plans should be prepared and made readily available • Geotextile silt curtains should be used to reduce turbidity • Regular coordination with the LGU and affected fisherfolks • Establishment of Grievance Redress Mechanism	Due to the permanent construction effect, the proponent will ensure to limit use on areas that are only necessary during construction. This will be well coordinated with LGUs/ barangays affected.
	Air quality	Increased vehicular emission from use of heavy equipment	• Heavy equipment and other vehicles to be used on site should have passed the emission testing and should have undergone preventive maintenance. • Scheduling of vehicle and equipment movement.	Impacts on increased vehicular emission will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.
	Noise	Increased noise level due to use of heavy equipment	• Limit the use of noise-emitting machines and equipment to daytime only. • Provide noise barriers	Impacts on noise disturbance will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.
	Employment	Temporary employment for the locals during the construction stage	• Positive impact and does not require mitigation; • Prioritize locals when hiring laborers, with equal opportunities for men and	Providence on equal employment for qualified workers and livelihood will 80-100% be ensured by the proponent.

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
			women, skilled and unskilled, and PWDs. • Enforcement of RA6685	
	Economic Development	Additional income taxes for the LGU	• Positive impact and does not require mitigation • Continuous coordination with the LGUs and affected barangays	Permanent impact due to the project.
	Transportation	Traffic congestion due to trucks delivering supplies to site and movement of staff vehicles to and from the site	• Provide traffic aides • Request assistance from LGUs to minimize delays in vehicular traffic; • Install signage in the entrance to the project site and around 100 meters on both sides of the road. • Continuous coordination with the LGUs and affected barangays • Implementation of traffic management plan	Impacts on traffic congestion will be 60-80% mitigated, but the proponent will ensure that traffic management plan will be implemented and coordination with the LGUs and affected barangays will be done
	Religious practices	Disturbance to church activities in the nearby chapel	• Proper scheduling of construction activities to minimize impact • IEC with church, community and LGU • Posting of notices on church bulletin board to inform the community	Disturbance to church activities will be 60-80% mitigated, but the proponent will ensure the construction activities will be well-coordinated with the affected parish administrator
	Occupational Health and Safety	Increased accident risks to workers due to the construction works Potential risks caused by natural hazards	• Provision of PPE to all workers • Training and safety drill • Conduct regular toolbox meeting • Record health and safety incidents on site	Impacts on health and safety will be 80-100% mitigated, considering proponent's health and safety awareness practices within the construction site.
	Community Health and Safety	Increased risks to community due to increase in vehicular movement Disturbance to nearby residents and business owners	• Proper scheduling of construction activities to minimize impact • IEC with community and LGU • Posting of safety signage to warn motorists • Continuous coordination with the LGUs and affected barangays	
	Fisheries	Docking areas within the alignment may no longer	• Conduct IEC and FGD with affected boat owners/fisherfolks	

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
		be available for boat owners. Docking and fishing areas near the alignment will be temporarily unavailable due to construction activities	• Provide alternative docking areas for permanently occupied docking areas as well as temporary ones. • Maintain a navigable channel, as required. • Continuous coordination with the LGUs and affected barangays • Establishment of Grievance Redress Mechanism	Provide 100% compensation based on the agreement between the proponent and the Project Affected Persons (PAPs).
	Livelihood	Fisherfolks from the area will temporarily be prohibited from fishing within the area of the submarine cable route	• Alternative livelihood program for affected fisherfolks • Continuous coordination with the LGUs and affected barangays • Implementation of the approved RAP of the Project	
	Maritime safety	Small fishing boats may accidentally collide with the ships/barges, especially during nighttime	• Ships/barges will be fitted with proper lighting during nighttime • Continuous coordination with the LGUs and affected barangays, PPA and other related government-offices • Assign a ship crew to assist the helmsman during nighttime steering	Risks of accidents among small fishing boats and ships/barges will be 80-100% mitigated, by ensuring that the project coordinated the construction activities to affected fishers and vessel operators.
Operation / Maintenance				
Operation of the BCIB bridge	Marine Ecology	Creation of artificial hard substrate on the seafloor	• A positive impact; therefore, no mitigation required	Permanent impact due to the project.
Operation of the BCIB bridge	Community Health and Safety	Increased probability of road accidents due to increased traffic and higher speed limit on the bridge	• Post appropriate signage along the alignment • Widely disseminate information on allowed vehicles on the bridge and speed limit • Provide a crew to monitor traffic on the bridge • Continuous coordination with the LGUs and affected barangays	The proponent will ensure 100% safe use of the bridge and efficiency of Emergency Response Team.
	Occupational Health and Safety	Accidents may befall workers as they maintain the bridge	• Regularly site safety drills • Use of prescribed PPEs	

Project Activity	Environmental Aspect	Potential Environmental Impacts	Proposed Mitigation Measures	Efficiency of Measures
Operation of the BCIB bridge	Local economy	Accessibility as well as traffic will be increased, increasing opportunities as well for businesses.	• Positive impact.	Permanent impact due to the project.
Decommissioning/Abandonment				
Disintegration of the demobilized structure	Water Quality/ Contamination	Impacts on existing water quality of Manila Bay	• Implementation of approved decommissioning plan by the EMB	Impacts will be 80-100% mitigated, but the proponent will ensure 100% compliant with standards.

