The goals of the region as far as the development of settlements is concerned are to promote the rational distribution of population, ensure the access by all of economic opportunities and social services, and foster optimum liveable environs for household and businesses. The settlements development plan thus aims for the following: a) dispersal of economic activities and development through the rapid growth of provincial and sub-provincial urban centers, b) efficient delivery of and access by the population of the basic services, c) location of settlements in disaster-free areas, and d) anticipation and identification of future land, infrastructure and facilities requirements for settlements.

Urban Settlements

Maintain Metro Cebu as the Regional Center

There are concerns that promoting the further development of Metro Cebu will lead to greater concentration of business and economic activities and development in Cebu to the disadvantage of the other provinces in the region. Currently, Cebu notably Metro Cebu accounts for a lion’s share of the region’s economic activities. No metropolitan area of intermediate size has developed next to Metro Cebu. There is also the concern that Metro Cebu may not be able to sustain more intensive growth due to water supply constraints.

Being the second largest urban center of the country, Metro Cebu has practically all of the facilities and services found in Metro Manila which are not found in other urban centers. For this reason, Metro Cebu will be maintained as Central Visayas’ regional center.

The vitality of Metro Cebu has also a profound effect on the entire region. It contains the highest job concentration in the region and the densest neighborhoods. It is the financial, business, and service center in the southern part of the country, and the governmental center of Central Visayas due in part to its favorable location. Hence, it is essential that Metro Cebu continue to maintain its vitality as the regional center while at the same time seek greater diversity in economic activities.

1. Preservation of the functional and visual character of Metro Cebu

One of Metro Cebu’s appeal as a metropolitan area is its size. Although it is the second largest urban center in the country after Metro Manila, Metro Cebu has not yet reached the scale and level of urbanization and urban sprawl of Metro Manila as well as experienced many of the problems plaguing the latter. Yet Metro Cebu has all of the facilities and services found in Metro Manila. To many, this makes Metro Cebu a relatively better and attractive place to live and work.

The Plan intends to preserve the existing character of Metro Cebu as a relatively small but compact and highly urbanized area that contains all the urban facilities and services found in Metro Manila and in any highly urbanized metropolis. New investments and selective redevelopment will be directed at ensuring that the area remains both functional and desirable.

The above policy supports the goal of the region of providing a quality of life unmatched in the country. It also supports the desire of many Central Visayans to retain the distinct identity of Metro Cebu rather than merging to become a single, enormous and amorphous urban form.

The strategy entails keeping Metro Cebu’s frontier up to the fringes of the “expanded” Metro
Cebu, which includes Danao City in the north and San Fernando and Carcar in the south, or a total of 13 cities/municipalities. Growth accommodated in the expanded Metro Cebu will help reduce the amount of land needed for urban development and minimize the conversion of neighboring agricultural lands into non-agricultural uses.

2. Promotion of priority industries and business activities

While the Plan seeks to promote a wide variety of business activities to ensure that the economy of Metro Cebu as well as that of the region remains strong and diversified, water supply constraints do not favor the location of industries in Metro Cebu that are water intensive.

A strategy based on light manufacturing, high technology and service industries, and tourism, or activities and industries that do not consume too much water, will thus be promoted in Metro Cebu. This will ease demand for water and at the same time allow water tables, which at present are overdrawn, to be recharged.

The South Road Properties in Cebu City which is being developed and promoted as site for industry and services investments has a list of permissible investments. Other LGUs will be encouraged to draw up permissible investment lists that will restrict the establishment of industries in their localities that harm the environment and negate sustainable development efforts.

3. Promote redevelopment or infill development of existing neighborhoods

A shift to an intensive land use pattern is a major strategy that will be adopted for Metro Cebu and other highly urbanized areas in the region.

Metro Cebu has a lot of vacant, idle, underused or poorly used areas that can be targeted for redevelopment or infill development. With real estate prices soaring, redevelopment or infill development is becoming an attractive option especially among private landholders and developers. Redevelopment also adds tax base to a community and increases the number of residential and commercial opportunities in local neighborhoods; hence, local governments can benefit from promoting or embarking on it.

In-filling of vacant or underutilized urban lands can also be used to increase densities by encouraging and promoting the construction of medium-rise commercial as well as residential buildings/apartments. Existing programs should be utilized not merely as a tool to address the problem of homelessness and landlessness but also as a device for promoting compact urban forms and efficient utilization of existing urban space.

By encouraging new investments to locate within or as close to existing development as possible, the government will be spared the added cost of providing public services to these areas.

4. Promotion of municipal land banking

Land banking is the advanced acquisition and consolidation of lands for future development. In the Philippines, it is the private developers who practice land banking with the government often the victim of speculative pricing when it acquires land through negotiated purchase for public use such as socialized housing.

