

Review of the “Build, Build, Build” Program: Implications on the Philippine Development Plan 2017-2022

Janet S. Cuenca



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Review of the “Build, Build, Build” Program:
Implications on the Philippine Development Plan 2017-2022

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Abstract

More than halfway through the implementation of the Philippine Development Plan (PDP) 2017-2022, it is deemed important to examine the contribution of the “Build, Build, Build” (BBB) program in the attainment of the PDP targets considering the program’s huge fiscal implications. In this light, the study aims to delve into the BBB program and the projects that comprise it as good understanding of the program is critical in examining its implications on the PDP targets. The BBB program should be clearly defined in terms of what it really is and what it covers. Based on available data and information, the study examines the implications of these projects on the PDP targets. Such understanding is envisioned to guide crafting of future public policy relating to accelerating infrastructure development and also, prioritization of infrastructure projects. Nevertheless, due to challenges in data collection, detailed analysis will be limited to select projects (e.g., infrastructure flagship projects) under the BBB program for which data have been collected. The study finds that the latest list of infrastructure flagship projects is responsive to PDP targets in the area of information and communications technology, transport and mobility, water resources, and power and energy. No major capital projects address the PDP targets in the area of social infrastructure (e.g., school buildings and health facilities), and technology adoption and innovation. Thus, attainment of the relevant PDP targets will depend mainly on priority infrastructure projects in the Public Investment Program (PIP) 2017-2022.

Keywords: “Build, Build, Build” program, BBB program, infrastructure, infrastructure development, infrastructure flagship projects, public investment program, Philippine Development Plan (PDP), PDP results matrices, PDP targets

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Review of the “Build, Build, Build” Program: Implications on the Philippine Development Plan 2017-2022

Janet S. Cuenca*

1. Introduction

In the State of the Nation Address in July 2017, the pronouncement of Pres. Duterte on the government’s plan to make the succeeding years as the “Golden Age of Infrastructure” gave birth to the government’s “Build, Build, Build” (BBB) program. Dubbed as such, said program literally means to build, build, build to improve mobility and connectivity and in turn, stimulate economic growth. As highlighted in NEDA (2018, p.171), the BBB program is envisioned “to boost infrastructure development and usher in the envisioned ‘Golden Age of Infrastructure’ of the country in the medium term by intensifying investments on public infrastructure whilst addressing implementation bottlenecks, ensuring the readiness of infrastructure programs and projects (PAPs) in the pipeline, and enhancing the absorptive capacities of implementing agencies in project preparation, development, and implementation.”

The BBB program is consistent with one of the themes of the Philippine Development Plan (PDP) 2017-2022 (hereafter PDP), i.e., accelerating infrastructure development in Chapter 19. As pointed out in NEDA (2017a, p.283), “infrastructure development will remain among the top priorities of the government over the medium term.” The ultimate goal is “to sustain inclusive economic growth, generate new jobs, and improve the quality of life in both urban and rural communities” (NEDA 2018, p.171). The BBB program is intended to address persistent issues and challenges in the infrastructure sector. More specifically, the projects under the BBB program are meant to support the attainment of the targets set in the PDP Results Matrices 2017-2022 (i.e., NEDA 2017b, hereafter PDP Results Matrices). NEDA (2017b) defined the PDP Results Matrices as an instrument to provide results orientation to the PDP based on the results-based management strategy. The focus is on performance with highlights on achievements of outcome and impact.

More than halfway through the implementation of the PDP, it is deemed important to examine the contribution of the BBB program in the attainment of the PDP targets considering the program’s huge fiscal implications. In this light, the study aims to delve into the BBB program and the projects that comprise it as good understanding of the program is critical in examining its implications on the PDP targets. The BBB program should be clearly defined in terms of what it really is and what it covers. Based on available data and information, the study examines the implications of these projects on the PDP targets. Such understanding is envisioned to guide crafting of future public policy relating to accelerating infrastructure development and also, prioritization of infrastructure projects. Nevertheless, due to challenges in data collection, detailed analysis will be limited to select projects (e.g., infrastructure flagship projects) under the BBB program for which data have been collected.

The rest of the paper is organized as follows. Section 2 discusses the government’s BBB program and its components based on NEDA documents. Section 3 delves into the implications of the BBB program with highlights on the fiscal implications of infrastructure development,

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in general. It should be noted that the budgetary requirements for PIP's accelerating infrastructure development and IFP are also provided in Section 2. In addition, Section 3 examines the implications of BBB program on PDP targets by analyzing the linkage between BBB program and PDP/PDP results matrices. Section 4 ends with the concluding remarks and policy recommendations.

2. What is “Build, Build, Build” (BBB) Program?¹

A good understanding of the BBB program is critical in examining its implications on the PDP targets. The BBB program should be clearly defined in terms of what it really is and what it covers. According to NEDA, it covers the priority infrastructure programs/activities/projects (PAPs) under the Public Investment Program (PIP) 2017-2022 (i.e., NEDA 2018, hereafter PIP) that are consistent with the objectives and strategies set out in the PDP. As mentioned earlier, the BBB program is aligned with PDP's Chapter 19, i.e., accelerating infrastructure development.

However, NEDA (2018) noted that its other chapters contain additional infrastructure PAPs, which are supportive of the goals and outcomes of social development (e.g., housing requirements), peace and security, and environment and natural resources sectors. It recognized that infrastructure development is a cross-cutting strategy to sustain growth momentum, safeguard a clean and health environment, and provide support to other productive sectors of the economy.

In addition to the priority infrastructure PAPs in the PIP, the BBB program also consists the Infrastructure Flagship Projects (IFPs) that include major capital project undertakings, which are meant to help usher in the “Golden Age of Infrastructure.”

2.1. PIP's Chapter 19: Accelerating Infrastructure Development

Like the PDP Results Matrices, the PIP is an accompanying document of the PDP, which is the blueprint for the country's socioeconomic development under the Duterte Administration. As such, PDP specifies the strategies and policies that the whole-of-government will undertake to achieve the set goals. On the other hand, the PIP lists the concrete programs and projects that are supportive of the strategies and policies as laid out in the PDP. More specifically, it contains the rolling list of priority programs and projects (i.e., PAPs) of the government that are intended to attain the societal goals and targets set in the PDP and respond to the outcomes and outputs in the PDP Results Matrices. In this sense, the PIP and PDP are closely linked. Implementing the PIP will help the government's effort in attaining more inclusive growth, a high-trust and resilient society, and a globally competitive knowledge economy by 2022. Both PDP and PIP

¹ Draws heavily on NEDA (2018)

are anchored on the Administration's 0-10 Point Socioeconomic Agenda² and is intended to realize AmBisyon Natin 2040³ and the 2030 Agenda for Sustainable Development.⁴

The PIP indicates the government agencies that are accountable for each program and project (implementing agencies hereafter), the spatial coverage (e.g., regional) of the programs and projects and the modality of how these programs and projects will be undertaken, as well as the budgetary requirement associated with the implementation of PIP. In particular, implementing agencies can be national government agencies (NGAs), government-owned and controlled corporations (GOCCs), government financial institutions (GFIs), and other national government offices and instrumentalities, including state universities and colleges (SUCs). The modality of implementation may be through national government financing (including the internal cash generated by GOCCs), partnership with the private sector or the public-private partnership (PPP) scheme, and official development assistance or ODA (i.e., either in the form of grants and/or loans from development partners).

Moreover, PIP serves as a guide in programming and budgeting of PAPs, and also, in monitoring and evaluation of annual progress and end-of-plan targets. It is a six-year programming document *per se* that is collectively crafted by the NEDA, Regional Development Councils, Planning Committees and Subcommittees, and various implementing agencies.⁵ It is a live document that is continuously updated to incorporate recent developments in the government's priority programs and projects (thus called rolling list of PAPs) and also, to ensure that it is aligned with the PDP and PDP results matrices. The formulation of PIP is a rigorous process and it takes into account good governance, human rights principles, and the harmonized gender and development guidelines, particularly in identifying priority projects and programs for inclusion in the PIP.

As a programming document, the PIP comprises three subsets as follows:

1. Core Investment Programs/Projects (CIPs) - refer to the big ticket PAPs of the PIP that serve as the pipeline for the ICC and the NEDA Board review and approval; implemented either through national government funds, in partnership with the private sector or for PPP implementation, or through ODA
2. Non-CIPs - refer to proposed priority PAPs that need not go through the ICC or NEDA Board review and approval process, as well as to ongoing priority PAPs
3. Three-Year Rolling Infrastructure Program (TRIP) - a three-year programming document containing nationally-funded priority infrastructure PAPs; basis of the Department of Budget and Management (DBM) in the determination of infrastructure PAPs to be included in the GAA or the national budget of the government; serves as a mechanism to monitor progress on the government's target to increase infrastructure spending as percentage of the country's gross domestic product

² Refers to priority programs on macroeconomic policies, taxation, competitiveness, infrastructure, rural development, land administration and management, human capital development, science, technology, the creative arts, social protection, and reproductive health (Executive Order No. 31); outlines the priority strategies of the President that have direct and positive impact on the lives of the Filipino people in order to attain genuine and inclusive growth (NEDA 2018, p. 3)

³ A statement of Filipinos' aspirations in the long-term (i.e., 25 years) (NEDA 2016); Translated as AmBisyon Natin 2040, which is the Philippines' long-term development agenda that proposes that "By 2040, the Philippines shall be a prosperous, predominantly middle-class society, where no one is poor. Our people will enjoy long and healthy lives, are smart and innovative, and will live in a high-trust society (NEDA 2018, p. 3)."

⁴ Adopted by all United Nations Member States in 2015; provides a shared blueprint for peace and prosperity for people and the planet, now and into the future (<https://sdgs.un.org/goals>)

⁵ PIP includes national government-implemented PAPs under the Regional Development Investment Program (RDIP).

To ensure that the PIP is consistent with the PDP and PDP Results Matrices, each government agency prepares a rolling list of priority PAPs based on the development agenda laid out in these documents and also, on the guidelines issued by the NEDA (Box 1). The government agencies submit the rolling list of priority PAPS to the NEDA for inclusion in the PIP through the Public Investment Program Online (PIPOL) System Version 2.⁶ The PIPOL system allows online submission of information relating to priority PAPs (e.g., program/project details and status updates) and allows the NEDA Secretariat to review and validate agency submissions.

Box 1. Set of Criteria for 2017-2022 PIP

On January 20, 2017, NEDA issued the call for the submission of inputs for the 2017-2022 PIP to all the heads of NGAs, GOCCs, GFIs, and other national government offices.

For this formulation exercise, the PAPs submitted for inclusion in the 2017-2022 PIP should be:

- a. Responsive to the 2017-2022 PDP and its RM, and the 0-10 Point Socioeconomic Agenda; and
- b. Included in any of the following:
 - i. NEP;
 - ii. GAA;
 - iii. Multi-Year Obligational Authority;
 - iv. Existing master plan/ sector studies/ procurement plan;
 - v. Signed multilateral/ bilateral agreement(s) between government and development partner; and
 - vi. List of regional development council (RDC)-endorsed projects.

In terms of readiness, the PAPs to be included in the 2017-2022 PIP are those that are:

- a. To be implemented within 2017-2022; and
- b. With pre-investment study available as follows:
 - i. Level 1: With NEDA Board and/or Investment Coordination Committee (ICC)¹ approval but not yet ongoing;
 - ii. Level 2: With Project Proposal/Feasibility Study (FS) completed, for ICC processing in 2017 (where applicable), and
 - iii. for inclusion in the NEP for 2018;
 - iv. Level 3: With Project Proposal/FS currently being prepared and to be completed in 2017, for ICC processing in 2018
 - v. (where applicable), and for inclusion in the NEP for 2019; and
 - vi. Level 4: With Concept Paper and Project Proposal/FS for completion in 2018, for ICC processing in 2019 (where applicable), and for inclusion in the NEP for 2020.

Finally, the typologies of PAPs in the 2017-2022 PIP are:

- a. Capital investment projects to deliver public goods and services that contribute specifically to the country's productive
- b. capacity;
- c. Technical assistance and institutional development activities; and
- d. Relending activities of GFIs to national government offices and/or local government units (LGUs).

⁶ An online database system, accessible to authorized PIP Focals of NGAs, GOCCs, GFIs, other national government offices and instrumentalities, SUCs, and the NEDA Secretariat, that facilitates data entry and updates on PAPs under the PIP (<http://pipol.neda.gov.ph/>)

The 2017-2022 PIP, however, excludes recurrent cost on the general operations of the government, personnel services, and/or guarantee-related activities to private institutions, including PAPs to be financed purely from LGU revenues and independent projects of the private sector and those of non-governmental organizations.

¹The ICC is an inter-agency body that evaluates the fiscal, monetary, balance of payments, and implications of major national projects, and recommends to the President the timetable of their implementation on a regular basis.

Source: *Lifted from NEDA (2018)*

During budget preparation, government agencies should link the annual budget to the PDP by ensuring that the priority PAPs that will be submitted for inclusion in the National Expenditure Program (NEP) and/or funded under the General Appropriations Act (GAA) are supportive of the PDP and are included in the PIP. In this sense, PIP can improve resource mobilization towards PAPs that contribute in achieving the sector outcomes identified in the PDP. It should be noted that PAPs listed in the PIP are given priority in the review of annual budget proposal of line agencies as well as in the annual budget allocation.

Based on Chapter 19 (i.e., accelerating infrastructure development) of the updated PIP (i.e., as input to FY 2021 budget preparation), there are 5,586 infrastructure PAPs on transportation, water resources, information and communications technology (ICT), power, social, and other public infrastructure. The total investment targets amount to PHP 3,123.47 billion over the medium term. Table 1 presents the major infrastructure implementing agencies with the corresponding number of PAPs that are lodged with their respective agency. CHED tops the list in terms of the number of PAPs that will be implemented. In particular, it is expected to implement 2,711 PAPs in the medium term. However, the associated investment requirements are not as huge as that for the Department of Public Works and Highways (DPWH), which is accountable for only 1,095 PAPs but requires PHP 1,312 billion.

