



Republic of the Philippines
 Department of Environment and Natural Resources
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JAN 05 2000

9910-163-208

BASES CONVERSION DEVELOPMENT AUTHORITY

Old Officers Clubhouse, Gozar cor. Lucas Streets
 Villamor Air Base, Pasay City

Attention : **Mr. Rogelio Singson**
 Chairman

Gentlemen:

This has reference to your proposed **Subic-Clark-Tarlac Tollway Project** that will connect the Subic Bay Special Economic and Freeport Zone-Clark Special Economic Zone (CSEZ)-Central Techno Park.

After evaluation of the documents submitted on the aforesaid project, this Office has decided to grant the same an Environmental Compliance Certificate (ECC).

You may proceed with project implementation after securing permits from the pertinent government agencies. Please be advised, however, that this Office will be conducting periodic and on-the-spot monitoring to ensure your compliance with the stipulations cited in the attached ECC. Further, any expansion of currently approved operations will be subject to the Environmental Impact Assessment (EIA) requirements.

Very truly yours,

ANTONIO H. CERILLES
 Secretary

Roman:00119910-163-20812611991131299

RECEIVED FROM THE EIA DIVISION
DATE: <u>13 June 2000</u>
SIGNATURE: <u>[Signature]</u>
OFFICE: <u>COE</u>
DATE/TIME: <u>3:25 pm</u>
ID NO. _____



ENVIRONMENTAL COMPLIANCE CERTIFICATE

9910-163-208

The Department of Environmental and Natural Resources (DENR), through the Environmental Management Bureau (EMB), hereby grants this Environmental Compliance Certificate (ECC) to the proposed **SUBIC-CLARK-TARLAC TOLLWAY PROJECT** of the **Bases Conversion Development Authority (BCDA)**, connecting Subic Bay Special Economic and Freeport Zone-Clark Special Economic Zone (CSEZ)-Central Techno Park, after complying with the Environmental Impact Assessment (EIA) requirement as prescribed in the promulgated guidelines implementing Section 3 (b) of P.D. 1121 and P.D. 1586.

This Certificate is being issued subject to the following conditions:

A. GENERAL CONDITIONS

1. This Certificate is valid only for the construction and operation of four-lane divided toll road with a total length of approximately 100 kilometers, including its complementary components, that stretches from Subic Bay Metropolitan Authority (SBMA) Toll Road in Brgy. Tipo to the entrance of CSEZ for Subic-Clark Toll Road, and from CSEZ to the present terminus of North Luzon Expressway in Mabalacat, Pampanga and ends at Tarlac City for Clark-Tarlac Toll Road;
2. The proponent must undertake an Information, Education and Communication (IEC) Program to explain to local residents and other stakeholders, the mitigating/enhancement measures stated in the EIS, the conditions under this Certificate, and the environmental and human safety measures for greater awareness, understanding and acceptance of the project throughout its project phases. The IEC program shall be specifically implemented in the affected communities;
3. Any significant expansion and/or modification of the currently approved operation should be subjected to a new Environmental Impact Assessment (EIA) requirement;
4. This Certificate is considered automatically revoked if the project does not commence within a period of five (5) years from the issuance thereof or suspension/stoppage of operation extends to three (3) years, such that significant changes in land and resources use have occurred in the project area and its vicinities;
5. Transfer of ownership of this project carries the same conditions in this ECC for which written notification to the EMB shall be made within 15 days from such transfer;

B. PRE-CONSTRUCTION PHASE

6. The proponent shall set up the following:
 - 6.1 A readily available and replenishable Environmental Guarantee Fund (EGF) to cover the following: the immediate rehabilitation of areas affected by damage to the environment and the resulting deterioration of environmental quality as a direct consequence of project construction, operation, and abandonment; the just compensation of parties and communities affected by the negative impacts of the project; the conduct of scientific/research studies to aid in the prevention

of environmental damages; and for contingency clean-up activities, environmental enhancement measures, damage prevention program. The amount and mechanics of the EGF shall be determined by the DENR through the EMB and the proponent within sixty (60) days upon issuance of this Certificate;

6.2 A Multipartite Monitoring Team (MMT) composed of representatives from the proponent, the DENR, the Local Government Units (LGUs), the concerned NGOs/POs, the affected communities and other basic sector, and government agencies should oversee the proponent's compliance with the Environmental Management Plan (EMP), the conditions stipulated in the ECC, and all applicable rules and regulations; and

