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MEMORANDUM

TO : **The Directors**
Land Management Bureau
Legal Affairs Service
Policy and Planning Service

The Administrator
NAMRIA

FROM : **The Assistant Secretary**
Field Operations-Mindanao and Legislative Affairs

SUBJECT : **REQUEST FOR COMMENTS ON HB NO. 8151 ENTITLED "AN ACT ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE PROGRAM"**

DATE : 23 February 2021

Respectfully forwarding the letter dated February 22, 2021, from the office of Chairman Eleandro Jesus F. Madrona, Committee on Public Works and Highways, requesting DENR for comments on House Bill No. 8151 entitled "An Act Adopting a 30-Year National Infrastructure Program" authored by Rep. Romeo S. Momo. Attached is the e-copy of the said bill for your reference

For your information and appropriate action


JOANA A. LAGUNDA, D.M., D.P.A.



COMMITTEE ON PUBLIC WORKS & HIGHWAYS

3rd Floor, Ramon V. Mitra Building, CTSS-I, Committee Affairs Department, House of Representatives, Batasan Hills, Quezon City, Philippines 1126. Telefax: 9310200, Trunk Line: 9315001 local 7135

22 February 2021

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Former DPWH Undersecretary for Planning and Technical Services

cc: **RONILO BALBIERAN**

Research, Education, and Institutional Development (REID) Foundation

Your Honors:

The Committee on Public Works and Highways will schedule the deliberation of House Bill No. 8151 entitled "An Act Adopting A 30-Year National Infrastructure Program" authored by Rep. Romeo S. Momo.

In this regard, we would like to request for your comments on the said measure. Attached is the e-copy of the bill for your reference. You may send your position paper at cpwhhor@yahoo.com.

Thank you for your usual support and cooperation.

Very truly yours,

FOR CHAIRMAN ELEANDRO JESUS F. MADRONA:



AILEEN UY DAPURAN

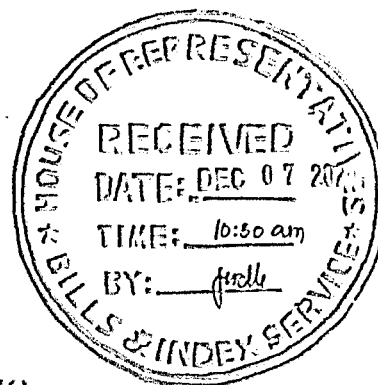
Committee Secretary

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

EIGHTEENTH CONGRESS
Second Regular Session

HOUSE BILL NO. 8151

Introduced by REPRESENTATIVE ROMEO S. MOMO



AN ACT ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE PROGRAM

EXPLANATORY NOTE

A safe, strong, efficient, and accessible national infrastructure backbone is vital to foster the sustainable and inclusive socio-economic development of the present and future generations of Filipinos. This national infrastructure system should help realize the long-term vision for the Philippines by the middle of this century as a progressive, mainly middle-class society, where nobody is poor, where the citizens enjoy healthy lives, are smart and innovative, and live in a high-trust community.

Given that major infrastructure facilities are generally capital-intensive, that their preparation and implementation take several years, and that their impact and useful lives usually cover two decades or more, it is imperative to adopt an overall long-term development program for national infrastructure, in addition to and in order to better rationalize the traditional medium-term and annual programs. This long-term program should cover at least 30 years. This will ensure continuity in the development and implementation of the projects in the program, notwithstanding changes in national leadership. The Program will provide the guiding framework for the appropriate locations, scales, linkages, and schedules of public and private investments in major infrastructure in the country over the next three decades in order to maximize their benefits to the economy. This will, thus, serve as a predictable road map for the construction industry, investors, and related business sectors in carrying out their long-term plans and decisions.

The adverse effects of the recent spate of destructive typhoons and floods, coupled with the COVID pandemic, further highlight the need for strategic infrastructure projects based on an overall long-term program in order to better use scarce funds to provide more effective and lasting engineering and related measures to address these calamities.