Mga Panganib (Risk) at Kawalan ng Katiyakan (Uncertainties) kaugnay ng mga natuklasan at mga implikasyon para sa pagdedesisyon

Ang mga inaasahang panganib (risk) at kawalan ng katiyakan (uncertainties) kaugnay ng pagtatayo at operasyon ng tulay ay ipinapakita sa **Table 7**.

Table 7 Ang mga inaasahang panganib (risk) at kawalan ng katiyakan (uncertainties) ng proyekto

EIA Module	Risks and Uncertainties	Control Measures
Project Design	Structural failure due to possible earthquake and other unexpected calamites (i.e., volcanic eruption, typhoon)	Use of high-quality materials and scaffoldings during construction Regular maintenance and monitoring
	As the project plans and alignment may still change due to the result of detailed engineering, this may impact the timeline of the implementation and regulatory permit acquisition.	Wait for the detailed engineering survey and secure design confirmation regarding the minor adjustment to the alignment prior to the acquisition of right of way (ROW) and necessary permits
Marine	Extreme wind force and waves including swell during typhoon passage, sustained southwest monsoon winds, and storms surges	Consider forecasting of bad weather and extreme storm surges
	Strong tidal current velocities at the North Channel and South Channel of Manila Bay, as both channels are deep	To be considered in the detailed engineering design
	Threats to biodiversity: • Introduction of invasive alien species and/ or toxic dinoflagellates via ships' ballast water discharge • Possible future loss of endangered species (marine turtles) due to increased potential	By not allowing marine vessels from discharging ballast water in the area By controlling oil spills at sea; and minimizing vessel traffic/speed by incorporating routine visual reconnaissance efforts during the turtle nesting season

EIA Module	Risks and Uncertainties	Control Measures
	for accidental oil spills, and chances of collision with marine vessels during construction	
	None	The Marine Ecology Study and Impact Assessment covers the primary impact area (the main alignment) and the secondary impact area (adjacent areas). The possible changes for some portions of the project design during the detailed engineering design (DED) will not affect the established Marine Ecology Sampling and Impact Assessment.
Surface Water	Degradation of water quality due to accidental contamination to nearby water body, improper effluent handling/ management/ disposal, and natural disaster (i.e heavy rains/ typhoons, earthquakes and storm surges), which may lead to deterioration, destruction and disruption of fish habitats	Application of appropriate erosion control measures such as addition of pavements, concrete sea walls, sediment traps and barriers during heavy rain periods Set up of portable sanitary facilities and collect wastewater to be disposed accordingly The contractor will be required to comply with the Civil Works Guidelines Monitoring and evaluation of benthic habitats to be conducted quarterly or bi-annually to capture changes
Ambient Air and Noise	Alteration to air quality during heavy rains, typhoons and other natural disaster.	Application of appropriate disaster risk measures and protocals Periodic monitoring to capture changes
	Excessive noise and vibration from construction equipment and vehicles may exceed national standards for noise in general areas	Periodic monitoring and evaluation of noise levels, among other parameters included in the ECC for future references Installation of noise barricade may be considered
Terrestrial Flora	None	The study area taken for the terrestrial flora study and impact assessment covers the primary impact area (the main alignment) and the secondary impact area (adjacent areas). The possible changes for some portions of the project design during the DED will not affect the established sampling points, impact management plan, and Environmental Monitoring Plan (EMoP) formulated for the proposed project. The results still cater such anticipated changes.
	Unanticipated additional cutting of trees during DED stage that may cause delays on the tree inventory and application of tree cutting permit	The project has to wait for the detailed engineering survey and secure design confirmation regarding the minor adjustment to the alignment perior to the acquisition of ROW and necessary permits
Terrestrial Fauna	None	The study area taken for the terrestrial fauna study and impact assessment covers the primary impact area (the main alignment) and the secondary impact area (adjacent areas). The possible changes for some portions of the project design during the DED will not affect the established sampling points, impact management plan, and EMoP formulated for the proposed project. The results still cater such anticipated changes.
People	As the project plans and alignment may still change due to the result of detailed engineering, this may impact the plans for ROW acquisition and that number of structures, PAPs may still change.	Wait for the detailed engineering survey and secure design confirmation regarding the minor adjustment to the alignment perior to the acquisition of ROW