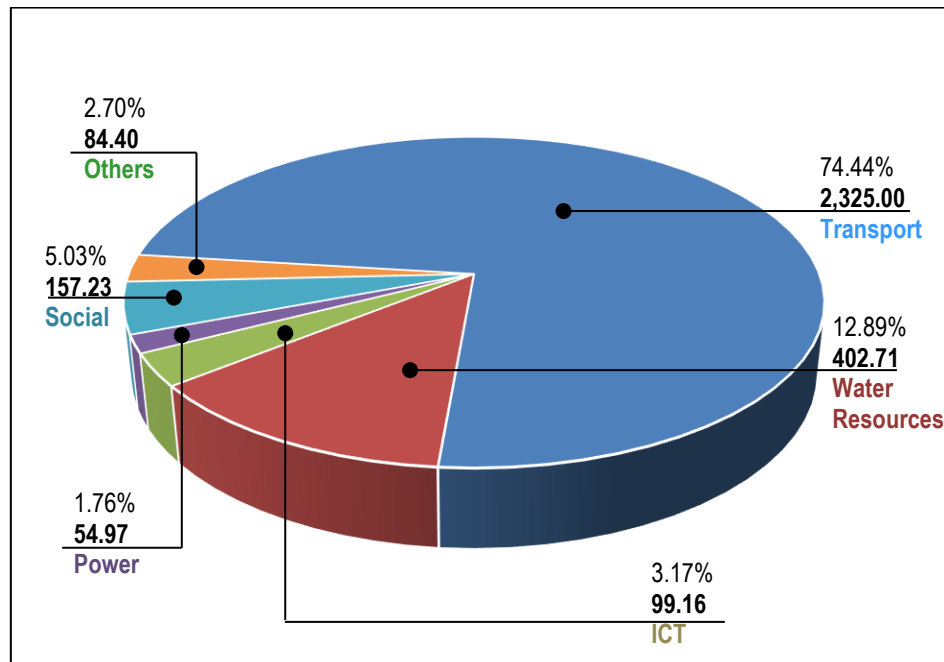
Table 1. Major Infrastructure Implementing Agencies

Agency	No. of PAPs	Investment Requirements (in PHP Billion)						Total
		2017	2018	2019	2020	2021	2022	
DPWH	1,095	102.9	172.18	145.44	212.53	362.94	316.07	1,312.06
DOTr	482	10.46	18.55	25.91	173.33	622.27	53.46	903.98
OCS	170	21.79	23.57	25.6	25.76	61.05	57.7	215.47
DILG	73	20.23	9.8	10.44	13.29	44.88	45.92	144.56
CHED	2,711	3.61	4.53	4.1	12.55	53.27	31.79	109.85
DICT	18	1.76	1.74	2.49	6.59	32.69	44.7	89.97
BCDA	17	2.15	6.79	16.12	15.82	17.07	18.28	76.22
DA	6	6.67	10.75	10.38	10.46	10.27	11.92	60.44
DOE	271	-	1.03	4.48	9.54	21.07	16.66	52.78
DTI	24	-	12.68	6.59	14.89	10.79	7.32	52.26

Source: *NEDA (2020)*

With respect to sectoral allocation, the infrastructure PAPs on transportation account for the lion’s share of the total investment targets (i.e., 74.4%). PAPs on water resources get the second biggest chunk of the investment targets, i.e., almost 13 percent (Figure 1).

Figure 1. PIP Investment Targets by Infrastructure Sector, 2017-2022
(in billion, % share)



Source: NEDA (2020)

2.2. Infrastructure Flagship Projects

As mentioned earlier, the Infrastructure Flagship Projects (IFPs) refer to major capital project undertakings that are designed to support the government’s thrust, i.e., to usher the “Golden Age of Infrastructure” (NEDA 2017). Conceptualized in 2017, these projects are envisioned to achieve the following objectives:

- a) Prioritize game-changing and urgently needed projects of national significance
- b) Facilitate the processing, approval, and implementation of the identified flagship projects
- c) Ensure that the identified flagship projects will be substantially implemented or completed by 2022

To ensure efficient and timely implementation of IFPs, the NEDA Board approved the creation of the Project Facilitation, Monitoring, and Innovation (PFMI) Task Force on June 27, 2017. The said task force is mandated to facilitate the development, approval, and implementation of IFPs. It involves a Steering Committee comprised of the economic managers and heads of key implementing agencies. The task force is expected to recommend government-wide operational measures aimed at resolving development and implementation issues; institute coordination mechanism between implementing and oversight agencies; and also, facilitate the deployment of resources (i.e., either through the national budget, ODA, PPP, or other sources)

for the faster development and implementation of IFPs. It should be noted that for priority PAPs not included in the IFP, the Infrastructure Cluster Performance and Programs Roadmap (IC-PPR) was put in place in 2018 to complement PFMI's efforts (NEDA 2019).

Initially, the list of IFPs included 75 high-impact infrastructure projects that were intended to improve connectivity and promotion off growth centers outside Metro Manila (NEDA 2018). The NEDA had to revise the said list in October 2019 to include more but smaller projects which are more feasible in terms of technology and available funding.⁷ The revised list contained 100 projects (vis-à-vis 75 projects in the original list) and was jointly approved by the Investment Coordination Committee-Cabinet Committee (ICC-CC) and the Committee on Infrastructure (INFRACOM) Cabinet Level on November 6, 2019.⁸

The list of IFPs was revised further in the third quarter of 2020 due to the challenges/concerns caused by the COVID-19 pandemic. However, the government's economic managers ensured that the budget allocated for the BBB program will be intact despite the adoption of economy measures due to the emergency health situation (DBMa 2020). Thus, all projects will resume implementation as soon as the COVID-19 pandemic is over. As of August 19, 2020, the latest list covers 104 projects, with budgetary requirements of about PHP4.1 trillion. Eight projects (with corresponding sector) from the old list (i.e., IFP as of February 17, 2020) were shelved, namely:

- (i) Sangley Airport – transport and mobility
- (ii) New Dumaguete (Bacong) Airport – transport and mobility
- (iii) New Zamboanga International Airport – transport and mobility
- (iv) Bataan-Cavite Interlink Bridge – transport and mobility
- (v) Dalton Pass East Alignment Alternative Road Project – transport and mobility
- (vi) Panay River Basin Integrated Development Project – water resources
- (vii) Kabanuyan-2 Multipurpose Irrigation and Power Project – water resources
- (viii) Kanan Dam Project – water resources

On the other hand, thirteen (13) new projects were included in the latest IFP list as follows:

- (i) General Santos Airport – transport and mobility
- (ii) Metro Manila Logistics Network: Pasig River and Manggahan Floodway Bridges Construction Project – transport and mobility
 - a. J.P. Rizal-Lopez Jaena Bridge (Marikina River)
 - b. J.P. Rizal-St. Mary Bridge (Marikina River)
 - c. Marikina-Vista Real Bridge (Marikina River)
- (iii) NLEX Harbor Link Extension to Anda Circle – transport and mobility
- (iv) National Irrigation Sector Rehabilitation and Improvement Project – water resources
- (v) Balog-Balog Multipurpose Project Phase II, Tarlac – water resources
- (vi) Jalaur River Multipurpose Project - Stage II, Iloilo – water resources
- (vii) Lower Agno River Irrigation System Improvement Project, Pangasinan – water resources
- (viii) Water District Development Sector Projects (ADB-WDDSP) – water resources
- (ix) National Broadband Program - ICT
- (x) ICT Capability Development and Management Program - ICT

⁷ https://ppp.gov.ph/in_the_news/neda-revises-list-of-flagship-infra-projects/

⁸ <https://bcda.gov.ph/neda-approves-revised-list-infra-flagship-projects>

- (xi) LTO Central Command Center - ICT
- (xii) Motor Vehicle Recognition and Enhancement System - ICT
- (xiii) Virology Science and Technology Institute of the Philippines - Health

Thus far, two (i.e., Angat Water Transmission Improvement Project under water resources sector and Luzon Bypass Infrastructure Project under ICT sector) of the 104 projects have already been completed. The rest are either in pre-construction activities (34 projects), ongoing construction (44 projects), and “for government approval” stage (24 projects) (Table 2). Annex tables 1-3 show the list of projects by status of development/implementation as of August 19, 2020.

Table 2. Distribution of IFPs, by Status of Development/Implementation

Status	No. of Projects	Est. Cost (PHP M)	Share (%)
Completed	2	4,290.00	0.10%
Ongoing Construction	44	771,605.31	18.68%
Pre-construction	34	2,584,258.16	62.57%
For gov't approval	24	769,863.00	18.64%
Total	104	4,130,016.47	100.00%

Source: NEDA (2020)

3. Implications of the BBB Program

3.1. Fiscal implications

The high spending priority given to infrastructure development in fiscal year (FY) 2020 is remarkable with the huge sum of money (i.e., PHP 693.56B vis-à-vis PHP627.5B based on 2019 GAA) allotted for “communications, roads, and other transport” subsector (Table 3), aside from the budget allocation for infrastructure in other subsectors (e.g., power and energy and water resources, among others). The said amount is equivalent to 16.9 percent of the total appropriations for FY 2020, which is higher than the budget share (i.e., 16.2%) of the education subsector under social services sector. It should be noted that in FY 2019 the education subsector’s share was 17.2 percent of the total appropriations while that for “communications, roads, and other transport” subsector was 16.7 percent.

Notably, automatic appropriations have the biggest share (i.e., 30.5%) of the FY 2020 budget. Social services sector has 25.4 percent of the total budget (i.e., vis-à-vis 26.2% in FY 2019) while economic services sector has 22.9 percent (i.e., vis-à-vis 22.7% in FY 2019). Under economic services sector, “communications, roads, and other transport” subsector got the largest chunk (i.e., 73.9 %) of the sector’s budget in FY 2020. Almost 83.8 percent of such proportion went to the DPWH, which is one of the lead agencies in implementing the government’s BBB program, along with the Department of Transportation (DOTr) and Bases Conversion and Development Authority (BCDA).

The infrastructure outlays, when measured relative to gross domestic product (GDP), rose from 1.82 in 2000 to 6.27 in 2017. However, the ratio dropped to 5.68 in 2018 and 4.39 in 2019 (Figure 2). The deterioration in 2018 is partly attributable to low infrastructure disbursements brought about by delay in processing of payments for the DPWH’s infrastructure projects

completed in 2018 (DBM 2018).⁹ The deterioration in 2019 is caused by the delayed approval of the 2019 national budget and also, election ban on the implementation of infrastructure projects. The delay in approval of the 2019 national budget and election ban prompted legislators to extend the validity of the 2019 appropriations for maintenance and other operating expenses and capital outlays until end of FY 2020. With the COVID-19 pandemic, the infrastructure outlays to GDP ratio is expected to dip further in FY 2020.

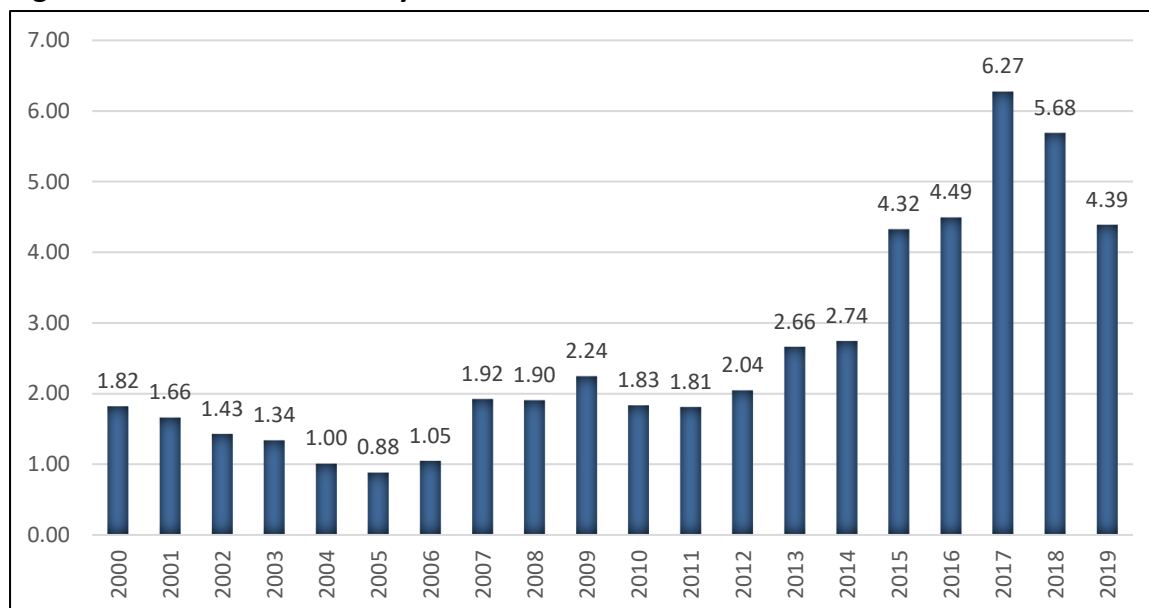
Table 3. 2020 Budgetary Appropriations by Sector

Particulars	FY 2020	
	Levels (In '000 PhP)	Share (%)
Economic Services	938,775,022	22.9
Agriculture	114,558,879	2.8
Agrarian Reform	45,623,200	1.1
Natural Resources and Environment	42,187,623	1.0
Trade and Industry	25,653,845	0.6
Tourism	4,483,999	0.1
Power and Energy	6,209,085	0.2
Water Resources Development	345,317	0.0
Communications, Roads and Other Transport	693,557,568	16.9
Other Economic Services	6,155,506	0.2
Social Services	1,040,535,889	25.4
Education	665,603,754	16.2
Health	180,098,517	4.4
Social Security, Welfare and Employment	184,793,447	4.5
Housing and Community Development	8,324,682	0.2
Other Welfare	1,715,489	0.0
Defense	187,956,811	4.6
Total Public Services	617,582,002	15.1
General Administration	327,419,604	8.0
Public Order and Safety	290,162,398	7.1
Allocations to Local Government Units	65,361,253	1.6
Automatic Appropriations	1,249,789,023	30.5
of which Internal Revenue Allotment	648,921,246	15.8
Debt Service - Interest Payment	450,964,000	11.0
GRAND TOTAL	4,100,000,000	100.0

Source: 2020 GAA

⁹https://www.dbm.gov.ph/wp-content/uploads/DBCC/2018/NG_Disbursements_December%202018_for%20posting.pdf

Figure 2. Infrastructure Outlays to GDP Ratio



Source of raw data: PSA and BESF, various years

Despite the deterioration in 2018 and 2019 relative to 2017, the improvement in the infrastructure outlays to GDP ratio relative to earlier years reflects the Philippine government’s determination in enhancing infrastructure in the country (Figure 2). Various reports in the past underscored the insufficient and underdeveloped infrastructure in the country. “Insufficient infrastructure has been a major constraint to economic growth and poverty reduction in the Philippines” (World Bank 2005, p.xi). Inadequate infrastructure, particularly in electricity and transport, was identified as a critical constraint to investment and growth in the country (ADB 2007).