This bill, therefore, adopts a 30-Year National Infrastructure Program for the Philippines for 2023-2052. The Program covers major infrastructure projects of the National Government (NG) - in the fields of transport, energy, water resources, information and communications technology, and social infrastructure - including projects under Public-Private Partnership (PPP) schemes and partnerships with Local Government Units (LGUs).

Section 5 of the bill lays down the policies and strategies to be pursued by the Government in order to develop the component national infrastructure projects.

In Section 6, the bill provides the initial list and brief description of core national infrastructure projects to be given priority in the 30-Year Program. The list focuses on projects of national significance - or the country's infrastructure backbone - and excludes projects of local impact which are expected to be crafted by the concerned Agencies to complement the core

national projects. The core projects are those to be implemented between 2023 and 2052. As provided in Section 7, the initial list of core projects in the bill may be updated every five years by the NEDA, in coordination with the Oversight and Implementing Agencies.

The NEDA, in coordination with the Oversight and Implementing Agencies, shall be responsible for formulating the details of the 30-Year National Infrastructure Program, divided into six phases of five years each, including the component projects with their descriptions, scopes, estimated costs, schedules, financing and implementation modalities, and Implementing Agencies. The NEDA shall review and update the 30-Year National Infrastructure Program once every five years (Section 7).

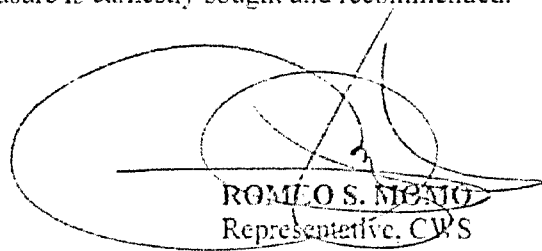
The NEDA and the Department of Budget and Management (DBM) shall see to it that the total annual budget allocation by the Government for the 30-Year Program is at least five percent (5%) of the Gross Domestic Product (Section 8).

The projects under the 30-Year Program may be implemented under different generic financing and implementation modalities under Section 9.

From the 30-Year Program, the Agencies shall formulate their Medium-Term Infrastructure Programs and Annual Infrastructure Budgets (AIBs) to be integrated into the National Expenditure Programs (NEPs) for submission to the Congress as basis of the General Appropriations Acts (GAAs). Core projects shall be prioritized in the AIBs and NEPs. Based on the 30-Year Program and approved GAAs, the DBM shall issue the Multi-Year Contracting Authority (MYCA) to cover the total cost of each affected project (Section 10).

The bill also provides for the use of applicable modern technology in the planning, procurement, and implementation of projects in the Program (Section 11).

Prompt approval of this measure is earnestly sought and recommended.



ROMULO S. MENIO
Representative, CWS

REPUBLIC ACT NO. _____
AN ACT ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE PROGRAM

Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:

SECTION 1. *Short Title.* - This Act shall be known as "The 30-Year National Infrastructure Program Act of 2021."

SEC. 2. *Declaration of Policy.* - It is the policy of the State to provide an efficient infrastructure system to promote sustainable and inclusive economic growth and sound quality of life for all Filipinos. For this purpose, there is a need for the Government to adopt a Long-Term National Infrastructure Program that will provide the framework over the next 30 years for the systematic and continuing development - across Government Administrations - of essential transport, energy, water resources, information and communications technology, social infrastructure systems, and other basic overhead facilities in the country. This Infrastructure Program shall be directed to achieve the overall long-term development vision for the Philippines by the middle of this century as a prosperous, predominantly middle-class society, where no one is poor, where Filipinos shall live long and healthy lives, be smart and innovative, and live in a high-trust society. The Program shall serve as the overall guide for the desired locations, magnitudes, interrelationships, and timing of public and private investments in infrastructure in the Philippines over the next three decades to maximize their impact to the economy and society. The Program shall, therefore, provide an overall road map for the construction industry, investors, and allied sectors in pursuing their long-term strategies.

