



**BAGONG PILIPINAS**



# Department of Transportation

Paving the Path: Decarbonising Transport in India and the Region

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***ITF Transport Outlook: A Broader Look at the Region***

Organised by: International Transport Forum

29 March 2024 | 10:00

The Claridges, New Delhi, India

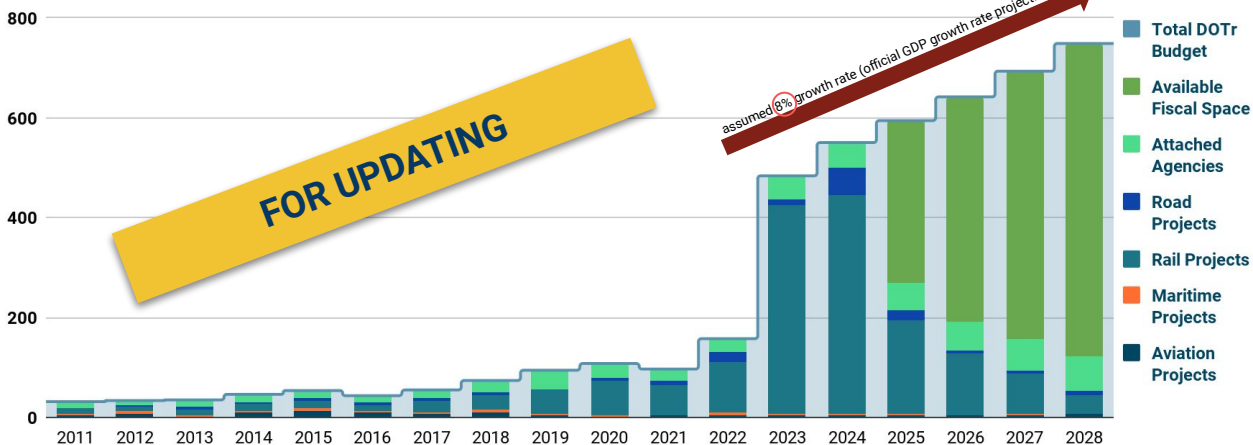
**WALLESTEIN L. SIGUI**

Supervising Transportation Development Officer

Planning and Project Development Office

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

DOTr Appropriations (in Billions PHP)



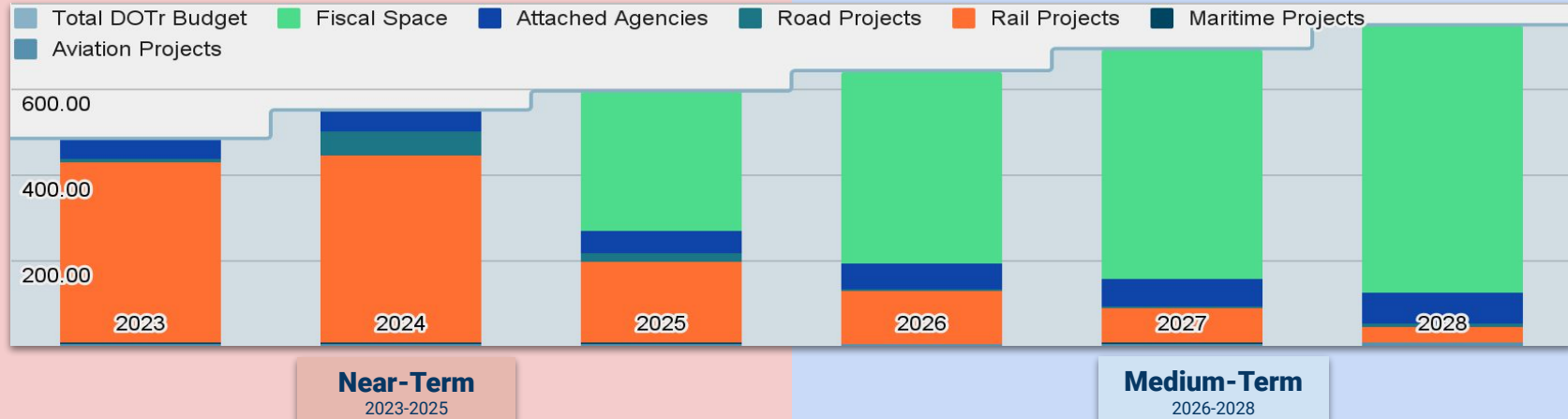
Projected Estimated Uncommitted Fiscal Space (in Billions)				
2025	2026	2027	2028	TOTAL
P325	P449	P536	P626	P1,936
\$5.91	\$8.16	\$9.75	\$11.38	\$35.2

TOTAL ESTIMATED UNCOMMITTED FISCAL SPACE

<sup>1</sup> 2024-2028 Projections for Aviation, Maritime, and Rail are based on an 8% annual growth.  
<sup>2</sup> 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	0.57	0.61	0.64	0.84	0.98	0.79	1.00	1.34	1.72	1.96	1.76	2.87	8.80	10.01	10.81	11.67	12.61	13.61
Aviation Projects	0.09	0.12	0.05	0.17	0.25	0.17	0.12	0.18	0.07	0.04	0.09	0.07	0.06	0.06	0.07	0.08	0.09	0.11
Maritime Projects	0.04	0.10	0.04	0.06	0.10	0.04	0.08	0.10	0.03	0.02	0.01	0.09	0.06	0.08	0.07	0.02	0.02	0.02
Rail Projects	0.21	0.18	0.22	0.27	0.28	0.23	0.40	0.52	0.91	1.25	1.05	1.86	7.63	7.96	3.40	2.21	1.47	0.69
Road Projects	0.01	0.04	0.06	0.07	0.07	0.09	0.09	0.13	0.03	0.10	0.17	0.35	0.20	0.99	0.37	0.12	0.12	0.15
Attached Agencies inc. Non Project Items	0.23	0.19	0.27	0.28	0.28	0.26	0.30	0.42	0.67	0.54	0.44	0.49	0.85	0.92	0.99	1.07	1.16	1.25
	Present												Projected					

