



MEMORANDUM

FOR : **The Directors**
Legal Affairs Service
Policy and Planning Service
Climate Change Service

The Executive Director
National Water Resources Board

The Bureau Director
Environmental Management Bureau

The OIC Director
Mines and Geosciences Bureau

The Administrator
National Mapping Resource and Information Authority

The General Manager
Laguna Lake Development Authority

FROM : **The Director**
Legislative Liaison Office

SUBJECT : **REQUEST FOR COMMENTS AND INVITATION TO THE 3RD
TECHNICAL WORKING GROUP ON THE COMPREHENSIVE
INFRASTRUCTURE DEVELOPMENT MASTER PLAN FROM
THE SENATE COMMITTEE ON ECONOMIC AFFAIRS**

DATE : 18 August 2023

In reference to the electronic mail received by our Office on the same date, the Committee on Economic Affairs will conduct a Second (2nd) Technical Working Group (TWG) meeting on **Thursday, 24 August 2023, 10:00 AM, at the Sen. Tañada Room, 2nd floor, Senate of the Philippines** to continue its discussion and resolution of issues on the following legislative measures:

- **Senate Bill No. 158** entitled, "An Act Mandating the Formulation and Institutionalization of a Comprehensive Infrastructure Development Master Plan" (introduced by Sen. Joseph Victor G. Ejercito)
- **Senate Bill No. 439** entitled, "An Act Institutionalizing the Build! Build! Build! Program" (introduced by Sen. Mark A. Villar)
- **Senate Bill No. 1987** entitled, "An Act Providing for the Formulation and Institutionalization of a Comprehensive Infrastructure Development Master Plan" (introduced by Sen. Joel Villanueva)

- **Senate Bill No. 2114** entitled, "An Act Establishing a Comprehensive Framework to Accelerate the Attainment of the Infrastructure Flagship Programs and Projects of the National Government" (introduced by Sen. Christopher Lawrence "Bong" T. Go)

In this regard, may we respectfully request your attendance to the said meeting and your comments/ recommendations on the abovementioned bills in preparation for the upcoming public hearing, as requested by the Committee. Kindly submit your comments on or before 23 August 2023, 5:00 PM via email at denrlo@denr.gov.ph.

Attached herewith are copies of the Letter Invitation and the Senate bills.


ROMIROSE B. PADIN

cc: Undersecretary for Special Concerns and Legislative Affairs



Republic of the Philippines
CONGRESS OF THE PHILIPPINES
Senate
Pasay City

17 August 2023

HON. MARIA ANTONIA LOYZAGA
Secretary
Department of Environment and Natural Resources

Dear **Secretary Loyzaga**:

Please be informed that the Committee on Economic Affairs Sub-Committee on the Comprehensive Infrastructure Development Master Plan will conduct a **Third (3rd) Technical Working Group (TWG) meeting on Thursday, 24 August 2023, 10:00 AM, at the Sen. Tañada Room, 2nd floor, Senate of the Philippines.** The Committee will continue its discussion and resolution of issues on the following legislative measures:

- **Senate Bill No. 158** entitled, "An Act Mandating the Formulation and Institutionalization of a Comprehensive Infrastructure Development Master Plan" (introduced by Sen. Joseph Victor G. Ejercito)
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In this regard, may we invite you or your duly authorized representative to be a **Resource Person** to this TWG meeting. Your representative's **physical presence** is earnestly requested. May we also request for your confirmation as well as that of your representatives who will be joining this TWG meeting.

We would also appreciate if you could provide us a copy of your **position paper** on or before **Wednesday, 30 August 2023.**

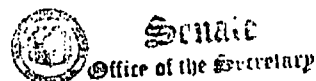
For any clarification on the matter, please feel free to contact the undersigned Committee Secretary at (02) 8552-6820, (02) 8552-6601 locals 3303, 3305 and 3306; or thru senateeconaffairs.19thcongress@gmail.com and econaffairs.senate@gmail.com.

Thank you very much.

For the Chairperson:
SEN. JOSEPH VICTOR "JV" G. EJERCITO


(MS.) JAMIE LYN DUQUE-DAILEG
Committee Secretary

NINETEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)



'22 JUL -7 P4 :02

SENATE
S. No. 158

RECEIVED BY: _____

INTRODUCED BY SENATOR JOSEPH VICTOR "JV" G. EJERCITO

AN ACT
MANDATING THE FORMULATION AND INSTITUTIONALIZATION OF A
COMPREHENSIVE INFRASTRUCTURE DEVELOPMENT MASTER PLAN

EXPLANATORY NOTE

Progress takes time and to achieve progress, no time should be put to waste. Our government continue to build infrastructures to provide conveniences to our people's daily lives. However, with the increasing rates of population growth and urbanization, instituted reforms and significant achievements in infrastructure seems inadequate.

According to the 2019 World Economic Forum Global Competitiveness Report, the Philippines ranked 102nd in overall transport infrastructure, out of 141 countries. With the other components, we are still lagging in comparison with the other countries. In terms of the quality of road infrastructure, the Philippines ranked 88th, while 125th for road connectivity; in the efficiency of train services, the country ranked 88th; with respect to air connectivity, the Philippines ranked 26th, and 96th in the efficiency of air transport services; for efficiency of seaport services, the country ranked 88th, and 59th in liner shipping connectivity.¹ These are all manifested in the lingering problems of traffic congestion, worst mass public transportation, port congestion and air traffic that we are consistently experiencing.

¹ https://www3.weforum.org/docs/WEF_TheGlobalCompetitivenessReport2019.pdf

We have witnessed the efforts of the Duterte Administration to support the development of infrastructure in the country. The renowned Build, Build, Build Program of the Duterte administration proved that such an ambitious program can be realized. Indeed, upgrading the infrastructure of the country is crucial in promoting economic growth and development, not only in the cities but also in the rural areas. We need continuity of the projects and plans in order to sustain and to continue to improve the economic impact of such.

In line with this, the proposed measure mandates the creation of a Comprehensive Infrastructure Development Master Plan. This will serve as a blueprint for the different departments of the government in the construction, upgrading, and improvement of the infrastructure projects all over the country in the next thirty years or more. It aims to create a developed, integrated and coordinated infrastructure development.

Everything shall be built for a purpose. Roads built will lead to homes; bridges shall connect businesses separated by bodies of water. These roads and bridges shall be lit and electrified, as well as villages. An efficient water and sewage system shall be in place to ensure a healthful environment. A comprehensive master plan shall not only produce edifices but a well-rounded Philippine Society.

This blueprint shall be the handbook for local and national infrastructure development. Every piece of public work shall comply with its minimum requirements. Such standardization will lead to a more organized systematic process of construction.

Socio-economic development will rapidly find its way to every household. Through this master plan, there will no longer be a place for impulsive and careless constructions. This also deters corruption in public works as this sets standards and any subpar structure will be clearly noticeable.

