

BUILD
BUILD BUILD

BUILD
BUILD BUILD

INVESTMENT OPPORTUNITIES IN THE PHILIPPINES

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Department of Public Works and Highways





**“I ASSURE YOU,
THIS WILL BE A
CLEAN
GOVERNMENT.”**

PRESIDENT RODRIGO DUTERTE

In his 10-point Socioeconomic Agenda, President Rodrigo Duterte envisioned the reduction of poverty from 21.6% in 2015 to 13%-15% by 2022.

Among the reforms that will drive this Agenda is the acceleration of infrastructure and the development of industries that will yield robust growth across the archipelago, create jobs and uplift the lives of Filipinos.

Infrastructure is among the top priorities of this Administration with public spending on infrastructure projects targeted to reach 8-9 trillion pesos from 2017-2022.

The Build Build Build Portal lists down high impact projects that are envisioned to increase the productive capacity of the economy, create jobs, increase incomes, and strengthen the investment climate leading to sustained inclusive growth.

It is a real-time tool where projects are monitored and tracked – with relevant information made available to everyone.



Growth in gross domestic product (GDP) is expected to strengthen at 7 to 8 percent.

Growth will be more inclusive as manifested by a lower poverty from 21.6 percent in 2015 to 14.0 percent in 2022.

Unemployment rate will decline from the current 5.5 percent to 3-5 percent in 2022.

Greater trust in government and in society.

Individuals and communities will be more resilient.

Filipinos will have greater drive for innovation.



Insight Report

The Global Competitiveness Report 2016–2017

Klaus Schwab, World Economic Forum



Quality of Overall Infrastructure:

2010-2011: Rank No.113

2016-2017: Rank No. 112 (out of 138 countries)

	2015-2016	2016-2017
Malaysia	5.6	5.5
Thailand	4.0	4.0
Indonesia	3.8	3.8
Vietnam	3.5	3.6
Philippines	3.3	3.0

Quality of Roads:

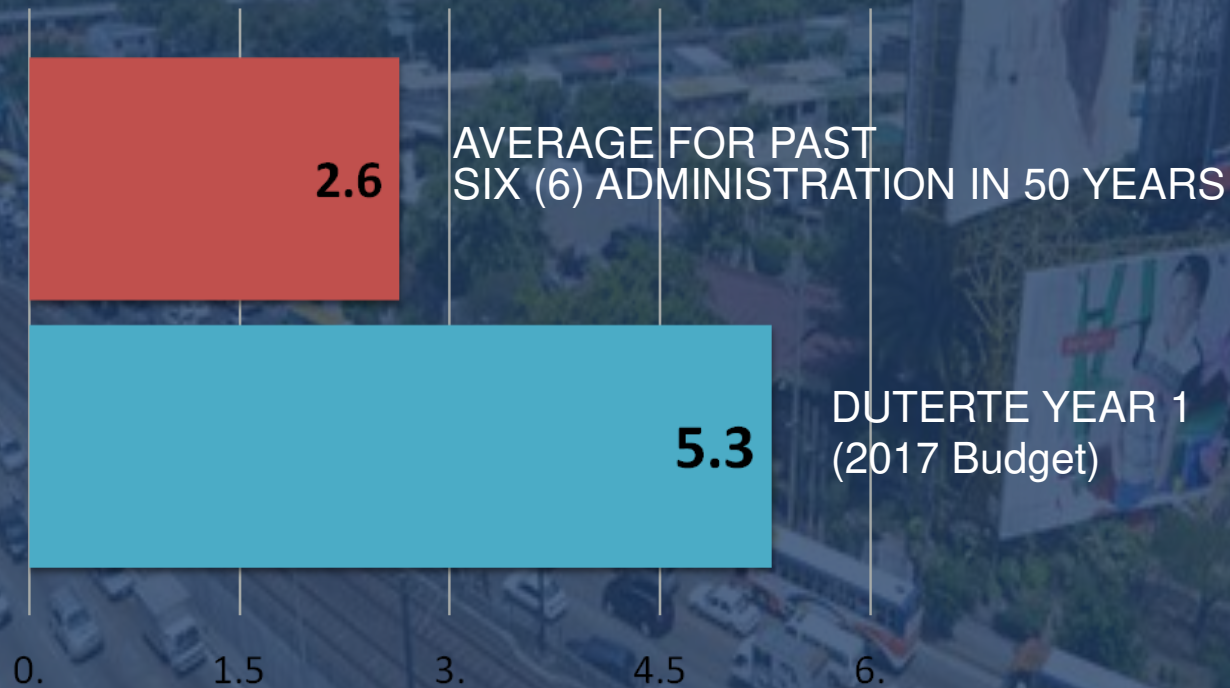
2010-2011: Rank No. 114

2016-2017: Rank No. 106 (out of 138 Countries)

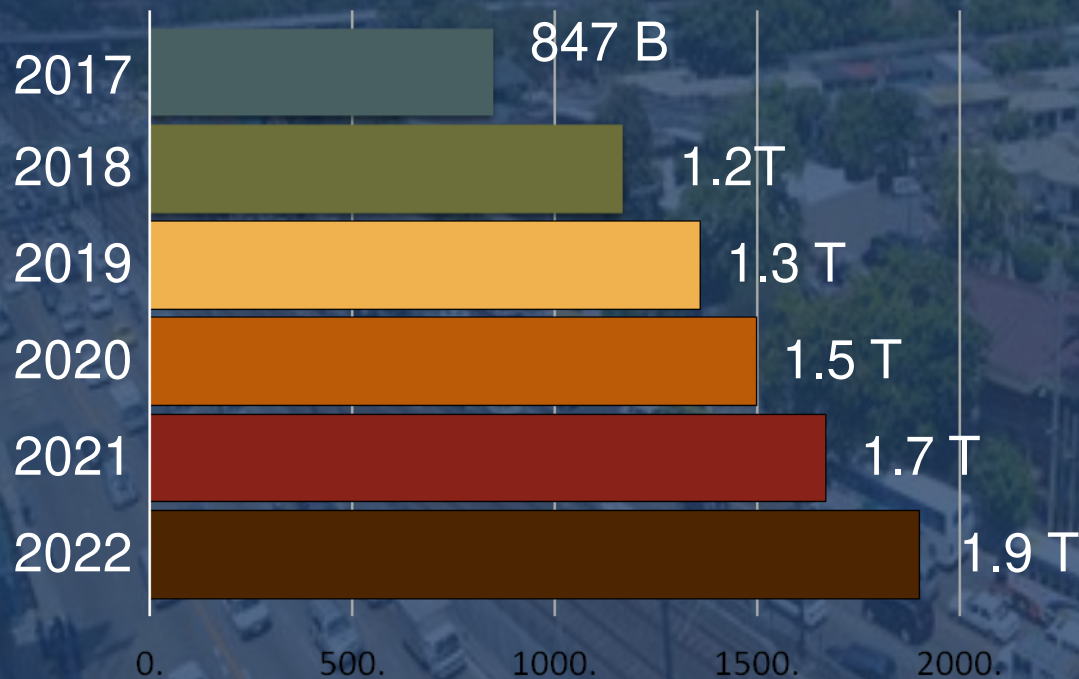
	2015-2016	2016-2017
Malaysia	5.7	5.5
Thailand	4.4	4.2
Indonesia	3.7	3.9
Vietnam	3.3	3.5
Philippines	3.3	3.1

Legend: 1 = extremely underdeveloped; 7 = extensive and efficient by international standards.

BOLDEST, MOST AMBITIOUS INFRASTRUCTURE PROGRAM IN HISTORY (% TO GDP)

