

III. A BRIEF SITUATION – DEVELOPMENT ISSUES AND CONCERNS

True to its history and heritage, Cavite continues to endeavor to make itself the destination of choice, to live, work and build a family in this part of the region.

Notwithstanding being a trailblazer in development planning in the country and the foresight of its leaders in the past to chart its future growth, still the Province faces numerous challenges in its quest to become First Class, World Class province.

A confluence of events and its proximity to Manila, helped the Province become what it is today, a consistent top five province in terms of Human Development Index parameters and recently, the second Most Competitive Province in the Philippines.

As people tend to gravitate to the Province due to the opportunities available here, it has taken a toll however on its capacity to provide the best social services possible to its residents in a sustainable manner.

Traditional urban areas such as Cavite City, Imus City, Bacoor City and Dasmarinas City became congested, while emerging areas such as Carmona, Rosario, Tanza, Trece Martires City, Gen. Trias City, Silang and Naic slowly followed suit. The proliferation of people and commercial establishments along the province's main thoroughfares became a source of daily gridlock to the number of vehicles plying the same, limited and narrow routes.

The degree of affluence and increase of purchasing power brought by the economic zones and commercial establishments' job opportunities therein coupled with the rise of the OFW sector in the Province, served as the impetus for the mushrooming of subdivisions and low cost housing. The province likewise became a favorite relocation site of informal settlers from Metro Manila and adjacent areas adding to the population woes and its concomitant effects on the province's environment and finite resources.

The widespread and unpredictable consequence of climate change brought into fore the outcome of land conversions, the lack or inadequate solid waste management/disposal in the respective municipalities and the years of neglect and abuse to our environment and waterways. The province experienced one of the worst cases of flooding in recent memory as areas previously unperturbed by these disasters was partially or worst totally submerged.

The opening of additional routes within and surrounding the province although lessened the travel time of commuters and private vehicles, it nonetheless added to the burgeoning traffic woes as the areas serve as the convergence point and access way to and from adjacent provinces due to the presence of a developing recreational tourism and vacation spots, pilgrimage areas, high-end luxury hotels and convention areas within the vicinity of Tagaytay and nearby upland municipalities.

The transformation of the province from a rustic although crime infested area in the 60s and 70s to the bustling and progressive community nowadays has its drawbacks as critical sectors such as water availability and conservation were left unattended. So much so that it came to a point of holding a Water Summit to find ways to alleviate the situation.

Despite statistics stating that almost 50% of the province's land is still considered agricultural and the fertility of the upland areas, the province is suffering from food insufficiency, i.e we are highly dependent on the agricultural produce of other areas in the country. Most of the agricultural lands have remained idle due to several

factors such as high cost of production, our farmers are ageing already without a successor in sight due to the younger generations seeming aversion to life in the farm and a number succumbed to financial considerations.

The economic boom provided by these opportunities saw several municipalities sought cityhood status as they have now adequate resources to manage their own affairs. This resulted in the lowering of the Province's income as bulk of these came from its share of the real property taxation from these municipalities, thereby, constricting the province's ability to deliver services such as health and education facilities to its growing citizenry.

Allowing the current trend to persist without interventions from both the government and the private sector would become life in the Province unsustainable and to its resident, unbearable in the foreseeable future. Thus, there is a need for our leaders to adhere and strictly observe what is necessary and immediate to temper the growth of these concerns into an alarming level and adequately lay out a secure future for our children and our children's children.

Essentially the issues and concerns identified, derived from the planning environment, were indicative problems and conflicts in directing the growth or development of the province. Some of these issues are sector-specific while others are cross-section of the different indicators. Inter-sectoral Principle approaches were used to identify key opportunities/strength coupled with main development challenges and its implication to arrive in policy option for priority investment.

**SECTORAL CONCERN:
SETTLEMENT**

1. Increasing Population
 - a. In-migration
 - b. Rapid urbanization
 - c. Industrialization
2. Informal settlers living in "houses on stilts"

LAND USE

1. Diminishing areas for agriculture
2. Encroachment & occupancy within NIPAS & NON-NIPAS areas
3. Extensive land conversion and development for industrial and residential uses.

