



BAGONG PILIPINAS



Department of Transportation

Transport Modernization Program

Philippine Economic Briefing in San Francisco

JAIME J. BAUTISTA
Secretary

DOTR PIPELINE PROJECTS

Involves the modernization and capacity expansion of the existing airport through a Rehabilitate, Operate, Expand, and Transfer (ROET) PPP contractual modality

NINYO AQUINO INTERNATIONAL AIRPORT

WITH A TOTAL PROJECT COST OF **PHP 170.6 BILLION**

Supporting of Internationally-benchmarked Minimum Performance Standards and Specifications (MPPS)

Mobilization of resources and expertise from the private sector

EXISTING		NEW PROJECT	
35 mppa	capacity	62 mppa	capacity
40/hr	turnover	40/hr	turnover

NEW MANILA INTERNATIONAL AIRPORT

Construction and operation & maintenance of a new modern airport in Bulacan consisting of 4 runways and all aviation related facilities

WITH A TOTAL PROJECT COST OF **PHP 735.6 BILLION**

200 mppa

Project Benefits: Economic Growth and Investment, Improved Supply Chain Operations, Improved Port Operations, Increased Cargo Handling Capacity

LAGUINGANAN AIRPORT

Upgrade, Operate, Transfer and Maintenance of the Laguindingan International Airport (IATM) Project

WITH A TOTAL PROJECT COST OF **PHP 12.75 BILLION**

Project Benefits: Economic Growth and Investment, Improved Supply Chain Operations, Improved Port Operations, Increased Cargo Handling Capacity

EXISTING		NEW PROJECT	
545,278	annual passenger	2,445,856	annual passenger
4,207	aircraft movements	16,062	aircraft movements
4,004	aircraft movements	16,263	aircraft movements

1.6 mppa, 3.9 mppa, 6.1 mppa

NEW DUMAGUETE AIRPORT

WITH A TOTAL PROJECT COST OF **PHP 17.05 BILLION**

Project Benefits: Economic Growth and Investment, Improved Supply Chain Operations, Improved Port Operations, Increased Cargo Handling Capacity

Construction of a new airport of international standard in Bacoor, Meghal to increase the region's transport connectivity

LRT-2 WEST EXTENSION

Extension of the existing LRT-2. With an additional 3.8 km consisting of 2 stations that connect the City of Manila to Masingin in Antipolo

WITH A TOTAL PROJECT COST OF **PHP 10.1 BILLION**

NEW CEBU INTERNATIONAL CONTAINER PORT

Construction of an international container port equipped with quay cranes in a reclaimed island of 25 hectares with a 500-meter berth length with water depth of (-12) meters to accommodate two 2000 TEU vessels.

WITH A TOTAL PROJECT COST OF **PHP 9.195 BILLION**

Project Benefits: Economic Growth and Investment, Improved Supply Chain Operations, Improved Port Operations, Increased Cargo Handling Capacity

CARGO HANDLING CAPACITY		375,900 (ANNUALLY)	
BERTHING FACILITY	500m	2	-12m
REVTMENT	1,500m	(RUBBLE MOUND TYPE)	
ACCESS ROAD	1,000m	300m	

COMMON STATION

Common point for the four railway lines, namely LRT-1, MRT-3, MRT-7 and MMSF

WITH A TOTAL PROJECT COST OF **PHP 2.95 BILLION**

Project Benefits: Economic Growth and Investment, Improved Supply Chain Operations, Improved Port Operations, Increased Cargo Handling Capacity

MRT-7

Construction of an urban rail line with a route length of 24 km, consisting of 14 stations traversing North Avenue in Quezon City and San Jose Del Monte in Bulacan with a Depot in Novaliches.

WITH A TOTAL PROJECT COST OF **PHP 68.2 BILLION**

NORTH-SOUTH COMMUTER RAILWAY

Construction of the seamless 147 km-long railway system consisting of 35 Stations that connect Clark Airport in Pampanga and Calamba, Laguna, reducing the end-to-end travel time from 4+ hours to a consistent 2 hours

WITH A TOTAL PROJECT COST OF **PHP 873.6 BILLION**

849,000 PASSENGERS PER DAY

Project Benefits: Emissions Reduction, Travel Time Reduction, Congestion Reduction, Increased Pedestrians

MRT-3 REHABILITATION AND MAINTENANCE

involves the rehabilitation and upgrade of the 16.90 km urban rail line to its original, as-designed state

WITH A TOTAL PROJECT COST OF **PHP 29.6 BILLION**

METRO MANILA SUBWAY

Construction of the 33 km-long subway consisting of 17 stations from Valenzuela to NAIA Terminal 3, and interconnects with NSCR at Bicutan Station.

WITH A TOTAL PROJECT COST OF **PHP 488.5 BILLION**

Project Benefits: Emissions Reduction, Travel Time Reduction, Congestion Reduction, Increased Pedestrians

NORTH-SOUTH COMMUTER RAILWAY

WITH A TOTAL PROJECT COST OF **PHP 873.6 BILLION**

849,000 PASSENGERS PER DAY

LRT-1 CAVITE EXTENSION

Extension of the existing LRT-1 involving the construction of an additional 11.7 km consisting of 8 Stations that connect Pasay to Bacoor, Cavite

WITH A TOTAL PROJECT COST OF **PHP 64.9 BILLION**

DAVAO PUBLIC TRANSPORT MODERNIZATION PROJECT

a bus-based public transport system for Davao City, consisting of a core bus network of over 100 km and a feeder network of over 500 km.

WITH A TOTAL PROJECT COST OF **PHP 73.9 BILLION**

800,000 PASSENGERS PER DAY

122 ROUTES, 29 UNIQUE KILOMETERS

7,100 UNITS, 1,105 MODERN BUSES, 386 ELECTRIC VEHICLES

Project Benefits: Emissions Reduction, Congestion Reduction, Transport Connectivity, Travel Time Reduction

CEBU BUS RAPID TRANSIT

Establishment of a BRT system in Cebu traversing through Cebu City's Central Business District (CBD), from Lawaan I, Talisay City in the Southwest to Talamban, Cebu City in the Northeast

WITH A TOTAL APPROVED PROJECT COST OF **PHP 28.8 BILLION**

150,000 PASSENGERS PER DAY

Project Benefits: Emissions Reduction, Congestion Reduction, Transport Connectivity, Travel Time Reduction

17 BUSWAYS, 18 STATIONS

Bus Fleet, ATC System, Open Service Plan, Traffic Management, Parking Management, Other Improvements

EDSA GREENWAYS PROJECT

enhance pedestrian facilities around key rail stations along EDSA including but not limited to covered, elevated walkways connecting rail stations to and from nearby amenities and other transportation facilities

WITH A TOTAL PROJECT COST OF **PHP 8.79 BILLION**

1.2 MILLION PEDESTRIANS PER DAY

Project Benefits: Emissions Reduction, Transport Connectivity, Travel Time Reduction

EDSA BUSWAY

a dedicated median lane for buses with stations built at the median island, allowing for more efficient travel by avoiding conflict with connecting streets, driveways, commercial centers, and curbside drop-off points.

WITH A TOTAL PROJECT COST OF **PHP 1.10 BILLION**

256,282 AVERAGE PASSENGERS PER DAY

TRANSPORTATION MODERNIZATION PROGRAM

11 INVESTMENT-APPROVED PROJECTS^a AMOUNTING TO PHP **369.3 BILLION** (USD **6.6 BILLION**) FROM NOVEMBER 2022 TO DATE



DOTr as the largest MEGA PROJECT and BIG CONTRACTS MANAGER in the PHILIPPINES



COMPLETED PROJECTS FROM JULY 2022 TO DATE



[a] NEDA-Approved TPC, except for MSC/PI and CNS/ATM, which only cover loan balance approved for utilization; [b] 19-month loan validity extension; [c] utilization of the JICA Loan Balance for CNS/ATM Maintenance and Resiliency Enhancement, with the following three (3) components: one, Maintenance Contracts; two, an Ultimate Fallback System for the current system; and three, a Feasibility Study for an Independent Backup System; and a corresponding 60-month Loan Validity Extension from June 2023 to June 2028, to cover the intended period for the Maintenance Contracts to be put in place; [d] Request for utilization of savings for the requested change in scope, and loan validity extension; [e] Request for change in project cost, increase in project cost, extension of implementation period, additional loan, and second loan reallocation; [f] Request for change in scope, increase in cost, and extension of implementation period; [g] Proposed Change in Scope, Increase in Cost, and Extension of Implementation Period and Loan Validity

TRANSPORTATION MODERNIZATION PROGRAM

"We will transform the Philippine transport industry and elevate it to global standards.

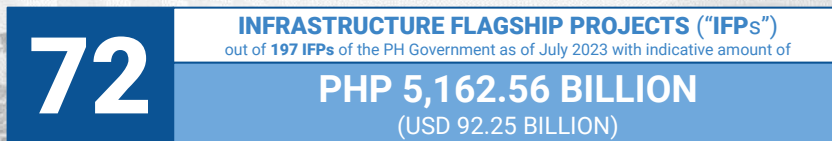
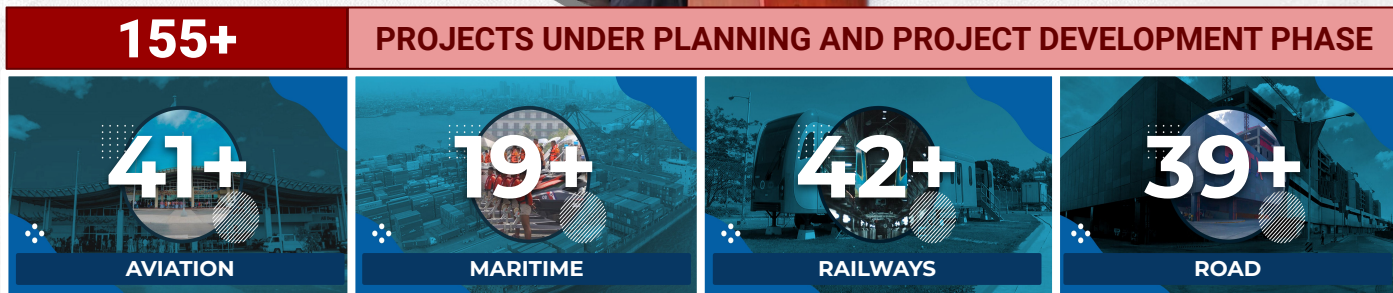
Our mantra then shall be ACCESSIBLE, AFFORDABLE, COMFORTABLE and SAFE transport service throughout the country."

Jaime J. Bautista
Secretary of Transportation



"We must keep the momentum. And aspire to
BUILD BETTER MORE."

President Ferdinand "Bongbong" Marcos, Jr. during his July 2022 SONA



14	LOCALLY-FUNDED PROJECTS	25*	OFFICIAL DEVELOPMENT ASSISTANCE - LOAN
26*	PUBLIC-PRIVATE PARTNERSHIP PROJECTS	8	TO BE DETERMINED

[a] Includes projects with hybrid funding source (i.e. ODA-PPP)

REFERENCE SLIDES



PANEL DISCUSSION

In what projects do you need the expertise of foreign investors? Please name some rail, airport, and port projects in the pipeline that are open to foreign infrastructure players.

In line with our mission to transform the Philippine Transport Industry and elevate it to global standards, making the transport service throughout the country comfortable, accessible, safe, sustainable, and affordable, DOTr will be needing a diverse set of expertise from foreign investors in the fields of aviation, maritime, railways, and road transportation sectors across the phases of the Project Life Cycle- from (1) Pre-Investment Approval, Planning and Project Development; (2) Investment-Approved, Pre-Construction; (3) Investment Approved, Ongoing Construction; up to (4) Operational Transport Infrastructures & Facilities.

First, in order to ensure project success, DOTr will plan and develop projects through BETTER PROJECT IDENTIFICATION, PRIORITIZATION, AND PREPARATION, bearing emphasis that timely project success is heavily dependent on a robust project preparation exercise. At this stage of the projects, we hope to **gain better access to sufficient project preparation** as well as **access to specialized expertise** in order to develop **innovative pilot projects that may be replicated across the country, introduce new technologies**, and ultimately **address the problems hounding the Philippine transport Sector**. DOTr currently has around **155 projects under planning and project development phase** of which **41** are under the **Aviation Sector**, **19** are under the **Maritime Sector**, **42** are under the **Railways Sector**, and **19** are under the **Road Sector** - that our foreign partners may be interested in financing. These cover, among others, **BRT Projects, Transport Modernization Projects, Intelligent Transport Projects, and Maritime Safety, Security, and Disaster Response Projects**.

Second, we have engaged with several transaction advisory service providers in order to maximize the potential PPP schemes for our select projects. One particular area is optimizing our brownfield investments in the railways sector, engaging private participation in the eventual operations and maintenance of our existing and upcoming railway lines.

Third, on projects in more advanced stages of the project lifecycle, foreign investors should watch out for around **18 upcoming foreign-assisted contract package procurement**.

Lastly, DOTr welcomes new proposals for the **improvement, augmentation, rehabilitation, operations, and or maintenance** of our **operational transport and logistics facilities**.

PANEL DISCUSSION

Public transportation in the Philippines remains a challenge but electric vehicles (EVs) through the Electric Vehicle Industry Development Act (EVIDA) is one emerging sector where potential investments may come in. Please discuss how the DOTr plans to push EVs and where private investments are needed to accelerate implementation plans.

In April 2023, the Comprehensive Roadmap for the EV Industry (CREVI) was published with the vision of electrifying a diverse range of vehicles and establish a domestic EV industry with strong export potential, with the aim of building a sustainable future, where new EVs and the required infrastructure are locally robust with reduced environmental impact.

DOTr and the Department of Energy are developing and updating the EV and EV Charging Stations component of the CREVI. Similarly for public transport, the DOTr is incorporating the accelerated deployment of EVs in the PUVMP and provide additional support to e-PUVs through various incentive schemes.

In 2023, DOTr issued an order on the Pilot Implementation of Smart Electric Shuttle Service Program which aims to serve as a jumping-off point to promote an electric transport solution for private and public entities to ferry their concerned employees and/or members. The DO aims to establish a clear mechanism for the promotion of EVs and adaptive route planning in line with the goals of low-carbon transportation.

The Promotion of Low Carbon Urban Transport Systems in the Philippines (LCT) Project, implemented by the Department of Transportation (DOTr) and the United Nations Development Programme (UNDP), funded by the Global Environment Facility (GEF), aims to create an enabling environment for the commercialization of low carbon urban transport systems. Through the Project, the EV Incentive Program (EVIP) was launched to support the transport service cooperatives (TSCs) in their shift towards e-PUVs and to encourage counterpart investment.

Additional Notes:

Policy-led Fiscal Incentives. [a] 2022 Strategic Investment Priority Plan (SIPP) - Income Tax Holiday (ITH) for four (4) to seven (7) years for green ecosystems such as EV assembly, manufacture of EV parts, renewable energy, energy storage, recycling, etc.; [b] Executive Order 488 S. 2006 mandated zero tariffs on components and parts used for the assembly of hybrid, electric, flexible-fuel, and compressed natural gas (CNG) vehicles; [c] RA 10963 or the Tax Reform for Acceleration and Inclusion Law (TRAIN) Law - 100% excise tax exemption for EVs and 50% tax exemption for HEVs; [d] RA 11697 or the EVIDA - MVUC discount of 30% for EVs and 15% for hybrid vehicles. Importation of completely built units of EVCS shall be exempt from payment of duties for eight (8) year; [e] Executive Order 12 S. 2023 - suspension of rates of import duty on EVs, parts, and related components under RA 10863 or the Customs Modernization and Tariff Act for five (5) years.

