



EXECUTIVE SUMMARY

The national road network is the most important infrastructure asset of the government. An indicative estimate of the national road network asset is valued at P1.2 Trillion. The road network provides the connectivity to all Filipinos for their economic and social activities. As such, the President has directed DPWH to ensure that the quality and safety of our national road network is upgraded and maintained properly. The funding of DPWH for our national roads and bridges is being increased substantially to ensure continued growth nationwide.

In support of the key priorities of the Aquino Administration, the main societal goal of the DPWH is to contribute to the sustainable economic growth and poverty reduction and improve the country's global competitiveness.

THRU : Construction and proper maintenance of the country's national roads, bridges and public works to provide access to major airports, seaports/RORO ports, markets, production areas, strategic tourist destinations and economic centers throughout the country.

Our target outcomes until 2016 and budgetary support is intended to achieve these targets:

- Pave all existing unpaved national arterial roads (15,872 Kms) by 2014;
- Pave all existing unpaved national secondary roads (15,370 Kms) by 2016;
- Make all national bridges permanent by 2016;
- Implement Flood Master Plans for the country's major and principal rivers by 2016.

To achieve these goals and desired outcomes, the DPWH has adopted the following five strategic programs as follows:

- 1. Good Governance Reform and Anti-Corruption Program**
- 2. Better Quality and Safer National Roads and Bridges Program**
- 3. Strategic Convergence Program**
- 4. Public Private Partnership Program**
- 5. Effective Flood Control Program**

Key Outcomes and Actual Accomplishments:

1. Institutionalized Accountability

- Reformed public works processes resulted in the elimination of wastes and the curbing of corruption, a more prudent and objective selection of projects and the strict adherence to the policy requiring the preparation of Program of Work with detailed estimates for each capital outlay instead of indiscriminate releasing of project funds.

Improved procurement procedures, as well as competitive and transparent bidding, have resulted in **P15.45 Billion savings** which can be utilized for additional infrastructure projects like funding the site development for the relocation sites for typhoon victims, rehabilitation of damaged infrastructure projects, etc.



Savings Generated (Locally Funded and Foreign Assisted Projects)

Region/District Implemented Projects (LFP)			PMO Implemented Projects (LFP/FAP)	Total (Savings) *
FY 2011 Budget	FY 2012 Budget	FY 2013 Budget		
P 6.191 Billion	P 4.187 Billion	P 3.810 Billion	P 1.261 Billion	P 15.45 Billion

* The P15 Billion is only the savings between ABC vs. Awarded Contract and does not include the variance between the Appropriation vs. ABC.

- Also, improved monitoring of projects has resulted in the completion of several infrastructure projects (e.g., C-3 Road/Quezon Avenue Interchange Project, Plaridel By Pass Project (Contract Package No. 2)) ahead of schedule.

Comparison of the Plaridel Bypass Project-Phase I, CP-I and CP-II and the C-3 Road (G. Araneta)/Quezon Avenue Interchange Project

	Plaridel Bypass Project-Phase I		C-3 Road Interchange
	CP-I	CP-II	
Date of Bidding	Jul 2008	Sep 2010	Nov 2010
Project Cost			
Approved budget cost (ABC)	P1,447.5 million	P706.5 million	P534.6 million
Total Amount as Bid	P1,570.7 million	P543.3 million	P430.0 million
Variance (ABC-Bid Amt.)	- P123.2 million	P163.2 million	P104.6 million <i>P264.2 million {variance: Appropriation (P694.2 m) – Bid Amount}</i>
Implementation Schedule			
Original/target	Jan 2009-May 2011	May 2011-Feb 2013	Jun 2011-Dec 2012
Actual	Jan 2009-Nov 2011	May 2011-Nov 2012	Jun 2011-Sep 2012
Variance	6 months delayed from original schedule	3 months ahead of schedule	3 months ahead of schedule
Remarks	The project was delayed due to ROW problems (1. Delayed in the relocation/raising of power transmission line by National Grid Corporation, 2. Delayed issuance of NTP for works at NLEX area by MNTC) and adverse weather condition.	The project was ahead of schedule due to simultaneous work of the 3 contractors under joint venture.	The project was ahead of schedule due to 24/7 continuous work.

- Bidding irregularities in DPWH Region 4-B. The District Engineering Office (DEO) in Mamburao, Occidental Mindoro began a project worth P473.457 million, well beyond the P50 million that district engineers can sign off on their own. To bypass clearance from regional and central offices, they cut the project into components that would not breach the said limit. DPWH cancelled the bidding of these projects, clustered them into six projects, and rebid these in September 2011.

Total approved budget for the contract (ABC) for the six clustered projects was P463.8 Million. Through public bidding, the DPWH was able to save P46.6 Million as the total awarded contract amounted to only P417.2 Million.

- DPWH subsequently improved its percentage index from (-) 65% in 2009 to (-) 21% in 2012 based on the Surveys of Enterprises on Corruption conducted by the Social Weather Stations (SWS). DPWH is targeting to further improve its standing and be in the neutral territory before the end of 2016.



The National Capital Region (NCR)/Central Office, where the biddings for projects above P150 Million are conducted, improved its percentage index from a (-) 71% in 2009 to (-) 8% in 2012 which was the result of transparent/competitive biddings and reforms which DPWH has been implementing. The other regions recorded some improvements but not as significant as in NCR, but the DPWH is continuing to work in improving the procurement practices in the Regional and District Offices.

2. Enhanced Citizens Participation in Governance

Road projects are now being implemented according to approved plans and specifications by better equipped and qualified contractors with closer project inspection and monitoring including the monitoring and participation of a network of Civil Society Organizations (CSOs), Non-Government Organizations (NGOs), Church and private sector organizations.

As of February 2012, DPWH accredited 52 Civil Society Organizations (CSOs) as partners/observers in all stages of project development cycle (identification, preparation, budgeting, procurement, implementation, operation and post evaluation) and in other areas of mutual interest.

3. Intensified Infrastructure Development

➤ Convergence Program

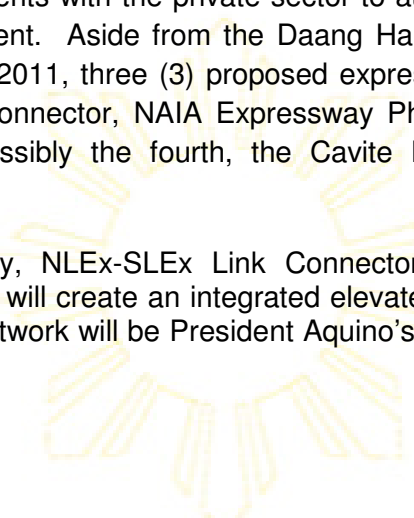
DPWH has a convergence program with the Department of Tourism to provide good road access to our designated priority tourism destinations under the DOT Master Plan. A total amount of P4.31 Billion (P1.39 Billion-2011, P2.92 Billion-2012) has been allocated from 2011 to 2012 and an additional budget of P5 Billion in 2012 out of savings and unutilized funds and an additional P11.95 Billion is included in 2013 for tourism road infrastructure projects.

These tourism road projects which support the National Tourism Development Plan (NTDP) were identified through a selection process jointly undertaken by DOT and DPWH from Regional Consultations based on the Tourism Road Infrastructure Program Criteria.

➤ Public-Private Partnership Program

DPWH will continue to pursue infrastructure investments with the private sector to augment the country's much needed infrastructure development. Aside from the Daang Hari-SLEX Link which was successfully bid out last December 2011, three (3) proposed expressways are in the pipeline for 2013, namely NLEX-SLEX Connector, NAIA Expressway Phase 2, Central Luzon Link Expressway Phase 1 and possibly the fourth, the Cavite Laguna Expressway Project.

The three (3) Skyway Projects [NAIA Expressway, NLEX-SLEX Link Connector Road (MPTDC), Metro Manila Skyway Stage 3 (CMMTC)] will create an integrated elevated road network (skyways) for Metro Manila. This skyway network will be President Aquino's legacy project.





➤ **Quality of Roads.**

According to the World Economic Forum's Global Competitiveness Report, the Philippines' global ranking in terms of quality of roads improved from 114th in 2010-2011 to 87th in 2012-2013. Also, the quality of road index improved from 2.8 to 3.4 at par with Indonesia and targeting to be in the 4 to 5 territory in 2016.

4. In 2012, out of the total allotment of P194 Billion, 82% (P159 Billion) were already obligated. Out of the P159 Billion, 90% (P143 Billion) were disbursed, this is 35% (P37 Billion) higher than the P106 Billion total disbursement for full year 2011.

Of The P194 Billion total allotment received by DPWH, P109 Billion is from the DPWH Regular GAA Budget.

5. The DPWH Budget (Capital Outlays) significantly increased by 45% (P45 Billion) from P99 Billion in 2012 to P144 Billion in 2013. Excluding the inter-regional and nationwide projects, the total regional allocation for 2013 is P108 Billion, of which an initial 26% or P28 Billion is programmed for Mindanao. The P 28 Billion allocation for Mindanao is 97% (P13.6 Billion) higher from the P14 Billion in 2011.

As of February 28, 2013, DPWH already bid out more than 80% of the 2013 Regular GAA projects and will be awarded before the election ban which starts March 28.





OUTLINE

A. Strategic Policies and Programs

1. Good Governance and Anti-Corruption Program
 - a. Right Project
 - b. Right Cost
 - c. Right Quality
 - d. Right on Time
 - e. Right People
2. Better Quality and Safer National Roads and Bridges Program
3. Strategic Convergence Program
 - a. Tourism Convergence Program
 - b. Water Convergence Program
 - c. Integrated Transport System
 - d. Metro Manila Flood Management Program
 - e. Community Based Employment Program
 - f. Peace and Prosperity Program
 - g. School Building Program
 - h. Rural Road Development Program
4. Public Private Partnership (PPP) Program
 - a. On-going PPP projects
 - b. Proposed PPP projects
5. Effective Flood Control Program

B. State of Infrastructure in the Philippines based on Global Competitiveness Report

C. State of Philippine Road Network

D. 2010-2016 Target Outcomes

1. National Arterial Road (100% paved by 2014)
2. National Secondary Road (100% paved by 2016)
3. National Bridges (100% permanent by 2016)

E. Public Investment Program

F. Infrastructure Program for Mindanao

G. Status of Fund Utilization

H. Priority Overseas Development Assistance (ODA) Projects

1. On-going and Completed ODA projects
2. Proposed ODA projects

I. Climate Change Adaptation and Strategies

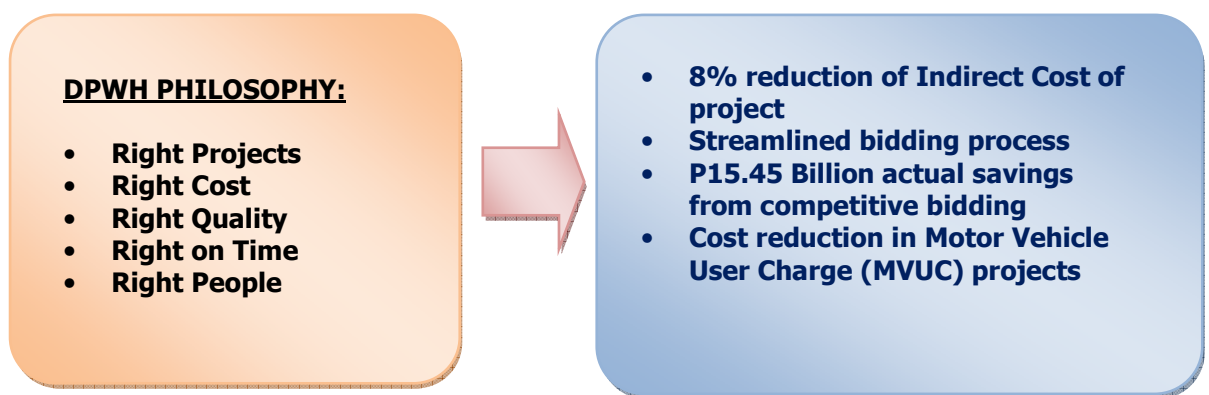




DPWH ACCOMPLISHMENTS

The Department of Public Works and Highways (DPWH) envisions to be an effective and efficient government agency, improving the life of every Filipino through quality infrastructure. Its mission is to provide and manage quality infrastructure facilities and services responsive to the needs of the Filipino people in the pursuit of national development objectives.

Rooted on the core values and in pursuit of the mission to reach the vision, DPWH has adopted as its management philosophy ***“Doing the right projects at the right cost and right quality and accomplished right on time with the right people”***.

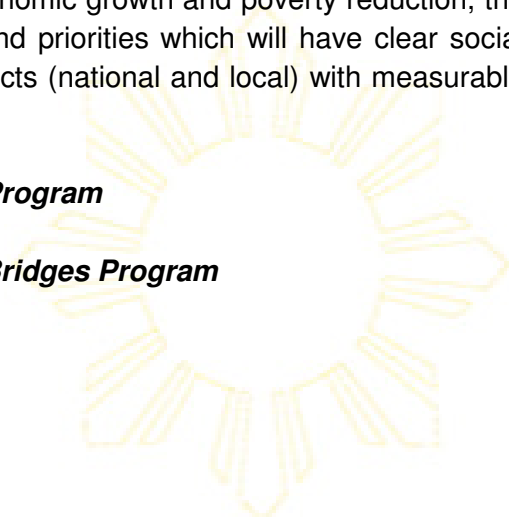


The outcome perspectives of social impact and external stakeholders concretize the quality infrastructure DPWH envisions for the Filipinos. In order to achieve the outcomes, the organization has to strengthen its resource stewardship, people and processes which are the drivers to attain the outcomes. Hence, to achieve its vision, DPWH optimizes government resources to meet its goals and improve its processes and efficiency. All in all, these will lead to social and economical impact to provide safe and integrated infrastructure and improve the lives of Filipino.

