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MEMORANDUM

FOR/TO : **All Bureau Directors and Heads of Attached Agencies**

The Directors
Legal Affairs Service
Policy and Planning Service

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

SUBJECT : **REQUEST FOR EVALUATION AND RECOMMENDATION ON
SENATE BILL NO. 2122 ENTITLED "AN ACT ADOPTING A 30-
YEAR NATIONAL INFRASTRUCTURE MASTERPLAN"**

DATE : 24 November 2021

Please find attached email dated 23 November 2021 from the Office of Senator, EMMANUEL D. PACQUIAO, Chairperson, Senate Committee on Public Works, seeking DENR's evaluation and recommendation on **SENATE BILL NO. 2122, entitled, "AN ACT ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE MASTERPLAN"**.

Kindly submit your presentation, comments and/or position paper in hard and soft copy at the Legislative Liaison Office, e-mail address denrlegislative@yahoo.com and telephone number 8920-1761, for our reference.

For information and compliance.


JOAN A. LAGUNDA, DM, DPA, MNSA

MEMO NO. 2021 - 825

Encls: As stated.
/juo093



Republic of the Philippines

Senate

PASAY CITY

Committee on Public Works

November 23, 2021

SEC. ROY A. CIMATU

Secretary

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES

Dear Secretary Cimatú,

The Senate Committee on Public Works would like to seek your evaluation and recommendation on Senate Bill No. 2122, entitled, "AN ACT ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE MASTERPLAN".

Enclosed is a copy of the bill.

The Committee greatly appreciates DENR's assistance for the development of this landmark legislation.

Thank you very much.

FOR THE CHAIRPERSON:

SEN. EMMANUEL D. PACQUIAO

A handwritten signature in black ink, appearing to read "Ethel Hope L. Dignadice-Villafior".

By:

ETHEL HOPE L. DIGNADICE-VILLAFIOR

Legislative Committee Secretary

edv.senate@gmail.com

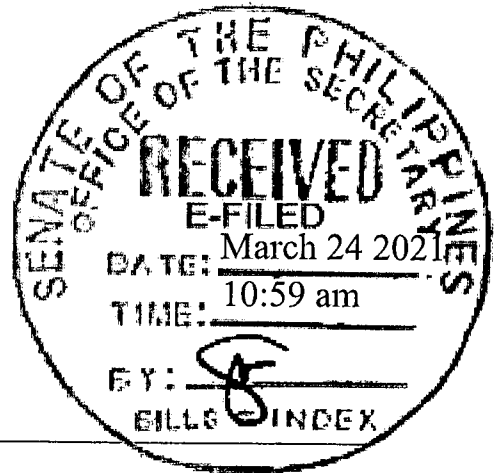
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EIGHTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
Second Regular Session)

SENATE

S.B. No. 2122



INTRODUCED BY: SENATOR EMMANUEL D. PACQUIAO

AN ACT
ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE MASTER PLAN

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

1 **SECTION 1. *Short Title.*** - This Act shall be known as “The 30-Year National Infrastructure
2 Master Plan Act.”
3

4 **SEC. 2. *Declaration of Overall Policy.*** – It is the policy of the State to provide an efficient
5 infrastructure system to promote sustainable and inclusive economic growth and sound quality of
6 life for all Filipinos. For this purpose, there is a need for the Government to adopt a Long-Term
7 National Infrastructure Master Plan that will provide the framework over the next 30 years for the
8 systematic and continuing development - across Government Administrations - of essential
9 transport, energy, water resources, information and communications technology, social
10 infrastructure systems, and other basic overhead facilities in the country. This Infrastructure
11 Master Plan shall be directed to support the achievement of the overall long-term development
12 vision for the Philippines by the middle of this century as a prosperous, predominantly middle-
13 class society, where no one is poor, where Filipinos shall live long and healthy lives, be smart and
14 innovative, and live in a high-trust society. The Master Plan shall serve as the overall guide for the
15 desired locations, magnitudes, interrelationships, and timing of public and private investments in
16 infrastructure in the Philippines over the next three decades to maximize their impact to the
17 economy and society. The Master Plan shall, therefore, provide an overall road map for the
18 construction industry, investors, and allied sectors in pursuing their long-term strategies.
19