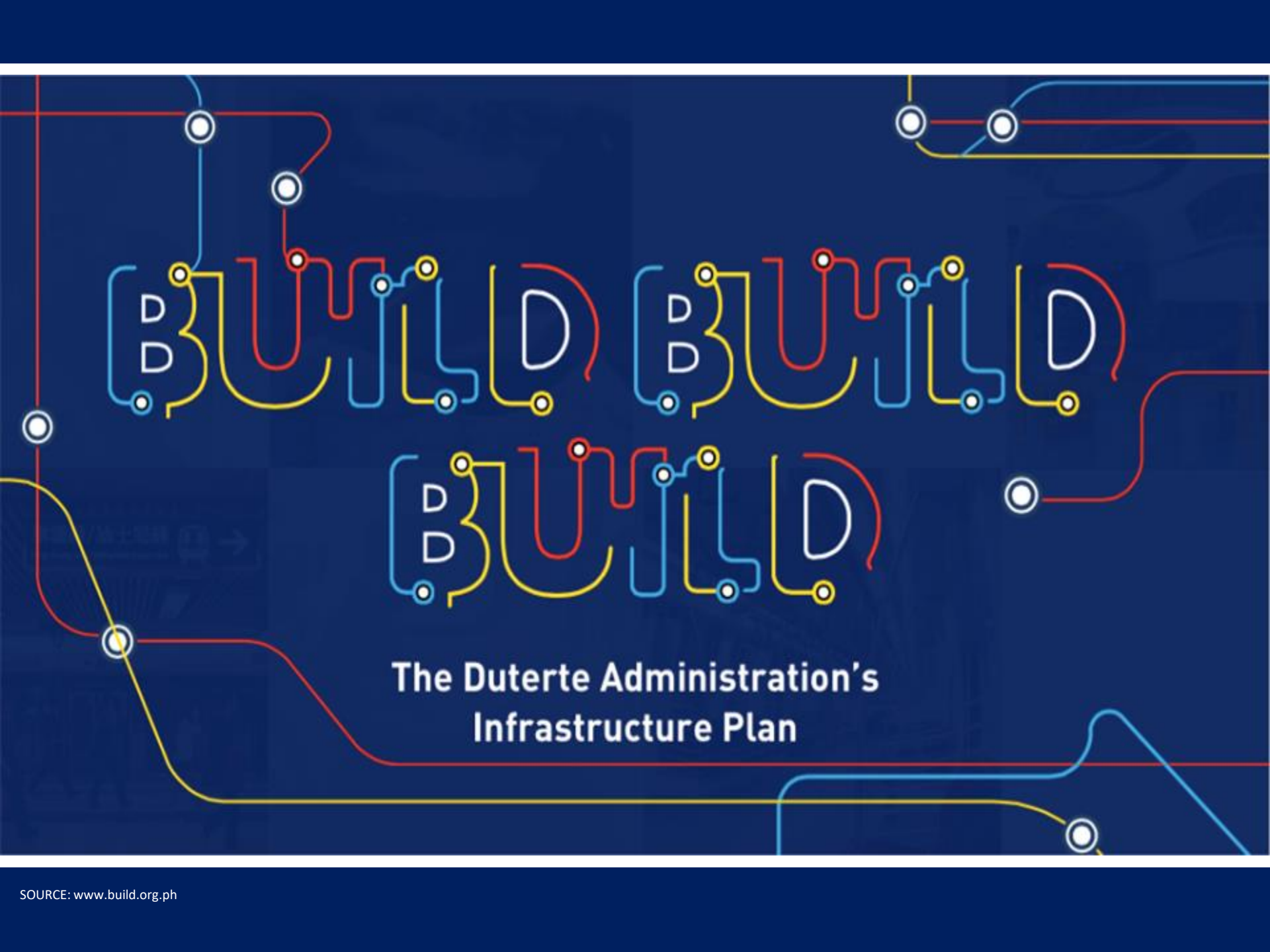


BOLDEST, MOST AMBITIOUS INFRASTRUCTURE PROGRAM IN HISTORY (in PHP)



P8.4 Trillion
(US\$160B-200B)
in 6 years





BUILD BUILD BUILD

**The Duterte Administration's
Infrastructure Plan**



DPWH Strategic Objective

DPWH Mandate:



The DPWH is mandated to undertake (a) the planning of infrastructure, such as national roads and bridges, flood control, water resources projects and other public works, and (b) the design, construction, and maintenance of national roads and bridges, and major flood control systems.

Condition of Philippine Road Network:

Road Network	Total (km)	Paved (km)	% of Paved
National	<u>32,770</u>	<u>30,010</u>	<u>91.58%</u>
Primary	7,067	7,066	99.98%
Secondary	14,148	13,088	92.51%
Tertiary	11,555	9,856	85.30%
Local Road	<u>177,595</u>	<u>33,479</u>	<u>18.85%</u>
Provincial	30,151	10,703	35.50%
Municipal	15,349	5,375	35.02%
City	15,331	9,458	61.69%
Barangay	116,765	7,943	6.80%
Total	210,366	63,489	30.18%

National Bridges:

Total		Permanent		% Permanent	
No.	Lm.	No.	Lm.	No.	Lm.
8,161	364,162	8,079	361,390	99.0%	99.2%

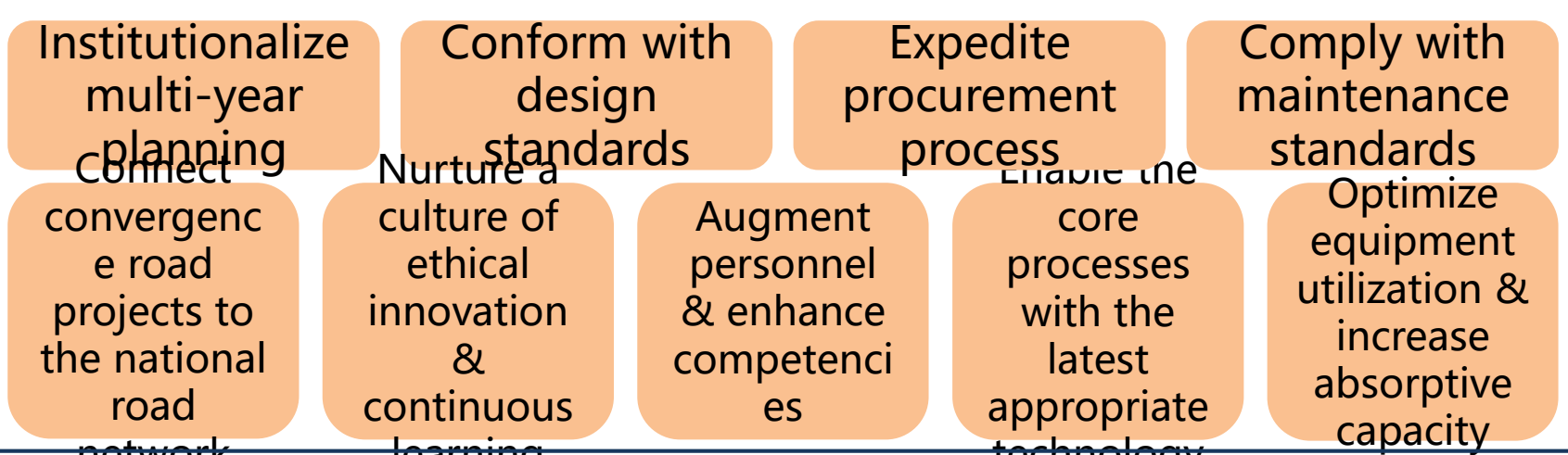


VISION
 DPWH is an effective and efficient government agency, improving the life of every Filipino through quality infrastructure

STRATEGY MAR 2022
 Department of Public Works and Highways

Right Project, Right Cost, Right Quality, Right on Time, Right People

Outcome
 Output
 Core
 Support



MISSION
 To provide and manage quality infrastructure facilities and services responsive to the needs of the Filipino people in the pursuit of national development objectives

CORE VALUES
 Public Service, Integrity, Professionalism, Excellence, Teamwork



DPWH FY 2017 INFRASTRUCTURE PROGRAM

P543.7B
(\$10.9B)

FY 2017

P90.7B
(\$1.8B)

FY 2011

P107.8 B - \$2.2B
Traffic Decongestion Program

P18.8 B - \$0.4B
Convergence and Rural Road Development
Program (TRIP, ROLL-IT)

P95.9 B - \$1.9B
Integrated and Seamless Transport System
(Includes P31.1 B for Mindanao Logistics
Infrastructure Network, MLIN)

P104.4 B - \$2.1B
Livable, Sustainable and Resilient
Communities

P115.3 B - \$2.3B
School Buildings & Farm to Market Road



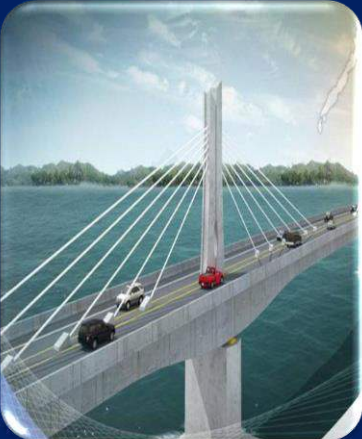
DPWH STRATEGIC PROGRAMS AND POLICIES:

Traffic Decongestion Program



- Construct/improve/widen national roads and bridges.
- Construct by-passes/diversion roads.
- Construct flyovers, interchanges and underpasses.
- Expand and construct High-Standard Highway Network based on masterplan and technical studies.
- Use new construction methodology to accelerate project implementation.
- Recover road right-of-way and clear obstructions on carriageway.

Integrated and Seamless Transport System



- Construct/improve logistics infrastructure network in Northern Mindanao, Davao, SOCSARGEN and CARAGA.
- Construct/improve roads leading to growth corridors in Western Mindanao.
- Study and implement Inter-island linkage projects through long-span bridges.
- Connect gaps along national roads.
- Construct/replace bridges.
- Upgrade, improve and rehabilitate/reconstruct national roads.
- Initiate studies on tunneling technology.

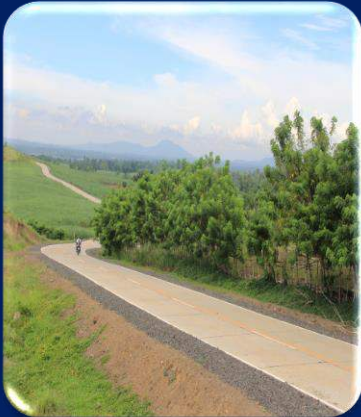


DPWH STRATEGIC PROGRAMS AND POLICIES:



Public-Private Partnership Program

- Augment and complement Locally-Funded and Foreign-Assisted projects.
- Construct High-Standard Highway Network based on Masterplan and Technical Studies.



Convergence and Rural Road Development Program

- Construct/upgrade local access roads to designated tourism destinations, RORO ports/seaports and airports.
- Construct Farm to Market Roads in support to the Agri-Infrastructure program of the Department of Agriculture (DA).
- Construct/improve roads leading to industrial trade corridors.



DPWH STRATEGIC PROGRAMS AND POLICIES:

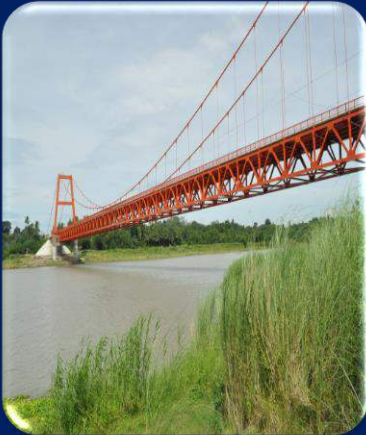
Livable, Sustainable and Resilient Communities



Integrated Water Resources Management Program

- Construct/rehabilitate flood Mitigation structures along major basins and principal rivers.
- Construct water impounding projects to optimize water resources .
- Construct Water Supply/Septage & Sewerage/Rain Collectors.
- Upgrade/improve drainage capacity.
- Complete and update the flood control and drainage master plans and feasibility studies of Major River Basins and Principal Rivers.
- Clear waterway easements in coordination with LGUs and MMDA.
- Pursue accreditation of flood control engineers through capacity building and transfer of technology.

