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AMBASSADE DE FRANCE AUX PHILIPPINES
SERVICE ÉCONOMIQUE DE MANILLE

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Rédigé par : Camille Chabé

NOTE

Objet : Les infrastructures de transport aux Philippines

Les Philippines accusent un retard important en matière d'infrastructures et de services de transport se traduisant par : une très forte congestion des transports urbains, la saturation des plateformes aéroportuaires, un transport intermodal peu efficace et une obsolescence des équipements existants. La géographie de l'archipel, montagneuse et morcelée en plus de 7000 îles, rend complexe les solutions de mobilité. Afin de remédier à ce déficit d'infrastructures de transport, l'administration Duterte a élaboré le programme « Build, Build, Build » : 75 projets prioritaires d'infrastructures ont été sélectionnés pour un montant total de 170 Mds USD sur la période 2017-2022, dont 21 projets routiers, 17 projets aéroportuaires et 11 projets ferroviaires. Cet ambitieux programme – axe stratégique de la politique économique – constitue de réelles opportunités pour les entreprises françaises dont l'expertise est notamment reconnue dans l'ingénierie, les équipements et systèmes, l'exploitation des réseaux de transport et la construction d'ouvrages complexes. De nombreux projets sont financés sur aide liée de la JICA, ce qui impose aux entreprises françaises de nouer des partenariats avec des entreprises de travaux japonaises pour être éligible à concourir aux appels d'offres.

1. Les Philippines accusent un retard important en matière d'infrastructures de transport

Les transports publics de la métropole sont peu structurés et offrent un service de qualité médiocre. L'agglomération de Manille compte près de 13 M d'habitants, soit 12,4% de la population totale des Philippines (105 M). Le transport routier est dominant, composé de minibus et vans (*Public Utility Buses*, près de 3 000 enregistrés) ainsi que de *jeepneys* (PUJ, environ 50 000 unités), auxquels s'ajoutent des compagnies de bus intercités. Tous ces systèmes sont exploités par des opérateurs privés. Le réseau de transport urbain ferré compte 46 kilomètres de voies en aérien, composé des lignes LRT1 (mise en service en 1985, 15 km de long), LRT2 (2004, 14 km) et MRT3 (2000, 17 km), et transporte environ 1 M de passagers par jour (soit seulement 5% des déplacements quotidiens au sein de l'agglomération de Manille). LRT1 est exploité par un opérateur privé (*Light Rail Manila Corporation*) tandis que les deux autres lignes sont exploitées par un opérateur public (*Light Rail Transit Authority)*. Les trois lignes ne sont pas interconnectées.

Le trafic aérien de passager a progressé de 10% en 2018 à 54,1 M de voyageurs, répartis à part égale entre les vols domestiques et internationaux. Sur la période 2014-2018, la croissance annuelle moyenne du transport aérien de passagers a été de 9%. L'aéroport international de Manille, *Ninoy Aquino International Airport* (NAIA) est aujourd'hui saturé. Son trafic de passagers a enregistré une croissance annuelle moyenne de 7,3% sur la période 2014-2018 pour atteindre 45 M de passagers en 2018, alors que la capacité cumulée des quatre terminaux de NAIA est estimée à 35 M.

L'archipel se classe à la 92ème place sur 140 pour la qualité de l'ensemble de ses infrastructures dans l'édition 2018 du *Global Competitiveness Report* mené par le *Word Economic Forum*. Dans le détail, le pays se positionne 88ème pour la qualité de ses routes, 100ème pour l'efficacité de son réseau ferré, 92ème pour l'efficacité de son transport aérien et 84ème pour ses infrastructures portuaires **(Annexe 1)**. Cette situation comprend d'importantes disparités régionales, avec des besoins en infrastructures particulièrement importants dans les régions de Mindanao et des Visayas. Parmi les neuf membres de l'ASEAN[1], l'archipel ne se classe que 7ème pour la qualité de l'ensemble de ses infrastructures, avec un score très légèrement supérieur à celui des PMA de la région (Laos et Cambodge). Selon ce même rapport, la défaillance des infrastructures fait partie

[1] Singapour, Malaisie, Thaïlande, Brunei, Indonésie, Vietnam, Philippines, Laos, Cambodge. Myanmar n'est pas répertorié dans le classement *Global Competitiveness Report 2018*.

des trois facteurs les plus problématiques pesant sur l'environnement des affaires aux Philippines, avec l'inefficacité de la bureaucratie et la corruption.