Compared to other countries, Philippines lagged behind in terms of the access to physical infrastructure index, which indicates the countries’ overall infrastructure performance in terms of transport, energy, water supply and sanitation, and information and communications technology/ICT (UNESCAP 2017a). In particular, the Philippines ranked 24th out of 41 countries. In terms of overall infrastructure quality, Philippines lagged behind its ASEAN neighbors, namely, Indonesia, Malaysia, Singapore, and Thailand (NEDA 2017a; UNESCAP 2017b).

According to UNESCAP (2017b, p.1), “this subpar performance has been attributed to the weak institutional capacity of line agencies, as indicated by the lack of a well-developed pipeline of projects, deficiencies in project design, frequent delays and failures in procurement, and poor coordination during project implementation.” While it is critical to intensify spending on infrastructure, it is equally critical to address persistent issues and challenges that hinder implementation of infrastructure projects.

Moreover, critical reforms in infrastructure did not keep pace with the growing population and increasing urbanization. Issues such as low-quality public transport, traffic congestion, poor road network quality, inadequate road safety features, and traffic in major container ports, among others remained (NEDA 2017). There is a need for investments in urban development to address infrastructure deficits in big cities. Likewise, there is a need for increased investments in climate-resilient infrastructure to enhance inter-regional connections and also,

competitiveness with the end in view of sustaining high growth that is inclusive (ADB 2018). A total of PHP 9T (i.e., equivalent to \$180B) is required to address the infrastructure gap in 2017-2022 (UNESCAP 2017b). A closer look at the government’s updated PIP, particularly priority infrastructure PAPs in Chapter 19, and infrastructure flagship projects (as of August 19, 2020) confirms the huge fiscal/budgetary implications of the BBB program.

3.1.1. Updated PIP - Chapter 19 (Accelerating Infrastructure Development): budgetary requirements

As mentioned in Section 2, Chapter 19 of the updated PIP (i.e., as input to the FY 2021 national budget) lists 5,586 infrastructure PAPs with total investment requirements of about PHP3.12 trillion over the medium term. These infrastructure PAPs are in different stage of development and implementation. A small number (i.e., 249) of PAPs were completed in 2019 with total investments of PHP 22.9 billion. The greatest number of PAPs (i.e., 1,743) are under Tier 1 (i.e., ongoing) which required a total of PHP 1,978 billion (i.e., almost PHP 2 trillion) in 2017-2022. It should be noted that the investment requirements associated with the ongoing projects is almost 25 percent of the estimated budgetary requirements (i.e., PHP 8 trillion) in pursuit of the “Golden Age of Infrastructure” over the medium term.

Apparently, the combined number of PAPs under Levels 1-4 (i.e., prospective PAPs) are much bigger than the number of ongoing projects but their investment requirements are far lesser than that for the ongoing projects (i.e., PHP 1,123 billion vis-à-vis PHP 1,978 billion). Assuming that all these 5,586 priority infrastructure projects will be completed by 2022, these will account for about 39 percent of the total estimated budget for attaining the ultimate goal.

Table 4. PIP Investment Targets by Level of Readiness

Status ¹	No. of Projects	Investment Requirements (in PHP Billion)							% of Total
		2017	2018	2019	2020	2021	2022	2017-22	
Completed	249	7.33	5.02	10.52	-	-	-	22.86	0.73%
Tier 1 (Ongoing)	1,743	168.18	261.12	237.45	396.53	499.63	415.03	1,977.93	63.32%
Level 1	1,218	0.44	0.65	15.73	32.38	614.9	32.61	696.71	22.31%
Level 2	1,400	0.03	1.58	4.07	57.23	125.38	94.79	283.08	9.06%
Level 3	666	-	1.08	2.94	10.87	24.04	50.06	89	2.85%
Level 4	310	0.05	-	0.72	8.5	18.46	26.16	53.89	1.73%
Total	5,586	176.02	269.45	271.43	505.51	1,282.41	618.66	3,123.47	100%

¹ Note:

Level 1 – with approval of appropriate approving body but not yet ongoing

Level 2 – with project preparation document (refers to either F/S, business case, project proposal, concept note, etc.) completed, for approval/processing of appropriate approving body in 2019 or 2020, if for NG funding, included in the NEP for FY 2020 or for inclusion in the NEP for 2021

Level 3 – with project preparation document currently being prepared and to be completed in 2020, for approval/processing of appropriate approving body in 2021 and/or if for NG funding, for inclusion in the NEP for 2022

Level 4 – with project preparation document for completion in 2021, for approval/processing of appropriate approving body in 2022 and/or if for NG funding, for inclusion in the NEP for 2023

Source: NEDA (2020)

Compared to the latest available fiscal data, the budgetary requirements for the ongoing projects in FY 2020 are well within (i.e., about 17%) the actual national government (NG) revenue collections as of October 2020 (Table 5). Since these are priority infrastructure FAPs, it is assumed that budget allocation for these PAPs is assured. Data on actual spending for the ongoing projects in FY 2020 are needed to determine its share to the NG expenditures in FY 2020. Available data on obligation and disbursement of DPWH and DOTr indicate that the COVID-19 pandemic has affected the implementation of government projects. As of September 30, 2020, DPWH and DOTr registered an obligation rate (i.e., ratio of obligations to allotments) of 64 percent and 62.1, respectively. The disbursement rate (i.e., ratio of disbursements to obligations) is much lower, i.e., 45.8 percent for DPWH and 38 percent for DOTr.

Table 5. Emerging Fiscal Performance in FY2020 (in billion pesos)

	2020 BESF Projections	2021 BESF (Adj) ao July 2020	Actual ao Aug 2020	Actual ao Oct 2020	Diff Adj less Actual (Oct)
NG revenues	3,536.20	2,519.80	1,931.02	2,371.64	148.16
NG expenditures	4,213.80	4,335.20	2,671.71	3,312.22	1,022.98
Fiscal deficit	-677.60	-1,815.40	-740.69	-940.58	-874.82

Source of actual fiscal data: Bureau of Treasury

3.1.2. Infrastructure Flagship Projects: budgetary requirements

The budgetary requirements for the listed infrastructure flagship projects (IFPs) as of August 19, 2020 amount to PHP 4.1 trillion (Table 6). DOTr accounts for the largest chunk (i.e., 71.4%) of the total budget. Its budget share is bigger if the 2 IFPs under DOTr/BCDA are considered. In this regard, DOTr is the leading implementing agency for IFPs. In contrast, DPWH (i.e., the leading implementing agency for priority infrastructure PAPs in PIP based on Table 1) is responsible for 21.3 percent of the budget (i.e., the second biggest share). The rest of the budget is thinly distributed among other implementing agencies.

Assuming that these projects do not overlap with priority infrastructure PAPs in the updated PIP, combining this amount with that in Table 4 yields total budgetary requirements of about PHP 7.25 trillion. This huge sum is about 91 percent of the estimated total cost to attain the ultimate goal (i.e., “Golden Age of Infrastructure”) over the medium term. It should be noted that 47 IFPs were listed in the original PIP (i.e., NEDA 2018).¹⁰ In the final analysis, the fiscal implications of the country’s infrastructure development are enormous. IMF (2019) highlights the importance of strengthening public investment management in the country to maximize the return from infrastructure investment in succeeding years.

The IMF report notes that public investment has not realized the full potential economic benefits and thus, there is scope for improving efficiency of public investment. Relative to the best-performing countries among emerging market economies, the country’s efficiency gap is about 23 percent in terms of translating public investment into infrastructure. As pointed out in the report, “although the perceived quality of infrastructure seems good, the Philippines could generate more and better infrastructure with similar public capital stock per capita by reducing the cost of producing infrastructure. Increasing public investment management efficiency to

¹⁰ To date, details of the updated PIP as input to the FY 2021 budget preparation are not yet available on the NEDA website.

make the most of this spending is critical for the Philippines to achieve its infrastructure needs” (IMF 2019, p.7).

Table 6. Distribution of Flagship Projects, by Implementing Agency

Implementing Agency	No. of Projects	Estimated Cost (in PHP Million)	Share (percent)
BCDA	1	18,000.00	0.44%
DHSUD/ DPWH	1	999.00	0.02%
DICT	3	54,565.00	1.32%
DICT/ BCDA	1	1,000.00	0.02%
DILG	1	20,314.00	0.49%
DOE	1	46.00	0.00%
DOTr	38	2,946,746.31	71.35%
DOTr/ BCDA	2	65,003.00	1.57%
DPWH	41	880,265.16	21.31%
DOST	1	500.00	0.01%
LWUA	1	4,240.00	0.10%
MWSS	4	42,908.00	1.04%
NIA	7	49,170.00	1.19%
NPC	1	20,000.00	0.48%
PSA	1	26,260.00	0.64%
TOTAL	104	4,130,016.47	100.00%

Source: NEDA (2020)

To strengthen the public investment management framework in the country, IMF (2019, p.9) identified institutional weaknesses and proposed eight priority reform measures, as follows:

1. Strengthen ex-ante fiscal assessment of infrastructure projects. While all major projects before Investment Coordination Committee (ICC) approval are currently subject to a detailed assessment of their technical, economic, financial, and social viability with inputs from relevant central agencies, the process could be further strengthened by establishing a dedicated unit within DOF, NEDA, or DBM that is responsible for conducting a thorough ex-ante assessment of projects focusing on long-term fiscal sustainability and fiscal risks, including contingent liabilities, and proposing mitigation measures for accepted risks.
2. Broaden the framework for private participation in infrastructure. The current Build-Operate-Transfer (BOT) law does not cover all types of private participation in infrastructure, at the levels of both the national government and local government units (LGUs); although it includes some criteria for private participation that are applicable to both levels of government. As potentially private participation in infrastructure may increase in the future, particularly at the LGU level, the legal framework needs to be revamped to specify standard criteria for all types of private participation, including public-private partnerships (PPPs) and joint ventures.
3. Expand medium-term budgeting. While a three-year medium-term fiscal program (MTFP) exists, a multiyear perspective for public investment by line departments has yet to be introduced in the budget process. Doing so is critical with the shift to annual

cash-based budgeting. The multiyear perspective would help establish indicative ceilings for both ongoing and new projects by line departments for the budget and two subsequent years, as well as highlight future year commitments and allocations for projects.

4. Make project appraisal and selection more comprehensive. Capital projects in the Philippines sometimes result in delays and cost overruns due to incomplete project preparation, including right-of-way readiness and resettlement issues that are addressed during project implementation. A more rigorous project appraisal would ensure that all elements, including right-of-way issues, are addressed before implementation starts. An independent review of feasibility studies for mega projects could be considered.
5. Improve infrastructure maintenance. Standard methodologies for maintenance planning and costing of infrastructure assets exist for certain types of assets (such as roads and bridges), and the same practice should be extended to other sectors. It would also be beneficial to establish a central monitoring mechanism to ensure the routine maintenance of major infrastructure assets.
6. Foster effective competition in infrastructure procurement. While there is a legal and institutional framework for transparent and competitive public procurement, competition is still not effective in practice. Many procurements result in a single bidder, precluding the benefits of competition. A study/review to identify the key factors preventing effective competition would be helpful. Procuring agencies should be trained to address potential constraints to effective competition, such as projects that are too large, qualification criteria that are too strict, deadlines that are unrealistic, or specifications that are poorly defined. The sanctions for anticompetitive practices by bidders should be more stringent. The procurement website should be revamped to make procurement information more easily accessible to the public.
7. Improve regulations for project cost adjustments. The existing normal practice of allowing total project cost increases of 10 percent during implementation discourages careful project planning and design and potentially incentivizes additional project spending. The regulation should specify the items to be costed and allow cost increases only for unforeseen technical issues. Cost adjustments should not be allowed to address inadequate design and planning and changes to the scope of the project.
8. Strengthen central monitoring of implementation of major projects.² Currently, the central monitoring covers only projects funded through Official Development Assistance (ODA). In addition to this, lack of timely information on project implementation poses challenges to addressing problems effectively. The monitoring function could be further strengthened by requiring the Monitoring and Evaluation Staff (MES) to participate in monthly progress meetings of major projects, as well as prepare reports to senior management that flag outstanding issues and propose actions. Non-ODA major projects should be included in annual portfolio review reports.

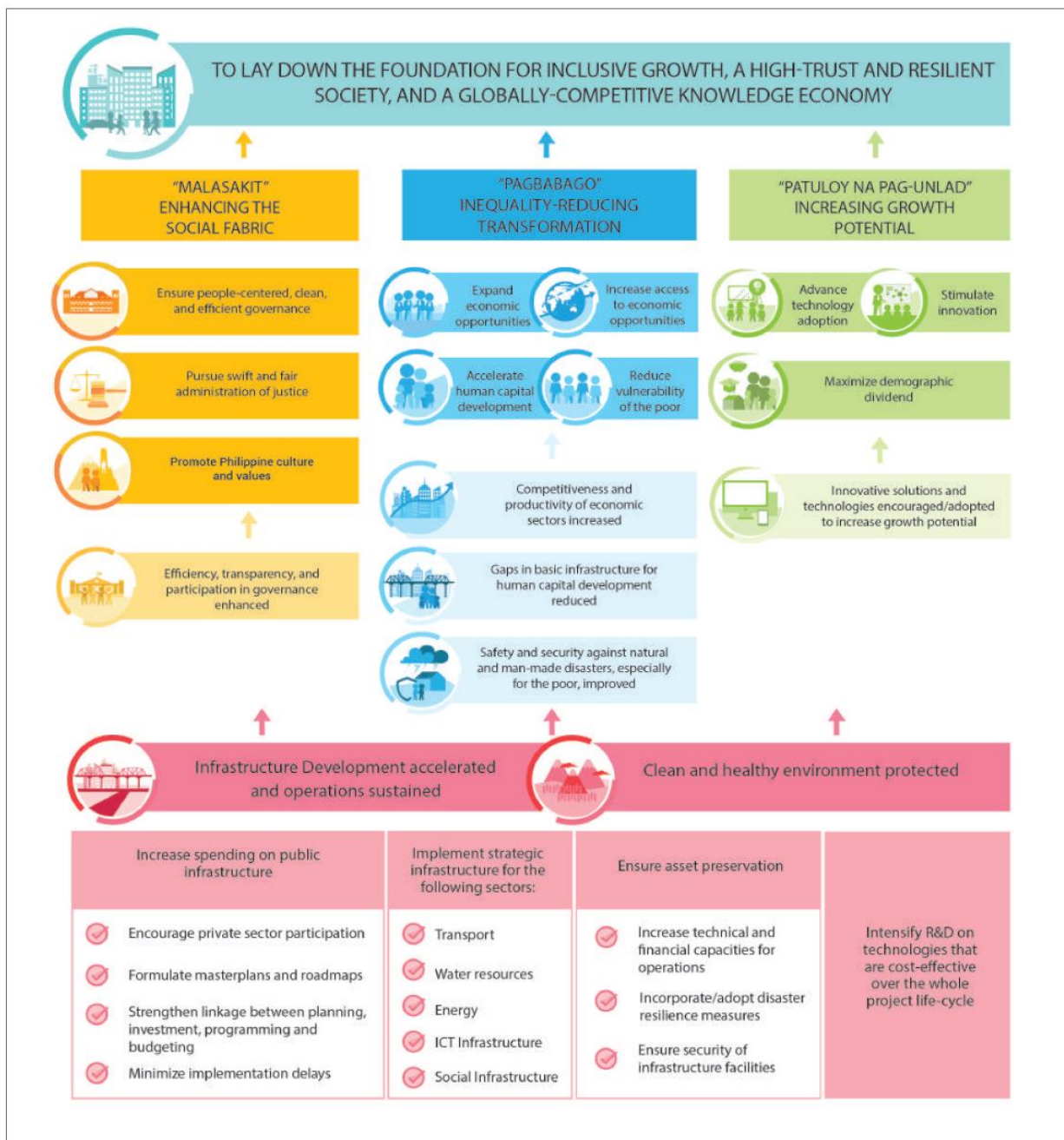
3.2. BBB Program and PDP/PDP Results Matrices Linkage