SEC. 3. *Definition of Terms.* - The following terms as used in this Act are defined as indicated:

- a. **Infrastructure** - refers to the basic physical facilities, for use by the public, that underlie and enable, sustain, and enhance the economic and social development of the country. Infrastructure includes transport, energy, water resources, information and communications technology, social infrastructure systems, and other basic overhead facilities.
- b. **Transport infrastructure** - refers to (i) roads, including bridges, tunnels, grade separation, and related structures, (ii) rail, bus rapid transit and other mass transport systems, including subways, fixed facilities, and rolling stock, (iii) ports, including terminals and navigation facilities, (iv) airports, including terminals and navigation facilities, and (v) intermodal transport facilities, including terminals.
- c. **Energy infrastructure** - refers to power generation, transmission, and distribution, and electrification, including those based on or using water resources, fossil fuel, gas, geothermal, solar, wind, wave, and other technologies.
- d. **Water resources infrastructure** - refers to (i) water supply, sewerage, and sanitation for domestic, commercial and industrial uses, (ii) irrigation for agriculture, and (iii) flood control and drainage facilities.

- e. **Information and communications technology (ICT)** – refers to facilities that provide access to information through telecommunications, including the internet, wireless networks, telephone systems, and other communication media.
- f. **Social infrastructure** – refers to school buildings, hospitals and health facilities, public housing, solid waste management, penitentiary, and other public and community facilities.
- g. **Core infrastructure projects** – refer to projects in the 30-Year National Infrastructure Program with the highest priority in terms of national significance and impact.

SEC. 4. Adoption of 30-Year National Infrastructure Program. – A 30-Year National Infrastructure Program for the Philippines for the Years 2023-2052 is hereby adopted. This Program consists of major infrastructure projects of the National Government (NG) to be implemented by the concerned National Government Agencies (NGAs) and Government-Owned and Controlled Corporations (GOCCs) as provided under their respective charters, including projects under Public-Private Partnership (PPP) schemes and partnerships with Local Government Units (LGUs).

SEC. 5. Policies and Strategies. - The 30-Year National Infrastructure Program through its component projects shall pursue the following national development policies and strategies of the Government:

a. General:

1. Ensure that the Program consists of projects of national significance which are consistent with the National Physical Framework Plan and Land Use Plan, as well as with Regional Development Plans.
2. Select, prioritize, and phase the projects in the program based on the following principles:
 - a) Effectiveness in meeting government objectives.
 - b) Economic feasibility and impact.
 - c) Social inclusion.
 - d) Environmental sustainability.
 - e) Safety.
 - f) Security
 - g) Affordability.
 - h) Public access.
 - i) Technical readiness for implementation.

3. Encourage private sector participation in the planning, development, financing, design, construction, operation, and maintenance of infrastructure.
4. Ensure infrastructure asset preservation.
5. Incorporate climate change adaptation and disaster resilience measures, as well as updated strength, safety, health, and environmental standards, in the design and construction of infrastructure projects, especially against powerful/disastrous typhoons, floods, earthquakes, fires, volcanic eruptions, landslides, and other hazards.
6. Intensify infrastructure-related research and development.
7. Give priority to multi-sectoral, multi-modal and area-wide development projects to take advantage of their synergistic effects.
8. Ensure that projects cover complete functional structures, and provide for continuity in funding and implementation of multi-year projects up to their completion.

b. Transport Infrastructure:

1. Develop a national transport system with the following characteristics: efficient in facilitating mobility; safe, economical, accessible, affordable, environmentally sustainable, user-oriented, reliable, convenient, integrated, and seamless.
2. Establish a strategic national transport network consisting of complementary roads, rail, ports, and airports that serve medium and long-distance high-density traffic between key cities and municipalities, economic hubs, international gateways, or along major corridors in urban centers. The configuration of the network should fit into and influence the desired spatial development pattern under the National Physical Framework Plan.
3. Plan and implement transport projects within the context of the entire supply chain and logistics to link production areas with processing, warehousing, transport and transshipment hubs, and markets.
4. Focus the role of the Government in infrastructure provision, policy formulation, planning, safety and environmental regulations, supervision, and monitoring of projects and operations, rather than as a direct provider of transport services which shall generally be assigned to the private sector.
5. Optimize the use of funds through efficient transport infrastructure maintenance and asset management before considering additional investments.
6. Make use of the comparative advantages and interconnectivity of the different transport modes, and provide for healthy competition within and between transport modes to increase productivity, lower costs and user charges, and improve services.

7. Apply the user-pays principle for cost recovery where it is appropriate.
 8. Improve road-based transport to address traffic congestion through engineering, enforcement, and education.
 9. Encourage shift from private to public transport, especially on mass transport.
 10. Improve the operational efficiency of airports and address constraints to their optimal capacity utilization.
 11. Improve port facilities to ensure that inter-island shipping, including a stronger roll-on roll-off (RORO) network, is a viable option for transporting people and cargo.
 12. Strengthen transport infrastructure to support agriculture, tourism, trade and industry.
- c. Energy Infrastructure
1. Support the required massive investments and fast track the implementation of infrastructure projects to improve power generation.
 2. Encourage competition to drive down electricity costs.
 3. Pursue development of the natural gas industry, as well as renewable energy such as wind and solar.
 4. Ensure efficient transmission of electricity to various load centers and interconnect the entire grid.
 5. Prioritize provision of electricity services to the remaining unelectrified off-grid, island, remote, and last-mile communities.
 6. Continue the implementation of energy efficiency and conservation program.
- d. Water Resources Infrastructure
1. Create an apex body that will address the fragmented structure of water resources management.
 2. Formulate long-range water resources master plans and multi-purpose projects that will optimize the development and use of water resource potentials for irrigation, power, water supply, and flood control.
 3. Pursue institutional reforms such as streamlining processes in involved agencies to encourage and guide investments in water supply, sewerage, and sanitation.

4. Update the irrigation master plan to set the direction for irrigation development and a framework for capital and operations and maintenance financing of irrigation projects.
5. Intensify flood control in major river basins and urban centers, combining structural or engineering intervention works with non-structural measures, such as land use management, watershed conservation, and flood information and warning system, on an area/river system-wide basis, with priority on areas with high risks of flooding.

e. ICT Infrastructure

1. Provide digital infrastructure to complement the national broadband plan, geared towards increasing internet access in unserved and underserved areas.
2. Expand the deployment of ICT infrastructure and address the gaps in digital connectivity.
3. Enhance the country's e-government system as a vital tool for good governance.
4. Use ICT to provide climate-smart and resilient infrastructure, such as flexible smart power grids that can accommodate renewable energy sources, early warning systems for natural hazards, sustainable transport systems that enable public transit, walking, and biking, safety-promoting roadway designs that integrate wastewater management, rainwater harvesting, nature-based solutions to floods, droughts, and typhoons, and green infrastructure in public spaces.
5. Ensure a fair and level playing field for ICT operators by applying the same service obligations and performance standards.
6. Fast-track and lower the cost of deploying broadband infrastructure through infrastructure sharing policies that address the use of government assets, use of infrastructure across sectors, and coordinated build for a shared utility corridor.
7. Avoid direct government investment in network infrastructure and operations; develop a transition plan, including regulatory framework for open access and non-discriminatory pricing, for the national broadband network (NBN) and free wi-fi programs to be transitioned to the private sector.
8. Streamline the process for permits for cellular towers, cable laying, and network deployment.
9. Liberalize access to satellites for internet connectivity to help address digital infrastructure gap in the countryside.
10. Prepare for 5G or higher generation technology as a game changer in terms of facilitating digital adoption across sectors.

