



REPUBLIC OF THE PHILIPPINES  
NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY

# Overview of the strategic planning process for freight infrastructure in the Philippines

*Project Launch and Stakeholder Consultation on the National Roadmap Study re:  
Decarbonising Pathways for Freight Transport in the Philippines*

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# Presentation outline

- I. Philippine Development Plan (PDP)
- II. Public Investment Program (PIP)
- III. Investment Coordination Committee (ICC) appraisal process
- IV. Strategies in the Updated PDP 2017-2022 on freight infrastructure
- V. The National Transport Policy (NTP) and its Implementing Rules and Regulations (IRR)
- VI. Specific provisions in the NTP and its IRR on freight infrastructure



# I. Philippine Development Plan (PDP)

The PDP serves as the government's ***overall guide in development planning*** for six years.



*Socio-economic policies*



*Strategies*



*Programs*

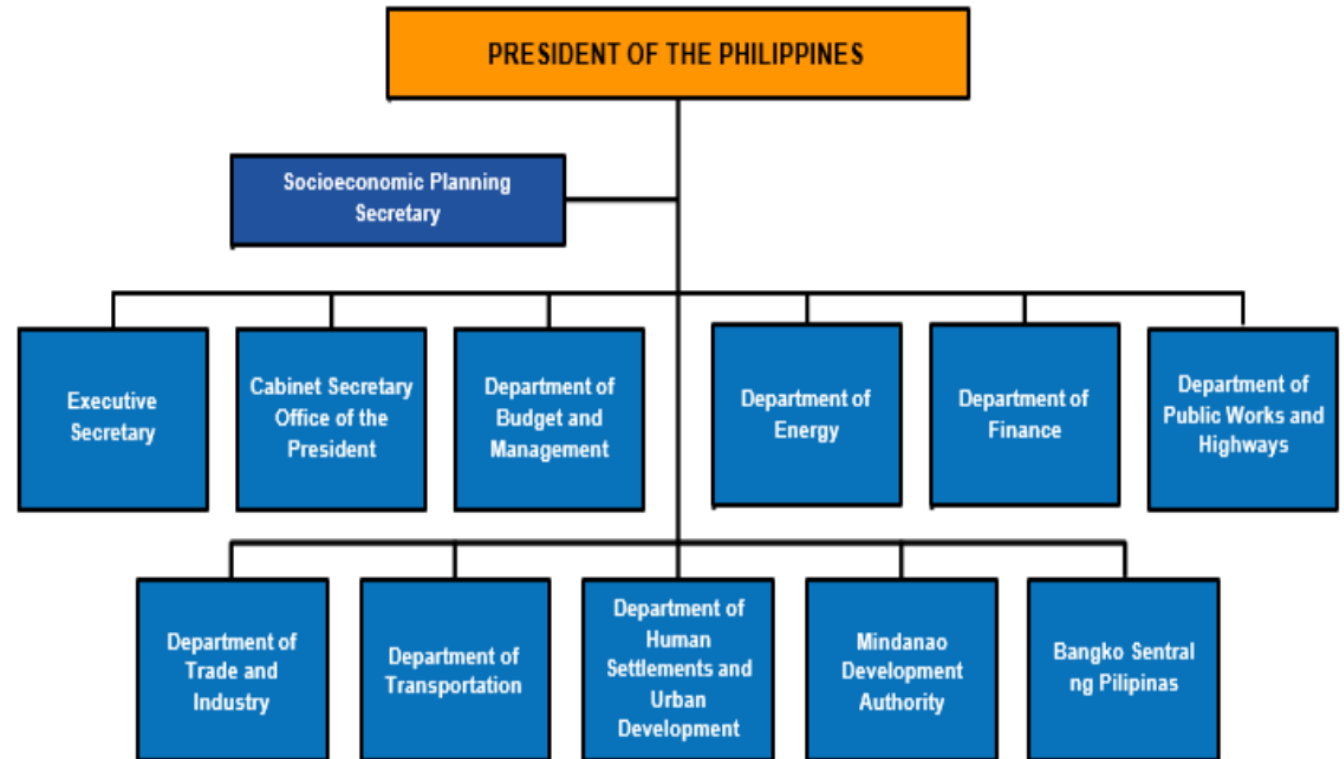
# I. Philippine Development Plan (PDP)