20 **SEC. 3. *Definition of Terms.*** – The following terms as used in this Act are defined as
21 indicated:
22

- 23 a. **Infrastructure** – refers to the basic physical facilities, for use by the public, that underlie
24 and enable, sustain, and enhance the economic and social development of the country.
25 Infrastructure includes transport, energy, water resources, information and
26 communications technology, social infrastructure systems, and other basic overhead
27 facilities.
28

- 1 b. **Transport infrastructure** – refers to (i) roads, bridges, tunnels, grade separation, and
2 related structures, (ii) rail, bus rapid transit and other mass transport systems, including
3 subways, fixed facilities, and rolling stock, (iii) ports, including terminals and navigation
4 facilities, (iv) airports, including terminals and navigation facilities, and (v) intermodal
5 transport facilities, including terminals. Transport infrastructure includes support
6 systems for the operation of transport services and infrastructure, such as Intelligent
7 Transport Systems.
8
- 9 c. **Energy infrastructure** – refers to infrastructure for power generation, transmission, and
10 distribution, and electrification, as well as for exploration, development, production,
11 storage and distribution of energy resources, including those based on or using water
12 resources, fossil fuel, gas, geothermal, solar, wind, wave, and other emerging
13 technologies, such as nuclear.
14
- 15 d. **Water resources infrastructure** – refers to (i) water supply, sewerage, and sanitation
16 for domestic, commercial and industrial uses, (ii) irrigation for agriculture, and (iii) flood
17 control and drainage facilities, including dams and reservoirs.
18
- 19 e. **Information and communications technology (ICT)** – refers to facilities that provide
20 access to information through telecommunications, including the internet, wireless
21 networks, telephone systems, and other communication media.
22
- 23 f. **Social infrastructure** – refers to school buildings, hospitals and health facilities, public
24 housing, solid waste management, penitentiary, evacuation centers, and other public and
25 community facilities.
26
- 27 g. **Agriculture, Fishery, and Forestry-Supportive Infrastructure** – refers to
28 infrastructure projects that directly sustain agricultural, fishery and forestry activities,
29 such as slaughterhouses, dressing plants, warehouses, markets, agricultural trading
30 centers, and integrated laboratories. The term also includes national networks of farm-
31 to-market roads, communal irrigation, and related facilities not included in the above
32 categories of infrastructure.
33
- 34 h. **Core infrastructure projects** – refer to projects in the 30-Year National Infrastructure
35 Master Plan with the highest priority in terms of national significance and impact.
36
- 37 i. **Projects of National Significance** – refer to infrastructure projects whose socio-
38 economic influence or impact significantly affects the entire country, based on specific
39 guidelines and criteria in the Implementing Rules and Regulations of this Act to be set
40 by the National Economic and Development Authority (NEDA).
41

42 **SEC. 4. Adoption of 30-Year National Infrastructure Master Plan.** - There is hereby
43 adopted a 30-Year National Infrastructure Master Plan for the Philippines for the Years 2023-
44 2052. This Master Plan consists of major infrastructure projects of the National Government (NG)
45 to be implemented by the concerned National Government Agencies (NGAs) and Government-
46 Owned and Controlled Corporations (GOCCs) as provided under their respective charters,
47 including projects under Public-Private Partnership (PPP) schemes and partnerships with Local
48 Government Units (LGUs).
49

1 **SEC. 5. *Infrastructure Policies and Strategies.*** - The 30-Year National Infrastructure Master
2 Plan through its component projects shall pursue the following national development policies and
3 strategies of the Government:
4