f. Social Infrastructure

1. Construct or improve schools with facilities for online or distance learning, and provide internet connectivity to all public schools, with the aim of creating Schools for the Future, and schools geared towards competitiveness in the Fourth Industrial Revolution.
 2. Construct and develop of modern health facilities that will complement the Universal Health Care Law and national preparedness for surges in demand for pandemics, as well as climate-smart technologies and wellness facilities promoting preventive care against diseases.
 3. Construct and improve social housing projects and resettlement areas that adhere to climate change adaptation and disaster risk reduction standards to ensure human, environmental, and ecological safety, as well as access to basic social services, which include communal solar-powered electricity, potable water and drainage, and waste management systems.
 4. Provide assistance to LGUs in complying with the requirements under the Ecological Solid Waste Management Act. Promote proper waste management through public awareness programs and invest in relevant technologies to improve solid waste management throughout the country.
 5. Construct, improve and renovate prison infrastructure to decongest existing jails and provide humane accommodations, e.g., potable water and proper sanitation facilities, complying with health standards for persons deprived of liberty (PDL).
- g. Agri-Supportive Infrastructure
1. Construct, improve, and renovate of infrastructure for the agri-fishery industry geared towards food security and agricultural resilience.
 2. Prioritize a network of roads, rail, ports and PORO, airports, irrigation, and warehouses, based on the food supply and logistics chain.

SEC. 6. Core National Infrastructure Projects. - The 30-Year National Infrastructure Program shall give priority to the following initial list of core infrastructure projects:

a. **Transport Infrastructure:**

1. Road Transport:

- a) Inter-regional and regional roads and expressways in major road transport corridors of the country:
 - 1) North Luzon Expressway to Ilocos Region.
 - 2) North Luzon East Expressway to Cagayan Valley.
 - 3) Central Luzon East-West Links: Nueva Ecija-Tarlac, Tarlac-Zambales.
 - 4) South Luzon Expressway to Bicol Region, along the Pan-Philippine Highway Corridor.
 - 5) Luzon Eastern Seaboard Highway, Sta. Ana, Cagayan-Atimonan, Quezon.
 - 6) Dalton Pass East Alignment Alternative Road.

- 7) Laguna Lake Circumferential Expressway.
- 8) Cavite-Tagaytay-Batangas Expressway.
- 9) Luzon Iconic Bridge Projects for Socioeconomic Development.
- 10) Panay Expressway, Iloilo-Roxas-Malay.
- 11) Negros Occidental Expressway, Silay-Kabankalan.
- 12) Samar-Leyte Expressway along the Pan-Philippine Highway Corridor.
- 13) Mindanao North-South Expressway along the Pan-Philippine Highway Corridor, Surigao-Davao-General Santos-Cotabato-Zamboanga City.
- 14) Northern Mindanao East-West Expressway, Butuan-Cagayan de Oro-Iligan-Pagadian.
- 15) Central Mindanao Expressway, Cagayan de Oro-Bukidnon-Davao City.
- 16) Davao City Coastal Road.
- 17) Road Network Development Project in Conflict-Affected Areas in Mindanao.
- 18) Major inter-island bridges/links - Bataan-Cavite, Batangas-Mindoro, Sorsogon-Samar, Panay-Guimaras-Negros, 4th Cebu-Mactan, Cebu-Negros, Samal-Davao City.
- 19) Major RORO systems: Eastern, Central, and Western Networks.

b) Metropolitan and urban road and expressway systems:

- 1) Metropolitan Manila Circumferential 5 Southlink Expressway.
- 2) Metropolitan Manila Circumferential 6 Expressway.
- 3) Metropolitan Cebu Expressway.
- 4) Bohol Bypass Road.
- 5) Metropolitan Davao Expressway.
- 6) Metropolitan Manila Logistics Network, particularly Bridges.