# 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)

### Ongoing projects Financially viable airport PPPs Prototype road transport projects Rail PPPs that do not require fiscal space until completion Maritime safety, security, and disaster response projects IT projects

- 1.1. Implementation of GAA 2023 funded projects
- 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
- 3.1. Cebu Bus Rapid Transit Project, 3.2. Davao Public Transport Modernization Project, 3.3. EDSA Greenways Project, 3.4. Makati-BGC Greenways Project
- 4.1. Rail unsolicited proposal projects, since Availability Payments do not begin until project completion
- 5.1. Acquisition of PCG vessels, helicopters, aircraft, and maritime domain awareness projects
- 6.1. PHL Automated Fare Collection System, 6.2. PHL Transportation Database

### 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

### 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

### 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

### Social and tourism ports

- 4.1. Farm-to-market ports and logistics facilities



## OUR CHALLENGES

### TRANSPORT INFRASTRUCTURE BURDEN

- The implementation of the National Transport Policy is difficult without a National Master Plan and sufficient data
- Public high-capacity transportation is unable to meet current and future demand.
- Active transport will remain nonviable for commuters without adequate infrastructure and support facilities
- Pursuing or expanding the current PUV Service Contracting Program requires appropriate balancing between enhancing service standards and fiscal sustainability.
- Air traffic congestion is likely to persist, if not worsen, without the needed investments in developing, upgrading, and improving airports.
- Achieving universally accessible and gender-responsive transport facility designs need a shift in construction priorities and practices, and in carrying out coordination and advocacy.
- Ensuring travel safety on road transport corridors while aiming to increase travel speeds poses a challenge.
- Low-quality infrastructure, inconsistent regulations, and inefficient operations lead to high logistics cost.
- Transport corridors supporting airports and ports will continue to impede movement of goods if not upgraded.

### DATA GAPS FOR MODELLING AND PLANNING WORK

- Poor capacity of transport agencies to undertake procurement, financial management, internal audit, and quality control
- Technical capacity in planning, intermodal integration, project appraisal, and monitoring is also insufficient in sector agencies.
- Lacking LGU capacity to develop and update Comprehensive Land Use Plans (CLUPs)
- Data from public transport operators, regardless of mode, if not available, remains to be not disaggregated.
- Available technology remains underutilized by the national and local governments for transport policy development.
- Data collection utilized by governments does not always keep up with new technological innovations
- Share of mobility-relevant data collected by the private sector, as opposed to the public sector, is growing and starting to create a considerable gap.



# 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

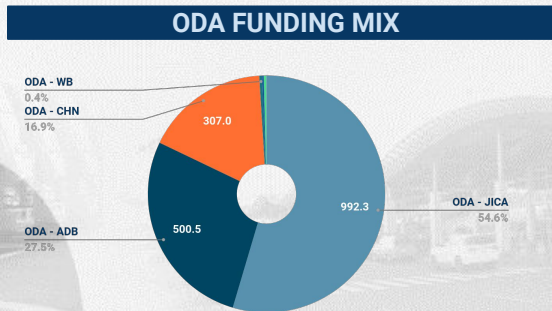
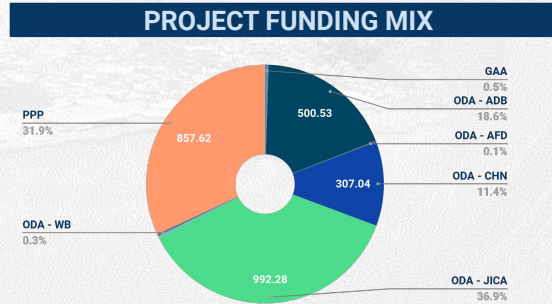
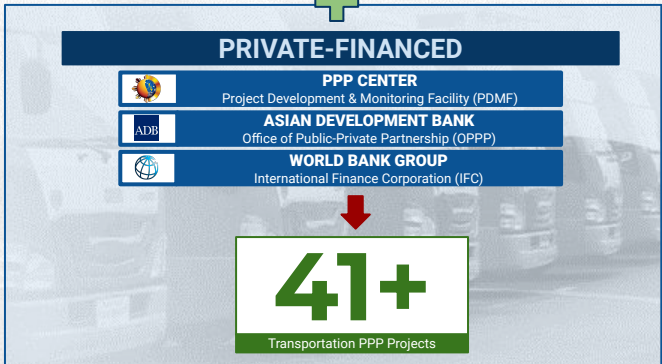
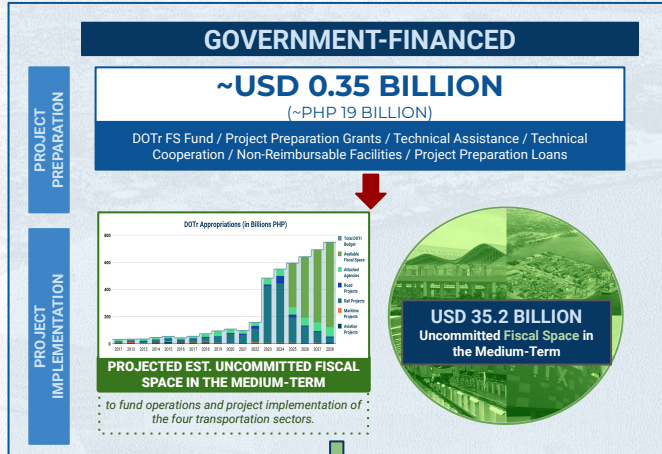
THINK  
**BIG**