Livable, Sustainable and Resilient Communities




Disaster Risk Reduction and Climate Change Adaptation Program


- Rehabilitate, retrofit and strengthen existing bridges.
- Provide safe access to highly vulnerable areas.
- Improve national roads vulnerable to flooding, landslide and slope failure.
- Build evacuation centers incorporating requirements prescribed by NDRRMC.
- Upgrade quality standards based on Design Guidelines, Criteria & Standards (DGCS) 2015 which incorporates resilient design to address climate change impacts to all infrastructures.
- Deploy equipment and manpower within 24 hours from the first advisory of NDRRMC, PAG-ASA and PHIVOLCS.




Master Plan on High Standard Highway (HSH) Network Development and Roadmap for Transport Infrastructure Development for Metro Manila & its Surrounding Areas



Japan International Cooperation Agency (JICA)
Department of Public Works and Highways (DPWH)



THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT IN THE REPUBLIC OF THE PHILIPPINES




Definition:
Highways which provide high level of traffic services by assuring high speed mobility and safe travel in order to vitally support socio-economic activities for sound socio-economic development of strategic regions and the country as a whole.

HSH 1 : Arterial High Standard Highway
(Toll Expressway)

HSH 2 : Regional High Standard Highway
(Arterial road with Bypass, Grade Separation and/or Frontage road)

Concept of High Standard Highways (HSHs)

July 2010

 CTI Engineering International Co., Ltd.




REPUBLIC OF THE PHILIPPINES
NATIONAL ECONOMIC AND
DEVELOPMENT AUTHORITY

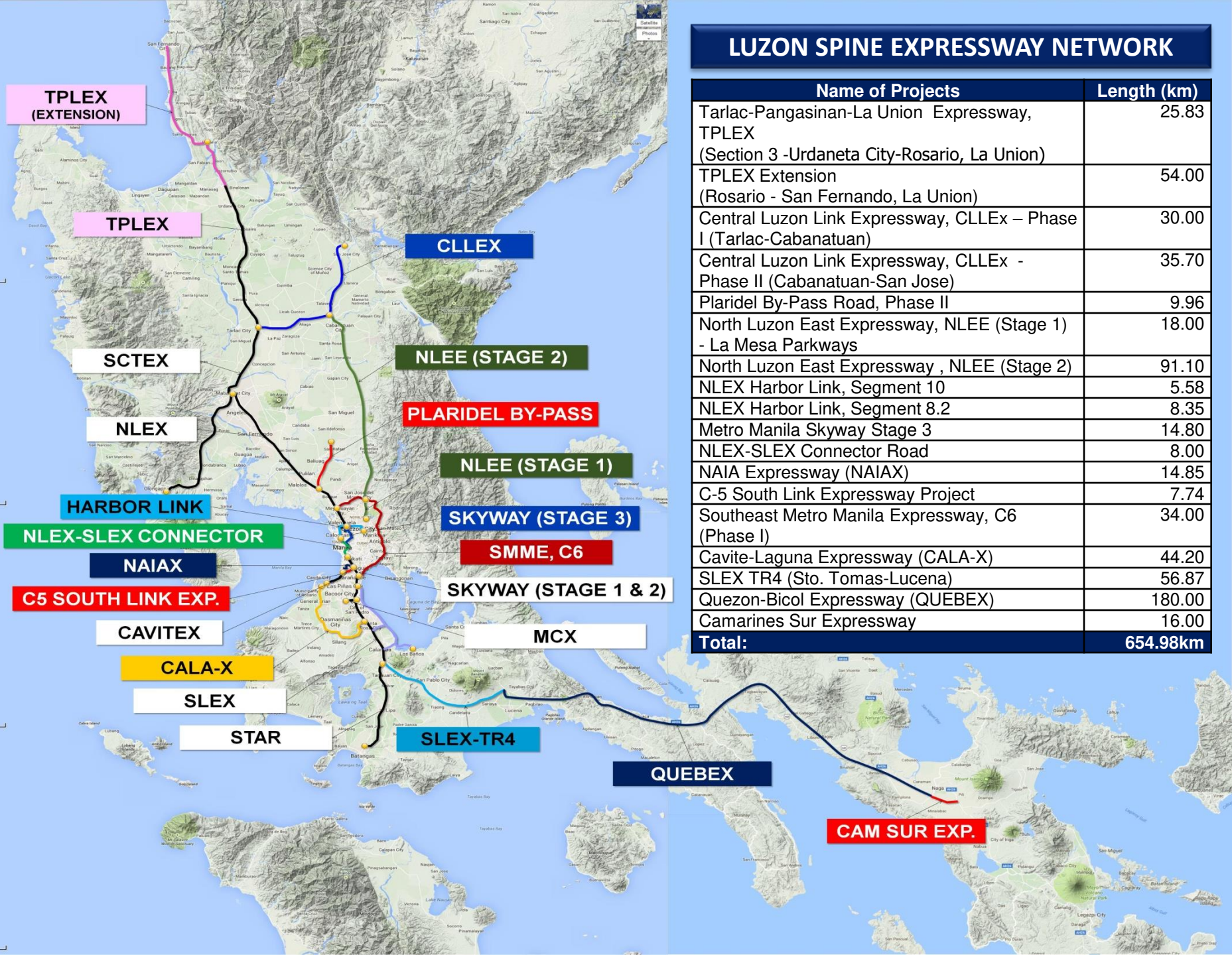


Roadmap for Transport Infrastructure Development for Metro Manila and Its Surrounding Areas (Region III and Region IV-A)

VISIONS, STRATEGIES AND ACTIONS TOWARDS 2016, 2020 AND 2030

DOTC
DPWH
MMDA

LUZON SPINE EXPRESSWAY NETWORK



Name of Projects	Length (km)
Tarlac-Pangasinan-La Union Expressway, TPLEX (Section 3 -Urdaneta City-Rosario, La Union)	25.83
TPLEX Extension (Rosario - San Fernando, La Union)	54.00
Central Luzon Link Expressway, CLLEx – Phase I (Tarlac-Cabanatuan)	30.00
Central Luzon Link Expressway, CLLEx - Phase II (Cabanatuan-San Jose)	35.70
Plaridel By-Pass Road, Phase II	9.96
North Luzon East Expressway, NLEE (Stage 1) - La Mesa Parkways	18.00
North Luzon East Expressway , NLEE (Stage 2)	91.10
NLEX Harbor Link, Segment 10	5.58
NLEX Harbor Link, Segment 8.2	8.35
Metro Manila Skyway Stage 3	14.80
NLEX-SLEX Connector Road	8.00
NAIA Expressway (NAIAX)	14.85
C-5 South Link Expressway Project	7.74
Southeast Metro Manila Expressway, C6 (Phase I)	34.00
Cavite-Laguna Expressway (CALA-X)	44.20
SLEX TR4 (Sto. Tomas-Lucena)	56.87
Quezon-Bicol Expressway (QUEBEX)	180.00
Camarines Sur Expressway	16.00
Total:	654.98km



Metro Cebu Expressway (Cebu Circumferential Road)

73.75 km highway with 2 km tunnel.

Segment 1: Talisay-Cebu City-Mandaue: 26.8 km – 6 lanes including 2 km tunnel.

Segment 2: Consolacion-Liloan-Compostela-Danao: 29.799 km – 4 lanes

Segment 3: Naga-Minglanilla: 17.15 kms – 4 lanes

Will reduce travel time from Danao City to Naga City from 3 hours to 1 hour and 25 minutes.

Project Cost: P54.17B (\$1.08B)

Schedule: 2018-2022





Davao City By-Pass Construction Project

South Section (Road) and Center Section (Tunnel) JICA PH-P261- P 14.23 B

Road: 28.8 km

Tunnel: 2.28 km

*Improvement of existing two connector (local) roads:
10.20 km*

North Section (Road) - P5.58 B

Road: 15.8 km

Will reduce travel time from 1 hour and 44 minutes via Pan-Philippine Highway and Diversion Road to 49 minutes via Davao By-pass road.

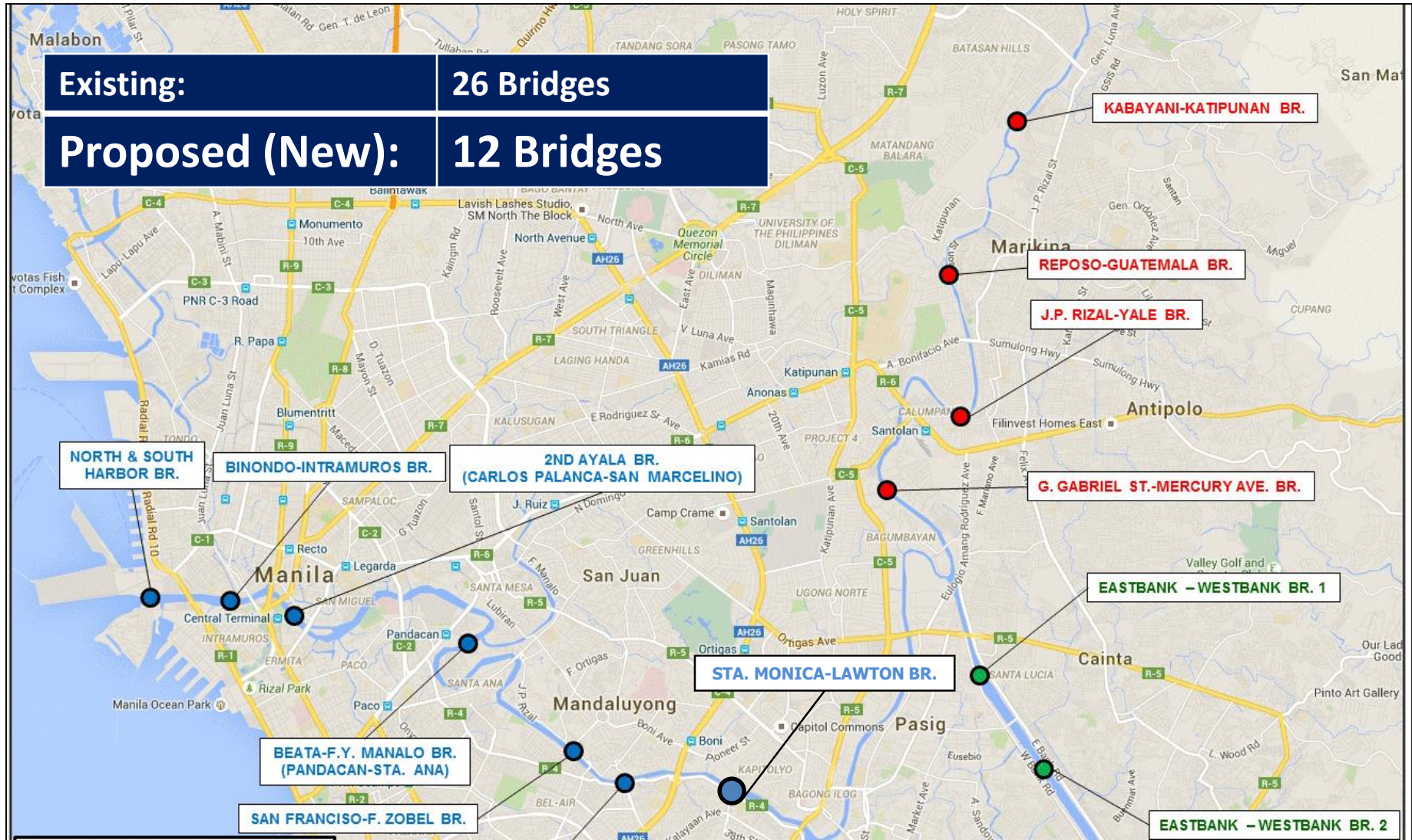
Project Cost: P19.81 B (\$396 M)