A. DPWH STRATEGIC POLICIES AND PROGRAMS:

Pursuant to President's Aquino's Program of sustained economic growth and poverty reduction, the Department has adopted the following strategic policies and priorities which will have clear social outcomes based on prudent and efficient selection of projects (national and local) with measurable social and economic benefits specially to the marginalized:

- 1. Good Governance Reform and Anti-Corruption Program**
- 2. Upgrade Quality and Safer National Roads and Bridges Program**
- 3. Strategic Convergence Program**
- 4. Public Private Partnership (PPP) Program**
- 5. Effective Flood Control Program**

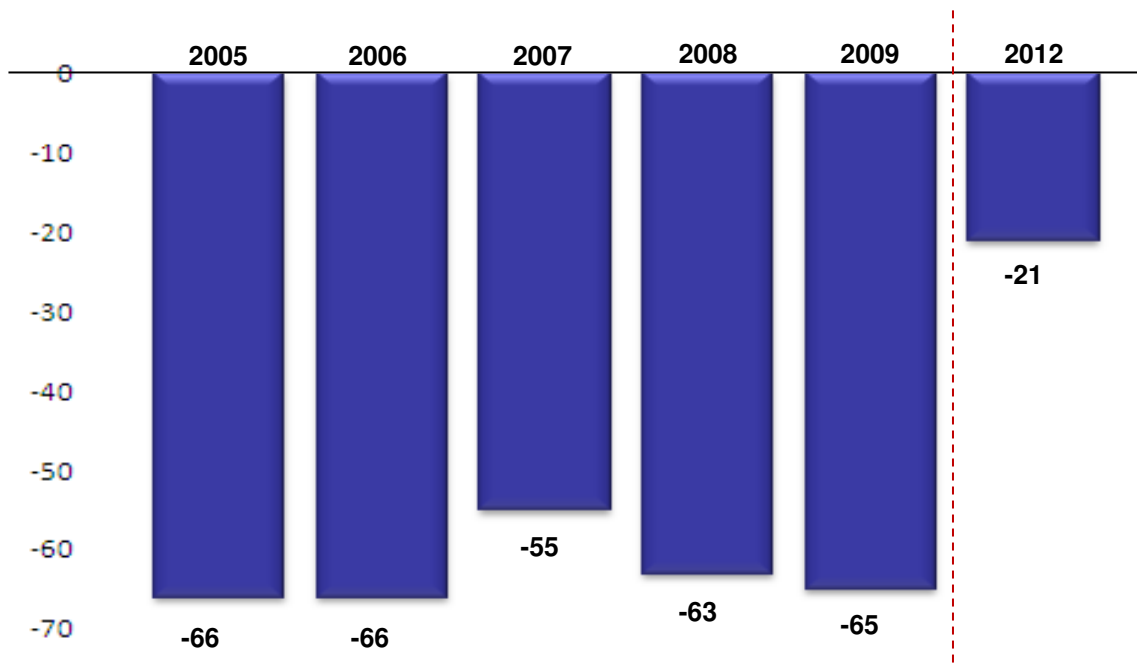




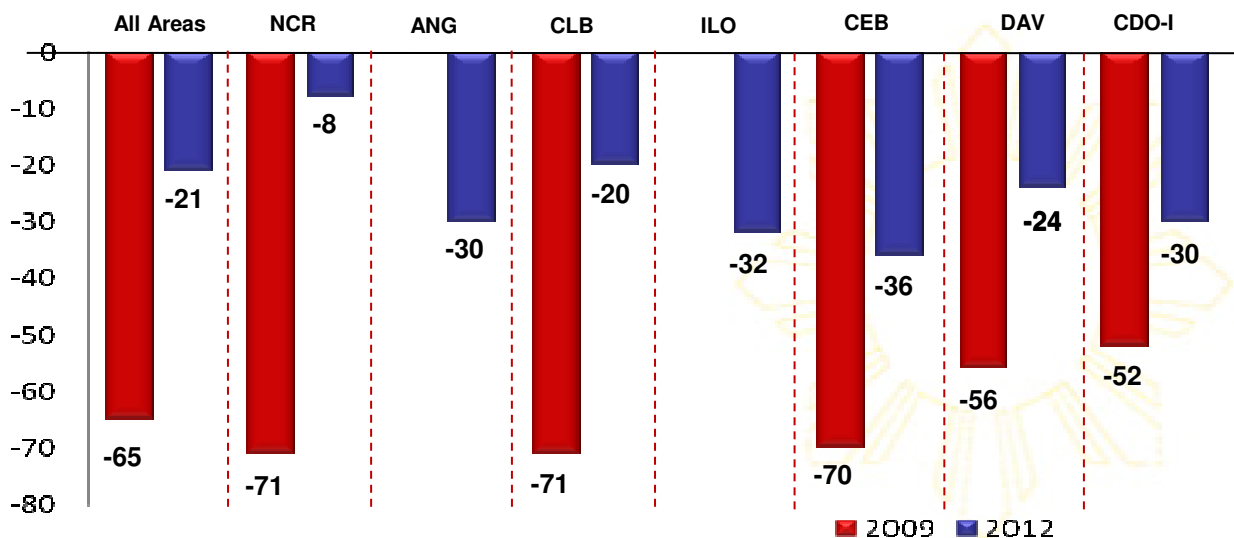
1. GOVERNANCE REFORM AND ANTI-CORRUPTION PROGRAM:

DPWH subsequently improved its percentage index from (-) 65% in 2009 to (-) 21% in 2012 based on the Surveys of Enterprises on Corruption conducted by the Social Weather Stations (SWS). DPWH is targeting to further improve its standing and be in the neutral territory before the end of 2016.

**Surveys of Enterprises on Corruption (DPWH)
By Social Weather Stations (SWS)**



The National Capital Region (NCR)/Central Office, where the biddings for projects above P150 Million are conducted, improved its percentage index from a (-) 71% in 2009 to (-) 8% in 2012 which was the result of transparent/competitive biddings and reforms which DPWH has been implementing. The other regions recorded some improvements but not as significant as in NCR, but the DPWH is continuing to work in improving the procurement practices in the Regional and District Offices.





Implementation of the Governance Reform and Anti-Corruption Program was given priority in DPWH in line President's Aquino Anti-Corruption Policy. The Transformation Program has achieved the following major positive results:

KEY REFORM AREAS	MAJOR POLICIES
✓ RIGHT PROJECT	<ul style="list-style-type: none">• Objective programming and project selection criteria based on planning applications (i.e. PMS-HDM 4);• Project Status available on the DPWH Website;• Public consultation and full disclosure on public expenditure and project status.
✓ RIGHT COST	<ul style="list-style-type: none">• Detailed Design, Program of Work and Detailed Cost/Estimates prepared/evaluated based on restructured Indirect/Direct Costs;• A more transparent and simplified bidding process has resulted to bidders submitting only 5 documents instead of 20 documents in the past;• Open, Transparent and Competitive Bidding which resulted in P15.45 Billion savings (as of February 2013);• For the same amount of budget, what used to be cost of concrete road for 230 mm thickness is now good for 280 mm thickness.• Eliminated submission of Letter of Intent to achieve the right cost
✓ RIGHT QUALITY	<ul style="list-style-type: none">• 24/7 DPWH Call Center (165-02) to address queries and complaints;• Outsourced project inspection and quality assurance;• Undertaking ISO Certification of 17 DPWH Offices;• Clustering of projects to ensure that these will be implemented by competent contractors with appropriate equipment.
✓ RIGHT ON TIME	<ul style="list-style-type: none">• As of Feb. 2013, Accredited 52 Civil Society Organizations (CSOs) partners for monitoring;• Bantay Lansangan Road Sector Report Card Rating;• Close monitoring of project implementation.
✓ RIGHT PEOPLE	<ul style="list-style-type: none">• Professionalize DPWH Organizations and its employees• Promotional Examination for Assistant District Engineers and up• Cadet Engineering Program• Accreditation of DPWH Materials Engineer






2. BETTER QUALITY AND SAFER NATIONAL ROADS AND BRIDGES PROGRAM:

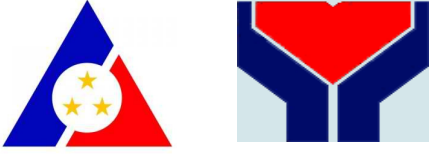



KEY REFORM AREAS	MAJOR POLICIES
<p>✓ UPGRADE QUALITY</p> 	<ul style="list-style-type: none">• Adopted new standards for concrete pavement thickness from 230mm to 280mm where appropriate;• Outsourced project inspection and quality assurance;• Developed new construction design standards and specifications – upgrade drainage specifications, slope protection & soil erosion control, widening of national roads;• Strengthening/retrofitting of national bridges to comply with international seismic standards;• Implement Design-Build Bridges.
<p>✓ SAFETY</p> 	<ul style="list-style-type: none">• Construct loading and unloading bays for road safety;• Improve road safety using Traffic Accident Recording and Analysis System (TARAS) and International Road Assessment Program (iRAP);• Enforce anti-overloading provision of the law;• Upgrading of temporary bridges to permanent structures;• Clearing of road hazards, illegal structures and obstructions along national roads right of way. 

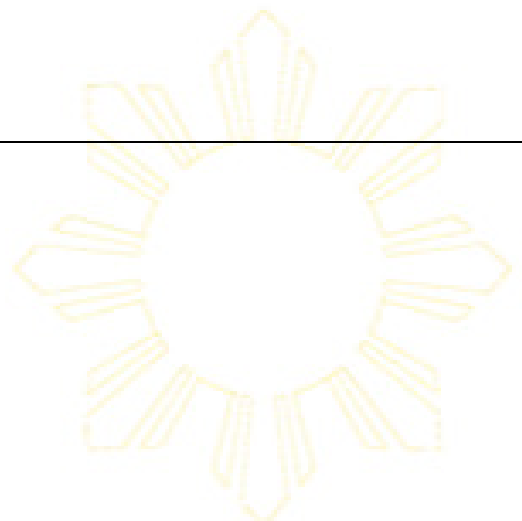


3. STRATEGIC CONVERGENCE PROGRAM:

AGENCY PARTNER	CONVERGENCE PROGRAM
<p>Department of Tourism</p> 	<p><u>TOURISM CONVERGENCE PROGRAM:</u></p> <ul style="list-style-type: none"> • Support to designated strategic Tourism Destinations is included in the DPWH Budget; • Objective selection of projects using the Tourism Road Infrastructure Project Prioritization Criteria based on the Tourism Master Plan; • A total amount of P21 Billion were already invested for various tourism infrastructure projects from 2011 to 2013, and an estimated P13 to P15 Billion annual investment for tourism projects is proposed in 2014 and succeeding years.
<p>Department of Agriculture Department of Agrarian Reform Department of Environment and Natural Resources</p> 	<p><u>WATER CONVERGENCE PROGRAM:</u></p> <ul style="list-style-type: none"> • Adopted a River Basin Approach to Flood Management and Water Resource Utilization • Implemented an Integrated Water Resource Management Approach in Coordination with DA, NIA, DENR • Undertake projects consistent with the Flood Management Master Plan for Metro Manila and surrounding Areas
<p>Department of Transportation and Communication</p> 	<p><u>INTEGRATED TRANSPORT SYSTEM:</u></p> <ul style="list-style-type: none"> • Support for access to major airports and RORO ports is included in the DPWH Budget. • Infrastructure support in preparation for APEC 2015 by improving access to designated airports, convention sites, tourism destinations.
<p>Metropolitan Manila Development Authority</p> 	<p><u>FLOOD MANAGEMENT PROGRAM:</u></p> <ul style="list-style-type: none"> • Coordinate flood control measures and needed infrastructure in flood prone areas of Metro Manila



<p>Department of Labor and Employment Department of Social Welfare and Development</p> 	<p><u>COMMUNITY BASED EMPLOYMENT PROGRAM (DOLE):</u></p> <ul style="list-style-type: none">• DPWH is the lead steward for infrastructure sector <p><u>TRABAHONG LANSANGAN FOR CCT BENEFICIARIES (DSWD):</u></p> <ul style="list-style-type: none">• Prioritize CCT Beneficiaries for Labor Employment on DPWH projects
<p>Department of National Defense Armed Forces of the Philippines</p> 	<p><u>PEACE AND PROSPERITY PROGRAM:</u></p> <ul style="list-style-type: none">• Peace and Prosperity Program in Mindanao and other Conflict-Affected Areas• Support for infrastructure development in Mindanao is included in the DPWH Budget .
<p>Department of Education</p> 	<p><u>SCHOOL BUILDING PROGRAM:</u></p> <ul style="list-style-type: none">• Assist DepEd in developing PPP School Building Program• An amount of P14.11 Billion for Basic Education Facilities is included in the DPWH FY 2013 Budget.
<p>Department of Agriculture Department of Agrarian Reform</p> 	<p><u>RURAL ROAD DEVELOPMENT PROGRAM:</u></p> <ul style="list-style-type: none">• Farm to Market Roads Development supporting Agrarian Reform Communities (ARC) and key agricultural production areas.