5 a. General:

- 6
- 7 1. Ensure that the Master Plan consists of projects of national significance which are
8 consistent with the approved National Physical Framework Plan, Comprehensive
9 Land Use Plans, as well as with National, Regional, Local, and Sectoral Development
10 Plans, Roadmaps, and Master Plans.
11
- 12 2. Select, prioritize, and phase the projects in the master plan based on the following
13 principles:
14
- 15 a) Effectiveness in meeting government objectives.
 - 16
 - 17 b) Economic feasibility and impact.
 - 18
 - 19 c) Social inclusion.
 - 20
 - 21 d) Environmental sustainability.
 - 22
 - 23 e) Safety.
 - 24
 - 25 f) Security
 - 26
 - 27 g) Affordability.
 - 28
 - 29 h) Public access.
 - 30
 - 31 i) Technical readiness for implementation.
 - 32
 - 33 j) Financial Viability and Value For Money.
 - 34
- 35 3. Encourage private sector participation in the planning, development, financing,
36 design, construction, operation, and maintenance of infrastructure.
37
- 38 4. Ensure infrastructure asset preservation.
- 39
- 40 5. Incorporate climate change adaptation and disaster resilience measures, as well as
41 updated strength, safety, health, and environmental standards, in the design and
42 construction of infrastructure projects, especially against powerful/disastrous
43 typhoons, floods, earthquakes, fires, volcanic eruptions, landslides, and other
44 hazards.
45
- 46 6. Intensify infrastructure-related research and development.
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- 7. Give priority to multi-sectoral, multi-modal and area-wide development projects to take advantage of their synergistic effects. Where feasible, provide common underground ducts for utilities, and synchronize timelines for their installation.
- 8. See to it that the requirements for technical readiness for implementation, viz., pre-feasibility/feasibility studies, design, right-of-way, environmental clearance, funding, and transaction documents are adequately fulfilled before the procurement and implementation of the projects.
- 9. Ensure that projects cover complete functional structures, and provide for continuity in funding and implementation of multi-year projects up to their completion.
- 10. Give priority to the employment of local laborers and semi-skilled workers, as well as the use of local materials, and opportunities for Filipino small businesses in infrastructure projects.
- 11. Adopt appropriate infrastructure risk management measures, including risk identification, risk allocation, and risk mitigation, in project development and management.
- 12. Strengthen the absorptive capacities of agencies in the implementation of infrastructure projects in order to optimize the utilization of funds.

b. Transport Infrastructure:

- 1. Develop a national transport system with the following characteristics: efficient in facilitating mobility, safe, secure, 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 this 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 system, with a seamless and demand-responsive intermodal transport network, to link production areas with processing, warehousing, transport and transshipment hubs, and markets, and ensure unimpeded flow of people, goods, services, disaster response equipment, relief goods, and basic commodities in times of emergencies.
- 4. Focus the role of the Government in infrastructure provision, policy formulation, planning, safety and environmental regulations, supervision, and monitoring of

1 projects and operations, rather than as a direct provider of transport services which
2 shall generally be assigned to the private sector.
3

- 4 5. Optimize the use of funds through efficient transport infrastructure maintenance and
5 asset management, as well as applicable travel demand management, before
6 considering additional investments.
7
- 8 6. Make use of the comparative advantages and interconnectivity of the different
9 transport modes, and provide for healthy competition within and between
10 transport modes to increase productivity, lower costs and user charges, and
11 improve services. Allocate resources to the transport modes in accordance with their
12 comparative advantages.
13
- 14 7. Apply the user-pays principle for cost recovery where it is appropriate.
15
- 16 8. Improve road-based people-oriented transport to address traffic congestion through
17 engineering, enforcement, and education.
18
- 19 9. Encourage shift from private to public transport, especially on mass transport,
20 through promotion of active transport culture, cost-effective public transport, and
21 related strategies.
22
- 23 10. Improve the operational efficiency of airports and address constraints to their optimal
24 capacity utilization.
25
- 26 11. Improve port facilities to ensure that inter-island shipping, including a stronger roll-
27 roll-off (RORO) network, is a viable option for transporting people and cargo.
28
- 29 12. Strengthen transport infrastructure to support agriculture, tourism, trade and
30 industry through convergence programs.
31