## Planning Committees

- Economic Development
- Human Capital Development
- International Migration and Development
- **Infrastructure Development**
- Macroeconomic Policy
- Competition
- Technology and Innovation

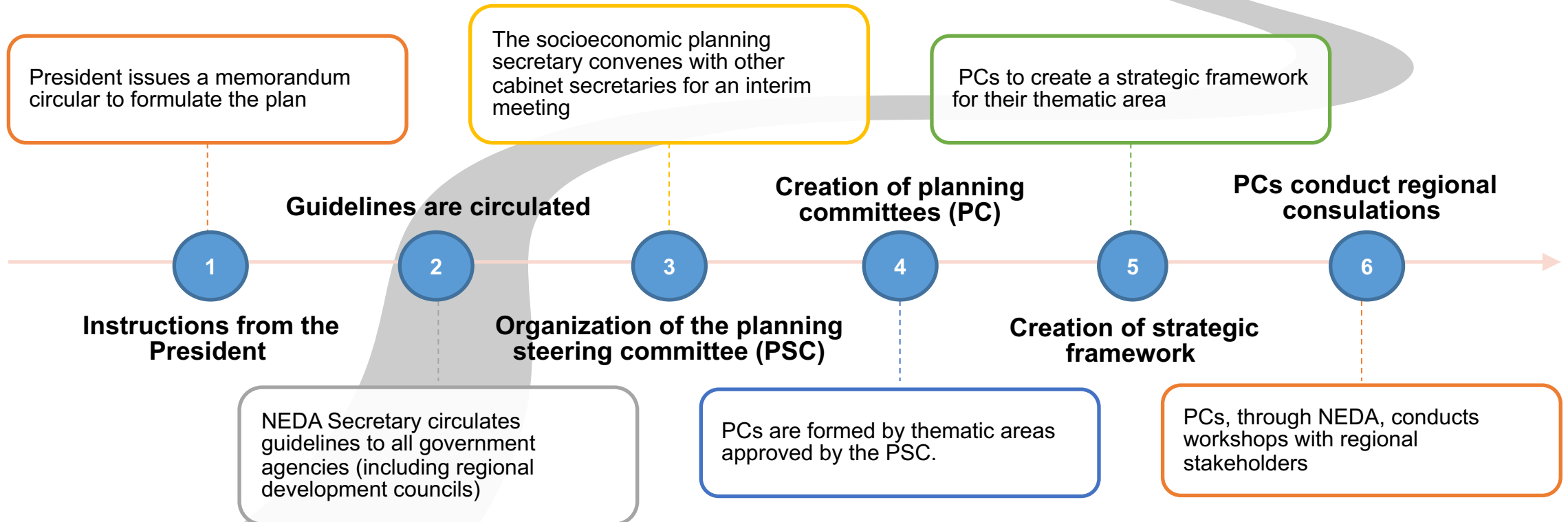
- Responsive, People-centered, Technology-enabled, and Clean Governance
- Justice
- Peace, Security, and Public Order
- Culture
- Ecological Integrity