Other Non-Fiscal Incentives as defined by the EVIDA-IRR: [a] Exemption from the mandatory unified vehicular volume reduction program, number coding scheme, or other similar schemes; and [b] Availment of Technical Education And Skills Development Authority (TESDA) training programs on EV assembly, use, maintenance, and repair for its employees.

OPEN FORUM

What are the initiatives of the government to attract foreign investments and private sector participation in the transportation sector?

DOTr intends to diversify its funding mix by going for more PPP projects.

The President himself, during his July 2022 State of the Nation Address pushed for more PPP projects to be implemented as part of a more holistic **“Build Better More” Program**. In recognition of government’s tighter fiscal space, solicited PPPs will be encouraged to improve infrastructure. Private sector and localized participation in public investments are a sure means for the immediate and broader distribution and ownership of progress around the country.

First, the enactment of a PPP law that will enable management of fiscal risks, provide transparency in government contingent liabilities from PPP projects, and facilitate well-structured and bankable PPP projects; and second, the revision of BOT Law IRR, aligned with the IRRs of the Amended Foreign Investments Act and Amended Public Service Act, to reflect best investment policies and practices worldwide, are being / have been taken by this government quickly and decisively to show the market that it is serious in undertaking PPPs.

To successfully and simultaneously develop multiple well-structured and bankable transportation PPP projects, both solicited and unsolicited, DOTr is currently engaging **qualified and experienced transaction advisors** to create greater certainty for undertaking business cases, pre-feasibility studies, and feasibility studies for PPP Projects in a timely manner.

Additional Notes:

Three (3) Active Advisory Contracts are being supported by the **Asian Development Bank - Office of Markets Development and PPP (“ODMP”)** covering (1) the **Ninoy Aquino International Airport PPP Project**, (2) the **Metro Manila Subway Operations and Maintenance PPP Project**, and (3) the **North South Commuter Railway Operations and Maintenance PPP Project**.

PPP Projects supported by the **Project Development and Monitoring Facility (“PDMF”)** of the Philippines’ **PPP Center** for the **Project Preparation and Transaction Advisory Consultants** include one (1) **Maritime Sector Project**, the **Manila Bay-Pasig River-Laguna Lake Ferry Project**, one (1) **Rail Sector Project**, the **North Long Haul Project**, and two (2) **Road Sector Projects**, the **NCR EDSA Busway Project** and the **Cebu BRT Project**.

DOTr is also in the process of applying for use of the PDMF for the transaction advisory by the International Finance Corporation (“IFC”) for **Regional Airport PPPs**, **Air Traffic Services - Air Navigation Services (“ATS ANS”) Project**, and the **Rehabilitation, Expansion, Operations and Maintenance (REOM) of the Light Rail Transit Line 2 (LRT2) Project**.

Where are we

TOURISM

75th

OUT OF 117 COUNTRIES

based on

2021 TRAVEL & TOURISM INDEX¹

Tourism Share to GDP
(2022, PHP 1.38T)

6.2%

The Philippines got a score of **3.7**, lagging behind neighboring countries (**Indonesia at 4.4**, **Thailand at 4.3**, **Malaysia at 4.3**)

ROAD SAFETY

4.1%

Cost of road crash fatalities and injuries as % to GDP³

Road crash fatalities and serious injuries cost **~PHP 620.5 BILLION**

URBAN MOBILITY READINESS

58th

OUT OF 60 COUNTRIES

based on 2021 **URBAN MOBILITY READINESS INDEX⁴**

Manila got a score of **31.2%**, lagging behind neighboring cities (**Kuala Lumpur at 45.1%**, **Jakarta at 39.9%**)

OLIVER WYMAN FORUM **Berkeley**

ENVIRONMENTAL

MOST VULNERABLE TO DISASTER RISK

out of **193** countries based on **2022 WORLD RISK INDEX⁵**

CLIMATE PROJECTIONS



1.8°-2.2°C increase in temperatures by 2050



Wetter wet season, drier dry season



Increased incidence of extreme weather and hazard events



0.48-0.65 m rise in sea levels by 2100

KEY CLIMATE IMPACTS

Agriculture

Crop loss/failure, soil erosion
Increased pest infestations
Rising food prices & food imports



Water

Water shortages
Degraded water quality
Increased flood & landslide risk



Energy

Reduced energy production potential
Increased demand for energy services



Coastal Ecosystems

Loss of coastal defense, marine habitat & biodiversity
Reduced fish populations



Infrastructure/Services

Damage to roads, bridges, and water and sanitation facilities



Human Health

Loss of life and livelihoods
Increased risk of vector-/waterborne disease and population displacement



PHP 43.85 BILLION

ANNUAL (2014) ECONOMIC LOSS DUE TO PORT CONGESTION⁶

~21,925

Modern PUJs (@PHP 2M per unit)

~175,400

14ft. Fiberglass hull boats (@PHP 250K per unit)

LOGISTICS

LOGISTICS COST BY COMPONENT

27.16%

of sales as of 2018

Component	Percentage
Logistics Administration	2.47%
Inventory Carrying	8.78%
Warehousing	5.20%
Transport	10.71%

Higher than neighboring ASEAN countries: Indonesia (**21.4%**), Vietnam (**16.3%**), and Thailand (**11.1%**)⁷

LOGISTICS PERFORMANCE

43rd

out of **139** countries based on **2023 LOGISTICS PERFORMANCE INDEX** with a World Bank Logistics Performance Index (LPI) of **3.3** (from 2.9 in 2018, 1=Low, 5=High)⁵

[1] Travel & Tourism Development Index 2021: Rebuilding for a Sustainable and Resilient Future Insight Report. World Economic Forum. May 2022.

[2] Roadmap for Transport Infrastructure Development for GCR (JICA 2019)

[3] Philippines's Road Safety Country Profile (World Bank - Global Road Safety Facility 2016)

[4] Urban Mobility Readiness Index 2022 Report. Oliver Wyman Forum and University of California, Berkeley.

[5] WorldRiskReport 2022 - Focus: Digitalization. <https://reliefweb.int/report/world/worldriskreport-2022-focus-digitalization>.

[6] Philippine Institute of Development Studies (PIDS 2014)

[7] An Assessment of Logistics Performance of Manufacturing Firms in the Philippines (DTI and IFC (WB) 2018)

[8] World Bank Logistics Performance Index (<https://lpi.worldbank.org/international/global>)

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8-POINT SOCIOECONOMIC AGENDA

of the Marcos Administration

NEAR-TERM

Protecting Purchasing Power and Mitigating Socio-economic Scarring

- 1 ENSURE FOOD SECURITY
- 2 REDUCE TRANSPORT AND LOGISTICS COSTS
- 3 REDUCE ENERGY COST TO FAMILIES
- 4 TACKLE HEALTH
- 5 STRENGTHEN SOCIAL PROTECTION
- 6 ADDRESS LEARNING LOSSES
- 7 ENHANCE BUREAUCRATIC EFFICIENCY
- 8 SOUND FISCAL MANAGEMENT

MEDIUM-TERM

Creating More Jobs, Quality Jobs, Green Jobs

- 1 PROMOTE INVESTMENTS
- 2 IMPROVE INFRASTRUCTURE
- 3 ENSURE ENERGY SECURITY
- 4 INCREASE EMPLOYABILITY
- 5 EXPAND & IMPROVE DIGITAL INFRASTRUCTURE
- 6 ENCOURAGE R&D AND INNOVATION
- 7 PURSUE A GREEN AND BLUE ECONOMY
- 8 ESTABLISH LIVABLE & SUSTAINABLE COMMUNITIES

The Philippine Development Plan 2023-2028 and National Transport Policy

PHILIPPINE DEVELOPMENT PLAN 2023-2028

CHAPTER 12

SUSTAINABLE, RESILIENT, INTEGRATED, AND MODERNIZED INFRASTRUCTURE FACILITIES AND SERVICES DELIVERED

Seamless and inclusive connectivity via local and international linkages achieved

A **National Transportation Master Plan** will be formulated and adopted.

Intermodal transport facilities will be constructed and upgraded to achieve seamless connectivity.

Active transport networks will be developed.

Applicable **mass transportation systems** (i.e., railways, road-based, and ferry systems) will be developed in metropolitan areas.

The **nautical highway** will be improved.

Existing **airports** will be improved and new ones will be strategically developed to address future demand.

Cargo and freight rail infrastructure to connect strategic infrastructure such as

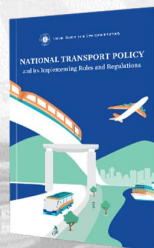
ports will be developed and expanded.

Cold chain logistics and management facilities will be developed.

The implementation of the **ULP and Transport Accreditation, Permit and Pass for Ports (TAPPP)** will be made seamless and well-integrated.

Transport safety and security will be ensured.

Gender mainstreaming, inclusion, and accessibility will be main considerations in all stages of transport project implementation.



NATIONAL TRANSPORT POLICY

TRANSPORT VISION

“safe, secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, environmentally sustainable, and people-oriented national transport system that ensures improved quality of life of the people”.

DOTr will bridge the gap towards our vision for the transportation sector

Pursuant to the marching orders of the President, DOTr will bridge the gap from where we are now towards the vision for the transportation sector where transportation services are **accessible, affordable, comfortable, safe and efficient** through DOTr's four transportation sectors...



DOTr will BUILD BETTER and BUILD MORE by...

2016-2022

2022-2028

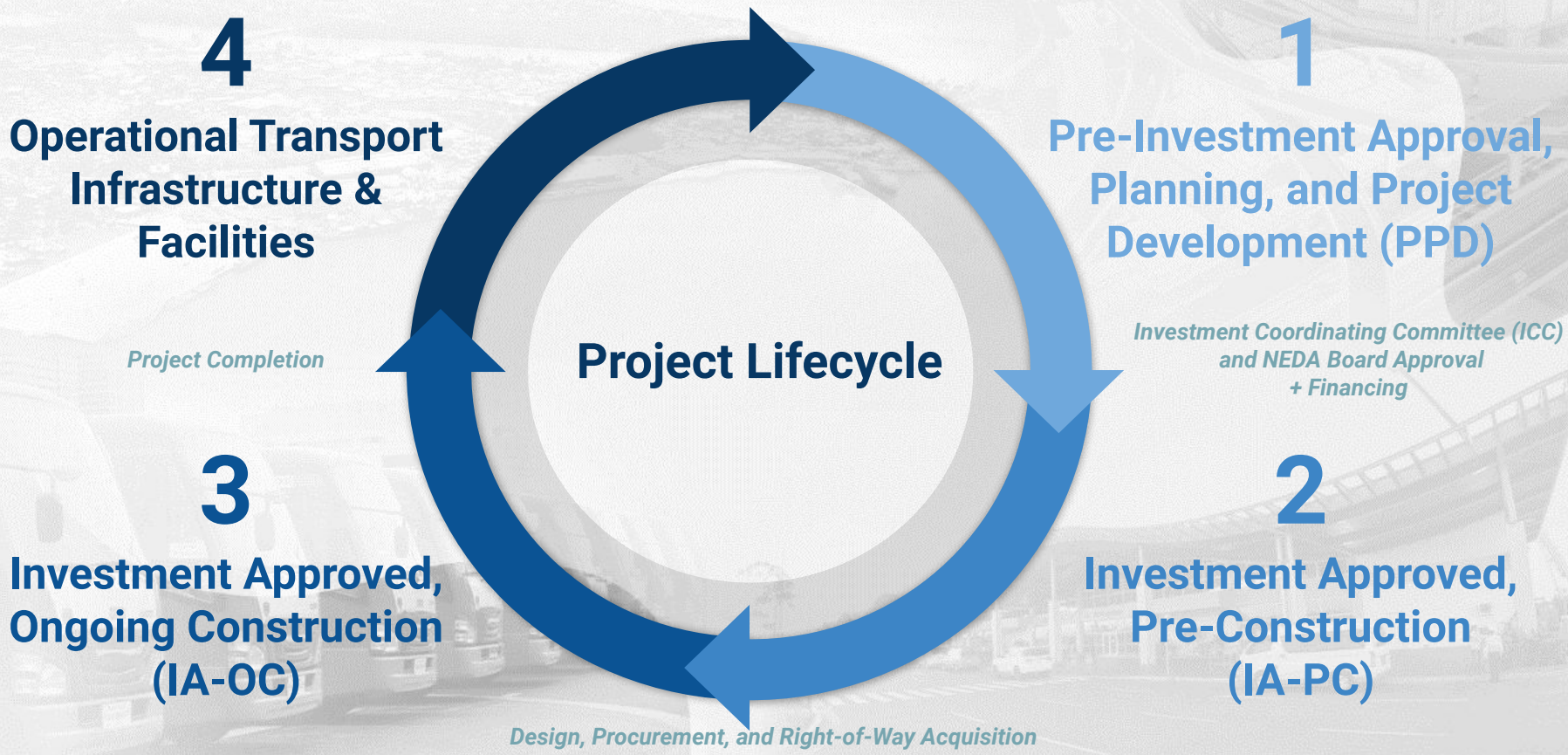
2028 AND BEYOND

Continuing and finishing projects from
the **previous administration**

Starting and finishing projects by
the **current administration**

Starting and passing projects to
the **next administration**

Pushing projects through the project lifecycle




Pushing projects through the project lifecycle

4 Operational Transport Infrastructure & Facilities

Aviation

- 8 International Airports (4 CAAP)
- 41 Community Airports (CAAP)
- 20 Principal Class 1 Airports (CAAP)
- 19 Principal Class 2 Airports (CAAP)
- 203 Private Airstrips

3 Investment Approved, Ongoing Construction (IA-OC)*

- 3.1. New Manila (Bulacan) International Airport (Unsol PPP) 
- 3.2. CNS/ATM Project (JICA)
- 3.3-xx. Various Airport Development (CapEx, Rehabilitation) Projects

5 Thematic Initiatives

- 5.1. Lowering of Logistics Cost
- 5.2. Tourism
- 5.3. Transport Jobs Creation and Security
- 5.4. Industry Development
- 5.5. TOD
- 5.6. Transport Safety
- 5.7. Transport Security Program
- 5.8. ESG Considerations
- 5.9. Carbon Neutrality
- 5.10. Disaster Resilience
- 5.11. ROWSA
- 5.12. GEDSI
- 5.13. Institutional Strengthening & Rightsizing
- 5.14. Decoupling of Regulation-Operation
- 5.15. Digitalization
- 5.16. Automated Fare Collection
- 5.17. Electric Vehicles
- 5.18. PCG Modernization
- 5.19. Construction Safety
- 5.20. Fare Affordability

Aviation Sector Pipeline

1 Pre-Investment Approval, Planning, and Proj. Dev't. (PPD)*

- 1.1-7. Unsolicited PPP Regional Airports: Puerto Princesa, New Bicol, Kalibo, Iloilo, Bacolod-Silay, Davao, Siargao (Unsol PPP, IFC)
- 1.8. New Masbate Airport (GAA) 
- 1.9. New Busuanga Airport (GAA) 
- 1.10. New Zamboanga Airport (GAA) 
- 1.11. New Siargao Airport (ADB, IPIF) 
- 1.12. S. Palawan (Brooke's Point) Airport 
- 1.13. Laoag International Airport (GAA) 
- 1.14. ATS/ANS Project (Solicited PPP, IFC) 
- 1.15. Sangley Point International Airport (LGU Unsol PPP)
- 1.16. Tacloban Airport (GAA) 
- 1.17. Antique Airport (GAA) 
- 1.18. Bukidnon Airport (GAA) 
- 1.19. Naga Airport (GAA) 
- 1.20. Cagayancillo Airport (GAA)
- 1.21. Bukidnon Airport (GAA)
- 1.22. Southern Batangas Airport (GAA)
- 1.23. Surigao Airport
- 1.24. Pangasinan Airport (KOR)
- 1.25-xx. Other Regional Airports (PPP, ODA, LFP)

2 Investment Approved, Pre-Construction (IA-PC)*

- 2.1. NAIA (Solicited PPP, ADB OPPI) 
- 2.2. New Dumaguete Airport (KEXIM) 
- 2.3. Laguingan Airport (Unsol PPP, ADB OPPI) 
- 2.3. Bohol-Panglao International Airport (Unsol PPP, ADB OPPI) 

 Infrastructure Flagship Project (IFP)

Non-exhaustive projects list

*IA-OC / IA-PC projects may revert to PPD due to cost increase, change in scope, and/or updating of implementation timeline.