Schedule: 2019-2022





12 new Bridges crossing Pasig River, Marikina River and Manggahan Floodway





Pasig River, Marikina River and Manggahan Floodway Bridges Construction Project

Bridges crossing Pasig River (6)

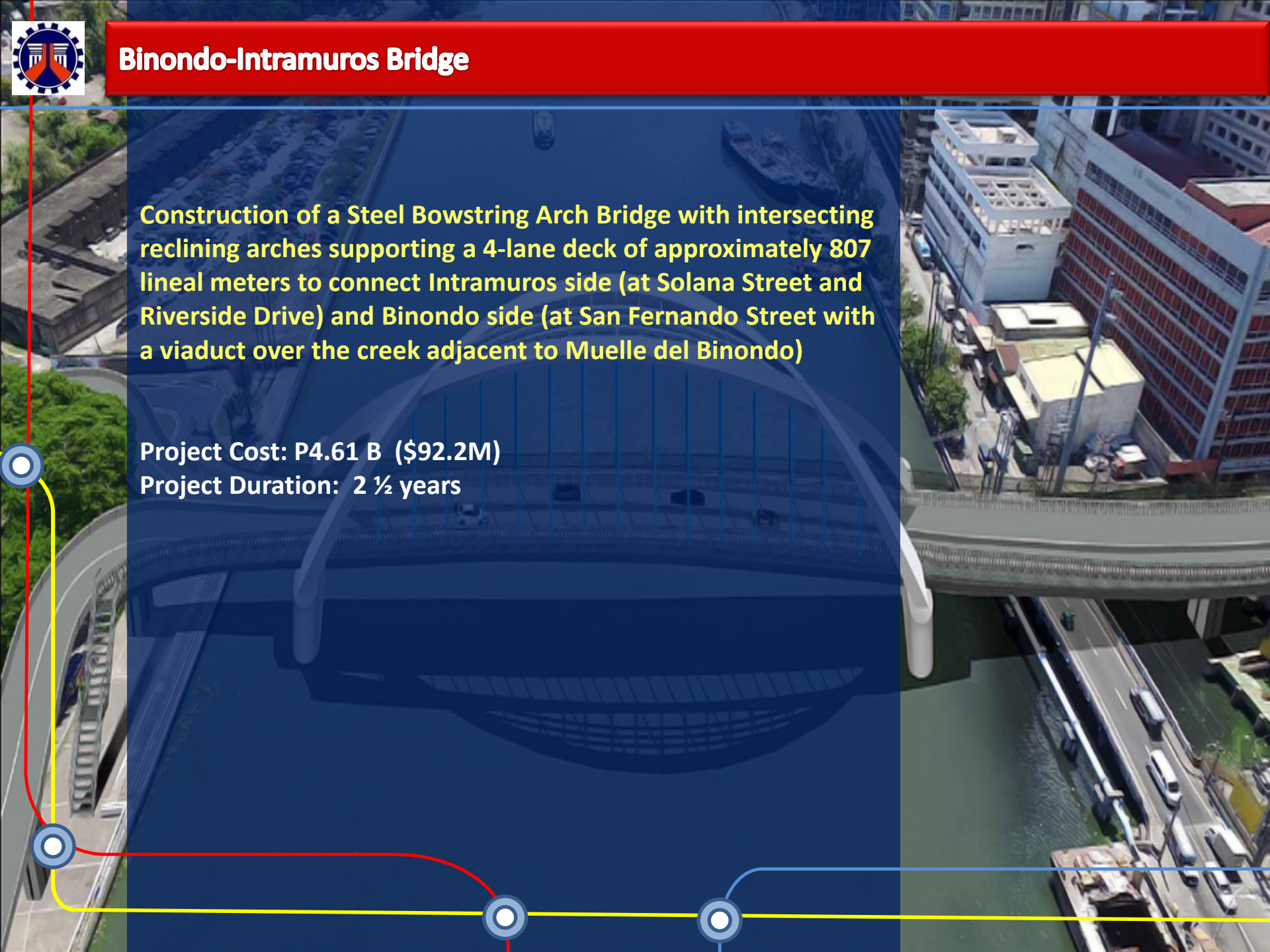
- North and South Harbor Bridge
- Binondo-Intramuros Bridge
- 2nd Ayala Bridge (Carlos Palanca-San Marcelino)
- Beata-F.Y. Manalo Bridge (Pandacan-Sta. Ana)
- F. Blumentritt-Antipolo Bridge
- Estrella-Pantaleon Bridge

Bridges crossing Marikina River (4)

- Kabayani-Katipunan Bridge
- Reposo-Guatemala Bridge
- J.P. Rizal-Yale Bridge
- G. Gabriel St.-Mercury Ave. Bridge

Bridges crossing Manggahan Floodway (2)

- East Bank-West Bank Bridge 1
- East Bank-West Bank Bridge 2

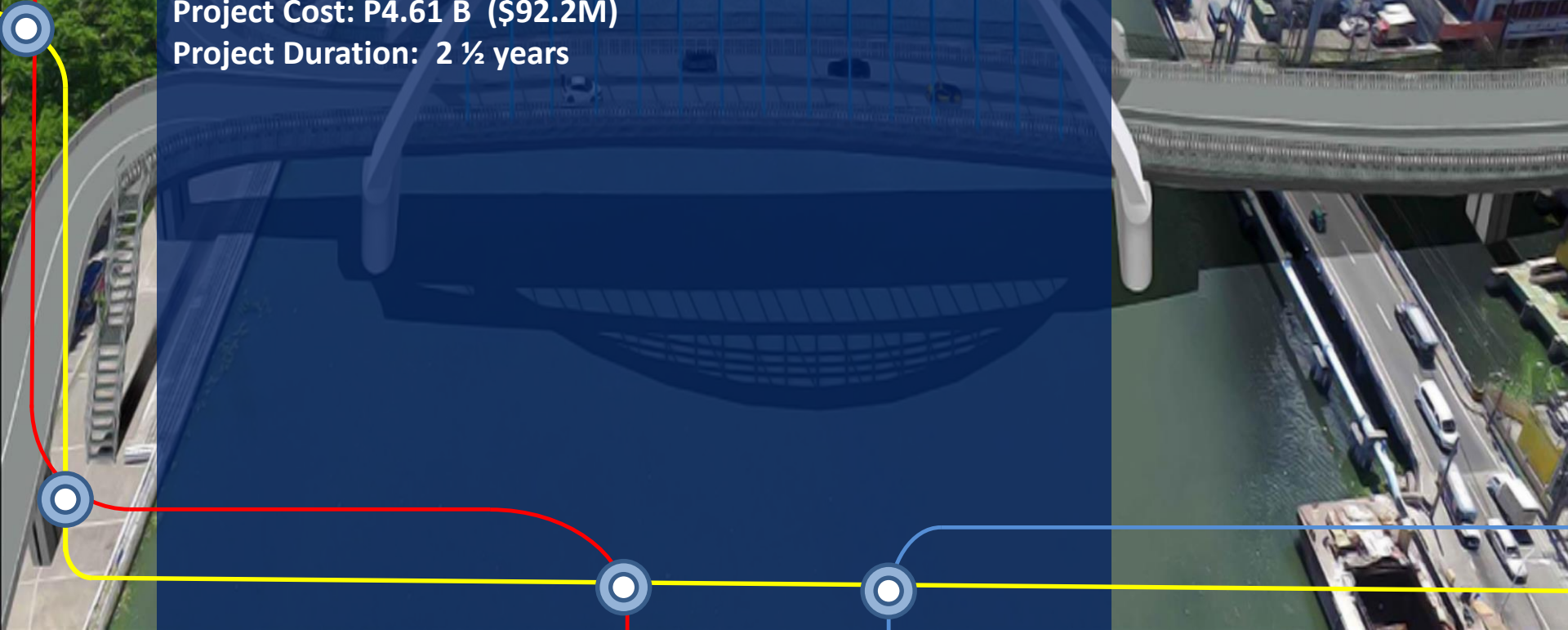


Binondo-Intramuros Bridge

Construction of a Steel Bowstring Arch Bridge with intersecting reclining arches supporting a 4-lane deck of approximately 807 lineal meters to connect Intramuros side (at Solana Street and Riverside Drive) and Binondo side (at San Fernando Street with a viaduct over the creek adjacent to Muelle del Binondo)

Project Cost: P4.61 B (\$92.2M)

Project Duration: 2 ½ years





Binondo-Intramuros Bridge





Estrella-Pantaleon Bridge

Replacement of the existing bridge into a 3-span Twin Spine steel box girder with voided concrete slab approach supporting a 4-lane deck of approximately 560 lineal meters to connect Estrella Street at Makati side to Barangka Drive at Mandaluyong side

Project Cost: P1.37 B (\$27.4M)

Project Duration: 2 ½ years





Estrella-Pantaleon Bridge



Bonifacio Global City-Ortigas Center Link Road Project

Sta. Monica-Lawton Bridge:

613.77 m - 4 lane bridge across Pasig River connecting Lawton Ave. in Makati City and Sta. Monica St. in Pasig City.