## NEDA Board



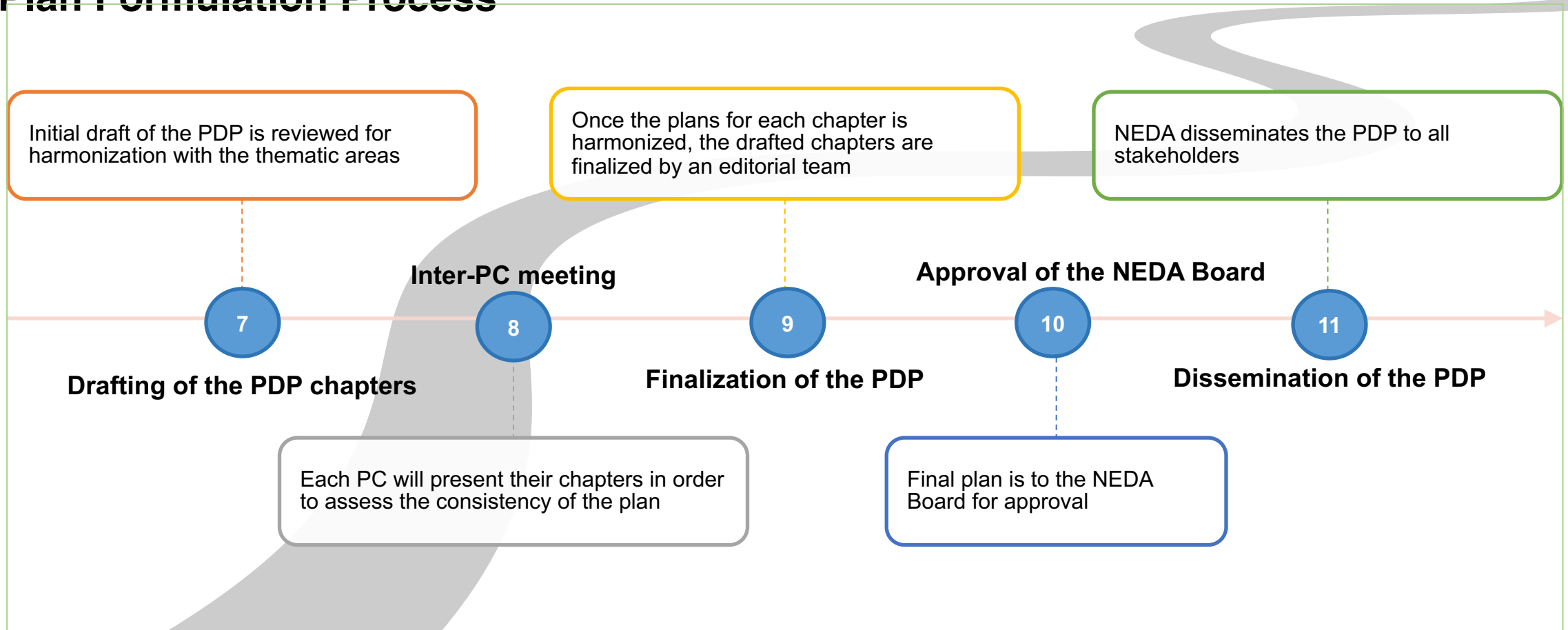
# I. Philippine Development Plan (PDP) (1/2)

## Plan Formulation Process



# I. Philippine Development Plan (PDP) (2/2)

## Plan Formulation Process



# I. PDP – Results Matrices (RM)



Objectives/ Results	SDG Tier 1 Indicators	Indicator	Baseline <sup>2</sup>		Annual Plan Targets						End of Plan Target <sup>3</sup>	Means of Verification	Responsible Agency <sup>5</sup>	Reporting Entity <sup>4</sup>	Assumptions and Risks
			Year	Value	2017	2018	2019	2020	2021	2022					
	9.1.2 (Passenger and freight volumes, by mode of transport)	Cargo shipped via air increased (international and domestic) (MT, cumulative)	2016	285,859,903	317,778,113	342,073,723	365,880,978	165,540,259	277,918,590	328,931,087	328,931,087				Real statistics to be counterchecked with CAB Traffic Flow Statistics
		Cargo shipped increased (international and domestic) (MT, cumulative)	2016	302,682,850	313,881,202	330,127,541	344,302,106	317,922,664	325,124,523	332,057,094	332,057,094				Complete set of data needed from identified agencies
		PPA	2016	243,757,529	252,038,054	260,672,984	270,959,838	240,452,939	242,857,468	245,286,043	245,286,043	Operational Report of PPA	PPA	PPA	Data based on PPA Ports Operations
		Cebu Port	2016	48,728,761	51,400,000	56,330,000	58,840,000	62,210,000	66,080,000	69,610,000	69,610,000	Operational Report of CPA	CPA	CPA	Data based on CPA Ports Operations
		Subic Port	2015	10,161,715	9,592,887	11,642,240	12,224,352	12,835,570	13,477,349	14,151,216	14,151,216	Operational Report of SBMA	SBMA	SBMA	Data based on SBMA Port Operations
		CEZA	2016	34,845	N/A	N/A	180,000	60,000	66,000	72,600	72,600	Operational Report of CEZA	CEZA	CEZA	Data based on the Sta Ana Cagayan Port operations
		Mindanao Ports	2016									PHIVIDEC IA	PHIVIDEC IA	PHIVIDEC IA	Mindanao Ports not handled by PPA
		San Fernando	2016									BCDA	BCDA	BCDA	San Fernando Port Operations
	Bataan Freeport	2016	N/A	850,261	1,482,317	2,097,916	2,364,155	2,643,706	2,937,235	2,937,235	AFAB	AFAB	AFAB	Bataan Freeport Operation	