Having a long term plan entices foreign investors to do and establish business in the country having assured that continued development will bring them more profit. More businesses would mean more job opportunities for our fellow Filipinos and

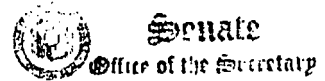
stimulate growth in the countryside. This proposed measure would be a catch all law, addressing the economic, social and infrastructure development of our country.

The enactment into law of this legislative measure will ensure that the infrastructure projects in the Master Plan will continue, despite changes in administration. Hence, the passage of this bill is earnestly sought.

A handwritten signature in black ink, consisting of a horizontal line followed by a stylized 'JV' monogram and a small flourish.

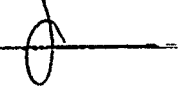
JOSEPH VICTOR "JV" G. EJERCITO

NINETEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)



'22 JUL -7 P 4 :02

SENATE
S. No. 158

RECEIVED BY: 

INTRODUCED BY SENATOR JOSEPH VICTOR "JV" G. EJERCITO

AN ACT
MANDATING THE FORMULATION AND INSTITUTIONALIZATION OF A
COMPREHENSIVE INFRASTRUCTURE DEVELOPMENT MASTER PLAN

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

1 Section 1. *Short Title.* – This Act shall be known as the "Comprehensive
2 Infrastructure Development Master Plan".

3 Sec. 2. *Declaration of Policy.* – It is the declared policy of the State to provide
4 an efficient and integrated infrastructure system to promote sustainable development
5 and inclusive economic growth across the country. The State also recognizes the
6 crucial role of public investment in infrastructure and human capital geared towards
7 job creation and promoting economic growth.

8 Toward this end, the State shall undertake to develop reforms in infrastructure
9 planning to achieve higher economic growth trajectory and improve the quality of life
10 of the Filipinos.

11 Sec. 3. *Formulation of a Comprehensive Infrastructure Development Master*
12 *Plan.* – The National Economic Development Authority NEDA Board Executive
13 Committee (NEDA Board), organized under Administrative Order No. 8, series of 2017,
14 is hereby mandated to formulate a Comprehensive Infrastructure Development Master
15 Plan, hereinafter referred to as "Master Plan", that will serve as a blueprint for
16 investment planning towards a strategic infrastructure development.

1 The Comprehensive Infrastructure Development Master Plan shall include the
2 priorities, schedules, and phases of implementation of the projects and activities as
3 well as the estimated funding requirements and financing modalities for the following:

- 4 a. Transportation and Logistics Infrastructure Program;
- 5 b. Energy Infrastructure Program;
- 6 c. Water Resources Infrastructure Program;
- 7 d. Information and Communications Technology (ICT) Infrastructure Program;
- 8 e. Social Infrastructure Program;
- 9 f. Agri-Fisheries Modernization and Food Logistics Infrastructure Program; and
- 10 g. Asset Preservation and Maintenance Strategies.

11 **Sec. 4. *Infrastructure Development Thrust*** – The NEDA Board, in preparing the
12 Master Plan including amendments thereto, shall consider the following thrust:

- 13 a. Establishment and pursuit of a whole-of-government approach to coordinate
14 infrastructure investment planning and implementation that promotes
15 collaboration among key actors;
- 16 b. Development of an efficient, safe, economical, accessible, affordable, reliable
17 integrated, seamless, and environmentally sustainable national infrastructure
18 system.
- 19 c. Adoption of appropriate infrastructure risk management measures, including
20 risk identification, allocation, and mitigation, in project development and
21 management;
- 22 d. Incorporation of green and sustainable design, climate change adaptation and
23 disaster resilience measures, as well as updated strength, safety, health and
24 environmental standards in the design and construction of infrastructure
25 projects;
- 26 e. Establishment of a strategic national transport network consisting of
27 complementary roads, railways, ports, and airports that serve medium and
28 long-distance high-density traffic between key cities and municipalities,
29 economic hubs, international gateways and major corridors in urban centers.
- 30 f. Promotion of public consultation and feedback mechanisms on infrastructure
31 investment priorities and projects at the national and local levels;

1 g. Preferential use of quality construction materials that have a high domestic
2 content, especially those that use sustainable materials and appropriate
3 technology; and

4 h. Emphasis on food security infrastructure that will ensure the smooth flow of
5 cargo across the archipelago.

6 **Sec. 6. *Consideration of Approved National Infrastructure Projects.*** – The
7 infrastructure projects approved by the NEDA Board before the effectivity of this Act
8 shall be given due consideration in the formulation and implementation of the
9 Comprehensive Infrastructure Development Master Plan.

10 **Sec. 7. *Submission to Congress.*** – Every quarter after the enactment of this
11 Act, the NEDA Board shall submit to Congress, progress reports on the formulation of
12 the Comprehensive Infrastructure Development Master Plan until its final approval. In
13 the same manner, Congress shall be notified of any amendments to the approved
14 Comprehensive Infrastructure Development Master Plan.

15 **Sec. 8. *Joint Congressional Oversight Committee (JCOC).***– A Congressional
16 Oversight Committee is hereby created to monitor and oversee the implementation of
17 this Act. The Committee shall be composed of six (6) members from the Senate and
18 six (6) members from the House of Representatives. The JCOC shall be headed by the
19 Chairpersons of the Senate Committee on Economic Affairs and Committee of Public
20 Works, and the Chairperson of the House Committee on Economic Affairs and
21 Committee on Public Works and Highways. The other members of the Committee shall
22 be designated by the Senate President and the Speaker of the House, respectively.
23 The Minority shall have at least two (2) representatives from both chambers.

24 **Sec. 9. *Appropriations.*** - The initial funding requirements for the
25 implementation of this Act shall be charged against existing appropriations of the
26 member-agencies of the NEDA Board and such other appropriate funding sources as
27 the DBM may identify, subject to relevant laws, rules and regulations. Thereafter, such
28 sums as may be necessary for the continued implementation of this Act shall be
29 included in the General Appropriations Act.

30 **Sec. 10. *Implementing Rules and Regulations.*** – Within sixty (60) days of the
31 approval of this Act, the NEDA Board, in consultation with stakeholders from the public
32 and private sector, including local government units, business groups, community

1 organizations, and non-government organizations, shall formulate the implementing
2 rules and regulations for the effective implementation of the law.

3 Sec. 11. *Separability Clause.* If any provision of this Act is declared invalid or
4 unconstitutional, the provisions not affected thereby shall continue to be in full force
5 and effect.

6 Sec. 12. *Repealing Clause.* All laws, decrees, orders, rules and regulations or
7 parts thereof which are contrary to or inconsistent with the provisions of this Act are
8 hereby amended, repealed or modified accordingly.

9 Sec. 13. *Effectivity.* This Act shall take effect immediately after fifteen (15) days
10 from its publication in the Official Gazette or in a newspaper of general circulation.

