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MEMORANDUM

FOR : **The Assistant Secretary**
Finance, Information Systems and Mining Concerns

The Directors
Legal Affairs Service
Policy and Planning Service
Climate Change Service
Knowledge and Information Systems Service

The Bureau Directors
Land Management Bureau
Environmental Management Bureau

FROM : **The Director**
Legislative Liaison Office

SUBJECT : **REQUEST FOR COMMENTS AND INVITATION TO THE MEETING OF THE COMMITTEE ON PUBLIC WORKS AND HIGHWAYS OF THE HOUSE OF REPRESENTATIVES**

DATE : 07 November 2022

The Committee on Public Works and Highways of the House of Representatives sent a letter dated 25 October 2022, which was received by our office on 04 November 2022, requesting the Department's position for the following House Bills:

1. **HB No. 1181**, entitled: "An Act Adopting a 30-Year National Infrastructure Program," by Rep. Salvador A. Pleyto;
2. **HB No. 1975**, entitled: "An Act Providing for a 30-Year National Infrastructure Program," Rep. Romeo S. Momo; and
3. **HB No. 4585**, entitled: "An Act Adopting a 30-Year National Infrastructure Program," by Rep. Bernadette "BH" Herrera

In this regard, we are **requesting for your comments and recommendations on or before November 10, 2022, 5PM via email at denrlegislative@yahoo.com** for the drafting of the position paper requested by the Committee. The Committee hopes to receive our inputs two (2) weeks before its **scheduled hearing on 23 November 2022.**

Further, your or your representative's attendance at the mentioned meeting is requested as the agenda will deliberate on bills that are of significance to your mandates.

Attached herewith are the letter and copies of the House bills for your reference.

ROMIROSE B. PADIN

cc: Undersecretary for Legal, Administration, Human Resources and Legislative Affairs
Undersecretary for Policy, Planning and International Affairs
Assistant Secretary for Administration and Legislative Affairs



COMMITTEE ON PUBLIC WORKS & HIGHWAYS

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25 October 2022

HON. SARA Z. DUTERTE

Vice President and Secretary

Department of Education (DepEd)
DepEd Bldg., Meralco Ave., Pasig City

HON. MANUEL M. BONOAN

Secretary

Department of Public Works and Highways
Bonifacio Drive, Port Area, Manila

HON. ARSENIO M. BALISACAN

Secretary

National Economic and Development Authority (NEDA)
NEDA Building, Amber Ave., Pasig City

HON. AMENAH F. PANGANDAMAN

Secretary

Department of Budget and Management (DBM)
General Solano St.,
San Miguel, Manila

HON. MARIA ANTONIA YULO LOYZAGA

Secretary

Department of Environment and Natural Resources (DENR)
DENR Building, Visayas Avenue, Quezon City

HON. JOSE RIZALINO "JERRY" L. ACUZAR

Secretary

Department of Human Settlements and Urban Development (DHSUD)
DHSUD Bldg., Kalayaan Avenue, corner Mayaman Street, Diliman,
Quezon City

HON. IVAN JOHN E. UY

Secretary

Department of Information and Communication Technology (DICT)
C.P Garcia Ave., Diliman, Quezon City

HON. RAPHAEL PERPETUO LOTILLA

Secretary

Department of Energy (DOE)
Energy Center, Rizal Drive, Bonifacio Global City, Taguig City

HON. BENJAMIN E. DIOKNO

Secretary

Department of Finance (DOF)
DOF Building, BSP Complex, Roxas Boulevard, Metro Manila

HON. DR. MARIA ROSARIO S. VERGEIRE, MPH, CESO II

Officer-In-Charge

Department of Health (DOH)
San Lazaro Compound, Tayuman, Sta. Cruz, Manila

HON. MA. ESPERANZA CHRISTINA GARCIA FRASCO

Secretary

Department of Tourism (DOT)
DOT Bldg. Sen. Gil Puyat Avenue, Makati City

HON. JAIME J. BAUTISTA

Secretary

Department of Transportation (DOTr)
Clark Freeport Zone, Mabalacat, Pampanga

HON. ALFREDO E. PASCUAL

Secretary

Department of Trade & Industry (DTI)
Trade & Industry Bldg. 361 Sen. Gil Puyat Ave., Makati City

HON. DOMINGO F. PANGANIBAN

Senior Undersecretary

Department of Agriculture (DA)
Elliptical Road, Diliman, Quezon City

HON. ATTY. BENJAMIN "BENHUR" DE CASTRO ABALOS, JR.

Secretary

Department of Interior and Local Government (DILG)
DILG NAPOLCOM Center, EDSA corner Quezon Ave., Quezon City

HON. MARK LLANDRO L. MENDOZA

Secretary

Office of the President
Presidential Adviser on Legislative Affairs and Head, Presidential Legislative
Liaison Office (OP-PLLO)
New Executive Bldg., Malacañang, Manila

HON. PETER N. TIANGCO, PHD., CESO I

Administrator

National Mapping and Resource Information Authority (NAMRIA)
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WILFREDO L. DECENA

President

Philippine Constructors Association, Inc. (PCA)
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General Manager

Philippine Ports Authority (PPA)
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JEREMY S. MARQUEZ

Executive Director-In- Charge

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MR. ELEAZAR E. RICOTE

Deputy Executive Director and Officer-in-Charge
Public-Private Partnership Center (PPPC)
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MR. TEODORO ENCARNACION

Research Education and Institutional Development
Foundation Inc. (REID)

Your Honors:

The Committee on Public Works and Highways would like to request for your comments and recommendations on the following House Bills, *to wit*:

1. **HB No. 1181** entitled: "AN ACT ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE PROGRAM" by Rep. SALVADOR A. PLEYTO
2. **HB No. 1975** entitled: "AN ACT PROVIDING FOR A 30-YEAR NATIONAL INFRASTRUCTURE PROGRAM" by Rep. ROMEO S. MOMO
3. **HB No. 4585** entitled: "AN ACT ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE PROGRAM" by Rep. BERNADETTE "BH" HERRERA

The committee will conduct a hearing regarding the matter on November 23, 2022, and we would highly appreciate receiving your comments/recommendations at least two (2) weeks before the scheduled meeting or at the soonest possible time to give the committee and its members ample time to review the position papers submitted.

Attached herewith are copies of the above-mentioned measures for your reference.

You may also download copies of the said bills at www.congress.gov.ph.

Thank you and best regards.

Sincerely,

FOR THE CHAIRMAN ROMEO S. MOMO:

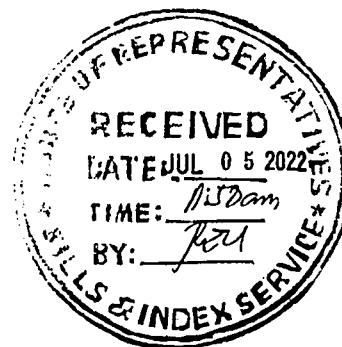


AILEEN UY DAPURAN
Committee Secretary

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 1181



Introduced by: **REP. SALVADOR A. PLEYTO, SR.**

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 under Ambisyon Natin 2040, 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 COVID pandemic, coupled with the recent spate of destructive typhoons and floods that struck the country, further highlight the need for longer-range, resilient, and high-impact engineering projects that will more effectively address major disruptive events, while complementing immediate emergency responses.

Finally, it is necessary to institutionalize, beyond the next six years and over at least the next six (6) years and over at least the next three decades, the "Build Better More" plan of the current administration, so as to accelerate and sustain in a seamless manner the provision of a strong, safe, dependable, and cost effective national infrastructure system that will support robust economic development, generate jobs, and improve the quality of life of Filipinos throughout the country.

Given the foregoing premises, this bill, therefore, adopts a 30-Year National Infrastructure Program for the Philippines. The Program covers major infrastructure projects of the National Government (NG) - in the fields of transport and logistics, energy, water resources, information and communications technology, social, and agri-fisheries modernization and food logistics infrastructure - including projects under Public-Private Partnership (PPP) schemes and partnerships with Local Government Units (LGUs) (Sections 3 and 4).

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

Sections 6 to 11 define the roles of Implementing Agencies in the development of the different fields of infrastructure, including their program directions and responsibilities.

In Section 12, 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 pipeline projects identified by the concerned Agencies as high priority and conforming to the policies and strategies in Sections 5 to 11.

The National Economic and Development Authority (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 Medium-Term Programs, including the component projects with their descriptions, scopes, estimated costs, funding requirements, schedules, financing and implementation modalities, and Implementing Agencies. The NEDA shall review and update the 30-Year National Infrastructure Program at the end of each Medium-Term Program (Section 13).

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, consistent with the long term expenditure framework and the budget ceilings set by the Development Budget Coordinating Committee (DBCC). They shall also ensure that the budget allocation for each Implementing Agency is based on the priorities of the projects and its absorptive capacity for implementation (Section 14).

The projects under the 30-Year Program may be implemented under different generic financing and implementation modalities under Section 15.

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 16).

The bill also provides for the use of applicable modern technology in the planning, procurement, and implementation of projects in the Program (Section 17).

Section 19 holds the Agencies concerned accountable under existing laws for the proper formulation and implementation of the Program according to the provisions of the Act.

Early approval of this measure is earnestly sought.


SALVADOR A. PLEYTO, SR.

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 1181

Introduced by: **REP. SALVADOR A. PLEYTO, SR.**

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 2022."