The **PDP - RM** contains indicator statements and targets to be achieved in the next six years.

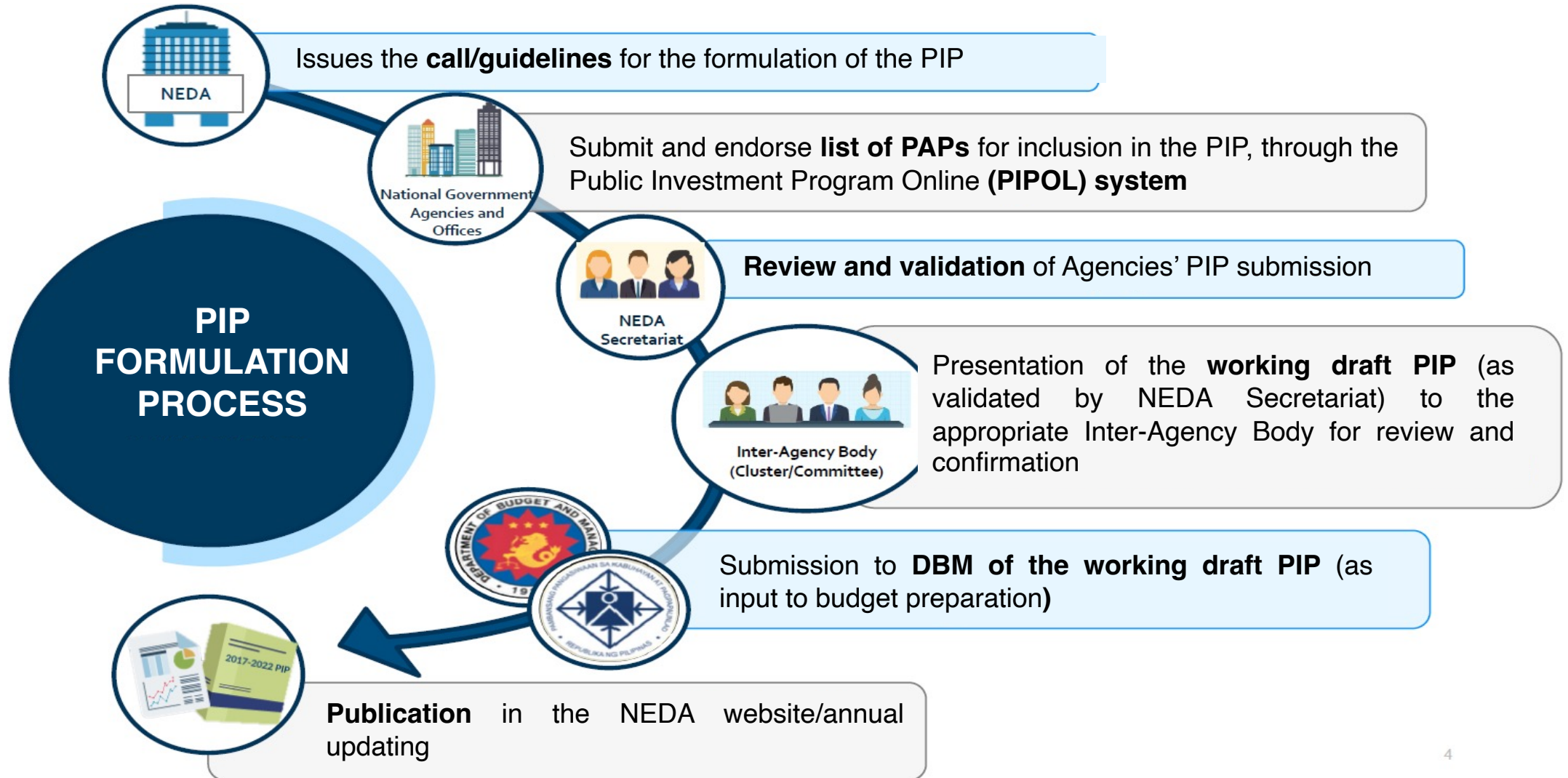
## II. Public Investment Program (PIP)