The PDP identifies five infrastructure intermediate outcomes under the strategic framework for accelerating infrastructure development (Figure 3). The intermediate outcomes are responsive

to the sector outcomes and to the overarching societal goal (i.e., provide the underlying foundation for inclusive growth, a high-trust society, and a globally competitive knowledge economy). Based on NEDA (2018, p.175), the intermediate outcomes are as follows:

- a. Efficiency, transparency, and participation in governance enhanced
- b. Competitiveness and productivity of economic sectors increased
- c. Gaps in basic infrastructure for human capital development reduced
- d. Safety and security against natural and man-made disasters, especially for the poor, improved
- e. Innovative solutions and technologies encouraged/adopted to increase growth potential

Figure 3. Strategic Framework to Accelerate Infrastructure Development



Note: Figure lifted from NEDA (2018)

On the other hand, the PDP Results Matrices identifies the societal goal, intermediate goals, and identified outcomes as well as the indicator statement, aggregate outputs, and targets for each sector that are necessary for the performance assessment. In this sense, the PDP Results Matrices serve not only as a planning tool but as performance assessment tool as well. Below is the rundown of the goals, outcomes, indicators and targets for each of the sector related to accelerating infrastructure development.

1. Societal goal – to lay down the foundation for inclusive growth, a high-trust society, and a globally competitive knowledge economy
2. Intermediate goals – reducing inequality and increasing potential growth
3. Identified outcomes (intermediate goal 1 - reducing inequality):
 - i. Chapter 19 Outcome 1 - Access to economic opportunities increased
 1. Sub-chapter outcome 1.1. - Competitiveness and productivity of economic sectors increased
 - Indicator statement and targets related to public infrastructure spending increased as percent to GDP; power and energy (e.g., power requirements met), transport infrastructure (e.g., travel speed by road in key corridors increased, round-trip flights increased, and passengers transported by sea increased, among others), water resources (e.g., actual irrigated area increased), and ICT (e.g., proportion of households (HHs) with internet connection to total number of HHs increased)
 - Aggregate outputs:
 - a. Transport infrastructure: road transport – new roads constructed to close the gaps in the national road network (lane km, cumulative); rail transport – total length of standard gauge rail tracks increased (km, cumulative); air transport – number of night-rated airports;
 - b. Water resources – irrigation
 - i. Rehabilitated irrigation service areas increased -existing areas in hectares/ha, canals in km
 - ii. Restored irrigation service areas increased (ha) – national irrigation systems (NIS); small-scale irrigation systems (SSIS)
 - iii. Developed new service areas increased (ha) – NIS, SSIS
 - iv. Coverage area of irrigation facilities increased (ha, cumulative)
 - c. Power/energy – renewable energy (RE) capacity increased (MW, cumulative)
 2. Sub-chapter outcome 1.2 – Gaps in basic infrastructure for human capital development reduced
 - Indicator statement and targets related to water resources (e.g., proportion of HHs with access to improved/basic sanitation facilities to total number of HHs increased), power/energy (e.g., proportion of HHs with electricity increased), and social infrastructure (e.g., water and sanitation facility to pupil ratio improved, RHU to population ratio improved, hospital bed to population ratio improved, and barangays with access to sanitary land fill, among others)
 - Aggregate outputs:
 - a. Water resources
 - i. Water supply and sanitation – water service connections (WDs) increased (in million number of connections, cumulative)
 - ii. Volume of desludged and/or treated septage in WDs increased (m³)

- b. Social infrastructure
 - i. BHS established
 - ii. RHU/UHC established
 - iii. Polyclinics established
 - iv. Number of government hospital beds
- ii. Chapter 19 Outcome 2 – Human capital development accelerated
 - 1. Sub-chapter outcome 2.1. – Gaps in basic infrastructure for human capital development reduced
 - Indicator statement and targets related to social infrastructure (e.g., classroom to pupil ratio improved, by school levels such as primary, secondary, etc.) and ICT (e.g., proportion of public schools with internet access to total number of public schools increased)
- iii. Chapter 19 Outcome 3 – Vulnerability of the poor reduced
 - 1. Sub-chapter outcome 3.1. – Safety and security against natural and man-made disasters, especially for the poor improved
 - Indicator statement and targets related to transport infrastructure (e.g., road traffic accident rate reduced and maritime incidents responded to increased)
- 4. Identified outcomes (intermediate goal 2 - increasing potential growth):
 - i. Chapter 19 Outcome 1 – Technology adoption advanced and innovation stimulated
 - 1. Sub-chapter outcome 1.1. – Innovative solutions and technologies encouraged adopted
 - Indicator statement and targets (e.g., conserved annual amount of electricity and fuel increased)

Considering the huge fiscal costs associated with the BBB program, it is critical to assess whether the projects under the BBB program are able to achieve the set targets in the context of the PDP Results Matrices. Based on NEDA (2017b), monitoring of the implementation of the PDP will be done on an annual basis through the PDP Results Matrices. NEDA takes the lead in this monitoring exercise, in close coordination with relevant agencies. The annual monitoring is part of the preparation of the NEDA’s Socioeconomic Report (SER), which summarizes the accomplishments vis-à-vis the PDP and PDP Results Matrices in terms of desired outcomes and outputs. The SER also identifies key challenges and recommends measures to address these challenges.

To date, SER 2018 (i.e., NEDA 2019) is the latest available report on NEDA website.¹¹ It summarizes all the reforms that were adopted in 2018 to enhance the country’s capacity in realizing AmBisyon Natin 2040. These reforms include the first package of Tax Reform for Acceleration and Inclusion (TRAIN) Act, which is expected to generate funds for the BBB program. NEDA (2019) noted that the government was on track despite the mixed results that were attained in the PDP’s core indicators and sector-specific targets. It recognized the need to fine-tune strategies to attain the development targets.

As regards accelerating infrastructure development, the said report mentioned that the government exceeded the infrastructure spending target (i.e., 5.1%) as it registered an infrastructure spending-to-GDP ratio of 6.3 percent in 2017. It also provided an assessment

¹¹ <https://www.neda.gov.ph/socioeconomic-report-2018/>

based on the 75 high-impact IFPs, particularly in terms of the status of these IFPs as of December 2018, as well as accomplishments of various completed and/or ongoing projects.

NEDA (2018) categorized the major PAPs according to the PDP/PIP intermediate outcomes. This sub-section identifies the IFPs that correspond to the intermediate outcomes (a)-(d).¹² As emphasized in previous sections, IFPs are meant to usher in the “Golden Age of Infrastructure” and so these projects certainly are supportive of the overarching societal goal identified in the PDP. In this light, this sub-section also attempts to relate the IFPs to the PDP targets as set in the PDP Results Matrices.

a. Efficiency, transparency, and participation in governance enhanced

NEDA (2018) recognized the role of ICT in promoting good governance. Based on the latest list of IFPs, ten (10) IFPs are related to ICT. One IFP had been completed (i.e., Luzon Bypass Infrastructure Project). Three (3) IFPs are ongoing construction. The rest are either undergoing pre-construction activities (5) or for government approval (1). These ICT IFPs account for 2.71 percent of the total estimated cost of implementing the 104 IFPs (Table 7).

Table 7. Revised List of IFPs (ICT), as of 19 August 2020

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Status
1	Luzon Bypass Infrastructure Project	DICT/BCDA	Nationwide	1,000.00	GAA/CPF	Completed
2	Road Transport IT Infrastructure Project Phase I (LTO IT)	DOTr	Nationwide	3,190.00	GAA	Ongoing construction
3	National Broadband Program	DICT	Nationwide	20,305.00	GAA	Ongoing construction
4	ICT Capability Development and Management Program	DICT	Nationwide	33,983.00	GAA	Ongoing construction
5	LTO Central Command Center	DOTr	Nationwide	950.00	GAA	Pre-construction activities
6	Motor Vehicle Recognition and Enhancement System	DOTr	Nationwide	750.00	GAA	Pre-construction activities
7	National Government Data Center	DICT	Nationwide	277.00	GAA	Pre-construction activities
8	Safe Philippines Project Phase 1	DILG	Nationwide	20,314.00	ODA	Pre-construction activities
9	Philippine Identification System	PSA	Nationwide	26,260.00	GAA	Pre-construction activities
10	National Interoperable Automatic Fare Collection System Project (formerly Automated Fare Collection Clearing House)	DOTr	Nationwide	4,723.00	ODA	For government approval
	Total			111,752.00	Share	
	Total estimated cost (all IFPs)			4,130,016.47	2.71	

Source: NEDA (2020)

¹² The IFPs are not responsive to this intermediate outcome: innovative solutions and technologies encouraged/adopted to increase growth potential. The identified PAPs for this outcome relate to government’s thrust to institutionalize research and development in the country (NEDA 2018).

Based on available information on the ICT-related IFPs, majority (i.e., 7 out of 10)¹³ are considered necessary in enhancing efficiency, transparency, and participation in governance (Table 8). Nevertheless, only one of these IFPs is ongoing construction as of August 19, 2020, namely, the Road Transport Information Technology Infrastructure Project Phase 1 (Land Transportation Office/LTO IT). It is the LTO component of former Department of Transportation and Communications (DOTC)'s Road Transport Information Technology (IT) Infrastructure Project, which was envisioned to provide permanent solution to the data access problem in vehicle registration (Official Gazette of the Republic of the Philippines 2012).¹⁴ It is a seven-year program with an approved budget of PHP 8.2 billion and was expected to be completed in 2019.¹⁵ As of August 19, 2020, the estimated cost for the program stands at PHP 3 billion, which is almost 39 percent of the total budget.

b. Competitiveness and productivity of economic sectors increased

Information and Communications Technology (ICT) infrastructure

ICT is also viewed as crucial in increasing competitiveness and productivity of economic sectors (NEDA 2018). The government is resolute in its effort in enhancing connectivity of digital infrastructure systems throughout the country. Based on Table 8, two ICT-related IFPs, i.e., the Luzon Bypass Infrastructure Project and National Broadband Program are supportive of this effort. As mentioned earlier, the Luzon Bypass Infrastructure Project had been completed. It is a joint project of the Department of Information and Communications Technology (DICT) and Bases Conversion and Development Authority (BCDA) which built an ultra-high speed information highway that is meant to improve the speed, affordability, and accessibility of broadband Internet throughout the country in support of the DICT's flagship programs (e.g., free WiFi in public places nationwide and online government services including for education and health).

BCDA was responsible for building the said infrastructure, which consists of two cable landing stations connected by a 250-km long cable network corridor. On the other hand, DICT operates the infrastructure, maintains the related facilities, and provides last mile connectivity in the country. As first user of the infrastructure, Facebook is expected to provide the Philippine government with spectrum that is equivalent to at least 2 million Mbps. Such spectrum is envisioned to significantly expand the capacity available for the government's connectivity programs. The infrastructure will enable Facebook to construct and operate a submarine cable system that supports the cable stations located on the East and West Coasts of Luzon but will provide direct connections to Internet hubs in the United States and Asia.¹⁶

On the other hand, the National Broadband Program is another DICT program which aims to enhance Internet speed through fast deployment of fiber optic cables and wireless technologies. It also seeks to ensure that all Filipinos have access to broadband capability. It consists of two components such as (i) the National Backbone, which tested 158 dark fiber segments of the National Grid Corporation of the Philippines, and (ii) international cable landing stations (CLS), which include the fully constructed CLS in Baler, Aurora and Poro Point, La Union

¹³ It is difficult to determine the purpose/objective of the ICT Capability Development and Management Program by just its name, unlike the LTO Central Command Center and Motor Vehicle Recognition and Enhancement System which are thought to improve LTO or LTFRB services.

¹⁴ <https://www.officialgazette.gov.ph/2012/04/26/new-lto-it-project-to-solve-data-problems-in-vehicle-registrations/>

¹⁵ <https://www.bworldonline.com/56-flagship-projects-to-be-completed-by-2022/>

¹⁶ <https://www.bcda.gov.ph/philippine-government-teams-facebook-high-speed-broadband-infrastructure-0>

(DPWH 2020). It is one of the three (3) ICT-related IFPs with ongoing construction, along with LTO IT Project and DICT's ICT Capability Development and Management Program. It requires about PHP 20 billion, i.e., 18 percent of the total cost estimates for ICT-related IFPs.

Table 8. ICT-related IFPs with description, as of 19 August 2020

No.	Name of Project	Project Description / Objectives	Implementing Agency	Status
1	Luzon Bypass Infrastructure Project	Built an ultra high speed information highway to greatly improve speed, affordability and accessibility of broadband Internet throughout the country	DICT/BCDA	Completed
2	Road Transport Information Technology Infrastructure Project Phase I (LTO IT)	Upgrade of existing IT infra of LTFRB: (a) computerization of manual processes; (b) dev't of online database of franchise info; (c) data migration; and (d) procurement, installation, operations and management of IT hardware equipment, software and network dev't; aims to deliver a transparent and efficient franchising system through streamlining of LTFRB's current processes and automation	DOTr	Ongoing construction
3	National Broadband Program	Aims to improve internet speed by accelerating the deployment of fiber optic cables and wireless technologies in the country and ensure that all Filipinos have access to broadband capability	DICT	Ongoing construction
4	ICT Capability Development and Management Program	-	DICT	Ongoing construction
5	LTO Central Command Center	-	DOTr	Pre-construction activities
6	Motor Vehicle Recognition and Enhancement System	-	DOTr	Pre-construction activities
7	National Government Data Center	Addresses one of iGovPhil's goals of building physical infra to interconnect gov't agencies; serves as launching point for many gov't services such as cloud computing, web hosting, server colocation, and other operations	DICT	Pre-construction activities
8	Safe Philippines Project Phase 1	Aims to provide 18 LGUs in Metro Manila and Davao City with integrated operations and command centers and a remote back-up data center	DILG	Pre-construction activities
9	Philippine Identification System	Aims to provide inclusive coverage as it intends to register 112M Filipino citizens and 10M overseas Filipinos, with particular focus in enabling access to most vulnerable groups such as the poor, people living in geographically isolated and disadvantaged areas, indigenous peoples, and persons with disabilities	PSA	Pre-construction activities
10	National Interoperable Automatic Fare Collection System Project (formerly Automated Fare Collection Clearing House)	Involves decommissioning of old magnetic-based ticketing system and replacing the same with contactless-based smart card technology (Beep Card™) on LRT Lines 1-2 and MRT Line 3, w/ centralized back office that will perform apportionment of revenues	DOTr	For government approval

Source: NEDA (2020)

As part of the BBB program, the ICT-related IFPs listed in Table 8 are envisioned to contribute in the attainment of the set goals and targets provided in Tables 9.