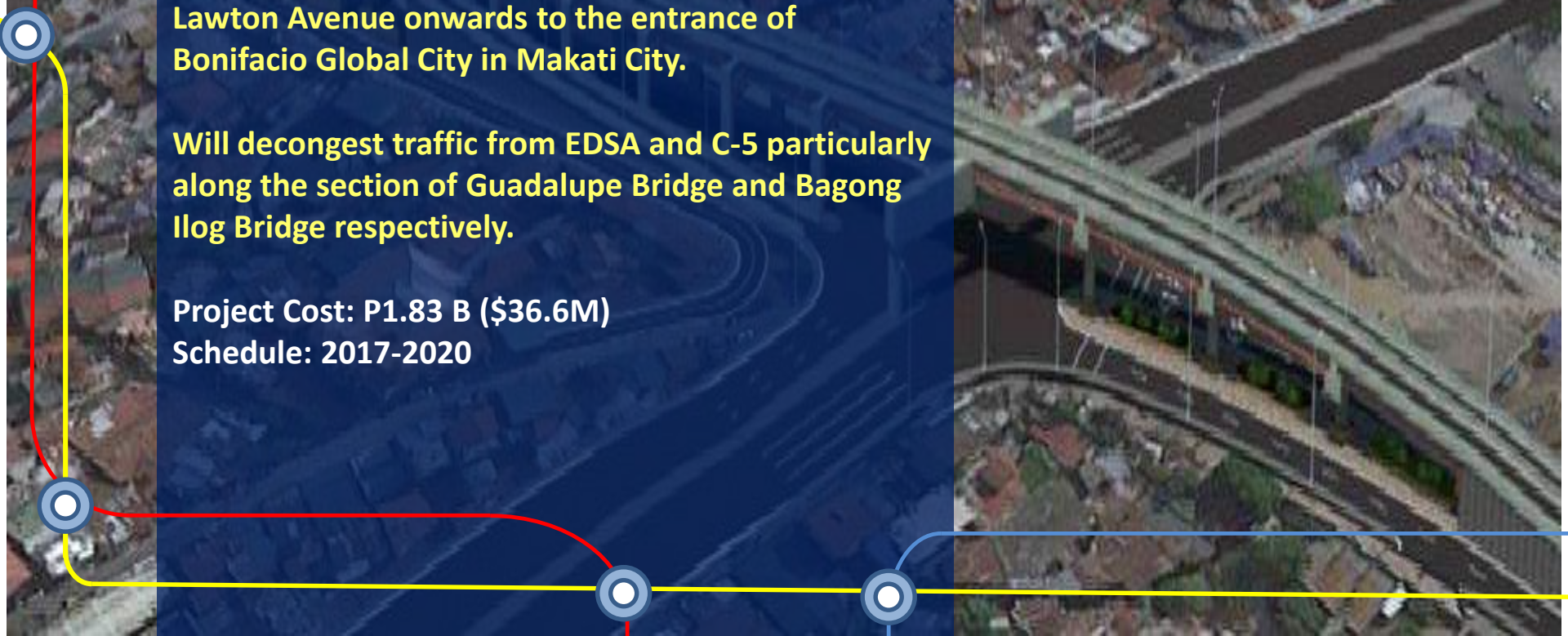
Lawton Ave.-Global City Viaduct:

347.66 m – 4 lane viaduct structure traversing Lawton Avenue onwards to the entrance of Bonifacio Global City in Makati City.

Will decongest traffic from EDSA and C-5 particularly along the section of Guadalupe Bridge and Bagong Ilog Bridge respectively.

Project Cost: P1.83 B (\$36.6M)

Schedule: 2017-2020





Metro Manila Priority Bridges Seismic Improvement Project (Guadalupe Bridge and Lambingan Bridge)

Replacement of: 1) outer bridges and substructure including foundation of inner bridge of Guadalupe Bridge; 2) Lambingan Bridge with vertical geometry improvement of both sides approach road.

The seismic improvement of both bridges will enable quicker recovery of socio-economic activities after a large-scale earthquake.

It will prevent about 1,200 casualties since there is a high probability that both bridges will collapse after a large-scale earthquake.

It will also ensure the safety of about 365,000 motorists who use the Guadalupe Bridge and about 30,257 motorists that pass by Lambingan Bridge every day.

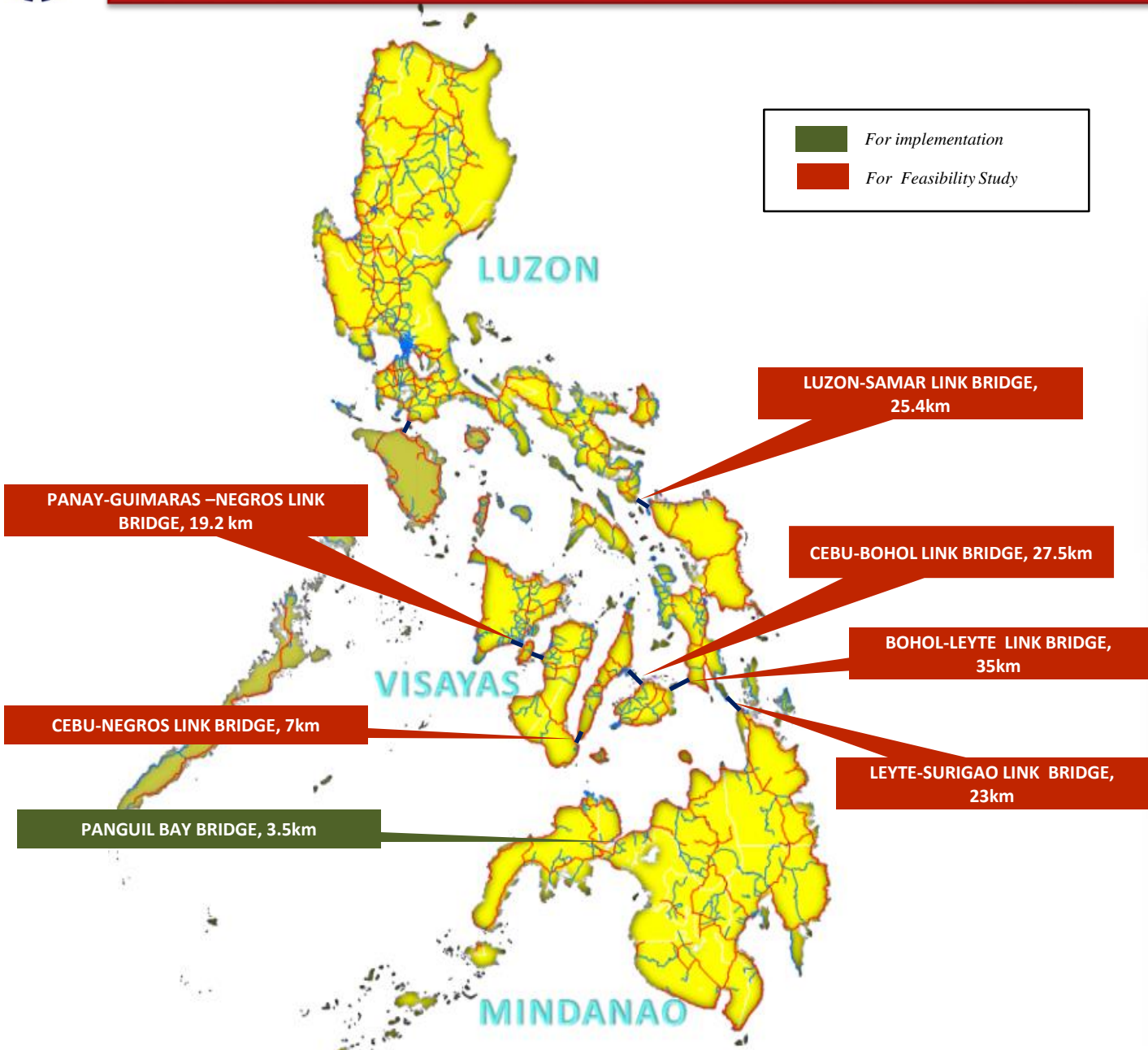
Project Cost: P4.29 B (\$85.8M)