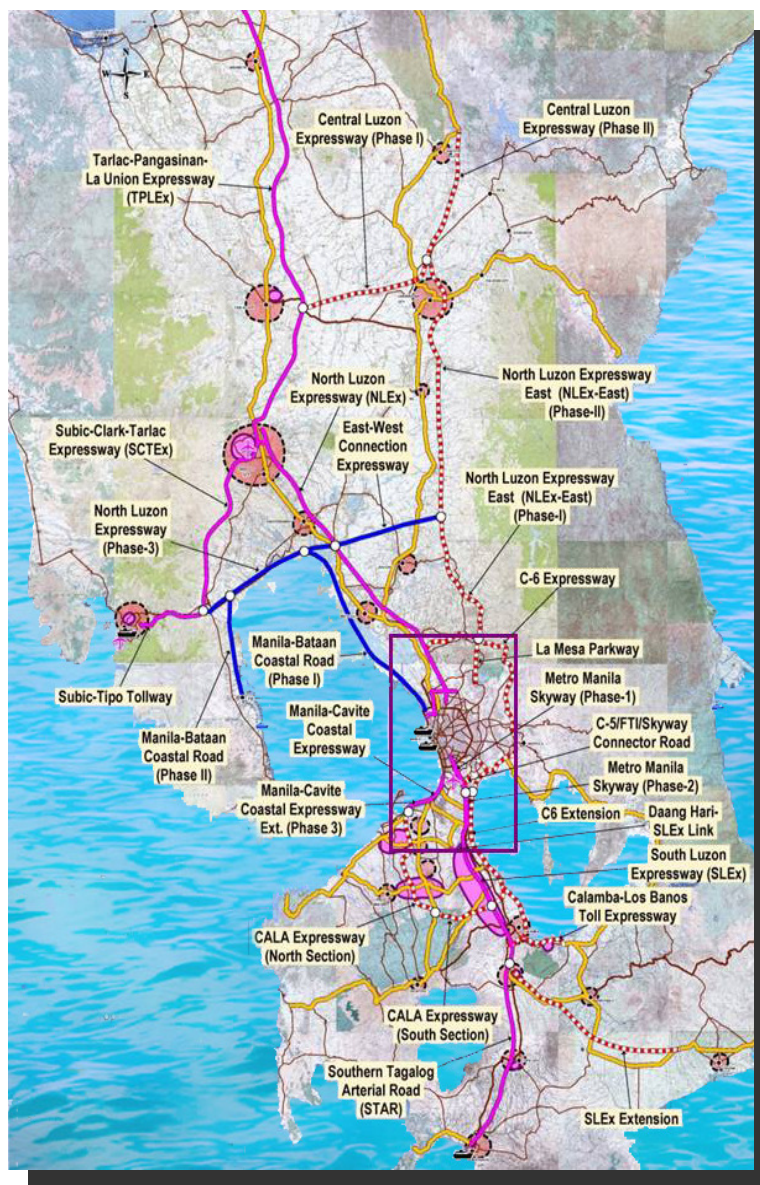




4. PUBLIC PRIVATE PARTNERSHIP (PPP) PROGRAM:

- Public Private Partnership Program *to augment Regular GAA Budget*
- Implement the High Standard Highway Master Plan for Metro Manila and 200km radius to develop priority expressway projects thru PPP;
- Identified various modes of undertaking these priority expressways;
- Develop long term road maintenance program for national roads under PPP;

PROPOSED HIGH STANDARD HIGHWAY NETWORK IN METRO MANILA AND ITS 200 KM SPHERE



EXISTING: 300 Km.

Project Name	Length (km)
Subic-Clark-Tarlac Expressway	93.77
North Luzon Tollway	82.62
C-5 Expressway (Segment 8.1)	2.34
Metro Manila Skyway, Stage 1	9.30
SLEX (Magallanes-Alabang)	13.43
Manila Cavite Toll Expressway	6.75
South Luzon Tollway	36.03
Manila-Cavite Toll Expressway (R-1 Extension)	7.00
Metro Manila Skyway, Stage 2	6.86
Southern Tagalog Arterial Road (STAR)	42.00

ON-GOING CONSTRUCTION: 92.85 Km.

Project Name	Length (km)
Tarlac-Pangasinan-La Union Toll Expressway	88.85
Daang Hari-SLEX Link	4.00

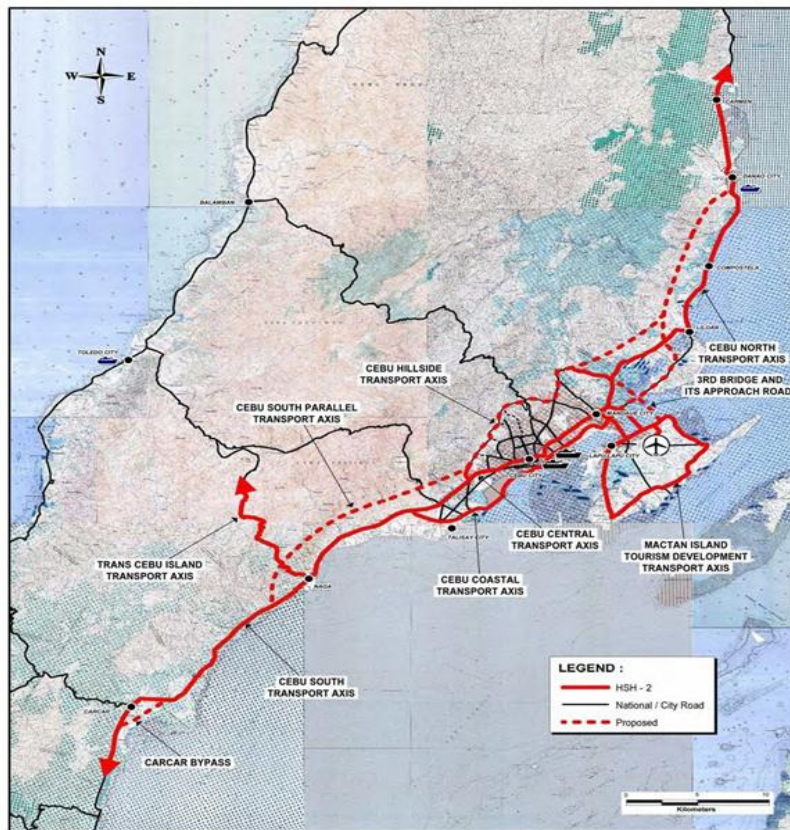
PROPOSED (PRIORITY): 235.92 Km.

Project Name	Length (km)
NAIA Expressway	7.15
NLEX-SLEX Connector Road (MPTDC)	13.53
CALA Expressway (Cavite and Laguna Side)	47.00
Central Luzon Expressway (CLLEX), Phase I	30.70
Southern Tagalog Arterial Road (STAR), Lipa City-Batangas City, Phase II	19.74
C-6 Expressway and Global Link (South Section)	59.50
C-6 Extension (Flood Control Dike Expressway)	43.60
Calamba-Los Banos Expressway	14.70





PROPOSED HIGH STANDARD HIGHWAY (HSH) NETWORK IN CEBU



Highly Urbanized Area:

- Extension of Cebu Coastal Road up to Liloan
- Construction of Cebu Hillside Road and its Connector Roads
- Flyover construction along Cebu North Road, Cebu South Roads and Coastal Road

Northern Area:

- Widening of Cebu North Road
- Construction of Cebu North Parallel Road

Southern Area:

- Widening of Cebu South Road from Naga to Carcar
- Construction of Cebu South Parallel Road

Mactan Island:

- Improvement of Mactan Circumferential Road
- Widening of First Mandaue-Mactan Bridge and its Approach Roads
- Construction of 3rd Bridge and its Approach Road

PROPOSED HSH NETWORK IN TAGUM-DAVAO-GEN. SANTOS CORRIDOR



Inter-City Transport Axes:

- Davao-Tagum Transport Axis together with Davao- Tagum Parallel Transport Axis is formed
- Davao-Digos-General Santos Transport Axis together with Davao-General Santos Parallel Transport Axis
- Davao-Cagayan De Oro Transport Axis

Inter-City Transport Axes:

- Davao City Diversion Road
- Second Diversion Road to be formed
- Mac Arthur Highway-E. Quirino Avenue
- Quimpo Blvd.-Quezon Blvd.-Leon Garcia Avenue- R. Castillo Avenue
- C.M. Recto Avenue-J.P. Laurel Avenue
- Ma-a Road
- D. Quinones Road-Dacudao Avenue
- General Santos City Circumferential Road



Status as of February 2013:

Name of Project	Project Cost	Schedule	Status/Remarks
On-going:			
1. Tarlac-Pangasinan-La Union Expressway (TPLEX) Project	<u>P 11.59 B</u>		
a. Tarlac to Carmen, Rosales, Section 1	P 5.55 B	July 2010-May 2013	On-going, 81.89%
b. Rosales to Urdaneta, Pangasinan, Section 2	P 1.38 B	March. 2013-May 2014	ROW acquisition and advance work for the Agno Viaduct for Section 2 is on-going.
c. Urdaneta, Pangasinan to Rosario, La Union, Section 3	P 3.87 B	Jan. 2014-Jan. 2016	Feasibility Study for the re-alignment of Section 3 is being finalized.
ROW	P 0.79 B		
2. Daang Hari-SLEX Link Road Project	P 2.01 B	April 2012-June 2014 (Design and Const.)	On-going, 29.57% DED for Segment II has been finalized
Proposed:			
1. NAIA Expressway	P 15.52 B	March 2014-March 2016 (Construction)	Approved by NEDA Board on May 30, 2012. Undergoing bidder due diligence (4 prospective bidders prequalified). Bid submission is on 08 April 2013.
2. NLEX-SLEX Link Connector Road	P 11.73 B	Oct. 2014-Dec. 2016 (Construction)	Approved by NEDA Board on Nov. 29, 2012. Approved by the NEDA Board on 18 January 2013. MPTDC and CITRA agreed the terms and conditions in relation to their respective rights and obligations on the design, construction, operation and maintenance of the 5.5 km common alignment. Award project contract to winning bidder in Dec. 2013 after the Swiss challenge process



Name of Project	Project Cost	Schedule	Status/Remarks
3. Cavite-Laguna (CALA) Expressway	P 35.58 B	Jan. 2015-Dec. 2017 (Construction)	Approved by NEDA Board on Jan. 18, 2013.
4. Central Luzon Link Expressway (CLLEx), Phase I, Tarlac-Cabanatuan, Nueva Ecija (ODA)	P 14.94 B	Dec. 2014-March 2017 (Construction)	Loan Agreement was signed last March 30, 2012. Procurement of DE Consultant on-going. The construction of this project will be financed through ODA while the Operation and Maintenance (O & M) will be under PPP.
5. Central Luzon Link Expressway (CLLEx), Phase II, Cabanatuan-San Jose, Nueva Ecija	P 14.20 B	TBD	Business Case Study to start by March 2013 to Aug. 2013.
6. Southern Tagalog Arterial Road (STAR) Project, Stage 2 (Phase II), Lipa to Batangas City	P 1.96 B	March 2013 – March 2015 (Construction)	Procurement of Project Management Consultant (PMC) has been completed. TCGI Engineers is the PMC. Procurement of contractor/s by STAR Infrastructure Development Corporation (SIDC) is on-going.
7. C-6 Expressway and Global Link (South Section)	P 44.59 B	2014-2017 (Design and Construction)	Supplemental Feasibility Study completed by KOICA Study Team in December 2012. Requested Transaction Advisory Services under PDMF of PPP Center.
8. C-6 Extension (Flood Control Dike Expressway)	P 42.38 B	2014-2017 (Design and Construction)	Draft Final Report for the Business Case Study already completed Requested Transaction Advisory Services under PDMF of PPP Center
9. Calamba-Los Baños Toll Expressway	P 9.45 B	2014-2017 (Design and Construction)	Draft Final Report for the Business Case Study already completed Requested Transaction Advisory Services under PDMF of PPP Center

TBD - To Be Determined



5. EFFECTIVE FLOOD CONTROL PROGRAM:

A. Strategic Policies:

- River Basin Approach to Flood Management and Water Resource Utilization
- Integrated Water Resource Management Approach in Coordination with Other Department/Agencies