32 c. Energy Infrastructure
33

- 34 1. Support the required massive investments and fast track the implementation of
35 infrastructure projects to improve power generation, transmission, and distribution.
36
- 37 2. Encourage competition to drive down electricity costs.
38
- 39 3. Pursue development of the natural gas industry, as well as renewable energy such as
40 wind and solar and other clean energy technologies as power sources.
41
- 42 4. Ensure efficient transmission of electricity to various load centers and interconnect
43 the entire grid.
44
- 45 5. Prioritize the provision of off-grid, stand-alone renewable energy services to the
46 remaining unelectrified off-grid, island, remote, and last-mile communities.
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- 6. Implement energy infrastructure projects in accordance with the policies and programs of the Energy Efficiency and Conservation Act of 2019.
- 7. Prioritize and fast track the implementation of energy projects of national significance that will ensure energy security and reliability, as well as environmental sustainability aligned with the energy sector’s strategic directions, the Government’s Nine-Point Energy Agenda, the Philippine Energy Plan and other approved National, Regional and Local Energy Plans, among others.
- 8. Promote the deployment of clean, efficient and smart energy technologies and the establishment of necessary infrastructure support.

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, principal rivers, 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, including the improvement and integration of various database management systems within and across different sectors and Government bodies.
- 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

1 for natural hazards, sustainable transport systems that enable public transit, walking,
2 and biking, safety-promoting roadway designs that integrate wastewater
3 management, rainwater harvesting, nature-based solutions to floods, droughts, and
4 typhoons, and green infrastructure in public spaces.
5

- 6 5. Ensure a fair and level playing field for ICT operators by applying the same service
7 obligations and performance standards.
8
- 9 6. Fast-track and lower the cost of deploying broadband infrastructure through
10 infrastructure sharing policies that address the use of government assets, use of
11 infrastructure across sectors, and coordinated build for a shared utility corridor.
12
- 13 7. Avoid direct government investment in network infrastructure and operations which
14 would crowd out private investments; develop a transition plan, including regulatory
15 framework for open access and non-discriminatory pricing, for the national
16 broadband network (NBN) and free wi-fi programs to be transitioned to the private
17 sector. Provide necessary infrastructure support to ICT projects, especially in far-
18 flung areas.
19
- 20 8. Streamline the process for permits for cellular towers, cable laying, and network
21 deployment.
22
- 23 9. Liberalize access to satellites for internet connectivity to help address digital
24 infrastructure gap in the countryside.
25
- 26 10. Prepare for 5G and higher generation technology as a game changer in terms of
27 facilitating digital adoption across sectors.
28

29 f. Social Infrastructure
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- 31 1. Construct or improve schools with facilities for online or distance learning, as well
32 as blended learning, and provide internet connectivity to all public schools, with the
33 aim of creating Schools for the Future, and schools geared towards competitiveness
34 in the Fourth Industrial Revolution. Give priority to schools for geographically
35 isolated and conflict-affected areas, with provisions for classroom, water, sanitation,
36 and health facilities.
37
- 38 2. Construct and develop of modern health facilities that will complement the Universal
39 Health Care Law and national preparedness for surges in demand for pandemics, as
40 well as climate-smart technologies and wellness facilities promoting preventive care
41 against diseases. Pursue the development and expansion of the country's telehealth
42 system to ensure equitable access to healthcare services especially in underserved
43 areas with limited physical access to healthcare professionals.
44
- 45 3. Construct and improve social housing projects and resettlement areas that adhere to
46 climate change adaptation and disaster risk reduction standards to ensure human,
47 environmental, and ecological safety, as well as access to livelihood opportunities
48 and basic social services, which include communal solar-powered electricity, potable
49 water and drainage, and waste management systems. Identify danger and/or no-build