2. Rail and Other Mass Transport:

a) Long-haul rail systems:

- 1) Manila to Clark Airport and other parts of North Luzon.
- 2) Manila to the Bicol Region.
- 3) Subic-Clark Railway.
- 4) Mindanao Rail Network, Tagum-Davao-Digos, with extensions to Butuan, Cagayan de Oro, General Santos, Iligan, Surigao and Zamboanga.

b) Urban commuter rail systems:

- 1) Metro Manila Subway, San Jose del Monte-Quezon City-Makati-Taguig-Pasay-Paranaque-Las Pinas-Dasmarinas.
- 2) North-South Commuter Rail, Malolos-Calamba.
- 3) Light Rail Transit (LRT) 6, Bacoor-Dasmarinas.
- 4) Mass Rail Transit (MRT) 4, Ortigas-Tayta.
- 5) C5 MRT 10, Ninoy Aquino International Airport-Commonwealth Ave, Quezon City.
- 6) MRT-11, EDSA-Quirino-San Jose del Monte.
- 7) Cebu Monorail Transit, Central and Airport Lines.

c) Urban bus transit systems and other projects:

- 1) Metro Manila Bus Rapid Transit (BRT) Line 1, Quezon Ave-Espana.
- 2) Metro Manila EDSA BRT.
- 3) EDSA Greenways Project.
- 4) Intelligent Transport System for Mega Manila.
- 5) Cebu BRT.
- 6) Davao Public Transport Modernization Project.

3. Ports

- a) Batangas and Subic Ports to complement Manila Ports.
- b) Iloilo Port.
- c) Cebu Container Port.
- d) Davao Sasa Port.
- e) General Santos Port.

4. Airports

- a) Mega Manila Airport System.
 - 1) Improved Ninoy Aquino International Airport.
 - 2) Bulacan Airport.
 - 3) Sangley Airport.
- b) Regional Airports:
 - 1) Puerto Princesa.
 - 2) Iloilo.
 - 3) Kalibo.
 - 4) Bacolod-Silay.
 - 5) New Bohol (Panglao).
 - 6) New Zamboanga.
 - 7) Laguindingan.
 - 8) Davao.

5. Intermodal Transport

Terminals for interface of buses/other modes in Metropolitan Manila, Metropolitan Cebu, Metropolitan Davao, and high-density urban areas.

b. **Energy Infrastructure**

1. Generation

Total additional capacity of 43,765 megawatts, including Agus-Pulangi Rehabilitation.

2. Distribution

100% national electrification coverage.

c. **Water Resources Infrastructure**

1. Water Supply and Sanitation

a) Metro Manila

- 1) Kaliwa Dam, 600 million liters per day (MLD)
- 2) Kanan/Agos River, 3,800 MLD
- 3) Laguna Lake, 5,000 MLD
- 4) New Wawa Dam, 400 MLD

b) Other Urban Areas: 100% Level III service coverage.

c) Rural Areas: at least 90% Level I service coverage.

2. Irrigation

Total additional 1,400,000 hectares by 2050, including the following:

- a) Ilocos Norte Irrigation Project.
- b) Gregorio Del Pilar Impounding Project, Ilocos Sur.
- c) Chico River Irrigation Project, Cagayan and Kalinga.
- d) Tumauni River Multipurpose Project, Isabela.
- e) Balog-Balog Multi-Purpose Project, Tarlac.
- f) Jalaur River Multi-Purpose Project, Iloilo.
- g) Panay River Basin Integrated Development Project.
- h) Bohol Northeast Basin Multipurpose Project.
- i) Malitubog-Maridagao Irrigation Project, North Cotabato and Maguindanao.
- j) Kabulnan-2 Multipurpose Irrigation and Power Project.