Cette situation s'explique en grande partie par un sous-investissement chronique en biens publics. Le stock de capital public est parmi les plus faibles de la région à environ 35 % du PIB en 2017, contre une moyenne de 72 % pour les pays de l'ASEAN. Cela s'explique par l'absence de politiques passées ambitieuses en faveur des infrastructures, de faibles capacités institutionnelles en matière de gestion de projets et la lenteur de leur mise en œuvre.

2. Le programme « *Build, Build, Build* », une stratégie ambitieuse pour un pays en déficit d'infrastructures

Dans le cadre du *Philippine Development Plan 2017-2022* de l'administration Duterte, le programme « *Build, Build, Build* » vise à rattraper le retard d'investissements en infrastructures. La *National Economic and Development Authority* (NEDA), en charge de l'approbation des projets publics, a sélectionné 75 projets prioritaires[2] pour un montant total de 150 à 170 Mds USD jusqu'en 2022 – couvrant la connectivité physique (autoroutes, voies ferrées, ports et aéroports), le développement urbain (réseaux de transport, eau potable, traitement des eaux usées), les infrastructures sociales (éducation et santé) et la gestion des ressources en eau (bassins fluviaux, contrôle des crues) **(Annexes 2 et 3)**. En mai 2019, 61 projets étaient répertoriés sur la page http://build.gov.ph, dont 21 projets de routes, autoroutes et ponts, 17 projets aéroportuaires et 11 projets relatifs au réseau ferroviaire et lignes de métro **(Annexe 5)**. Parmi ces projets, 31 sont sous la responsabilité du DOTr (ministère des Transports), 24 sous celle du DPWH (ministère des Travaux publics et Autoroutes) et six sous celle de BCDA (Autorité de Reconversion et de Développement d'anciennes bases militaires).

Le financement du programme « *Build, Build, Build* » est prévu comme suit : budget de l'Etat (70 %), aide publique au développement (15%) et partenariats public-privé (15%). L'objectif est de réduire la part des infrastructures financées par le secteur privé au profit de financements sur fonds publics et APD. La modalité des partenariats public-privé (PPP) est en recul et change de forme : le programme s'appuie sur des PPP « hybrides » selon lesquels le secteur public émet des appels d'offres pour la construction des infrastructures sur fonds propres et délègue au secteur privé la maintenance et l'exploitation. Ce programme témoigne d'une réelle appropriation du financement des infrastructures par le secteur public, alors que celui-ci était jusqu'ici confié au secteur privé dans le cadre de PPP[3] initiés en grande partie sous forme de « proposition non-sollicitée[4] » (soumission spontanée d'un projet d'infrastructure aux autorités par le secteur privé) sans réelle logique de planification publique. **Ainsi, en 2018, les dépenses publiques dans les infrastructures ont progressé de 41,3%, à près de 17 Mds USD.** Celles-ci ont représenté près d'un quart des dépenses publiques et 5,1% du PIB de l'archipel. Les autorités philippines prévoient de porter progressivement les dépenses publiques dans les infrastructures à 7,2 % du PIB d'ici à 2022.

L'agence de coopération japonaise JICA est le principal partenaire de développement dans le secteur des transports. Le caractère lié de ses prêts concessionnels exige un contenu majoritaire de biens et services d'origine japonaise (programme STEP, *Special Terms for Economic Partnership*). La participation d'entreprises non-japonaises aux appels d'offres de ces projets impose donc de constituer des partenariats avec des entreprises japonaises. La **Banque asiatique de développement** (BAsD) prévoit un doublement de ses prêts à près de 2 Mds USD par an sur la période 2018-2023. Le secteur des transports devrait concentrer près de la moitié de ces engagements. La **Chine**, nouveau partenaire stratégique de l'administration du président Rodrigo Duterte, tarde à confirmer ses engagements.

3. Principaux projets de transport récemment achevés et à venir

3.1 Transport aérien

***Mactan-Cebu International Airport (MCIA),* second aéroport de l'archipel :** la construction d'un second terminal et la modernisation du terminal existant ont été réalisées par le consortium indo-philippin GMR

[2] Selon le NEDA, fin 2018, des 75 projets phare, 44 sont en cours d'implémentation (dont 8 en cours de construction), 7 sous revue et 24 encore à l'état de développement (étude pré-investissement).
[3] La liste des PPP (avril 2019) est disponible au lien suivant : https://ppp.gov.ph/wp-content/uploads/2019/05/PPPC_REP-Projects-List-20190430.pdf
[4] Désormais, une proposition non-sollicitée (i) ne peut être inclue dans le programme BBB, (ii) ne doit pas être la composante d'un projet approuvé et (iii) ne peut avoir recours au capital, caution ou aide financière de l'Etat.