BIG SOLUTIONS FOR BIG PROBLEMS

## Broader and More Diversified Funding Strategy

Better Project Identification, Prioritization, and Preparation

Better Project Implementation Strategies



Projects Funding Mix (in Billions)	2022	% of Total
<b>ODA</b>	<b>USD 33.02</b>	<b>67.61%</b>
PPP	USD 15.59	31.90%
GAA	USD 0.24	0.49%
<b>TOTAL</b>	<b>USD 48.88</b>	<b>100.00%</b>

**! MOSTLY ODAs**

ODA Funding Mix (in Billions)	2022	% of Total
<b>JICA</b>	<b>USD 18.04</b>	<b>54.59%</b>
ADB	USD 9.10	27.53%
CHN	USD 5.59	16.89%
WB	USD 0.14	0.43%
AFD	USD 0.05	0.17%
KEXIM	USD 0.11	0.34%
ADB (ASEAN-IF)	USD 0.11	0.05%
<b>TOTAL</b>	<b>USD 33.05</b>	<b>100.00%</b>

**! 99% with 3 ODA Partners**



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

27+

ROAD

27+

MULTISECTOR

Investment Coordinating Committee and NEDA Board Approval + Financing

2

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

2.1. Design

2.2. Procurement

2.3. Right-of-Way

3

### Investment Approved, Ongoing Construction (IA-OC)\*

4

### Operational Transport Infrastructure & Facilities



# 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 TO PUSH PROJECT DEVELOPMENT

### UPSTREAM AND MIDSTREAM LOAN FACILITIES

#### UPSTREAM PROJECT PREPARATION



MASTER PLANS



**ASIAN INFRASTRUCTURE INVESTMENT BANK (AIIB)**  
Facility for Accelerating Studies for Infrastructure (FAST-Infra)

**USD 44.0 MILLION**

#### MIDSTREAM PROJECT PREPARATION



FEASIBILITY STUDIES



DETAILED DESIGN



PROCUREMENT SUPPORT



**ASIAN DEVELOPMENT BANK**  
Infrastructure Preparation and Innovation Facility (IPIF-AF2)

**~USD 100 MILLION**  
OUT OF USD 200M SHARED WITH DPWH

### PPP RESOURCES



**WORLD BANK GROUP**  
International Finance Corporation (IFC)



**ASIAN DEVELOPMENT BANK**  
Office of Public-Private Partnership (OPPP)



**PPP CENTER**  
Project Development and Monitoring Facility

**~USD 19 MILLION**

### LOCALLY-FUNDED



**LOCALLY-FUNDED**

**~USD 17 MILLION**

# PH Graduation to UMIC will limit access to below-market financing

## TYPES OF PH BORROWING



**OPEN BORROWING**



**OFFICIAL DEVELOPMENT ASSISTANCE**



**EXPORT CREDIT AGENCY**

**LOAN TERM**

**MARKET RATE**

**BELOW-MARKET RATE**

**BELOW-MARKET RATE**

**ACCESS**

-

Low and middle-income countries based on gross national income (GNI) per capita as published by the World Bank

ECA-QSF Utilization Framework yet to be developed for PH to access ECA financing

**COVERAGE**

-

May cover an entire project or a component of a project.

-



# Diversifying Funding & Financing Partners

## WHY DIVERSIFY?



Access Sufficient Project Preparation Assistance



Access Specialized Expertise



Ensure Debt Affordability



Avoid Cluster Risk



Upcoming Upper Middle Income Country

## PARTNERSHIPS

### CURRENT PARTNERS



WORLD BANK GROUP



GREEN CLIMATE FUND



### PARTNERS WITH ONGOING DISCUSSIONS



# Project Structuring Options

## STRUCTURING OPTIONS



### OPTION 1: PARALLEL JOINT CO-FINANCING

ODA partners finance **separate** contract packages



### OPTION 2: DIRECT JOINT CO-FINANCING

All contract packages are jointly co-financed by the ODA Partners in **proportions** agreed upon



### OPTION 3: HYBRID PPP

Private Partner undertakes and finances the design and construction, as well as the operation and maintenance upon project completion. Other project components are financed by the government through an ODA Partner.



### OPTION 4: HYBRID INTEGRATED PPP

Government through an ODA Partner undertakes and finances the design, procurement, and construction. Private Partner undertakes the operations and maintenance. This resolves the legal compliance issues associated with Option 3.



### OPTION 5: ECA-QSF UTILIZATION

Graduation into upper-middle income class will limit the country's access to ODA financing. ECA-QSF provides below-market rate alternative. ECA-QSF Utilization Framework is currently being developed with the Department of Finance.



### OPTION 6: VERTICALLY-INTEGRATED PPP

Private Partner undertakes and finances the construction and operational elements of the project, capitalizing on the anticipated benefits from the synergies of these elements.