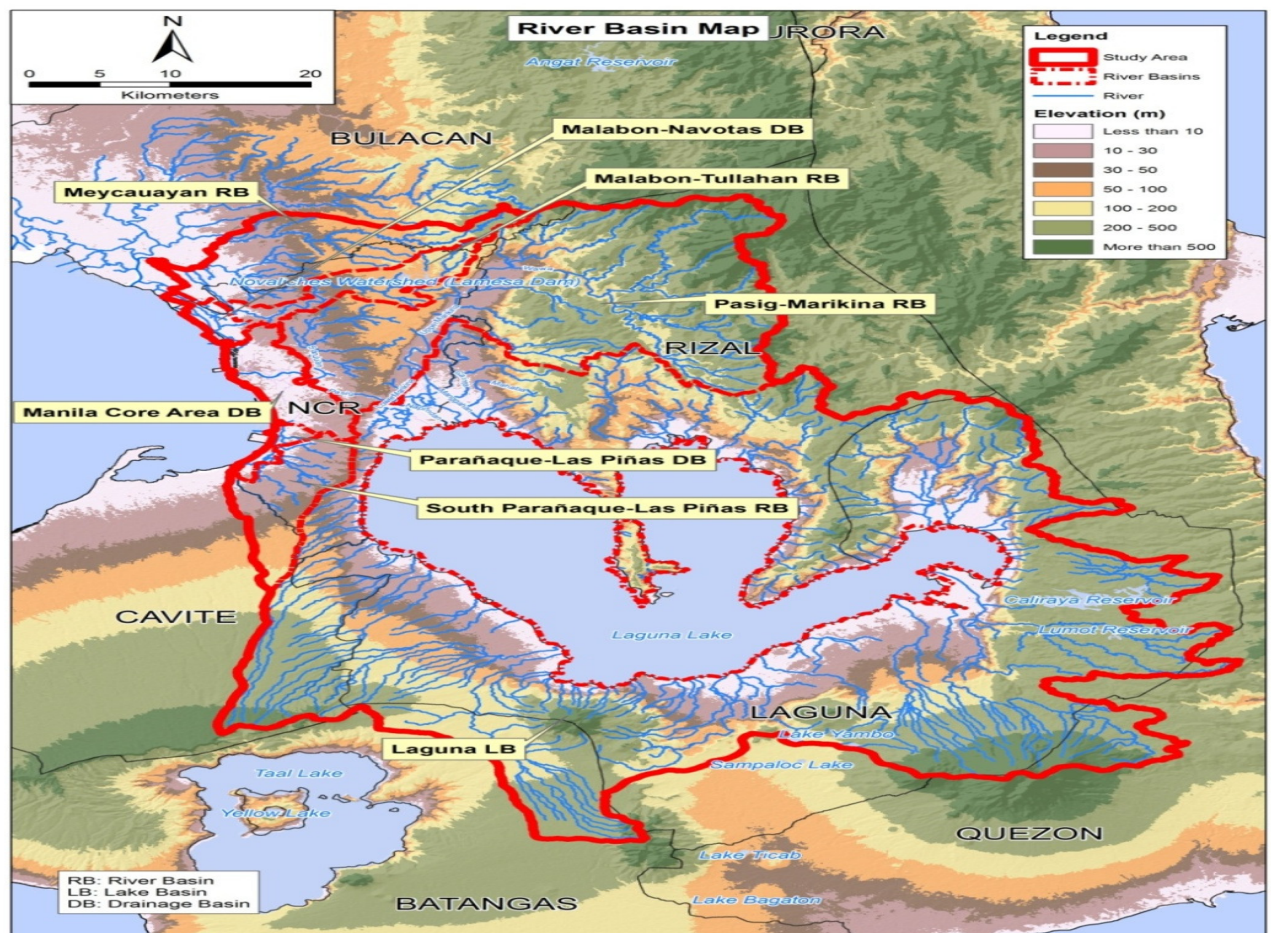
B. Flood Management Master Plan for Metro Manila and Surrounding Areas

OBJECTIVE:

After the flood events of Ondoy and Pepeng in September and October 2009, respectively that caused severe damages in Metro Manila and Surrounding Areas, the World Bank has provided a Technical Grant in the amount of \$1.5 Million under the Global Facility for Disaster Reduction and Recovery Trust Fund of the Australian Agency for International Development (AusAID).

A flood risk assessment study for the entire Metro Manila and Surrounding Basin Area was undertaken from February 2011 to February 2012, to prepare a comprehensive flood risk management plan for the same and to determine a set of priority structural measures, which will still undergo individual feasibility studies and detailed design prior to implementation, including non-structural measures that will provide sustainable flood management up to a designated safety level and serve as the roadmap/vision of the Government until 2035 (23 years from now).

BOUNDARY OF STUDY AREA AND THE RIVER BASINS:





The Study Area covers the entire Metro Manila and Surrounding Areas, particularly, provinces of Rizal, Laguna and parts of Bulacan with a total area of 4,354 sq. km. or 435,400 hectares, which is 7 times the size of Metro Manila and 2/3 that of Singapore.

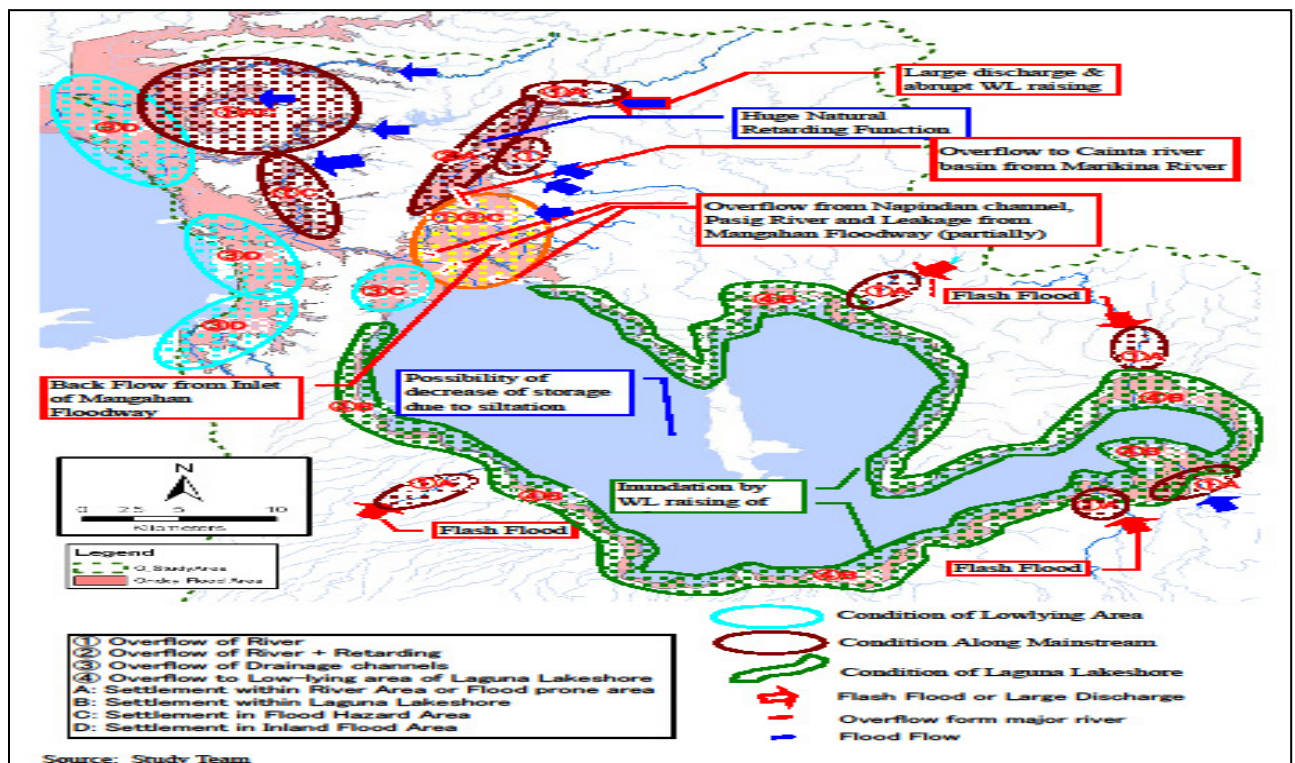
It also encompasses the Pasig-Marikina River Basin, Malabon-Tullahan, Meycauayan, South Parañaque-Las Piñas and Laguna Lake Basins, including drainage basins. Administration Areas in and around the Study Area include sixteen (16) cities and one (1) municipality in the National Capital Region (NCR), sixty three (63) cities/municipalities in the CALABARZON Area and eight (8) cities/municipalities in Bulacan with a population of 20,433,722 in and around the Study Area and estimated population of 17,147,658 in the Study Area.

GUIDING PRINCIPLES FOR MASTER PLAN DEVELOPMENT:

1. Adopt Integrated Water Resources Management Principles and River Basin Approach
2. Develop safe society with resiliency to floods through:
 - a. Structural measures for the river basins and waterways
 - b. Structural measures for Laguna Lakeshore, and
 - c. Improvement of urban drainage system
3. Improvement of the Flood Information and Warning System (FIWS)
4. Establish integrated and consistent Flood Risk Management (FRM) institutional system
5. Strengthen community-based flood risk management – Land Use and Solid Waste
6. Utilization of runoff waters as water resources, etc.
7. Reforestation and watershed management

THREE MAJOR FLOODING OCCURENCES:

1. Huge volume of water coming from Sierra Madre
2. Drainage capacity constraints in core area of Metro Manila
3. Low-lying communities around Manila Bay & Laguna Lake





STRUCTURAL MITIGATION MEASURES:

There are eleven (11) recommended short-listed structural mitigation measures under the “Flood Management Master Plan for Metro Manila and Surrounding Areas” that will serve as the roadmap of the Government, which is envisioned to be implemented from today until 2035 (23 years).

These projects were prioritized according to: 1) severity of floods based on flood risk, flood area, duration of floods and flood damage, 2) technical viability, 3) social and environmental viability in preliminary level, and 4) aerial distribution of putting priority for the flood mitigation measures for the rivers and Laguna Lake.

Hereunder are the 11 long-term projects with an estimated cost of around P351.72 Billion but is still subject to validation of individual projects via comprehensive feasibility study and detailed design that can either be financed using GOP funds or requested under ODA assistance.

Name of Project	Est. Cost (P'B)
1. Pasig-Marikina River Improvement and Dam Construction	198.435 B
2. Meycauayan River Improvement	14.040 B
3. Malabon-Tullahan River Improvement	21.635 B
4. South Parañaque-Las Piñas River Improvement	17.335 B
5. East Mangahan Floodway (Cainta & Taytay River Improvement)	25.901 B
6. West Laguna Lakeshore Land Raising	25.185 B
7. Land Raising for Small Cities around Laguna Lakeshore	7.158 B
8. Improvement of the Inflow Rivers to Laguna Lake	0.637 B
9. Manila Core Area Drainage Improvement	27.257 B
10. West Mangahan Area Drainage Improvement	5.522 B
11. Valenzuela-Obando-Meycauayan (VOM) Improvement (to be studied further)	8.613 B
Total:	P 351.718 B

Each of the above projects is independent, but they form integral measures for mitigating floods in Metro Manila and Surrounding areas. Hence, considering the need for immediate interventions to ease the flooding problems in these areas, several high-impact flood control projects amounting to P5 Billion were identified for immediate implementation, to wit:



Name of Project	Total Cost	Released Amount	SARO No.
National Capital Region (NCR):			
1. Valenzuela-Obando-Meycauayan (VOM) Project	820.0 M	820.0 M	A-12-01110 dated 11/22/12 A-12-01111 dated 11/22/12 A-12-01112 dated 11/22/12 A-13-00684 dated 03/14/13
2. KAMANAVA Project, Phase I (Kalookan-Malabon-Navotas Area)	700.0 M	380.0 M	A-12-01111 dated 11/22/12 A-12-01112 dated 11/22/12
3. Manila Bay Seawall Project	700.6 M	211.0 M	A-12-01125 dated 11/23/12 A-13-00684 dated 03/14/13
4. Upper Marikina River Improvement Project (Nangka River)	222.5 M	222.5 M	A-12-01112 dated 11/22/12 A-12-01113 dated 11/22/12
5. Marikina River Dredging	50.0 M	50.0 M	A-13-00684 dated 03/14/13
6. Mangahan Floodway Dredging	100.0 M	100.0 M	A-12-01111 dated 11/22/12 A-12-01112 dated 11/22/12
7. West Side of Mangahan Floodway Project	250.0 M	-	-
8. East Side of Mangahan Floodway Project	190.0 M	190.0 M	A-12-01112 dated 11/22/12
9. Additional Projects	50.9 M	50.9 M	A-12-01112 dated 11/22/12 A-13-00117 dated 01/15/13
Region III:			
1. Dredging of Labangan Channel, Hagonoy, Bulacan	100.0 M	100.0 M	A-12-01113 dated 11/22/12
2. San Fernando-Sto. Tomas-Minalin Tail Dike	139.0 M	139.0 M	A-13-00684 dated 03/14/13
3. Mitigation Measures for Breaches in the San Fernando-Sto. Tomas-Minalin Tail Dike	637.0 M	637.0 M	A-13-00684 dated 03/14/13
4. Del Carmen-Balimbing Creek, City of San Fernando, Pampanga	30.0 M	30.0 M	A-12-01112 dated 11/22/12
5. Orani Channel, Bataan	50.0 M	50.0 M	A-12-01125 dated 11/23/12
Region IV-A:			
1. Sta. Maria-Mabitac River	400.0 M	400.0 M	A-13-00141 dated 01/15/13
2. Sta. Cruz River	180.0 M	180.0 M	A-13-00141 dated 01/15/13
3. San Pedro River	100.0 M	100.0 M	A-13-00141 dated 01/15/13
4. Biñan River	100.0 M	100.0 M	A-13-00141 dated 01/15/13
Nationwide:			
1. Various Dredging Equipment	136.5 M	136.5 M	A-12-01111 dated 11/22/12
2. Operation and Maintenance of Dredging Equipment for Pasac-Delta Waterway, Guagua and Sasmuan, Pampanga	43.5 M	43.5 M	A-12-01111 dated 11/22/12
Grand Total:	5,000.0 M	3,940.4 M	



Out of the P5 Billion, P3.940 Billion was already released for various flood control projects. Attached is the detailed list of the High Impact Flood Control Projects with the corresponding status.

In addition to the above, rehabilitation/improvement of twelve (12) existing pumping stations in Metro Manila amounting to P1.600 Billion was likewise approved and released to MMDA.

Clearing of eight (8) major waterways in Metro Manila with an estimated 20,000 informal settlers that will be provided decent resettlements is also part of an inter-agency efforts being undertaken by the government.