Infrastructure et Megawide Construction Corp. sous forme de PPP. Le montant de l'investissement est de 320 M USD pour une concession d'exploitation de 25 ans. Le nouvel aéroport a été inauguré en juin 2018. Sa capacité a augmenté de 4,5 à 12,5 M de passagers par an.

***Bohol-Panglao International Airport* :** le nouvel aéroport de l'île touristique de Bohol a été inauguré en novembre 2018. Son coût de 169 M USD a été financé par un prêt de la JICA de 123 M USD et le solde sur fonds publics. En octobre 2018, la JICA a octroyé un second prêt de 40 M USD pour une seconde phase de travaux (agrandissement de la piste d'atterrissage et de l'aérogare passager). Les contrats de travaux ont été attribués au consortium japonais Chiyoda Corp. et Mitsubishi Corp. L'entreprise philippine EEI Corporation est intervenue en sous-traitant pour les travaux de génie civil. Les prestations de conception et de conseil ont été réalisées par Japan Airport Consultants (JAC).

***Clark International Airport (CIA)* :** le consortium Megawide Construction Corp. et GMR Infrastructure Ltd. a remporté début 2018 le contrat EPC pour la construction d'un nouveau terminal qui portera la capacité de l'aéroport à 8 M de passagers par an (contre 4,2 M actuellement). Le schéma directeur du projet avait été réalisé par Aéroport de Paris Ingénierie sur financement FASEP en 2014. L'exploitation et la maintenance de CIA pour une durée de 25 ans a été confiée début 2019 au groupement composé du singapourien Changi Airport associé aux groupes philippins JG Summit (maison mère de la compagnie aérienne Cebu Pacific) et Filinvest Development. Le nouveau terminal sera inauguré mi-2020. Le développement de cet aéroport, à 80 km de Metro Manila, permet de désengorger partiellement l'aéroport de la capitale NAIA.

***Manila Ninoy Aquino International Airport (NAIA)* :** l'offre non-sollicitée du consortium regroupant sept des principaux conglomérats philippins pour la modernisation et la concession d'exploitation pour 15 ans de l'aéroport a été acceptée début mai 2019 par le DOTr. L'offre du consortium (composé d'Aboitiz InfraCapital, AC Infrastructure Holdings, Alliance Global Group, Asia's Emerging Dragon, Filinvest Development, JG Summit Holdings et Metro Pacific Investments) représente un investissement de près de 2 Mds USD et comprend notamment l'extension et l'interconnexion des terminaux existants, la modernisation des installations de pistes et le développement de surfaces commerciales. La capacité annuelle augmenterait à 65 M de passagers, contre 35 M actuellement. La NEDA examine actuellement l'offre. Un *Swiss Challenge*[5] sera effectué. L'instruction de la proposition devrait aboutir d'ici à fin 2019.

***Bulacan International Airport* :** en avril 2018, la NEDA a approuvé une proposition non-sollicitée présentée par le conglomérat philippin San Miguel Corporation pour un projet d'aéroport au nord de Manille. Ce projet baptisé *New Manila International Airport*, d'un investissement de 14 Mds USD, comprend la construction, l'exploitation et la maintenance de l'aéroport. La capacité annuelle de cet aéroport serait de 100 M de passagers. Ce projet se positionne comme une alternative à NAIA. Un *Swiss Challenge* est en cours mais aucune entreprise ne s'est manifestée.

***Davao International Airport* :** Chelsea Logistics Holdings Corp., groupe philippin de la région de Davao, a fait une proposition non-sollicitée pour la modernisation et l'exploitation (30 ans) de l'aéroport, pour un investissement estimé à 935 M USD. Ce projet vise à porter le nombre annuel de passagers de 4,4 M à 15,5 M. Le plan d'aménagement prévoit la construction d'une piste parallèle, l'agrandissement de l'aérogare et la construction d'un terminal de fret. La NEDA examinera le projet d'ici à juillet 2019. Un *Swiss Challenge* sera alors effectué.

***Centre de contrôle du trafic aérien CNS/ATM** (Communication Navigation Surveillance/Air Traffic Management)* **:** Thalès Australie s'est associé à Sumitomo pour la fourniture, l'installation et la mise en service des équipements du centre de contrôle de l'espace aérien philippin utilisant la localisation satellitaire. Le système, livré à l'aviation civile philippine en 2018, optimise la gestion du trafic et sa sécurité. Les dix radars ont été fabriqués dans les usines Thalès en France. Sumitomo a réalisé le génie civil. Ce projet d'un montant de 200 M USD a été financé à hauteur de 80% par la JICA.