## EXAMPLES

### NORTH-SOUTH COMMUTER RAILWAY SYSTEM



#### LOAN AMOUNT

PHP 167.8 B	PHP 325.29 B
<b>MALOLOS-CLARK</b>	<b>MALOLOS-TUTUBAN</b>
CPN01	GC
CPN02	CP01
CPN03	CP02
CPN04	CP03
CPN05	CP04
CPS01	<b>MALOLOS-CLARK &amp; MANILA-CALAMBA</b>
<b>MANILA-CALAMBA</b>	GC
CPS02	NS01
CPS03A	NS02
CPS03B	NS03
CPS03C	
CPS04	
CPS05	
CPS06	
CPS07	

### CEBU BUS RAPID TRANSIT



#### LOAN AMOUNT

PHP 10.87 B	PHP 1.38 B	PHP 3.11 B
<b>COST ITEM</b>		<b>COST (PHP M)</b>
Component 1: BRT Infrastructure and System (Packages 1, 2, and 3)		14,073.34
Component 2: Traffic Management		1,184.25
Component 3: Development and Dissemination of Urban Mobility Initiatives		253.38
Component 4: Urban Realm Enhancements		181.77
Component 5: Project Outcome Monitoring		275.41
Component 6: Project Management		1,068.58

### LIGHT RAIL TRANSIT LINE 1 - CAVITE EXTENSION



#### LOAN AMOUNT

PHP 19.90 B <sup>1</sup>
Independent Consultant
Rolling Stock
Depot
Depot Equipment
Depot Equipment
General Consultant



#### PRIVATE SECTOR

Engineering, Procurement and Construction

Operations and Maintenance

### DAVAO PUBLIC TRANSPORT MODERNIZATION PROGRAM



#### LOAN AMOUNT

PHP 59.1 B
Buhangin Depot, Calinan Depot, Calinan Driving School
Tortil Depot & Terminal, Buisawan Terminal, Calinan Terminal
Bus Stops, Bus Lanes, and Other Pedestrian Improvement Works
Sasa Depot and Sto. Nino Depot
Bus Fleets - Diesel
Bus Fleets - EV
General Consultant
System Administrator
External Evaluation and Monitoring
Communications
Transaction Advisory
<b>PRIVATE SECTOR (TBD)</b>
Operations and Maintenance
Bus Reflecting

### PHILIPPINE COAST GUARD ACQUISITION PROJECTS (POTENTIALLY)



✓ Prequalified suppliers put together their respective Technical, Commercial and Financial solution offers responsive to DOT's Request for Proposals.

✓ Prequalified suppliers may put together a syndicate of ECA, Commercial Bank, and/or ODA as their financial solution offers.

✓ In complex situations, the supplier may opt to have its own ECA Coordinator/Manager who will help put together a more competitive financial solution offer.

### MRT LINE 7



#### PRIVATE SECTOR

PHP 125.04 B

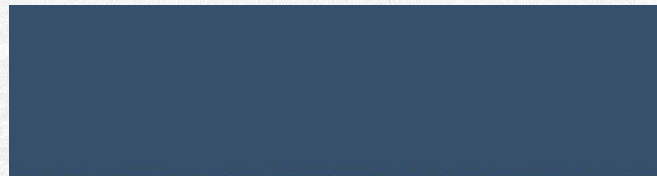
Financing, design, construction, operation & maintenance of the 23-kilometer elevated railway line with 14 stations from San Jose Del Monte, Bulacan to MRT 3 North Avenue in Quezon City and the 22-kilometer asphalt road from Bocause interchange of the North Luzon Expressway (NLEX) to the intermodal terminal in Tala.

#### CONTRACTUAL SCHEME

Build-Gradual Transfer-Operate and Maintain (BGTOM)



# PH Sustainable Financing Framework



## The Philippine Sustainable Finance Roadmap

### SUSTAINABLE FINANCING FRAMEWORK

Established to support sustainability commitments of the Philippines, and to set out how it intends to raise Green, Social or Sustainability Bonds, Loans and other debt instruments that may follow, in order to contribute to the development of the Sustainable Financing market domestically.

### SUSTAINABLE FINANCING ROADMAP

lays out the strategic action plan of the whole of government to promote sustainable finance in the Philippines and to address climate change and other environmental and social risks

- The need for a strong coordinating efforts in the financial ecosystem
- The Lack of awareness of the available resources to finance sustainable activities
- The need for transparency and a sustainable pipeline database

Pillar A: Creating a conducive environment (the Policy Pillar)	Pillar B: Mainstreaming sustainable finance (the Financing Pillar)	Pillar C: Developing a sustainable pipeline (the Investment Pillar)
<ul style="list-style-type: none"> <li>• Integrating sustainability considerations into macroeconomic policies and regulations</li> <li>• Strengthening coordinating efforts within the financial ecosystem</li> <li>• Embedding sustainability into the risk management of the banking, insurance, and asset management sectors</li> <li>• Encouraging sustainability and climate-related disclosures</li> <li>• Conducting capacity building</li> <li>• Joining international initiatives on sustainable finance</li> </ul>	<ul style="list-style-type: none"> <li>• Promoting Sustainable Financial Products</li> <li>• Improving the Sustainable Finance definition and creation of a principles-based taxonomy</li> <li>• Tracking Sustainable Finance flows</li> </ul>	<ul style="list-style-type: none"> <li>• Driving sustainable investments</li> <li>• Financing Low Carbon Energy*</li> <li>• Establishing a sustainable pipeline database, both for public and private sector projects</li> <li>• Progress monitoring and regular updating, including linking sustainable pipeline to SDGs, PDP, and NDC targets</li> </ul>