6.3 A replenishable Environmental Monitoring Fund (EMF) to cover all costs attendant to the operation of the MMT such as training, sampling and analysis, hiring of technical experts, meals, accommodations and transportation;

The amount and mechanics of the EGF, EMF and the establishment of the MMT must be determined by the DENR and the proponent, the processing/negotiation of which would be done in consultation with the DENR-III, and the affected communities, through an integrated MOA which must be submitted within sixty (60) days upon issuance of this Certificate. **Failure by the proponent to submit a duly executed MOA within the period above-stated should cause the automatic cancellation of this Certificate;**

7. A special permit from the DENR Secretary must be secured specifically for the road segment that will traverse through the Roosevelt National Park. **The absence of such permit shall cause the automatic cancellation of this Certificate;**
8. A Construction Management Plan (CMP) to ease traffic congestion and reduce road accidents/hazards must be effected. Safety and road signs should be posted or installed in appropriate places where activity is in progress. A copy of this CMP must be submitted to EMB, sixty (60) days upon receipt of this Certificate;
9. The proponent must conduct a 100% inventory of affected vegetation along the road alignment to be submitted to DENR within sixty (60) days upon issuance of this Certificate;
10. The EMB must be informed about any significant changes in the road alignment;
11. A special permit-to-cut trees must be secured from the DENR Secretary for the road segment that will be traversed through the Roosevelt National Park;
12. A Roadway Greening Program for the entire length of the road alignment must be submitted to EMB and DENR-III, sixty (60) days upon receipt of this Certificate ;
13. A Compensation and Relocation/Resettlement Plan including Livelihood and Skills Training Program with Relocation Map (of appropriate scale), duly approved by the affected families/parties must be submitted to EMB and DENR-III, sixty (60) days upon receipt of this Certificate;
14. The proponent must submit the following to EMB, sixty (60) days upon issuance of this Certificate:
 - 14.1 Detailed activities of project pre-operational/construction, operation, and abandonment phase with schedule and target activities including the list of facilities to be dismantled;
 - 14.2 Available post Pinatubo data regarding streamflow and drainage specifically for lahar prone areas and major river waterways with map showing the major waterways;
 - 14.3 Landslide prone area and areas prone to liquefaction and slope stabilization measures;

- 14.4 Land Use and Zoning Plan for each affected community;
- 14.5 Schematic flow diagram for Septic Treatment Facility for all tolls interchanges;
- 14.6 DA Certificate of Viability for Conversion;

15. A detailed Environmental Management Plan (EMP) and Monitoring Program must be submitted to EMB for approval, sixty (60) days upon issuance of this Certificate, which includes:

- 15.1 Presentation of detailed project activities per project phases including its impact on environmental, health and social, mitigating measures and cost of such mitigation, parameters to be monitored, specific locations of sampling stations, frequency, guarantee, and role of MMT in each project phases;
- 15.2 Specific locations of water sampling stations/points along the road alignment must be plotted;
- 15.3 Additional sampling station for each station that was identified in the submitted EIS preferably in the upstream portion of the river to determine the cause of water deterioration and serve as baseline data for later monitoring;
- 15.4 Utility Map which include the list of water and sanitation facilities in the affected barangays;
- 15.5 Test parameters on CO, HC, SO₂, etc. during operation for interchange areas;
- 15.6 Contingency Response Plan to address the clean-up remediation activities during accidental spills (e.g. oil leaks and spillage of other toxic and hazardous substances during transport) and safety precaution measures in case of grass fire, etc.;

Failure by the proponent to submit the said plan within the period above-stated should cause the automatic cancellation of this Certificate;