1 zones to reduce casualties and damages in the event of natural disasters such as
2 typhoons and earthquakes.
3

- 4 4. Provide assistance to LGUs in complying with the requirements under the Ecological
5 Solid Waste Management Act, e.g, materials recovery facilities, transfer stations, and
6 waste-to-energy projects. Promote proper waste management through public
7 awareness programs and invest in relevant technologies to improve solid waste
8 management throughout the country.
9
- 10 5. Construct, improve and renovate prison infrastructure to decongest existing jails and
11 provide humane accommodations, e.g., potable water and proper sanitation facilities,
12 complying with health standards for persons deprived of liberty (PDL).
13

14 g. Agriculture, Fishery and Forestry (AFF)-Supportive Infrastructure
15

- 16 1. Construct, upgrade, renovate, and modernize infrastructure for the AFF sector
17 towards food security and resilience, food safety, food availability and affordability,
18 as well as to support agricultural technologies and innovation.
19
- 20 2. Prioritize a network of roads, rail, ports and RORO, airports, irrigation, and
21 warehouses, based on the food supply and logistics chain, including provisions for
22 efficient end-to-end distribution of essential vaccines and health services.
23
- 24 3. Construct, in strategic locations, public slaughterhouses and dressing plants,
25 including halal slaughterhouses, agricultural trading centers and integrated
26 laboratories.
27

28 **SEC. 6. Core National Infrastructure Projects.** - The 30-Year National Infrastructure Master
29 Plan shall give priority to the following initial list of core infrastructure projects that have been
30 identified by the Agencies concerned and meet the policies and strategies in Section 5 of this Act:
31

32 **a. Transport Infrastructure:**
33

34 1. Road Transport:
35

- 36 a) Inter-regional and regional roads and expressways in major road transport
37 corridors of the country:
38
- 39 1) North Luzon Expressway to Ilocos Region.
 - 40 2) North Luzon East Expressway to Cagayan Valley.
 - 41 3) Central Luzon East-West Links: Aurora-Nueva Ecija-Tarlac, Tarlac-
42 Zambales.
 - 43 4) South Luzon Expressway to Bicol Region, along the Pan-Philippine Highway
44 Corridor.
 - 45 5) Luzon Eastern Seaboard Highway, Sta. Ana, Cagayan-Atimonan, Quezon.
 - 46 6) Dalton Pass East Alignment Alternative Road.
 - 47 7) Laguna Lake Circumferential Expressway.
 - 48 8) Cavite-Tagaytay-Batangas Expressway.
 - 49 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-Pagadian-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-Koronadal, with extensions to Butuan, Cagayan de Oro, General Santos, Iligan, Sarangani, Surigao and Zamboanga.

b) Urban commuter rail systems:

- 1) Metro Manila Subway, San Jose del Monte-Quezon City-Makati-Taguig-Pasay-Paranaque-Las Pinas-Dasmaringas.
- 2) North-South Commuter Rail, Malolos-Calamba.
- 3) Light Rail Transit (LRT) 6, Bacoor-Dasmaringas.
- 4) Mass Rail Transit (MRT) 4, N. Domingo-Ortigas-Taytay.
- 5) C5 MRT 10, Ninoy Aquino International Airport-Commonwealth Ave, Quezon City.
- 6) MRT-11, EDSA-Quirino-San Jose del Monte.
- 7) Monorail from Guadalupe to Bonifacio Global Center (BGC).
- 8) Cebu Monorail Transit, Central and Airport Lines.
- 9) Davao City Monorail.