Approved,

NINETEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)

'22 JUL 12 P6:11

SENATE
S.B. No. 439

RECEIVED BY: _____

Introduced by Senator MARK A. VILLAR

**AN ACT
INSTITUTIONALIZING THE "BUILD! BUILD! BUILD!" PROGRAM**

EXPLANATORY NOTE

In the past six years, the Filipino people have seen and experienced the impact of the Philippines' Golden Age of Infrastructure. The "Build! Build! Build!" program of the government resulted in the creation of hundreds of ports, thousands of roads and bridges, and millions of jobs. As the country welcomes a new administration, it is important to keep the momentum going by uniting behind this revolution and bringing it to new heights not only for us, but also for the generations to come.

A 30-Year National Infrastructure Program shall be formulated to create a safe, efficient, and accessible national infrastructure system and to ensure continuity and consistency in the development and implementation of projects notwithstanding leadership changes. It will serve as the framework for the desirable locations, scopes, linkages, and timing of public and private investments in major infrastructure over the next three decades which will provide the construction industry, investors, and allied sectors with a reliable and predictable road map in carrying out their long-term business plans and decisions.

The bill lays down the policies and strategies to be pursued by the government, identifies the initial core infrastructure projects to be given priority, provides various

modalities for the implementation and financing of projects, and defines the role of implementing agencies in the development of essential transport, energy, water resources, information and communications technology, social infrastructure systems, and other basic overhead facilities in the country.

Given the foregoing, prompt approval of this bill is earnestly sought and recommended.

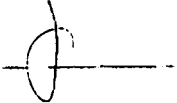


MARK A. VILLAR
Senator

NINETEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
First Regular Session)

'22 JUL 12 P 6:11

SENATE

RECEIVED BY: 

S.B. No. 439

Introduced by Senator Mark A. Villar

**AN ACT
INSTITUTIONALIZING THE "BUILD! BUILD! BUILD!" PROGRAM**

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

1 Section 1. *Short Title.* – This Act shall be known as the "Build! Build! Build! Act."

2 Sec. 2. *Declaration of Policy.* – It is the policy of the State to provide an efficient
3 infrastructure system to promote sustainable and inclusive economic growth and
4 sound quality of life for all Filipinos. For this purpose, the Government shall adopt a
5 long-term National Infrastructure Program that will provide the framework in the next
6 30 years for the systematic and continuing development – across government
7 administrations - of essential transport, energy, water resources, information and
8 communications technology, social infrastructure systems, and other basic overhead
9 facilities in the country. This National Infrastructure Program shall be directed to
10 support the achievement of the overall long-term development vision for the
11 Philippines by the middle of the twenty-first century as a prosperous, predominantly
12 middle-class society, where no one is poor, and where Filipinos shall live long and
13 healthy lives, be smart and innovative, and live in a high-trust society. The Program
14 shall serve as the overall guide for the preferred locations, magnitude,
15 interrelationships, and timing of public and private investments in infrastructure in the
16 Philippines over the next three decades to maximize their impact to the economy and

1 society. The Program shall, therefore, provide an overall road map for investors, the
2 construction industry, and allied sectors in pursuing their respective long-term
3 strategies.

4 *Sec. 3. Definition of Terms. – As used in this Act,*

- 5 a) *Agri-fisheries Modernization and Food Logistics Infrastructure –*
6 refers to facilities which include farm access roads, trading posts,
7 agricultural tramlines and other market infrastructure, fish ports,
8 irrigation and soil and water conservation structures, post-harvest
9 facilities such as warehouses and cold storage, meat establishment
10 infrastructure such as slaughterhouses, and production infrastructure
11 such as greenhouses, hydroponics, aquaponics, and food irradiation
12 facilities. This includes the health and safety infrastructure required
13 to meet regulatory standards;
- 14 b) *Core infrastructure projects–* refer to projects in the 30-Year National
15 Infrastructure Program that shall be given the highest priority in view
16 of their national significance and impact;
- 17 c) *Energy infrastructure–* refers to infrastructure for power generation,
18 transmission, and distribution, and electrification, as well as for
19 exploration, development, production, storage and distribution of
20 energy resources including those based on or using water resources,
21 fossil fuel, geothermal, solar, wind, wave, and other emerging
22 technologies, such as nuclear;
- 23 d) *Green financing –* refers to investments that create environmental
24 benefits in support of green growth, low-carbon emission, and
25 sustainable development;
- 26 e) *Implementing agencies –* refer to the national government agencies
27 responsible for the actual execution of specific infrastructure projects
28 in the 30-Year National Infrastructure Program, including the
29 planning, design, programming, budgeting, procurement, and
30 implementation of the projects, in accordance with the provisions of
31 this Act.

- 1 f) *Information and Communications Technology (ICT) infrastructure* –
2 refers to facilities that provide access to information through
3 telecommunications, including the internet, wireless networks,
4 telephone systems, and other communication media;
- 5 g) *Infrastructure* – refers to the basic physical facilities, for use by
6 public, that underlie and enable, sustain, and enhance the economic
7 and social development of the country. Infrastructure includes
8 transport, energy, water resources, information and communications
9 technology, social infrastructure systems, and other basic overhead
10 facilities;
- 11 h) *Projects of national significance* – refer to infrastructure projects
12 whose socio-economic influence or impact significantly affect the
13 entire country based on specific guidelines and criteria to be set by
14 the National Economic and Development Authority (NEDA);
- 15 i) *Social Infrastructure* – refers to school buildings, hospitals and health
16 facilities, public housing, solid waste management, penitentiary,
17 evacuation centers, and other public and community facilities. The
18 term also includes, as an important sub-sector, waste management
19 and circular economy infrastructure, which refers to infrastructure for
20 solid waste collection, distribution, and disposal, waste aggregation
21 and transfer stations, waste markets, material recycling, sustainable
22 production, material recovery, and waste-to-energy facilities;
- 23 j) *Transport and Logistics Infrastructure* – refers to (1) roads, bridges,
24 tunnels, grade separation, and related structures, (2) rail, bus rapid
25 transit and other mass transport systems, including subways, fixed
26 facilities, and rolling stock, (3) ports, including terminals and
27 navigation facilities, (4) airports, including terminals and navigation
28 facilities, (5) intermodal transport facilities, including terminals, and
29 (6) supply chain infrastructure including warehouses and distribution
30 centers. Transport infrastructure includes support systems for the
31 operation of transport services and facilities, such as intelligent
32 transport systems;

1 k) *Water Resources Infrastructure* – refers to (1) water supply,
2 sewerage, and sanitation for domestic, commercial and industrial
3 uses, (2) irrigation for agriculture, and (3) flood control and drainage
4 facilities, including dams, reservoirs, and coastal zone protection.

5 Sec. 4. *Creation of the 30-Year National Infrastructure Program.* – There is
6 hereby established a 30-Year National Infrastructure Program for the Philippines for
7 the years 2023 – 2052, hereinafter referred to as the Program. This Program consists
8 of major infrastructure projects of the national government to be implemented under
9 any of the following modes: (a) by the concerned national government agencies and
10 government-owned and controlled corporations as provided under their respective
11 charters; (b) under Public-Private Partnership (PPP) arrangements; or (c) in
12 partnership with local government units (LGUs).