In Metro Cebu, the socialized housing program of the government could not take off because local governments had difficulty finding and acquiring the land on which to locate the projects. Funds for the projects which have long been available are subsequently in danger of being reverted to the national treasury because these remain unused.

To curb speculation and at the same time regulate the direction of urban development, government especially local governments should also engage in land banking as much as private developers. Areas identified in the comprehensive land use plans of local government units as areas for future urban expansion and settlement or sites for resettlement should be immediately acquired by the local government as part of the municipal land banking system. In addition, efforts should be exerted that these lands are protected from squatters.

Government’s various land holdings should also be reserved for future use instead of cutting them up now and distributing or selling them in small parcels. This will prevent the practice of speculation. This includes the substantial area of
the reclaimed land in Cebu City which is targeted for mixed use. Government can lease the land or build multi-storied buildings or multi-family dwelling units of various sizes to suit different affordability levels on these lands and lease them out. In this way, government retains ownership and control over the use of the land.

Promote the Rapid Growth of Other Major Urban Centers Especially in Bohol, Oriental Negros and Siquijor

The Plan intends to build up the capacity of existing urban centers in Bohol, Oriental Negros and Siquijor to accommodate more population and economic and business activities. This will hopefully lead to the dispersal of growth and development to other areas outside Metro Cebu. The aim is to develop new centers for government, business and housing which will assume many of the functions currently performed by Metro Cebu.

While the existing provincial capitals (Tagbilaran City in Bohol, Dumaguete City in Oriental Negros and Siquijor in Siquijor), which are the administration centers of the provinces, are prime candidates for rapid urban development, other urban centers which show potentials will be assisted to grow side by side with the provincial capitals. The urban service centers/corridors mentioned in the regional spatial development strategy, for one, will be considered for rapid development.

This approach is consistent with the current trend towards greater local autonomy. By encouraging and assisting other provincial urban centers to handle a greater share of the population and economic activities, the Plan is priming these areas to play lead roles in the development of the localities.

1. Implementation of strategic projects

To jump start the development of other major urban centers, strategic projects that will revitalize/expand economic activities in the areas and at the same time increase job opportunities need to be implemented in these areas. Some of these strategic projects are the improvement/expansion of the port, establishment of industrial estates, development of strategic local industries, and construction of key facilities such as food terminal. Port improvement projects, especially if they are accompanied by the strengthening of route links with other ports, have been particularly proven to be effective in stimulating the economy of the locality.

2. Facilitate the development of industrial estates

Studies reveal that in many cases, areas with ready industrial land where any type of industry and firm can set shop are more likely to attract industries and investments than those without. The presence of ready industrial land, especially if this is equipped with the basic infrastructure and utilities, indicates some degree of readiness of the area to accommodate increased industrial activities. It also means lower cost on the part of investors in setting up their businesses in the area.

The urban service centers/major urban centers in the provinces will be assisted in coming up with ready industrial land/area where agglomeration of industries can take place. At the earlier stage of industrial development, those urban service centers that function as the provincial capitals will likely be the preferred sites of the new industrial estates that will emerge since these areas can be immediately provided with the necessary infrastructure and services. Later on, more industrial estates will be established in outlying urban centers when these areas will have developed their infrastructure. New industries should be induced to locate inside these industrial estates.

The new industrial estates should provide areas for housing for employees and for some commercial activities. There will emerge then relatively self-contained communities where people live, shop and recreate within the areas where they work, thus potentially reducing roadway congestion. Also, this approach will facilitate environmental and land use management and monitoring. (see Production Land Use Policies)

3. Development of key infrastructure to support the growth of other urban centers

The extent to which support infrastructures are available influences the physical expansion of settlements. New roads, for example, allow the
Central Visayas Region Physical Framework Plan

occupation of unsettled areas, and larger ports enable increased trade and subsequent economic activities. Public and private investments on such key infrastructures such as roads, bridges, ports, power plants, water supply systems, irrigation, telecommunications, schools and health facilities will be promoted to enable these centers to accommodate more population and economic activities.

4. Promote metropolitan planning

Metropolitan planning involves planning for clusters of adjacent areas, usually municipalities and cities. The aim is to stimulate growth in identified areas by planning for the provision of certain infrastructure, facilities and services to these areas. This approach promotes the maximization of resources in that a number of municipalities/cities benefit from a project. There is also sharing of efforts and development resources of municipalities. Metropolitan planning will be promoted in the identified urban service centers/corridors of the region.