SEC. 2. *Declaration of Overall 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, the Government shall provide for a long-term National Infrastructure Program covering the next thirty (30) years for the systematic and continuing development of essential transport and logistics, energy, water resources, information and communications technology, social, agri-fisheries modernization and food logistics infrastructure systems, and other basic overhead facilities in the country. This Infrastructure Program shall be directed to support the achievement of 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, and 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 preferred 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. *Agri-fisheries Modernization and Food Logistics Infrastructure* - refers to facilities which include farm access roads, trading posts, agricultural tramlines and other market infrastructure, fish ports, irrigation and soil and water conservation structures, post-harvest facilities such as warehouses, cold storage, meat establishment infrastructure such as slaughterhouses, and production infrastructure such as greenhouses, hydroponics, aquaponics, and food irradiation facilities. This includes the health and safety infrastructure required to meet regulatory standards;
- b. *Blended Financing* - refers to the strategic use of combined concessional funds from development institutions or partners and commercial funds from lenders and private investors to provide financing for Public-Private Partnership (PPP) projects;
- c. *Co-financing* - refers to collaborative financing of a project by two or more banks or financing institutions.
- d. *Core Infrastructure Projects* - refer to projects in the 30-Year National Infrastructure Program with the highest priority in terms of national significance and impact;

- e. *Energy Infrastructure* – refers to infrastructure for power generation, transmission, and distribution, and electrification, as well as for exploration, development, production, storage and distribution of energy resources including those using water resources, fossil fuel, geothermal, solar, wind, wave, and other emerging technologies;
- f. *Green Financing* - refers to investments that create environmental benefits in support of green growth, low-carbon emission, and sustainable development;
- g. *Implementing Agencies* – refer to the National Government Agencies responsible for the actual execution of specific infrastructure projects in the 30-year program, including the planning, design, programming, budgeting, procurement, and implementation of the projects, in accordance with the provisions of this Act;
- h. *Information and Communications Technology (ICT) Infrastructure* – refers to facilities that provide access to information through telecommunications, including the internet, wireless networks, telephone systems, and other digital technologies and communication media;
- i. *Infrastructure* – refers to the basic physical facility, for use by the public, that underlie and enable, sustain, and enhance the economic and social development of the country. Infrastructure includes transport and logistics, energy, water resources, information and communications technology, social, agri-fisheries modernization and food logistics infrastructure systems, and other basic overhead facilities;
- j. *Oversight Agencies* – refer to the National Government Agencies, particularly, the National Economic and Development Authority (NEDA), Department of Budget and Management (DBM), and Department of Finance (DOF), responsible for providing policy and operational guidelines to, and monitoring the compliance thereof, by the implementing agencies, pertaining to the planning, programming, budgeting, procurement, and implementation of infrastructure projects, in accordance with the provisions of this Act;
- k. *Projects of National Significance* - refer to infrastructure projects whose socio-economic influence or impact significantly affect the entire country based on specific guidelines and criteria to be set by the NEDA;
- l. *Social Infrastructure* – refers to school buildings, hospitals and health facilities, public housing, solid waste management, penitentiary, evacuation centers, and other public and community facilities. The term also includes, as an important sub-sector, waste management and circular economy infrastructure, which refers to infrastructure for solid waste collection, distribution, and disposal, waste aggregation and transfer stations, waste markets, material recycling, sustainable production, material recovery, and waste-to-energy facilities;
- m. *Transport and Logistics Infrastructure* – refers to (i) roads, 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, (v) intermodal transport facilities, including terminals, and (vi) supply chain infrastructure, including warehouses and distribution centers. Transport infrastructure includes support systems for the operation of transport services and facilities, such as intelligent transport systems;
- n. *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, including dams, reservoirs, and coastal zone protection;

SEC. 4. *Creation of the 30-Year National Infrastructure Program.* - There is hereby provided a 30-Year National Infrastructure Program for the Philippines for the Years 2023-2052,

hereinafter referred to as the Program. This Program consists of major infrastructure projects of the National Government to be implemented under any of the following modes: (a) by the concerned National Government Agencies and Government-Owned and Controlled Corporations as provided under their respective charters; (b) under PPP arrangements; or (c) in partnership with Local Government Units (LGUs),

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

- a. Prioritization of projects of national significance which are consistent with the approved National Physical Framework Plan and Land Use Plan, as well as with National, Regional, Local, and Sectoral Development Plans, Roadmaps, and Master Plans;
- b. Observance of following principles in the determination of priorities: effectiveness in meeting government objectives; economic feasibility and impact; poverty alleviation and social inclusion; environmental sustainability and climate resilience; safety; security; affordability; public access; technical readiness for implementation; and financial viability and value for money;
- c. Maximization of private sector participation in the planning, development, financing, design, construction, operation, and maintenance of infrastructure;
- d. Establishment and pursuit of a whole-of-government strategy to coordinate infrastructure investment planning and implementation that promotes collaboration among key actors, with the NEDA as the lead coordinator;
- e. Promotion of public consultation and feedback mechanisms on infrastructure investment priorities and projects at the national and local levels. These include alliances among the government, affected citizens, industries, investors, academe, think tanks, donor agencies, and other stakeholders to come up with smart approaches to infrastructure development on a sector-by-sector basis;
- f. Implementation of adequate infrastructure asset preservation and maintenance strategies.
- g. Incorporation of green and sustainable design, 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 and disastrous typhoons, floods, earthquakes, fires, volcanic eruptions, landslides, and other hazards. Utilize nature-based solutions, where appropriate, to promote sustainability and cost-savings. Investment in systems to ensure compliance and enforcement of all safety and construction regulations. Establish a robust national geospatial infrastructure that will provide location-specific spatial data to support evidence-based planning and implementation of infrastructure projects;
- h. Intensification of infrastructure-related research and development;
- i. Deliberate harmonization of technical-vocational and higher education courses offered in educational institutions with the workforce requirements of the long-term infrastructure programs of the government and the private sectors;
- j. Prioritization of the employment of qualified Filipino professional and technical workers in infrastructure project;
- k. Preferential use of quality construction materials that have a high domestic content, especially those that use sustainable materials and appropriate technology;
- l. Provision of appropriate training of and technology transfer to Filipino counterparts in infrastructure projects involving new or imported technology;

- m. Prioritization of 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 synchronized timelines for their installation;
- n. Emphasis on food security infrastructure that will ensure the smooth flow of products across the archipelago. This will cover essential transport and logistics, energy, ICT and other agri-fisheries modernization and food logistics infrastructure;
- o. Strict observance of 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;
- p. Strict monitoring of project completion of all functional structures;
- q. Requirement for continuity in funding and implementation of multi-year projects up to their completion;
- r. Adoption of appropriate infrastructure risk management measures, including risk identification, allocation, and mitigation, in project development and management. These shall include mechanisms for hindsight review of historical events as well as foresight strategies to provide the concerned Agencies and stakeholders the agility to adapt to unpredictable large-impact disruptive events, such as pandemics, severe natural catastrophes, and major financial crises;
- s. Strengthening of the absorptive capacities of the concerned agencies in the implementation of infrastructure projects in order to optimize the utilization of funds; and
- t. Strengthening of transport and other infrastructure to support agriculture, tourism, trade and industry, and electronic commerce, through convergence programs among appropriate national and local government agencies.

SEC. 6. *Role of Implementing Agencies in the Development of the Transport and Logistics Infrastructure.* - Implementing agencies involved in the development of the Transport and Logistics Infrastructure Program shall pursue the following program directions and responsibilities:

- a. 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;
- b. 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;
- c. Plan and implement transport projects within the context of the entire supply chain and logistics system, facilitative of both traditional and electronic commerce, 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;
- d. Focus the role of the government on 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;

- e. Optimize the use of funds through efficient transport infrastructure maintenance and asset management, as well as applicable travel demand management, before considering additional investments;
- f. 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. Allocate resources to the transport modes in accordance with their comparative advantages;
- g. Apply the user-pays principle for cost recovery where it is appropriate;
- h. Improve road-based people-oriented transport to address traffic congestion through engineering, enforcement, and education;
- i. Encourage shift from private to public transport, especially on mass transport, through promotion of active transport culture, cost-effective public transport, and lower and/or zero carbon emissions mobility solutions;
- j. Improve the operational efficiency of airports and address constraints to their optimal capacity utilization; and
- k. 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.

SEC. 7. Role of Implementing Agencies in the Development of the Energy Infrastructure Program. - Implementing agencies involved in the development of the Energy Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Support the required massive investments and fast track the implementation of infrastructure projects to improve power generation, transmission, and distribution;
- b. Encourage competition to drive down electricity costs;
- c. Pursue development of the natural gas industry, as well as renewable energy such as hydropower, geothermal, wind, and solar and other clean energy technologies as power sources;
- d. Ensure efficient transmission of electricity to various load centers and interconnect the entire grid;
- e. Prioritize the provision of off-grid, stand-alone renewable energy technology to the remaining unelectrified off-grid, island, remote, and last-mile communities;
- f. Implement energy infrastructure projects in accordance with the policies and programs of the Energy Efficiency and Conservation Act of 2019;
- g. 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 or local energy plans, among others; and
- h. Promote the deployment of clean, efficient and smart energy technologies and the establishment of necessary infrastructure and regulatory support.

SEC. 8. Role of the Implementing Agencies involved in the Development of the Water Resources Infrastructure Program. - Implementing agencies involved in the development of the

Water Resources Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Create an apex body that will address the fragmented structure of water resources management;
- b. 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;
- c. Pursue institutional reforms such as streamlining processes in involved agencies to encourage and guide investments in water supply, sewerage, and sanitation; and
- d. 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.

SEC. 9. Role of the Implementing Agencies involved in the Development of ICT Infrastructure Program. – Implementing Agencies involved in the development of ICT Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Provide digital infrastructure to complement the national broadband plan, geared towards increasing internet access in unserved and underserved areas;
- b. Expand the deployment of ICT infrastructure and address the gaps in digital connectivity and promote digital trade;
- c. Enhance the country's e-government system as a vital tool for good governance, including the improvement and integration of various database and software management systems within and across different sectors and Government bodies. Ensure and improve cybersecurity by investing in robust systems and key management resources;
- d. 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;
- e. Ensure a fair and level playing field for ICT operators by applying the same service obligations and performance standards;
- f. 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;
- g. Avoid direct government investment in network infrastructure and operations that would crowd out private investments in commercially viable areas. Provide necessary infrastructure support to ICT projects, especially in far-flung areas;
- h. Streamline the process for permits for cellular towers, cable laying, and network deployment;
- i. Liberalize access to satellites for internet connectivity to help address digital infrastructure gap in the countryside; and

- j. Prepare for 5G and higher generation technology as a game changer in terms of facilitating digital adoption across sectors.

SEC. 10. *Role of the Implementing Agencies involved in the Development of Social Infrastructure Program.* - Implementing Agencies involved in the development of Social Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Construct or improve schools with facilities for online or distance learning, as well as blended 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. Give priority to schools for geographically isolated and conflict-affected areas, with provisions for classroom, water, sanitation, and health facilities;
- b. Adopt the Philippine Health Facility Development Plan (PHFDP) as the infrastructure roadmap for hospitals and health facilities towards Universal Health Care. Construct and develop 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. Pursue the development and expansion of the country's telehealth system to ensure equitable access to healthcare services especially in underserved areas with limited physical access to healthcare professionals;
- c. 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 livelihood opportunities and basic social services, which include communal solar-powered electricity, potable water and drainage, and waste management systems. Identify danger and/or no-build zones to reduce casualties and damages in the event of natural disasters, such as typhoons and earthquakes;
- d. Provide assistance to LGUs in complying with the requirements under the Ecological Solid Waste Management Act, e.g., materials recovery facilities, transfer stations, compost production, and waste-to-energy projects;
- e. Promote proper waste management through public awareness programs and disseminate information on the environmental importance of waste minimization, separation, recycling, reuse, and repurposing;
- f. Encourage public-private cooperation and strategic investments in cutting-edge technologies and facilities to generate economic value and create livelihoods from waste products, including sustainable production using recycled, reused, and repurposed materials;
- g. Advocate the establishment of a national policy for sustainable waste management and roadmap for circular economy development to inform policy and infrastructure pipeline development;
- h. Create an apex body with responsibility for implementing waste management and circular economy policies, plans, programs, and projects, including responsibility to perform the functions outlined in Sections 10-d to 10-g of this Act; and
- i. 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.