Pushing projects through the project lifecycle

Maritime Sector Pipeline

4 Operational Transport Infrastructure & Facilities

- 879 PPA Ports
 - 115 Base Port and Terminal Ports
 - 361 Other Government Ports
 - 402 Private Ports
- 151 CPA Ports
- 1313 LGU Ports
- 7 Ports under other Port Management Bodies





3 Investment Approved, Ongoing Construction (IA-OC)*

- 3.1. Maritime Safety Capability Improvement Project I* (JICA)
- 3.2. Maritime Safety Capability Improvement Project II* (JICA)
- 3.3 - xx. Various CapEx and Rehabilitation Projects

5 Thematic Initiatives

- 5.1. Lowering of Logistics Cost
- 5.2. Tourism
- 5.3. Transport Jobs Creation and Security
- 5.4. Industry Development
- 5.5. TOD
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- 5.16. Automated Fare Collection
- 5.17. Electric Vehicles
- 5.18. PCG Modernization
- 5.19. Construction Safety
- 5.20. Fare Affordability



1 Pre-Investment Approval, Planning, and Proj. Dev't. (PPD)*

- 1.1. MaPaLLa Ferry System (Solicited PPP, PPPC PDMF) 
- 1.2. Seafarers Training Vessels (Solicited PPP, PPPC PDMF)
- 1.3. Farm-to-Market Ports Network (WB, ADB IPIF) 
- 1.4. Port Cold Chain Network (ODA, ADB IPIF) 
- 1.5. Roll-on Roll-off (RORO) Network Upgrade (ODA, ADB IPIF) 
- 1.6. Lingayen Gulf Tri-City Ferry System (LGU Solicited PPP, PPPC PDMF)
- 1.7. Bundled Port Terminal Operations (PPP)
- 1.8. Eastern Nautical Highway Enhancement (GAA)
- 1.9. East-West Nautical Highway (GAA)
- 1.10. Sierra Madre Nautical Highway (GAA)

PCG

- 1.11. Acquisition of Fast Patrol Boat (40x ~10/15-m.)
- 1.12. Acquisition of Fast Patrol Crafts (500x ~10/15-m.)
- 1.13. Acquisition of Fast Patrol Crafts (40x ~30-m.)
- 1.14. Maritime Safety Capability Imp. Project Phase III (5x ~97-m.) (JICA)
- 1.15. Acquisition of MARPOL / Marine Research Vessel (2x)
- 1.16-20. Coast Guard Aviation Force Modernization Program
 - Maritime Disaster Response Helicopters Acquisition Project (7x)
 - Construction/Development of Air Stations/Hangars (6x)
 - Acquisition of Multirole Fixed Wing Aircraft (4x)
 - Acquisition of Maritime Patrol Aircraft (4x)
 - Acquisition of Long Range Unmanned Aerial Vehicle (9x)
- 1.21. PCG National Headquarters at Pier 15
- 1.22. PCG Subic Support Facility (JICA)
- 1.23. Integrated Coast Guard Central Command and Control System
- 1.24. Satellite Data Communications Systems Program (JPN)
- 1.25. Establishment of Vessel Traffic Monitoring System (8-10x) (USTDA)
- 1.26. Construction of Light Stations in Batanes (13x)
- 1.27. Marine Aids to Navigation and Vessel Surveillance System for Tubbataha Reef National Park
- 1.28. Establishment of Oceanographic Monitoring System

2 Investment Approved, Pre-Construction (IA-PC)*

- 2.1. New Cebu International Container Port Project* (KEXIM) 
- 2.2. Maritime Safety Enhancement Project* (KEXIM) 

 Infrastructure Flagship Project (IFP)

Non-exhaustive projects list

*IA-OC / IA-PC projects may revert to PPD due to cost increase, change in scope, and/or updating of implementation timeline.

Pushing projects through the project lifecycle

4 Operational Transport Infrastructure & Facilities

-77 (+1,132¹) km length of railways²
 -61 (+147¹) Stations
 -224 (+1,162¹) Train Cars

¹ Investment approved, financed, awarded, and/or ongoing construction.
² Operational railways include LRT-1, LRT-2, MRT-3, and PNR.

3 Investment Approved, Ongoing Construction (IA-OC)*

- 3.1. LRT-1 Cavite Extension* (JICA, PPP)
- 3.2. LRT-2 East Extension (JICA)
- 3.3. MRT-3 Rehabilitation and Maintenance* (JICA)
- 3.4. MRT-7* (PPP)
- 3.5. Common Station
- 3.6. Metro Manila Subway Project (Phase 1) (JICA)
- 3.7. North-South Commuter Railway System (ADB, JICA)

5 Thematic Initiatives

- 5.1. Lowering of Logistics Cost
- 5.2. Tourism
- 5.3. Transport Jobs Creation and Security
- 5.4. Industry Development
- 5.5. TOD
- 5.6. Transport Safety
- 5.7. Transport Security Program
- 5.8. ESG Considerations
- 5.9. Carbon Neutrality
- 5.10. Disaster Resilience
- 5.11. ROWSA
- 5.12. GEDSI
- 5.13. Institutional Strengthening & Rightsizing
- 5.14. Decoupling of Regulation-Operation
- 5.15. Digitalization
- 5.16. Automated Fare Collection
- 5.17. Electric Vehicles
- 5.18. PCG Modernization
- 5.19. Construction Safety
- 5.20. Fare Affordability

Railways Sector Pipeline

1 Pre-Investment Approval, Planning, and Proj. Dev't. (PPD)*

GCR Transport Roadmap 2

- 1.1. NSCR New Clark City Ext. (ADB, JICA)
- 1.2. Metro Manila Subway (Phase 2) (JICA, ADB, IPHF)
- 1.3. Marikina Secondary Line (PPPC PDMF)
- 1.4. Pasig Secondary Line
- 1.5. Alabang-Zapote Secondary Line
- 1.6. Cavite Secondary Line
- 1.7. LRT-2 Cogo Extension (KOR)
- 1.8. Makati-Pasay-Taguig MTL (PPPC)

Metro Cebu UTS Master Plan

- 1.9. UMRT Central Phase 1 (IND, ADB, IPHF)
- 1.10. UMRT Coastal Line Phase 1 (SWE)
- 1.11. UMRT Central Phase 2: North
- 1.12. UMRT Central Phase 2: South
- 1.13. UMRT Coastal Line Phase 2

Davao Infrastructure Dev't. Plan

- 1.14. MTL Phase 1
- 1.15. MTL Phase 2 (Toril)
- 1.16. MTL Spur Line 1 (Airport)
- 1.17. MTL Spur Line 2 (Central)
- 1.18. MTL Spur Line 3 (Mintal)

Cable Car

- 1.19. M.M. Urban Cable Car (FRA)
- 1.20. MRT-4 Cable Car Feeder (ADB)

Others

- 1.21. MMSP-NSCR O&Ms (ADB OPPP)
- 1.22. Bundled LRT-2 (IFC, ODA) and MRT-3 O&M (ADB OPPP)
- 1.23. MRT-4 O&M (ADB OPPP)
- 1.24. MRT-4 Binangonan Ext. (ADB)
- 1.25. MRT-5
- 1.26. Manila Bay Transit (AFD)
- 1.27. NSCR At-Grade Link (ADB IPHF)
- 1.28. San Mateo Railway (PPPC PDMF)
- 1.29. Pampanga Rail
- 1.30. Laguna-Cavite Line (ADB IPHF)
- 1.31. North Long Haul (PPPC PDMF)
- 1.32. Vigan Tram (ESP)
- 1.33. Legazpi Tram
- 1.34. Panay Railway (GAA)
- 1.35. Samar-Leyte Rail
- 1.36. Mindanao Rail Phase 2 (CIDCA)
- 1.37. Mindanao Rail Phase 3 (PPPC PDMF)
- 1.38. Mindanao Rail Phase 4-10 (TBD)
- 1.39. LRT Line 1 Infill Stations (GAA)
- 1.40. Calamba-Batangas Railway (GAA)

PNR

- 1.41. Bataan Railway
- 1.42. Northeast Commuter
- 1.43. North Dry Port
- 1.44. Navotas Feeder Line
- 1.45. RPMS (KOR)
- 1.46. Heritage Preservation

**Does not include 11 Unsolicited Proposals, 2 LGU projects, and 2 Solar Energy Projects (ADB).

2 Investment Approved, Pre-Construction (IA-PC)*

- 2.1. LRT-2 West Extension*
- 2.2. MRT-4* (ADB, AIIB)
- 2.3. Subic-Clark Railway* (CHN)
- 2.4. PNR South Long Haul (PNR Bicol)* (CHN)
- 2.5. Mindanao Railway Phase 1 (Tagum-Davao-Digos)* (CHN)

Infrastructure Flagship Project (IFP)

Non-exhaustive projects list

*IA-OC / IA-PC projects may revert to PPD due to cost increase, change in scope, and/or updating of implementation timeline.

**[i] LRT 6A, [ii] LRT 6B&C, [iii] C5 MRT 10, [iv] MRT 11, [v] Fort Bonifacio-Makati Skytrain, [vi] Cebu Monorail Transit System, [vii-x] w/ PNR.

***[i] Makati Subway, [ii] Pasay Bay Area Monorail.

Pushing projects through the project lifecycle

4 Operational Transport Infrastructure & Facilities

5,879 Operating MPUJs
51 Operating Modern Minibus
1,046 Operating MPUBs
5.77M Registered Vehicles
132 Approved LPTRPs
564 km of bike lanes

3 Investment Approved, Ongoing Construction (IA-OC)*

3.1. EDSA Busway*
3.2. M.M. Skyway Stage 3
3.3. SLEX TR 4
3.4. C-6 Southeast Metro Manila Expressway
3.5. MCTE C-5 South Link Expressway
3.6. LTO Infrastructure and Information System*

5 Thematic Initiatives

- 5.1. Lowering of Logistics Cost
- 5.2. Tourism
- 5.3. Transport Jobs Creation and Security
- 5.4. Industry Development
- 5.5. TOD
- 5.6. Transport Safety
- 5.7. Transport Security Program
- 5.8. ESG Considerations
- 5.9. Carbon Neutrality
- 5.10. Disaster Resilience
- 5.11. ROWSA
- 5.12. GEDSI
- 5.13. Institutional Strengthening & Rightsizing
- 5.14. Decoupling of Regulation-Operation
- 5.15. Digitalization
- 5.16. Automated Fare Collection
- 5.17. Electric Vehicles
- 5.18. PCG Modernization
- 5.19. Construction Safety
- 5.20. Fare Affordability

Road Sector Pipeline

1 Pre-Investment Approval, Planning, and Proj. Dev't. (PPD)*

Busway

- 1.1. High Quality Bus System (WB)
- 1.2. EDSA Busway (SWE, PPPC PDMF)
- 1.3. EDSA Busway Concourses (DON)
- 1.4. EDSA Busway AFCS (KOR)
- 1.5. New EDSA Busway Stations

BRT

- 1.6. Cebu BRT O&M (PPP IFC)
- 1.7. Bataan BRT (SWE)
- 1.8. Iloilo-Santa Barbara BRT (SWE)
- 1.9. Cagayan De Oro BRT (ADB IPIF)
- 1.10. Central Luzon BRT
- 1.11. Manila Bay BRT
- 1.12. Panglao-Tagbilaran BRT
- 1.13-21. Other BRT Projects (Laoag City, Tuguegarao, Lucena City, Batangas, Puerto Princesa, Naga City, Legazpi, Roxas City, General Santos)

Greenways

- 1.22. Makati-BGC Greenways Phases 2-6 (ADB IPIF)
- 1.23. Ortigas Greenways (ADB IPIF)
- 1.24. EDSA Greenways Phase 2 (ADB IPIF)
- 1.25. Metro Manila Greenways

Service Contracting

- 1.26. New Modern PUV Service Contracting Program

Terminals

- 1.27. North ITS (PPPC PDMF)
- 1.28. Agusan Del Sur Transport Terminal
- 1.29. Other Provincial Terminals

PTMPs

- 1.30. Angeles PTMP
- 1.31. Puerto Princesa PTMP
- 1.32. Bacolod PTMP
- 1.33. Metro Cebu PTMP
- 1.34. Zamboanga PTMP
- 1.35. Cagayan de Oro PTMP
- 1.36. Metro Davao PTMP
- 1.37. General Santos PTMP
- 1.38. Davao PTMP O&M (ADB OPPP)

Active Transport

- 1.39. Active Transport Network (ADB IPIF)
- 1.40. Bike Share Program (PPPC PDMF)
- 1.41. M. Manila Bike Expressway (ADB IPIF)

Intelligent Transport

- 1.42. Metro Manila ITS (SCE)

Digitalization

- 1.43. LTRFB IT (PPP PDMF)

PMVIC

- 1.44. PMVIC 3rd Phase

**Does not include 3 Unsolicited Proposals

2 Investment Approved, Pre-Construction (IA-PC)*

- 2.1. Cebu BRT* (WB, AFD)
- 2.2. EDSA Greenways Phase 1* (ADB, AIF)
- 2.3. Davao PTMP* (ADB, ADB OPPP)
- 2.4. Taguig City ITX (PPP)
- 2.5. Ilocos Norte Transport Hub and Parking Building
- 2.6. El Nido Transport Terminal
- 2.7. Makati-BGC Greenways Phase 1
- 2.8. NLEX Candaba 3rd Viaduct
- 2.9. MALEX
- 2.10. PAREX
- 2.11. NALEX GCRIEN - Component 1
- 2.12. SALEX GCRIEN - Component 2
- 2.13. SLEX TR 5
- 2.14. PMVIC 2nd Phase
- 2.15. Active and Public Transport Infrastructure in Regions I, III, IVA, V, VI, VII, & VIII

Infrastructure Flagship Project (IFP)

Non-exhaustive projects list

*IA-OC / IA-PC projects may revert to PPD due to cost increase, change in scope, and/or updating of implementation timeline.