Develop and Promote a Region-wide System of Open Space Corridors in Urban Centers

As a framework to protect the natural environment and provide outdoor recreation opportunities for urban dwellers, the plan will promote the development of a region-wide system of open space corridors. These are designated strips of land of various sizes in urban areas where no permanent structures will be allowed to be built. (see Protection Land Use Policies)

Rural Settlements

1. Improve the accessibility of the region’s urban service centers

The challenge as far as rural settlements are concerned is how to make these settlements more accessible to enable social services and facilities for modern living to be brought in. Rural settlements are usually scattered and are found in relatively remote locations. This makes it difficult as well as costly for service providers to bring the social services to the rural communities.

The Plan intends to at least improve accessibility to enable rural folks to avail of services in the urban service centers. Towards this end, roads leading to the region’s urban service centers and other infrastructures will be improved and/or constructed. Public investments on key infrastructures in the urban service centers will also be promoted to enable these centers to accommodate more population and economic activities.

2. Promote the development of settlements near transportation corridors

To minimize the costs of providing public services to all rural settlements, developers as well as rural households will be encouraged to locate housing development near transportation corridors or existing development. In time, scattered rural settlements are expected to decrease as efforts to limit dispersed settlements in the rural areas are successful.

Indigenous Settlements

1. Facilitate the delineation of ancestral lands in Bohol, Cebu and Oriental Negros

The indigenous people (IP) constitutes a very small percentage of the total population of the region. Their claim to ancestral lands is not expected to affect the general make up of the region’s land.

To facilitate the development of the ancestral lands by the indigenous people, the government must accelerate the delineation of the ancestral domain so that the areas’ development plans can immediately be prepared.

2. Prioritize the formulation of ancestral domain sustainable development and protection plans

Financial and technical assistance will be provided to indigenous peoples in the formulation and implementation of the ancestral domain sustainable development and protection plans.
3. Promote the identification of settlement sites

Many of the so-called indigenous people in the region are really migrants from other areas in the Visayas and Mindanao who belong to indigenous groups/communities in their areas of origin. In the region, many of these people live as squatters and in groups, and have limited access to basic services.

The plan intends to provide settlement/resettlement sites for these groups of people. Livelihood programs will also be implemented to uplift them from social and economic marginalization and socio-cultural displacement.

Settlements in Disaster-free Areas

1. Identify and delineate areas prone to geologic hazards

There is a need to clearly delineate and map out the boundaries of hazard prone areas and environmentally critical areas to determine the limits of land development, control the encroachment of settlers, and lessen the occurrence of natural disasters or the loss of lives and damage to properties due to the disasters. In addition, the information should be disseminated especially to local government units and residents of affected areas so that disaster management programs appropriate to the area could be prepared. First priority should be given to the demarcation of hazard-prone areas that pose immediate and/or regular threats to the lives of affected communities. (see also Protection Land Use Policies)

Growth should be restricted in areas identified as hazard-prone in order to prevent the occurrence of disasters. LGUs should be required to protect the area by adopting policies and development regulations. Unless there are no feasible and prudent alternatives, new developments/activities should not be located in hazard-prone areas. (see also Infrastructure Development Policies)

2. Promote growth of settlements in suitable or disaster-free areas

Local government units in cooperation with concerned national agencies need to identify the suitable or disaster-free areas where increased local growth should be promoted in lieu of existing hazard-prone areas that are occupied. These areas should be provided with the basic and key infrastructure and facilities to enable the areas to accommodate increased economic activities. These areas should be integrated in the local land use and development plans of LGUs.

3. Provide resettlement and future housing sites

In the long term, high-risk disaster-prone areas must be cleared of settlers. Thus, as early as now, resettlement sites as well as future sites for housing located in disaster-free areas must be identified and acquired to prevent speculation. Government (national and local) can also link up with the private sector to provide the land or increase the supply of land available for affordable housing development.

4. Promote partnership with stakeholders in the management of geo-hazard areas

All parties concerned – the community, NGOs, service providers, LGUs, national government and even other regions that share the same natural resources with Central Visayas - need to cooperate to come up with joint management plans for hazard-prone areas (e.g. disaster risk management and contingency plans). Specifically, all concerned must identify common and complementary policies and activities in order to prevent the occurrence of disasters or minimize damage to properties and loss of life in case of disasters. A valuable and necessary complement to promoting and strengthening the partnership with stakeholders is increasing awareness on the values of disaster preparation and co-managing geo-hazard and other hazard-prone areas. Only when all stakeholders are aware of their duties and responsibilities and the long-term benefits of disaster preparedness can the partnership be effective and sustainable.
PRODUCTION LAND USE

The primary objective of planning for production land use is to determine the most efficient and equitable manner of utilizing and managing land resources for productive purposes. The overriding concern of production land use is to provide adequate and accessible space for sustainable food production, forest and mineral resource extraction, industry, and tourism with the end in view of meeting the material and other requirements of the population.