Table 9. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.1: Competitiveness and productivity of economic sectors increased (ICT)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Information and Communications Technology (ICT)								
Cost of ICT services decreased (% of Gross National Income (GNI) per capita)	2016	7.5	None	None	None	<6.4	None	<5.4
Average broadband download speed increased (Mbps)	2016	4.3	None	None	None	10	None	20
Proportion of households (HHs) with internet connection to total number of HHs increased (% cumulative)	2016	28.3	None	None	None	50	None	70

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

The SER 2017 (NEDA 2018b, p. 167) noted that “the country’s digital connectivity has improved moderately with the private sector continuing to lead the development, yet it remains inadequate to meet the increasing demand in the sector. While average broadband speed increased from 4.3 megabits per second (mbps) in 2016 to 5.5 mbps in 1st quarter of 2017 and household internet access increased from 28.3 percent in 2016 to 39.1 percent in 2017, the Philippines has been continuously lagging behind its ASEAN neighbors.”

On the other hand, the SER 2018 (NEDA 2019, p.219) noted that “the country’s digital connectivity has improved with the continuous expansion of private sector’s data networks. According to Speedtest Global Index, the country’s Internet speed has notably increased with average download speed at 19.03 Mbps for fixed broadband (from 15.13 Mbps) and 15.05 megabits per second (Mbps) for mobile broadband (from 13.45 Mbps).¹¹ There is, however, much room for improvement as the broadband speed is still considerably below the global average of 54.33 Mbps for fixed broadband and 25.08 Mbps for mobile broadband.”

Transport and mobility

NEDA (2018b) highlighted that the government’s massive infrastructure program (i.e., BBB program) is geared towards achieving spatial efficiency and connectivity, particularly (i) improving regional connectivity, (ii) easing the cost of doing business to increase the country’s growth potential and competitiveness, and (iii) linking production areas to growth centers through an efficient transportation network. NEDA (2019) noted that improvements in the transport sector brought about reduction in travel time and increased mobility. For example, it mentioned the opening of the Binalonan to Pozorrubio Section of Tarlac- Pangasinan-La Union Expressway (TPLEX) which reduced the travel time (i.e., from 150 minutes to 45 minutes) from Tarlac to Pozorrubio.

NEDA (2018, p.175) considered improving the road network in the country as one of the government’s priorities so that it can “provide an adequate, accessible, reliable, and safe access for the people and goods, and to increase the travel speed in key corridors”. Based on the latest list of IFPs, the IFPs for improving land transport mobility are specified in Table 10. The estimated cost for implementing these IFPs amount to almost PHP 880 billion, which is about 23 percent of the total cost associated with transport and mobility sector (i.e., PHP 3.8 trillion or 91.5% of the total IFP budget). The biggest chunk (i.e., 50%) of the estimated cost for transport and mobility is associated with the implementation of rail transport IFPs (Table 11). NEDA (2018b) pointed out the inadequacy in necessary upgrading and expansion of mass transport network due to huge capital investment outlay that is associated with it coupled with the required longer lead time for procurement and delivery of rail assets.

Table 10. Land Transport IFPs

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Status
1	C5 Southlink Expressway Project	DPWH	NCR	12,645.00	PPP	Ongoing construction
2	Cagayan de Oro Coastal Road	DPWH	Mindanao	2,842.00	GAA	Ongoing construction
3	Metro Manila Skyway Stage 3	DPWH	NCR	44,860.00	PPP	Ongoing construction
4	Arterial Road ByPass Project Phase III (Plaridel Bypass)	DPWH	Luzon	5,261.00	ODA	Ongoing construction
5	Metro Manila Logistics Network: Bonifacio Global City-Ortigas Center Link Road Project	DPWH	NCR	5,720.00	GAA	Ongoing construction
6	Surallah-T’boli-San Jose Road, South Cotabato	DPWH	Mindanao	3,473.00	GAA	Ongoing construction
7	Sindangan-Bayog-Lakewood Road, Zamboanga del Sur and Zamboanga del Norte	DPWH	Mindanao	4,153.00	GAA	Ongoing construction
8	Metro Manila Logistics Network: China Grant Bridges a) Binondo-Intramuros Bridge b) Estrella-Pantaleon Bridge	DPWH	NCR	5,947.00	ODA	Ongoing construction
9	Boracay Circumferential Road	DPWH	Visayas	1,660.00	GAA	Ongoing construction
10	Manila Metro Line 1 Cavite Extension (Baclaran - Niog, Bacoor) (a.k.a LRT 1 Cavite Extension Project)	DOTr	Luzon	64,915.00	ODA/PPP	Ongoing construction
11	Samar Pacific Coastal Road Project	DPWH	Visayas	1,126.00	ODA	Ongoing construction
12	Davao City Coastal Road Project, including Bucana bridge	DPWH	Mindanao	28,265.00	GAA/ODA	Ongoing construction
13	Bacolod-Negros Occidental Economic Highway	DPWH	Visayas	7,339.00	GAA	Ongoing construction
14	Southern Luzon Expressway Toll Road 4	DPWH	Luzon	13,100.00	PPP	Ongoing construction
15	Metro Cebu Expressway Project	DPWH	Visayas	26,625.00	GAA/PPP	Ongoing construction
16	Camarines Sur High-Speed Highway Project	DPWH	Luzon	9,235.00	GAA	Ongoing construction
17	Pasacao-Balatan Tourism Coastal Highway	DPWH	Luzon	14,972.00	GAA	Ongoing construction
18	NLEX-SLEX Connector Road	DPWH	NCR	23,302.00	PPP (Unsolicited)	Ongoing construction
19	Southeast Metro Manila Expressway Project	DPWH	NCR	45,290.00	PPP	Ongoing construction

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Status
20	Improving Growth Corridors in Mindanao Road Sector Project (former Tawi Interlink Bridge and Guicam Bridge)	DPWH	Mindanao	25,257.00	ODA	Ongoing construction
21	Panglao-Tagbilaran City Offshore Connector Bridge	DPWH	Visayas	4,400.00	ODA	Ongoing construction
22	Panguil Bay Bridge	DPWH	Mindanao	7,375.00	ODA	Ongoing construction
23	Panay-Guimaras Negros Bridge Phase 1	DPWH	Visayas	65,701.16	ODA	Pre-construction activities
24	Cebu-Mactan Bridge and Coastal Road Construction Project	DPWH	Visayas	76,413.00	ODA	Pre-construction activities
25	Davao City Bypass Construction Project	DPWH	Mindanao	46,805.00	ODA	Pre-construction activities
26	Samal Island-Davao City Connector Bridge	DPWH	Mindanao	23,040.00	ODA	Pre-construction activities
27	Metro Manila Logistics Network: Pasig River and Manggahan Floodway Bridges Construction Project a) North and South Harbor Bridge b) Palanca-Villegas Bridge c) East-West Bank Bridge 2	DPWH	NCR	12,801.00	ODA	Pre-construction activities
28	Road Network Development Project in Conflict Affected Areas in Mindanao	DPWH	Mindanao	14,302.00	ODA	Pre-construction activities
29	Metro Manila Logistics Network: Pasig River and Manggahan Floodway Bridges Construction Project a) J.P. Rizal-Lopez Jaena Bridge (Marikina River) b) J.P. Rizal-St. Mary Bridge (Marikina River) c) Marikina-Vista Real Bridge (Marikina River)	DPWH	NCR	9,163.00	ODA	Pre-construction activities
30	Cebu Bus Rapid Transit	DOTr	Visayas	16,309.00	ODA	Pre-construction activities
31	Davao Public Transport Modernization Project (DPTMP)	DOTr	Mindanao	18,600.00	ODA	Pre-construction activities
32	Taguig Integrated Terminal Exchange	DOTr	NCR	4,000.00	PPP	Pre-construction activities
33	Quezon-Bicol Expressway	DPWH	Luzon	87,296.00	PPP	For government approval
34	Cavite-Tagaytay-Batangas Expressway Project	DPWH	Luzon	25,240.00	PPP (Unsolicited)	For government approval
35	TPLEX Extension Project	DPWH	Luzon	23,947.00	PPP	For government approval
36	Iconic Bridge Projects for Socio Economic Development	DPWH	Luzon	5,963.00	ODA	For government approval

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Status
37	Davao City Expressway	DPWH	Mindanao	80,651.00	ODA	For government approval
38	NLEX Harbor Link Extension to Anda Circle	DPWH	NCR	12,000.00	PPP (Unsolicited)	For government approval
	Total land transport			879,993.16	Share	
	Total transport			3,778,305.47	23.29	

Source: NEDA (2020)

Table 11. Rail Transport and Other IFPs

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Status
1	LRT 2 East Extension	DOTr	NCR	9,759.31	ODA	Ongoing construction
2	MRT 7	DOTr	NCR	75,000.00	PPP (Unsolicited)	Ongoing construction
3	MRT 3 Rehabilitation Project	DOTr	NCR	21,966.00	ODA	Ongoing construction
4	North South Commuter Railway (PNR North 1)	DOTr	Luzon	149,130.00	ODA	Ongoing construction
5	North South Commuter Railway Extension (PNR North 2, PNR South Commuter)	DOTr	Luzon	628,420.00	ODA	Pre-construction activities
6	Metro Manila Subway Project Phase 1	DOTr	NCR	356,974.00	ODA	Pre-construction activities
7	PNR South Long Haul	DOTr	Luzon	175,318.00	ODA	Pre-construction activities
8	Mindanao Rail Project Phase 1	DOTr	Mindanao	81,686.00	ODA	Pre-construction activities
9	MRT 4	DOTr	NCR	49,841.00	ODA	Pre-construction activities
10	LRT 2 West Extension	DOTr	NCR	10,120.00	GAA	Pre-construction activities
11	Metro Manila BRT Line 1 (Quezon Ave)	DOTr	NCR	5,463.00	ODA	Pre-construction activities
12	Subic Clark Railway	DOTr/ BCDA	Luzon	50,031.00	ODA	Pre-construction activities
13	C5 MRT 10 Project	DOTr	NCR	81,470.00	PPP (Unsolicited)	For government approval
14	Cebu Monorail System	DOTr	Visayas	78,890.00	PPP (Unsolicited)	For government approval
15	MRT 11	DOTr	NCR	71,110.00	PPP (Unsolicited)	For government approval
16	LRT 6 Cavite Line A/ Modified LRT 6 Project Phases 1 (Niog-Dasma City) and 2 (Dasma City- Tagaytay)	DOTr	Luzon	50,380.00	PPP (Unsolicited)	For government approval
17	Fort Bonifacio-Makati Sky Train	DOTr	NCR	3,520.00	PPP (Unsolicited)	For government approval

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Status
18	Unified Grand Central Station	DOTr	NCR	2,783.00	GAA	Ongoing construction
19	EDSA Greenways	DOTr	NCR	8,512.00	ODA	Pre-construction activities
20	New Cebu International Container Port	DOTr	Visayas	9,961.00	ODA	Pre-construction activities
	Total rail transport			1,899,078.31	50.26	
	Total water transport			9,961.00	0.26	
	Total unclassified			11,295.00	0.30	
	Total transport			3,778,305.47		

Source: NEDA (2020)

The rail transport IFPs will provide new mass transport facilities that can enhance mobility of people and goods along high density corridors. Passengers and cargo can benefit from reduced travel time and ensured accommodation. On the other hand, construction of transport terminals will facilitate more convenient and efficient transfer while construction of seaports and airports will provide further support to logistics. The air transport IFPs are enumerated in Table 12. These projects account for 26 percent of the total cost for transport and mobility sector. NEDA (2019) noted that the performance of the aviation sector had improved in 2018. In particular, the Manila International Airport Authority reported an increase of 2.01 percent in the total count of flights (i.e., from 258,366 in 2017 to 263,564 in 2018).

Table 12. Air Transport IFPs, as of 19 August 2020

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Status
1	General Santos Airport	DOTr	Mindanao	1,096.00	GAA	Ongoing construction
2	Clark International Airport Expansion Project Phase 1	DOTr/BCDA	Luzon	14,972.00	PPP	Ongoing construction
3	Bicol International Airport Development Project (New Legaspi)	DOTr	Luzon	4,798.00	GAA	Ongoing construction
4	M'lang (Central Mindanao) Airport (Central Mindanao (M'lang) Development Project)	DOTr	Mindanao	2,600.00	GAA	Ongoing construction
5	New Manila International Airport	DOTr	Luzon	735,654.00	PPP (Unsolicited)	Pre-construction activities
6	Ninoy Aquino International Airport	DOTr	NCR	102,115.00	PPP (Unsolicited)	For government approval
7	New Bohol (Panglao) International Airport	DOTr	Visayas	3,791.00	PPP (Unsolicited)	For government approval
8	Laguindingan Airport	DOTr	Mindanao	45,751.00	PPP (Unsolicited)	For government approval
9	Davao International Airport	DOTr	Mindanao	39,524.00	PPP (Unsolicited)	For government approval
10	Bacolod-Silay International Airport	DOTr	Visayas	19,240.00	PPP (Unsolicited)	For government approval
11	Iloilo International Airport	DOTr	Visayas	4,593.00	PPP (Unsolicited)	For government approval
12	Kalibo International Airport	DOTr	Visayas	3,844.00	PPP (Unsolicited)	For government approval
	Total	DOTr	Visayas	3,844.00	PPP (Unsolicited)	For government approval
	Total	DOTr	Visayas	3,844.00	PPP (Unsolicited)	For government approval
	Total air transport			985,666.00	Share	
	Total transport			3,778,305.47	26.09	

Source: NEDA (2020)

The relevant PDP targets for transport mobility are indicated in Tables 13-14. The transport IFPs listed above are expected to help achieve these targets.