3.2 Transport par rail urbain

***Manila Light Rail Transit System Line 1 (LRT1)* :** le projet consiste en la réhabilitation des 20,7 km de la ligne aérienne de métro léger LRT1 et son extension de 11,7 km vers la ville de Cavite au sud de Manille. Mise

[5] The law describes Swiss Challenge procedure as follows : (i) Original proponent submits an unsolicited proposal for a qualified project; (ii) Government will publish for three consecutive weeks, an invitation for comparative or competitive proposals; (iii) The qualified project shall be awarded to the original proponent if no proposal is received for a period of sixty working days; (iv) In the event another proponent submits a lower price proposal, the original proponent shall have the right to match that price within thirty (30) working days. The foregoing process was summarized by the Supreme Court where it defined Swiss Challenge as a system where "*a third party can bid on a project during a designated period but the original proponent can counter match any superior offer*."

en service en 1985, LRT1 est la première ligne de métro léger de l'agglomération de Manille, sur un axe nord-sud le long de la baie de la capitale. Elle transporte 480 000 passagers par jour. Une concession de 32 ans a été octroyée par le DOTr en septembre 2015 au groupement LRMC (*Light Rail Manila Consortium*) constitué des groupes philippins MPIC (55%) et Ayala Corp. (35%) associés au fonds d'investissement Macquarie Infrastructure (10%). Le coût total de l'investissement est estimé à 1,3 Md USD. LRMC a sélectionné RATP Dev pour l'assistance à l'exploitation sur une durée de 20 ans et a signé en février 2016 un contrat EPC avec le groupement constitué par Alstom et Bouygues TP pour un montant de 450 M EUR. L'entrée en service de la nouvelle ligne est prévue en 2022, à l'issue de quatre ans de travaux. Le matériel roulant (120 voitures), financé par la JICA, sera fourni par Mitsubishi Corp./Construcciones et Auxiliar de Ferrocarriles (CAF) entre 2020 et 2022 dans le cadre d'un contrat de 245 M USD signé en 2017.

***Metro Manila Subway Project (MMSP)* :** Le projet de métro comprend 15 stations sur 36 km et reliera Quezon city à l'aéroport NAIA pour un investissement de près de 7 Mds USD. La construction de la première phase du MMSP a débuté en février 2019 sur une première tranche de financement de la JICA de 940 M USD (prêt signé en mars 2018). Cette phase est réalisée par le consortium japonais Shimizu Joint-Venture (Shimizu Corp., Fujita Corp. et Takenaka Civil Engineering & Construction Co.) avec le groupe philippin EEI Corp dans le cadre d'un contrat de près d'1 Md USD signé avec le DOTr. Le contrat porte également sur la construction du dépôt du métro et la création d'un Institut philippin des chemins de fer. La ligne de métro pourrait être partiellement opérationnelle en 2022 et achevée en 2025. MMSP, un des plus importants projets de l'administration Duterte, sera le premier réseau ferré souterrain du pays.

***Manila Metro Rail Transit System Line 3 (MRT3)* :** la JICA a signé un prêt de 346 M USD pour la modernisation du MRT3. La maintenance et la remise en état de la ligne ont été confiées au consortium Sumitomo Corporation, Mitsubishi Heavy Industries et TES Philippines. Les travaux ont débuté en mai 2019.

3.3 Transport ferroviaire

***North-South Commuter Railway Extension Project (NSCR)* :** ce projet de ligne de chemin de fer se divise comme suit : (i) Tutuban-Malolos section (37 km), (ii) Blumentritt extension (2 km) ; (iii) Malolos-Clark aéroport section (51 km) et (iv) Solic-Calamba extension (54 km) **(Annexe 4)**. Le NSCR, 163 km au total, devrait être finalisé en 2025. Dans le détail, le projet de chemin de fer Tutuban-Malolos est financé par la JICA pour un montant de 2,37 Mds USD. Les travaux ont débuté en mai 2018 pour un achèvement prévu fin 2021. Le projet de chemin de fer Malolos-Clark (+Blumentritt extension) est financé par un prêt de 2,75 Mds USD octroyé par la BAsD et de 2 Mds USD par la JICA. Le prêt de la BAsD, le plus important jamais octroyé par la banque, couvre les travaux de génie civil tels que des ponts, gares et viaducs pour le tracé du chemin de fer surélevé, ainsi que le tunnel menant à la gare de l'aéroport international de Clark. Le financement de la JICA porte sur l'achat de matériel roulant et des systèmes électriques et mécaniques. Le projet de chemin de fer Solis-Calamba (vers le sud) sera également financé par la BAsD et la JICA.