Providing Space for Food Production

1. Protect SAFDZs from conversion

The strategic agriculture and fisheries development zones (SAFDZs) are the key agricultural production areas of the region. These areas were identified based on their location, soil characteristics and suitability, presence of irrigation and other support infrastructure, and other physical characteristics. As such, SAFDZs should be provided with appropriate incentives and improved extension programs in order to optimize their productive potentials. (see Map 36)

LGUs should review the SAFDZs in their respective jurisdictions to identify and designate core production areas. The core production areas must be protected from conversion. SAFDZs should likewise be integrated in the local plans, particularly in the Comprehensive Land Use Plans and zoning ordinances, to ensure their protection and optimum use.

To support the full utilization and protection of SAFDZs, land information systems of DA, BSWM, HLURB and DENR should follow a unified and coordinated geographic system for easy access, exchange and sharing of data and information among national, regional and local planners. This will facilitate resolution of conflicts arising from overlapping boundaries and inconsistencies in land areas.

2. Protect from conversion agricultural expansion areas as well as existing agricultural lands outside SAFDZs

The production and productivity levels of existing agricultural lands outside SAFDZs must be assessed to determine whether current production activities should be maintained or modified. Where applicable, these lands should be protected from conversion and their production and productivity levels increased.

At the same time, expansion of agricultural activities to marginally utilized and idle yet suitable agricultural areas should be pursued in order to increase production. In Central Visayas, these lands cover some 44,630 hectares and are awaiting further development. Most of these lands are outside the SAFDZs but within the NPAAAD, and should therefore be protected from conversion to the extent possible.

Government through DENR can also facilitate the opening of more areas for agriculture production by demarcating forestland and A&D boundaries, accelerating land surveys and the issuance of land patents, and completing the Philippine Reference Survey for all municipalities.

3. Provide infrastructure support to SAFDZs and expansion areas

Adequate infrastructure support such as irrigation, livestock infrastructure and services, fisheries infrastructure, post harvest facilities, marketing infrastructure, and other support services, facilities and utilities should be provided to SAFDZs as well as to identified agricultural expansion areas to increase productivity. A more efficient transport system should be developed through the construction or rehabilitation of farm-to-market roads and bridges, expansion and improvement of existing port capacities and handling and storage capacities. (see also Infrastructure Development Policies)

Providing Space for Non-agricultural Uses

1. Release marginal lands for non-agricultural land uses

Marginal lands outside the SAFDZs and NPAAAD have natural limitations and inherent low productivity that cannot be improved or corrected by modern technologies without substantial costs.

Marginal lands should be the first to be released in fulfilling the land requirement for housing, tourism, industry, infrastructure, and...
Map 36. SAFDZ Areas

Legend:
- Agriculture and Fishery Zone
- Built-up area
- Agro-forestry Zone

Source: Department of Agriculture R7
other settlement expansion requirements. This strategy of releasing marginal lands to other more economically viable undertakings will reduce pressure to convert prime agricultural lands and minimize land use conflict arising in the SAFDZs. DA shall assist LGUs identify and delineate these areas.

2. Identify and delineate existing and potential areas for other production uses such as mining and provide support infrastructure and other facilities

Identifying and delineating existing and potential areas not only for agriculture and forestry but also for mining and other uses will facilitate the integration and complementation of various land uses within the framework of the regional and local physical plans. They can later serve as basis in: resolving conflicts arising from overlapping boundaries, in easing environmental pressures resulting from production activities in adjacent areas, and in minimizing upstream/downstream impacts with respect to other land use. They also serve as reference for rationalizing transportation routes and other infrastructure development components.

3. Support the expansion of existing industrial areas and the development of other economic zones

Industrial areas in the region have been performing well in terms of export earnings, their contribution to GRDP, and employment generation.

Exports from the region’s ports account for an estimated 7-8 percent of the value of total exports of the country. Growth of exports, which has been positive since 1992, has been largely stimulated and sustained by exports from the special economic zones. These zones account for 55-60 percent of the region’s exports. Combined employment in these zones is also about 51,000. The Mactan Economic Zone I (MEZ I) is the largest employer, accounting for 82 percent of total employment in the zones.

On the basis of the positive performance of the region’s industrial zones/areas and to enable these areas to handle future requirements, their physical expansion should be encouraged. The development of eight other economic zones in Cebu and Oriental Negros that cover an aggregate of 3,813 hectares should therefore be supported. Infrastructure and other support infrastructure and services necessary to make them competitive should be provided.