Table 13. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.1: Competitiveness and productivity of economic sectors increased

(Transport Infrastructure)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Transport Infrastructure								
Road Transport								
Travel speed by road in key corridors increased (kph)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Metro Manila	2016	24.33	25.91	24.33	TBD	TBD	TBD	TBD
Metro Cebu	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Metro Davao	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Average travel time by road by roll-on roll-off (RORO) in key corridors decreased (hours)	2016	None	None	None	12.5	None	None	25
Air Transport								
Round-trip flights increased (number of flights, cumulative)								
International Flights								
NAIA	2016	103,435	107,368	112,020	116,673	121,325	125,977	130,629
Mactan Cebu	2015	13,363	20,644	22,296	24,079	24,071	25,997	28,077
Clark Airport	2016	5,852	7,221	6,780	7,303	8,006	7,953	9,571
CEZA	2015	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Subic Airport	2015	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Domestic Flights								
NAIA	2016	154,986	156,909	159,202	161,496	163,789	166,083	168,376
Mactan Cebu	2015	48,850	64,825	70,011	75,612	75,604	81,653	88,185
Clark Airport	2016	360	5,399	6,007	8,001	9,858	12,076	14,783
CEZA	2016	94	40	60	90	135	202.5	303.75
Subic Airport	2015	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Water Transport								
Passengers transported by sea increased (in number of passengers, cumulative)	2016	87,966,558	91,652,646	94,652,994	TBD	TBD	TBD	TBD
PPA	2016	67,762,732	71,252,496	73,652,836	76,156,840	78,769,363	81,495,506	84,340,637
Cebu Port	2016	20,203,126	20,400,000	21,000,000	TBD	TBD	TBD	TBD
Subic Port	2016	700	150	158	165	174	182	191
Cargo shipped increased (international and domestic) (MT, cumulative)	2016	302,648,009	314,525,906	322,315,229	TBD	TBD	TBD	TBD
PPA	2016	243,757,529	252,038,054	260,672,984	269,678,799	279,072,787	288,873,075	299,098,678
Cebu Port	2016	48,728,761	51,400,000	50,000,000	TBD	TBD	TBD	TBD
Subic Port	2015	10,161,715	11,087,848	11,642,240	12,224,352	12,835,570	13,477,349	14,151,216
CEZA	2016	4	4	5	5	6	6	7
Rail Transport								
Passenger trips via rail in Metro Manila increased (in % share to total passenger trips via rail, cumulative)	2014	11	13	14	15	16	17	19

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

Table 14. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created.

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.1: Competitiveness and productivity of economic sectors increased

(Aggregate Outputs: Transport Infrastructure)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Aggregate Outputs								
Transport Infrastructure								
Road Transport								
New roads constructed to close the gaps in the national road network (lane km, cumulative)	2016		244.2	575.77	979.86	1,270.46	1,534.96	1,782.53
Rail Transport								
Total length of standard gauge rail tracks increased (km, cumulative)	2016	51.4	55.59	55.6	55.6	64.75	212.95	470
Air Transport								
Number of night-rated airports	2016	15	19	22	25	27	TBD	TBD

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

Power generation

NEDA (2018) pointed out that the demand for electricity increases as economic activities thrive. The importance of ensuring adequate supply of electricity in the country cannot be overemphasized. According to NEDA, the country needs an additional capacity of 43,765MW in the period 2016-2040. Two (2) of the 104 IFPs aim to construct, and rehabilitate and uprate hydroelectric plants (Table 15). If these IFPs will be approved for implementation, the cost is placed at about PHP 20.05 billion or 0.48 percent of the total IFP cost estimates.

Table 15. Power and Energy IFPs

No.	Name of Project	Implementing Agency	Location	Cost (in PHP M)	Funding Source	Status	Project Description/Objectives
1	Agus 3 Hydroelectric Power Project (225 MW)	DOE	Mindanao	46.00	PPP	For government approval	Construction of a 225MW hydroelectric power plant along the Agus river
2	Agus-Pulangi Rehabilitation Project	NPC	Mindanao	20,000.00	ODA	For government approval	Rehabilitation and uprating of Agus I, Agus II, Agus IV, Agus V, Agus VI (except units 1 and 2), Agus VII and Pulangi IV Hydroelectric power plants

Source: NEDA (2020)

The PDP Results Matrices sets the targets for power and energy as shown in Tables 16-17. The two (2) power and energy IFPs are expected to support the attainment of these targets. It is noteworthy that based on NEDA (2019, p.218), the “total dependable capacity remained

adequate to meet the highest peak demand in all three main grids. As of mid-2018, the total grid installed capacity of the Philippines is 23,169 megawatt (MW) with 91.73 percent being dependable. The dependable capacity in each grid was able to address the highest peak demand, thus, resulting in a secure and reliable grid. This is notwithstanding the DOE's assessment in its Power Demand-Supply Outlook 2016-2040 that the Philippines will need an additional 5,357 MW by 2022 to sustain economic growth as the demand for electricity is expected to increase to 18,173 MW by 2022. Committed and indicative capacities, as of end-October 2018, are estimated at 6,408MW and 37,975MW, respectively.”

Table 16. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.1: Competitiveness and productivity of economic sectors increased (Power/Energy)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Power/Energy								
Power requirements ^b met (% available capacity over peak demand)	2016	115	137	137	133	129	128	128
Luzon	2016	115	135	132	129	127	125	125
Visayas	2016	118	144	143	137	135	136	133
Mindanao	2016	117	143	154	143	137	135	137
Energy intensity (primary energy) reduced (tons of oil equivalent per million peso)	2016	6.71	6.68	6.43	6.27	6.05	5.83	5.59
Energy intensity (electricity consumption) reduced (kWh per million peso)	2016	11.18	10.89	10.61	10.44	10.23	10.02	9.79
Electricity consumption per capita increased (kWh per capita)	2016	879.46	899.44	932.01	971.61	1,013.54	1,055.39	1,097.61

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

^b Power requirements including 25% reserves. The ratio must always be maintained above 100 percent.

Source: NEDA (2017b)

Table 17. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.1: Competitiveness and productivity of economic sectors increased

(Aggregate Outputs: Power/Energy)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Aggregate Outputs								
Power/Energy								
Renewable Energy (RE) capacity increased (MW, cumulative)	2016	6,958	7,079	2016-2020: 12,027			2021-2022:13,014	

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

Irrigation

As pointed out in NEDA (2018), irrigation is a vital component of efforts to improve productivity and ensure sustainability of the agriculture sector. Accelerating irrigation development is one of the government's priorities based on PDP. In particular, the PDP identifies the establishment and rehabilitation of small-scale and community-based irrigation projects in areas not supported by national irrigations systems as an intervention to accelerate irrigation development.

Among the 12 water resources IFPs listed in Table 18, seven are irrigation projects of the National Irrigation Administration (NIA). The NIA will invest about PHP 49 billion for the implementation of these irrigation projects, including the Bohol Northeast Basin Multipurpose Dam Project that is for government approval. As of August 19, 2020, six of these irrigation projects are ongoing and these account for 91 percent of the total estimates cost for irrigation projects.

Table 18. Water Resources IFPs

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Status
1	National Irrigation Sector Rehabilitation and Improvement Project (NIS RIP)	NIA	Nationwide	3,393.00	ODA	Ongoing construction
2	Malitubog-Maridagao Irrigation Project	NIA	Mindanao	5,445.00	GAA	Ongoing construction
3	Chico River Pump Irrigation Project	NIA	Luzon	4,373.00	ODA	Ongoing construction
4	Balog-Balog Multipurpose Project Phase II, Tarlac	NIA	Luzon	13,370.00	GAA	Ongoing construction
5	Jalaur River Multipurpose Project - Stage II, Iloilo	NIA	Visayas	14,819.00	ODA	Ongoing construction
6	Lower Agno River Irrigation System Improvement Project, Pangasinan	NIA	Luzon	3,500.00	GAA	Ongoing construction
7	Bohol Northeast Basin Multipurpose Dam Project	NIA	Visayas	4,270.00	ODA	For government approval
8	Angat Water Transmission Improvement Project	MWSS	Luzon	3,290.00	ODA	Completed
9	Water District Development Sector Projects (ADB-WDDSP)	LWUA	Nationwide	4,240.00	ODA	Ongoing construction
10	Wawa Bulk Water Supply Project	MWSS	Luzon	20,000.00	PPP	Pre-construction activities
11	New Centennial Water Source - Kaliwa Dam Project	MWSS	Luzon	12,189.00	ODA	Pre-construction activities
12	Aqueduct No. 7 Project	MWSS	Luzon	7,429.00	ODA	Pre-construction activities
	Total			96,318.00	Share	
	Total estimated cost (all IFPs)			4,130,016.47	2.33	

Source: NEDA (2020)

The biggest irrigation projects are the Jalaur River Multipurpose Project - Stage II in Iloilo (with estimated cost of PHP 14.8 billion) and Balog-Balog Multipurpose Project Phase II in Tarlac (with estimated cost of PHP 13.4 billion). These projects account for about 57 percent of the total investment for irrigation projects. The Jalaur River Multipurpose Project – Stage II is envisioned to benefit 22,000 farmers and their families by providing irrigation water to five existing irrigation systems in 23 municipalities and two cities in the province of Iloilo.¹⁷ The Balog-Balog Multipurpose Project Phase II is expected to benefit 23,000 farmers in Tarlac by providing year-round irrigation services to about 34,500 hectares at full development and by improving cropping intensity from one to at least two seasons per year. In particular, the project is expected to improve rice harvest from 3.1 metric tons per hectare under rain-fed conditions to 5.2 metric tons per hectare under irrigated condition.¹⁸

In general, the irrigation projects listed in Table 18 are responsive to the targets set in the PDP. These PDP targets are specified in Tables 19-20. The actual contribution of these irrigation projects as well as the other IFPs in the attainment of the PDP targets can be determined through NEDA’s monitoring in the context of the PDP Results Matrices. Results of which are reported in the NEDA’s annual SER (e.g., NEDA 2018b and NEDA 2019).

Table 19. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.1: Competitiveness and productivity of economic sectors increased (Water Resources)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Water Resources								
Irrigation								
Actual irrigated area increased (% of total potential irrigable area, cumulative)	2015	57.33	59	60.43	61.72	62.86	63.87	65.07
Cropping intensity increased (% , cumulative)	2015	143	144	147	150	152	155	157

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

¹⁷ <https://www.nia.gov.ph/?q=content/nia-kicks-p11212-b-jrmp-ii-construction>

¹⁸ <https://pia.gov.ph/news/articles/1020130>

Table 20. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.1: Competitiveness and productivity of economic sectors increased

(Aggregate Outputs: Water Resources)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Aggregate Outputs								
Water Resources								
Irrigation								
Rehabilitated irrigation service areas increased								
Existing areas (ha)								
Canals (km)	2015	1,259	1,600	1,700	1,700	1,800	1,900	2,000
Restored irrigation service areas increased (ha)								
National Irrigation Systems (NIS)	2015	15,525	28,788	22,832	26,099	22,060	26,600	32,600
Small-scale Irrigation Systems (SSIS)	2015	16,164	7,349	4,177	7,790	5,663	5,515	5,026
Developed new service areas increased (ha)								
NIS	2015	32,839	42,144	43,367	39,007	34,233	30,595	36,180
SSIS	2015	35,616	19,886	20,269	23,851	22,335	22,028	22,430
Coverage area of irrigation facilities increased (ha, cumulative)	2015	1,731,128	1,781,466	1,824,833	1,863,840	1,898,073	1,928,668	1,964,848

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

c. Gaps in basic infrastructure for human capital development reduced

Water supply and sanitation

Based on Table 18, five water resources IFPs address concerns relating to water and sanitation (WATSAN). The completion of the Angat Water Transmission Improvement Project is a good development as it ensures the reliability and security of raw water. This is now possible with the partial rehabilitation of the transmission system that runs from Ipo to La Mesa as well as the introduction of water safety, risk and asset management plans. With the Metropolitan Waterworks and Sewerage System (MWSS) in the lead, it involved the construction of a new 4.00 meters tunnel (i.e., Tunnel no. 4) by 6.30 kilometers, including intake and outlet works.¹⁹

The Asian Development Bank (ADB)'s Water District Development Sector Project (ADB-WDDSP) is an ongoing project with the Local Water Utilities Administration (LWUA) as the implementing agency. Under this project, the ADB provided (i) \$60-million loan under ADB's ordinary capital resources, and (ii) \$2-million grant under the Urban Environmental Infrastructure Fund. It aims to help water districts to implement expansion and rehabilitation of supply systems and also, building of pilot sanitation facilities (LWUA 2020). In particular, the project provides investments for water and sanitation aimed at improving public health in areas outside the National Capital Region.²⁰ According to the LWUA report, the relevant agreements between ADB and LWUA were approved in April 2016 and became effective in February 2017. These agreements will end on October 31, 2022. This ADB project involves

¹⁹ <https://mwss.gov.ph/projects/angat-water-transmission-improvement-project/>

²⁰ <https://www.adb.org/sites/default/files/project-documents/41665/41665-013-esmr-en.pdf>

12 water districts with twelve water supply and two sanitation subprojects. As such, it is envisioned to benefit about 750,000 people by providing access to piped water service connections and about 66,500 people by providing access to improved sanitation services. Nevertheless, some of the project activities were delayed due to the COVID-19 pandemic and thus, this has implications on the expected completion of the entire project.

The three other water resources IFPs are undergoing pre-construction activities. With MWSS as the implementing agency, these projects require about PHP 39.6 billion, which is about 41 percent of the total estimated cost for water resources IFPs and 84 percent of the total estimated cost for WATSAN IFPs. With project cost of PHP 20 billion, the Wawa Bulk Water Supply Project involves the design and construction of a bulk water supply system in Tayabasan River (i.e., expected to provide raw water supply of 80 million liters (80MLD) per day) and Upper Wawa River in Rodriguez, Rizal (i.e., expected to provide 438 MLD). With project cost of about PHP 12 billion, the New Centennial Water Source - Kaliwa Dam Project involves the design and construction of dam and raw water conveyance tunnel (i.e., expected to provide 600 MLD per day) in General Nakar, Quezon and Infanta, Quezon. With project cost of about PHP 7.4 billion,²¹ the Aqueduct No. 7 Project is subsumed under the completed Angat Water Transmission Improvement Project. It involves the design and construction of Bigte-Nonaliches Aqueduct No. 7, which is a 15-kilometer aqueduct that will convey raw water supply of 1,700 MLD per day. All these projects are aimed at augmenting the increasing water demand in and outside Metro Manila. Undoubtedly, all the listed WATSAN IFPs in Table 18 are responsive of the PDP targets as shown in Tables 21-22.