The PIP contains the **list of programs and projects (PAPs)** that are responsive to the societal goals and outcomes in the PDP and RM, and to be implemented by national government agencies and offices within the medium term.

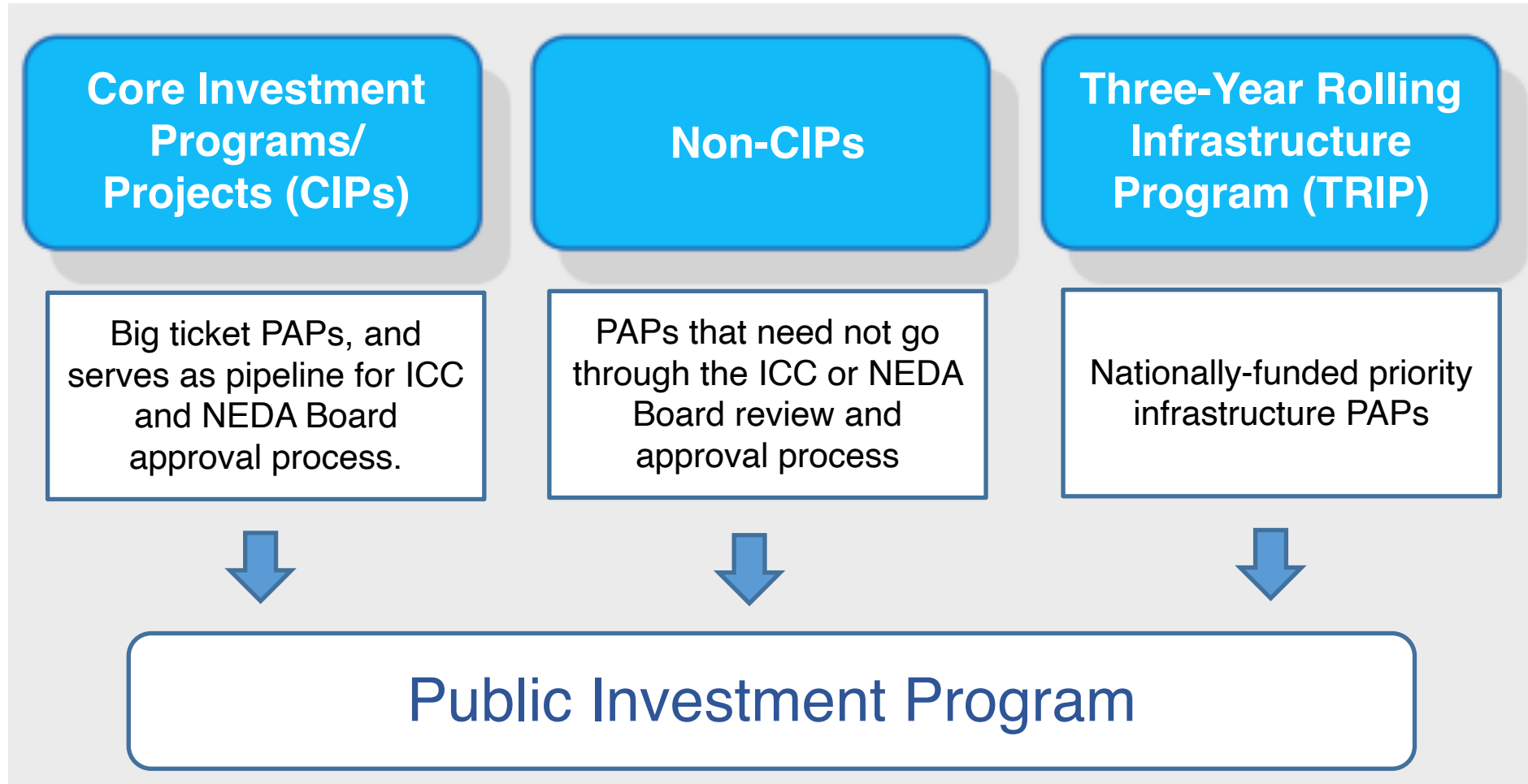




# II. Public Investment Program (PIP)



## II. Public Investment Program (PIP)



# III. ICC appraisal process

4