***Subic-Clark Railway project* :** approuvé par la NEDA en avril 2018, ce projet de chemin de fer de 71 km reliera la zone franche portuaire de Subic Bay à celle de Clark Freeport, constituant un corridor logistique stratégique pour le développement économique de cette région à fort potentiel. Le coût du projet est estimé à 960 M USD, dont 85% devrait être financé par l'APD chinoise.

***South Long Haul Project* :** approuvé par la NEDA en septembre 2017, ce projet de chemin de fer de 580 km reliera la métropole de Manille à la région de Bicol au sud-est de Luzon. Le coût du projet est estimé à 3,3 Mds USD, dont 85% sera financé par l'APD chinoise. China Railway Design Corp. a été sélectionné en novembre 2018 pour les études et la supervision des travaux. Les appels d'offres sont prévus pour la fin de 2019.

3.4 Autres projets de transport urbain

***Bus à haut niveau de service (Bus Rapid Transit, BRT*) :** deux lignes de BRT, l'une à Cebu et la seconde à Manille, devraient débuter prochainement. Ces projets sont co-financés par l'AFD et la Banque mondiale.

***Transport par câble* :** une étude de faisabilité pour une première ligne de téléphérique urbain dans la métropole de Manille est en cours pour le compte du ministère des Transports. L'étude, sur financement FASEP, devrait être achevée fin 2019.

ANNEXES

Annexe 1 : les Philippines dans le pilier « infrastructure » du *Global Competitiveness Report 2018*

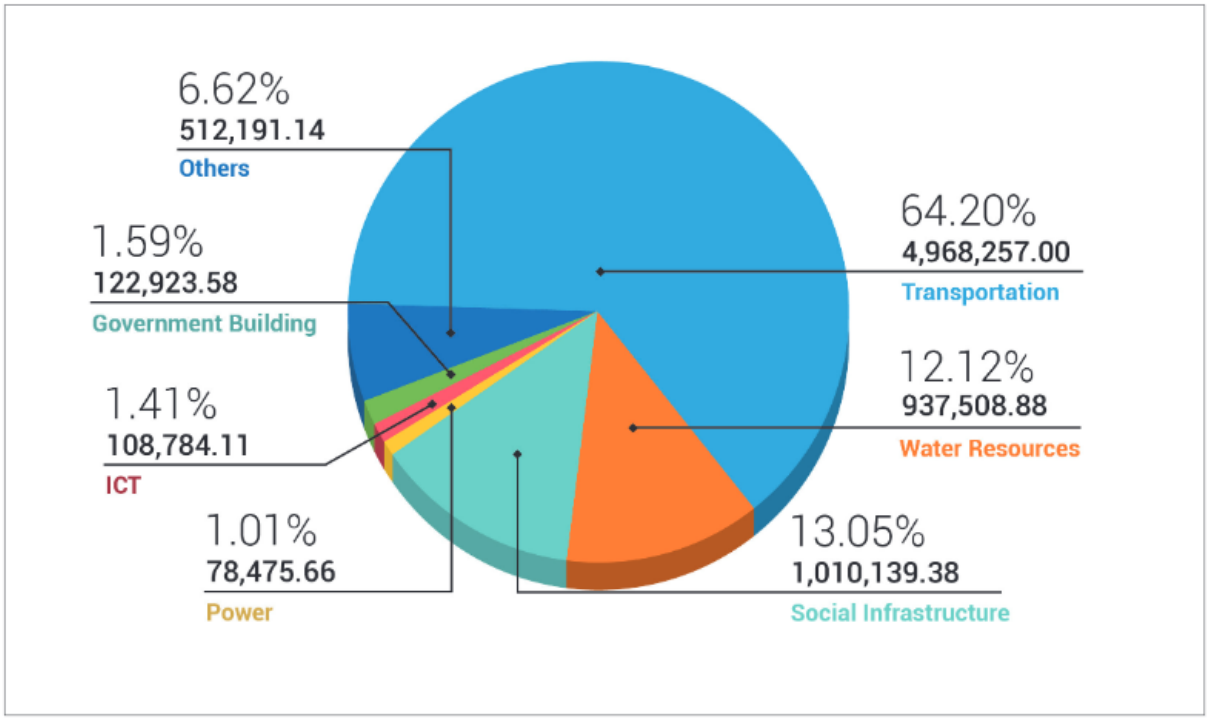
Source : Global Competitiveness Report 2018, The Word Economic Forum