# 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

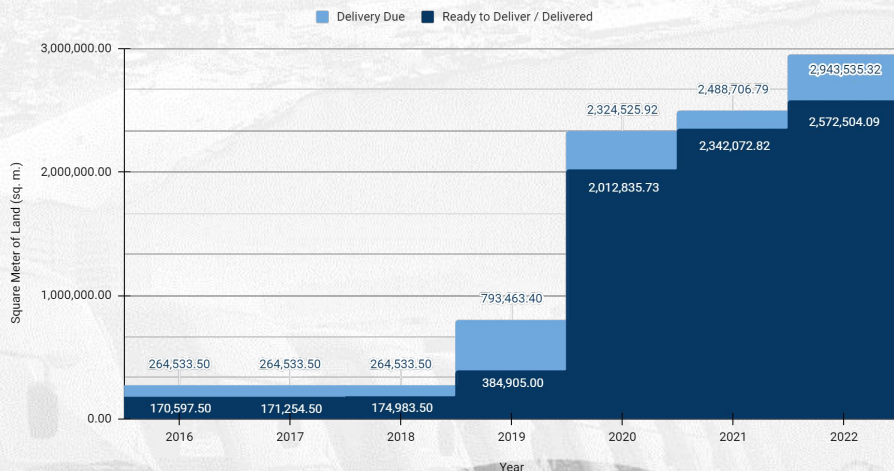


# Building Better through responsive delivery of ROW

## 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 <sup>1</sup>	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%
<b>TOTAL</b>	<b>10,777</b>	<b>955</b>	<b>110</b>	<b>1,065</b>	<b>89.67%</b>

**89.67% Voluntary Acquisition** as of July 2023

## ISFR RELOCATION<sup>2</sup>

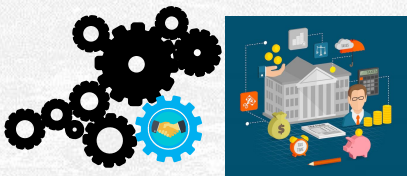
PMO	Total for Relocation	without forced demolition	through Forced Demolition
LICE	1,774	804	0
MMSP	251	188	0
N1	875	247	0
N2	2,448	38	0
SC	10,776	0	0
MRT-7	173	173	0
<b>TOTAL</b>	<b>16,297</b>	<b>1,450</b>	<b>0</b>