13 Sec. 5. *Infrastructure Policies and Strategies.* – The 30-Year National
14 Infrastructure Program through its component projects shall pursue the following
15 national development policies and strategies of the Government:

- 16 a) Prioritization of projects of national significance which are consistent
17 with the approved National Physical Framework Plan and Land Use
18 Plan, as well as with National, Regional, Local, and Sectoral
19 Development Plans, Roadmaps, and Master Plans;
- 20 b) Observance of the following principles in the determination of
21 priorities: 1) effectiveness in meeting government objectives; 2)
22 economic feasibility and impact; 3) poverty alleviation and social
23 inclusion; 4) environmental sustainability and climate resilience; 5)
24 safety; 6) security; 7) affordability; 6) public access; 7) technical
25 readiness for implementation; and 8) financial viability and value for
26 money;
- 27 c) Maximization of private sector participation in the planning,
28 development, financing, design, construction and operation and
29 maintenance of infrastructure;

- 1 d) Establishment and pursuit of a whole-of-government strategy to
2 coordinate infrastructure investment planning and implementation
3 that promote collaboration among key actors, with the NEDA as the
4 lead coordinator;
- 5 e) Promotion of public consultation and feedback mechanisms on
6 infrastructure investment priorities and projects at the national and
7 local levels. These include alliances among government, industry,
8 investors, academe, think tanks, and donor agencies, to come up
9 with smart approaches to infrastructure development on a sector-by-
10 sector basis;
- 11 f) Implementation of adequate infrastructure asset preservation and
12 maintenance strategies;
- 13 g) Incorporation of green and sustainable design, climate change
14 adaptation and disaster resilience measures, as well as updated
15 strength, safety, health, and environmental standards, in the design
16 and construction of infrastructure projects, especially against
17 powerful and disastrous typhoons, floods, earthquakes, fires,
18 volcanic eruptions, landslides, and other hazards. Utilize nature-
19 based solutions, where appropriate, to promote sustainability and
20 cost-savings. Invest in systems to ensure compliance and
21 enforcement of all safety and construction regulations. Establish a
22 robust national geospatial infrastructure that will provide location-
23 specific spatial data to support evidence-based planning and
24 implementation of infrastructure projects;
- 25 h) Intensification of infrastructure-related research and development;
- 26 i) Deliberate harmonization of technical-vocational and higher
27 education courses offered in educational institutions with the
28 workforce requirements of the long-term infrastructure programs of
29 the government and the private sectors;
- 30 j) Prioritization of the employment of qualified Filipino professional and
31 technical workers in infrastructure projects;

- 1 k) Preferential use of quality construction materials that have a high
2 domestic content, especially those that use sustainable materials and
3 appropriate technology;
- 4 l) Provision of appropriate training of and technology transfer to Filipino
5 counterparts in infrastructure projects involving new or imported
6 technology;
- 7 m) Prioritization of multi-sectoral, multi-modal and area-wide
8 development projects to take advantage of their synergistic effects.
9 Where feasible, provide common underground ducts for utilities, and
10 synchronize timelines for their installation;
- 11 n) Emphasis on food security infrastructure that will ensure the smooth
12 flow of cargo across the archipelago. This will cover essential
13 transport and logistics, energy, ICT and other agri-fisheries
14 modernization and food logistics infrastructure;
- 15 o) Strict observance of prior completion and submission of documentary
16 requirements evidencing technical readiness for implementation,
17 such as pre-feasibility/feasibility studies, design, right-of-way,
18 environmental clearance, funding, and transaction documents,
19 before the procurement and implementation of the projects;
- 20 p) Strict monitoring of project completion of all functional structures;
- 21 q) Requirement for continuity in funding and implementation of multi-
22 year projects up their completion;
- 23 r) Adoption of appropriate infrastructure risk management measures,
24 including risk identification, allocation, and mitigation, in project
25 development and management. These shall include mechanisms for
26 hindsight review of historical events as well as foresight strategies to
27 provide the concerned agencies and stakeholders the agility to adapt
28 to unpredictable large-impact disruptive events, such as pandemics,
29 severe natural catastrophes, and major financial crises;
- 30 s) Strengthening of the absorptive capacities of the concerned agencies
31 in the implementation of infrastructure projects in order to optimize
32 the utilization of funds; and

- 1 t) Strengthening of transport and other infrastructure to support
2 agriculture, tourism, trade and industry, and electronic commerce,
3 through convergence programs among appropriate national and local
4 government agencies.

5 *Sec. 6. Role of Implementing Agencies in the Development of the Transport*
6 *and Logistics Infrastructure.* – Implementing agencies involved in the development of
7 the transport and logistics infrastructure program shall perform the following
8 responsibilities:

- 9 a) Develop a national transport system with the following
10 characteristics: efficient in facilitating mobility, safe, secure,
11 economical, accessible, affordable, environmentally sustainable,
12 user-oriented, reliable, convenient, integrated, and seamless;
- 13 b) Establish a strategic national transport network consisting of
14 complementary roads, rail, ports, and airports that serve medium and
15 long-distance high-density traffic between key cities and
16 municipalities, economic hubs, international gateways, or along
17 major corridors in urban centers. The configuration of the network
18 should fit into and influence the desired spatial development pattern
19 under the National Physical Framework Plan;
- 20 c) Plan and implement transport projects within the context of the
21 entire supply chain and logistics system, that is facilitative of both
22 traditional and electronic commerce, through a seamless and
23 demand-responsive intermodal transport network that shall link
24 production areas with processing, warehousing, transport and
25 transshipment hubs, and markets, and ensure unimpeded flow of
26 people, goods, services, disaster response equipment, relief goods,
27 and basic commodities in times of emergencies;
- 28 d) Focus the role of the government on policy formulation, planning,
29 safety and environmental regulations, supervision, and monitoring of
30 projects and operations, rather than as a direct provider of transport
31 services which shall generally be assigned to the private sector;

- 1 e) Optimize the use of funds through efficient transport infrastructure
- 2 maintenance and asset management, as well as applicable travel
- 3 demand management, before considering additional investments;
- 4 f) Make use of the comparative advantages and interconnectivity of the
- 5 different transport modes, and provide for healthy competition within
- 6 and between transport modes to increase productivity, lower costs
- 7 and user charges, and improve services. Allocate resources to the
- 8 transport modes in accordance with their comparative advantages;
- 9 g) Apply the "user-pays" principle cost recovery where it is appropriate;
- 10 h) Improve road-based people-oriented transport to address traffic
- 11 congestion through engineering, enforcement, and education;
- 12 i) Encourage a shift from private to public transport, especially on mass
- 13 transport, through promotion of active transport culture, cost-
- 14 effective public transport, and lower and/or zero carbon emissions
- 15 mobility solutions;
- 16 j) Improve the operational efficiency of airports and address constraints
- 17 to their optimal capacity utilization; and
- 18 k) Improve port facilities to ensure that inter-island shipping, including
- 19 a stronger roll-on roll-off (RORO) network as a viable option for
- 20 transporting people and cargo.