	Value	*Score*	*Rank/140*	*Best Performer*
Pillar 2: Infrastructure 0-100 (best)	-	**59.4** ↑	**92**	**Singapore**
2.01 Road connectivity index 0-100 (best)	22.5	22.5 =	129	United States
2.02 Quality of roads 1-7 (best)	3.5	42.2 ↑	88	Singapore
2.03 Railroad density km of roads/square km	1.6	4.0 =	87	Multiple (20)
2.04 Efficiency of train services 1-7 (best)	2.4	23.5 ↑	100	Switzerland
2.05 Airport connectivity score	306,152.8	82.6 ↓	26	Multiple (8)
2.06 Efficiency of air transport services 1-7 (best)	4.1	51.4 ↑	92	Singapore
2.07 Liner Shipping Connectivity Index 0–157.1 (best)	25.0	25.0 ↓	61	Multiple (4)
2.08 Efficiency of seaport services 1-7 (best)	3.6	43.9 ↑	84	Singapore
2.09 Electrification rate % pop.	89.6	89.6 ↑	100	Multiple (66)
2.10 Electric power transmission and distribution losses % output	9.1	94.7 ↑	54	Multiple (9)
2.11 Exposure to unsafe drinking water % pop.	25.4	76.1 =	101	Multiple (23)
2.12 Reliability of water supply 1-7 (best)	5.0	67.4 ↑	60	Switzerland

Annexe 2 : répartition sectorielle des principaux projets du programme « Build, Build, Build »

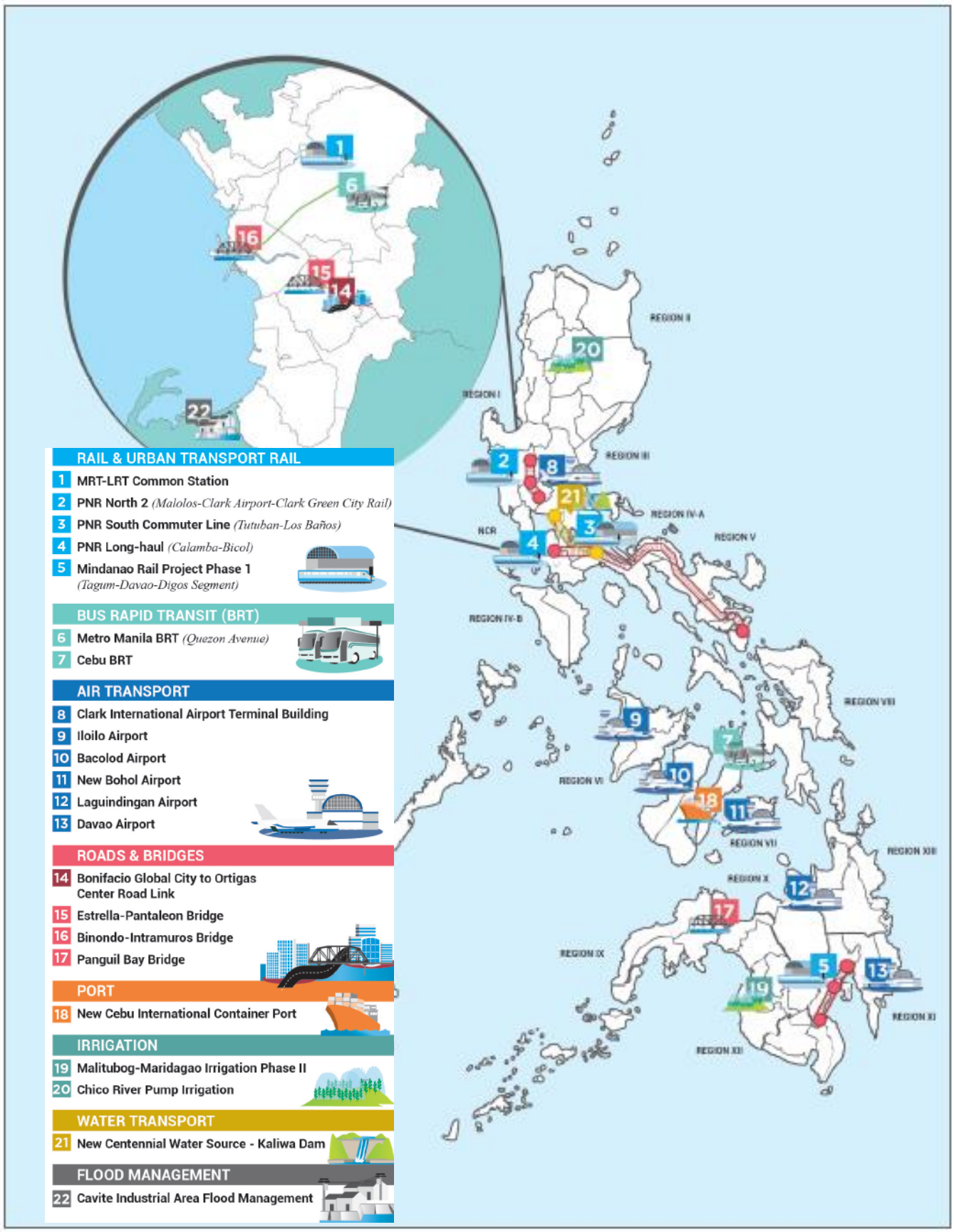
Source : http://www.neda.gov.ph/wp-content/uploads/2018/10/PIP-2017-2022-19.pdf