Multisector Projects and Thematic Initiatives

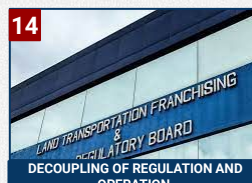
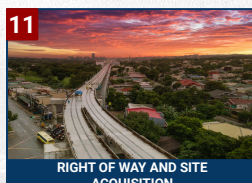
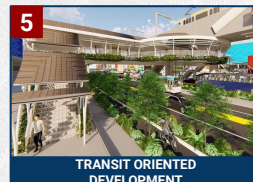
MULTISECTOR PROJECTS

1 Philippines Automatic Fare Collection System (KEXIM, PPP)

2 Philippines Transportation Database Project (PPP)

3 DOTr Building (PPP)

THEMATIC INITIATIVES



We are faced with the stark reality of the POST-PANDEMIC FISCAL CRUNCH

Limited Borrowing Headroom

Debt-to-GDP

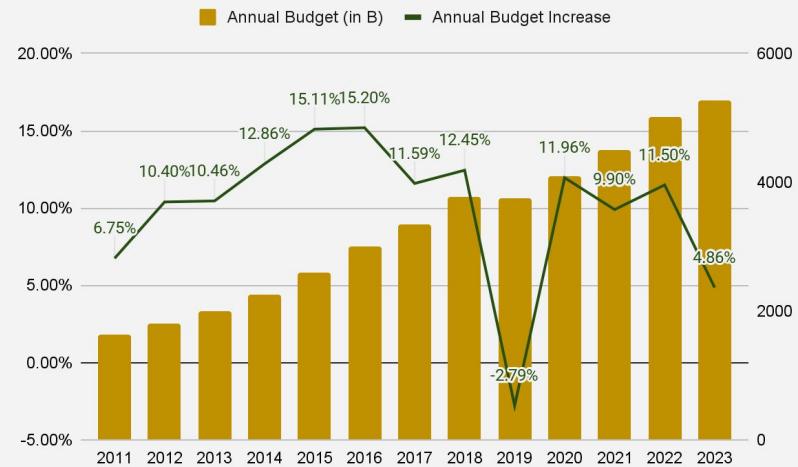
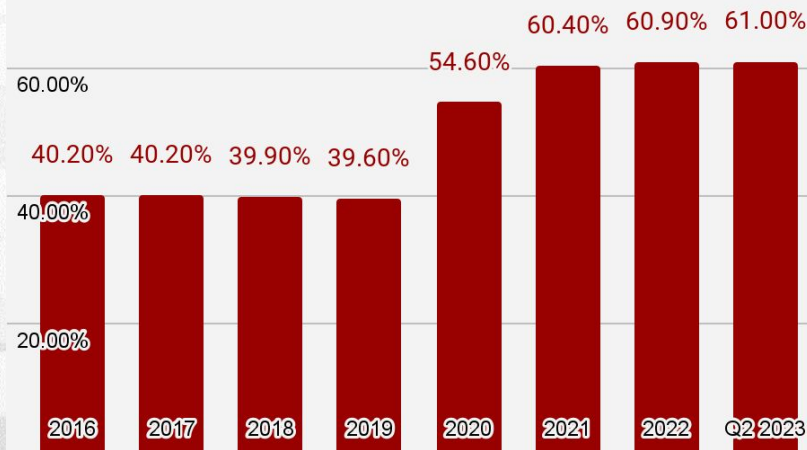
Jumped from 39.6% (2019) to 60.9% (2022)

Limited Government Fiscal Space

Smallest Annual Budget Increase

FY2023 reflects the smallest national annual budget increase from previous year's budget since 2011 (ex-2019; shift from obligation to cash-based budgeting)

Philippines Debt-to-GDP Ratio



DOTr will BUILD MORE by BUILDING BETTER

How are we *Building Better*?

Better Project Identification, Prioritization, and Preparation

- ✓ Gap Analysis vis-a-vis Existing Master Plans
- ✓ Updating and Development of New Master Plans
- ✓ Prioritization of Master Plan-Identified Projects
- ✓ More Robust Project Preparation

Broader and More Diversified Funding Strategy

- ✓ Diversifying Funding & Financing Partners
- ✓ Diversifying into PPP Funding
- ✓ Broadening Funding Resources

Better Project Implementation Strategies

- ✓ Continuity
- ✓ Strengthening of Institutional Capacity
- ✓ Strategic Contracting and Credible Procurement
- ✓ Environmental, Social, and Governance (ESG)
- ✓ Absorptive Capacity

THINK
BIG

BIG SOLUTIONS FOR BIG PROBLEMS

DOTr will BUILD BETTER by

Better Project Identification, Prioritization, and Preparation

Broader and More Diversified Funding Strategy

Better Project Implementation Strategies

1 Pre-Investment Approval, Planning, and Project Development (PPD)

1.1. Master Planning & Project Identification 1.2. Project Development 1.3. Investment Evaluation

25+ AVIATION	25+ MARITIME
60+ RAILWAYS	44+ ROAD
3 MULTISECTOR	

2 Investment Approved, Pre-Construction (IA-PC)

2.1. Design 2.2. Procurement 2.3. Right-of-Way

Investment Coordinating Committee and NEDA Board Approval + Financing

3 Investment Approved, Ongoing Construction (IA-OC)*

4 Operational Transport Infrastructure & Facilities



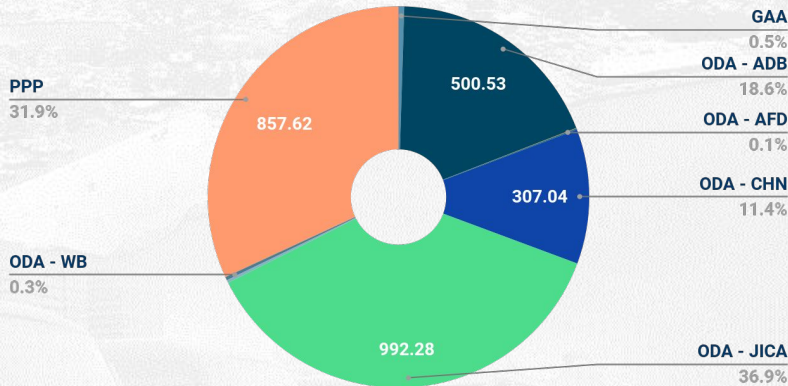
DOTr will BUILD BETTER by

Better Project Identification, Prioritization, and Preparation

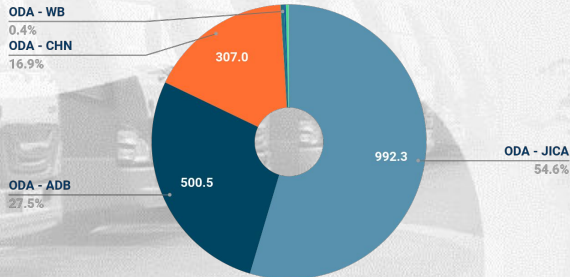
Broader and More Diversified Funding Strategy

Better Project Implementation Strategies

Projects Funding Mix 2022 (in B PHP)



ODA Funding Mix 2022 (in B PHP)



Projects Funding Mix (in Billions)	2022	% of Total
ODA	PHP 1,817.80	67.61%
PPP	PHP 857.60	31.90%
GAA	PHP 13.10	0.49%
TOTAL	PHP 2,688.5	100.00%

! MOSTLY ODAs → **✓ DIVERSIFY INTO PPPs**

ODA Funding Mix (in Billions)	2022	% of Total
JICA	PHP 992.34	54.59%
ADB	PHP 500.44	27.53%
CHN	PHP 307.03	16.89%
WB	PHP 7.82	0.43%
AFD	PHP 3.09	0.17%
KEXIM	PHP 6.18	0.34%
ADB (ASEAN-IF)	PHP 6.18	0.05%
TOTAL	PHP 1,817.80	100.00%

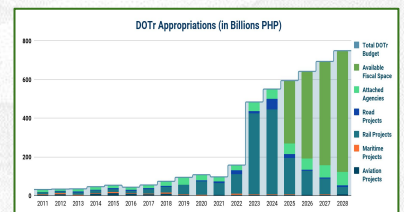
! 99% with 3 ODA Partners → **✓ DIVERSIFY ODA PARTNERS**

The DOTr Planning and Project Development Portfolio

PROJECT PREPARATION

~PHP 19 BILLION

DOTr FS Fund / Project Preparation Grants / Technical Assistance / Technical Cooperation / Non-Reimbursable Facilities / Project Preparation Loans



PROJECTED EST. UNCOMMITTED FISCAL SPACE IN THE MEDIUM-TERM
to fund operations and project implementation of the four transportation sectors.

PROJECT IMPLEMENTATION

GOVERNMENT-FINANCED



- 
PPP CENTER
 Project Development & Monitoring Facility (PDMF)
- 
ASIAN DEVELOPMENT BANK
 Office of Public-Private Partnership (OPPP)
- 
WORLD BANK GROUP
 International Finance Corporation (IFC)

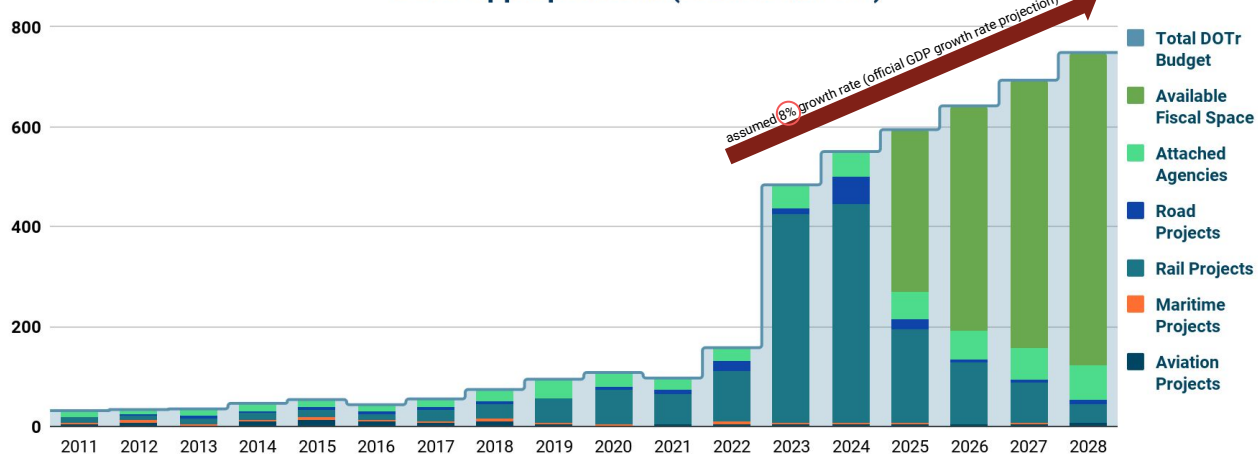


37+
 Transportation PPP Projects

PRIVATE-SECTOR FINANCED

While near-term fiscal space is occupied by ongoing Rail Projects, projected uncommitted fiscal space after peak rail disbursement is 1.9 Trillion

DOTr Appropriations (in Billions PHP)

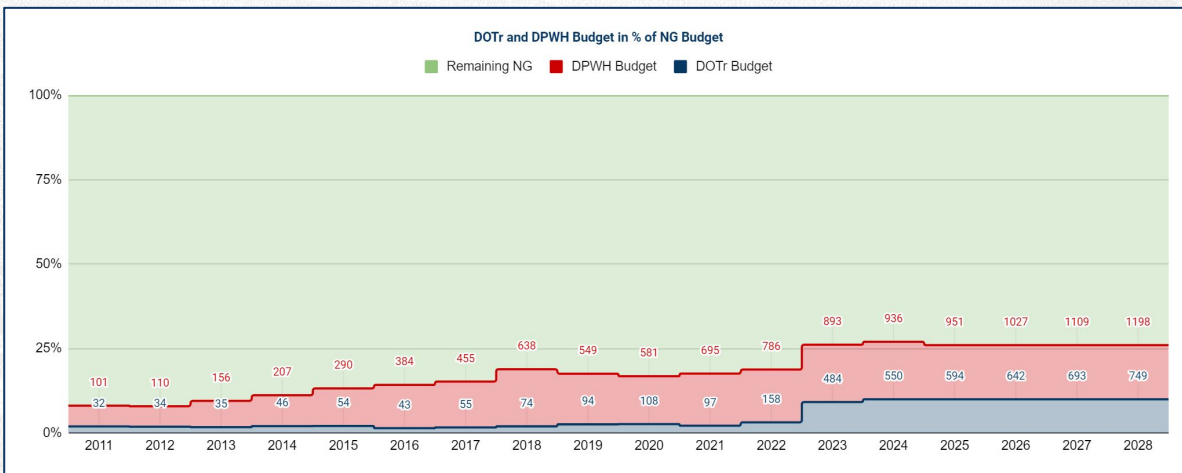


Projected Estimated Uncommitted Fiscal Space (in Billions)				
2025	2026	2027	2028	TOTAL
P325	P449	P536	P626	P1,936
TOTAL ESTIMATED UNCOMMITTED FISCAL SPACE				

¹ 2024-2028 Projections for Aviation, Maritime, and Rail are based on an **8% annual growth**.
² 2024-2028 Projections for Road are based on **2023 Annual Fund Requirements**.

in Billions PHP	AQUINO ADMINISTRATION						DUTERTE ADMINISTRATION						MARCOS ADMINISTRATION					
Items	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Total DOTr Budget	31.59	33.8	34.93	46.14	53.74	43.5	54.9	73.88	94.45	107.91	96.72	157.59	483.83	550.37	594.40	641.96	693.31	748.78
Aviation Projects	4.96	6.56	2.72	9.11	13.95	9.35	6.79	9.78	3.87	2.45	4.95	3.87	3.09	3.34	3.60	4.29	5.09	6.05
Maritime Projects	1.94	5.33	2.18	3.17	5.23	2.25	4.24	5.46	1.79	0.99	0.56	5.02	3.14	4.28	4.07	0.91	1.08	1.28
Rail Projects	11.75	9.7	12	14.66	15.24	12.46	22.1	28.44	49.79	68.87	57.98	102.47	419.82	437.65	186.93	121.78	80.77	38.17
Road Projects	0.35	1.98	3.31	3.77	3.99	5.18	5.07	7.02	1.91	5.67	9.12	19.51	10.94	54.50	20.58	6.83	6.83	8.32
Attached Agencies inc. Non Project Items	12.59	10.23	14.72	15.44	15.34	14.27	16.7	23.18	37.09	29.94	24.12	26.72	46.85	50.60	54.64	59.01	63.74	68.83
	Present												Projected					

Further increase of DOTr (and infrastructure) share in NG budget is limited



from **1%** (PHP 54B)
DOTr Share of NG Budget in FY 2016
to **9%** (PHP 484B)
DOTr Share of NG Budget in FY 2023

from **14%**
DOTr-DPWH Share of NG Budget in FY 2016
to **26%**
DOTr-DPWH Share of NG Budget in FY 2023
**NG Budget is ~25% of GDP. 25% of NG Budget will hit GOP's target infrastructure investment of 5-6% of GDP.*

<i>in Php Billion</i>	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
GDP	10,145	11,061	12,051	13,207	13,944	15,132	16,557	18,265	19,518	17,952	19,411	20,847	22,515	24,316	26,261	28,362	30,631	33,081
Total NG Budget	1,645	1,816	2,006	2,264	2,606	3,002	3,350	3,767	3,662	4,100	4,506	5,024	5,268	5,504	5,944	6,420	6,933	7,488
DOTr Budget	32	34	35	46	54	43	55	74	94	108	97	158	484	550	594	642	693	749
DOTr Budget % of NG Budget	2%	2%	2%	2%	2%	1%	2%	2%	3%	3%	2%	3%	9%	10%	10%	10%	10%	10%
DPWH Budget	101	110	156	207	290	384	455	638	549	581	695	786	893	936	951	1027	1109	1198
DPWH Budget % of NG Budget	6%	6%	8%	9%	11%	13%	14%	17%	15%	14%	15%	16%	17%	17%	16%	16%	16%	16%
													GAA 2023	Projected				

Demand for Project Preparation and Development (PPD) Resources

~PHP 1,936 BILLION

projected est. **Uncommitted Fiscal Space**
in the **Medium Term**



PHP 0.00

DOTr FS Budget under GAA 2023



How are we addressing this?