**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



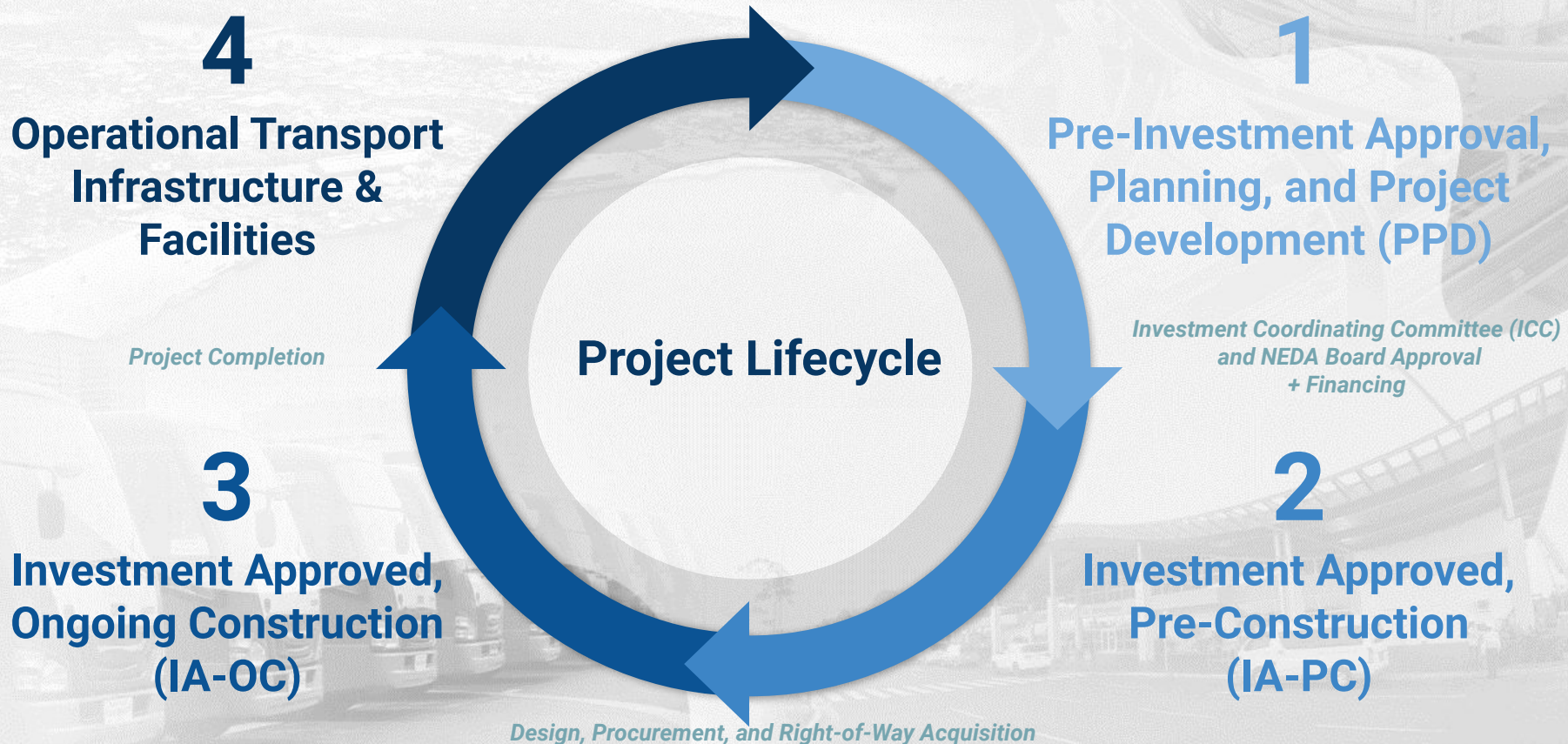


DEPARTMENT OF TRANSPORTATION

# TRANSPORT MODERNIZATION PROGRAM



# 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)\*

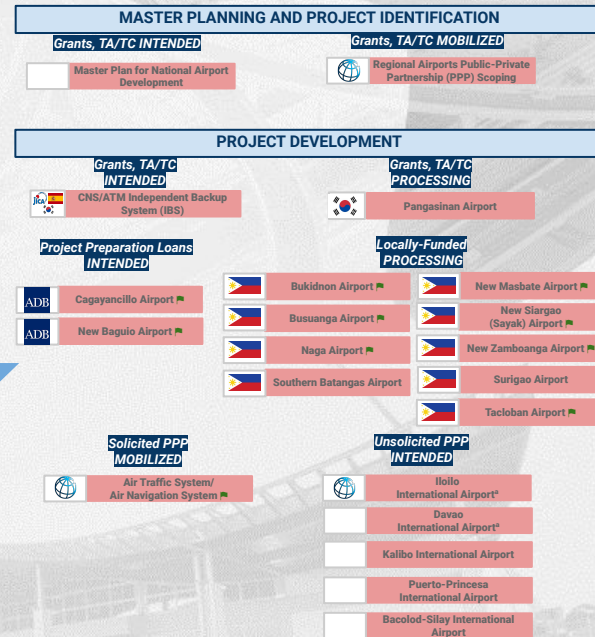
- New Manila International Airport
- CNS/ATM Project
- Various Airport CapEx and Rehabilitation Projects

## 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
- 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)\*



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

- NAIA Modernization Project
- Laguindingan Airport\*
- Bohol-Panglao International Airport\*

### 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

- 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)\*



## 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

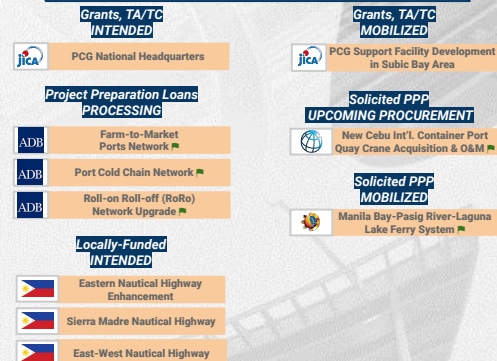
## Maritime Sector Pipeline

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

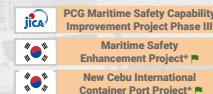
### MASTER PLANNING AND PROJECT IDENTIFICATION



### PROJECT DEVELOPMENT



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



### 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

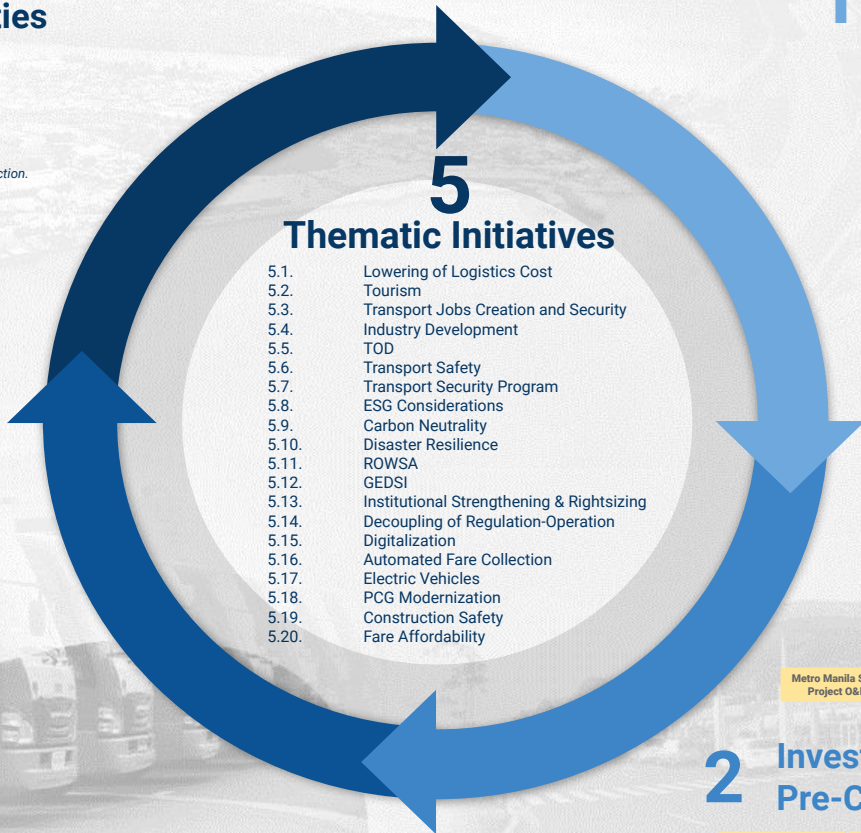
## 4 Operational Transport Infrastructure & Facilities

- 77 (+1,132<sup>1</sup>) km length of railways<sup>2</sup>
- 61 (+147<sup>1</sup>) Stations
- 224 (+1,162<sup>1</sup>) Train Cars

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

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

LRT Line 1 Cavite Extension	LRT-2 East Extension	MRT-3 Rehabilitation and Maintenance
MRT Line 7	Common Station	
North-South Commuter Railway System	Metro Manila Subway Project (Phase 1)	