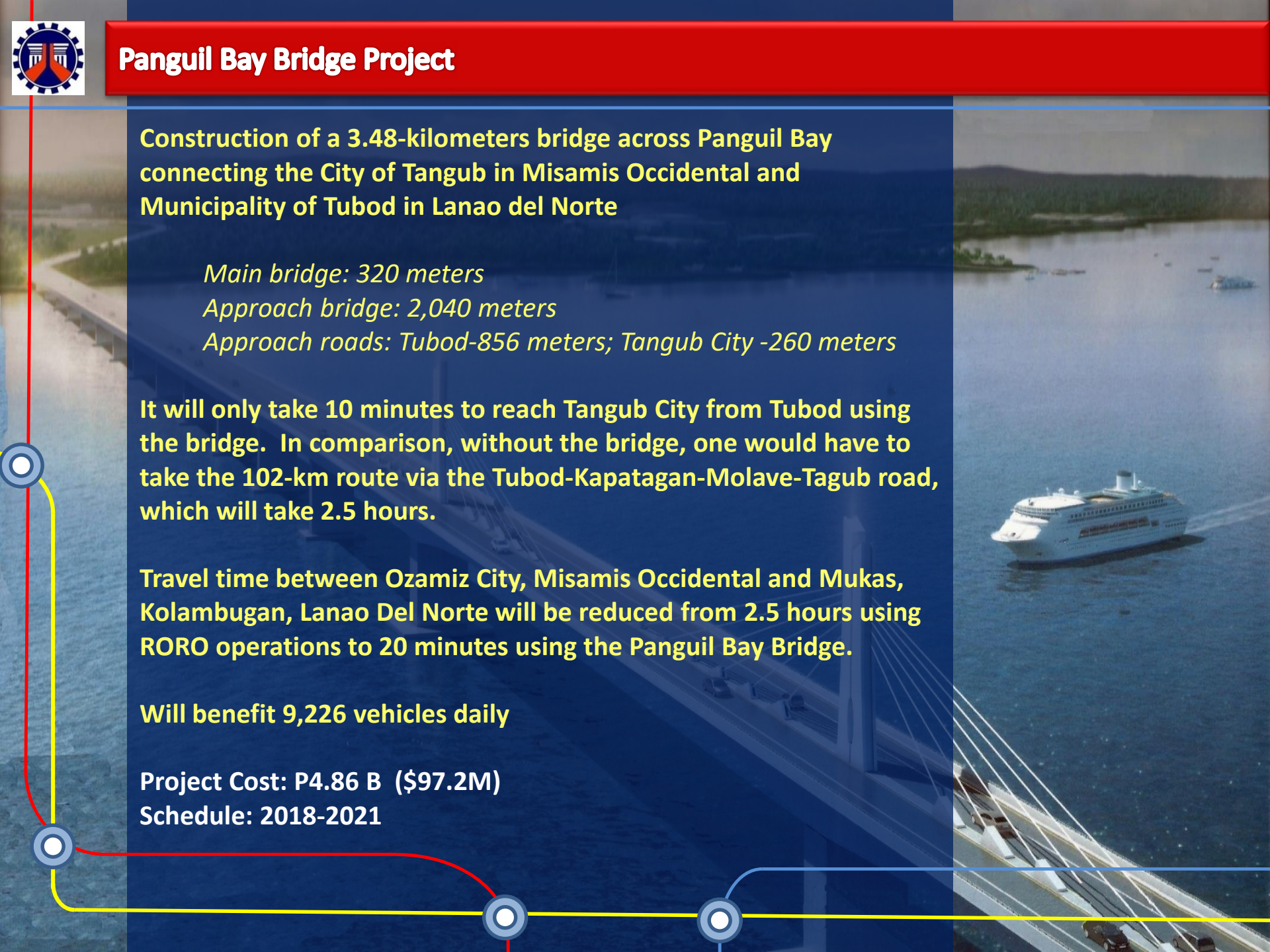
Schedule: 2019-2021





Inter-Island Linkage Projects





Panguil Bay Bridge Project

Construction of a 3.48-kilometers bridge across Panguil Bay connecting the City of Tangub in Misamis Occidental and Municipality of Tubod in Lanao del Norte

Main bridge: 320 meters

Approach bridge: 2,040 meters

Approach roads: Tubod-856 meters; Tangub City -260 meters

It will only take 10 minutes to reach Tangub City from Tubod using the bridge. In comparison, without the bridge, one would have to take the 102-km route via the Tubod-Kapatagan-Molave-Tagub road, which will take 2.5 hours.

Travel time between Ozamiz City, Misamis Occidental and Mukas, Kolambugan, Lanao Del Norte will be reduced from 2.5 hours using RORO operations to 20 minutes using the Panguil Bay Bridge.

Will benefit 9,226 vehicles daily

Project Cost: P4.86 B (\$97.2M)

Schedule: 2018-2021

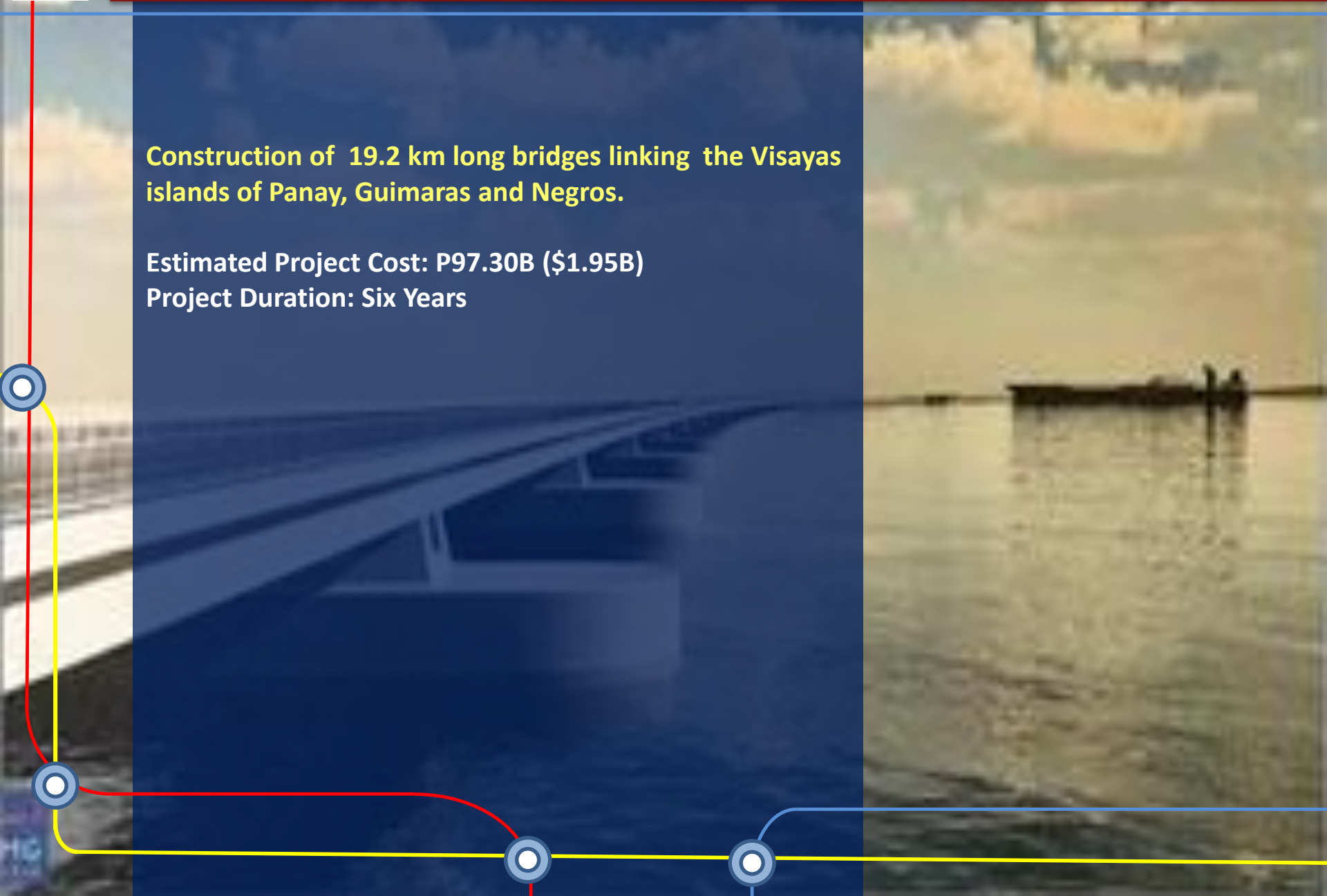


Panay-Guimaras-Negros (PGN) Island Bridge Project

Construction of 19.2 km long bridges linking the Visayas islands of Panay, Guimaras and Negros.






Estimated Project Cost: P97.30B (\$1.95B)

Project Duration: Six Years





Convergence and Rural Road Development Program:

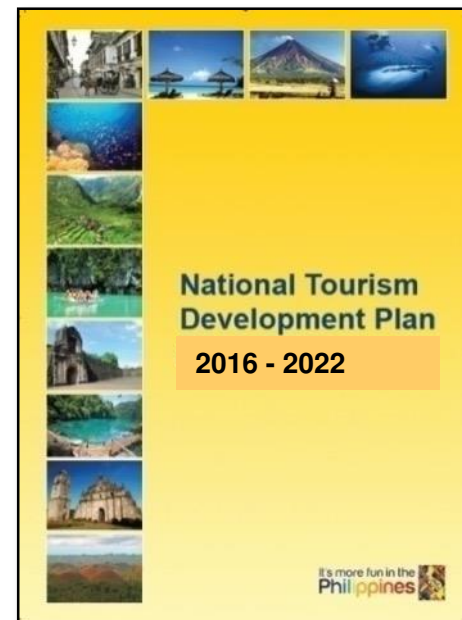
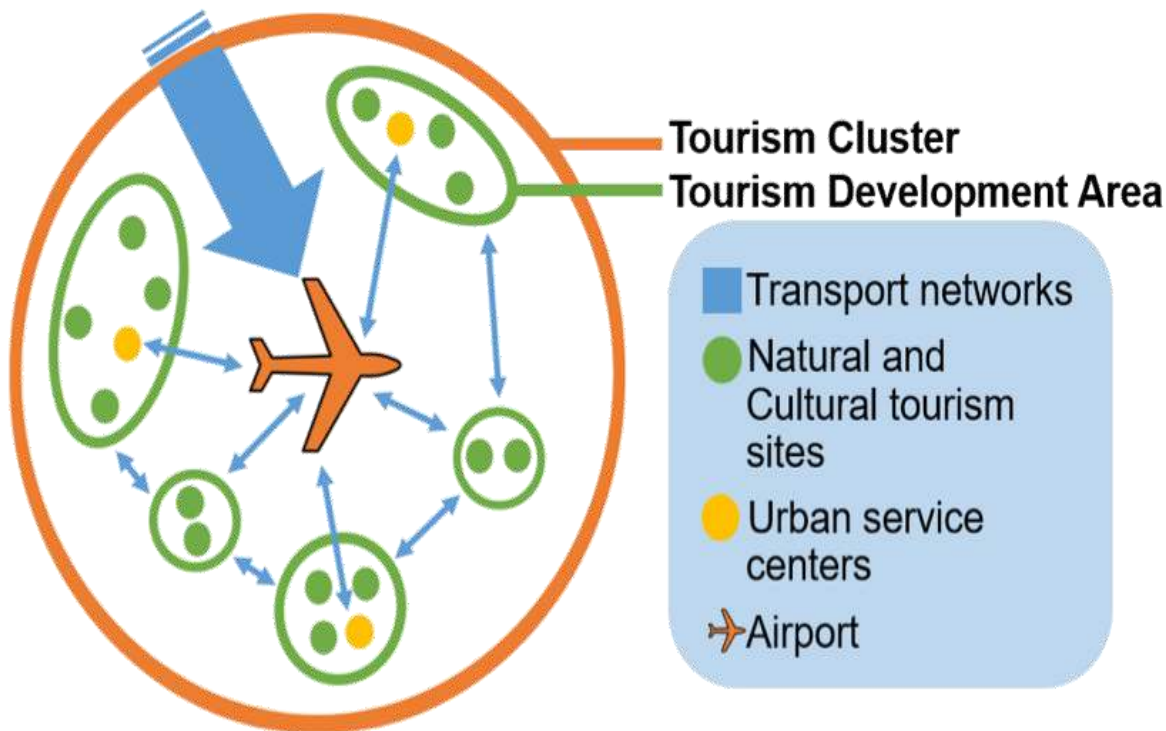
Agency		Convergence Program
	Department of Tourism, DOT	Enhance access to tourism gateways, service centers and tourism sites in support of the development of the Tourism Clusters in the National Tourism Development Plan (NTDP).
	Department of Transportation, DOTr	Construct/upgrade access roads to RORO ports/seaports and airports.
	Department of Trade and Industry, DTI	Construct/improve roads leading to manufacturing, industries & trade corridors under the Roads Leveraging Linkages of Industry and Trade (ROLL IT) Program.
	Department of Agriculture, DA	Construct Farm to Market Roads in support to the Agri-Infrastructure program.
	Department of Education, DepED	Implement school building program.

National Tourism Development Plan (NTDP) Framework

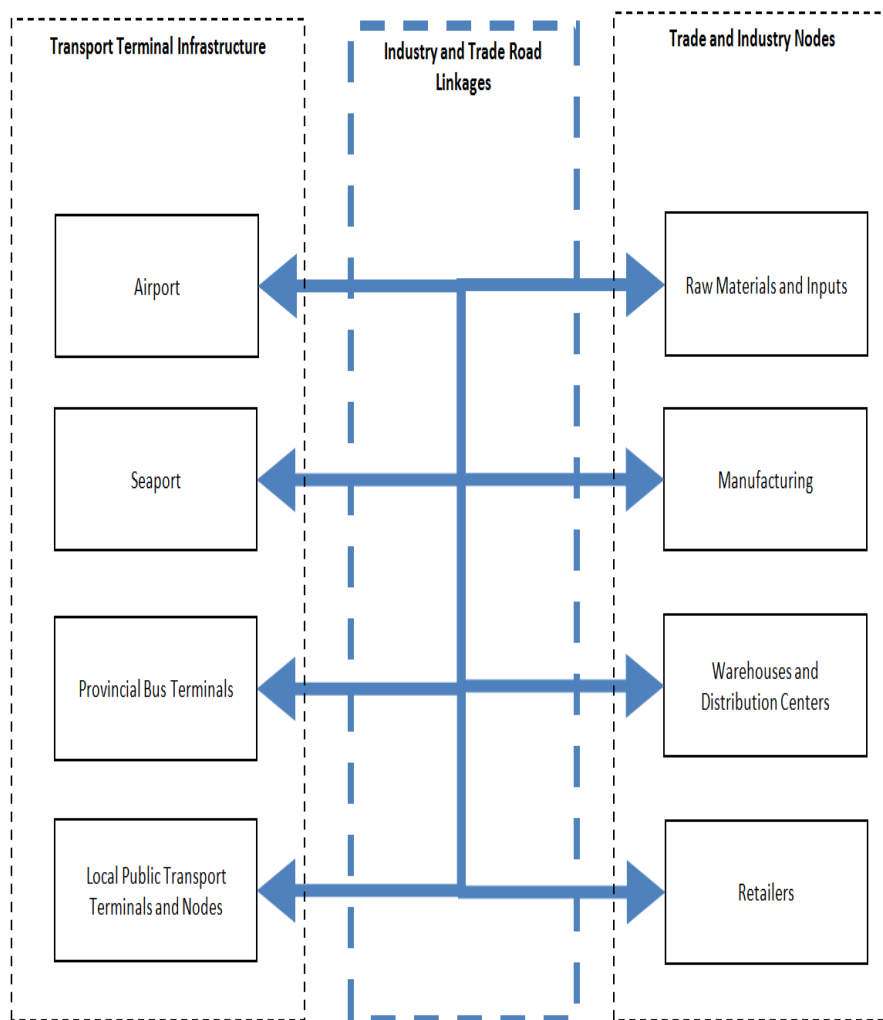
Cluster Approach

Defined a logical and spatial framework by:

- Linked to one or more gateways
- Interdependence between TDAs
- Range of destination offerings



Physical Framework Trade and Industry Road Linkages



DTI's Priority Industries

Industry

1. *Electronic manufacturing services (auto electronics, medical devices, telecommunication equipment, power storage, civil aviation/aerospace) and Semiconductor manufacturing service: IC design*
2. *Automotive and auto parts*
3. *Aerospace parts*
4. *Chemicals*
5. *Shipbuilding; RORO as well as small- and medium-sized vessels*
6. *Furniture and Garments (manufacturing and design)*
7. *Tool and die*
8. *Agri-business: Food and resource-based processing (cacao, coffee, mangoes, bananas, coconut, rubber, bamboo, fruits and nuts, palm oil, and other higher value crops)*

Services

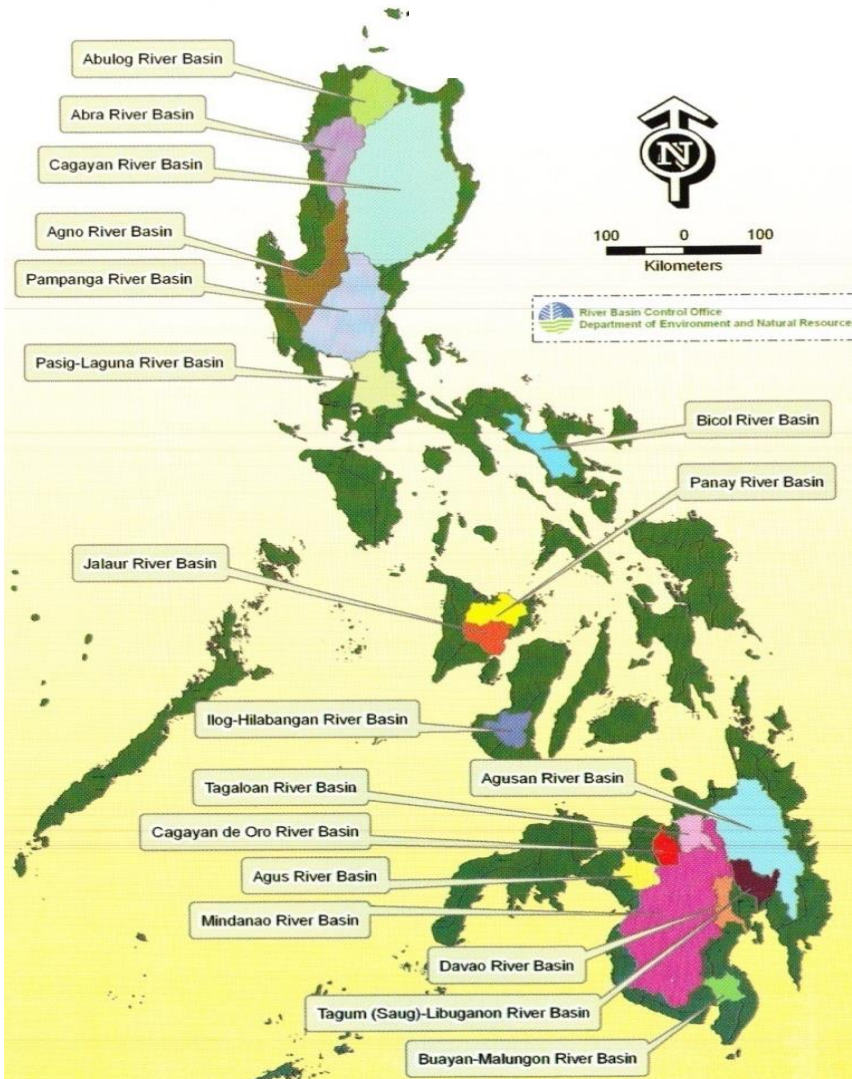
1. *IT-BPM: Higher earning and more complex non-voice services BPO, and Knowledge Process Outsourcing (KPO) segments in medical, financial, and legal services; game development; engineering design in manufacturing, software development and shared services.*
2. *Transport and Logistics*
3. *Tourism*
4. *Construction*



Livable, Sustainable and Resilient Communities

(Disaster Risk Reduction and Climate Change Adaptation Program)

Complete and update the flood control and drainage master plans and feasibility studies of the 18 Major River Basins & critical Principal Rivers.