✓ **Diversifying ODA Partners to
Access More PPD Resources**

✓ **Utilizing PPP Project
Preparation Facilities**

1/10/100 RULE

MEASURE TWICE, CUT ONCE



~PHP 19.36 BILLION

needed by DOTr in the near-term for Project
Preparation and Development (PPD) activities

**Estimated based on average ~1% of Project Cost for DOTr and
DPWH projects*

Pushing PPD projects into implementation requires Project Development resources

PROJECT PREPARATION LOANS/FACILITIES V-A-V PROJECT DEVELOPMENT PROCESS

UPSTREAM PROJECT PREPARATION



MASTER PLANS



ASIAN INFRASTRUCTURE INVESTMENT BANK (AIIB)

Upstream Loan for Transportation

USD 54.0 MILLION

✓	Philippine Transportation Master Plan	USD 12.0 M
✓	City Master Plans	USD 2.0 M
	PUERTO PRINCESA	
	TACLOBAN	
	VIGAN	
	SURIGAO	
✓	Public Transport Plans	USD 10.0 M
	METRO ILOILO	
	METRO PAMPANGA	
	METRO CAGAYAN DE ORO	
	METRO BACOLOD	
✓	Regional Master Plans	USD 11.5 M
	CEBU	
	ZAMBOANGA	
	PANAY	
✓	Standards and Data Management Tools	USD 7.0 M
✓	In-house Capacity Building	USD 11.5 M

MIDSTREAM PROJECT PREPARATION



FEASIBILITY STUDIES



DETAILED DESIGN



PROCUREMENT SUPPORT



ASIAN DEVELOPMENT BANK

Infrastructure Preparation and Innovation Facility (IPIF)

USD 90.0 MILLION

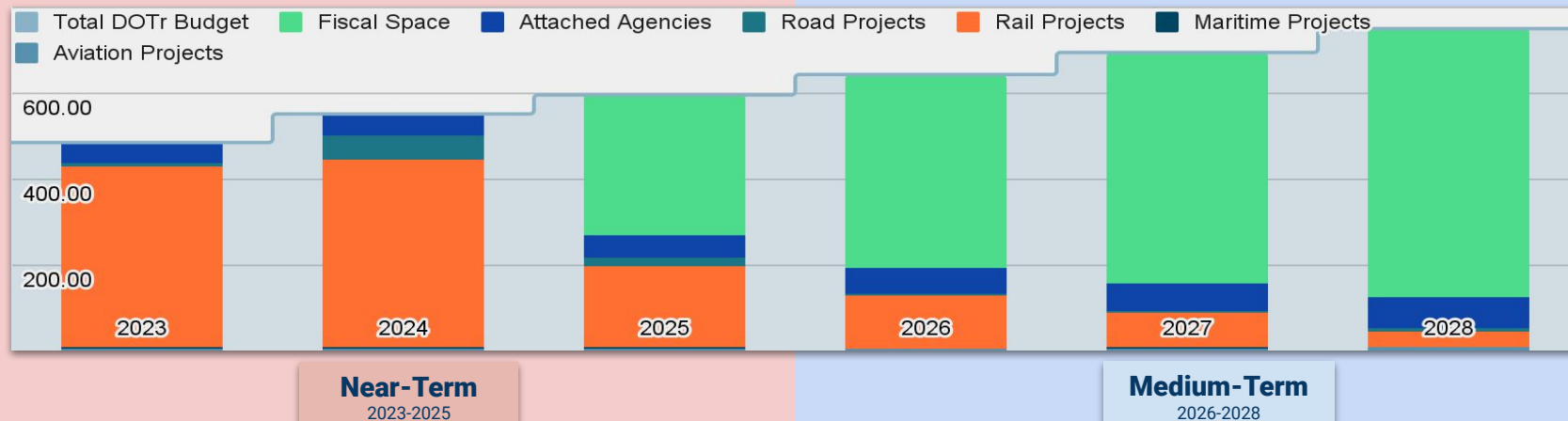
PROPOSED FOR IPIF FINANCING

New Sub-Projects under AF2

USD 1.5 M	AVIATION	
USD 1.5 M	Climate Resilient Regional Airport New Siargao Airport	
	MARITIME	
USD 59.5 M	USD 32.0 M	Roll-on Roll-off (RORO) Network Upgrade Project
	USD 22.5 M	Farm-to-Market Ports Network Project
	USD 5.0 M	Port Cold Chain Network Project
	RAILWAYS	
USD 13.25 M	USD 1.25 M	Subic Clark Railway
	USD 6.0 M	Metro Manila Subway Project - Phase 2
	USD 4.0 M	Cebu Urban Mass Rapid Transit (UMRT) Central Line
	USD 2.0 M	MRT 4 Phase 2
	ROAD	
USD 6.75 M	USD 1.5 M	Manila Bay Bus Rapid Transit
	USD 4.0 M	Cebu Public Transport Modernization Project
	USD 1.25 M	Metro Manila Bike Expressway Project
	Top up for Existing Original + AF Sub-Projects	
USD 2.0 M	ORIGINAL OUTPUT 3	
USD 7.0 M	AF OUTPUT 3	

75.28% of AF 2 resources directed to maritime, road-based, and aviation priority projects to rebalance DOTr infrastructure portfolio, reflecting archipelagic national spatial structure with multiple regional urban centers (Bacolod, Tacloban, Cagayan de Oro, Zamboanga, etc.)

Characteristics and strategies for near-term and medium-term fiscal environment



Characteristics

1. **Constrained fiscal space** due to **funding requirements of ongoing rail projects**
2. **Peak rail disbursement** programmed in **2024**

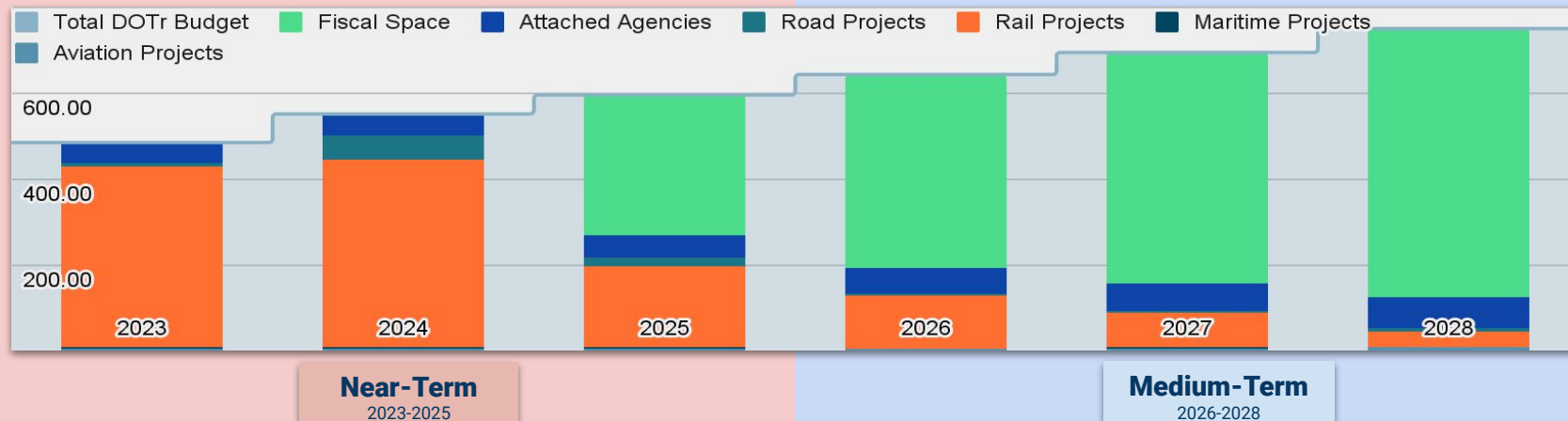
1. Assuming DOTr fiscal space v-a-v Nat'l. Gov't. budget continues, **substantial uncommitted fiscal space will become available** due to **winding down of funding requirements for ongoing rail projects**

Strategies

1. Ensure **timely completion** of **ongoing projects** within budget
2. **Invest in project preparation** activities such as **master planning** and **feasibility studies** to **prepare projects for funding in the medium term**
3. Develop and implement **projects that do not require fiscal space** in the near term, such as **financially-viable PPPs**

1. **Implement projects** that were **prepared in the near term**, including PPPs that require fiscal space
2. **Continue project preparation** for projects to be implemented in future administrations (long term)

Indicative projects vis-a-vis near-term and medium-term fiscal environment



Near-Term
2023-2025

Medium-Term
2026-2028

1	Ongoing projects	1.1. Implementation of GAA 2023 funded projects
2	Financially viable airport PPPs	2.1. NAI A, 2.2. New Bicol, 2.3. New Bohol, 2.4. Laguindingan, 2.5. Iloilo, 2.6. Puerto Princesa, 2.7. Bacolod-Silay, 2.8. Davao, 2.9. Kalibo, 2.10. Siargao
3	Prototype road transport projects	3.1. Cebu Bus Rapid Transit Project, 3.2. Davao Public Transport Modernization Project, 3.3. EDSA Greenways Project, 3.4. Makati-BGC Greenways Project
4	Rail PPPs that do not require fiscal space until completion	4.1. Rail unsolicited proposal projects, since Availability Payments do not begin until project completion
5	Maritime safety, security, and disaster response projects	5.1. Acquisition of PCG vessels, helicopters, aircraft, and maritime domain awareness projects
6	IT projects	6.1. PHL Automated Fare Collection System, 6.2.. PHL Transportation Database

1	Railways projects	1.1. LRT-2 West Extension, 1.2. MRT-4, 1.3. Subic-Clark Railway, 1.4. PNR South Long Haul (PNR Bicol), 1.5. Mindanao Railway Phase 1 (Tagum-Davao-Digos), 1.6. Other PPP and non-PPP Rail Projects in ProjDev Pipeline
2	PCG modernization	2.1. Acquisition of maritime, aerial, and land assets including capital ships, air assets, and support facilities; 2.2. construction and rehabilitation of Subic support facility, stations, lighthouses, and other facilities; 2.3. weapons and rescue equipment
3	Replication of prototype projects	3.1. Replication in other urban areas of successful prototype road projects such as Cebu BRT, Davao PTMP, and EDSA Greenways
4	Social and tourism ports	4.1. Farm-to-market ports and logistics facilities

Diversifying funding and financing partners

“We look forward to nurturing and bringing forth ASEAN-EU relations to greater heights, in our role as country coordinator for ASEAN-EU relations in the next two years.”

**President Ferdinand “Bongbong” Marcos Jr.
conclusion of the ASEAN-EU Commemorative
Summit Plenary (December 14, 2022)**



DOTr Engagements with Bilateral and Multilateral Development Partners (DP)

CURRENT PARTNERS



MSCIP Phase I and Phase II	LRT-1 Cavite Ext.
LRT-2 East Ext.	MRT-3 Rehabilitation
MMSP Phase I	NSCR System*
TAG	

SCR
PNR SLH
MRP Phase I

NCICP
MSEP
DGT

Cebu BRT*

EDSA Greenways
DPTMP
MRT-4
NSCR System*
IPIF

Cebu BRT*

Technical Assistance from P4I

*multiple bilateral/multilateral financing partners

PARTNERS WITH ONGOING DISCUSSIONS



WHY DIVERSIFY?

Access to Sufficient Project Preparation Assistance

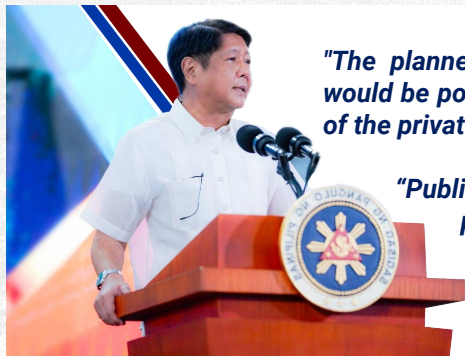
Access Specialized Expertise

Ensure Debt Affordability

Avoid Cluster Risk

Diversifying into PPPs; Enhancing the Enabling Environment

PRESIDENTIAL DIRECTIVE



"The planned expansion of infrastructure projects, I believe, would be possible if we continue to encourage the participation of the private sector in the development of our programs."

"Public Private Partnerships or PPPs hold great potential for that expansion, for infrastructure development and for innovation."

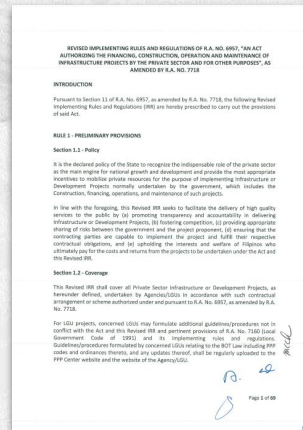
President Ferdinand "Bongbong" Marcos Jr. during his July 2022 SONA

2022-2028 MEDIUM-TERM FISCAL FRAMEWORK (MTFF).

- The government will implement a more holistic Build, Build, Build ("BBB") Program, including **strategic utilization of PPPs**.
- In recognition of government's tighter fiscal space, **solicited PPPs will be encouraged to improve infrastructure**.
- **Private sector and localized participation in public investments** are a sure means for the immediate and broader distribution and ownership of progress around the country.
- Other fiscal strengthening measures identified to compliment the objectives of the MTFF include the following:
 - a. **Enactment of a PPP law** that will enable management of fiscal risks, provide transparency in government contingent liabilities from PPP projects, and **facilitate well-structured and bankable PPP projects**; and
 - b. Revision of BOT Law IRR, aligned with the IRRs of the Amended Foreign Investments Act and Amended Public Service Act, to **reflect best investment policies and practices worldwide**.

BOT LAW REVISED IRR 2022

Within the first 100 days of this administration, the Revised IRR became effective on October 12, 2022, to allow **mobilization of private sector resources as an engine for capital and a catalyst for growth.**



MORE PPP TYPES PERMITTED

Type 1

PPPs THAT DO NOT NEED FISCAL SPACE
Unlimited number of Type 1 PPPs possible, with the **only constraint** being **Project Preparation bandwidth** (financial and manpower).