## NEDA Board Confirmation of ICC Approval

- Confirms ICC decisions on projects.

3

## ICC - Cabinet Committee Approval

- Focuses on concerns that requires Cabinet level decision making & deliberates on policy-related issues, e.g., institutional arrangement, APs, ROW issues.

1

## NEDA Secretariat Appraisal of the Project

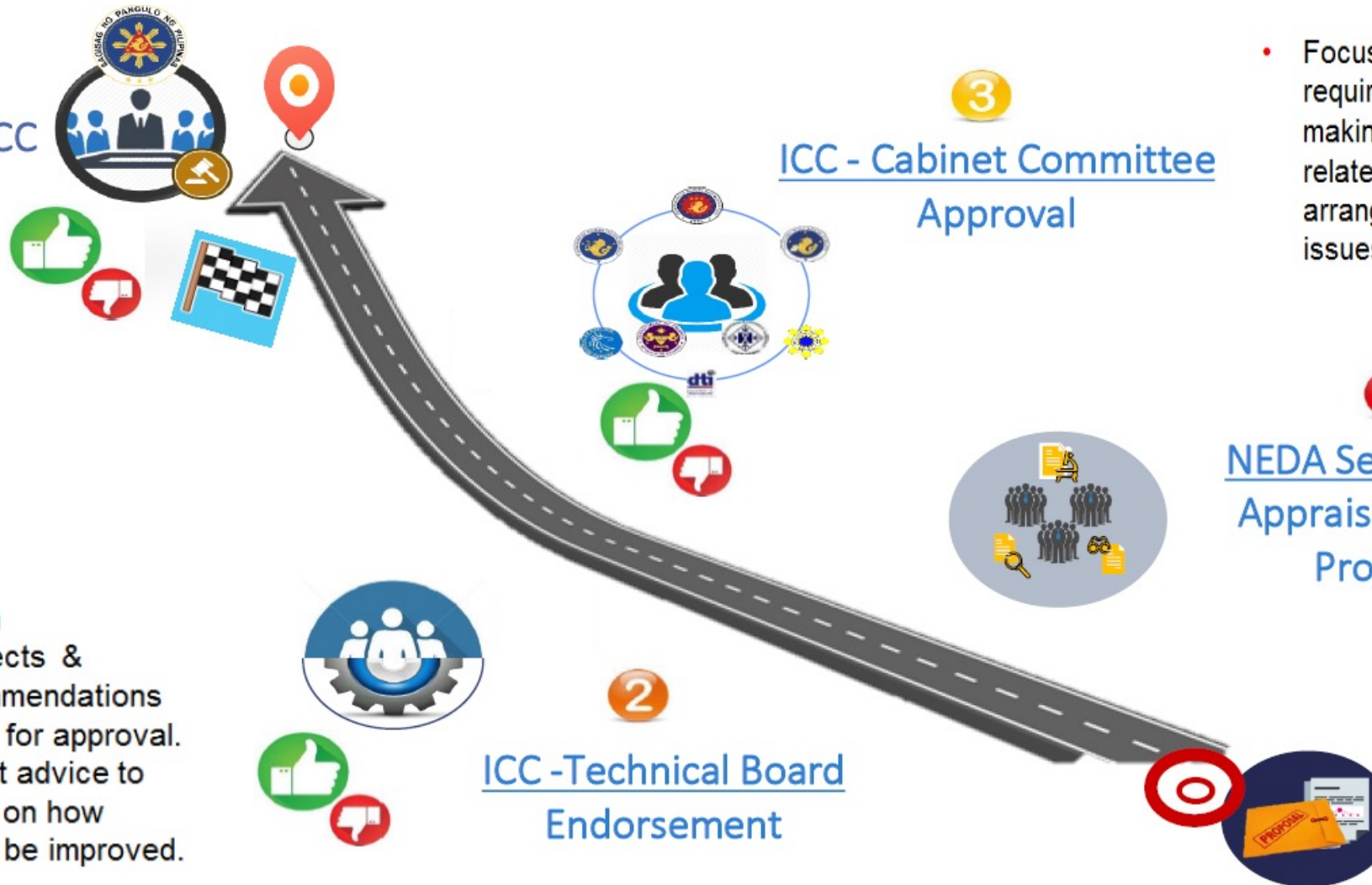
Provides technical support to ICC:

- PER other reports
- Logistical support

2

## ICC - Technical Board Endorsement

- Deliberates on programs/projects & submits recommendations to the ICC-CC for approval.
- Provides direct advice to the proponent on how proposals can be improved.



# IV. Strategies in the Updated PDP 2017-2022

Chapter 19

## Accelerating Infrastructure Development



**Expand the rail network, improve port facilities, and optimize utilization of existing port capacities**

- Establishment of multimodal and interconnected freight system supported by ancillary facilities;
- Establishment of rail-based connection to seaports, dry ports, and airports for faster movement of freight and decongestion of traffic along terminals;
- Optimal utilization of existing and additional ports, and;
- Prioritization of critical transport infrastructure (infrastructure that ensures continued economic activities during disaster and health response).



Scan to access the [Updated PDP 2017-2022](#).





# V. National Transport Policy

## TRANSPORT VISION

"provide a *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"



# V. National Transport Policy and its IRR



**What is the National Transport Policy?**

The National Transport Policy contains the guidelines and methodologies in the operationalization of the strategies and intended policy reforms in the transport sector. It intends to guide all of Government in developing the country's transport system through harmonization of plans, policies, and programs for the transport sector.

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Adopted by the NEDA Board on 27 June 2017

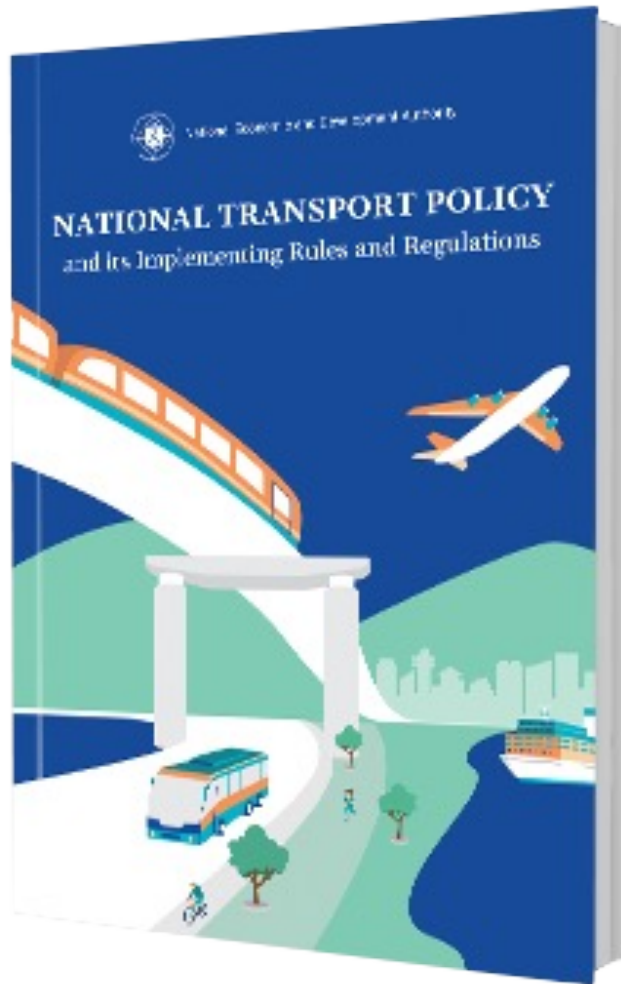
NEDA Board Resolution No. 5 s. 2017,  
*"Approving the National Transport Policy"*