3. Flood Control and Drainage

a) Metro Manila and Surrounding Areas Flood Control, including the following:

- 1) Pasig-Marikina River Channel Improvement.
- 2) Marikina Multipurpose Dam.
- 3) Paranaque Spillway.
- 4) Laguna Lakeshore Flood Protection.
- 5) River Improvements of Other Rivers.
- 6) Urban Drainage Systems.

b) Flood Control in Other Major River Basins:

- 1) Agno
- 2) Abra
- 3) Abulog-Apayao
- 4) Cagayan
- 5) Pampanga
- 6) Bicol
- 7) Panay
- 8) Jalaur
- 9) Ilog-Hilabangan
- 10) Tagaloan
- 11) Cagayan de Oro
- 12) Mindanao (Rio Grande)
- 13) Buayan-Malungon
- 14) Davao
- 15) Tagum-Libuganon
- 16) Agus

c) Other Major Urban Areas, including Cavite Industrial Area and Metro Cebu.

d. ICT Infrastructure

1. National Broadband Network (NBN), with universal access and internet connectivity.
2. ICT Capability Development and Management Program.
3. Activation of nodes using the National Grid's spare fiber to cascade capacity to growth areas in Luzon, Visayas, and Mindanao
4. Cable landing stations with submarine cable to bring in more links to the international gateway.

e. Social Infrastructure

1. School Buildings

- a) Additional K-12 public classrooms to cover 100% of children of school age.
- b) Provision of digital infrastructure to all schools to support online or distance learning.

2. Hospitals and Health Facilities

- a) Upgrading of all current Government Infirmaries and Municipal and District Hospitals to Level 1 Hospitals with at least 50-bed capacity.
- b) Establishment of one Level 2 250-bed Provincial Hospital in all provinces.
- c) Upgrading of all Provincial Hospitals into Level 2 Hospitals with at least 250 beds.
- d) Upgrading of all current Department of Health (DOH) Infirmaries and Level 1 Hospitals into Level 2 Hospitals.
- e) Upgrading of all current Level 2 DOH Hospitals into Level 3.
- f) Establishment of Regional Specialty Centers in selected DOH Level 3 Hospitals.
- g) Development of identified DOH Specialty Hospitals as Apex Specialty Center.
- h) Ultimately, provision of the following facilities by 2050:
 - 1) At least one Level 2 250-bed Hospital per Municipality/City.
 - 2) At least one Level 3 250-bed Provincial Hospital per Province.
 - 3) At least one Regional Specialty Hospital per Region.

3. Solid Waste Management

Projects in major Cities and Municipal Centers.

4. Penitentiary Infrastructure

Prisons in major Urban Centers.

As provided in Section 7 of this Act, the initial list of core national infrastructure projects in this Section may be updated by the NEDA, to reflect changes in development policies, in economic, physical and social and social conditions, and in the status of the projects in the Program, among other factors.

SEC. 7. Responsibility for Formulation and Updating of the Detailed 30-Year Program. - Pursuant to the policies, strategies, and other provisions in this Act, the NEDA shall, in coordination with the concerned Oversight and Implementing Agencies, be responsible for the formulation of the details of the 30-Year National Infrastructure Program, divided into six phases of five years each, including their component projects with their respective descriptions, scopes, cost estimates, schedules, financing and implementation modalities, and Implementing Agencies.

The extent to which the projects in the Program meet the policies and strategies provided in Section 5 of this Act shall generally determine their priority and schedule of implementation

In coordination with the concerned Agencies, the NEDA shall review and update the 30-Year National Infrastructure Program once every five years, or oftener if necessary, taking into account changes in development policies, in economic, physical and social conditions, and in the status of the projects in the Program, among other factors.

In all updates of the Program, priority shall be given to the core infrastructure projects identified in this Act and in such updates.

SEC. 8. Minimum Budget Allocation for Infrastructure. - The NEDA and the Department of Budget and Management (DBM) shall see to it that the total annual budget allocation by the Government for the 30-Year National Infrastructure Program is at least five percent (5%) of the Gross Domestic Product.