Type 2

PPPs THAT NEED FISCAL SPACE
Limited fiscal space constraints implementation of this type of PPPs **in the near term**. Type 2 PPPs where payments start after construction possible.

DOTr is developing its PPPs Pipeline with support of International consultants



PPP CENTER
Project Development and Monitoring
Facility (PDMF)

MaPaLla Ferry

Capacity Expansion and Level of Service Improvement

Seafarers Training Vessels

Acquisition and O&M

North Long Haul

Legazpi Tram

San Mateo Railway

Makati-Pasay-Taguig MTSL

Mindanao Railways Project Phase III

North Integrated Transport System (ITS)

NCR EDSA Busway

O&M, Capacity Expansion, and Level of Service Improvement

Cebu Bus Rapid Transit¹

Bus Acquisition and O&M

LTFRB-IT

National Transportation Database

Transit-Oriented Development

DOTr HQ



ASIAN DEV'T. BANK
Office of Public-Private Partnership (OPPP)

NAIA

Rehabilitation, Capacity Expansion, and O&M

Bundled MRT-3²

Metro Manila Subway Project

O&M

North-South Commuter Railway System

O&M

MRT-4

O&M

Davao Public Transport Modernization Project

O&M

DepEd Senate Common Station

TOD

Philippine Automated Fare Collection System

AFCS Central Clearing House



WORLD BANK GROUP
International Finance Corporation (IFC)

Unsolicited Proposal for 3 Regional Airports

With Scoping for Other Regional Airport PPPs

New Bicol, Bohol-Panglao, Laguindingan, Iloilo, Puerto Princesa, Bacolod-Silay, Davao, Kalibo, and Siargao

Air Traffic System (ATS)/ Air Navigation System (ANS)

Bundled Airport Ground Services

New Cebu International Container Port Project

Quay Crane Acquisition and O&M

Bundled Port Terminal Operations

Missionary Shipping Routes

LRT-2

O&M and Bundling²

Unsolicited Proposal for Railway Projects

LRT6A, LRT6B&C, MRT10, MRT11

Cebu Bus Rapid Transit¹

Advisor's Advisory

Unsolicited Proposal for Road Projects

EDSA BRT

LEGEND:

RED Aviation **YELLOW** Railways **BLUE** Others
ORANGE Maritime **GREEN** Road

[1] CBRT O&M will be a co-advisory between PPPC PDMF and WB IFC

[2] LRT-2 and MRT-3 bundling will be a co-advisory between ADB OPMP and WB IFC

*11 Unsolicited Proposals Development Partner TBD

Broadening funding sources

1

LGU CO-FINANCING

MANDANAS RULING

The Supreme Court orders the inclusion of **ALL COLLECTIONS OF NATIONAL TAXES** in the computation of the base of the just share of the Local Government Units according to the ratio provided in the now-modified Section 284 of Republic Act No. 7160 (Local Government Code) except those accruing to special purpose funds and special allotments for the utilization and development of the national wealth.

DOTR IMPLEMENTATION OF PROTOTYPE/PILOT PROJECTS THAT CAN BE REPLICATED WITH LGU CO-FINANCING

2

MAXIMIZING NON-CORE REVENUES FROM TRANSPORT ASSETS



3

PROGRAMMING OF GOCC REVENUES



4 RELEASE OF O&M EXPENDITURES

5 LAND VALUE CAPTURE

6 MONETIZATION OF RIGHT-TO-OPERATE

7 RATIONALIZED USER FEES

8 AUTOMATIC & RECURRING EARMARKING

9 DEVELOPMENTAL BANK FINANCING

10 PUBLIC EQUITY MARKET

11 TARGETED FISCAL INCENTIVES

DOTr will BUILD BETTER by

Better Project Identification, Prioritization, and Preparation

Broader and More Diversified Funding Strategy

Better Project Implementation Strategies

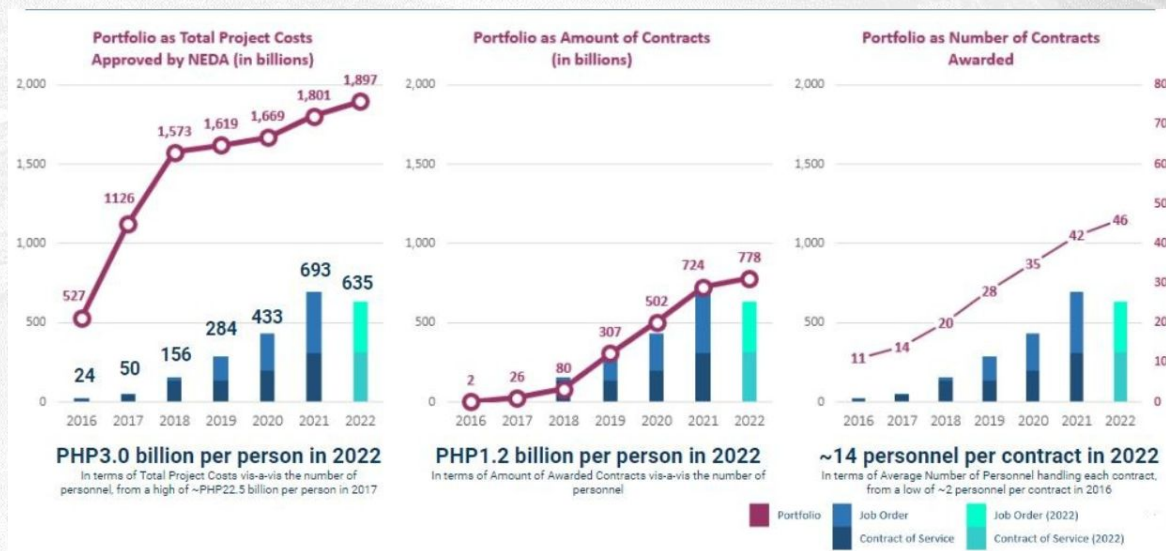
"This Administration is committed to finish building and further expand its portfolio of transport investments"

President Ferdinand "Bongbong" Marcos Jr. during his July 2022 SONA



Building Better with strengthened project implementation capacity

RAILWAYS HEADCOUNT PER CONTRACT PER YEAR



ONGOING ORG DEV INITIATIVE FOR ROAD SECTOR

ADB TA 9336-PHI

Strengthening Infrastructure Capacity and Innovation for Inclusive Growth - Organizational Planning Consultant to Support the Establishment of the EDSA Greenways Project and Davao Public Transport Modernization Project Management Offices

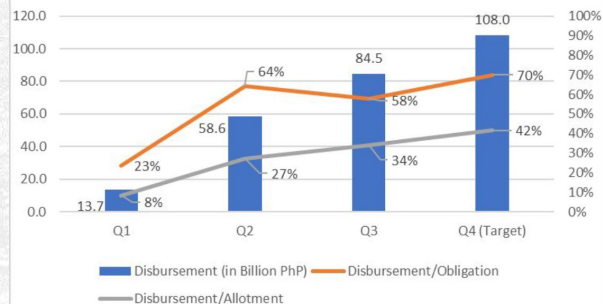
DOTr INSTITUTIONAL STRENGTHENING COMMITTEE

Office Order No. 2022-007

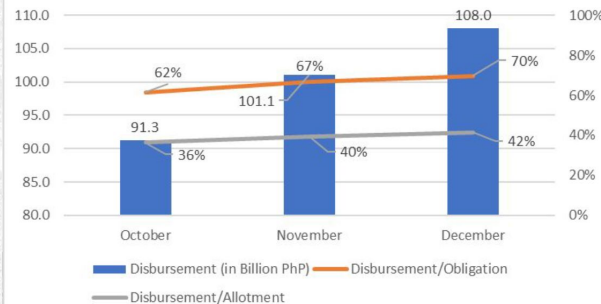
Implementing Guidelines on the Reorganization of the Department
Department Order No. 2022-013
 Requirements and Timeline for the Submission and Review of the Documents Required under Office Order No. 2022-007

Building Better by Optimizing Absorptive Capacity

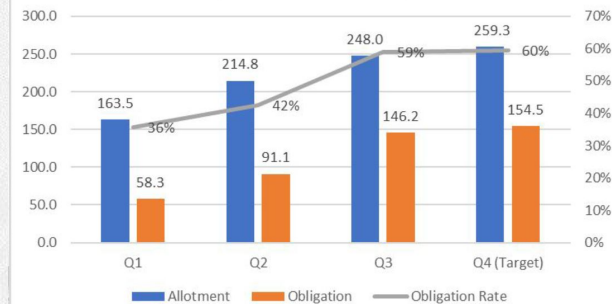
Cumulative Disbursements (Level and Rates)



Cumulative Target Disbursements



Agency Allotments & Obligations



STRATEGIES TO IMPROVE BUDGET UTILIZATION RATE



IMPROVE OPERATIONAL EFFICIENCY

Comprehensive review of available appropriations and allotment to ensure timely release of allotments and project implementation.



STRICT MONITORING OF PROJECT IMPLEMENTATION

Inventory of all live contracts and memorandum of agreements to ensure observance of approved project timelines and disbursement of payments.



RIGHT-OF-WAY ACQUISITION

Close coordination with the Office of the Solicitor General to hasten acquisition of necessary right-of-way to facilitate full mobilization of construction activities.

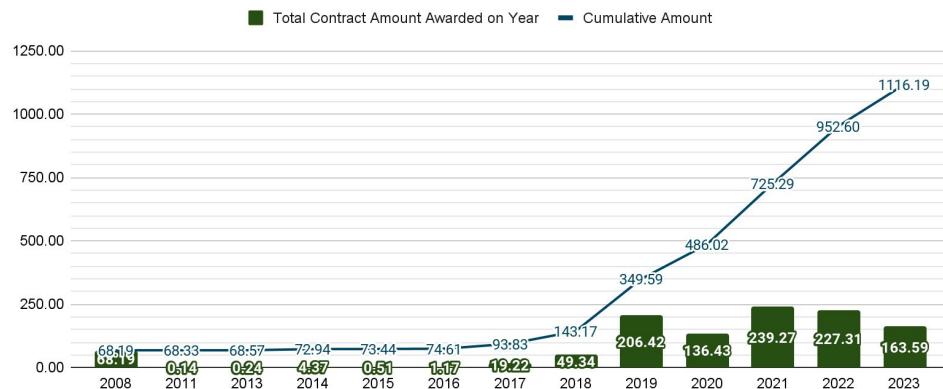
DOTr is currently the largest MEGA PROJECT and BIG CONTRACTS manager in the PHL

CONTRACTS AWARDED

NUMBER OF AWARDED CONTRACTS



TOTAL AMOUNT OF CONTRACTS AWARDED in PHP billions



Original contract amounts

~PHP 9B

Average Original Contract Amount of Awarded Contracts as of Dec 2016

~PHP 20B

Average Original Contract Amount of Awarded Contracts as of Mar 2023

How RESPONSIVE has the market been so far?

Record-breaking participation of bidders in NSCR Civil Works Procurement:

20 Contract Packages

64 Bids

31 Companies

10 Participating Countries

Philippines, South Korea, Indonesia, Turkey, HKSAR, Spain, China, Italy, Thailand, Japan

Overall Market Responsiveness:

56 Contract Packages

166 Bids

137 Companies

15 Participating Countries



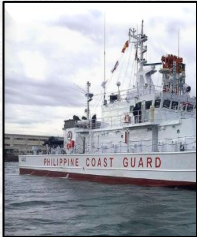

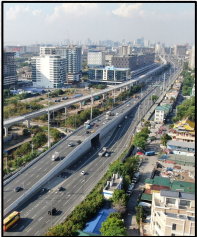
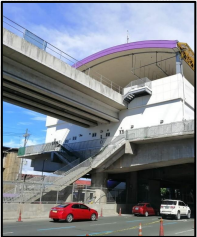
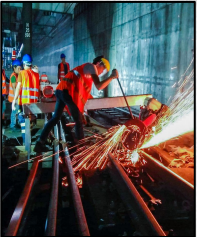
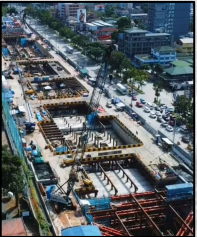

CONTRACTING STRATEGIES

BIG CONTRACTS, MOSTLY FIDIC

TRANSPARENT, EFFICIENT PROCUREMENTS

GOJ/JICA-DOTr Projects Pipeline

INVESTMENT-APPROVED PROJECTS

PROJECTS (9)	AVIATION (2)		MARITIME (2)		RAILWAYS (5)				
	NEW CNS/ATM	NEW BOHOL AIRPORT CONSTRUCTION	MSCIP I	MSCIP II	LRT-1 CAVITE EXTENSION	LRT-2 EAST EXTENSION	MRT-3 REHABILITATION AND MAINTENANCE	METRO MANILA SUBWAY PROJECT (PHASE 1)	NORTH-SOUTH COMMUTER RAILWAY SYSTEM
									
TOTAL PROJECT COST	PHP 10.87 B	PHP 8.91 B	PHP 9.27 B	PHP 8.02 B	PHP 64.92 B	PHP 9.51 B	PHP 29.61 B	PHP 488.48 B	PHP 873.62 B
	PHP 1,503.21 BILLION								
NB APPROVAL	Initial: 28 Dec 2000 Latest: 02 Feb 2023	Initial: 04 Sep 2012	Initial: 29 Nov 2012 Latest: 24 Nov 2022	Initial: 11 Nov 2015 Latest: 14 Sep 2016	Initial: 22 Mar 2012 Latest: 24 Mar 2021	Initial: 04 Sep 2012 Latest: 24 Mar 2021	Initial: 22 Aug 2018 Latest: 02 Feb 2023	Initial: 12 Sep 2017 Latest: 23 Sep 2021	Latest: 12 Mar 2022
LOAN AGREEMENTS (14) (Signing Date)	PH-P228 (28 Mar 2002)	PH-P256 & PH-P268 (27 Mar 2013 & 08 Oct 2018)	PH-P257 (14 Dec 2013)	PH-P263 (26 Oct 2016)	PH-P255 (27 Mar 2013)		PH-P269 (08 Nov 2018) PH-P278 (26 May 2023)	PH-P267 (16 Mar 2018) PH-P275 (10 Feb 2022)	PH-P262 (27 Nov 2015) PH-P270 (21 Jan 2019) PH-P276 (09 Feb 2023) PH-P277 (09 Feb 2023)
(Effectivity Date)	21 Feb 2003			16 Feb 2017	22 Nov 2013		07 Feb 2019 & 02 Aug 2023	25 Jun 2018 & 27 May 2022	23 Mar 2016 & 17 Apr 2019 & 08 June 2023
LOAN AMOUNT	JPY 22.05 B (PHP 9.59 B)	JPY 15.16 B (PHP 7.00 B)	JPY 18.73 B (PHP 7.94 B)	JPY 16.46 B (PHP 6.80 B)	JPY 43.25 B (PHP 19.90 B)		JPY 55.5 B (PHP 25.44 B)	JPY 357.84 B (PHP 169.59 B)	JPY 786.21 B (PHP 325.29 B)
	JPY 1,315.20 BILLION (PHP 571.55 BILLION)								

UPCOMING PROJECT



MSCIP III

Acquisition of additional five (5) units approximately 94-meter multi-role response vessels (MRRVs).