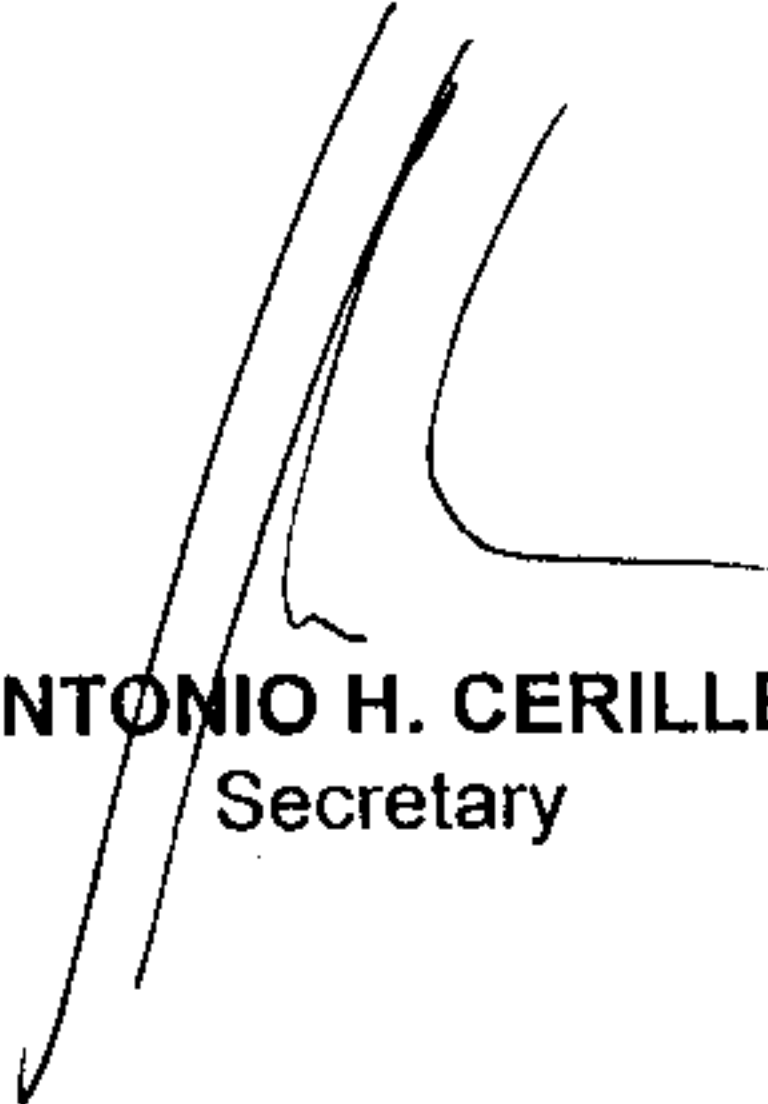
C. CONSTRUCTION AND IMPLEMENTATION PHASES

- 16. The parcellary survey for the approved alignment must be made available to the public. The proponent must inform such through notices posted in conspicuous places in affected municipalities and barangays, including the provision of maps, clearly depicting the areas to be affected by the project, ninety (90) days upon issuance of this Certificate;
- 17. Measures to mitigate the increase in suspended particles during the construction must be effected through regular sprinkling of water on exposed road surfaces. Likewise, measures to reduce soil erosion/siltation in the adjoining rivers shall be effected by proper installation of silt traps, slope protection walls or similar structures;
- 18. Drainage structures such as ditches, culverts and pipe drains should be installed to divert surface water and run-off away from the construction site to further protect the slopes from soil erosion;
- 19. Measures such as installation of road/noise barriers must be undertaken to minimize excessive generation of noise and vibrations brought about by earthwork activities and heavy equipment during construction especially along portions of the route close to noise-sensitive areas, such as hospitals, schools and churches;
- 20. The location of disposal sites of spoils and other materials and the manner by which they will be disposed of must be described;
- 21. Sufficient slope protection walls should be installed prior to excavation works. Necessary precautionary measures must be instituted to minimize or prevent soil erosion and movement of earth materials to adjacent areas;
- 22. Proper handling, collection and disposal of oil/lubricants, worn-out tires and other spare parts used/discarded by the heavy equipment machinery shall be strictly effected;

23. Toilet facility/ies and provision for road emergency i.e. communications, first aid, road rescue unit, etc. must be provided strategically along the route. Proper maintenance of facilities and utilities must be undertaken regularly by the proponent; and
24. Regular maintenance of drainage facilities in the tollway must be undertaken to prevent occurrence of flooding in the area.

Non-compliance with any of the above stipulations will be sufficient cause for the suspension of this Certificate and/or imposition of fine in the amount not to exceed Fifty Thousand Pesos (PhP 50,000.00) for every violation thereof, at the discretion of the EMB (section 9 of P.D. 1586).

Granted this **JAN 05 2000**



ANTONIO H. CERILLES
Secretary

cc: DENR-III RED
DENR-III RTD

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