## Railways Sector Pipeline

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

MASTER PLANNING AND PROJECT IDENTIFICATION		
ADB, JICA 30-Year Railway Master Plan for the Greater Capital Region		
PROJECT DEVELOPMENT		
Project Preparation Loans PROCESSING	Project Preparation Loans MOBILIZED	PPP Solicited INTENDED
ADB Metro Manila Subway Project Phase 2	ADB Metro Manila Subway Project Phase 2	MRT Line 5
ADB Metro Rail Transit Line 4 Phase 2	ADB Marikina Secondary Line	PPP Solicited PROCESSING
ADB Subic-Clark Railway	ADB Pasig Secondary Line	MRT Line 3 O&M
ADB Cebu Urban Mass Rapid Transit	ADB Alabang-Zapote Secondary Line	MRT Line 4 O&M
	ADB Cavite Secondary Line	PPP Solicited MOBILIZED
		LRT Line 2 REOM
		North Long Haul
		Mindanao Railway Project Phase 3
		PPP Unsolicited
		Cebu Monorail
		LRT Line 6A
		LRT Line 6BC
		C5 MRT Line 10
		MRT Line 11
INVESTMENT EVALUATION		
For Submission	For Reapproval/Restructuring	
Metro Manila Subway Project O&M	North-South Commuter Railway System O&M	MRT Line 4
		MRT Line 7
		Subic-Clark Railway
		LRT-2 East Extension

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

LRT Line 2 West Extension	PNR South Long Haul	Mindanao Railway Phase 1	MRT Line 4	Subic-Clark Railway
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### 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.

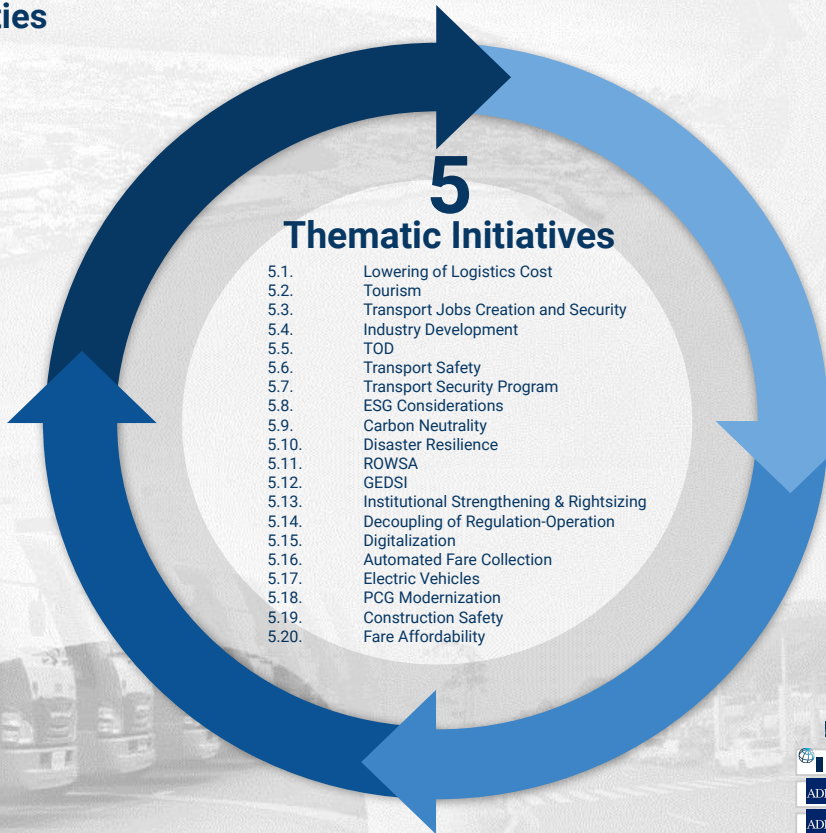
# Pushing projects through the project lifecycle

## 4 Operational Transport Infrastructure & Facilities

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

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

- EDSA Busway
- LTO Infrastructure and Information System
- Active Transport



## Road Sector Pipeline

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



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



Infrastructure Flagship Project (IFP)

Non-exhaustive projects list

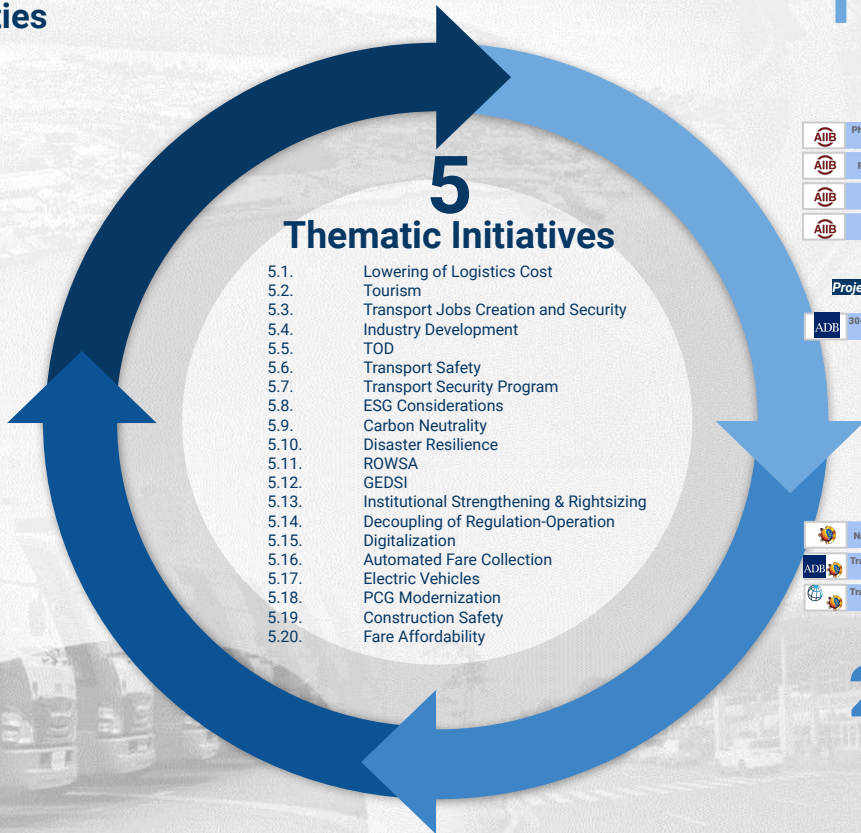
\*IA-OC / IA-PC projects may revert to PPD due to cost increase, change in scope, and/or updating of implementation timeline.