PHP 30.35 B
(JPY 72.84 B)

LOAN PROCEEDS JPY 63.75 B

GOP PORTION PHP 3.79 B

GOJ/JICA-DOTr Projects Procurement Pipeline

UPCOMING AND ONGOING

UPCOMING	ONGOING		
2 CPs PHP 0.57 BILLION	PRE-BID SUBMISSION	POST-BID SUBMISSION	WITH PS-DBM
	3 CPs PHP 75 BILLION	N/A	N/A
MSCIP1-CS Secure Shore-Based Communications Equipment Consultancy	MMSPP CP105 Kalayaan and Bonifacio Global City (BGC) Stations and Tunnel Works		
MSCIP1-SBCE Secure Shore-Based Communications Equipment	MMSPP CP108 Lawton Station and Senate-Deped Station and Tunnel Works		
	MMSPP CP109 Ninoy Aquino International Airport (NAIA) Terminal 3 Underground Station and Tunnel Works		

SUMMARY

5 **PHP 75.57 B**

UPCOMING AND ONGOING JICA CONTRACT PACKAGES

ACCORDING TO PROCUREMENT TYPE:

1	CONSULTANCY	PHP 0.07 BILLION
3	CIVIL WORKS	PHP 75 BILLION
1	GOODS	PHP 0.5 BILLION

AWARDED







PH-P228 (28 March 2002)	PH-P256 (27 Mar 2013)	PH-P268 (08 Oct 2018)	PH-P257 (14 Dec 2013)	PH-P263 (26 October 2016)	PH-P255 (27 March 2013)	PH-P262 & PH-P276 (27 Nov 2015 & 02 Feb 2023)	PH-P267 (16 Mar 2018)	PH-P269 * PH-P278 (08 Nov 2018 & 23 May 2023)	PH-P270 & PH-P277 (21 Jan 2019 & 02 Feb 2023)	PH-P275 (10 February 2022)								
JPY 22.05 B (PHP 9.59 B)	JPY 10,780.00	JPY 4,390.00	JPY 18.73 B (PHP 7.94 B)	JPY 16.46 B (PHP 6.80 B)	JPY 43,252.00 (PHP 19,895.92)	JPY 349,008.00 (PHP 135,850.00)	JPY 105,430.00 (PHP 48,083.80)	JPY 55,500.00 (PHP 25,440.46)	JPY 437,199.00 (PHP 179,000.00)	JPY 257,305.00 (PHP 116,521.22)								
CNS/ATM	NEW BOHOL AIRPORT CONSTRUCTION		PCG MSCIP I		PCG MSCIP II		LRT-1 CAVITE EXTENSION	LRT-2 EAST EXTENSION	NSCR MALOLOS-TUTUBAN	METRO MANILA SUBWAY PROJECT (MMSP)	MRT-3 REHABILITATION	NSCR MALOLOS-CLARK & MANILA-CALAMBA	METRO MANILA SUBWAY PROJECT (MMSP)					
CNS/ATM CW1 ATM Building Dec 2010	CNS/ATM CS 0.9B Nov 2007	TAG CS 0.13B Apr 2014	TAG CW 4.8B Dec 2014	MSCIP I CS 0.15B Oct 2014	MSCIP I EPCC 5.65B Apr 2015	MSCIP II CS 0.19B Nov 2018	MSCIP II EPCC 6.05B Dec 2019	L1CE/L2EE CS 1.70B Nov 2014	NSCR GC 6.56B Nov 2017	NSCR RS CP03 12.15B Feb 2019	MMSP GC 11.42B Nov 2018	MMSP EMS CP106 73.86B Oct 2021	L3 RM RMA 24.72B Feb 2018	L3 RM SupCon 1.06B Dec 2019	NSCR GC 24B Aug 2019	NSCR EMS NS01 110B Feb 2023	MMSP CW CP102 28.32B Sep 2022	MMSP CW CP103 35.21B Sep 2022
CNS/ATM CW2 Radar Sites Jun 2011								L1CE RS 14.35B Nov 2017	L2EE EMS 3.49B Dec 2018	NSCR CW CP01 61.86B Mar 2019	NSCR EMS CP04 48B Nov 2022	MMSP CW CP101 98.33B Feb 2019	MMSP RS CP107 26.82B Dec 2020		NSCR Commuter RS NS02 33.55B Apr 2023			
								L1CE Depot 5.29B Dec 2019	L1CE Depot Equipment 0.22B Dec 2019	L1CE Depot Equipment 0.06B May 2022				NSCR Airport Express RS NS03 10.98B Aug 2023				

SUMMARY

33 **PHP 691.06+ B**

AWARDED JICA CONTRACT PACKAGES

ADB-DOTr Investment-Approved Projects

	AVIATION (1)	RAILWAYS (2)		ROAD (2)			MULTISECTORAL (1)				
PROJECTS (6)	NINOY AQUINO INTERNATIONAL AIRPORT - SOLICITED PPP	NORTH-SOUTH COMMUTER RAILWAY SYSTEM		MRT LINE 4		DAVAO PUBLIC TRANSPORT MODERNIZATION PROJECT	EDSA GREENWAYS PROJECT	INFRASTRUCTURE PREPARATION AND INNOVATION FACILITY - OUTPUT 3			
											
	Rehabilitate, Operate, Expand, and Transfer the NAIA PPP Project with a Concession Period of 15+ up to 10 Years	Construction of the seamless 147 km-long North-South-Commuter Railway system consisting of 35 Stations that connect Clark Airport in Pampanga and Calamba, Laguna.		A fully elevated urban Rail line with a route length of 13.40 km, consisting of 10 stations. The project will traverse Pasig and Rizal, with a depot located in Taytay, and will have a total of 17 train sets.		A bus-based public transport system for Davao City, consisting of a core bus network of over 100 km and a feeder network of over 500 km.	Aims to enhance pedestrian facilities around key rail stations along EDSA. Phase 1 of the Project focuses on Balintawak, Cubao, Guadalupe, and Taft Stations.	Aims to enable DOTr to plan, execute and implement public infrastructure projects more efficiently and effectively by addressing key constraints to infrastructure planning, design, and implementation, and providing access to international sources of expertise			
TOTAL PROJECT COST	PHP 170.59 BILLION	PHP 873.62 BILLION		PHP 57.07 BILLION		PHP 73.93 BILLION	PHP 8.79 BILLION	PHP 3.47 BILLION			
	PHP 1,186.74 BILLION										
NB APPROVAL	19-Jul-2023	Initial: 16 Feb 2015 Latest: 12 Mar 2022		Initial: 04 Sep 2015 Latest: 30 Jan 2020		Initial: 29-Nov-2019 Latest: 02-Feb-2023	29-Jan-2020	Initial: 12 Sep 2017 Latest: 26 Apr 2023 ICC-CC			
LOAN AGREEMENTS (9) (Signing Date)	N/A	3796-PHI (11 Jul 2019)	4188-PHI (16 Jun 2022)	3886-PHI ^a (13 Dec 2019)		4324-PHI (01 Jul 2023)	8450-PHI (01 Jul 2023)	8449-PHI (01 Jul 2023)	4043-PHI (29 Dec 2022)	8391-PHI (29 Dec 2022)	3589-PHI (08 Nov 2017)
LOAN AMOUNT	N/A	PHP 71.5 B	PHP 96.3 B	PHP 2.09 B		PHP 55.8 B	PHP 0.55 B	PHP 2.75 B	PHP 0.83 B	PHP 6.77 B	PHP 2.65 B
	PHP 239.63 BILLION										

ADB-DOTr Investment-Approved Pipeline



UPCOMING AND ONGOING

UPCOMING (10 CPs)	ONGOING																				
	PRE-BID SUBMISSION	POST-BID SUBMISSION (7 CPs)	WITH PS-DBM																		
PHP 187.14 BILLION	N/A	PHP 46.62 BILLION	N/A																		
<table border="1"> <tr><td>DPTMP-CP07</td><td>DPTMP-CP12</td></tr> <tr><td>DPTMP-CP08</td><td>DPTMP-CP13</td></tr> <tr><td>DPTMP-CP10</td><td>EGP-CP1</td></tr> <tr><td>DPTMP-CP11</td><td>EGP-CP2</td></tr> <tr><td>NAIA PPP</td><td>EGP-CSC</td></tr> </table>	DPTMP-CP07	DPTMP-CP12	DPTMP-CP08	DPTMP-CP13	DPTMP-CP10	EGP-CP1	DPTMP-CP11	EGP-CP2	NAIA PPP	EGP-CSC		<table border="1"> <tr><td>DPTMP-CP01</td><td>DPTMP-CP04</td></tr> <tr><td>DPTMP-CP02</td><td>DPTMP-CP05</td></tr> <tr><td>DPTMP-CP03</td><td>DPTMP-CP06</td></tr> <tr><td colspan="2">DPTMP-CP09</td></tr> </table>	DPTMP-CP01	DPTMP-CP04	DPTMP-CP02	DPTMP-CP05	DPTMP-CP03	DPTMP-CP06	DPTMP-CP09		
DPTMP-CP07	DPTMP-CP12																				
DPTMP-CP08	DPTMP-CP13																				
DPTMP-CP10	EGP-CP1																				
DPTMP-CP11	EGP-CP2																				
NAIA PPP	EGP-CSC																				
DPTMP-CP01	DPTMP-CP04																				
DPTMP-CP02	DPTMP-CP05																				
DPTMP-CP03	DPTMP-CP06																				
DPTMP-CP09																					
<p>For DPTMP:</p> <p>CP07 System Integrator - ITS CP08 System Integrator - AFCSS CP10 System Administrator CP11 External Evaluation and Monitoring CP12 Communications CP13 Transaction Advisory</p> <p>For EGP:</p> <p>CP1 Design & Build (Balintawak & Cubao) CP2 Design & Build (Guadalupe & Taft) CSC Construction Supervision Consultant</p>		<p>CP01 Buhangin Depot, Calinan Depot, Calinan Driving School CP04 Sasa Depot and Sto. Nino Depot CP02 Toril Depot & Terminal CP05 Bus Fleets - Diesel CP06 Bus Fleets - EV CP03 Bus Stops, Bus Lanes, and Other Pedestrian Improvement Works CP09 General Consultant</p>																			

CODES: **DPTMP** Davao Public Transport Modernization Project | **EGP** EDSA Greenways Project | **NAIA PPP** Ninoy Aquino International Airport PPP | **CP / P** Contract Package | **CS** Consultancy Service

SUMMARY

17

PHP 233.76 B

UPCOMING AND ONGOING
ADB CONTRACT PACKAGES

ACCORDING TO PROCUREMENT TYPE:

6	CONSULTANCY	PHP 3.66 BILLION
6	CIVIL WORKS	PHP 199.73 BILLION
4	GOODS	PHP 30.37 BILLION

ACCORDING TO SECTOR:

1	AVIATION	PHP 170.6 BILLION
16	ROAD	PHP 63.17 BILLION

AWARDED

IPIF OUTPUT 3				
LOAN AGREEMENT:	3589-PHI & 3886-PHI			PHP 4.74 B
	08 Nov 2017 & 13 Dec 2019			
	<i>LIBOR + 0.50%, 0.10% maturity premium, 20 yrs, 6.5 yrs grace period</i>			
Contractor/Consultant	ARUP	IDOM	ARUP	RICARDO
Contract	IPIF-Original	IPIF-AF DEDC	IPIF-AF ICE	IPIF-AF SOC
Contract Amt.	PHP 3.29 B	PHP 1.52 B	PHP 0.25 B	PHP 0.20 B
Signing Date	03 Apr 2018	01 Oct 2021	16 Sep 2022	06 Apr 2023
Start Date	03 Apr 2018	24 Nov 2021	22 Sep 2022	31 Jan 2024
End Date	1Q 2025	2Q 2026	3Q 2024	3Q 2024

NSCR SYSTEM (MALOLOS-CLARK)						
LOAN AGREEMENT:	3796-PHI					PHP 71.5 B
	(11 Jul 2019)					
	<i>6-mos. LIBOR + 0.50%, 0.20% maturity premium, 30 yrs, 7 yrs grace period</i>					
Contractor/Consultant	FI	IC	ACCIONA	ACCIONA	ACCIONA	ACCIONA
Contract	NSCR CPN01	NSCR CPN02	NSCR CPN03	NSCR CPN04	NSCR CPN05	NSCR CPS01
Contract Amt.	PHP 28.4 B	PHP 33.7 B	PHP 22.8 B	PHP 21.4 B	PHP 16.5 B	PHP 11.6 B
Signing Date	08 Oct 2020	08 Oct 2020	08 Oct 2020	01 Aug 2020	01 Aug 2020	TBD
Start Date	07 Dec 2020	07 Dec 2020	07 Dec 2020	30 Oct 2020	28 Oct 2020	14 Nov 2023
End Date	TBD	TBD	TBD	TBD	TBD	TBD

NSCR SYSTEM (MANILA-CALAMBA)								
LOAN AGREEMENT:	4188-PHI				PHP 96.3 B			
	(16 Jun 2022)							
	<i>SOFR + 0.60%, 0.20% maturity premium, 28 yrs, 9 yrs grace period</i>							
Contractor/Consultant	ACCIONA	ACCIONA	ACCIONA	ACCIONA	ACCIONA	ACCIONA	ACCIONA	ACCIONA
Contract	NSCR CPS02	NSCR CPS03A	NSCR CPS03B	NSCR CPS03C	NSCR CPS04	NSCR CPS05	NSCR CPS06	NSCR CPS07
Contract Amt.	PHP 28.3 B	PHP 22.1 B	PHP 23.9 B	PHP 18.2 B	PHP 19.8 B	PHP 27.6 B	PHP 25.8 B	PHP 16.9 B
Signing Date	17 Mar 2023	TBD	TBD	TBD	06 Oct 2022	06 Oct 2022	06 Oct 2022	06 Oct 2022
Start Date	14 Nov 2023	25 Jan 2024	17 Nov 2023	25 Jan 2024	13 Jun 2023	13 Jun 2023	13 Jun 2023	13 Jun 2023
End Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

SUMMARY

18

PHP 322.5 B

AWARDED
ADB CONTRACT PACKAGES




ADB-DOTr Procurement Pipeline

UPCOMING AND ONGOING

UPCOMING (10 CPs)	ONGOING		
PHP 187.14 BILLION	PRE-BID SUBMISSION	POST-BID SUBMISSION (4 CPs)	WITH PS-DBM
	N/A	PHP 33.58 BILLION	N/A
DPTMP-CP07 <i>System Integrator - ITS</i> TARGET PUBLICATION: JUNE 2023		DPTMP-CP04 <i>Sasa Depot and Sto. Nino Depot</i> TARGET AWARD: 3Q 2023	
DPTMP-CP08 <i>System Integrator - AFCS</i> TARGET PUBLICATION: AUGUST 2023		DPTMP-CP05 <i>Bus Fleets - Diesel</i> TARGET AWARD: 3Q 2023	
DPTMP-CP10 <i>System Administrator</i> TARGET PUBLICATION: SEPTEMBER 2023		DPTMP-CP06 <i>Bus Fleets - EV</i> TARGET AWARD: 3Q 2023	
DPTMP-CP11 <i>External Evaluation and Monitoring</i> TARGET PUBLICATION: JUNE 2023		DPTMP-CP09 <i>General Consultant</i> TARGET AWARD: 4Q 2023	
DPTMP-CP12 <i>Communications</i> TARGET PUBLICATION: JULY 2023			
DPTMP-CP13 <i>Transaction Advisory</i> TARGET PUBLICATION: TBD			
EGP-CP1 <i>Design & Build (Balintawak & Cubao)</i> TARGET PUBLICATION: NOVEMBER 2023			
EGP-CP2 <i>Design & Build (Guadalupe & Taft)</i> TARGET PUBLICATION: NOVEMBER 2023			
NAIA PPP TARGET PUBLICATION: TBD			
EGP-CSC <i>Construction Supervision Consultant</i> TARGET PUBLICATION: MARCH 2024			