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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 and Makati BGC Greenways.
- 4) Intelligent Transport Systems for Mega Manila, Metro Cebu, Metro Davao, Angeles, Bacolod, Baguio, Cagayan de Oro, General Santos, Iloilo.
- 5) Cebu BRT.
- 6) Davao Public Transport Modernization Project, including Intermodal Terminal.
- 7) Intermodal Terminals in Metro Manila - including Taguig Integrated Terminal Exchange and North Philippine Dry Port Container Rail Transport Service - Boacue, Sta. Rosa, Bauio, Cebu City, Iloilo City, Bacolod, General Santos, Clark, Lucena.

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.
- f) Port of Glan
- g) Other National Ports

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.
- 9) New Dumaguete (Bacong).
- 10) General Santos.
- 11) Bicol (New Legaspi) International.
- 12) M'lang (Central Mindanao).

b. Energy Infrastructure

1. Generation

Energy Projects included in the approved Philippine Energy Plan.

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

2. Transmission

Completion of the interconnection of main grids and connection of off-grid where feasible.

3. 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 and centralized wastewater treatment facilities.

c) Rural Areas: at least 90% Level I service coverage and communal wastewater treatment facilities.

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.

1 **d. ICT Infrastructure**

- 2
- 3 1. National Broadband Network (NBN), with universal access and internet
- 4 connectivity.
- 5
- 6 2. ICT Capability Development and Management Program.
- 7
- 8 3. Activation of nodes using the National Grid's spare fiber to cascade capacity to
- 9 growth areas in Luzon, Visayas, and Mindanao
- 10
- 11 4. Cable landing stations with submarine cable to bring in more links to the international
- 12 gateway.
- 13

14 **e. Social Infrastructure**

15

16 1. School Buildings

17

- 18 a) Additional K-12 public classrooms to cover 100% of children of school age.
- 19
- 20 b) Provision of digital infrastructure to all schools to support online or distance
- 21 learning.
- 22

23 2. Hospitals and Health Facilities

24

- 25 a) Upgrading of all current Government Infirmaries and Municipal and District
- 26 Hospitals to Level 1 Hospitals with at least 50-bed capacity.
- 27
- 28 b) Establishment of one Level 2 250-bed Provincial Hospital in all provinces.
- 29
- 30 c) Upgrading of all Provincial Hospitals into Level 2 Hospitals with at least 250
- 31 beds.
- 32
- 33 d) Upgrading of all current Department of Health (DOH) Infirmaries and Level 1
- 34 Hospitals into Level 2 Hospitals.
- 35
- 36 e) Upgrading of all current Level 2 DOH Hospitals into Level 3.
- 37
- 38 f) Establishment of Regional Specialty Centers in selected DOH Level 3 Hospitals.
- 39
- 40 g) Development of identified DOH Specialty Hospitals as Apex Specialty Center.
- 41
- 42 h) Ultimately, provision of the following facilities by 2050:
- 43
- 44 1) At least one Level 2 250-bed Hospital per Municipality/City.
- 45
- 46 2) At least one Level 3 250-bed Provincial Hospital per Province.
- 47
- 48 3) At least one Regional Specialty Hospital per Region.

1
2 3. Solid Waste Management

3
4 Projects in major Cities and Municipal Centers, including waste-to-energy projects.

5
6 4. Penitentiary Infrastructure

7
8 Prisons in major Urban Centers.

9
10 As provided in Section 7 of this Act, the initial list of core national infrastructure projects in this
11 Section shall be regularly updated by the NEDA, to reflect changes in development policies, in
12 economic, physical and social and social conditions, and in the status of the projects in the Master
13 Plan, among other factors.

14
15 The projects in the initial list under this Section 6, as well as those in the updates of the 30-year
16 infrastructure master plan, shall be vetted and approved according to the detailed evaluation
17 criteria set by the NEDA to confirm their technical, economic, financial, social, and environmental
18 feasibility and priority, before the projects are included in the Medium-Term and Annual
19 Infrastructure Programs and Budgets as provided in Section 10 of this Act.