NON-STRUCTURAL MEASURES:

1. Strengthening of the Flood Information and Warning System (FIWS)
 - Effective Flood Control Operation and Warning System (EFCOS) improvement
 - New telemetric rainfall and water level gauging stations
2. Capacity Building for Strengthening Community-based FRM
 - Update and implement Information and Education Campaign (IEC) programs
 - Rainfall and water level monitoring by Barangay Disaster Risk Reduction and Management Councils (BDRRMCs)
 - Construction of evacuation routes and temporary evacuation centers
3. Improvement of Management Information System (MIS) for Disaster Risk Management
 - Improvement and development of MIS
 - Capacity building
4. Reforestation and Watershed Management

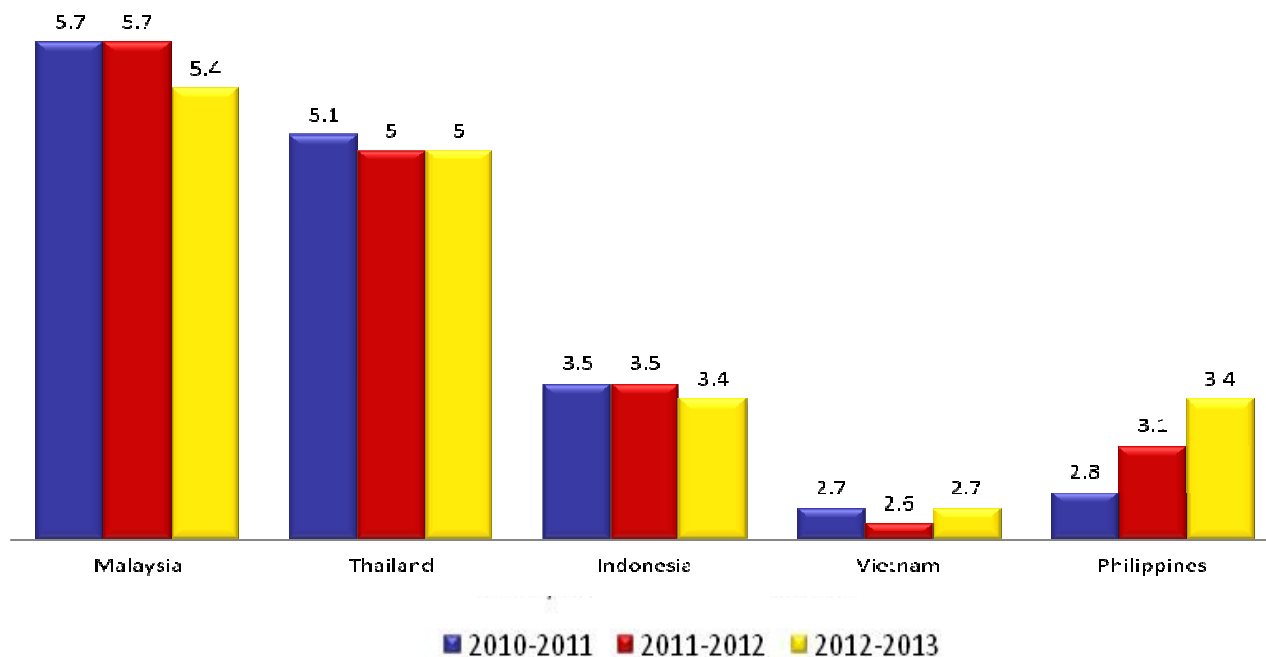




B. STATE OF ROAD INFRASTRUCTURE IN THE PHILIPPINES:

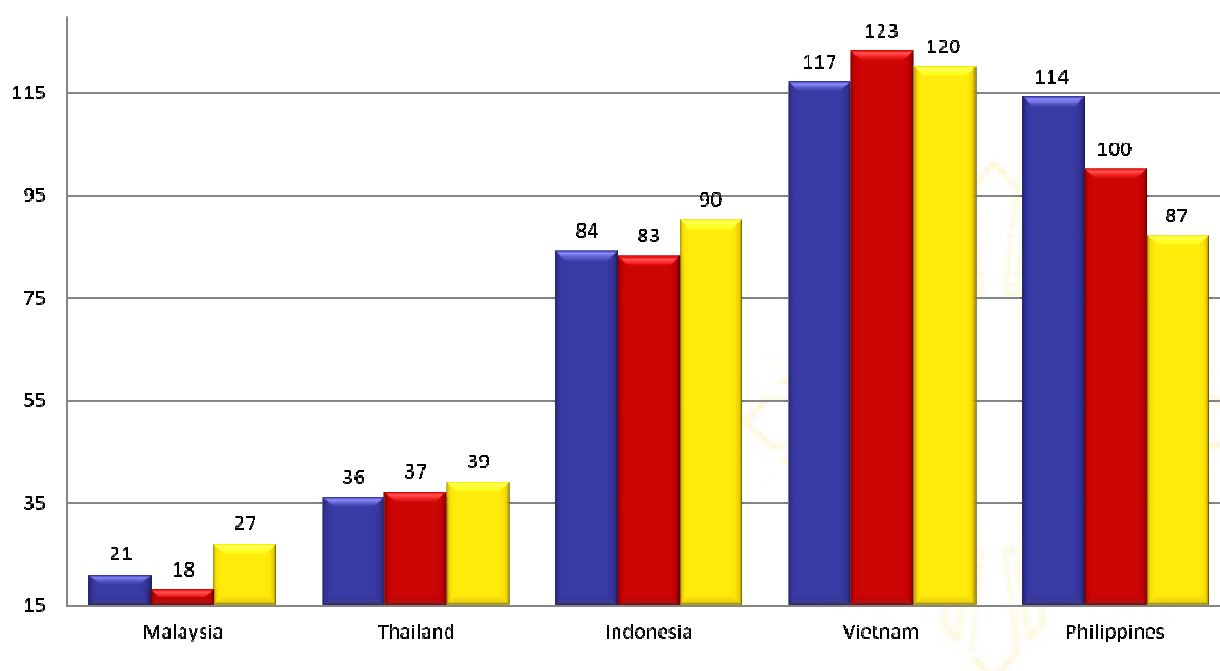
- **Quality of Roads.** According to the World Economic Forum's *Global Competitiveness Report*, the Philippines' global ranking in terms of quality of roads improved from 114th in 2010-2011 to 87th in 2012-2013. Also, the quality of road index improved from 2.8 to 3.4 at par with Indonesia and targeting to be in the 4 to 5 territory in 2016.

Quality of Roads Index



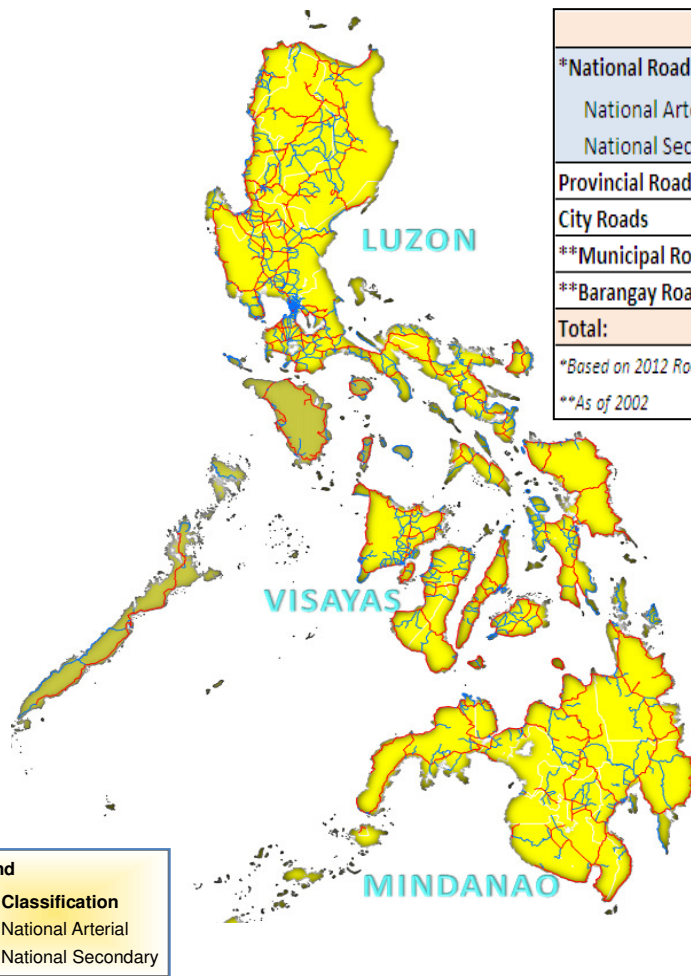
Legend: 1 = extremely underdeveloped; 7 = extensive and efficient by international standards
Source: World Economic Forum, "The Global Competitiveness Report"

Quality of Roads Ranking





C. STATE OF PHILIPPINE ROAD NETWORK:



	Total	Unpaved	Paved	%
*National Road	31,597.679	6,154.239	25,443.440	80.52%
National Arterial	16,056.470	1,581.130	14,475.340	90.15%
National Secondary	15,541.209	4,573.109	10,968.100	70.57%
Provincial Road	31,233.230	21,457.630	9,775.600	31.30%
City Roads	14,739.385	5,537.614	9,201.771	62.43%
**Municipal Roads	15,816.000	10,422.000	5,394.000	34.10%
**Barangay Roads	121,702.000	113,682.000	8,020.000	6.59%
Total:	215,088.294	157,253.483	57,834.811	26.89%
<i>*Based on 2012 Road Condition Data</i>				
<i>**As of 2002</i>				

Legend	
Road Classification	
—	National Arterial
—	National Secondary

DPWH MANDATE:

PLAN, DESIGN, CONSTRUCT AND MAINTAIN NATIONAL ROADS AND BRIDGES AND FLOOD CONTROL SYSTEMS IN MAJOR AND PRINCIPAL RIVERS

ROAD CLASSIFICATION:

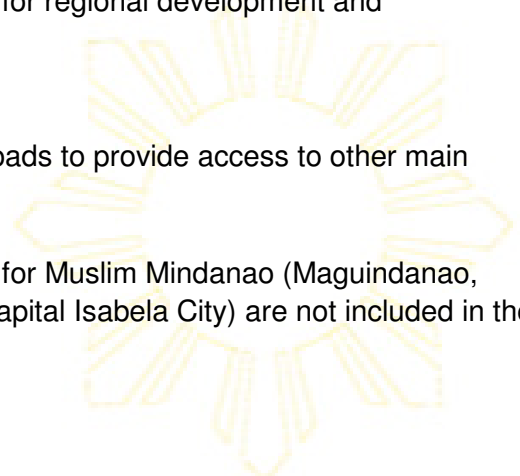
National Arterial Road (NAR):

- The main trunkline from northernmost Luzon down to Southern Mindanao interconnecting major islands and those traversing backbone and across the islands and those that provides direct access to important centers and areas vital for regional development and emergencies.

National Secondary Road (NSR):

- Other roads which complement national arterial roads to provide access to other main population and production centers

The National Roads covered by the Autonomous Region for Muslim Mindanao (Maguindanao, Lanao del Sur, Sulu, Tawi-Tawi and Basilan except the capital Isabela City) are not included in the DPWH national road data base.





D. 2010-2016 TARGET VS. ACTUAL OUTCOMES:

ROAD UPGRADING (GRAVEL TO PAVED):

The government targets to completely pave by 2016 the 31,242 km national road network (i.e., 7,256 km unpaved sections of the national arterial and secondary road network). To achieve this, the government (DPWH) has allocated P50 Billion from 2010 to 2012 for the paving of about 2,320 kms and a total of an estimated P125 Billion is still needed for the paving of the remaining 4,937 kms.

Road Classification	2010-2012									2013-2016			TOTAL (2010-2016)	
	2010		2011		2012		Sub-Total			Remaining Target (Kms)	Average Unit Cost per Km (In P'M/Km)	Amount (P'B)	Target (Kms)	Amount (P'B)
	Amount (P'B)	Target (Kms)	Amount (P'B)	Target (Kms)	Amount (P'B)	Target (Kms)	Amount (P'B)	Target (Kms)	Actual (Kms)					
Arterial Roads	5.9	238.76	8.2	415.92	7.8	326.54	22.0	981.22	760.97	907.20	27.00	25.7	1,888.42	47.6
Secondary Roads	11.7	512.50	7.8	413.90	8.9	412.19	28.4	1,338.59	1,245.42	4,029.46	25.00	98.9	5,368.05	127.3
Sub-Total:	17.6	751.26	16.0	829.83	16.7	738.72	50.4	2,319.81	2,006.39	4,936.65		124.6	7,256.47	174.9

Note: Figures may not add up due to rounding. The annual targets are subject to change based on actual accomplishment of upgrading (gravel to paved) projects.

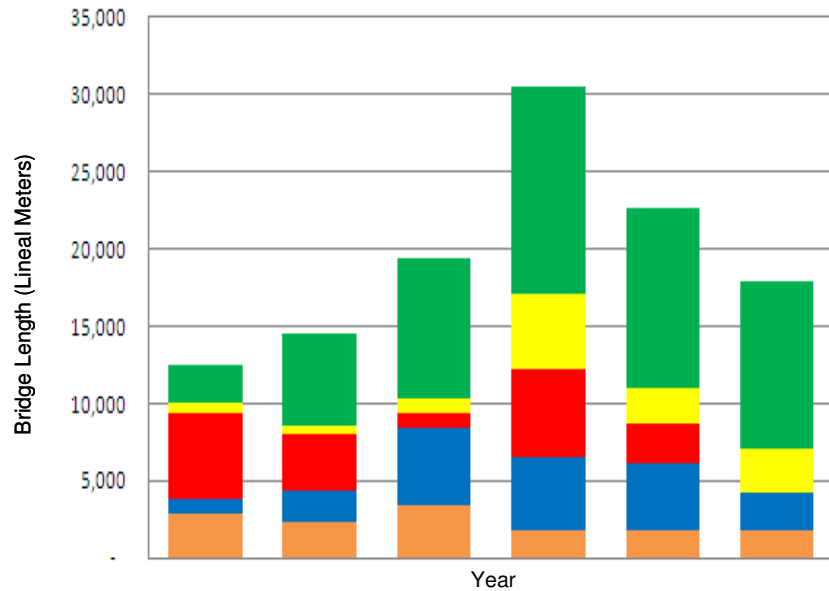
Road Classification	Actual (Km) Jan. 2010-Dec. 2012	2010-2012				2010-2016			
		Target (Km)		Accomp. (%)		Target (Km)		Accomp. (%)	
		Original	Revised	Original	Revised	Original	Revised	Original	Revised
Arterial Road	760.97	960.94	981.22	79.2%	77.6%	1,878.66	1,888.42	40.5%	40.3%
Secondary Road	1,245.42	1,314.41	1,338.59	94.8%	93.0%	5,360.16	5,368.05	23.2%	23.2%
Total:	2,006.39	2,275.35	2,319.81	88.2%	86.5%	7,238.82	7,256.47	27.7%	27.6%

Note: Original target is based on the 2012 SONA inputs.