Table 21. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.2: Gaps in basic infrastructure for human capital development reduced
(Water Resources)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Water Resources								
Water Supply and Sanitation								
Proportion of HHs with access to improved/basic sanitation facilities to total number of HHs increased (% , cumulative)	2015	93.69	94.66	95.15	95.63	96.12	96.6	97.09
Proportion of HHs with access to safe water supply to total number of HHs increased (% , cumulative)	2015	87.2	90.04	91.47	92.89	94.31	95.73	97.16
Proportion of cities/municipalities served by water districts with 24/7 water supply increased (% , cumulative)	2015	84.00	84.00	84.00	86.00	88.00	90.00	90.00

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

²¹ Based on MWSS data as of September 8, 2020, it is an additional financing under the Angat Water Transmission Project.

Table 22. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.2: Gaps in basic infrastructure for human capital development reduced

(Aggregate Outputs: Water Resources)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Aggregate Outputs								
Water Resources								
Water Supply and Sanitation								
Water service connections (WDs) increased (in million number of connections, cumulative)	2016	4.110	4.301	4.559	4.774	5.000	5.236	5.484
Volume of desludged and/or treated septage in WDs increased (m ³)	2016	322,588	338,561	354,348	371,246	387,812	401,839	417,169

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

Electrification

NEDA (2018) mentioned about government's plans to implement various electrification PAPs that utilize appropriate electrification strategies and technologies. These PAPs are meant to provide access to electricity to communities that are unelectrified and those that are classified as off-grid, island, remote, and last mile communities. All these are in pursuit of the goals of 100 percent electrification of all Philippine Statistics Authority (PSA)-identified households (based on 2015 census) by 2022 and also, nationwide electrification by 2040.

In particular, NEDA (2018) cited some PAPs that the National Electrification Administration (NEA) intended to implement (e.g., Barangay Line Enhancement Program, Sitio Electrification Program/SEP, Strategized SEP for Off-grid Rural Electrification through Renewable Energy). Also, it cited the National Power Corporation (NPC)'s Small Power Utilities Group that is responsible for implementing various capacity additions and transmission projects under its Missionary Electrification Plan. In addition, it mentioned about the Department of Energy (DOE)'s Access to Sustainable Energy Programme.

Looking at the list of IFPs as of August 19, 2020, the only IFPs that are related to electrification are DOE's Agus 3 Hydroelectric Power Project (225 MW) and NPC's Agus-Pulangi Rehabilitation Project (Table 15) which are discussed earlier. These two IFPs are envisioned to contribute in power generation and electrification and subsequently, support the attainment of the PDP targets presented in Table 23.

Table 23. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.2: Gaps in basic infrastructure for human capital development reduced

(Power/Energy)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Power/Energy								
Proportion of HHs with electricity to total number of HHs increased (%)	2016	90.70	90.00	TBD	TBD	TBD	TBD	100.00

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

Health facilities, school buildings, and solid waste management facilities

Based on NEDA (2018), the health-related projects identified to address gaps in basic infrastructure for human capital development were focused on construction and upgrading of health facilities nationwide under the Health Facilities Enhancement Program. The list of IFPs as of August 19, 2020 does not contain major capital projects of this sort. In this sense, it is not responsive to the PDP targets for social infrastructure as specified in Table 24.

The latest IFP list only includes the proposed establishment of the Virology Science and Technology Institute of the Philippines (VIP), which has an estimated cost of about PHP 500 million. According to DOST, VIP will secure PHP 284 million in the FY 2021 to purchase equipment and other needs for start-up research activities. The proposed VIP (with pending bill in the House of Representative and the Senate) aims to study and develop vaccines on humans, animals, and plants.²²

Table 24. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 1: Access to economic opportunities increased

Sub-chapter Outcome 1.2: Gaps in basic infrastructure for human capital development reduced

(Aggregate Outputs: Social Infrastructure)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Aggregate Outputs								
Social Infrastructure								
BHS established	2017	26,732 ^b	TBD	TBD	TBD	TBD	TBD	36,336
RHU/UHC established	2017	2,961 ^b	TBD	TBD	TBD	TBD	TBD	5,700
Polyclinics established	2017	300	TBD	TBD	TBD	TBD	TBD	1,140
Number of government hospital beds	2016	38,607	TBD	TBD	TBD	TBD	TBD	57,597

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

^b Report on either core indicators or intermediate outcomes/outputs depending on data availability.

Source: NEDA (2017b)

²² <https://dost.gov.ph/knowledge-resources/news/67-2020-news/2033-dost-gets-284-m-funding-for-virology-institute-in-2021.html>

In addition, it should be noted that NEDA (2018) identified projects in the area of education and solid waste management to reduce the gaps in basic infrastructure for human capital development. In particular, the government planned to pursue the expansion of the Basic Educational Facilities Fund (BEFF) under the Department of Education (DepED) so that requirements for the implementation of the Kindergarten to 12 (K to 12) Basic Education Program will be augmented. As regards solid waste management, the government, through the Department of Environment and Natural Resources (DENR) intended to implement the Philippine Solid Waste Management Sector Project in support of local governments' compliance with the salient requirements of Republic Act No. 9003, otherwise known as the Ecological Solid Waste Management Act. Based on the latest list of IFPs, there are no major capital projects along these areas and thus, attainment of the relevant PDP targets (Tables 25 and 26) will depend on priority PAPs in the PIP.

Table 25. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 2: Human capital development accelerated

Sub-chapter Outcome 2.1: Gaps in basic infrastructure for human capital development reduced (Social Infrastructure)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Social Infrastructure								
Classroom to pupil ratio improved								
Primary ^b								
Kindergarten	2014	1:34 ^d	1:30	1:25	1:25	1:25	1:25	1:25
Grades 1-3			1:34	1:32	1:30	1:30	1:30	1:30
Grades 4-6			1:40	1:40	1:40	1:40	1:40	1:40
Secondary ^c								
Junior High School	2014	1:48	1:46	1:45	1:44	1:42	1:40	1:40
Senior High School	TBD	TBD	TBD	TBD	TBD	TBD	TBD	1:40
Proportion of public schools with connection to electricity to total number of public schools increased (% cumulative)								
Primary (K to 6)	2015	86	87	88	90	92	94	95
Junior High School	2015	95	95	96	97	98	99	100
Senior High School	TBD	TBD	TBD	TBD	TBD	TBD	TBD	100
Proportion of public schools with adequate water and sanitation facilities to total number of public schools increased (% cumulative)								
Primary (K to 6)	2014	91	92	93	94	96	98	98
Junior High School	2014	94	96	98	100	100	100	100
Senior High School	TBD	TBD	TBD	TBD	TBD	TBD	TBD	100

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

^b Total number of primary schools as of 2015 is 38,657.

^c Total number of secondary schools as of 2015 is 8,082.

^d Average ratio for primary level (disaggregated baseline values unavailable).

Source: NEDA (2017b)

Table 26. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 2: Human capital development accelerated.

Sub-chapter Outcome 2.1: Gaps in basic infrastructure for human capital development reduced (ICT)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Information and Communications Technology (ICT)								
Proportion of public schools with internet access to total number of public schools increased (% , cumulative)								
Primary (K to 6)	2015	20	40	60	70	80	90	100
Junior High School	2015	54	60	70	80	90	95	100
Senior High School	TBD	TBD	TBD	TBD	TBD	TBD	TBD	100
Proportion of public schools with computer packages to total number of public schools increased (% , cumulative)								
Primary (K to 6)	2015	67	95	99	100	100	100	100
Junior High School	2015	91	95	99	100	100	100	100
Senior High School	TBD	TBD	TBD	TBD	TBD	TBD	TBD	100

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

- d. *Safety and security against natural and man-made disasters, especially for the poor, improved*

Urban development (including disaster risk reduction and mitigation)

To improve safety and security against natural and man-made disasters, especially for the poor, NEDA (2018) identified projects relating to maritime safety and security, disaster risk reduction, and flood management structures. Maritime safety and security projects include Philippine Coast Guard (PCG)'s Maritime Disaster Response Helicopter Acquisition Project; PCG and Port Capability Development Project; and Maritime Safety Capability Improvement Project Phases I and II. With regard to disaster risk reduction, projects include DOST-Philippine Institute of Volcanology and Seismology (PHIVOLCS)'s Volcano, Earthquake, and Tsunami Warning Systems for Disaster Risk Reduction in the Philippines Project meant to improve the country's tsunami warning system and real-time earthquake and volcano monitoring. On the other hand, flood management projects include Cavite Industrial Area Flood Management Project, Flood Risk Management Project in Cagayan, Tagaloan, and Imus Rivers, and Metro Cebu Flood Control Project.

Based on the latest IFP list, the IFPs under urban development and redevelopment (including disaster risk mitigation) are listed in Table 27. The total estimated cost for these projects amounts to about PHP 123 billion, which is about 3 percent of the total cost for all IFPs. The biggest chunk (i.e., almost 79%) of this amount is associated with projects that are undergoing pre-construction activities, of which 85 percent is allotted for flood control. Including one ongoing project, flood control and management accounts for almost 72 percent of the total estimated cost for urban development and redevelopment. Three projects (in different stages) that benefit Marawi and the New Clark City Project represents 7 percent and 14.6 percent of the same, respectively. It should be noted that one of component of the former has been completed as of August 19, 2020.

Table 27. IFPs under urban development and redevelopment (including disaster risk mitigation)

No.	Name of Project	Implementing Agency	Location	Cost (in PHP M)	Funding Source	Status
1	New Clark City Phase 1 a) National Gov't Administrative Center Phase 1A b) Filinvest Mixed Use Industrial Dev't Phase 1 - Site Dev't	BCDA	Luzon	18,000.00	PPP	a. Completed b. Ongoing construction
2	Reconstruction and Development Plan for Greater Marawi (JICA grant)	DPWH	Mindanao	970.00	ODA	Ongoing construction
3	Integrated Disaster Risk Reduction and Climate Change Adaptation Measures in the Low-Lying Areas of Pampanga Bay	DPWH	Luzon	6,151.00	ODA	Ongoing construction
4	Ambal Simuay River and Rio Grande de Mindanao River Flood Control Projects	DPWH	Mindanao	39,220.00	ODA	Pre-construction activities
5	Pasig-Marikina River Channel Improvement Phase IV	DPWH	NCR	33,097.00	ODA	Pre-construction activities
6	Cavite Industrial Area Flood Management Program	DPWH	Luzon	9,890.00	ODA	Pre-construction activities
7	Metro Manila Priority Bridges for Seismic Improvement Project	DPWH	NCR	7,933.00	ODA	Pre-construction activities
8	Emergency Assistance for Reconstruction and Recovery of Marawi (Output 2: Reconstruction and Development Plan for a Greater Marawi, Stage 2)	DPWH	Mindanao	6,835.00	ODA	Pre-construction activities
9	Marawi Rehabilitation (China Grant) a) Bridge and Bypass Project b) Grand Padian Market and Sports Complex	DHSUD/DPWH	Mindanao	999.00	ODA	For government approval
	Total			123,095.00	Share	
	Total (all sectors)			4,130,016.47	2.98	

Source: NEDA (2017b)

In NEDA (2017b), the PDP targets set to improve safety and security against natural and man-made disasters, especially for the poor are provided in Table 28. Apparently, there are only two indicators that relate to disaster risk reduction and mitigation in PDP Chapter 19 (i.e., accelerating infrastructure development).

Table 28. PDP Results Matrices 2017-2022: Chapter 19 - Accelerating Infrastructure Development

Societal Goal: To lay down the foundation for inclusive growth, a high-trust society and a globally competitive knowledge economy created

Intermediate Goal 1: Reducing inequality

Chapter Outcome 3: Vulnerability of the poor reduced

Sub-chapter Outcome 3.1: Safety and security against natural and man-made disasters, especially for the poor improved (Transport Infrastructure)

Indicator	Baseline ^a		Annual Plan Targets					
	Year	Value	2017	2018	2019	2020	2021	2022
Transport Infrastructure								
Land Transport								
Road traffic accident rate reduced (in number of deaths per 100,000 population)	None	None	TBD	None	None	10	10	10
Water Transport								
Maritime incidents responded to increased (in % of total no. of incidents reported, cumulative)	2015	90.00	93.00	94.00	85.00	96.00	97.00	98.00

^a Actual data as of December 2015, or most recent available data. May not necessarily be year-end values

Source: NEDA (2017b)

4. Concluding remarks

The potential benefits of the BBB program are great, especially when reckoned in the context of the PDP Results Matrices, i.e., the accompanying document of PDP which specifies the indicator statements, aggregate outputs, and targets that the PDP aims to achieve over the medium term. More specifically, the societal goal, intermediate goals, identified outcomes, indicator statement, aggregate outputs, and targets are identified for each sector. In this regard, it is critical to determine how the various projects under the BBB program relate with the results matrices. In particular, it is deemed important to examine the contribution of these projects in the attainment of the annual PDP targets considering the huge fiscal costs associated with the BBB program.

In this regard, the study delves into the BBB program and its components to have good understanding of what it really is and what it covers. Based on available data and information, the study examines the fiscal implications of the various infrastructure flagship projects (IFPs). It also examines the IFPs' implications on the PDP targets by establishing the linkage between these projects and PDP/PDP results matrices.

Findings of the study confirm the enormous fiscal implications of the BBB program. In particular, the combined budgetary requirements for priority infrastructure PAPs in the updated PIP and the listed IFPs (as of August 19, 2020) amount to about PHP 7.25 trillion, i.e., 91 percent of the total cost estimates to hit the ultimate goal (i.e., "Golden Age of Infrastructure") over the medium term. The IMF points out the importance of strengthening public investment management in the Philippines to maximize the returns from infrastructure investments in ensuing years. Such recommendation stems from their findings that public investment has not realized the full potential economic benefits. Thus, there is room for improving efficiency of public investment in the country.

As mentioned earlier, “although the perceived quality of infrastructure seems good, the Philippines could generate more and better infrastructure with similar public capital stock per capita by reducing the cost of producing infrastructure. Increasing public investment management efficiency to make the most of this spending is critical for the Philippines to achieve its infrastructure needs” (IMF 2019, p.7). The current study enumerates the IMF’s proposed priority reform measures to address the identified institutional weaknesses.

Further, findings of the study indicate that the latest list of IFPs is responsive to PDP targets in the area of ICT, transport and mobility, water resources, and power and energy. No major capital projects address the PDP targets in the area of social infrastructure (e.g., school buildings and health facilities), and technology adoption and innovation. Thus, attainment of the relevant PDP targets will depend heavily on priority PAPs in the PIP. The findings of the study are aimed at providing guidance in the formulation of future public policy relating to accelerating infrastructure development and also, in prioritization of infrastructure projects.