SEC. 11. *Role of the Implementing Agencies involved in Agri-Fisheries Modernization and Food Logistics.* - Implementing Agencies involved in Agri-Fisheries Modernization and Food Logistics shall pursue the following program directions and responsibilities:

- a. Implement an integrated and long-term agri-fisheries modernization and food logistics infrastructure plan that will accelerate the development and competitiveness of the sector. Implement policies that promote traceability, efficiency, and conservation sufficient to manage resources and attract sustainable investment in the sector. Strengthen and coordinate all components of the entire food supply chain and value chain, from the suppliers to the consumers;
- b. Construct agri-fisheries modernization and food logistics infrastructure towards food security, agricultural resilience, agro-industrialization and improved logistics to achieve cost-efficiency and facilitate exports;
- c. Establish a network of roads, rail, ports and RORO, airports, irrigation, and warehouses based on the food supply and logistics chain;
- d. Accelerate the construction of farm-to-market roads/farm access roads based on an overall network plan;
- e. Provide production and post-harvest facilities such as dryers and warehouses; regional fish ports with modern cold storage; slaughterhouses and other meat establishment facilities; hatcheries, green houses, agricultural tramlines and bio-safety facilities;
- f. Provide irrigation to increase farm productivity in rice, corn, sugarcane, and other high value crops;
- g. Construct marketing facilities in strategic agri-fisheries areas such as trading posts, food terminals, auction markets, and fish landing sites. Provide adequate food health and safety infrastructure including laboratories and testing services in these marketing facilities;
- h. Establish agri-fishery machinery centers and promote farm land levelling to accelerate farm mechanization and ensure economies of scale for farm clustering;
- i. Integrate renewable energy goals and standards in agri-fisheries modernization and food logistics infrastructure; and
- j. Update the irrigation master plan to set the direction for irrigation development and a framework for capital and operations and maintenance financing of irrigation.

SEC. 12. *Core National Infrastructure Projects.* - The Program shall give priority to the following initial list of core infrastructure projects identified by the Agencies concerned in their program pipelines and which conform to the strategies and policies in Section 5 and to the Agency responsibilities in Sections 6 to 11 of this Act:

a. Transport and Logistics 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: Aurora-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-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 and Davao City-Panabo Bypass 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 South link 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.
- 5) Panay Railway System.
- 6) Cebu Railway System.

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, Bacoar-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) Common Station interconnecting LRT-1, MRT-3, and MRT-7
- 8) Monorail from Guadalupe to Bonifacio Global City (BGC).
- 9) Makati-BGC Skytrain.
- 9) Cebu Monorail Transit, Central and Airport Lines.
- 10) Davao City Monorail.

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 high-priority bus system and Intermodal Terminal.
- 7) Intermodal transportation terminals and hubs in Metro Manila - including Taguig Integrated Terminal Exchange and North Philippine Dry Port Container Rail Transport Service – Ilocos Norte, Bocaue, Sta. Rosa, Baguio, Cebu City, Iloilo City, Bacolod, General Santos, Clark, Lucena and El Nido.

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) 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
Required generating capacity as stated in the approved Philippine Energy Plan.
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-Ilocos Sur-Abra Irrigation Project.
- b) Ilocos Sur Trans basin Project.
- 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) plan, with universal access and internet connectivity. Together with the common tower program, connecting geographically isolated and disadvantaged areas (GIDA) via the Broad Band ng Masa project.
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 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) Expansion of capacities and upgrades of service capabilities of government hospitals and other facilities, in accordance with the Philippine Health Facility Development Plan of the Department of Health, to ensure functional Health Care Provider Networks as provided in the Universal Health Care Act.
- b) Regional Specialty Hospitals
- c) Virology Science and Technology Institute of the Philippines

3. Waste Management and Circular Economy Infrastructure

- a) Waste collection, transportation, and disposal facilities and infrastructure.
- b) Waste sorting, aggregation, and transfer stations, including markets and waste banks.
- c) Recycling and sustainable production facilities.
- d) Waste-to-energy and waste incineration installations.

4. Penitentiary Infrastructure

Prisons in major Urban Centers.

f. Agri-Fisheries Modernization and Food Logistics Infrastructure

1. Irrigation and soil and water conservation facilities
 - a) National irrigation projects – as listed in Section 12-c-2 of this Act.
 - b) Communal and small-scale irrigation projects.
 - c) Soil and water conservation facilities, including small water impounding and bio-engineering projects.
2. Farm-to-market/farm access roads.
3. Production facilities including greenhouses/screenhouses, hatcheries, and bio-safety facilities.
4. Post-harvest facilities, including dryers and warehouses, regional fish ports with cold storage, slaughterhouses and other meat establishment facilities, and post-harvest facilities.
5. Agri-fishery marketing and distribution facilities.
6. Renewable energy projects for agri-fisheries.

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

SEC. 13. Responsibility for Formulation, Updating and Monitoring 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 and in consultation with concerned stakeholders, be responsible for the formulation of the detailed 30-Year National Infrastructure Program, divided into Medium-Term Programs. This shall include the selection, prioritization, and phasing of the specific projects with their respective descriptions, scopes, cost estimates, priorities, funding requirements, 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 and the Agency responsibilities in Sections 6 to 11 of this Act shall generally determine their priority, phasing, and schedule of implementation.

In coordination with the concerned Agencies, the NEDA shall review and update the 30-Year National Infrastructure Program at the end of each Medium-Term Program, or as often as may be necessary, taking into account changes in development policies, in economic, physical and social conditions, and in the status of the projects. This review and update may include addition or deletion of projects or changes in their scopes and schedules, on the basis of actual physical, social, and economic circumstances, with sufficient justifications, according to detailed guidelines to be defined by the NEDA.

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

The NEDA, in coordination with the concerned Agencies, shall be responsible for the regular monitoring and evaluation of the Program, including its physical and financial performance as well as socio-economic impact.

SEC. 14. Minimum Budget Allocation for Infrastructure. - The NEDA and the DBM shall ensure 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: *Provided*, That the provision of the Constitution mandating that the State shall assign the highest budgetary priority to education, covering both infrastructure and non-infrastructure aspects, is observed.

The budget allocation shall be consistent with the long-term expenditure framework of the Government within the budget ceilings set by the Development Budget Coordinating Committee (DBCC), as well as with realistic levels of private sector investments under PPP schemes. The NEDA and the DBM shall also establish the infrastructure budget allocation for each Implementing Agency, taking into account the priorities of the projects as well as the absorptive capacity and performance record of the Agency in project implementation and budget utilization.

SEC. 15. *Project Financing and Implementation Modalities.* – The projects under the Program may be implemented by the concerned Agencies under the following generic modalities in accordance with the criteria and Agency responsibilities indicated:

a. Conventional Scheme – This is generally applicable to non-financially viable, but economically feasible, projects.

1. Financing of design, construction, operation and maintenance, and right-of-way of the project is provided by the national government.
2. Design is undertaken by the national government, by itself or through a private designer.
3. Construction is undertaken by the national government, by itself or through a private construction contractor.
4. Operation and maintenance are undertaken by the NG, by itself or through a private operation and maintenance contractor.

b. Design-Build Scheme – This is generally applicable to non-financially viable but economically feasible projects where alternative design-build technologies are feasible

1. Financing of design, construction, operation and maintenance, and right-of-way of the project is undertaken by the national government.
2. Design is undertaken by the private design-build contractor.
3. Construction is undertaken by the private design-build contractor.
4. Operation and maintenance are undertaken by the national government, by itself or through a private operation and maintenance contractor.

c. PPP Scheme - This is generally applicable to financially viable and economically feasible projects, with cost recovery from user charges or with value for money to the government/public.

1. Financing of right-of-way and allowable subsidy for the project is undertaken by the national government. Financing of design, construction, and operation and maintenance are undertaken by the Private PPP Concessionaire.
2. Design is undertaken by the private PPP concessionaire.
3. Construction is undertaken by the private PPP concessionaire.
4. Operation and maintenance are undertaken by the private PPP concessionaire.

d. Hybrid PPP scheme - This is generally applicable to financially viable and economically feasible projects where ODA is an affordable and quick source of financing for project design and construction, while the PPP Concessionaire can efficiently undertake the operation and maintenance.

1. Financing of right-of-way and allowable subsidy is undertaken by the national government. Financing of design and construction is undertaken by the national

government with ODA. Financing of operation and maintenance is undertaken by the private PPP concessionaire.

2. Design is undertaken by the national government, by itself or through a private designer.
 3. Construction is undertaken by the national government, by itself or through a private construction contractor.
 4. Operation and maintenance are undertaken by the private PPP concessionaire.
- e. NG-LGU Partnership - This is generally applicable to non-financially viable but economically feasible projects where LGUs can contribute to right-of-way and operation and maintenance.
1. Financing of design and construction is undertaken by the national government. Financing of right-of-way/operation and maintenance is undertaken by the LGU.
 2. Design is undertaken by the national government, by itself or through a private designer.
 3. Construction is undertaken by the national government, by itself or through a private construction contractor, or by the concerned LGU.
 4. Operation and maintenance are undertaken by the LGU.

Sources of National Government and LGU financing may include revenues and loans and grants, including those from ODA sources.

In addition to these generic project financing and implementation modalities, the NEDA, in coordination with the DOF and other Oversight and Implementing Agencies, may authorize other appropriate modalities, and variants, as deemed feasible for the specific circumstances and requirements of the projects at hand. These may include, among others, green financing, blended financing, and co-financing, for projects that meet minimum Environmental, Social, and Governance (ESG) standards with strong economic impact potentials. Instruments may include national infrastructure bond and green infrastructure bond that can attract commercial and sustainable investments.

SEC. 16. Basis for Medium-Term and Annual Programming and Budgeting. – Based on the 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 Program, the Implementing Agencies shall prepare their respective Medium-Term Expenditure Frameworks (MTEFs) and subsequently 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 MTEFs, AIBs and NEPs.

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

The projects in the initial list under Section 12 of this Act, as well as those in the updates of the Program pursuant to Section 13 of this Act, shall be vetted and approved according to the detailed evaluation criteria set by the NEDA, to confirm their technical, economic, financial, social, and environmental feasibility and priority, before the projects are included in the Medium-Term and Annual Infrastructure Programs and Budgets as provided in Section 10 of this Act.

Based on the 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 classify projects with issued MYCAs as priority items in the Agency AIBs, and shall provide for the automatic inclusion of the required funds in succeeding NEPs to enable the continuous implementation of such multi-year projects up to their completion.