Figure 19.1. Sector Breakdown of 2017-2022 Infrastructure Investment Targets (in ₱ million and % share)



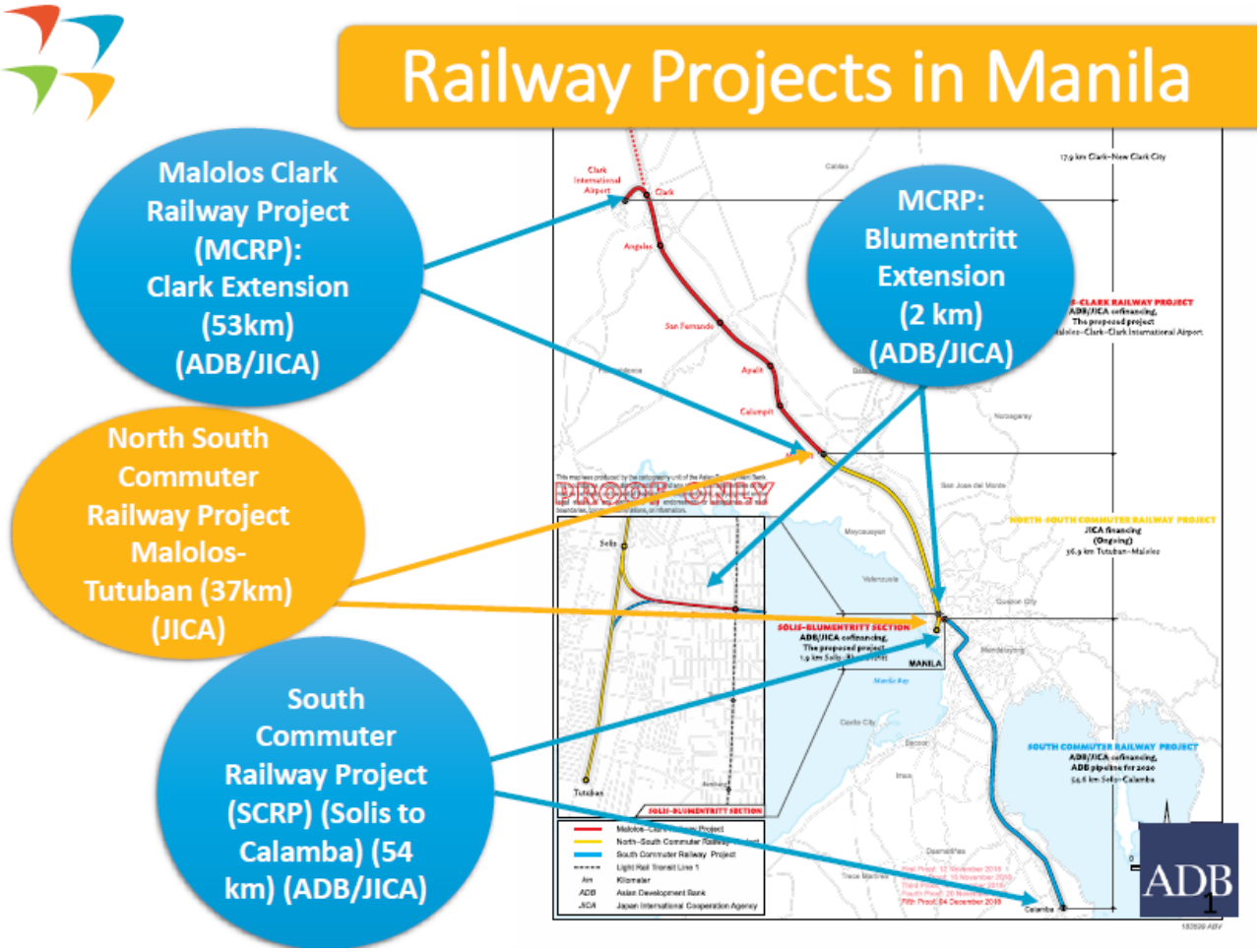
Annexe 3 : principaux projets d'infrastructures du programme « *Build, Build, Build* »