Nevertheless, the actual contribution of the BBB program in achieving the PDP targets can be determined through NEDA’s monitoring of the various projects and their accomplishments in the context of the PDP Results Metrics. Results of which are reported in the NEDA’s annual SER (e.g., NEDA 2018b and NEDA 2019). To date, the SER 2019 is not yet available on the NEDA’s website. Tracking and monitoring of the progress of the BBB program in attaining the annual targets should be done. A measure of how far or near the various projects under the BBB program in attaining the targets (i.e., actual accomplishment vis-à-vis targets) is useful information that can prompt implementers to identify issues and challenges (i.e., including enabling and stumbling factors) and subsequently, draw up appropriate policy measures. Other data and information that can be gathered from NEDA’s monitoring will be useful in assessing the real impact of the BBB program on the economy and wellbeing of the Filipinos.

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Annex

Annex Table 1. List of IFPs (ongoing construction), as of August 19, 2020

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Sector
1	Road Transport Information Technology Infrastructure Project Phase I (LTO IT)	DOTr	Nationwide	3,190	GAA	ICT
2	National Broadband Program	DICT	Nationwide	20,305	GAA	ICT
3	ICT Capability Development and Management Program	DICT	Nationwide	33,983	GAA	ICT
4	General Santos Airport	DOTr	Mindanao	1,096	GAA	Transport and mobility
5	C5 Southlink Expressway Project	DPWH	NCR	12,645	PPP	Transport and mobility
6	Clark International Airport Expansion Project Phase 1	DOTr/BCDA	Luzon	14,972	PPP	Transport and mobility
7	LRT 2 East Extension	DOTr	NCR	9,759	ODA	Transport and mobility
8	Cagayan de Oro Coastal Road	DPWH	Mindanao	2,842	GAA	Transport and mobility
9	Metro Manila Skyway Stage 3	DPWH	NCR	44,860	PPP	Transport and mobility
10	Arterial Road ByPass Project Phase III (Plaridel Bypass)	DPWH	Luzon	5,261	ODA	Transport and mobility
11	Metro Manila Logistics Network: Bonifacio Global City-Ortigas Center Link Road Project	DPWH	NCR	5,720	GAA	Transport and mobility
12	Surallah-T'Boli-San Jose Road, South Cotabato	DPWH	Mindanao	3,473	GAA	Transport and mobility
13	Bicol International Airport Development Project (New Legaspi)	DOTr	Luzon	4,798	GAA	Transport and mobility
14	Sindangan-Bayog-Lakewood Road, Zamboanga del Sur and Zamboanga del Norte	DPWH	Mindanao	4,153	GAA	Transport and mobility
15	MRT 7	DOTr	NCR	75,000	PPP (Unsolicited)	Transport and mobility
16	Metro Manila Logistics Network: China Grant Bridges a) Binondo-Intramuros Bridge b) Estrella-Pantaleon Bridge	DPWH	NCR	5,947	ODA	Transport and mobility
17	MRT 3 Rehabilitation Project	DOTr	NCR	21,966	ODA	Transport and mobility
18	Boracay Circumferential Road	DPWH	Visayas	1,660	GAA	Transport and mobility
19	Manila Metro Line 1 Cavite Extension (Baclaran - Niog, Bacoor) (a.k.a LRT 1 Cavite Extension Project)	DOTr	Luzon	64,915	ODA/PPP	Transport and mobility
20	North South Commuter Railway (PNR North 1)	DOTr	Luzon	149,130	ODA	Transport and mobility
21	Samar Pacific Coastal Road Project	DPWH	Visayas	1,126	ODA	Transport and mobility
22	Davao City Coastal Road Project, including Bucana bridge	DPWH	Mindanao	28,265	GAA/ODA	Transport and mobility

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Sector
23	Bacolod-Negros Occidental Economic Highway	DPWH	Visayas	7,339	GAA	Transport and mobility
24	Southern Luzon Expressway Toll Road 4	DPWH	Luzon	13,100	PPP	Transport and mobility
25	Metro Cebu Expressway Project	DPWH	Visayas	26,625	GAA/PPP	Transport and mobility
26	Camarines Sur High-Speed Highway Project	DPWH	Luzon	9,235	GAA	Transport and mobility
27	Pasacao-Balatan Tourism Coastal Highway	DPWH	Luzon	14,972	GAA	Transport and mobility
28	NLEX-SLEX Connector Road	DPWH	NCR	23,302	PPP (Unsolicited)	Transport and mobility
29	Southeast Metro Manila Expressway Project	DPWH	NCR	45,290	PPP	Transport and mobility
30	Improving Growth Corridors in Mindanao Road Sector Project (former Tawi Tawi Interlink Bridge and Guicam Bridge)	DPWH	Mindanao	25,257	ODA	Transport and mobility
31	Panglao-Tagbilaran City Offshore Connector Bridge	DPWH	Visayas	4,400	ODA	Transport and mobility
32	Panguil Bay Bridge	DPWH	Mindanao	7,375	ODA	Transport and mobility
33	M'lang (Central Mindanao) Airport (Central Mindanao (M'lang) Development Project)	DOTr	Mindanao	2,600	GAA	Transport and mobility
34	Unified Grand Central Station	DOTr	NCR	2,783	GAA	Transport and mobility
35	Reconstruction and Development Plan for Greater Marawi (JICA grant)	DPWH	Mindanao	970	ODA	Urban development and redevelopment (including disaster risk mitigation)
36	Integrated Disaster Risk Reduction and Climate Change Adaptation Measures in the Low-Lying Areas of Pampanga Bay	DPWH	Luzon	6,151	ODA	Urban development and redevelopment (including disaster risk mitigation)
37	New Clark City Phase 1 a) National Government Administrative Center Phase 1A b) Filinvest Mixed Use Industrial Development Phase 1 - Site Development	BCDA	Luzon	18,000	PPP	Urban development and redevelopment (including disaster risk mitigation)
38	National Irrigation Sector Rehabilitation and Improvement Project (NISRIP)	NIA	Nationwide	3,393	ODA	Water resources
39	Malitubog-Maridagao Irrigation Project	NIA	Mindanao	5,445	GAA	Water resources
40	Chico River Pump Irrigation Project	NIA	Luzon	4,373	ODA	Water resources

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Sector
41	Balog-Balog Multipurpose Project Phase II, Tarlac	NIA	Luzon	13,370	GAA	Water resources
42	Jalaur River Multipurpose Project - Stage II, Iloilo	NIA	Visayas	14,819	ODA	Water resources
43	Lower Agno River Irrigation System Improvement Project, Pangasinan	NIA	Luzon	3,500	GAA	Water resources
44	Water District Development Sector Projects (ADB-WDDSP)	LWUA	Nationwide	4,240	ODA	Water resources

Source: NEDA

Annex Table 2. List of IFPs (pre-construction activities), as of August 19, 2020

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Sector
1	LTO Central Command Center	DOTr	Nationwide	950	GAA	ICT
2	Motor Vehicle Recognition and Enhancement System	DOTr	Nationwide	750	GAA	ICT
3	National Government Data Center	DICT	Nationwide	277	GAA	ICT
4	Safe Philippines Project Phase 1	DILG	Nationwide	20,314	ODA	ICT
5	Philippine Identification System	PSA	Nationwide	26,260	GAA	ICT
6	Panay-Guimaras Negros Bridge Phase 1	DPWH	Visayas	65,701	ODA	Transport and mobility
7	Cebu-Mactan Bridge and Coastal Road Construction Project	DPWH	Visayas	76,413	ODA	Transport and mobility
8	Davao City Bypass Construction Project	DPWH	Mindanao	46,805	ODA	Transport and mobility
9	Samal Island-Davao City Connector Bridge	DPWH	Mindanao	23,040	ODA	Transport and mobility
10	Metro Manila Logistics Network: Pasig River and Manggahan Floodway Bridges Construction Project a) North and South Harbor Bridge b) Palanca-Villegas Bridge c) East-West Bank Bridge 2	DPWH	NCR	12,801	ODA	Transport and mobility
11	Road Network Development Project in Conflict Affected Areas in Mindanao	DPWH	Mindanao	14,302	ODA	Transport and mobility
12	Metro Manila Logistics Network: Pasig River and Manggahan Floodway Bridges Construction Project a) J.P. Rizal-Lopez Jaena Bridge (Marikina River) b) J.P. Rizal-St. Mary Bridge (Marikina River) c) Marikina-Vista Real Bridge (Marikina River)	DPWH	NCR	9,163	ODA	Transport and mobility
13	New Manila International Airport	DOTr	Luzon	735,654	PPP (Unsolicited)	Transport and mobility
14	North South Commuter Railway Extension (PNR North 2, PNR South Commuter)	DOTr	Luzon	628,420	ODA	Transport and mobility
15	Metro Manila Subway Project Phase 1	DOTr	NCR	356,974	ODA	Transport and mobility
16	PNR South Long Haul	DOTr	Luzon	175,318	ODA	Transport and mobility
17	Mindanao Rail Project Phase 1	DOTr	Mindanao	81,686	ODA	Transport and mobility
18	MRT 4	DOTr	NCR	49,841	ODA	Transport and mobility
19	Cebu Bus Rapid Transit	DOTr	Visayas	16,309	ODA	Transport and mobility
20	Davao Public Transport Modernization Project (DPTMP)	DOTr	Mindanao	18,600	ODA	Transport and mobility
21	LRT 2 West Extension	DOTr	NCR	10,120	GAA	Transport and mobility

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Sector
22	New Cebu International Container Port	DOTr	Visayas	9,961	ODA	Transport and mobility
23	EDSA Greenways	DOTr	NCR	8,512	ODA	Transport and mobility
24	Metro Manila BRT Line 1 (Quezon Ave)	DOTr	NCR	5,463	ODA	Transport and mobility
25	Taguig Integrated Terminal Exchange	DOTr	NCR	4,000	PPP	Transport and mobility
26	Subic Clark Railway	DOTr/ BCDA	Luzon	50,031	ODA	Transport and mobility
27	Ambal Simuay River and Rio Grande de Mindanao River Flood Control Projects	DPWH	Mindanao	39,220	ODA	Urban development and redevelopment (including disaster risk mitigation)
28	Pasig-Marikina River Channel Improvement Phase IV	DPWH	NCR	33,097	ODA	Urban development and redevelopment (including disaster risk mitigation)
29	Cavite Industrial Area Flood Management Program	DPWH	Luzon	9,890	ODA	Urban development and redevelopment (including disaster risk mitigation)
30	Metro Manila Priority Bridges for Seismic Improvement Project	DPWH	NCR	7,933	ODA	Urban development and redevelopment (including disaster risk mitigation)
31	Emergency Assistance for Reconstruction and Recovery of Marawi (Output 2: Reconstruction and Development Plan for a Greater Marawi, Stage 2)	DPWH	Mindanao	6,835	ODA	Urban development and redevelopment (including disaster risk mitigation)
32	Wawa Bulk Water Supply Project	MWSS	Luzon	20,000	PPP	Water resources
33	New Centennial Water Source - Kaliwa Dam Project	MWSS	Luzon	12,189	ODA	Water resources
34	Aqueduct No. 7 Project	MWSS	Luzon	7,429	ODA	Water resources

Source: NEDA

Annex Table 3. List of IFPs (for government approval), as of August 19, 2020

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Sector
1	Virology Science and Technology Institute of the Philippines	DOST	Luzon	500	GAA	Health
2	National Interoperable Automatic Fare Collection System Project (formerly Automated Fare Collection Clearing House)	DOTr	Nationwide	4,723	ODA	ICT
3	Agus 3 Hydroelectric Power Project (225 MW)	DOE	Mindanao	46	PPP	Power and energy
4	Agus-Pulangi Rehabilitation Project	NPC	Mindanao	20,000	ODA	Power and energy
5	Quezon-Bicol Expressway	DPWH	Luzon	87,296	PPP	Transport and mobility
6	Cavite-Tagaytay-Batangas Expressway Project	DPWH	Luzon	25,240	PPP (Unsolicited)	Transport and mobility
7	TPLEX Extension Project	DPWH	Luzon	23,947	PPP (Unsolicited)	Transport and mobility
8	Iconic Bridge Projects for Socio Economic Development	DPWH	Luzon	5,963	ODA	Transport and mobility
9	Davao City Expressway	DPWH	Mindanao	80,651	ODA	Transport and mobility
10	NLEX Harbor Link Extension to Anda Circle	DPWH	NCR	12,000	PPP (Unsolicited)	Transport and mobility
11	Ninoy Aquino International Airport	DOTr	NCR	102,115	PPP (Unsolicited)	Transport and mobility
12	New Bohol (Panglao) International Airport	DOTr	Visayas	3,791	PPP (Unsolicited)	Transport and mobility
13	C5 MRT 10 Project	DOTr	NCR	81,470	PPP (Unsolicited)	Transport and mobility
14	Cebu Monorail System	DOTr	Visayas	78,890	PPP (Unsolicited)	Transport and mobility
15	MRT 11	DOTr	NCR	71,110	PPP (Unsolicited)	Transport and mobility
16	LRT 6 Cavite Line A/ Modified LRT 6 Project Phases 1 (Niog-Dasma City) and 2 (Dasma City-Tagaytay)	DOTr	Luzon	50,380	PPP (Unsolicited)	Transport and mobility
17	Laguindingan Airport	DOTr	Mindanao	45,751	PPP (Unsolicited)	Transport and mobility
18	Davao International Airport	DOTr	Mindanao	39,524	PPP (Unsolicited)	Transport and mobility
19	Bacolod-Silay International Airport	DOTr	Visayas	19,240	PPP (Unsolicited)	Transport and mobility
20	Iloilo International Airport	DOTr	Visayas	4,593	PPP (Unsolicited)	Transport and mobility
21	Kalibo International Airport	DOTr	Visayas	3,844	PPP (Unsolicited)	Transport and mobility
22	Fort Bonifacio-Makati Sky Train	DOTr	NCR	3,520	PPP (Unsolicited)	Transport and mobility

No.	Name of Project	Implementing Agency	Location	Cost (in PHP Million)	Funding Source	Sector
23	Marawi Rehabilitation (China Grant) a) Bridge and Bypass Project b) Grand Padian Market and Sports Complex	DHSUD/ DPWH	Mindanao	999	ODA	Urban development and redevelopment (including disaster risk mitigation)
24	Bohol Northeast Basin Multipurpose Dam Project	NIA	Visayas	4,270	ODA	Water resources

Source: NEDA