21 *Sec. 7. Role of Implementing Agencies in the Development of the Energy*
22 *Infrastructure Program.* – Implementing agencies involved in the development of the
23 energy infrastructure program shall perform the following responsibilities:

- 24 a) Support the required massive investments and fast track the
- 25 implementation of infrastructure projects to improve power
- 26 generation, transmission and distribution;
- 27 b) Encourage competition to drive down electricity costs;
- 28 c) Pursue development of the natural gas industry, as well as renewable
- 29 energy such as wind and solar and other clean energy technologies
- 30 as power sources;

- 1 d) Ensure efficient transmission of electricity to various load centers and
2 interconnect the entire grid;
- 3 e) Prioritize the provision of off-grid, stand-alone renewable energy
4 technology to the remaining unelectrified off-grid, island, remote,
5 and last-mile communities;
- 6 f) Implement energy infrastructure projects in accordance with the
7 policies and programs of the Energy Efficiency and Conservation Act
8 of 2019;
- 9 g) Prioritize and fast track the implementation of energy projects of
10 national significance that shall ensure energy security and reliability,
11 as well as environmental sustainability aligned with the energy
12 sector's strategic directions, the Government's Nine-Point Energy
13 Agenda, the Philippine Energy Plan and other approved national,
14 regional or local energy plans, among others; and
- 15 h) Promote the deployment of clean, efficient and smart energy
16 technologies and establishment of the necessary infrastructure and
17 regulatory support for these technologies.

18 *Sec. 8. Role of the Implementing Agencies Involved in the Development of the*
19 *Water Resources Infrastructure Program.* – Implementing agencies involved in the
20 development of the water resources infrastructure program shall perform the following
21 responsibilities:

- 22 a) Create an apex body that will address the fragmented structure of
23 water resources management;
- 24 b) Formulate long-range water resources master plans and multi-
25 purpose projects that will optimize the development and use of water
26 resource potentials for irrigation, hydroelectric power, water supply,
27 and flood control;
- 28 c) Pursue institutional reforms such as streamlining processes in
29 involved agencies to encourage and guide investments in water
30 supply, sewerage system and sanitation services; and

- 1 d) Intensify flood control in major river basins, principal rivers, and
2 urban centers, combining structural or engineering intervention
3 works with non-structural measures, such as land use management,
4 watershed conservation, and flood information and warning system,
5 on an area or river system-wide basis, with priority on areas with
6 high risks of flooding.

7 *Sec. 9. Role of the Implementing Agencies Involved in the Development of ICT*
8 *Infrastructure Program.* – Implementing agencies involved in the development of ICT
9 infrastructure program shall perform the following responsibilities:

- 10 a) Provide digital infrastructure to complement the national broadband
11 plan, geared towards increasing internet access in unserved and
12 underserved areas;
- 13 b) Expand the deployment of ICT infrastructure and address the gaps
14 in digital connectivity and promote digital trade;
- 15 c) Enhance the country's e-government system as a vital tool for good
16 governance, including the improvement and integration of various
17 database and software management systems within and across
18 different sectors and government bodies;
- 19 d) Ensure and improve cybersecurity by investing in robust systems and
20 key management resources;
- 21 e) Use ICT to provide climate-smart and resilient infrastructure, such as
22 flexible smart power grids that can accommodate renewable energy
23 sources, early warning systems for natural hazards, sustainable
24 transport systems that enable public transit, walking, and biking,
25 safety-promoting roadway designs that integrate wastewater
26 management, rainwater harvesting, nature-based solutions to floods,
27 droughts, and typhoons, and green infrastructure in public spaces;
- 28 f) Ensure a fair and level playing field for ICT operators by applying
29 service obligations and performance standards uniformly;
- 30 g) Fast-track and lower the cost of deploying broadband infrastructure
31 through infrastructure sharing policies that address the use of

- 1 government assets, use of infrastructure across sectors, and
2 coordinated build for a shared utility corridor;
- 3 h) Avoid direct government investment in network infrastructure and
4 operations that would crowd out private investments in commercially
5 viable areas;
- 6 i) Provide the necessary infrastructure support to ICT projects,
7 especially in far-flung areas;
- 8 j) Streamline the process for permits for cellular towers, cable laying,
9 and network deployment;
- 10 k) Liberalize access to satellites for internet connectivity to help address
11 digital infrastructure gap in the countryside; and
- 12 l) Prepare for 5G and higher generation technology to facilitate digital
13 adoption across sectors.

14 *Sec. 10. Role of the Implementing Agencies Involved in the Development of*
15 *Social Infrastructure Program.* – Implementing agencies involved in the development
16 of the social infrastructure program shall perform the following responsibilities:

- 17 a) Construct or improve schools with facilities for online or distance
18 learning, as well as blended learning, provide internet connectivity to
19 all public schools, with the aim of creating Schools for the Future,
20 and schools geared towards competitiveness in the Fourth Industrial
21 Revolution, prioritizing therefore the construction of schools in
22 geographically isolated and conflict-affected areas, and providing
23 them with adequate classroom, water, sanitation, and health
24 facilities;
- 25 b) Construct and develop modern health facilities that will complement
26 the Universal Health Care Law and national preparedness for
27 widespread community health emergencies, as well as climate-smart
28 technologies and wellness facilities promoting preventive care
29 against diseases. Pursue the development and expansion of the
30 country's telehealth system to ensure equitable access to healthcare

1 services especially in underserved areas with limited physical access
2 to healthcare professionals;

3 c) Construct and improve social housing projects and resettlement
4 areas that adhere to climate change adaptation and disaster risk
5 reduction standards to ensure human, environmental, and ecological
6 safety, as well as access to livelihood opportunities and basic social
7 services, which include communal solar-powered electricity, potable
8 water and drainage, and water management systems. Identify
9 danger and no-build zones to reduce casualties and damages in the
10 event of natural disasters, such as typhoons and earthquakes;

11 d) Provide assistance to LGUs in complying with the requirements under
12 the Ecological Solid Waste Management Act, such as materials
13 recovery facilities, transfer stations, compost production, and waste-
14 to-energy projects;

15 e) Promote proper waste management through public awareness
16 programs and disseminate information on the environmental
17 importance of waste minimization, separation, recycling, reuse, and
18 repurposing;

19 f) Encourage public-private cooperation and strategic investments in
20 cutting-edge technologies and facilities to generate economic value
21 and create livelihoods from waste products, including sustainable
22 production using recycled, reused, and repurposed materials;

23 g) Advocate the establishment of a national policy for sustainable waste
24 management and roadmap for circular economy development to
25 inform policy and infrastructure pipeline development;

26 h) Create an apex body with responsibility for implementing waste
27 management and circular economy policies, plans, programs, and
28 projects, including responsibility to perform the functions outlined in
29 items (d) to (g) herein; and

30 i) Construct, improve and renovate prison infrastructure to decongest
31 existing jails and provide humane accommodations, such as potable

1 water and proper sanitation facilities, complying with health
2 standards for person deprived of liberty.