SEC. 17. *Use of Applicable Modern Technology for Project Implementation.* – To achieve efficiency and transparency, projects in this Program shall, where applicable, 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. 18. *Implementing Rules and Regulations.* - Within sixty (60) days from the approval of this Act, a Committee, composed of the following officials, shall promulgate the rules and regulations for the proper implementation of the provisions of the Act:

- a. The Secretary of Socio-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. 19. *Accountability for Formulation and Implementation of this Act.* – The concerned Oversight and Implementing Agencies shall be held accountable, under existing laws including anti-graft and corrupt practices laws and auditing rules, for the proper performance of their respective responsibilities, covering the selection, prioritization, budgeting, financing, procurement, execution, fund disbursements, and related aspects of the projects in the 30-Year National Infrastructure Program, as provided in this Act.

SEC. 20. *Separability Clause.* - If any provision of this Act is declared unconstitutional or invalid, other parts or provisions hereof not affected thereby shall continue to be in full force and effect.

SEC. 21. *Repealing Clause.* – All laws, decrees, orders, rules and regulations or parts thereof inconsistent with this Act are hereby repealed or amended accordingly.

SEC. 22. *Effectivity.* – This Act shall take effect fifteen (15) days following its publication in the Official Gazette.

Approved,



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 1975



Introduced By Representative Romeo S. Momo, Sr.

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 under Ambisyon Natin 2040, 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 COVID pandemic, coupled with the recent spate of destructive typhoons and floods that struck the country, further highlight the need for longer-range, resilient, and high-impact engineering projects that will more effectively address major disruptive events, while complementing immediate emergency responses.

Given the foregoing premises, this bill, therefore, adopts a 30-Year National Infrastructure Program for the Philippines. The Program covers major infrastructure projects of the National Government (NG) - in the fields of transport and logistics, energy, water resources, information and communications technology, social, and agri-fisheries modernization and food logistics infrastructure - including projects under Public-Private Partnership (PPP) schemes and partnerships with Local Government Units (LGUs) (Sections 3 and 4).

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

Sections 6 to 11 define the roles of Implementing Agencies in the development of the different fields of infrastructure, including their program directions and responsibilities.

In Section 12, 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 pipeline projects identified by the concerned Agencies as high priority and conforming to the policies and strategies in Sections 5 to 11.

The National Economic and Development Authority (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 Medium-Term Programs, including the component projects with their descriptions, scopes, estimated costs, funding requirements, schedules, financing and implementation modalities, and Implementing Agencies. The NEDA shall review and update the 30-Year National Infrastructure Program at the end of each Medium-Term Program (Section 13).

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, consistent with the long term expenditure framework and the budget ceilings set by the Development Budget Coordinating Committee (DBCC). They shall also ensure that the budget allocation for each Implementing Agency is based on the priorities of the projects and its absorptive capacity for implementation (Section 14).

The projects under the 30-Year Program may be implemented under different generic financing and implementation modalities under Section 15.

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 16).

The bill also provides for the use of applicable modern technology in the planning, procurement, and implementation of projects in the Program (Section 17).

Section 19 holds the Agencies concerned accountable under existing laws for the proper formulation and implementation of the Program according to the provisions of the Act.

Early approval of this measure is earnestly sought.



ROMEO S. MOMOY, SR.



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 1975

INTRODUCED BY REPRESENTATIVE ROMEO S. MOMO, SR.

AN ACT
PROVIDING FOR 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 2022."

SEC. 2. *Declaration of Overall 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, the Government shall provide for a long-term National Infrastructure Program covering the next thirty (30) years for the systematic and continuing development of essential transport and logistics, energy, water resources, information and communications technology, social, agri-fisheries modernization and food logistics infrastructure systems, and other basic overhead facilities in the country. This Infrastructure Program shall be directed to support the achievement of 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, and 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 preferred 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. *Agri-fisheries Modernization and Food Logistics Infrastructure* - refers to facilities which include farm access roads, trading posts, agricultural tramlines and other market infrastructure, fish ports, irrigation and soil and water conservation structures, post-

harvest facilities such as warehouses, cold storage, meat establishment infrastructure such as slaughterhouses, and production infrastructure such as greenhouses, hydroponics, aquaponics, and food irradiation facilities. This includes the health and safety infrastructure required to meet regulatory standards;

- b. *Blended Financing* - refers to the strategic use of combined concessional funds from development institutions or partners and commercial funds from lenders and private investors to provide financing for Public-Private Partnership (PPP) projects;
- c. *Co-financing* - refers to collaborative financing of a project by two or more banks or financing institutions.
- d. *Core Infrastructure Projects* – refer to projects in the 30-Year National Infrastructure Program with the highest priority in terms of national significance and impact;
- e. *Energy Infrastructure* – refers to infrastructure for power generation, transmission, and distribution, and electrification, as well as for exploration, development, production, storage and distribution of energy resources including those using water resources, fossil fuel, geothermal, solar, wind, wave, and other emerging technologies;
- f. *Green Financing* - refers to investments that create environmental benefits in support of green growth, low-carbon emission, and sustainable development;
- g. *Implementing Agencies* – refer to the National Government Agencies responsible for the actual execution of specific infrastructure projects in the 30-year program, including the planning, design, programming, budgeting, procurement, and implementation of the projects, in accordance with the provisions of this Act;
- h. *Information and Communications Technology (ICT) Infrastructure* – refers to facilities that provide access to information through telecommunications, including the internet, wireless networks, telephone systems, and other digital technologies and communication media;
- i. *Infrastructure* – refers to the basic physical facility, for use by the public, that underlie and enable, sustain, and enhance the economic and social development of the country. Infrastructure includes transport and logistics, energy, water resources, information and communications technology, social, agri-fisheries modernization and food logistics infrastructure systems, and other basic overhead facilities;
- j. *Oversight Agencies* – refer to the National Government Agencies, particularly, the National Economic and Development Authority (NEDA), Department of Budget and Management (DBM), and Department of Finance (DOF), responsible for providing policy and operational guidelines to, and monitoring the compliance thereof, by the implementing agencies, pertaining to the planning, programming, budgeting, procurement, and implementation of infrastructure projects, in accordance with the provisions of this Act;
- k. *Projects of National Significance* - refer to infrastructure projects whose socio-economic influence or impact significantly affect the entire country based on specific guidelines and criteria to be set by the NEDA;

- l. *Social Infrastructure* – refers to school buildings, hospitals and health facilities, public housing, solid waste management, penitentiary, evacuation centers, and other public and community facilities. The term also includes, as an important sub-sector, waste management and circular economy infrastructure, which refers to infrastructure for solid waste collection, distribution, and disposal, waste aggregation and transfer stations, waste markets, material recycling, sustainable production, material recovery, and waste-to-energy facilities;
- m. *Transport and Logistics Infrastructure* – refers to (i) roads, 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, (v) intermodal transport facilities, including terminals, and (vi) supply chain infrastructure, including warehouses and distribution centers. Transport infrastructure includes support systems for the operation of transport services and facilities, such as intelligent transport systems;
- n. *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, including dams, reservoirs, and coastal zone protection;

SEC. 4. *Creation of the 30-Year National Infrastructure Program.* - There is hereby provided a 30-Year National Infrastructure Program for the Philippines for the Years 2023-2052, hereinafter referred to as the Program. This Program consists of major infrastructure projects of the National Government to be implemented under any of the following modes: (a) by the concerned National Government Agencies and Government-Owned and Controlled Corporations as provided under their respective charters; (b) under PPP arrangements; or (c) in partnership with Local Government Units (LGUs),

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

- a. Prioritization of projects of national significance which are consistent with the approved National Physical Framework Plan and Land Use Plan, as well as with National, Regional, Local, and Sectoral Development Plans, Roadmaps, and Master Plans;
- a. Observance of following principles in the determination of priorities: effectiveness in meeting government objectives; economic feasibility and impact; poverty alleviation and social inclusion; environmental sustainability and climate resilience; safety; security; affordability; public access; technical readiness for implementation; and financial viability and value for money;
- b. Maximization of private sector participation in the planning, development, financing, design, construction, operation, and maintenance of infrastructure;
- c. Establishment and pursuit of a whole-of-government strategy to coordinate infrastructure investment planning and implementation that promotes collaboration among key actors, with the NEDA as the lead coordinator;

- d. Promotion of public consultation and feedback mechanisms on infrastructure investment priorities and projects at the national and local levels. These include alliances among government, industry, investors, academe, think tanks, and donor agencies, to come up with smart approaches to infrastructure development on a sector-by-sector basis;
- e. Implementation of adequate infrastructure asset preservation and maintenance strategies.
- f. Incorporation of green and sustainable design, 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 and disastrous typhoons, floods, earthquakes, fires, volcanic eruptions, landslides, and other hazards. Utilize nature-based solutions, where appropriate, to promote sustainability and cost-savings. Investment in systems to ensure compliance and enforcement of all safety and construction regulations. Establish a robust national geospatial infrastructure that will provide location-specific spatial data to support evidence-based planning and implementation of infrastructure projects;
- g. Intensification of infrastructure-related research and development;
- h. Deliberate harmonization of technical-vocational and higher education courses offered in educational institutions with the workforce requirements of the long-term infrastructure programs of the government and the private sectors;
- i. Prioritization of the employment of qualified Filipino professional and technical workers in infrastructure project;
- j. Preferential use of quality construction materials that have a high domestic content, especially those that use sustainable materials and appropriate technology;
- k. Provision of appropriate training of and technology transfer to Filipino counterparts in infrastructure projects involving new or imported technology;
- l. Prioritization of 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 synchronized timelines for their installation;
- n. Emphasis on food security infrastructure that will ensure the smooth flow of cargo across the archipelago. This will cover essential transport and logistics, energy, ICT and other agri-fisheries modernization and food logistics infrastructure;
- o. Strict observance of 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;
- p. Strict monitoring project completion of all functional structures;
- q. Requirement for continuity in funding and implementation of multi-year projects up to their completion;

- r. Adoption of appropriate infrastructure risk management measures, including risk identification, allocation, and mitigation, in project development and management. These shall include mechanisms for hindsight review of historical events as well as foresight strategies to provide the concerned Agencies and stakeholders the agility to adapt to unpredictable large-impact disruptive events, such as pandemics, severe natural catastrophes, and major financial crises;
- s. Strengthening of the absorptive capacities of the concerned agencies in the implementation of infrastructure projects in order to optimize the utilization of funds; and
- t. Strengthening of transport and other infrastructure to support agriculture, tourism, trade and industry, and electronic commerce, through convergence programs among appropriate national and local government agencies.

SEC. 6. *Role of Implementing Agencies in the Development of the Transport and Logistics Infrastructure.* - Implementing agencies involved in the development of the Transport and Logistics Infrastructure Program shall pursue the following program directions and responsibilities:

- a. 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;
- b. 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;
- c. Plan and implement transport projects within the context of the entire supply chain and logistics system, facilitative of both traditional and electronic commerce, 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;
- d. Focus the role of the government on 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;
- e. Optimize the use of funds through efficient transport infrastructure maintenance and asset management, as well as applicable travel demand management, before considering additional investments;
- f. 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. Allocate resources to the transport modes in accordance with their comparative advantages;

- g. Apply the user-pays principle for cost recovery where it is appropriate;
- h. Improve road-based people-oriented transport to address traffic congestion through engineering, enforcement, and education;
- i. Encourage shift from private to public transport, especially on mass transport, through promotion of active transport culture, cost-effective public transport, and lower and/or zero carbon emissions mobility solutions;
- j. Improve the operational efficiency of airports and address constraints to their optimal capacity utilization; and
- k. 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.