20
21 **SEC. 7. Responsibility for Formulation, Updating and Monitoring of the Detailed 30-Year**
22 **Master Plan.** - Pursuant to the policies, strategies, and other provisions in this Act, the NEDA
23 shall, in coordination with the concerned Oversight and Implementing Agencies, be responsible
24 for the formulation of the details of the 30-Year National Infrastructure Master Plan, divided into
25 Medium-Term Programs, including their component projects with their respective descriptions,
26 scopes, cost estimates, priorities, funding requirements, schedules, financing and implementation
27 modalities, and Implementing Agencies. The extent to which the projects in the Master Plan meet
28 the policies and strategies provided in Section 5 of this Act shall generally determine their priority,
29 phasing, and schedule of implementation

30
31 In coordination with the concerned Agencies, the NEDA shall review and update the 30-Year
32 National Infrastructure Master Plan at the end of each Medium-Term Program, or oftener if
33 necessary, taking into account changes in development policies, in economic, physical and social
34 conditions, and in the status of the projects in the Master Plan, among other factors. This review
35 and update may include addition or deletion of projects or changes in their scopes and schedules,
36 on the basis of actual physical, social and economic conditions, with sufficient justifications for
37 such addition, deletion, or changes, according to detailed guidelines to be defined in the
38 Implementing Rules and Regulations of this Act.

39
40 In all updates of the Master Plan, priority shall be given to the core infrastructure projects identified
41 in this Act and in such updates.

42
43 The NEDA, in coordination with the concerned Agencies, shall be responsible for the regular
44 monitoring and evaluation of the 30-Year National Infrastructure Master Plan, including its
45 physical and financial performance as well as socio-economic impact.

46
47 **SEC. 8. Minimum Budget Allocation for Infrastructure.** - The NEDA and the Department
48 of Budget and Management (DBM) shall see to it that the total annual budget allocation by the
49 Government for the 30-Year National Infrastructure Master Plan is at least five percent (5%) of
50 the Gross Domestic Product, provided that the mandate of the Constitution for the State to assign

1 the highest budgetary priority to education, covering infrastructure plus non-infrastructure aspects,
 2 is observed.

3
 4 The budget allocation for the 30-Year National Infrastructure Master Plan shall be consistent with
 5 the Long-Term Expenditure Framework of the Government within the budget ceilings set by the
 6 Development Budget Coordinating Committee (DBCC), as well as with realistic levels of private
 7 sector investments under PPP schemes. The NEDA and the DBM shall also establish the
 8 infrastructure budget allocation for each Implementing Agency, taking into account the priorities
 9 of the projects as well as the absorptive capacity and performance record of the Agency in project
 10 implementation and budget utilization.

11
 12 **SEC. 9. Project Financing and Implementation Modalities.** – The projects under the 30-
 13 Year National Infrastructure Master Plan may be implemented by the concerned Agencies under
 14 the following generic modalities in accordance with the criteria indicated:
 15

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 Allowable 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. Hybrid PPP Scheme	NG-ODA for Design and Construction, NG for ROW and Allowable Subsidy	NG - by itself or through a Private Designer	NG - by itself or through a Private Construction Contractor	Private PPP Concessionaire	For financially viable projects where ODA is a cheap and quick source of financing the design and construction; while PPP Concessionaire can efficiently do O&M
E: 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

16
 17 Sources of NG and LGU financing may include revenues and loans and grants, including
 18 those loans/grants from Official Development Assistance (ODA) sources.
 19

20 In addition to these generic project implementation modalities, the NEDA, in coordination with
 21 the Department of Finance and other Oversight and Implementing Agencies, may authorize other
 22 appropriate project implementation modalities, including variants of these generic modalities, as

1 deemed feasible and suitable to the specific circumstances and requirements of the projects at
2 hand.