At the local level, the decision of where to locate the industrial areas and facilities should be guided by the local development and land use plans, which should already look at land suitability, market compatibility, presence of support infrastructure, and possible environmental impacts of the projects.

In Cebu, Metro Cebu will be maintained as the province’s industrial center, with the existing Mactan Economic Zones 1 and 2 as the core area. Work is underway to expand MEZ 1 to accommodate more investments. The economic zones in this part of Cebu shall cater to light manufacturing firms. Existing and potential industrial zones in the western coast of Cebu, on the other hand, will focus on heavy industries.

In Bohol, Panglao Island and Tagbilaran City have been identified as industrial promotional areas.

In Oriental Negros, Dumaguete City, Siaton, and Bais City are the proposed industrial areas. In Siquijor, the Larena-Siquijor corridor will be promoted as the province’s industrial area.

4. Strengthen the participation of the private sector and other stakeholders in land use planning

The participation of the private sector and other stakeholders in land use planning will be strengthened to generate greater cooperation among all sectors in the implementation of the Plan. Communities that will be affected in the development of certain areas will also be involved in planning and implementation to ensure that social concerns are addressed.
PROTECTION LAND USE

The protection and maintenance of the integrity of the environment is the primary concern of protection land use. To continue to offer a healthier and liveable environment or superior quality of life for its people, the region must ensure that a balance is reached between resource use and the preservation of some areas with ecological, environmental and aesthetic significance.

Policies and designs that preserve environmental functions and protects important environmental, cultural and historic resources will thus be promoted. Where these areas suffer from degradation, activities that will rehabilitate and regenerate these areas and conserve the natural resources therein will be undertaken.

General Strategies

1. **Strict enforcement of environment and natural resources (ENR) laws and regulations**

   Despite the passage of numerous laws and regulations aimed at preserving the environment and natural resources, the region continues to suffer from resource degradation and loss of biodiversity. The poor enforcement of environment and natural resources laws has been cited as one reason for the persistence of the problems.

   The ENR laws and regulations need to be pushed harder in order to realize substantial gains in rehabilitating and preserving the environment and natural resources. LGU support will be sought in strengthening and implementing the national laws through the enactment of local legislations and provision of the corresponding budget and incentives.

2. **Increase public awareness and participation in environmental protection, natural resource management and disaster mitigation**

   The attainment of protection land use objectives depends on public participation and cooperation. To a large extent, the lack of awareness of ENR laws has led to conflicts in land uses, pollution and overutilization of natural resources especially in environmentally critical areas. Hence, there is a need to expand and intensify public awareness and participation in ENR management and disaster preparedness in order to promote better understanding of their responsibilities in protecting and conserving the environment. Existing collaboration of LGUs, private sector, non-government organizations, academe and media in informing and educating the public will be strengthened.

3. **Adopt conflict resolution schemes to address land use conflicts**

   In 2002, DENR 7 with the assistance of the Cebu Mediation Foundation, Inc. (CMFI) and the Partners Committed to Environmental and Economic Management, Inc. (PCEEM) piloted in the region the use of Alternative Dispute Resolution (ADR) through mediation in the resolution of environmental and land use conflicts, with fast and better results. The Plan will therefore push for the adoption of the scheme by DENR as part of the regular program of the agency to reduce the number of environmental complaints. Policy issues such as powers of inspecting authorities, land conversion, natural resource utilization, environmental impact, and investment location options can be addressed through this process.

Specific Strategies

1. **Demarcate boundaries of NIPAS, non-NIPAS and hazard prone areas**

   There is a need to clearly establish the boundaries of protected and hazard prone areas to determine the limits of land development, control the encroachment of settlers and the overexploitation of natural resources, and, mitigate the occurrence of natural disasters.

   In 2000, DENR 7 started the demarcation of forest areas in the region. To date, it has completed the demarcation of the forest areas of Siquijor and Cebu. The demarcation of forest areas in Bohol and Oriental Negros is still on-going. Other protected areas, either NIPAS or non-NIPAS areas, should also be demarcated on
the ground to facilitate the protection and management of resources within these areas.

In the case of non-NIPAS areas, an assessment survey should be undertaken to facilitate the inclusion of suitable areas as additional components of the NIPAS.

2. **Intensify forest protection and biodiversity conservation programs in national parks, other forest reserves and wildlife sanctuaries**

Forest protection and conservation programs will be strengthened in all national parks and natural forests in the region to protect the unique biodiversity of the area. With the foreseen increase in interest in ecotourism in Central Visayas, these fragile forest ecosystems will have to be protected even more. On-going programs on forest protection and biodiversity conservation will be intensified especially in Cebu where biodiversity is threatened by overpopulation and rapid urbanization.