ECONOMY:

AGRICULTURE – CROP PRODUCTION, LIVESTOCK AND FISHERIES

1. Low crop production; due to
 - a. Lack of Post Harvest Facilities,
 - b. Insufficient Supply of Irrigation Water;
 - c. Low Farm gate Prices of Agricultural Products;
 - d. High Cost of Farm Inputs;
 - e. Inadequate Supply of High Quality Planting Materials;
 - f. Poor Access to Marketing;
 - g. Limited/Unimproved Farm to Market Roads and Bridges
2. Declining Volume of Fish Catch; due to Illegal Fishing
3. Pollution
4. Increasing cost of feeds
5. Pollution brought about by unmanaged agri-waste

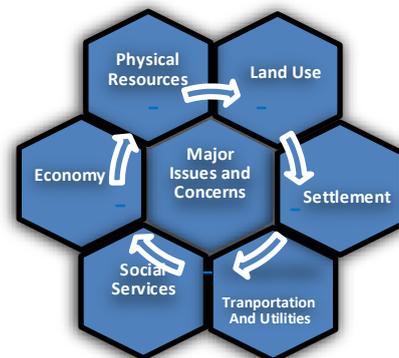


Figure 2: Planning Environment

INDUSTRY, TRADE, COMMERCE AND COOPERATIVE

1. Closure of Industrial Establishment and Transfer of Companies to other areas
2. Mismatch of skills of workers
3. Lack of capitalization
4. Lack of technology
5. Limited access to markets
6. Limited opportunities for product development
7. Presence of inactive cooperatives.

TOURISM

1. Tourism potentials are not maximized
2. Limited number of DOT-accredited tourism establishments
3. Lack of historical and cultural awareness
4. Laxity on the preservation of historical and cultural site/ theme parks
5. Lack of Tourism Master Plan

TRANSPORTATION AND TRAFFIC MANAGEMENT

1. Lack of transport facilities and traffic control systems,
2. Heavy Traffic at Major thoroughfares
3. Presence of sidewalk vendors;
4. No traffic lights and traffic enforcers on some road intersections;
5. Non-functional traffic lights;
6. Informal terminals on the intersections;
7. Parked vehicles on the outer lanes of the road;
8. Pedestrian not using the overpass;
9. Lack of port facility to cater to the increasing number of container vans from industrial estates & ecozones

INFRASTRUCTURE AND CORE ROAD NETWORK

1. Road network system overload/Insufficient road/ bridge capacity;
2. Disaster and Climate Change risk and vulnerability;
3. insufficient road signage;
4. Road worthiness such as substandard road structures in some areas,
5. Lack of Comprehensive Drainage Plan
6. Lack of foot bridges
7. Presence of obstructions and center islands;

SOCIAL SERVICES:

HEALTH

1. Insufficiency health facilities, and equipment at the Provincial/ satellite Hospital and other government hospitals;
2. Shortage of health personnel against standard requirement;
3. Limited access to health care services;
4. Increasing lifestyle related diseases;
5. Increasing mortality and morbidity cases among women and children;
6. Increasing number of malnourished children (pre-schoolers ages 3-6)

EDUCATION

1. Shortage of Class Rooms and Teachers for both elementary and secondary level;
2. Low Cohort Survival and Completion rate in both elementary and secondary level;
3. Inadequate textbooks to meet the student book ratio of 1:1;
4. Out-of-school youth unable to avail of the education opportunities;

HOUSING

1. Scarcity of dwelling units
2. Shortage of government resettlement areas for in-formal settlers living along critical areas;

WATER AND SANITATION

1. Inefficient water system due to old and dilapidated facilities
2. Water abstraction in some areas has already reached its critical points causing decreased groundwater levels and resulting in groundwater mining
3. Lack of sanitary toilets in some areas
4. Lack of centralized sewerage and septage system and facilities
5. Mismatch between the granting and utilization of water rights vis-à-vis need and nature of usage
6. Weak Institutional and regulatory framework both at the national and local level

SOCIAL WELFARE

1. Poverty
2. Weakening social values and relationships & growing social apathy
3. Increasing number of families in difficult circumstances;
4. Limited mechanisms for popular participation in governance

PEACE AND ORDER

1. Existence of insurgencies in some areas
2. Presence of illegal drug users and pushers
3. Inadequate police and fire personnel
4. Inadequate police and fire fighting equipment
5. Limited number of fire hydrants and sources of water
6. Inadequate Jail facilities

SOLID WASTE MANAGEMENT

1. Lack of Material Recovery facilities
2. Continuous open dumpsite operations
3. Non-awareness of residents on the value of recycling and composting

DISASTER RISK REDUCTION / CLIMATE CHANGE ADAPTATION

1. Presence of 8 Hazards
2. Severe erosion characterized by soil erosion, coastal erosion or riverbank erosion which needs to be protected and rehabilitated.
3. Siltation and sedimentation of waterways;
4. Slope alteration along upland areas;
5. Ground water depletion in most lowland areas of the province;
6. Salt water Intrusion in the coastal areas;
7. Inadequate flow capacity of various rivers and tributaries in the province
8. Inadequate capacities clogging of the existing drainage facilities.
9. Illegal encroachment of the structures in the drainage channels.
10. Diminishing natural retarding basins and drainage channels