3
4 **SEC. 10. *Basis for Medium-Term and Annual Programming and Budgeting.*** – Based on
5 the 30-Year National Infrastructure Master Plan, the Implementing Agencies shall formulate their
6 respective Medium-Term Infrastructure Programs (MTIPs), which are to be integrated into the
7 overall National Medium-Term Infrastructure Programs and the Medium-Term Philippine
8 Development Plan to be crafted by the NEDA.

9
10 On the basis of the 30-Year National Infrastructure Master Plan, the Implementing Agencies shall
11 prepare their respective three-to-six year Medium-Term Expenditure Frameworks (MTEFs) and
12 subsequently their Annual Infrastructure Budgets (AIBs), which are to be integrated into the
13 proposed Annual National Expenditure Programs (NEPs) to be prepared by the DBM, for
14 submission to the Congress as the basis of the annual General Appropriations Acts (GAAs). The
15 Implementing Agencies and the DBM shall see to it that the core projects in the 30-Year National
16 Infrastructure Master Plan are given priority in the MTEFs, AIBs and NEPs.

17
18 The NEDA, together with the Implementing Agencies, shall see to it that the projects meet the
19 detailed evaluation criteria set by the NEDA to confirm their feasibility and priority before they
20 are finally included in the MTIPs and AIBs.

21
22 The MTEFs shall be guided by the yearly budget ceilings to be provided by the DBCC. The AIBs
23 shall follow the cash-based budgeting system of the Government.

24
25 Based on the 30-Year National Infrastructure Master Plan and the approved GAAs, the DBM shall
26 issue the necessary Multi-Year Contracting Authority (MYCA) to cover the total cost of each
27 project whose implementation will span several years. The DBM shall classify projects with issued
28 MYCAs as priority items in the Agency AIBs, and shall provide for the automatic inclusion of the
29 required funds in succeeding NEPs to enable the continuous implementation of such multi-year
30 projects up to their completion.

31
32 **SEC. 11. *Use of Applicable Modern Technology for Project Implementation.*** – To
33 achieve efficiency and transparency, projects in this Master Plan shall, where applicable, be
34 procured through electronic online systems, covering the submission and evaluation of bids.

35
36 For effective management of the projects, Implementing Agencies shall use the Building
37 Information Modeling (BIM) or similar applicable automated management tools that can visualize,
38 simulate, track, and help optimize the performance of a particular infrastructure in five dimensions
39 - namely, length, width, height, time, and cost - throughout the lifecycle of the project, from
40 planning and design, through procurement and construction, to operation and maintenance.

41
42 **SEC. 12. *Implementing Rules and Regulations (IRR).*** – Within sixty (60) days from the
43 approval of this Act, a Committee, composed of the following officials, shall prepare the IRR for
44 the proper implementation of the provisions of the Act.

- 45
46 a. The Secretary of Socioeconomic Planning and Director General of the NEDA as
47 Chairman.
48 b. All Members of the NEDA Infrastructure Committee as Members.
49

1 In preparing the IRR, the Committee shall consult with major stakeholders from the concerned
2 private sectors, business groups, LGUs, community organizations, and Non-Government
3 Organizations, among others.
4

5 **SEC. 13. *Accountability for Implementation of this Act.*** – The concerned Oversight and
6 Implementing Agencies shall be held accountable, under existing laws including anti-graft and
7 corrupt practices laws and auditing rules, for the proper performance of their respective
8 responsibilities, covering the selection, prioritization, budgeting, financing, procurement,
9 execution, fund disbursements, and related aspects of the projects in the 30-year National
10 Infrastructure Master Plan, as provided in this Act.
11

12 **SEC. 14. *Repealing Clause.*** – All laws, decrees, orders, rules and regulations or parts thereof
13 inconsistent with this Act are hereby repealed or amended accordingly.
14

15 **SEC. 15. *Effectivity.*** – This Act shall take effect fifteen (15) days following its publication in
16 the Official Gazette.
17

18 Approved,