Conservation and protection programs will primarily be undertaken by organizations with extensive experience in forest protection and nature conservation activities, with the support of DENR. Presently, there are organizations doing biodiversity conservation work in the national parks of Cebu, Bohol and Oriental Negros.

3. **Continue the implementation of reforestation programs in upland areas, critical watersheds and mangrove areas**

Reforestation programs will continue to be undertaken in upland areas, critical watersheds, and mangrove areas, given the extent of land degradation and overutilization of natural resources in these areas. These reforestation activities will be undertaken by local communities through community-based forestry management (CBFM) projects. The participation of the private sector and NGOs will also be encouraged in areas not covered by CBFM projects.

4. **Promote the establishment of green spaces or urban forest in urban centers**

The establishment of green spaces or urban forests may be difficult in old town centers, but this should be made a requirement in new urban site development and in the fringes of urban land spaces adjacent to agricultural areas and/or protected areas. These patches of “urban green areas” are multifunctional. While it serves primarily to improve the urban environment, it could also be a space for recreational activities of urban residents. (see Settlements Development Policies)

5. **Promote the establishment of buffer zones and easements**

To prevent further expansion of urban development in protected areas, the establishment of buffer zones will be promoted in the peripheries of each protected area. Easements along river banks will also be established especially in heavily populated areas. These river easements will be developed as urban forestry sites. Meanwhile, the applicability of the legal requirement for the establishment of buffer zones and easements especially in urban and peri-urban areas will be reviewed.

6. **Institutionalize coastal and fisheries management in all coastal municipalities and cities**

Coastal resource management (CRM), which has proven to be effective in conserving the marine resources, will continue to be implemented in all coastal municipalities and cities. The CRM activities that will be undertaken by the coastal LGUs will include the formulation and implementation of a coastal management plan, delineation of municipal waters, creation of multi-stakeholder management council, establishment of marine protected areas, and mangrove management interventions.
7. Adopt an Integrated Water Resources Management (IWRM) approach in the management of critical watersheds

To address the problems of water scarcity, pollution, and degradation of watersheds and ecosystems, water and related resources need to be managed in an integrated manner.

Integrated water resources management (IWRM) is a process that seeks to improve the planning, conservation, development, and management of water, forest, land, and aquatic resources in a river basin context to maximize economic and social benefits. IWRM addresses quantity and quality concerns for surface and groundwater, and opportunities for their conjunctive use (ADB report 2001).

To ensure effective IWRM implementation, appropriate institutional mechanisms for river basin management need to be established in the area, with monitoring and regulation to come from higher levels. In Metro Cebu, the IWRM approach is being promoted by the Cebu Uniting for Sustainable Water (CUSW) for the rehabilitation of the three critical watersheds, i.e. Mananga, Kotkot Lusaran which form part of the Central Cebu Protected Landscape. The IWRM approach will also be promoted in other watershed areas in the rest of the provinces of the region. River basin management concerns should conform to the requirements of local government jurisdictions through stakeholder consultation.

8. Promote the collection of user’s fee in ecotourism areas

User’s fees are already being collected in some of the ecotourism sites in the region, such as in Apo Island Marine Sanctuary. The user’s fee, which is being collected by the local government, is used to help maintain the ecological balance of these areas.

The Plan will promote the collection of user’s fee from visitors in the other ecotourism sites in the region.

9. Promote the preservation of historical and cultural sites

The preservation of historical and cultural sites in the region will be promoted. LGUs will be encouraged to provide tax and other forms of incentives to landowners for the preservation or rehabilitation of these historical or cultural buildings and sites. Adopted reuse of these buildings and sites will also be promoted especially in urban areas where these buildings and sites are in danger of being demolished.

10. Limit the provision of infrastructure in protected areas

The construction and/or establishment of infrastructure in protected areas should be studied carefully to ensure that there will be minimal negative impact on the ecosystem where the infrastructure will be established or constructed. The design and construction of the infrastructure especially reclamation projects should include mitigating measures to reduce any negative environmental impacts. Environmental indicators should likewise be included in the monitoring and evaluation of infrastructure projects.
INFRASTRUCTURE DEVELOPMENT

Infrastructure provides the physical connection among the production, protection and settlement areas. They also link communities and islands as well as the country to the global community.

Infrastructure likewise enables economic processes to take place and helps reduce poverty by increasing access to basic services and development opportunities.

The goal of infrastructure development then is to facilitate intra and inter-regional physical and economic integration through the adequate provision of the necessary and key infrastructure, facilities and services. In the provision of these infrastructure, care will be taken that the character and livability of the areas where these facilities will be located are enhanced and preserved.