SEC. 7. *Role of Implementing Agencies in the Development of the Energy Infrastructure Program.* - Implementing agencies involved in the development of the Energy Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Support the required massive investments and fast track the implementation of infrastructure projects to improve power generation, transmission, and distribution;
- b. Encourage competition to drive down electricity costs;
- c. Pursue development of the natural gas industry, as well as renewable energy such as wind and solar and other clean energy technologies as power sources;
- d. Ensure efficient transmission of electricity to various load centers and interconnect the entire grid;
- e. Prioritize the provision of off-grid, stand-alone renewable energy technology to the remaining unelectrified off-grid, island, remote, and last-mile communities;
- f. Implement energy infrastructure projects in accordance with the policies and programs of the Energy Efficiency and Conservation Act of 2019;
- g. 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 or local energy plans, among others; and
- h. Promote the deployment of clean, efficient and smart energy technologies and the establishment of necessary infrastructure and regulatory support.

SEC. 8. *Role of the Implementing Agencies involved in the Development of the Water Resources Infrastructure Program.* - Implementing agencies involved in the development of the Water Resources Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Create an apex body that will address the fragmented structure of water resources management;

- b. 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;
- c. Pursue institutional reforms such as streamlining processes in involved agencies to encourage and guide investments in water supply, sewerage, and sanitation; and
- d. 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.

SEC. 9. *Role of the Implementing Agencies involved in the Development of ICT Infrastructure Program.* – Implementing Agencies involved in the development of ICT Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Provide digital infrastructure to complement the national broadband plan, geared towards increasing internet access in unserved and underserved areas;
- b. Expand the deployment of ICT infrastructure and address the gaps in digital connectivity and promote digital trade;
- c. Enhance the country's e-government system as a vital tool for good governance, including the improvement and integration of various database and software management systems within and across different sectors and Government bodies. Ensure and improve cybersecurity by investing in robust systems and key management resources;
- d. 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;
- e. Ensure a fair and level playing field for ICT operators by applying the same service obligations and performance standards;
- f. 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;
- g. Avoid direct government investment in network infrastructure and operations that would crowd out private investments in commercially viable areas. Provide necessary infrastructure support to ICT projects, especially in far-flung areas;
- h. Streamline the process for permits for cellular towers, cable laying, and network deployment;
- i. Liberalize access to satellites for internet connectivity to help address digital infrastructure gap in the countryside; and

- j. Prepare for 5G and higher generation technology as a game changer in terms of facilitating digital adoption across sectors.

SEC. 10. *Role of the Implementing Agencies involved in the Development of Social Infrastructure Program.* - Implementing Agencies involved in the development of Social Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Construct or improve schools with facilities for online or distance learning, as well as blended 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. Give priority to schools for geographically isolated and conflict-affected areas, with provisions for classroom, water, sanitation, and health facilities;
- b. Adopt the Philippine Health Facility Development Plan (PHFDP) as the infrastructure roadmap for hospitals and health facilities towards Universal Health Care. Construct and develop 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. Pursue the development and expansion of the country's telehealth system to ensure equitable access to healthcare services especially in underserved areas with limited physical access to healthcare professionals;
- c. 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 livelihood opportunities and basic social services, which include communal solar-powered electricity, potable water and drainage, and waste management systems. Identify danger and/or no-build zones to reduce casualties and damages in the event of natural disasters, such as typhoons and earthquakes;
- d. Provide assistance to LGUs in complying with the requirements under the Ecological Solid Waste Management Act, e.g., materials recovery facilities, transfer stations, compost production, and waste-to-energy projects;
- e. Promote proper waste management through public awareness programs and disseminate information on the environmental importance of waste minimization, separation, recycling, reuse, and repurposing;
- f. Encourage public-private cooperation and strategic investments in cutting-edge technologies and facilities to generate economic value and create livelihoods from waste products, including sustainable production using recycled, reused, and repurposed materials;
- g. Advocate the establishment of a national policy for sustainable waste management and roadmap for circular economy development to inform policy and infrastructure pipeline development;
- h. Create an apex body with responsibility for implementing waste management and circular economy policies, plans, programs, and projects, including responsibility to perform the functions outlined in Sections 5(f) 4-7 of this Act; and

- i. 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.

SEC. 11. *Role of the Implementing Agencies involved in Agri-Fisheries Modernization and Food Logistics.* - Implementing Agencies involved in Agri-Fisheries Modernization and Food Logistics shall pursue the following program directions and responsibilities:

- a. Implement an integrated and long-term agri-fisheries modernization and food logistics infrastructure plan that will accelerate the development and competitiveness of the sector. Implement policies that promote traceability, efficiency, and conservation sufficient to manage resources and attract sustainable investment in the sector;
- b. Construct agri-fisheries modernization and food logistics infrastructure towards food security, agricultural resilience, agro-industrialization and improved logistics to achieve cost-efficiency and facilitate exports;
- c. Establish a network of roads, rail, ports and RORO, airports, irrigation, and warehouses based on the food supply and logistics chain;
- d. Accelerate the construction of farm-to-market roads/farm access roads based on an overall network plan;
- e. Provide production and post-harvest facilities such as dryers and warehouses; regional fish ports with modern cold storage; slaughterhouses and other meat establishment facilities; hatcheries, green houses, agricultural tramlines and bio-safety facilities;
- f. Provide irrigation to increase farm productivity in rice, corn, sugarcane, and other high value crops;
- g. Construct marketing facilities in strategic agri-fisheries areas such as trading posts, food terminals, auction markets, and fish landing sites. Provide adequate food health and safety infrastructure including laboratories and testing services in these marketing facilities;
- h. Establish agri-fishery machinery centers and promote farm land levelling to accelerate farm mechanization and ensure economies of scale for farm clustering;
- i. Integrate renewable energy goals and standards in agri-fisheries modernization and food logistics infrastructure; and
- j. Update the irrigation master plan to set the direction for irrigation development and a framework for capital and operations and maintenance financing of irrigation.

SEC. 12. *Core National Infrastructure Projects.* - The Program shall give priority to the following initial list of core infrastructure projects identified by the Agencies concerned in their program pipelines and which conform to the strategies and policies in Section 5 and to the Agency responsibilities in Sections 6 to 11 of this Act:

- a. Transport and Logistics 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: Aurora-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-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 and Davao City-Panabo Bypass 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 South link 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-Dasmariñas.
- 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 City (BGC).
- 8) Makati-BGC Skytrain.
- 9) Cebu Monorail Transit, Central and Airport Lines.
- 9) Davao City Monorail.

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 - Bocaue, Sta. Rosa, Baguio, 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) 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

Required generating capacity as stated in the approved Philippine Energy Plan.

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-Ilocos Sur-Abra Irrigation Project.
- b) Ilocos Sur Trans basin Project.
- c) Chico River Irrigation Project, Cagayan and Kalinga.
- d) Tumauini 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) Expansion of capacities and upgrades of service capabilities of government hospitals and other facilities, in accordance with the Philippine Health Facility Development Plan of the Department of Health, to ensure functional Health Care Provider Networks as provided in the Universal Health Care Act.
- b) Virology Science and Technology Institute of the Philippines

3. Waste Management and Circular Economy Infrastructure

- a) Waste collection, transportation, and disposal facilities and infrastructure.
- b) Waste sorting, aggregation, and transfer stations, including markets and waste banks.
- c) Recycling and sustainable production facilities.
- d) Waste-to-energy and waste incineration installations.

4. Penitentiary Infrastructure

Prisons in major Urban Centers.

f. Agri-Fisheries Modernization and Food Logistics Infrastructure

1. Irrigation and soil and water conservation facilities

- a) National irrigation projects – as listed in Section 12-c-2 of this Act.
- b) Communal and small-scale irrigation projects.
- c) Soil and water conservation facilities, including small water impounding and bio-engineering projects.

2. Farm-to-market/farm access roads.

3. Production facilities including greenhouses/screenhouses, hatcheries, and bio-safety facilities.

4. Post-harvest facilities, including dryers and warehouses, regional fish ports with cold storage, slaughterhouses and other meat establishment facilities, and post-harvest facilities.

5. Agri-fishery marketing and distribution facilities.

6. Renewable energy projects for agri-fisheries.

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

SEC. 13. Responsibility for Formulation, Updating and Monitoring 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 and in consultation with concerned stakeholders, be responsible for the formulation of the detailed 30-Year National Infrastructure Program, divided into Medium-Term Programs. This shall include the selection, prioritization, and phasing of the specific projects with their respective descriptions, scopes, cost estimates, priorities, funding requirements, 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 and the Agency responsibilities in Sections 6 to 11 of this Act shall generally determine their priority, phasing, and schedule of implementation.

In coordination with the concerned Agencies, the NEDA shall review and update the 30-Year National Infrastructure Program at the end of each Medium-Term Program, or as often as may be necessary, taking into account changes in development policies, in economic, physical and social conditions, and in the status of the projects. This review and update may include addition or deletion of projects or changes in their scopes and schedules, on the basis of actual physical, social, and economic circumstances, with sufficient justifications, according to detailed guidelines to be defined by the NEDA.

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

The NEDA, in coordination with the concerned Agencies, shall be responsible for the regular monitoring and evaluation of the Program, including its physical and financial performance as well as socio-economic impact.

SEC. 14. Minimum Budget Allocation for Infrastructure. - The NEDA and the DBM shall ensure 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: *Provided*, That the provision of the Constitution mandating that the State shall assign the highest budgetary priority to education, covering both infrastructure and non-infrastructure aspects, is observed.

The budget allocation shall be consistent with the long-term expenditure framework of the Government within the budget ceilings set by the Development Budget Coordinating Committee (DBCC), as well as with realistic levels of private sector investments under PPP schemes. The NEDA and the DBM shall also establish the infrastructure budget allocation for each Implementing Agency, taking into account the priorities of the projects as well as the absorptive capacity and performance record of the Agency in project implementation and budget utilization.