KEXIM-DOTr Projects in the Pipeline

KEXIM-DOTr INVESTMENT-APPROVED PROJECTS

	KEXIM-DOTr INVESTMENT-APPROVED PROJECTS		
	AVIATION	MARITIME	
	NEW DUMAGUETE AIRPORT DEVELOPMENT PROJECT	MARITIME SAFETY ENHANCEMENT PROJECT	NEW CEBU INTERNATIONAL CONTAINER PORT PROJECT
			
	Construction of a new airport of international standards in the Municipality of Bacong, Negros Oriental to replace the existing Dumaguete (Sibulan) Airport.	The project involves the acquisition of two (2) units of buoy tender vessels, the construction of two (2) buoy bases in Cebu and Romblon, and, aids to navigation capacity-building training for the Philippine Coast Guard (PCG)	The Project is to be built in a reclaimed island of 25 hectares with a 500-meter berth length with water depth of (-12) meters to accommodate two 2,000 TEU vessels. The port will be equipped with 4 quay cranes and two access roads will be constructed.
EDCF 2017-2022	KEXIM-DOTr INVESTMENT-APPROVED PROJECTS		
Available: USD 1 BILLION			
Committed: USD 840.46 MILLION			
EDCF 2023-2026			
Available: USD 3 BILLION			
Committed: NONE			
EDPF INDICATIVE			
USD 2/3 BILLION			
TOTAL PROJECT COST	PHP 17.05 BILLION	PHP 6.248 BILLION	PHP 9.962 BILLION
	PHP 33.260 BILLION		
NB APPROVAL	02 FEBRUARY 2023	28 JANUARY 2020	14 NOVEMBER 2016 24 MAY 2018
LOAN AGREEMENTS (Signing Date)	TBD (Pledge Date: 10 January 2023)	EDCF No. PHL-21 (11 January 2021)	EDCF No. PHL-19 (04 June 2018)
(Effectivity Date)	TBD	(Effectivity Date)	21 September 2018
LOAN AMOUNT	PHP 13.117 BILLION (USD 255.7 MILLION)	PHP 5.566 BILLION (USD 105.5 MILLION)	PHP 9.236 BILLION (USD 172.6 MILLION)
	PHP 27.919 BILLION (USD 533.8 MILLION)		

KEXIM-DOTr PROJECTS ONGOING PLANNING AND PROJECT DEVELOPMENT (PPD)

LRT-2 COGEO EXTENSION

A proposed extension to the operational LRT2 East Extension from Antipolo to Cogeo with 3 Stations.

KEXIM-DOTr Projects Procurement Pipeline

UPCOMING AND ONGOING

AVIATION
2 CPs || PHP 10.8 B

MARITIME
4 CPs || PHP 15.3 B

UPCOMING
5 CPs || PHP 17.052 BILLION

PRE-BID SUBMISSION
N/A

ONGOING
POST-BID SUBMISSION
1 CP || PHP 9.025 BILLION

WITH PS-DBM
N/A



New Dumaguete Airport Development Project
Consultancy Services

New Dumaguete Airport Development Project
Design-Build



Maritime Safety Enhancement Project
Consultancy Services

Maritime Safety Enhancement Project
Romblon Buoy Base Civil Works

Maritime Safety Enhancement Project
Buoy Tender Vessels (2x)



New Cebu Int'l. Container Port Project
Civil Works

SUMMARY
6 **PHP 26.08 B**
UPCOMING AND ONGOING
KEXIM CONTRACT PACKAGES

ACCORDING TO **PROCUREMENT TYPE:**

- 1 **CONSULTANCY** PHP 339 MILLION
- 3 **CIVIL WORKS** PHP 23.74 BILLION
- 2 **GOODS** PHP 1.26 BILLION

ACCORDING TO **SECTOR:**

- 2 **AVIATION** PHP 10.75 BILLION
- 4 **MARITIME** PHP 15.33 BILLION

AWARDED

Loan Agreement

Loan Terms

Loan Amount

Project

EDCF No PHL-19
(24 June 2018)

0.15% p.a., 30 years term (semiannual),
10 years grace period

USD 172.64
(PHP 9,236.24)

New Cebu International Container Port Project
(NCICPP)

Awarded Contract Packages
















CONSULTANCY SERVICES

SUMMARY
1 **PHP 271.9 M**
AWARDED KEXIM
CONTRACT PACKAGE

CLAIMED	PHP 81.14 MILLION
EARNED	PHP 81.14 MILLION
PAID	PHP 81.09 MILLION

Foreign Assisted Projects (FAPs) Contract Packages (CPs) Procurement Pipeline

	UPCOMING	ONGOING		
	18 CPs PHP 40.04 BILLION	PRE-BID SUBMISSION	POST-BID SUBMISSION	WITH PS-DBM
		3 CPs PHP 75 BILLION	5 CPs PHP 42.61 BILLION	3 CPs PHP 11.31 BILLION
AVIATION 2 CPs PHP 10.8 B	 <p>DGT-CS DGT-DB</p>			
MARITIME 6 CPs PHP 15.9 B	  <p>MSEP-CS MSEP-CW MSCIP1-CS MSEP-2BTV MSCIP1-SBCE</p> <p><small>For MSEP: CS Namban Buoy Base Civil Works CW Buoy Tender Vessels (2x) 2BTV</small> <small>For MSCIP1: CS Secure Shore-Based Communications Equipment Consultancy SBCE Secure Shore-Based Communications Equipment</small></p>		 <p>NCICP-CW</p>	
RAILWAYS 4 CPs PHP 85.3 B		 <p>MMSP-CP105 MMSP-CP108 MMSP-CP109</p> <p><small>CP105 Kalayaan and Bonifacio Global City (BGC) Stations and Tunnel Works CP108 Lawton Station and Senate-Deped Station and Tunnel Works CP109 Ninoy Aquino International Airport (NAIA) Terminal 3 Underground Station and Tunnel Works</small></p>		 <p>NSCR-CPNS03</p> <p><small>CPNS03 Limited Express Trainset Rolling Stock</small></p>
ROAD 17 CPs PHP 57.02 B	   <p>DPTMP-CP07 DPTMP-CP12 CBRT-P2&P3 DPTMP-CP08 DPTMP-CP13 CBRT-P4 DPTMP-CP10 EGP-CP1 CBRT-ATC/ITS DPTMP-CP11 EGP-CP2</p> <p><small>For DPTMP: CP07 System Integrator - ITS CP08 System Integrator - AFCS CP10 System Administrator CP11 External Evaluation and Monitoring CP12 Communications CP13 Transaction Advisory</small> <small>For EGP: CP1 Design & Build (Balintawak & Cubao) CP2 Design & Build (Guadalupe & Taft)</small> <small>For CBRT: P2&P3 RP to N.Bacalso and Capitol - IT Park and Feeder Line P4 Bulacao-Mambaling Trunk Section ATC/ITS Advanced Transportation Controller/Intelligent Transportation Systems</small></p>		 <p>DPTMP-CP04 DPTMP-CP05 DPTMP-CP06 DPTMP-CP09</p> <p><small>CP01 Buhangin Depot, Calain Depot, Calain Driving School CP02 Toril Depot & Terminal, Bunawan Terminal, Calain Terminal CP03 Bus Stops, Bus Lanes, and Other Pedestrian Improvement Works</small> <small>CP04 Sasa Depot and Sto. Nino Depot CP05 Bus Fleets - Diesel CP06 Bus Fleets - EV CP09 General Consultant</small></p>	
			   <p>EGP-CS CBRT-TSC3²</p> <p><small>For EGP: CS Construction Supervision Consultant</small> <small>For CBRT: TSC3 Technical Support Consultant 3</small></p>	

SUMMARY	
29 CONTRACTS	TOTAL COST ESTIMATE PHP 169 BILLION
UPCOMING AND ONGOING FAP CPs	

ACCORDING TO PROCUREMENT STATUS	
Upcoming	18
Ongoing; Pre-Bid Submission	3
Ongoing; Post-Bid Submission	5
Ongoing; with PS-DBM	3

ACCORDING TO CONTRACT TYPE		
Consultancy	10	PHP 5.01 B
Civil Works	11	PHP 121.26 B
Goods	8	PHP 42.60 B

ACCORDING TO DEVELOPMENT PARTNER		
	13	PHP 50.13 B
	6	PHP 85.86 B
	6	PHP 26.08 B
 	4	PHP 6.89 B

LEGEND:

- RED** Consultancy
- YELLOW** Civil Works
- GREEN** Goods

PROJECT CODES:

Aviation

- DGT** New Dumaguete Airport Development Project

Maritime

- MSCIP1** Maritime Safety Capability Improvement Project Phase I
- MSEP** Maritime Safety Enhancement Project
- NCICP** New Cebu International Container Port Project

Rail

- MMSP** Metro Manila Subway Project

Road

- CBRT** Cebu Bus Rapid Transit
- DPTMP** Davao Public Transport Modernization Project
- EGP** EDSA Greenways Project

CONTRACT CODES:

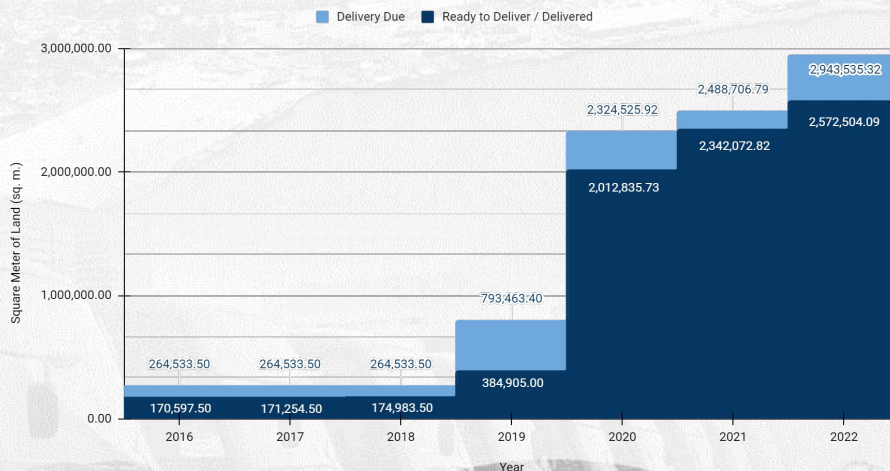
- CS** Consultancy Service
- CW** Civil Works
- CP / P** Contract Package
- DB** Design-Build

Building Better through responsive delivery of ROW

SQM OF LAND HANDED OVER TO CONTRACTORS (RAIL) PER YEAR

SQUARE METER OF LAND HANDED OVER CONTRACTORS FOR RAIL PROJECTS

Per year progress status



1 Negotiated Voluntary Sale ("NVS") - Paid, ROWUA, MOA, PTE, or Donation

2 Total ISFs for relocation (w/house and lot package) through our partner agencies (e.g. NHA, SHFC, LGU)

LAND ACQUISITION (# of Properties)

Projects	Total for Acquisition	through NVS ¹	through Expropriation	Total Acquired	% Voluntary Acquisition
LICE	293	223	40	263	84.79%
MMSP	1,977	473	50	523	90.44%
N1	352	176	16	192	91.67%
N2	1,953	53	0	53	100.00%
SC	2,478	7	0	7	100.00%
MRP	3,603	5	0	5	100.00%
MRT7	121	18	4	22	81.82%
TOTAL	10,777	955	110	1,065	89.67%

89.67% Voluntary Acquisition as of July 2023

ISFR RELOCATION²

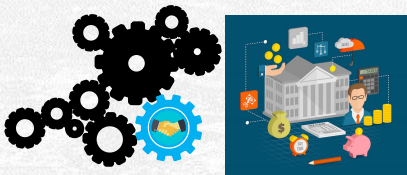
PMO	Total for Relocation	without forced demolition	through Forced Demolition
LICE	1,774	804	0
MMSP	251	188	0
N1	875	247	0
N2	2,448	38	0
SC	10,776	0	0
MRT-7	173	173	0
TOTAL	16,297	1,450	0

No forced relocation as of July 2023

Advocating ESG as an implementation tool, not just a compliance checklist

GOVERNANCE

Sound implementation of frameworks to ensure accountability and efficiency.



ENVIRONMENTAL

CONDUCTING ROBUST EIAs and EISs

We conduct proper **Environmental Impact Assessments/Studies** to understand the effects of the project to the environment so as to make data driven decisions and solutions.



ESTABLISHING MORE FUNCTIONAL M&E APPROACHES

We engage with an **autonomous TPAs** to evaluate our activities. We are guided not only by local standards, but also international standards for compliance.



ENHANCING CLARITY & PURPOSE-RESPONSIVENESS

We proactively contribute to the field thru **policy recommendation**. In the absence of standards, we work towards **developing guides/tools**, showcasing the department's problem solving orientation.

PARITY TRACK RECORD IN RIGHT-OF-WAY ACQUISITION*

*ROW data for the Railways Sector



1 Relocation of 1,264 families

No forced relocation to date



2 80% Voluntary Acquisition

80% of Land Acquisition is done through **NEGOTIATED and VOLUNTARY SALE**



3 Disbursed PHP 165 Million

The DOTr has disbursed a total of PHP 165,585,215 to ensure that those **affected are given just entitlement**

There is a misconception that ESG Safeguards Slows Down Project Implementation

- ✓ Safeguards enhances overall Value for Money because of ancillary benefits
- ✓ Building capability in ESG compliance unlocks financing resources that have ESG conditions



SOCIAL

Treating ROW acquisition not as a **LEGAL EXERCISE**, but a **COMMUNITY RELATIONS UNDERTAKING**

PEOPLE FOCUS



PARADIGM SHIFT: ROWSA as Community Relations, not a Legal Exercise

PROCESS AND POLICY

Well-informed, engaged, and duly compensated PAPs
 Fair valuation & compensation to PAPs; decent & dignified resettlement
 Livelihood Restoration and Improvement Program (LRIP) for happy PAPs

Multi-stakeholder (Whole-of-KSA) approach for efficient execution
 More functional, community-based M&E approaches
 Enhancement of administrative efficiencies, filling in on policy gaps
 Exploration and pursuit of new approaches and structures



My order to the DOTr is really very simple:

FULL SPEED AHEAD!

President Ferdinand "Bongbong" Marcos Jr. during his July 2022 SONA

THANK YOU!