Strengthening Urban-Rural and Intra and Inter-regional Linkages

1. Provision of an integrated and intermodal transportation system

The Plan advocates for the development of an integrated and intermodal transportation system. This system requires smooth and efficient connections among road, water and air transport systems and related services, thus, facilitating the flow of goods and people among the island provinces and among the region's urban centers, between urban centers and rural areas, and between the region and the rest of the country and the world.

2. Upgrading and proper maintenance of arterial roads

Priority shall be given to the upgrading and proper maintenance of the arterial road network, east-west arteries and main roads leading to special economic zones, industrial centers, major agricultural areas, major tourism areas, major ports and airports. The construction of new roads shall be undertaken if the demands and requirements of the settlement and production areas warrant.

3. Prioritization and protection of road-right-of-way

The most common implementation problem of transportation projects is the delay in road-right-of-way (ROW) acquisition. Hence, the Central Visayas Regional Development Council (RDC) passed a resolution enjoining line agencies and LGUs not to start project implementation unless the ROW acquisition was completed.

The regional line agencies and local government units need to prioritize the acquisition of road-right-of-way for on-going and proposed transportation projects in order to speed up project implementation.

The designation of infrastructure ROW in protected areas will also be advocated in local land use plans and zoning ordinances. The same is proposed to be included in municipal/city land banking undertakings.

4. Improvement of sea ports and provision of passenger terminals

The focus in port development is on the improvement of facilities in major ports in the region including those under the Strong Republic Nautical Highway. Existing passenger terminals in these ports will be improved and where none exist, these will be constructed.

5. Construction of new container port for deep bottom vessels

A new container port for deep bottom vessels will be constructed in Cebu. This will be located outside Cebu City as the existing Cebu base port has no more room for expansion of port facilities.

6. Establishment of mass transit system

The focus of the accessibility objective will be on moving people and goods instead of vehicles. A mass transit system, probably light rail transit, will be established in Metro Cebu. This will address the twin problems of traffic congestion and air pollution, and will promote the
development of other urban service centers in Cebu.

In Cebu City, a bus rapid transit system with passenger terminals at designated areas will be adopted.

7. Upgrading of airports

The construction of a second parallel runway will be considered in anticipation of greater air traffic as a result of increased economic activities in Central Visayas. The passenger terminal facilities will also be improved to world-class standards. Another passenger terminal is likewise being considered to be built in the short-term.

The procurement of communication, navigation, surveillance and air traffic management equipment and the installation of CCTV and x-ray machines will be undertaken in secondary airports. The transfer of Tagbilaran City Airport to Panglao Island will also be carried out.

Support to the Productive Sectors

1. Development and utilization of renewable energy resources

The development of renewable energy sources will be the building block of the region’s sustainable energy policy. As the amount of fossil fuel resources dwindles, it is becoming more imperative to find and utilize renewable energy resources.

DOE, in partnership with the private sector, will intensify exploration programs ranging from semi-detailed studies to deep exploration drilling to determine the region’s total geothermal reserves. Optimization efforts will also be encouraged in the producing fields.

Continuous research and promotion of potential hydropower project sites will also be conducted. There are currently 57 sites all over the region which have been identified by NEA as hydropower potential sources.

The exploration, development and effective utilization of biomass, solar and wind energy sources will likewise be pursued. Energy coming from these sources is expected to contribute to the capacity additions to the Visayas and small island grids, and to the expansion of rural electrification. (see Map 37)

2. Development of fossil fuel energy resources

To reduce dependence on imported fossil fuels, the exploration and development of oil and gas reserves in the petroleum basin in the region will continue to be pursued by DOE, especially in the two sedimentary basins which have been offered for possible exploration and development by the private sector. In fact, service contracts for geological and geophysical studies and drilling of exploration wells had been awarded. The Visayan basin lies in the central part of the country and covers the islands of Cebu, Camotes, Bohol, northeast Negros, northwest Leyte and part of eastern Masbate.

Given the projected increase in the demand for coal in the next ten years, DOE, in coordination with the private sector, will likewise conduct promotional and educational campaigns to address issues on the utilization of the local coal industry. The region is presently host to four coal mines.

3. Increasing capacity of power grid

Transco will increase the capacity of inter-island power links by uprating the Leyte-Cebu, Leyte-Bohol and Cebu-Negros power interconnection. Likewise the uprating of major and associated transmission lines as well as substation expansion projects will be carried out to improve system efficiency and reliability.

Additional generating capacity will be carried out through expansion of existing plant capacities and installation of new power plants. To support the increasing electricity demand in the region’s small island grids, additional substations will be commissioned.