Out of the 2,320 kms of national road targeted to be paved from January 2010 to December 2012, 86.5% (based on revised targets) or 2,006 kms were accomplished as of December 31, 2012. The 2,006 kms represents an accomplishment of 27.6% vs. the target of 7,256 kms to be paved by end of 2016.



NATIONAL BRIDGES TARGET OUTCOMES (In Lineal Meters)



	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Rehabilitation	2,449	6,067	9,130	13,410	11,610	10,926	53,592
Widening	715	548	965	4,870	2,352	2,785	12,236
New Construction	5,561	3,617	880	5,638	2,522	36	18,255
Replacement of Damaged Permanent Bridges	917	2,058	5,009	4,851	4,435	2,455	19,725
Replacement of Temporary Bridges	2,904	2,286	3,459	1,730	1,730	1,730	13,839
TOTAL	12,547	14,576	19,443	30,499	22,649	17,932	117,647

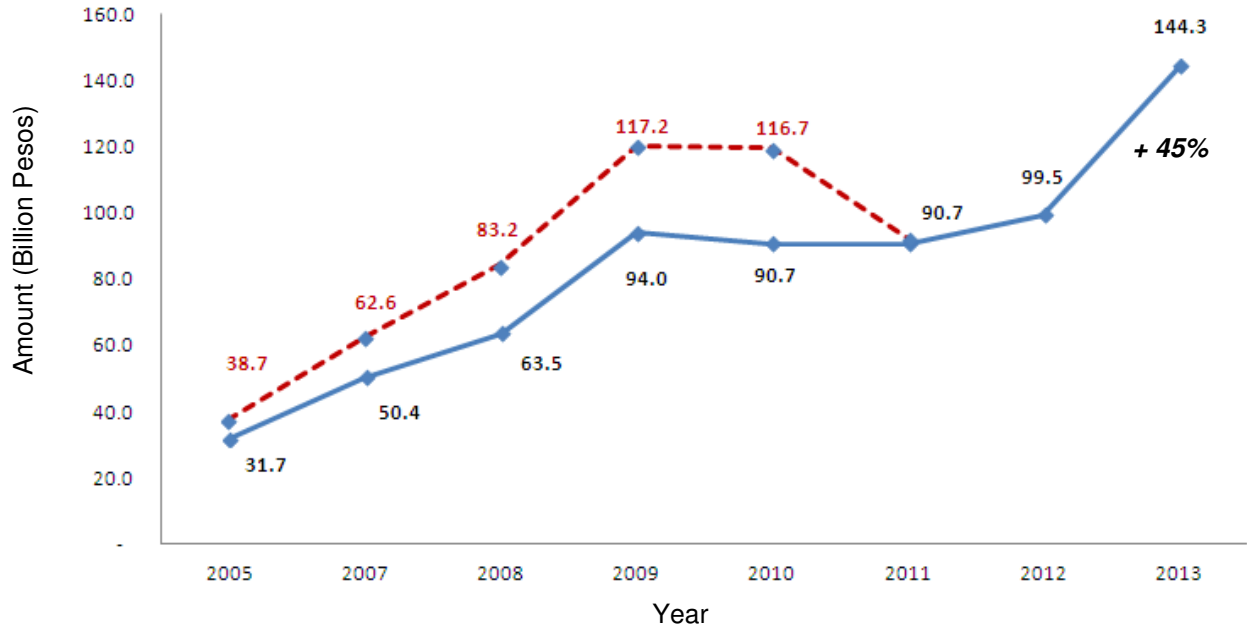
Note: The annual bridge targets/prioritization are still subject to change based on the actual accomplishments and due to the occurrence of calamity (floods and earthquake) and other unforeseen circumstances that causes damage to the bridge structures.



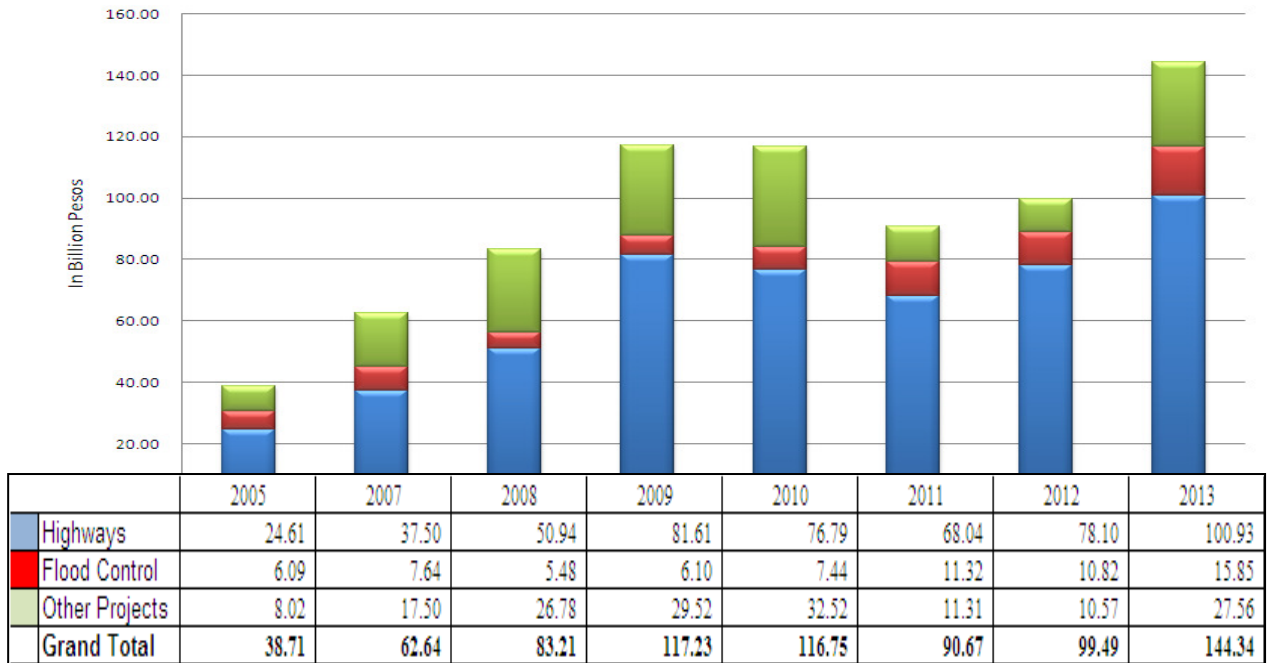


E. PUBLIC INVESTMENT PROGRAM:

**2005-2013 DPWH Capital Outlays (Projects)
 Based on GAA**



- - - - with PDAF (Pork Barrel)



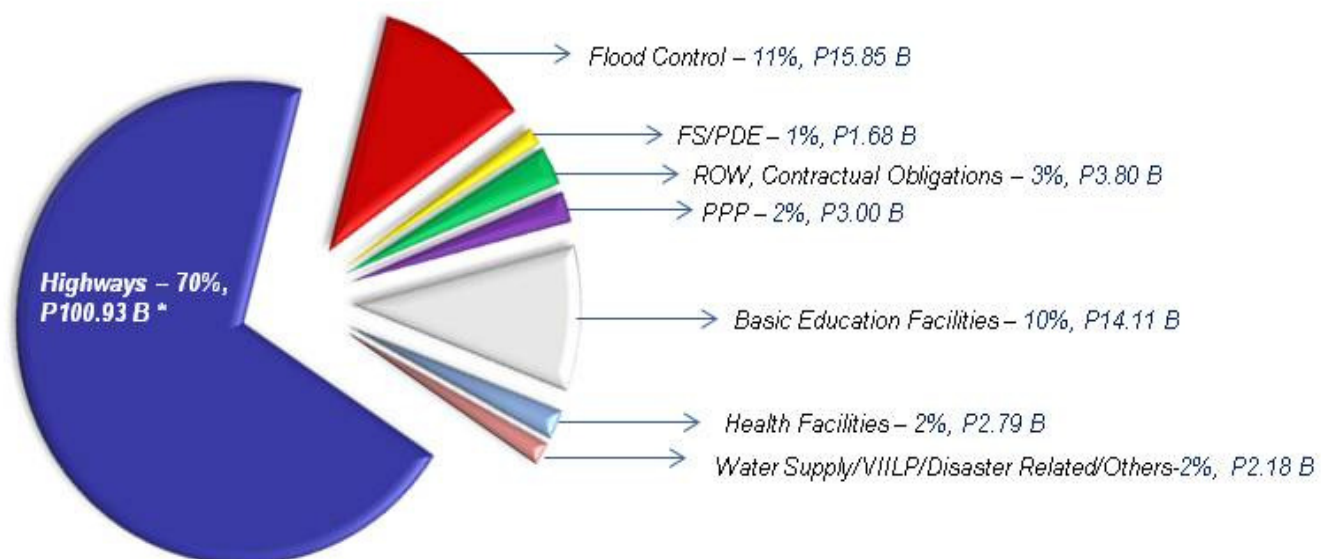


FY 2012 vs. FY 2013 DPWH BUDGETS (Based on GAA)
Amount in Billion Pesos

	FY 2012 GAA	FY 2013 GAA	Increase/Decrease	
			AMOUNT	%
1.0 CAPITAL OUTLAYS				
1.1 INFRASTRUCTURE				
1.1.1 FAPs	₱ 16.68 B	15.73 B	(0.96) B	(6)
1.1.2 LFPs	82.81 B	128.61 B	45.80 B	55
TOTAL CAPITAL OUTLAYS	₱ 99.49 B	144.34 B	44.85 B	45
2.0 CURRENT OPERATING EXPENDITURES				
2.1 PS	₱ 4.12 B	4.16 B	0.04 B	1
2.2 MOOE	6.21 B	6.57 B	0.36 B	6
2.3 NON-INFRASTRUCTURE	0.02 B	0.45 B	0.43 B	2,897
TOTAL COE	₱ 10.34 B	11.18 B	0.84 B	8
3.0 TOTAL BUDGET	₱ 109.83 B	155.52 B	45.69 B	42
4.0 MVUC	₱ 14.60 B	13.41 B	(1.19) B	(8)
5.0 RLIP	₱ 0.38 B	0.40 B	0.01 B	4
6.0 GRANT	₱ 0.93 B	0.00 B	(0.93) B	(100)
7.0 GRAND TOTAL	₱ 125.74 B	169.33 B	43.59 B	35

DWPH FY 2013 CAPITAL OUTLAYS (PROJECTS)
P 144.34 Billion

Of the P144.34 Billion total investment requirement in 2013, P100.93 Billion (69.93%) is earmarked for the highways sector, P15.85 Billion (10.98%) for flood control works and P27.57 Billion (19.09%) for other projects, as shown below:





F. INFRASTRUCTURE PROGRAM FOR MINDANAO:

The DPWH Budget (Capital Outlays) significantly increased by 45% (P45 Billion) from P99 Billion in 2012 to P144 Billion in 2013. Excluding the inter-regional and nationwide projects, the total regional allocation for 2013 is P108 Billion, of which an initial 26% or P28 Billion is programmed for Mindanao. The P 28 Billion allocation for Mindanao is 97% (P13.6 Billion) higher from the P14 Billion in 2011. Hereunder is the breakdown of the nationwide regional infrastructure program:

2011-2013 DPWH BUDGETS (CAPITAL OUTLAYS) REGIONAL ALLOCATION (In Billion Pesos)

REGION	FY 2011		FY 2012		FY 2013		Total Amount
	Amount	%	Amount	%	Amount	%	
NCR	6.175	10.9%	8.463	10.9%	15.858	14.7%	30.496
NORTHERN LUZON	17.528	30.9%	17.086	22.1%	24.408	22.6%	59.023
SOUTHERN LUZON	9.770	17.2%	15.760	20.3%	20.751	19.2%	46.280
VISAYAS	9.202	16.2%	16.195	20.9%	19.422	18.0%	44.819
MINDANAO	13.990	24.7%	19.956	25.8%	27.590	25.5%	61.536
Main	12.968		18.436		25.190		56.593
ARMM	1.022		1.521		2.400		4.943
SUB-TOTAL	56.665	100.0%	77.461	100.0%	108.030	100.0%	242.155
INTER-REGIONAL	-		10.422		6.468		16.890
NATIONWIDE	34.236		11.607		29.842		75.685
TOTAL	90.900		99.490		144.339		334.730

TRANSITION INVESTMENT SUPPORT PROGRAM FOR ARMM (ISP-ARMM):

The National Government has prepared a Stimulus Development Plan (SDP) for Autonomous Region for Muslim Mindanao (ARMM) to implement the reform roadmap towards economic recovery and development. Under the plan, the Government will fund priority and strategic projects promoting basic services, basic infrastructure and livelihood development that have been identified by various national agencies. The development of national road infrastructure is one of the highlights of the Plan.