Note: Major River Basin Drainage Area > 1,400 sq.km.

River Basins with Master Plans/Flood Control Plan:

Name of MRBs	Region	Drainage Area (sq.km.)	River Length (km)
Cagayan	II-Cagayan Valley, CAR	27,280	505
Mindanao	XII-Soccsksargen, ARMM	23,169	373
Agusan	XI-Davao Region, XIII-CARAGA	10,621	350
Pampanga	III-Central Luzon	9,759	260
Agno	I-Ilocos Region	5,952	206
Pasig-Marikina-Laguna Bay	NCR, IV-A-CALABARZON	4,678	78
Bicol	V-Bicol Region	3,771	136
Ilog-Hilabangan	NIR-Negros Island Region	1,945	178
Panay	VI-Western Visayas	1,843	152
Tagaloan	X-Northern Mindanao	1,704	106
Cagayan De Oro	X-Northern Mindanao	1,521	90

For updating of Master Plans/Flood Control Plans:

Name of MRBs	Region	Drainage Area (sq.km.)	River Length (km)
Abra	I-Ilocos Region, CAR	5,125	181
Abulog	II-Cagayan Valley, CAR	3,372	175
Tagum-Libuganon	XI-Davao Region	3,064	89
Davao	XI-Davao Region	1,623	150
Buayan-Malungon	XI-Davao Region, XII-Soccsksargen	1,434	64
Jalaur	VI-Western Visayas	1,503	123
Agus	X-Northern Mindanao, ARMM	1,645	36



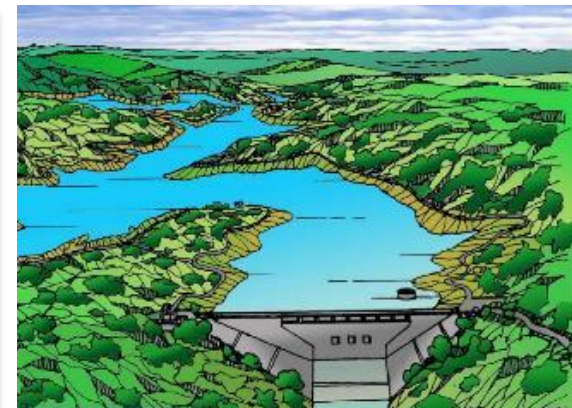
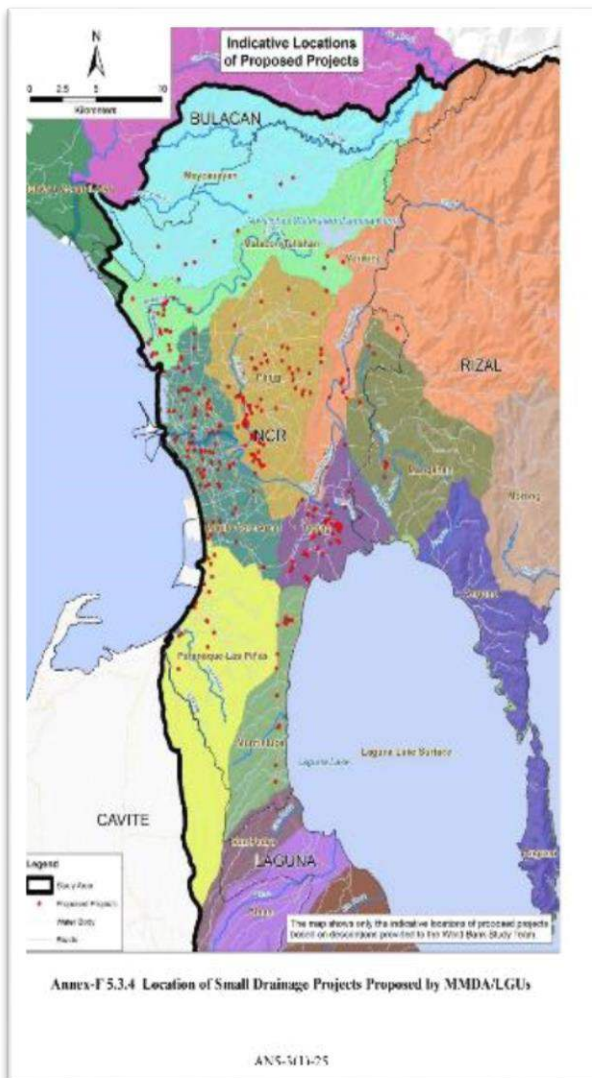
Master Plan for Flood Management in Metro Manila and Surrounding Areas



Department of Public Works and Highways

Master Plan for Flood Management in Metro Manila and Surrounding Areas

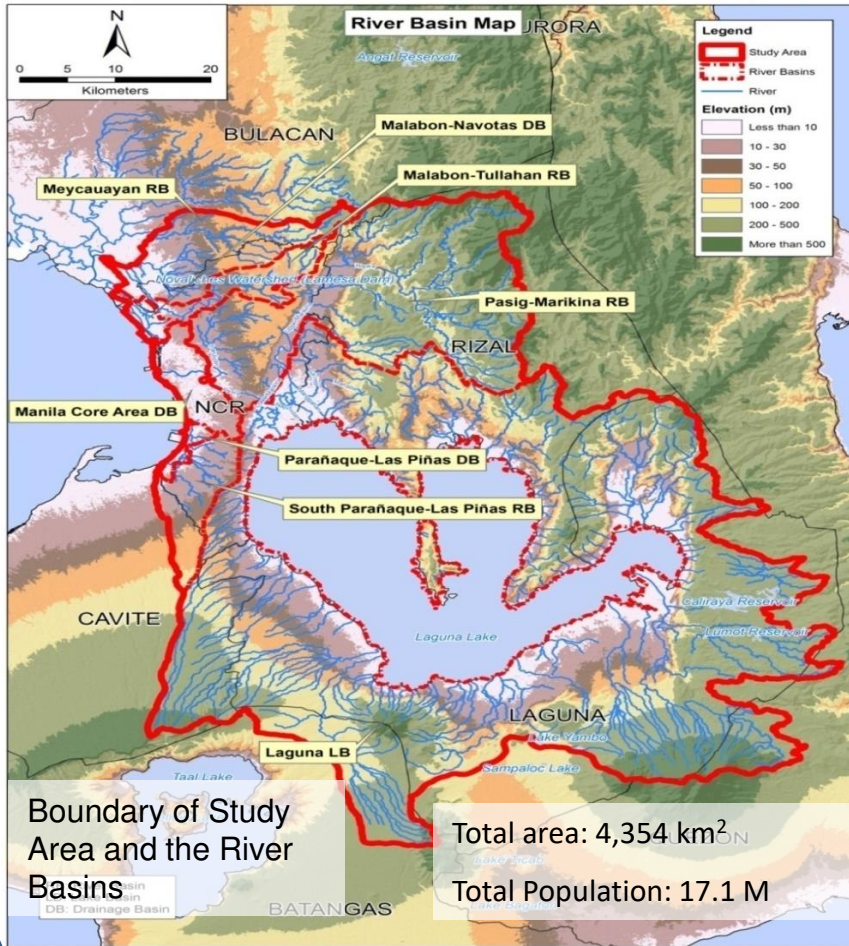
April 2013





Master Plan for Flood Management in Metro Manila and Surrounding Areas

Based on river basins:
Pasig-Marikina River Basin and Laguna Lake Basin.



Name of Project	Est. Cost (P'B)
Pasig-Marikina River Improvement and Dam Construction	198.44
Meycauayan River Improvement	14.04
Malabon-Tullahan River Improvement	21.64
South Parañaque-Las Piñas River Improvement	17.34
East Mangahan Floodway (Cainta & Taytay River Improvement)	25.90
West Laguna Lakeshore Land Raising	25.19
Land Raising for Small Cities around Laguna Lakeshore	7.16
Improvement of the Inflow Rivers to Laguna Lake	0.64
Manila Core Area Drainage Improvement	27.26
West Mangahan Area Drainage Improvement	5.52
Valenzuela-Obando-Meycauayan (VOM) Improvement	8.61
Total Estimated Requirement:	P351.72 B (\$7.03B)



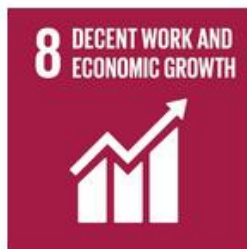
Golden Age of Infrastructure

- **Target Infrastructure Spending: 7% of GDP**
- **Improve expenditure performance**
 - Organize Infrastructure Monitoring and Advisory Group (IMAG).
 - Create a multi-media citizens feedback mechanism including 24/7 Secretary's hotline.
 - Expedite ROW resolution based on new ROW Law.
 - Streamline procurement process based on New Procurement Manual.
 - Institutionalize 24/7 operations.
 - Update and expand coverage of masterplans on road network system and flood & drainage system.
 - Initiate studies on tunneling technology.
 - Fast-track project implementation thru new construction methodology such as one-day curing of concrete pavement.
 - Augment infrastructure spending thru Public-Private Partnership (PPP) projects.
- **DPWH will continue and pursue investments in:**
 - Traffic decongestion programs/projects (expressways, diversion roads, by-passes, flyovers, interchanges and underpasses).
 - Logistics infrastructure network in Northern Mindanao, Davao, SOCSARGEN and CARAGA.
 - Access roads leading to growth corridors in Western Mindanao.
 - Inter-Island Linkage projects through long-span bridges.
 - Access roads leading tourism destinations, RORO ports/seaports and airports.
 - Roads leading to industrial trade corridors.
 - Disaster risk reduction and climate change adaptation & mitigation programs/projects.
 - Infrastructure support for marginalized sector.
 - Bike lanes and pedestrian infrastructure.
- **Institutionalization of reforms on anti-corruption program.**



SUSTAINABLE DEVELOPMENT GOALS

17 GOALS TO TRANSFORM OUR WORLD





Republic of the Philippines
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS



THANK YOU !!!