4. Identification of water supply sources

A master plan and feasibility study for the improvement of water supply and sanitation in Cebu will be conducted. The undertaking will lead to the formulation of two outputs: a master
Map 37. Central Visayas Power Projects

Data Source: Transco
Land Use Policy Framework

plan on water resources development and management and improvement of the sanitary conditions in Metro Cebu, and a feasibility study on the priority projects identified in the master plan.

A feasibility study on the establishment of a seawater reverse osmosis desalination facility in Mactan Island was recently completed. This is in line with the efforts of the Metro Cebu Water District to meet the growing water demand in its franchise area. The facility is expected to produce 50,000 cu.m of water per day for commercial and industrial establishments in Mactan Island.

Efforts to integrate the major water sources (rivers, streams, spring and other bodies of water) for water supply system, irrigation and hydro-electric power supply purposes are underway in Bohol. The conduct of a feasibility study on the same has been proposed. The proposed integrated water supply system is envisioned to provide safe and adequate water supply to all towns located along the coastal area or along the Bohol Circumferential Road including the City of Tagbilaran. This is consistent with the Bohol Water Supply, Sewerage and Sanitation Master Plan and the Provincial Water Supply, Sewerage and Sanitation Sector Plan.

5. Development and protection of surface water sources

To reduce dependence on groundwater as main water supply source, the development of surface water sources has become more imperative. Equally important is the protection of surface water sources. In view of this, LGUs shall be exhorted to delineate surface water sources, identify contaminant sources that threaten water supply, and formulate watershed management strategies.

6. Protection of groundwater

Groundwater extraction, while unavoidable, will be regulated. LGUs will be encouraged to study groundwater vulnerability, regulate well drilling and septic system location, identify sources of contaminants and protect the aquifers.

7. Full interconnection of local telecom exchange carriers

The interconnection of all local telecom exchange carriers shall be completed. The compulsory interconnection of public telecommunications carriers was mandated by Executive Order No. 59 dated 24 February 1993 in order to create a universally accessible and fully integrated nationwide telecommunications network and thereby encourage greater private sector investment in telecommunications.

8. Establishment of public access points for telecommunications

In areas underserved by telecommunications facilities such as internet connection, public access points, such as community e-centers, will be established. A community e-center will be equipped with computers, telephones, fax machines and other equipment needed for internet connectivity, for making long distance calls, sending fax messages, printing and encoding activities.

9. Promotion of investments in digital infrastructure

Investments in digital infrastructure for high speed and high capacity connectivity will continue to be promoted especially in identified growth centers.

Increasing Access to Basic Services

1. Attainment of 100 percent barangay electrification

By 2006, the Plan targets to energize the remaining 51 barangays in the region without access to electricity. To ensure system efficiency and reliability, distribution lines and substation capacity will either be installed or rehabilitated.
2. **Increasing supply of potable water**

   The development of water sources and provision of water in underserved areas and major growth areas will be accelerated. Rural water supply projects will be implemented in the four provinces to increase coverage of potable water. New water sources will be tapped to boost water supply in Metro Cebu.

3. **Completion of local telecommunications exchange roll out**

   The roll out by Innove (formerly Islacom) of telephone lines under the Service Area Scheme will be completed. All municipalities and cities of the region will then be covered by basic telephone service.

4. **Prioritize and implement social infrastructure projects**

   The establishment and/or upgrading of technical vocational training centers in the provinces as well as the technical-vocational curriculum will be promoted. This is in response to the rising demand for highly skilled professionals in the industry.

   Existing health facilities and services will likewise be improved. Priority will be accorded to those facilities located outside urban centers. The population to facility ratio will also be considered in the prioritization of social infrastructure projects in the region.

*Support to Food Security and Disaster Mitigation*

1. **Expansion of irrigated areas**

   The irrigation of irrigable areas will be intensified. Irrigation facilities will be established and coverage areas will be expanded especially in SAFDZs/ARCs.

2. **Identification and protection of flood prone areas**

   Flood control facilities along national roads and major river basins will be constructed and/or rehabilitated. Priority will be given to flood-prone areas. Dredging works for rivers and canals will also be regularly carried out.

3. **Incorporation of disaster mitigation measures in infrastructure planning**

   In the design of infrastructure facilities, agencies and LGUs should make sure that the integrity of the environment and natural resources is not comprised. Appropriate mitigation for unavoidable impacts must be considered and reflected in the plans and designs especially where these infrastructure shall be located in known hazard areas.

4. **Strengthen linkage between infrastructure and land use planning**

   LGUs as well as national government agencies will be encouraged to consider the local land use plans in infrastructure planning to ensure that identified economic zones, housing and resettlement areas, tourism areas, major agricultural production areas and hazard-prone areas are linked to or provided with the appropriate infrastructure.