SEC. 15. Project Financing and Implementation Modalities. - The projects under the Program may be implemented by the concerned Agencies under the following generic modalities in accordance with the criteria and Agency responsibilities indicated:

- a. Conventional Scheme – This is generally applicable to non-financially viable, but economically feasible, projects.
1. Financing of design, construction, operation and maintenance, and right-of-way of the project is provided by the national government.
 2. Design is undertaken by the national government, by itself or through a private designer.
 3. Construction is undertaken by the national government, by itself or through a private construction contractor.
 4. Operation and maintenance are undertaken by the NG, by itself or through a private operation and maintenance contractor.
- b. Design-Build Scheme – This is generally applicable to non-financially viable but economically feasible projects where alternative design-build technologies are feasible
1. Financing of design, construction, operation and maintenance, and right-of-way of the project is undertaken by the national government.
 2. Design is undertaken by the private design-build contractor.
 3. Construction is undertaken by the private design-build contractor.
 4. Operation and maintenance are undertaken by the national government, by itself or through a private operation and maintenance contractor.
- c. PPP Scheme - This is generally applicable to financially viable and economically feasible projects, with cost recovery from user charges or with value for money to the government/public.
1. Financing of right-of-way and allowable subsidy for the project is undertaken by the national government. Financing of design, construction, and operation and maintenance are undertaken by the Private PPP Concessionaire.
 2. Design is undertaken by the private PPP concessionaire.
 3. Construction is undertaken by the private PPP concessionaire.
 4. Operation and maintenance are undertaken by the private PPP concessionaire.
- d. Hybrid PPP scheme - This is generally applicable to financially viable and economically feasible projects where ODA is an affordable and quick source of financing for project design and construction, while the PPP Concessionaire can efficiently undertake the operation and maintenance.
1. Financing of right-of-way and allowable subsidy is undertaken by the national government. Financing of design and construction is undertaken by the national government with ODA. Financing of operation and maintenance is undertaken by the private PPP concessionaire.

2. Design is undertaken by the national government, by itself or through a private designer.
 3. Construction is undertaken by the national government, by itself or through a private construction contractor.
 4. Operation and maintenance are undertaken by the private PPP concessionaire.
- c. NG-LGU Partnership - This is generally applicable to non-financially viable but economically feasible projects where LGUs can contribute to right-of-way and operation and maintenance.
1. Financing of design and construction is undertaken by the national government. Financing of right-of-way/operation and maintenance are undertaken by the LGU.
 2. Design is undertaken by the national government, by itself or through a private designer.
 3. Construction is undertaken by the national government, by itself or through a private construction contractor, or by the concerned LGU.
 4. Operation and maintenance are undertaken by the LGU.

Sources of NATIONAL GOVERNMENT and LGU financing may include revenues and loans and grants, including those from ODA sources.

In addition to these generic project financing and implementation modalities, the NEDA, in coordination with the DOF and other Oversight and Implementing Agencies, may authorize other appropriate modalities, and variants, as deemed feasible for the specific circumstances and requirements of the projects at hand. These may include, among others, green financing, blended financing, and co-financing, for projects that meet minimum Environmental, Social, and Governance (ESG) standards with strong economic impact potentials. Instruments may include national infrastructure bond and green infrastructure bond that can attract commercial and sustainable investments.

SEC. 16. *Basis for Medium-Term and Annual Programming and Budgeting.* – Based on the 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 Program, the Implementing Agencies shall prepare their respective three-to-six-year Medium-Term Expenditure Frameworks (MTEFs) and subsequently 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 MTEFs, AIBs and NEPs.

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

The projects in the initial list under Section 12 of this Act, as well as those in the updates of the Program pursuant to Section 13 of this Act, shall be vetted and approved according to the detailed evaluation criteria set by the NEDA, to confirm their technical, economic, financial, social, and environmental feasibility and priority, before the projects are included in the Medium-Term and Annual Infrastructure Programs and Budgets as provided in Section 10 of this Act.

Based on the 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 classify projects with issued MYCAs as priority items in the Agency AIBs, and shall provide for the automatic inclusion of the required funds in succeeding NEPs to enable the continuous implementation of such multi-year projects up to their completion.

SEC. 17. *Use of Applicable Modern Technology for Project Implementation.* – To achieve efficiency and transparency, projects in this Program shall, where applicable, 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. 18. *Implementing Rules and Regulations.* – Within sixty (60) days from the approval of this Act, a Committee, composed of the following officials, shall promulgate the rules and regulations for the proper implementation of the provisions of the Act:

- a. The Secretary of Socio-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. 19. *Accountability for Formulation and Implementation of this Act.* – The concerned Oversight and Implementing Agencies shall be held accountable, under existing laws including anti-graft and corrupt practices laws and auditing rules, for the proper performance of their respective responsibilities, covering the selection, prioritization, budgeting, financing, procurement, execution, fund disbursements, and related aspects of the projects in the 30-Year National Infrastructure Program, as provided in this Act.

SEC. 20. *Separability Clause.* – If any provision of this Act is declared unconstitutional or invalid, other parts or provisions hereof not affected thereby shall continue to be in full force and effect.

SEC. 21. *Repealing Clause.* – All laws, decrees, orders, rules and regulations or parts thereof inconsistent with this Act are hereby repealed or amended accordingly.

SEC. 22. *Effectivity.* –This Act shall take effect fifteen (15) days following its publication in the Official Gazette.

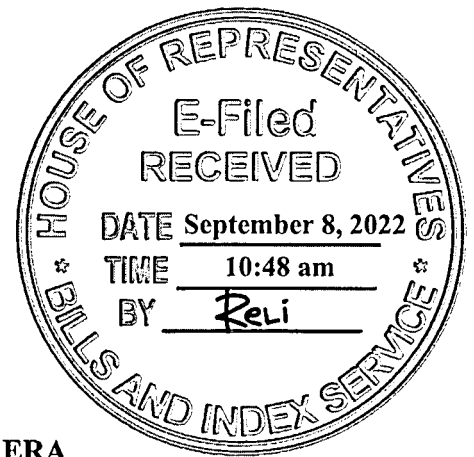
Approved,

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 4585

Introduced by REP. BERNADETTE HERRERA



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 for the present and future generations of Filipinos. This national infrastructure system should help realize the long-term vision for the Philippines under *Ambisyon Natin 2040*, 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 COVID pandemic, coupled with the recent spate of destructive typhoons and floods that struck the country, further highlight the need for longer-range, resilient, and high-impact engineering projects that will more effectively address major disruptive events, while complementing immediate emergency responses.

Finally, it is necessary to institutionalize, beyond the next six years and over at least the next three decades, the "Build Better More" plan of the current administration, so as to accelerate and sustain in a seamless manner the provision of a strong, safe, dependable, and cost-effective national infrastructure system that will support robust economic development, generate jobs, and improve the quality of life of Filipinos throughout the country.

Given the foregoing premises, this bill, therefore, adopts a 30-Year National Infrastructure Program for the Philippines. The Program covers major infrastructure projects of the National Government (NG) - in the fields of transport and logistics, energy, water resources, information and communications technology, social, and agri-fisheries modernization and food logistics infrastructure - including projects under Public-Private Partnership (PPP) schemes and partnerships with Local Government Units (LGUs) (Sections 3 and 4).

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

Sections 6 to 11 define the roles of Implementing Agencies in the development of the different fields of infrastructure, including their program directions and responsibilities.

In Section 12, 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 pipeline projects identified by the concerned Agencies as high priority and conforming to the policies and strategies in Sections 5 to 11.

The National Economic and Development Authority (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 Medium-Term Programs, including the component projects with their descriptions, scopes, estimated costs, funding requirements, schedules, financing and implementation modalities, and Implementing Agencies. The NEDA shall review and update the 30-Year National Infrastructure Program at the end of each Medium-Term Program (Section 13).

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, consistent with the long term expenditure framework and the budget ceilings set by the Development Budget Coordinating Committee (DBCC). They shall also ensure that the budget allocation for each Implementing Agency is based on the priorities of the projects and its absorptive capacity for implementation (Section 14).

The projects under the 30-Year Program may be implemented under different generic financing and implementation modalities under Section 15.

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 16).

The bill also provides for the use of applicable modern technology in the planning, procurement, and implementation of projects in the Program (Section 17) and holds the Agencies concerned accountable under existing laws for the proper formulation and implementation of the Program according to the provisions of the Act (Section 19).

Early approval of this measure is earnestly sought.


BERNADETTE "BH" HERRERA

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

NINETEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 4585

Introduced by REP. BERNADETTE HERRERA

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 2022.”

SEC. 2. *Declaration of Overall 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, the Government shall provide for a long-term National Infrastructure Program covering the next thirty (30) years for the systematic and continuing development of essential transport and logistics, energy, water resources, information and communications technology, social, agri-fisheries modernization and food logistics infrastructure systems, and other basic overhead facilities in the country. This Infrastructure Program shall be directed to support the achievement of 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, and 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 preferred 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. *Agri-fisheries Modernization and Food Logistics Infrastructure* – refers to facilities which include farm access roads, trading posts, agricultural tramlines and other market infrastructure, fish ports, irrigation and soil and water conservation structures, post-harvest facilities such as warehouses, cold storage, meat establishment infrastructure such as slaughterhouses, and production infrastructure such as greenhouses, hydroponics, aquaponics, and food irradiation facilities. This includes the health and safety infrastructure required to meet regulatory standards;
- b. *Blended Financing* - refers to the strategic use of combined concessional funds from development institutions or partners and commercial funds from lenders and private investors to provide financing for Public-Private Partnership (PPP) projects;

- c. *Co-financing* - refers to collaborative financing of a project by two or more banks or financing institutions.
- d. *Core Infrastructure Projects* – refer to projects in the 30-Year National Infrastructure Program with the highest priority in terms of national significance and impact;
- e. *Energy Infrastructure* – refers to infrastructure for power generation, transmission, and distribution, and electrification, as well as for exploration, development, production, storage and distribution of energy resources including those using water resources, fossil fuel, geothermal, solar, wind, wave, and other emerging technologies;
- f. *Green Financing* - refers to investments that create environmental benefits in support of green growth, low-carbon emission, and sustainable development;
- g. *Implementing Agencies* – refer to the National Government Agencies responsible for the actual execution of specific infrastructure projects in the 30-year program, including the planning, design, programming, budgeting, procurement, and implementation of the projects, in accordance with the provisions of this Act;
- h. *Information and Communications Technology (ICT) Infrastructure* – refers to facilities that provide access to information through telecommunications, including the internet, wireless networks, telephone systems, and other digital technologies and communication media;
- i. *Infrastructure* – refers to the basic physical facility, for use by the public, that underlie and enable, sustain, and enhance the economic and social development of the country. Infrastructure includes transport and logistics, energy, water resources, information and communications technology, social, agri-fisheries modernization and food logistics infrastructure systems, and other basic overhead facilities;
- j. *Oversight Agencies* – refer to the National Government Agencies, particularly, the National Economic and Development Authority (NEDA), Department of Budget and Management (DBM), and Department of Finance (DOF), responsible for providing policy and operational guidelines to, and monitoring the compliance thereof, by the implementing agencies, pertaining to the planning, programming, budgeting, procurement, and implementation of infrastructure projects, in accordance with the provisions of this Act;
- k. *Projects of National Significance* - refer to infrastructure projects whose socio-economic influence or impact significantly affect the entire country based on specific guidelines and criteria to be set by the NEDA;
- l. *Social Infrastructure* – refers to school buildings, hospitals and health facilities, public housing, solid waste management, penitentiary, evacuation centers, and other public and community facilities. The term also includes, as an important sub-sector, waste management and circular economy infrastructure, which refers to infrastructure for solid waste collection, distribution, and disposal, waste aggregation and transfer stations, waste markets, material recycling, sustainable production, material recovery, and waste-to-energy facilities;