SEC. 9. Project Financing and Implementation Modalities. - The projects under the 30-Year National Infrastructure Program may be implemented by the concerned Agencies under the following generic modalities in accordance with the criteria indicated:

Modality	Financing	Design	Construction	Operation and Maintenance (O&M)	General Criteria
A: Conventional Scheme	NG for Design, Construction, O&M, including ROW	NG - by itself or through a Private Designer	NG - by itself or through a Private Construction Contractor	NG - by itself or through a Private O&M Contractor	For non-financially viable (but economically feasible) projects
B: Design-Build (DB) Scheme	NG for Design, Construction, O&M, including ROW	Private DB Contractor	Private DB Contractor	NG - by itself or through a Private O&M Contractor	For non-financially viable projects where alternative DB technologies are feasible
C: PPP Scheme	NG for ROW and Subsidy; Private PPP Concessionaire for Design, Construction, O&M	Private PPP Concessionaire	Private PPP Concessionaire	Private PPP Concessionaire	For financially viable projects; with recovery of capital and O&M costs from user charges
D: NG-LGU Partnership	NG for Design and Construction; LGU for ROW/O&M	NG - by itself or through a Private Designer	NG - by itself or through a Private Construction Contractor	LGU for O&M	For non-financially viable projects where LGUs provide day-to-day service

NG and LGU financing may include foreign funding in the form of loans and grants from Official Development Assistance (ODA) sources.

In addition to these generic project implementation modalities, the NEDA, in coordination with the Department of Finance and other Oversight and Implementing Agencies, may authorize other appropriate project implementation modalities, including variants of these generic modalities, as deemed feasible and suitable to the specific circumstances and requirements of the projects at hand.

SEC. 10. Basis for Medium-Term and Annual Programming and Budgeting. - Based on the 30-Year National Infrastructure Program, the Implementing Agencies shall formulate their respective Medium-Term Infrastructure Programs, which are to be integrated into the overall

National Medium-Term Infrastructure Programs and the Medium-Term Philippine Development Plan to be crafted by the NEDA.

Based on the 30-Year National Infrastructure Program, the Implementing Agencies shall prepare their Annual Infrastructure Budgets (AIBs), which are to be integrated into the proposed Annual National Expenditure Programs (NEPs) to be prepared by the DBM, for submission to the Congress as the basis of the annual General Appropriations Acts (GAAs). The Implementing Agencies and the DBM shall see to it that the core projects in the 30-Year National Infrastructure Program are given priority in the AIBs and NEPs.

Based on the 30-Year National Infrastructure Program and the approved GAAs, the DBM shall issue the necessary Multi-Year Contracting Authority (MYCA) to cover the total cost of each project whose implementation will span several years. The DBM shall provide the corresponding annual cash requirements of the projects covered by the MYCA in the NEPs.

SEC. 11. *Use of Applicable Modern Technology for Project Implementation.* – To achieve efficiency and transparency, projects in this Program shall be procured through electronic online systems, covering the submission and evaluation of bids.

For effective management of the projects, Implementing Agencies shall use the Building Information Modeling (BIM) or similar applicable automated management tools that can visualize, simulate, track, and help optimize the performance of a particular infrastructure in five dimensions - namely, length, width, height, time, and cost - throughout the lifecycle of the project, from planning and design, through procurement and construction, to operation and maintenance.

SEC. 12. *Implementing Rules and Regulations (IRR).* – Within sixty (60) days from the approval of this Act, a Committee, composed of the following officials, shall prepare the IRR for the proper implementation of the provisions of the Act.

- a. The Secretary of Economic Planning and Director General of the NEDA as Chairman.
- b. All Members of the NEDA Infrastructure Committee as Members.

In preparing the IRR, the Committee shall consult with major stakeholders from the concerned private sectors, business groups, LGUs, community organizations, and Non-Government Organizations, among others.

SEC. 13. *Repealing Clause.* – All laws, decrees, orders, rules and regulations or parts thereof inconsistent with this Act are hereby repealed or amended accordingly.

SEC. 14. *Effectivity.* – This Act shall take effect fifteen (15) days following its publication in the Official Gazette.

Approved.