Published in general circulation on 14 February 2018

Scan to access the  
[NTP and its IRR.](#)



# V. National Transport Policy and its IRR



## Salient points of the NTP IRR

- Resource generation, allocation and cost-sharing;
- Program and project selection;
- Cost recovery and subsidies;
- Regulation of passenger transport services;
- **Transportation management in urban/regional areas;**
- **Support to other economic sectors;** and
- Governance and institutions.



# V. National Transport Policy and its IRR

Pertinent strategies in the NTP-IRR that will increase efficiency and provide improved service for freight infrastructure include:

NTP section	Pertinent provisions/strategies
<b>Section 29.</b> Development of ports outside Metro Manila	<ul style="list-style-type: none"><li>• Movement of cargo outside Metro Manila (i.e., Subic, Clark) will be encouraged to optimize investments in such ports. Ancillary services will also be provided to entice the use of said ports.</li></ul>
<b>Section 30.</b> Truck ban in urban roads	<ul style="list-style-type: none"><li>• Proposals to restrict movement of trucks in urban areas must account for its economic impacts. Alternative routes for trucks must be planned and provided.</li></ul>
<b>Section 31.</b> Establishment of seamless, intermodal transport logistics network	<ul style="list-style-type: none"><li>• Seamless transport logistic networks will be established to ensure unimpeded flow of goods and basic commodities during emergencies.</li><li>• Elimination of arbitrary charges/toll-like fees on goods passing through LGU jurisdictions shall be pursued.</li></ul>





# V. National Transport Policy and its IRR

Pertinent strategies in the NTP-IRR that will increase efficiency and provide improved service for freight infrastructure include:

NTP section	Pertinent provisions/strategies
<b>Section 33.</b> Establishment of single transport document and single access point one-stop shop	<ul style="list-style-type: none"><li>• Make best use of information communication technologies by establishing a single access point (one-stop shop) for administrative processes.</li><li>• Establish a single transport document that can be used in all transport modes.</li></ul>
<b>Section 34.</b> Standardizing handling characteristics of intermodal loading units	<ul style="list-style-type: none"><li>• Introduce a national standard for intermodal loading units to reflect technological advancements and facilitate intermodal transport of cargo.</li></ul>



# V. National Transport Policy and its IRR

Pertinent strategies in the NTP-IRR that will increase efficiency and provide improved service for freight infrastructure include:

NTP section	Pertinent provisions/strategies
<b>Section 35.</b> Developing interfaces between long distance deliveries and short distance distribution	<ul style="list-style-type: none"><li>• Review of land use, transport network, and environmental impacts in relation to transport logistics to develop efficient interfaces between short- and long-distance deliveries.</li><li>• Better management of fleet movement through consolidation of operators.</li><li>• Consolidation/distribution centers for cargo shall be provided with transport access and mode interchange facilities.</li><li>• Use of IT tools/services for freight matching and load consolidation.</li></ul>





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Thank you.