3 *Sec. 11 Role of the Implementing Agencies Involved in Agri-Fisheries*
4 *Modernization and Food Logistics.* – Implementing agencies involved in agri-fisheries
5 modernization and food logistics shall perform the following responsibilities:

- 6 a) Implement an integrated and long-term agri-fisheries modernization
7 and food logistics infrastructure plan that will accelerate the
8 development and competitiveness of the sector. Implement policies
9 that promote traceability, efficiency, and conservation sufficient to
10 manage resources and attract sustainable investment in the sector;
11 b) Construct modern agri-fisheries and food logistics infrastructure
12 towards food security, agricultural resilience, agro-industrialization to
13 achieve cost-efficiency and facilitate growth in exports;
14 c) Establish a network of roads, rail, ports and RORO, airports,
15 irrigation, and warehouses based on the food supply and logistics
16 chain;
17 d) Accelerate the construction of farm-to-market and access roads
18 based on an overall road network plan;
19 e) Provide production and post-harvest facilities such as dryers and
20 warehouses; regional fish ports with modern cold storage;
21 slaughterhouses and other meat establishment facilities; hatcheries,
22 green houses, agricultural tramlines and bio-safety facilities;
23 f) Provide irrigation infrastructure and services to increase farm
24 productivity in rice, corn, sugarcane, and other high value crops;
25 g) Construct marketing facilities in strategic agri-fisheries areas such as
26 trading posts, food terminals, auction markets, and fish landing sites,
27 and provide adequate food health and safety infrastructure including
28 laboratories and testing services in these marketing facilities;
29 h) Establish agri-fishery machinery centers and promote farm land level-
30 ling to accelerate farm mechanization and ensure economies of scale
31 for farm clustering;

- 1 i) Integrate renewable energy goals and standards in agri-fisheries
2 modernization and food logistics infrastructure; and
3 j) Update the irrigation master plan to set the direction for irrigation
4 development and a framework for capital and operations and
5 maintenance financing of irrigation.

6 Sec. 12. *Core National Infrastructure Projects.* – The 30-Year National
7 Infrastructure Program shall give priority to the following initial list of core
8 infrastructure projects identified by the agencies concerned as those already in their
9 respective current programs: *Provided,* That these conform with the strategies and
10 policies in Section 5 of this Act and the respective agencies observe the responsibilities
11 assigned in Sections 6 to 11 of this Act:

12 A. Transport and Logistics Infrastructure

13 1. Road Transport

14 a) Inter-regional and regional roads and expressways in major road
15 transport corridors of the country:

- 16 i. North Luzon Expressway to Ilocos Region
17 ii. North Luzon East Expressway to Cagayan Valley
18 iii. Central Luzon East-West Links: Aurora-Nueva Ecija-Tarlac,
19 Tarlac-Zambales
20 iv. South Luzon Expressway to Bicol Region, along the Pan-
21 Philippine Highway Corridor
22 v. Luzon Eastern Seaboard Highway, Sta. Ana, Cagayan-
23 Atimonan, Quezon
24 vi. Dalton Pass East Alignment Alternative Road
25 vii. Laguna Lake Circumferential Expressway
26 viii. Cavite-Tagaytay-Batangas Expressway
27 ix. Luzon Iconic Bridge Projects for Socioeconomic Development
28 x. Panay Expressway, Iloilo-Roxas-Malay
29 xi. Negros Occidental Expressway, Silay-Kabankalan
30 xii. Samar-Leyte Expressway along the Pan-Philippine Highway
31 Corridor

- 1 xiii. Mindanao North-South Expressway along the Pan-Philippine
- 2 Highway Corridor, Surigao-Davao-General Santos-Cotabato-
- 3 Pagadian-Zamboanga City
- 4 xiv. Northern Mindanao East-West Expressway, Butuan-Cagayan
- 5 de Oro-Iligan-Pagadian
- 6 xv. Central Mindanao Expressway, Cagayan de Oro-Bukidnon-
- 7 Davao City
- 8 xvi. Davao City Coastal Road and Davao City-Panabo Bypass Road
- 9 xvii. Road Network Development Project in Conflict-Affected Areas
- 10 in Mindanao
- 11 xviii. Major inter-island bridges/links – Bataan-Cavite, Batangas-
- 12 Mindoro, Sorsogon-Samar, Panay-Guimaras-Negros, 4th Cebu-
- 13 Mactan, Cebu-Negros, Samal-Davao City
- 14 xix. Major RORO systems: Eastern, Central, and Western
- 15 Networks
- 16 b) Metropolitan and urban road and expressway systems:
- 17 i. Metropolitan Manila Circumferential 5 South Link Expressway
- 18 ii. Metropolitan Manila Circumferential 6 Expressway
- 19 iii. Metropolitan Cebu Expressway
- 20 iv. Bohol Bypass Road
- 21 v. Metropolitan Davao Expressway
- 22 vi. Metropolitan Manila Logistics Network, particularly Bridges
- 23 2. Rail and Other Mass Transport
- 24 a) Long-haul rail systems:
- 25 i. Manila to Clark Airport and other parts of North Luzon
- 26 ii. Manila to Bicol Region
- 27 iii. Subic-Clark Railway
- 28 iv. Mindanao Rail Network, Tagum-Davao-Digos, with extensions
- 29 to Butuan, Cagayan de Oro, General Santos, Iligan, Surigao
- 30 and Zamboanga
- 31 b) Urban commuter rail systems:

- 1 i. Metro Manila Subway, San Jose del Monte-Quezon City-
- 2 Makati-Taguig-Pasay-Parañaque-Las Piñas-Dasmariñas
- 3 ii. North-South Commuter Rail, Malolos-Calamba
- 4 iii. Light Rail Transit (LRT) 6, Bacoor-Dasmariñas
- 5 iv. Mass Rail Transit (MRT) 4, N. Domingo-Ortigas-Taytay
- 6 v. C5 MRT 10, Ninoy Aquino International Airport-
- 7 Commonwealth Ave., Quezon City
- 8 vi. MRT-11. EDSA-Quirino San Jose del Monte
- 9 vii. Monorail from Guadalupe to Bonifacio Global City (BGC)
- 10 viii. Makati-BGC Skytrain
- 11 ix. Cebu Monorail Transit, Central and Airport Lines
- 12 x. Davao City Monorail
- 13 c) Urban bus transit systems and other projects:
- 14 i. Metro Manila Bus Rapid Transit (BRT) Line 1, Quezon Ave-
- 15 España
- 16 ii. Metro Manila EDSA BRT
- 17 iii. EDSA and Makati BGC Greenways
- 18 iv. Intelligent Transport Systems for Mega Manila, Metro Cebu,
- 19 Metro Davao, Angeles, Bacolod, Baguio, Cagayan De Oro,
- 20 General Santos, Iloilo
- 21 v. Cebu BRT
- 22 vi. Davao Public Transport Modernization Project, including
- 23 Intermodal Terminal
- 24 vii. Intermodal Terminals in Metro Manila – including Taguig
- 25 Integrated Terminal Exchange and North Philippine Dry Port
- 26 Container Rail Transport Service – Bocaue, Sta. Rosa, Baguio,
- 27 Cebu City, Iloilo City, Bacolod, General Santos, Clark, Lucena
- 28 3. Ports
- 29 a) Batangas and Subic Ports to complement Manila Ports
- 30 b) Iloilo Port
- 31 c) Cebu Container Port
- 32 d) Davao Sasa Port