The Department of Public Works and Highways (DPWH), which has been designated as the lead agency to implement these projects, has created a Task Force to oversee its implementation. The amount of P2.851 Billion has been approved by the President and released by the Department of Budget and Management under SARO No. A-11-01651 dated 04 November 2011 for the rehabilitation, upgrading and improvement of various national roads and bridges in the following provinces covered by ARMM:

ISP-ARMM OVERALL STATUS

As of January 31, 2013

Reg.	Province	Phase I									Phase II *				
		No. of Contract Packages				Roads		Bridges		Total (P'B)	Roads		Bridges		Total (P'B)
		Total	Comp.	On-Going	NYS	Length (Km)	Amount (P'B)	Length (Lm)	Amount (P'B)		Length (Km)	Amount (P'B)	Length (Lm)	Amount (P'B)	
IX	Basilan	3	2	1	-	17.02	0.48	36.90	0.03	0.51	8.91	0.32	-	-	0.32
	Sulu	5	5	-	-	15.06	0.49	-	-	0.49	8.52	0.32	-	-	0.32
	Tawi-Tawi	2	-	2	-	13.71	0.21	-	-	0.21	15.56	0.65	-	-	0.65
	Sub-Total:	10	7	3	-	45.79	1.18	36.90	0.03	1.22	32.99	1.30	-	-	1.30
X	Lanao Del Sur	6	2	4	-	33.66	0.84	75.40	0.07	0.91	33.03	0.83	198.10	0.17	1.00
XII	Maguindanao	9	2	6	1	48.26	0.69	20.00	0.03	0.72	5.12	0.12	255.05	0.32	0.44
	Total	25	11	13	1	127.71	2.72	132.30	0.14	2.85	71.14	2.24	453.15	0.49	2.73



An additional P7.32 Billion was requested for release to the Department of Budget and Management per letter dated January 24, 2013 for the implementation of the TISP-ARMM, Phase II.

Hereunder is the detailed status of the eleven (11) road infrastructure projects covering twenty-two (22) contract packages under ISP-ARMM which involves the rehabilitation/upgrading of an estimated length of 128 kms:

Region	Province	Project Name	Project Cost (P'000)	Scope of Work	Length (Km)	Schedule	Accomp. (%)
IX	Basilan	1. Basilan Circumferential Road	479,770	Upgrading P. Maintenance	15.52 1.50	Jan.2012-Jan. 2014	70.1%
	Sulu	2. Jolo-Taglibi-Tiptipon Road	434,490	Upgrading Rehab./Reconst.	5.26 8.04	Feb. 2012-Jan. 2013	100.0%
		3. Jolo Port Bud Daho-Romandier Rd.	58,860	Rehab./Reconst.	1.76	March-Oct. 2012	100.0%
	Tawi-Tawi	4. Bongao-Nalil Road	61,500	Rehab./Reconst.	3.81	Feb.-Dec. 2012	98.0%
		5. Bongao-Pahut Road	149,250	Rehab./Reconst.	9.90	Feb. 2012-June 2014	55.0%
X	Lanao Del Sur	6. Molundo-Wao Road	155,480	Upgrading	4.58	May 2012-Apr. 2013	43.0%
		7. Ganassi-Tubod Road	104,890	Upgrading Rehab./Reconst.	2.42 1.21	May 2012-Jan. 2013	100.0%
		8. Marawi-Malabang Road	580,000	Rehab./Reconst.	25.45	June 2012-June2013	72.8%
XII	Maguindanao	9. Midsayap-Dulawan-Makar Road	402,105	Upgrading Rehab./Reconst. P. Maintenance	9.98 1.00 8.83	Feb. 2012-Oct. 2013	34.9%
		10. Cotabato-Lanao Road	174,240	P. Maintenance	16.99	Feb.-April 2013	94.6%
		11. Kidapawan (Makilala)-Ala Jct. Road	114,960	P. Maintenance	11.49	Feb.-Sept. 2012	100.0%
TOTAL:			2,715,545		127.7		73.4%

Hereunder is the status of the five (5) bridge infrastructure projects under ISP-ARMM:

Region	Province	Project Name	Road Section	Project Cost (P'000)	Length (Lm)	Schedule	Accomp. (%)
IX	Basilan	1. Gubawan Bridge	Basilan Circumferential Rd.	33,030	36.90	Feb.-Dec. 2012	100.0%
X	Lanao Del Sur	1. Bato-Bato Bridge	Molundo-Wao Road	38,000	40.40	May 2012-May 2013	80.0%
		2. Kiaokaran Bridge	Molundo-Wao Road	32,980	35.00	May 2012-May 2013	80.0%
XII	Maguindanao	1. Pagatin Bridge	Midsayap-Makar Road	21,600	20.00	March 2012-Nov. 2012	10.6%
		2. Matilak Foot Bridge	Across Tamontaka River	10,000		Post Evaluation on-going	
TOTAL:				135,610	132.30		67.9%



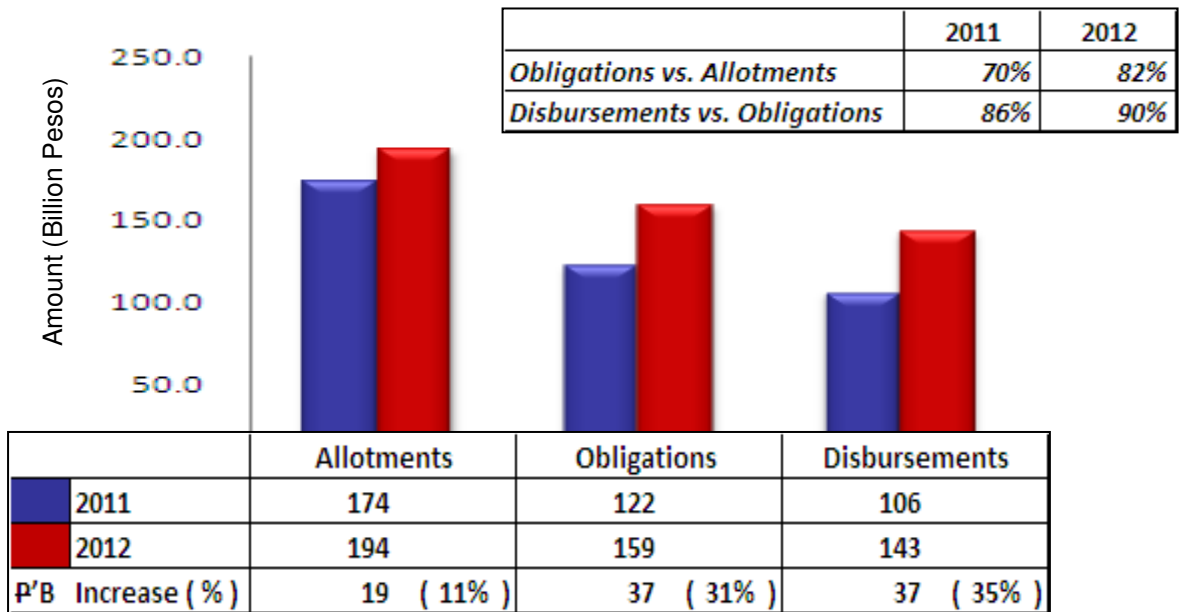
G. STATUS OF FUND UTILIZATION:

FY 2011 vs. FY 2012 FUND UTILIZATION

As of February 25, 2013

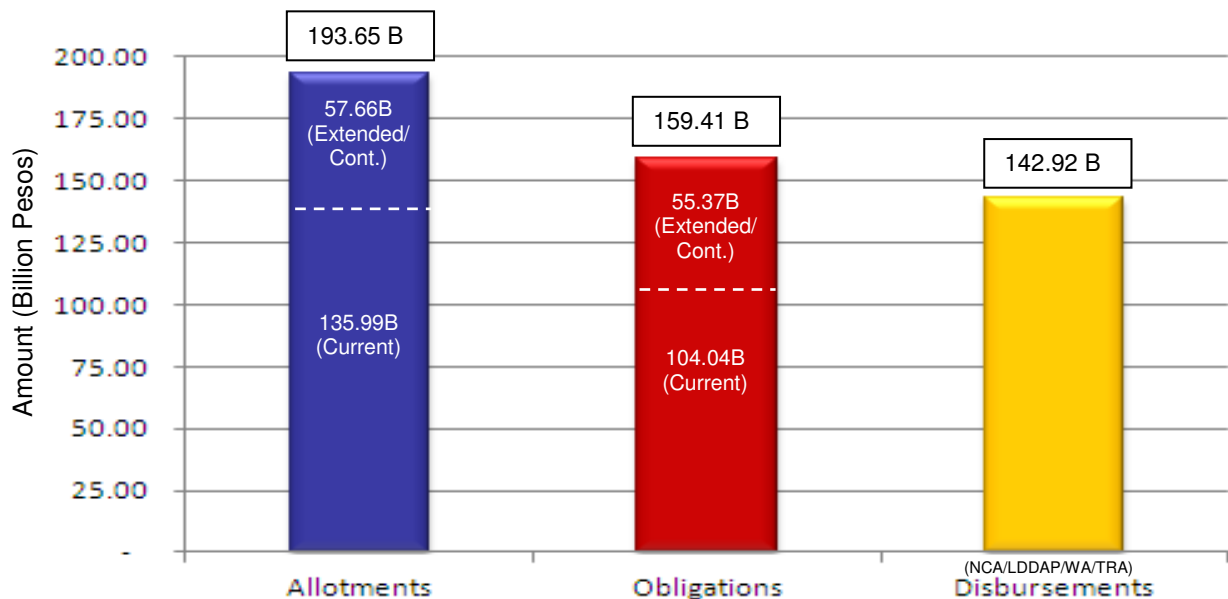
In 2012, out of the total allotment of P194 Billion, 82% (P159 Billion) were already obligated. Out of the P159 Billion, 90% (P143 Billion) were disbursed, this is 35% (P37 Billion) higher than the P106 Billion total disbursement for full year 2011.

Of The P194 Billion total allotment received by DPWH, P109 Billion is from the DPWH Regular GAA Budget.