- m. *Transport and Logistics Infrastructure* – refers to (i) roads, 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, (v) intermodal transport facilities, including terminals, and (vi) supply chain infrastructure, including warehouses and distribution centers. Transport infrastructure includes support systems for the operation of transport services and facilities, such as intelligent transport systems;
- n. *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, including dams, reservoirs, and coastal zone protection;

SEC. 4. *Creation of the 30-Year National Infrastructure Program.* - There is hereby provided a 30-Year National Infrastructure Program for the Philippines for the Years 2023-2052, hereinafter referred to as the Program. This Program consists of major infrastructure projects of the National Government to be implemented under any of the following modes: (a) by the concerned National Government Agencies and Government-Owned and Controlled Corporations as provided under their respective charters; (b) under PPP arrangements; or (c) in partnership with Local Government Units (LGUs),

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

- a.—Prioritization of projects of national significance which are consistent with the approved National Physical Framework Plan and Land Use Plan, as well as with National, Regional, Local, and Sectoral Development Plans, Roadmaps, and Master Plans;
- b. Observance of following principles in the determination of priorities: effectiveness in meeting government objectives; economic feasibility and impact; poverty alleviation and social inclusion; environmental sustainability and climate resilience; safety; security; affordability; public access; technical readiness for implementation; and financial viability and value for money;
- c. Maximization of private sector participation in the planning, development, financing, design, construction, operation, and maintenance of infrastructure;
- d. Establishment and pursuit of a whole-of-government strategy to coordinate infrastructure investment planning and implementation that promotes collaboration among key actors, with the NEDA as the lead coordinator;
- e. Promotion of public consultation and feedback mechanisms on infrastructure investment priorities and projects at the national and local levels. These include alliances among the government, affected citizens, industries, investors, academe, think tanks, donor agencies, and other stakeholders to come up with smart approaches to infrastructure development on a sector-by-sector basis;

- f. Implementation of adequate infrastructure asset preservation and maintenance strategies;
- g. Incorporation of green and sustainable design, 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 and disastrous typhoons, floods, earthquakes, fires, volcanic eruptions, landslides, and other hazards. Utilize nature-based solutions, where appropriate, to promote sustainability and cost-savings. Investment in systems to ensure compliance and enforcement of all safety and construction regulations. Establish a robust national geospatial infrastructure that will provide location-specific spatial data to support evidence-based planning and implementation of infrastructure projects;
- h. Intensification of infrastructure-related research and development;
- i. Deliberate harmonization of technical-vocational and higher education courses offered in educational institutions with the workforce requirements of the long-term infrastructure programs of the government and the private sectors;
- j. Prioritization of the employment of qualified Filipino professional and technical workers in infrastructure project;
- k. Preferential use of quality construction materials that have a high domestic content, especially those that use sustainable materials and appropriate technology;
- l. Provision of appropriate training of and technology transfer to Filipino counterparts in infrastructure projects involving new or imported technology;
- m. Prioritization of 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 synchronized timelines for their installation;
- n. Emphasis on food security infrastructure that will ensure the smooth flow of products across the archipelago. This will cover essential transport and logistics, energy, ICT and other agri-fisheries modernization and food logistics infrastructure;
- o. Strict observance of 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;
- p. Strict monitoring of project completion of all functional structures;
- q. Requirement for continuity in funding and implementation of multi-year projects up to their completion;
- r. Adoption of appropriate infrastructure risk management measures, including risk identification, allocation, and mitigation, in project development and management. These shall include mechanisms for hindsight review of historical events as well as foresight strategies to provide the concerned Agencies and stakeholders the agility to adapt to unpredictable large-impact disruptive events, such as pandemics, severe natural catastrophes, and major financial crises;

- s. Strengthening of the absorptive capacities of the concerned agencies in the implementation of infrastructure projects in order to optimize the utilization of funds; and
- t. Strengthening of transport and other infrastructure to support agriculture, tourism, trade and industry, and electronic commerce, through convergence programs among appropriate national and local government agencies.

SEC. 6. *Role of Implementing Agencies in the Development of the Transport and Logistics Infrastructure.* - Implementing agencies involved in the development of the Transport and Logistics Infrastructure Program shall pursue the following program directions and responsibilities:

- a. 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;
- b. 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;
- c. Plan and implement transport projects within the context of the entire supply chain and logistics system, facilitative of both traditional and electronic commerce, 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;
- d. Focus the role of the government on 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;
- e. Optimize the use of funds through efficient transport infrastructure maintenance and asset management, as well as applicable travel demand management, before considering additional investments;
- f. 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.
- g. Allocate resources to the transport modes in accordance with their comparative advantages;
- h. Apply the user-pays principle for cost recovery where it is appropriate;

- i. Improve road-based people-oriented transport to address traffic congestion through engineering, enforcement, and education;
- j. Encourage shift from private to public transport, especially on mass transport, through promotion of active transport culture, cost-effective public transport, and lower and/or zero carbon emissions mobility solutions;
- k. Improve the operational efficiency of airports and address constraints to their optimal capacity utilization; and
- l. 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.

SEC. 7. *Role of Implementing Agencies in the Development of the Energy Infrastructure Program.* - Implementing agencies involved in the development of the Energy Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Support the required massive investments and fast track the implementation of infrastructure projects to improve power generation, transmission, and distribution;
- b. Encourage competition to drive down electricity costs;
- c. Pursue development of the natural gas industry, as well as renewable energy such as hydropower, geothermal, wind, and solar and other clean energy technologies as power sources;
- d. Ensure efficient transmission of electricity to various load centers and interconnect the entire grid;
- e. Prioritize the provision of off-grid, stand-alone renewable energy technology to the remaining unelectrified off-grid, island, remote, and last-mile communities;
- f. Implement energy infrastructure projects in accordance with the policies and programs of the Energy Efficiency and Conservation Act of 2019;
- g. 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 or local energy plans, among others; and
- h. Promote the deployment of clean, efficient and smart energy technologies and the establishment of necessary infrastructure and regulatory support.

SEC. 8. *Role of the Implementing Agencies involved in the Development of the Water Resources Infrastructure Program.* - Implementing agencies involved in the development of the Water Resources Infrastructure Program shall pursue the following program directions and responsibilities:

- A. Create an apex body that will address the fragmented structure of water resources management;

- B. 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;
- C. Pursue institutional reforms such as streamlining processes in involved agencies to encourage and guide investments in water supply, sewerage, and sanitation; and
- D. 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.

SEC. 9. *Role of the Implementing Agencies involved in the Development of ICT Infrastructure Program.* – Implementing Agencies involved in the development of ICT Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Provide digital infrastructure to complement the national broadband plan, geared towards increasing internet access in unserved and underserved areas;
- b. Expand the deployment of ICT infrastructure and address the gaps in digital connectivity and promote digital trade;
- c. Enhance the country's e-government system as a vital tool for good governance, including the improvement and integration of various database and software management systems within and across different sectors and Government bodies. Ensure and improve cybersecurity by investing in robust systems and key management resources;
- d. 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;
- e. Ensure a fair and level playing field for ICT operators by applying the same service obligations and performance standards;
- f. 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;
- g. Avoid direct government investment in network infrastructure and operations that would crowd out private investments in commercially viable areas. Provide necessary infrastructure support to ICT projects, especially in far-flung areas;
- h. Streamline the process for permits for cellular towers, cable laying, and network deployment;
- i. Liberalize access to satellites for internet connectivity to help address digital infrastructure gap in the countryside; and

- j. Prepare for 5G and higher generation technology as a game changer in terms of facilitating digital adoption across sectors.

SEC. 10. *Role of the Implementing Agencies involved in the Development of Social Infrastructure Program.* - Implementing Agencies involved in the development of Social Infrastructure Program shall pursue the following program directions and responsibilities:

- a. Construct or improve schools with facilities for online or distance learning, as well as blended 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. Give priority to schools for geographically isolated and conflict-affected areas, with provisions for classroom, water, sanitation, and health facilities;
- b. Adopt the Philippine Health Facility Development Plan (PHFDP) as the infrastructure roadmap for hospitals and health facilities towards Universal Health Care. Construct and develop 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. Pursue the development and expansion of the country's telehealth system to ensure equitable access to healthcare services especially in underserved areas with limited physical access to healthcare professionals;
- c. 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 livelihood opportunities and basic social services, which include communal solar-powered electricity, potable water and drainage, and waste management systems. Identify danger and/or no-build zones to reduce casualties and damages in the event of natural disasters, such as typhoons and earthquakes;
- d. Provide assistance to LGUs in complying with the requirements under the Ecological Solid Waste Management Act, e.g., materials recovery facilities, transfer stations, compost production, and waste-to-energy projects;
- e. Promote proper waste management through public awareness programs and disseminate information on the environmental importance of waste minimization, separation, recycling, reuse, and repurposing;
- f. Encourage public-private cooperation and strategic investments in cutting-edge technologies and facilities to generate economic value and create livelihoods from waste products, including sustainable production using recycled, reused, and repurposed materials;
- g. Advocate the establishment of a national policy for sustainable waste management and roadmap for circular economy development to inform policy and infrastructure pipeline development;
- h. Create an apex body with responsibility for implementing waste management and circular economy policies, plans, programs, and projects, including responsibility to perform the functions outlined in Sections 10-d to 10-g of this Act; and

- i. 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.

SEC. 11. *Role of the Implementing Agencies involved in Agri-Fisheries Modernization and Food Logistics.* - Implementing Agencies involved in Agri-Fisheries Modernization and Food Logistics shall pursue the following program directions and responsibilities:

- a. Implement an integrated and long-term agri-fisheries modernization and food logistics infrastructure plan that will accelerate the development and competitiveness of the sector. Implement policies that promote traceability, efficiency, and conservation sufficient to manage resources and attract sustainable investment in the sector; strengthen and coordinate all components of the entire food supply chain and value chain, from the suppliers to the consumers;
- b. Construct agri-fisheries modernization and food logistics infrastructure towards food security, agricultural resilience, agro-industrialization and improved logistics to achieve cost-efficiency and facilitate exports;
- c. Establish a network of roads, rail, ports and RORO, airports, irrigation, and warehouses based on the food supply and logistics chain;
- d. Accelerate the construction of farm-to-market roads/farm access roads based on an overall network plan;
- e. Provide production and post-harvest facilities such as dryers and warehouses; regional fish ports with modern cold storage; slaughterhouses and other meat establishment facilities; hatcheries, green houses, agricultural tramlines and bio-safety facilities;
- f. Provide irrigation to increase farm productivity in rice, corn, sugarcane, and other high value crops;
- g. Construct marketing facilities in strategic agri-fisheries areas such as trading posts, food terminals, auction markets, and fish landing sites. Provide adequate food health and safety infrastructure including laboratories and testing services in these marketing facilities;
- h. Establish agri-fishery machinery centers and promote farm land levelling to accelerate farm mechanization and ensure economies of scale for farm clustering;
- i. Integrate renewable energy goals and standards in agri-fisheries modernization and food logistics infrastructure; and
- j. Update the irrigation master plan to set the direction for irrigation development and a framework for capital and operations and maintenance financing of irrigation.