# Pushing projects through the project lifecycle

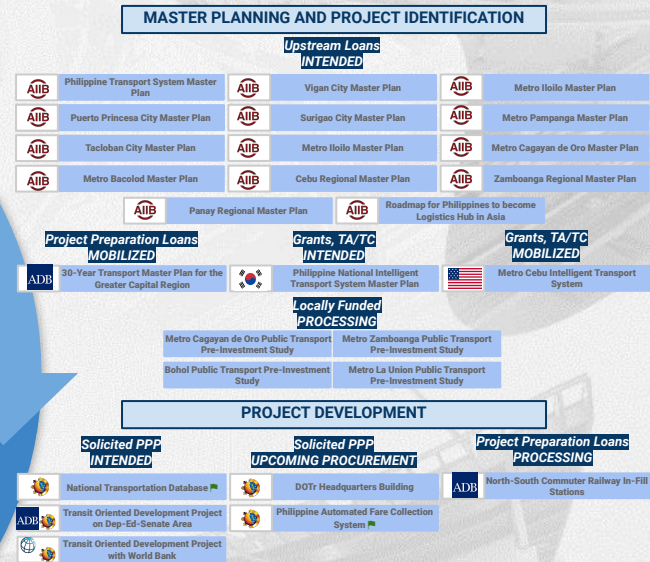
## 4 Operational Transport Infrastructure & Facilities

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



## Multi-Sector Pipeline

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



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

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.

# TRANSPORTATION MODERNIZATION PROGRAM

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

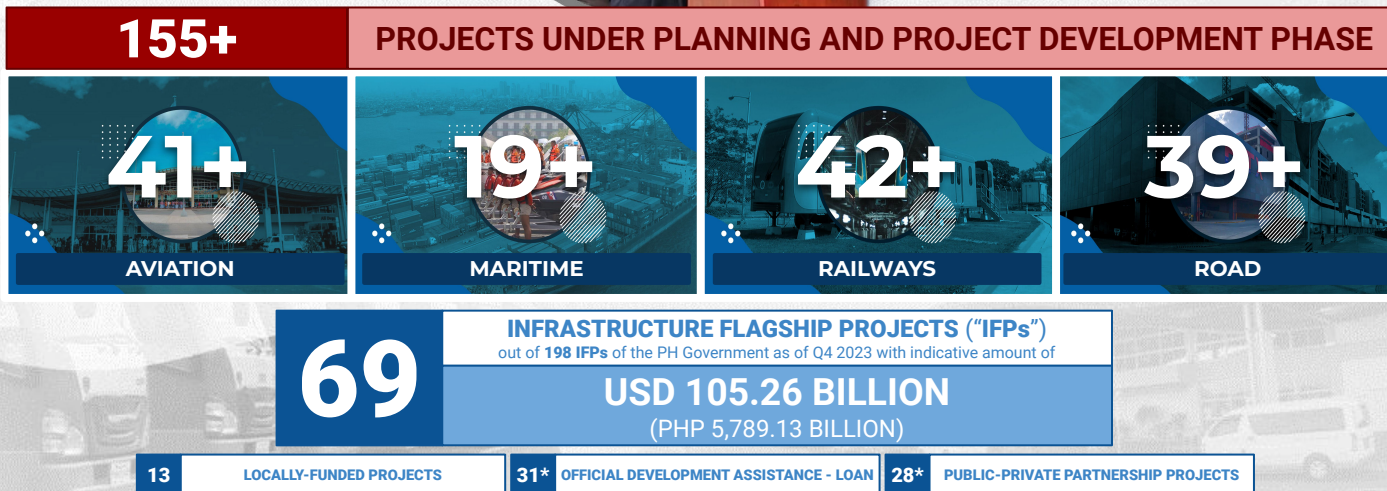
*Our mantra then shall be ACCESSIBLE, AFFORDABLE, COMFORTABLE and SAFE transport service throughout the country."*

**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*



[a] Includes **three (3)** projects with hybrid funding source (i.e. ODA-PPP)



# TRANSPORTATION MODERNIZATION PROGRAM

## 11 INVESTMENT-APPROVED PROJECTS<sup>a</sup> AMOUNTING TO USD 6.71 BILLION (PHP 369.3 BILLION) FROM NOVEMBER 2022 TO DATE



USD 10.59 BILLION  
(PHP 582.56 BILLION)

TOTAL APPROVED  
PROJECT LOANS

29

UPCOMING AND ONGOING FOREIGN-ASSISTED PROJECT CONTRACT PACKAGES AMOUNTING TO  
USD 3.07 BILLION (PHP 168.96 BILLION)

### COMPLETED PROJECTS FROM JULY 2022 TO DATE



AIRPORTS



PORTS

[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 scope, 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



**DEPARTMENT OF TRANSPORTATION**

**END OF PRESENTATION**

**THANK YOU!**