FY 2012 FUND UTILIZATION

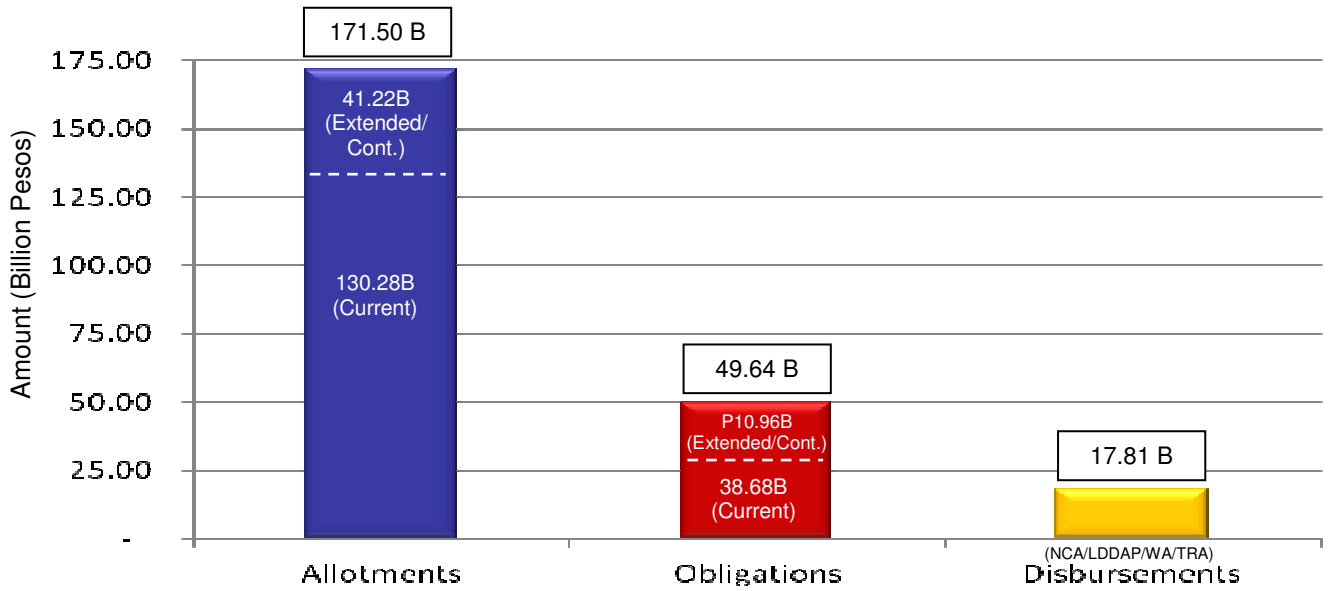
As of February 25, 2013





FY 2013 FUND UTILIZATION

As of February 28, 2013





H. PRIORITY OVERSEAS DEVELOPMENT ASSISTANCE (ODA) PROJECTS:

Name of Project	Project Cost (Civil Works)	Implementation Schedule	Status/Remarks
Completed:			
<u>Highway Projects:</u>			
1. Central Mindanao Road Project, 26 th Yen JICA Loan Package, PH-P237 a. <i>Contract Package 2, North Upi-Maguindanao/Sultan Kudarat Bdry. Road</i> b. <i>Contract Package 3, Maguindanao/Sultan Kudarat Bdry.-Lebak-Kalamansig Road</i> * <i>Excluding CP1 implemented using local funds.</i>	<i>P 1.009 B</i> <i>P 0.897 B</i>	<i>June 2009-Nov. 2011</i> <i>Jan. 2009-Dec. 2011</i>	• <i>Completed</i> • <i>Completed</i>
2. Arterial Road Bypass Project (Phase I), Plaridel Bypass Road Project, JICA PH-P236 a. <i>Contract Package 1, (Sta. 32+970 – Sta. 39+625)</i> b. <i>Contract Package 2, (Sta. 39+625 – Sta. 47+700)</i>	<i>P 1.559 B</i> <i>P 0.594 B</i>	<i>Jan. 2009-Nov. 2011</i> <i>May 2011-Feb. 2013</i>	• <i>Completed</i> • <i>Completed</i>
3. Austrian-Assisted DPWH Bridge Construction Acceleration Project for Calamity-Stricken Areas	P 1.615 B	July 2008-July 2011	• Completed- 19 Bridges
<u>Flood Control Projects:</u>			
4. Iloilo Flood Control Project II, JICA PH-P230 a. <i>Contract Package 1, Const. of Jaro Floodway and Improvement of Tigum & Aganan Rivers</i> b. <i>Contract Package 2, Improvement of Iloilo River, Upper Ingore Creek & Jaro River Mouth Section</i> c. <i>Contract Package 3, Development of Relocation Site for Stage 1</i>	<i>P 2.229 B</i> <i>P 1.182 B</i> <i>P 0.029 B</i>	<i>April 2006-April 2012</i> <i>March 2006-Sep. 2009</i> <i>Feb. 2003-July 2004</i>	• <i>Completed</i> • <i>Completed</i> • <i>Completed</i>
On-going:			
<u>Highway Projects:</u>			
5. Urgent Bridges Construction Project for Rural Development (UBCPRD), JICA PH-P231 a. <i>Contract Package I</i> b. <i>Contract Package II-A *</i> c. <i>Contract Package II-B *</i> d. <i>Contract Package II-C *</i> e. <i>Contract Package III</i> f. <i>Contract Package IV</i> * <i>Implemented using local funds</i>	<i>P 2.942 B</i> <i>P 0.713 B</i> <i>P 0.213 B</i> <i>P 0.440 B</i> <i>P 2.917 B</i> <i>P 2.372 B</i>	<i>Dec. 2007-Feb. 2010</i> <i>June 2011-Oct. 2013</i> <i>May 2011-Nov. 2012</i> <i>May 2012-April 2014</i> <i>March 2006-June 2009</i> <i>Jan 2009-March 2012</i>	• <i>Completed 17 Bridges</i> • <i>On-going 1 Bridge</i> • <i>Suspended effective May 2012 due to revision of the design and ROW problem</i> • <i>On-going 6 Bridges</i> • <i>Completed 64 Bridges</i> • <i>Completed 42 Bridges</i>
6. Mega Bridges for Urban and Rural Development Project (MBURDP), French Government Assisted	P 7.045 B	Nov. 2009-Dec. 2013	• On-going, 4 Flyovers and 43 Unibriges (50 spans) are already completed
7. Spanish Assisted-Bridge Construction/Replacement project a. <i>Supply and Services (91 Bridges) including const. of 1 Pilot Bridge (Mompong Bridge)</i> b. <i>Construction (47 Bridges) by DPWH using local funds.</i> c. <i>Construction of (43 Bridges) by Centunion using Loan Proceeds</i>	<i>P 1.862 B</i> <i>P 1.833 B</i> <i>P 1.275 B</i>	<i>March 2010-Sep. 2012</i> <i>Nov. 2011-Nov. 2014</i> <i>Jan. 2013-Dec. 2015</i> <i>(If implementation will continue as planned)</i>	• <i>Completed</i> • <i>Completed-4 Bridges, On-going-35 Bridges, Under-Preconst.-8 Bridges</i> • <i>Proposed restructuring contract of Centunion using loan proceeds is deferred due to the on-going Senate Blue Ribbon Committee's investigation on the</i>



			<i>implementation of the Presidents Bridge Program.</i>
8. Millennium Challenge Corporation (MMC) Assisted Secondary National Roads Development Program (SNRDP) Wright-Taft-Borongon-Guiuan Road Project a. CP 1, Burray - Tinani Road b. CP 2, Tinani-Taft-Sulat Road c. CP 3, San Julian-Borongon-Balangkayan Rd d. CP 4, Llorente - Guiuan Road	P 0.802 B - P 2.456 B -	Oct. 2012-April 2014 Jul. 2013-Aug. 2015 Sept. 2012-Sept. 2015 Mar. 2013-Aug. 2015	<ul style="list-style-type: none"> On-going Bidding on Feb. 2013 On-going Bidding on Jan. 2013
9. National Roads Improvement and Management Program, Phase II, NRIMP 2 (World Bank-Assisted)	P 29.394 B (Total Cost)	April 2009-Dec. 2014 (Loan Effectivity)	<ul style="list-style-type: none"> On-going
10. Road Upgrading and Preservation Project, RUPP (JICA-Assisted)	P16.194 B	Dec. 2012-July 2018	<ul style="list-style-type: none"> Consultancy Services for Upgrading/ Improvement (UI) Component and Asset Preservation (AP) Component on-going.
11. Mindanao Roads Improvement Project, Saudi Fund for Development, Loan No. 1/433 a. Cotabato City East Diversion Road Project b. Lake Lanao Circumferential Road Project <ul style="list-style-type: none"> Contract Package 2A-New, Marawi-Masiu-Bayang Section Contract Package 2B-New, Bayang-Ganassi-Pualas Section c. Basilan Circumferential Road Project <ul style="list-style-type: none"> Contract Package 3A-New, Isabela-Lamitan-Tipo-tipo-Tumahubong Section Contract Package 3B-New, Isabela-Maluso-Sumisip-Tumahubong Section Contract Package 3A-1, Tipo-tipo-Sumisip-Tumahubong Section Contract Package 3B-1, Maluso-Sumisip-Tumahubong Section 	P 0.709 B P 0.422 B P 0.420 B P 0.415 B P 0.415 B P 0.112 B P 0.112 B	Nov. 2012-May 2014 600 c.d. 600 c.d. 600 c.d. 600 c.d. Aug. 2012-Jan. 2014 Sep. 2012-Feb. 2014	<ul style="list-style-type: none"> On-going Resolution Award dated Dec 11, 2012 Resolution Award dated Dec 14, 2012 Contract Agreement under process Contract Agreement under process On-going On-going
12. Rural Roads Network Development Project, Phase III, JICA, 24th YCP, PH-P220 a. CP III, Libon-Marocmoc-Pantao Road, Albay b. CP IV, Looc-Odiongan-San Andres Road, Romblon c. CP IV-A, Six (6) Bridges and Approaches along Looc-Odiongan-San Andres Road d. CP VIII, Prosperidad-Lianga Road, Agusan del Sur / Surigao del Sur e. CP IX, Bdry. Iloilo/Antique-Anini-y-V. Jimenez Road, Antique * Request for Time Extension with the revised completion date of January 2013 is under process. Excludes sub-projects under RRNDP Program implemented using local funds.	P 0.231 B P 0.681 B P 0.141 B P 0.420 B P 0.910 B	Dec. 2007-Sep. 2009 July 2007-June 2010 Jan. 2012-Jan. 2013* March 2009-Nov. 2010 July 2009-March 2012	<ul style="list-style-type: none"> Completed Completed On-going Completed Completed
13. Austrian-Assisted DPWH Bridge Construction / Replacement Project	P 4.914 B	Feb. 2004-Dec. 2012	<ul style="list-style-type: none"> Completed- 111 Bridges; On-going-2 Bridges



18. Pasig-Marikina River Channel Improvement Project (PMRCIP), Phase II, JICA PH-P239 a. Contract Package 1A-Lower Pasig River b. Contract Package 1B-Upper Pasig River	P 2.943 B P 1.824 B	July 2009-May 2013 July 2009-June 2012	<ul style="list-style-type: none"> On-going Completed
Proposed:			
Highway Projects:			
19. Road Improvement and Institutional Development Project (ADB-Assisted)	P 6.241 B (Total Cost)	July 2012-June 2016 (Loan Effectivity)	<ul style="list-style-type: none"> Under Pre-Const.
20. Arterial Road Bypass Project, (Phase II), Plaridel Bypass Road Project, JICA PH-P250 a. Contract Package III, (Sta. 047+400 – Sta. 049+625) b. Contract Package IV, (Sta. 049+625 – Sta. 057+362.35)	P 1.167 B P 0.659 B	June 2013-June 2016 May 2013-July 2015	<ul style="list-style-type: none"> Waiting for the concurrence of PQ and Bidding Documents by JICA prior to advertisement Waiting for the concurrence of PQ and Bidding Documents by JICA prior to advertisement
21. Samar Pacific Coastal Road, Palapag-Mapanas-Lapinig-Jipapad-Arteche-San Policarpo (KEDCF)	P 1.253 B	2014-2016	<ul style="list-style-type: none"> Approved by the NEDA-ICC on March 22, 2012. Advance procurement of consulting services on-going.
22. Baler-Casiguran Road, Aurora (KEDCF)	P 1.092 B	2014-2016	<ul style="list-style-type: none"> Project Appraisal was conducted by the EDCF Mission on November 12-16, 2012. Advance procurement of consulting services on-going.
23. Central Luzon Link Expressway (CLLEx), Phase I, Tarlac-Cabanatuan, Nueva Ecija	P 14.940 B	Dec. 2014-March 2017	<ul style="list-style-type: none"> Loan Agreement was signed last March 30, 2012. Procurement of DE Consultant on-going. The construction of this project will be financed through ODA while the Operation and Maintenance (O & M) will be under PPP.
Flood Control Projects:			
24. Flood Risk Management Project (FRIMP) in Cagayan, Tagoloan and Imus Rivers (JICA-Assisted)	P 2.980 B	March 2015-Feb. 2018	<ul style="list-style-type: none"> Procurement of Consultancy Services for Detailed Engineering Design is on-going. The request for proposals is under review by DPWH based on JICA comments on the same.



25. Pasig-Marikina River Channel Improvement Project (PMRCIP), Phase III, JICA PH-P252	P 7.545 B	Sept. 2013-Aug. 2016	<ul style="list-style-type: none">• Detailed Design is on-going.• Procurement of Consultant for Construction Supervision is on-going.
26. Integrated Disaster Risk Reduction and Climate Change Adaptation Measures in the Low Lying Areas of Pampanga Bay (KEDCF)	P 2.956 B	To be determined	<ul style="list-style-type: none">• Approved by the NEDA-ICC on March 22, 2012.• Technical assistance was requested from EDCF for the conduct of a full-scale Environmental and Social Impact Assessment.
27. Flood Management Master Plan for Metro Manila and Surrounding Areas	P 351.718 B (estimate) For eleven (11) Flood Control Projects P 5.0 B for critical areas based on the Master Plan	Out of the P5Billion, P3.94 Billion was already released for various flood control projects.	<ul style="list-style-type: none">• Several high-impact flood control projects will be implemented as immediate interventions to ease the flooding problems at priority areas.

Note: ODA Project Status as of December 2012





I. CLIMATE CHANGE ADAPTATION STRATEGIES:

1. Water Sector Restructuring Principles

Current Status and Problems:

- Limited water availability when and where needed for various uses;
- Fragmented institutions with water related functions
- Floods is happening in many parts of the country – urban and rural areas;
- Droughts and water scarcity happening in some parts of the country
- Water quality is poor and polluted;
- Ecosystems are in danger;
- Lack of scientific decision support systems and reliable updated data

Restructuring Guiding Principles:

- Good water governance for water security
- Integrated water resources management (including irrigation, domestic water supply and sanitation, integrated flood management, hydropower, tourism and other competing uses of water)
- River basin approach (priority on major rivers)
- Integrated and accurate data collection and analysis
- Use of scientific decision support systems for water resources management including flood modelling and warning system
- Development of water resources include mitigation of water-related hazards

2. Rainwater Collection Systems/Retarding Basins

- The amount of P38.4 Million (2011) and P39.6 Million (2012) was released to various ROs and DEOs for the installation of RWCS
- 627 RWCS installed in various ROs and DEOs, public schools and other public buildings as of December 2012.
- P50 Million is included in the DPWH FY 2013 Budget for the construction of additional units of RWCS
- MOA created between DPWH and DILG on the construction of RWCS
- Proposed MOA with the DepEd to incorporate RWCS in the standard design of schools thru its PPP School Building Program
- Working with the MMDA to recommend the enactment of an ordinance to require business/commercial establishments to provide programs that would reduce/control flooding in Metro Manila.
- The provision of underground detention tanks as part of storm water management system, particularly in flood prone urban areas to temporarily store flood water shall be a consideration in the design of the drainage system.

3. Clearing of Waterways

Clearing and Cleaning along Manila Bay:

- Continuous Clean-up of the Manila Bay and identification of Informal Settlers (IS) along waterways and esteros in Compliance to the Supreme Court Decision dated May 18, 2009 and February 15, 2010 on the “continuing mandamus” for the sustainable development of the Manila Bay
- As of December 2012, a total of 15,510 structures and 230 fish pens identified in Region III and IV-A along rivers, waterways and esteros of the Manila Bay.

Clearing of Rivers and other waterways nationwide:

- A total of 612.72 km covering 220 Rivers and 194 sections of drainage canals were cleared/cleaned and desilted as of 1st quarter of 2012. Further, a total of 422 illegal structures along rivers under the bridges in Region II were dismantled.



4. Bio-Engineering Technology

The DPWH is now taking steps to support the usage of indigenous products and technologies in the implementation of infrastructure projects to help the government's effort in promoting green engineering and minimizing the effects of climate change. A Department Order No. 41, series of 2010, was issued to prioritize the usage of coconut bio-engineering products/solutions in all DPWH projects/activities especially those projects involving slope stabilization, soil conditioning, soil erosion prevention and/or hydroseeding.

The usage of the coco-fiber products in the engineering industry will not only be beneficial for the environment but it will also provide employment opportunities for the coconut farmers in rural areas.