SEC. 12. *Core National Infrastructure Projects.* - The Program shall give priority to the following initial list of core infrastructure projects identified by the Agencies concerned in their program pipelines and which conform to the strategies and policies in Section 5 and to the Agency responsibilities in Sections 6 to 11 of this Act:

a. **Transport and Logistics 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: Aurora-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-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 and Davao City-Panabo Bypass 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 South Link 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 across Pasig, Marikina, and other Rivers.

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.
 - 5) Panay Railway System.

- 6) Cebu Railway System.
- 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, 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) Common Station interconnecting LRT-1, MRT-3, and MRT-7.
 - 8) Monorail from Guadalupe to Bonifacio Global City (BGC).
 - 9) Makati-BGC Skytrain.
 - 9) Cebu Monorail Transit, Central and Airport Lines.
 - 10) Davao City Monorail.
- 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 High-Priority Bus System and Intermodal Terminal.
 - 7) Intermodal Transportation Terminals and Hubs in Metro Manila - including Taguig Integrated Terminal Exchange and North Philippine Dry Port Container Rail Transport Service – Ilocos Norte, Bocaue, Sta. Rosa, Baguio, Cebu City, Iloilo City, Bacolod, General Santos, Clark, Lucena, and El Nido.

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) 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

Required generating capacity as stated in the approved Philippine Energy Plan.

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-Ilocos Sur-Abra Irrigation Project.
- b) Ilocos Sur Trans basin Project.
- 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 Digital Infrastructure Plan, with universal access and internet connectivity, together with the Common Tower Program, connecting Geographically Isolated and Disadvantaged Areas (Gida) via the Broad Band ng Masa Project.
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 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) Expansion of capacities and upgrades of service capabilities of government hospitals and other facilities, in accordance with the Philippine Health Facility Development Plan of the Department of Health, to ensure functional Health Care Provider Networks as provided in the Universal Health Care Act.
 - b) Regional Specialty Hospitals.
 - c) Virology Science and Technology Institute of the Philippines
 3. Waste Management and Circular Economy Infrastructure
 - a) Waste collection, transportation, and disposal facilities and infrastructure.
 - b) Waste sorting, aggregation, and transfer stations, including markets and waste banks.
 - c) Recycling and sustainable production facilities.
 - d) Waste-to-energy and waste incineration installations.
 4. Penitentiary Infrastructure

Prisons in major Urban Centers.
- f. Agri-Fisheries Modernization and Food Logistics Infrastructure
1. Irrigation and soil and water conservation facilities
 - a) National irrigation projects – as listed in Section 12-c-2 of this Act.
 - b) Communal and small-scale irrigation projects.
 - c) Soil and water conservation facilities, including small water impounding and bio-engineering projects.
 2. Farm-to-market/farm access roads.

3. Production facilities including greenhouses/screenhouses, hatcheries, and bio-safety facilities.
4. Post-harvest facilities, including dryers and warehouses, regional fish ports with cold storage, slaughterhouses and other meat establishment facilities, and post-harvest facilities.
5. Agri-fishery marketing and distribution facilities.
6. Renewable energy projects for agri-fisheries.

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

SEC. 13. Responsibility for Formulation, Updating and Monitoring 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 and in consultation with concerned stakeholders, be responsible for the formulation of the detailed 30-Year National Infrastructure Program, divided into Medium-Term Programs. This shall include the selection, prioritization, and phasing of the specific projects with their respective descriptions, scopes, cost estimates, priorities, funding requirements, 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 and the Agency responsibilities in Sections 6 to 11 of this Act shall generally determine their priority, phasing, and schedule of implementation.

In coordination with the concerned Agencies, the NEDA shall review and update the 30-Year National Infrastructure Program at the end of each Medium-Term Program, or as often as may be necessary, taking into account changes in development policies, in economic, physical and social conditions, and in the status of the projects, among others. This review and update may include addition or deletion of projects or changes in their scopes and schedules, on the basis of actual physical, social, and economic circumstances, with sufficient justifications, according to detailed guidelines to be defined by the NEDA.

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

The NEDA, in coordination with the concerned Agencies, shall be responsible for the regular monitoring and evaluation of the Program, including its physical and financial performance as well as socio-economic impact.

SEC. 14. Minimum Budget Allocation for Infrastructure. - The NEDA and the DBM shall ensure 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: *Provided*, That the provision of the Constitution mandating that the State shall assign the highest budgetary priority to education, covering both infrastructure and non-infrastructure aspects, is observed.

The budget allocation shall be consistent with the long-term expenditure framework of the Government within the budget ceilings set by the Development Budget Coordinating Committee (DBCC), as well as with realistic levels of private sector investments under PPP schemes. The NEDA and the DBM shall also establish the infrastructure budget allocation for each

Implementing Agency, taking into account the priorities of the projects as well as the absorptive capacity and performance record of the Agency in project implementation and budget utilization.

SEC. 15. *Project Financing and Implementation Modalities.* – The projects under the Program may be implemented by the concerned Agencies under the following generic modalities in accordance with the criteria and Agency responsibilities indicated:

- a. Conventional Scheme – This is generally applicable to non-financially viable, but economically feasible, projects.
 1. Financing of design, construction, operation and maintenance, and right-of-way of the project is provided by the national government.
 2. Design is undertaken by the national government, by itself or through a private designer.
 3. Construction is undertaken by the national government, by itself or through a private construction contractor.
 4. Operation and maintenance are undertaken by the NG, by itself or through a private operation and maintenance contractor.
- b. Design-Build Scheme – This is generally applicable to non-financially viable but economically feasible projects where alternative design-build technologies are feasible.
 1. Financing of design, construction, operation and maintenance, and right-of-way of the project is undertaken by the national government.
 2. Design is undertaken by the private design-build contractor.
 3. Construction is undertaken by the private design-build contractor.
 4. Operation and maintenance are undertaken by the national government, by itself or through a private operation and maintenance contractor.
- c. PPP Scheme - This is generally applicable to financially viable and economically feasible projects, with cost recovery from user charges or with value for money to the government/public.
 1. Financing of right-of-way and allowable subsidy for the project is undertaken by the national government. Financing of design, construction, and operation and maintenance are undertaken by the Private PPP Concessionaire.
 2. Design is undertaken by the private PPP concessionaire.
 3. Construction is undertaken by the private PPP concessionaire.
 4. Operation and maintenance are undertaken by the private PPP concessionaire.
- d. Hybrid PPP scheme - This is generally applicable to financially viable and economically feasible projects where ODA is an affordable and quick source of

financing for project design and construction, while the PPP Concessionaire can efficiently undertake the operation and maintenance.

1. Financing of right-of-way and allowable subsidy is undertaken by the national government. Financing of design and construction is undertaken by the national government with ODA. Financing of operation and maintenance is undertaken by the private PPP concessionaire.
 2. Design is undertaken by the national government, by itself or through a private designer.
 3. Construction is undertaken by the national government, by itself or through a private construction contractor.
 4. Operation and maintenance are undertaken by the private PPP concessionaire.
- e. NG-LGU Partnership - This is generally applicable to non-financially viable but economically feasible projects where LGUs can contribute to right-of-way and operation and maintenance.
1. Financing of design and construction is undertaken by the national government. Financing of right-of-way/operation and maintenance is undertaken by the LGU.
 2. Design is undertaken by the national government, by itself or through a private designer.
 3. Construction is undertaken by the national government, by itself or through a private construction contractor, or by the concerned LGU.
 4. Operation and maintenance are undertaken by the LGU.

Sources of national government and LGU financing may include revenues and loans and grants, including those provided from ODA sources.

In addition to these generic project financing and implementation modalities, the NEDA, in coordination with the DOF and other Oversight and Implementing Agencies, may authorize other appropriate modalities, and variants, as deemed feasible for the specific circumstances and requirements of the projects at hand. These may include, among others, green financing, blended financing, and co-financing, for projects that meet minimum Environmental, Social, and Governance (ESG) standards with strong economic impact potentials. Instruments may include national infrastructure bond and green infrastructure bond that can attract commercial and sustainable investments.

SEC. 16. *Basis for Medium-Term and Annual Programming and Budgeting.* – Based on the 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 Program, the Implementing Agencies shall prepare their respective Medium-Term Expenditure Frameworks (MTEFs) and subsequently 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 MTEFs, AIBs and NEPs.

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

The projects in the initial list under Section 12 of this Act, as well as those in the updates of the Program pursuant to Section 13 of this Act, shall be vetted and approved according to the detailed evaluation criteria set by the NEDA, to confirm their technical, economic, financial, social, and environmental feasibility and priority, before the projects are included in the Medium-Term and Annual Infrastructure Programs and Budgets as provided in Section 10 of this Act.

Based on the 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 classify projects with issued MYCAs as priority items in the Agency AIBs, and shall provide for the automatic inclusion of the required funds in succeeding NEPs to enable the continuous implementation of such multi-year projects up to their completion.

SEC. 17. *Use of Applicable Modern Technology for Project Implementation.* – To achieve efficiency and transparency, projects in this Program shall, where applicable, 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. 18. *Implementing Rules and Regulations.* – Within sixty (60) days from the approval of this Act, a Committee, composed of the following officials, shall promulgate the rules and regulations for the proper implementation of the provisions of the Act:

- a. The Secretary of Socio-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. 19. *Accountability for Formulation and Implementation of this Act.* – The concerned Oversight and Implementing Agencies shall be held accountable, under existing laws including anti-graft and corrupt practices laws and auditing rules, for the proper performance of their respective responsibilities, covering the selection, prioritization, budgeting, financing, procurement, execution, fund disbursements, and related aspects of the projects in the 30-Year National Infrastructure Program, as provided in this Act.

SEC. 20. *Separability Clause.* - If any provision of this Act is declared unconstitutional or invalid, other parts or provisions hereof not affected thereby shall continue to be in full force and effect.

SEC. 21. *Repealing Clause.* - All laws, decrees, orders, rules and regulations or parts thereof inconsistent with this Act are hereby repealed or amended accordingly.

SEC. 22. *Effectivity.* -This Act shall take effect fifteen (15) days following its publication in the Official Gazette.

Approved,