- 1 e) General Santos Port
- 2 f) Other National Ports
- 3 4. Airports
- 4 a) Mega Mani'a Airport System
- 5 i. Improved Ninoy Aquino International Airport
- 6 ii. Bulacan Airport
- 7 iii. Sangley Airport
- 8 b) Regional Airports:
- 9 i. Puerto Princesa
- 10 ii. Iloilo
- 11 iii. Kalibo
- 12 iv. Bacolod-Silay
- 13 v. New Bonol (Panglao)
- 14 vi. New Zamboanga
- 15 vii. Laguindingan
- 16 viii. Davao
- 17 ix. New Dumaguete (Bacong)
- 18 x. General Santos
- 19 xi. Bicol (New Legazpi International Airport)
- 20 xii. M'lang Central Mindanao
- 21 B. Energy Infrastructure
- 22 1. Generation
- 23 Required generating capacity as stated in the approved Philippine
- 24 Energy Plan
- 25 2. Transmission
- 26 Completion of the interconnection of main grids and connection of
- 27 off-grid, where feasible.
- 28 3. Distribution
- 29 100% national electrification coverage
- 30 C. Water Resources Infrastructure
- 31 1. Water Supply and Sanitation
- 32 a) Metro Manila

- 1 i. Kaliwa Dam, 600 million liters per day (MLD)
- 2 ii. Kanan/Agos River, 3,800 MLD
- 3 iii. Laguna Lake, 5,000 MLD
- 4 iv. New Wawa Dam, 400 MLD
- 5 b) Other Urban Areas: 100% Level III service coverage and
- 6 centralized wastewater treatment facilities
- 7 c) Rural Areas: at least 90% Level I service coverage and communal
- 8 wastewater treatment facilities
- 9 2. Irrigation
- 10 Total additional 1,400,000 hectares by 2050, including the following:
- 11 a) Ilocos Norte-Ilocos Sur-Abra Irrigation Project
- 12 b) Ilocos Sur Trans Basin Project
- 13 c) Chico River Irrigation Project, Cagayan and Kalinga
- 14 d) Tumauni River Multipurpose Project, Isabela
- 15 e) Balog-Balog Multi-Purpose Project, Tarlac
- 16 f) Jalaur River Multi-Purpose Project, Iloilo
- 17 g) Panay-River Basin Integrated Development Project
- 18 h) Bohol Northeast Basin Multipurpose Project
- 19 i) Malitubog-Maridagao Irrigation Project, North Cotabato and
- 20 Maguindanao
- 21 j) Kabulnan-2 Multipurpose Irrigation and Power Project
- 22 3. Flood Control and Drainage
- 23 a) Metro Manila and Surrounding Areas Flood Control, including the
- 24 following:
- 25 i. Pasig-Marikina River Channel Improvement
- 26 ii. Marikina Multipurpose Dam
- 27 iii. Parañaque Spillway
- 28 iv. Laguna Lakeshore Flood Protection
- 29 v. River Improvements of Other Rivers
- 30 vi. Urban Drainage Systems
- 31 b) Flood Control in Other Major River Basins:
- 32 i. Agno

- 1 ii. Abra
- 2 iii. Abulog-Apayao
- 3 iv. Cagayan
- 4 v. Pampanga
- 5 vi. Bicol
- 6 vii. Panay
- 7 viii. Jalaur
- 8 ix. Ilog-Hilabangan
- 9 x. Tagaloan
- 10 xi. Cagayan de Oro
- 11 xii. Mindanao (Rio Grande)
- 12 xiii. Buayan-Malungon
- 13 xiv. Davao
- 14 xv. Tagum-Libuganon
- 15 xvi. Agus
- 16 c) Other Major Urban Areas, including Cavite Industrial Area and
- 17 Metro Cebu

18 D. ICT Infrastructure

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

26 E. Social Infrastructure

- 27 1. School Buildings
- 28 a) Additional K-12 public classrooms to cover 100% of children of
- 29 school age
- 30 b) Provision of digital infrastructure to all schools to support online
- 31 or distance learning
- 32 2. Hospitals and Health Facilities

- 1 a) Expansion of capacities and upgrading of service capabilities of
- 2 government hospitals and other facilities, in accordance with the
- 3 Philippine Health Facility Development Plan of the Department of
- 4 Health, to ensure functional Health Care Provider Networks as
- 5 provided in the Universal Health Care Act
- 6 b) Virology Science and Technology Institute of the Philippines
- 7 3. Waste Management and Circular Economy Infrastructure
- 8 a) Waste collection, transportation, and disposal facilities and
- 9 infrastructure
- 10 b) Waste sorting, aggregation, and transfer stations, including
- 11 markets and waste banks
- 12 c) Recycling and sustainable production facilities
- 13 d) Waste-to-energy and waste incineration installations
- 14 4. Penitentiary Infrastructure
- 15 Prisons in major urban centers
- 16 F. Agri-Fisheries Modernization and Food Logistics Infrastructure
- 17 1. Irrigation and soil and water conservation facilities
- 18 a) National irrigation projects – as listed in Section 12 C.2. of this
- 19 Act
- 20 b) Communal and small-scale irrigation projects
- 21 c) Soil and water conservation facilities including small water
- 22 impounding and bio-engineering projects
- 23 2. Farm-to-market and access roads
- 24 3. Production facilities including greenhouses/screenhouses,
- 25 hatcheries, and bio-safety facilities
- 26 4. Post-harvest facilities, including dryers and warehouses, regional fish
- 27 ports with cold storage, slaughterhouses and other meat facilities,
- 28 and post-harvest facilities
- 29 5. Agri-fishery marketing and distribution facilities
- 30 6. Renewable energy projects for agri-fisheries

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

5 *Sec. 13. Responsibility for Formulation, Updating and Monitoring of the Detailed*
6 *30-Year Program.* – Pursuant to the policies, strategies, and other provisions in this
7 Act, the NEDA shall, in coordination with the concerned oversight and implementing
8 agencies and in consultation with concerned stakeholders, be responsible for the
9 formulation of the detailed 30-Year National Infrastructure Program, divided into
10 Medium-Term Programs. This shall include the selection, prioritization, and phasing of
11 the specific projects with their respective descriptions, scopes, cost estimates,
12 priorities, funding requirements, schedules, financing and implementation modalities,
13 and implementing agencies. The extent to which the projects in the Program meet the
14 policies and strategies provided in Section 5 of this Act and the agency responsibilities
15 in Sections 6 to 11 of this Act shall generally determine their priority, phasing, and
16 schedule of implementation.

17 In coordination with the concerned agencies, the NEDA shall update the
18 Program at the end of the period of each Medium-Term Philippine Development Plan,
19 or as often as may be necessary, taking into account changes in development policies,
20 in economic, physical and social conditions, and in the status of the projects in the
21 Program, among other factors. This update may include addition or deletion of
22 projects or changes in their scopes and schedules, on the basis of actual physical,
23 social, and economic circumstances, with sufficient justifications, according to
24 detailed guidelines to be defined by the NEDA.

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

27 The NEDA, in coordination with the concerned agencies, shall be responsible
28 for the regular monitoring and evaluation of the Program, including the physical and

1 financial performance of implementing agencies and the socio-economic impact of
2 program accomplishments.

3 Sec. 14. *Minimum Budget Allocation for Infrastructure.* - The NEDA and the
4 Department of Budget and Management (DBM) shall ensure that the total annual
5 budget allocation by the government for the Program is at least five percent (5%) of
6 the Gross Domestic Product: *Provided,* That the constitutional mandate for the State
7 to assign the highest budgetary priority to education is observed.

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

15 Sec. 15. *Project Financing and Implementation Modalities.* –The projects under
16 the Program may be implemented by the concerned agencies under the following
17 generic modalities in accordance with the criteria and agency responsibilities indicated:

- 18 a) Conventional Scheme – This is generally applicable to non-financially
19 viable, but economically feasible, projects.
- 20 1. Financing of design, construction, operation and maintenance, and
21 right-of-way of the project is provided by the national government.
 - 22 2. Design is undertaken by the national government, by itself or through
23 a private designer.
 - 24 3. Construction is undertaken by the national government, by itself or
25 through a private construction contractor.
 - 26 4. Operation and maintenance are undertaken by the national
27 government, by itself or through a private operations and
28 maintenance contractor.

- 1 b) Design-Build-Scheme – This is generally applicable to non-financially
2 viable, but economically feasible projects where alternative design-build
3 technologies are feasible.
- 4 1. Financing of design, construction, operation and maintenance, and
5 right-of-way of the project is undertaken by the national government.
 - 6 2. Design is undertaken by the private design-build contractor.
 - 7 3. Construction is undertaken by the private design-build contractor.
 - 8 4. Operation and maintenance is undertaken by the national
9 government, by itself or through a private operation and
10 maintenance contractor.
- 11 c) Public-Private Partnership Scheme – This is generally applicable to
12 financially viable and economically feasible projects, with cost recovery
13 from user charges or with value for money to the government/public.
- 14 1. Financing of right-of-way and allowable subsidy for the project is
15 undertaken by the national government. Financing of design,
16 construction, and operation and maintenance is undertaken by the
17 PPP concessionaire.
 - 18 2. Design is undertaken by the PPP concessionaire.
 - 19 3. Construction is undertaken by the PPP concessionaire.
 - 20 4. Operation and maintenance are undertaken by the PPP
21 concessionaire.
- 22 d) Hybrid PPP scheme – This is generally applicable to financially viable and
23 economically feasible projects where Official Development Assistance
24 (ODA) is an affordable and quick source of financing for project design
25 and construction, while the PPP Concessionaire can efficiently undertake
26 the operation and maintenance.
- 27 1. Financing of right-of-way and allowable subsidy is undertaken by the
28 National Government. Financing of design and construction is
29 undertaken by the national government with ODA.
 - 30 2. Design is undertaken by the national government, by itself or through
31 a private designer.

- 1 3. Construction is undertaken by the national government, by itself or
2 through a private construction contractor.
- 3 4. Operation and maintenance is undertaken by the private PPP
4 concessionaire.
- 5 e) National Government-Local Government Unit (LGU) Partnership – This is
6 generally applicable to non-financially viable but economically feasible
7 projects where LGUs can contribute to right-of-way and operation and
8 maintenance.
 - 9 1. Financing of design and construction is undertaken by the national
10 government. Financing of right-of-way/operation and maintenance is
11 undertaken by the LGU.
 - 12 2. Design is undertaken by the national government, by itself or through
13 a private designer.
 - 14 3. Construction is undertaken by the national government, by itself or
15 through a private construction contractor, or by the concerned LGU.
 - 16 4. Operation and maintenance is undertaken by the LGU.

17
18 Sources of National Government and LGU financing may include revenues and
19 loans and grants, including loans or grants from ODA sources.

20 In addition to these generic project financing and implementation modalities,
21 the NEDA in coordination with the Department of Finance and other oversight and
22 implementing agencies, may authorize other appropriate modalities and variants as
23 deemed feasible for the specific circumstances and requirements of the projects at
24 hand. These may include, among others, green financing, blended financing, and co-
25 financing, for projects that meet minimum environmental, social, and governance
26 standards with strong economic impact potentials. Financial instruments may include
27 a national infrastructure bond and a green infrastructure bond that can attract
28 commercial and sustainable investments.

29 Sec. 16. *Basis for Medium-Term Planning and Annual Programming and*
30 *Budgeting.* – Pursuant to the priorities and standards of the program indicated herein,

1 the implementing agencies shall formulate their respective Medium-Term
2 Infrastructure Programs which shall then be integrated into the overall National
3 Medium-Term Infrastructure Programs and the Medium-Term Philippine Development
4 Plan to be crafted by the NEDA.

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

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

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

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

1 *Sec. 17. Use of Applicable Modern Technology for Project Implementation.* –
2 To achieve efficiency and transparency, projects in this Program shall, where
3 applicable, be procured through electronic online systems, cover to include the
4 submission and evaluation of bids.

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

11 *Sec. 18. Accountability for Formulation and Implementation of this Act.* – The
12 concerned oversight and implementing agencies shall be held accountable, under
13 existing laws including anti-graft and corrupt practices laws and auditing rules, and
14 shall be expected to properly fulfill their respective responsibilities in the selection,
15 prioritization, budgeting, financing, procurement, execution of and fund
16 disbursements for these projects, and all related aspects of the Program, as provided
17 in this Act.

18 *Sec. 19. Implementing Rules and Regulations.* – Within sixty (60) days from
19 the approval of this Act, a Committee, composed of the following officials, shall
20 promulgate the rules and regulations for the proper implementation of the provisions
21 of the Act:

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

25 In the preparation of the aforesaid rules and regulations, the Committee shall
26 consult with major stakeholders from the private sector, including business groups,
27 LGUs, community organizations, and non-government organizations, among others.

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

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

6 Sec. 22. *Effectivity.* – This Act shall take effect after fifteen (15) days following
7 its publication in the *Official Gazette* or in a newspaper of general circulation.

8 *Approved,*