Source : http://www.neda.gov.ph/wp-content/uploads/2018/10/PIP-2017-2022-19.pdf



Annexe 4 : composantes et financement du *North-South Commuter Railway Extension Project (NSCR)*

Source : BAsD



Annexe 5 : projets compris dans le programme « *Build, Build, Build* » (mai 2019)

Source : http://build.gov.ph ; GAA: General Appropriations Act, PPP: Public-Private Partnership, ODA: Official Development Assistance, UP: Unsolicited Proposal

	Project name	*Sector*	*Project description*	*Budget (PHP)*	*Funding source*	*Statut*
BCDA	Clark International Airport Expansion Phase 1 - Engineering, Procurement, and Construction (Luzon)	Airport	The project aims to construct a new passenger terminal building to accommodate 8 million passengers per annum, as well as the construction and installation of all required associated facilities - both landside and airside, to support the operations of the Clark International Airport.	12,55 Mds	GAA	In progress
	New Clark City - Mixed Use Industrial Real Estate Developments (Luzon)	New Cities	A sustainable mixed-use development featuring green industries that leverage on the local trade and environmentally-sensitive approaches. This is a 288–hectare parcel of the New Clark City that will be developed through a joint venture between BCDA and Filinvest Land, Inc.	N/A	PPP	In progress
	New Clark City-National Government Administrative Center (Luzon)	New Cities	The New Clark City National Government Administrative Center is envisioned to house Satellite Offices of various government agencies. The future development also includes an Integrated Operations Center and Disaster Risk and Recovery Center which shall serve as a back-up (redundancy) facility to provide continuous business and service by the National Government. It will also house sports facilities with athlete's housing that will serve as the national training center for Philippine athletes.	13,16 Mds	PPP	In progress
	New Clark City- Food Processing Terminal and International Food Market (Luzon)	New Cities	The New Clark City Food Processing Terminal and International Food Market is envisioned to be a "stock exchange" of fresh produce and processed products. The Project aims to attract investors from the private sector, local government units and other associations and cooperatives to invest on managing storage and other infrastructures and facilities for processing, handling, distribution of agricultural products utilizing integrated research development and technology to be set-up in New Clark City's agro-industrial zone. The Project will consolidate food supply chain and post-harvest production system (e.g., fruits, vegetables, poultry and livestock) for Northern and Central Luzon, Metro Manila and even neighboring countries, for niche market (organic produce, halal-certified goods).	31,3 Mds	PPP	In progress
	Broadband Backhaul Modular IT Facilities (Luzon)	Communication & Information	BCDA will construct two IT Facilities located in San Fernando, La Union and Baler, Aurora. Aimed to be a world-class facility, the Modular Information Technology Facility (MITF) will serve as a landing station for international submarine cables terminating in the Philippines to support the broadband needs of BCDA and other related Philippine Government Agencies.	975 M	N/A	In progress
	Subic-Clark Railway Project (Luzon)	Railways	The Subic-Clark Railway Project is a component of the PNR Luzon System Development Framework providing initial freight service between the Subic Bay Freeport Zone and the Clark Freeport and Special Economic Zone, linking Subic Port with Clark International Airport and other major economic hubs in Central Luzon, especially New Clark City, and forming an integrated logistics hub for the development of Central Luzon as a new growth center to decongest Metro Manila.	50 Mds	ODA China	In progress
DPWH	East-West Lateral Road, (Mindanao)	Roads and Bridges	The project involves 57-km road opening and upgrading (unpaved to paved) with pavement width of 6.70 meters and thickness of 0.28 meters and construction of six (6) concrete bridges (327lm). It also includes provision of drainage and slope protection structures/facilities with road safety devices.	4,873 Mds	GAA	In progress
	Bahile - Oyster Access Road (Visayas)	Roads and Bridges	This road project will sustain the area's economic mobility in transporting its agricultural products to nearby municipalities. The Bahile to Oyster Bay Access road is an almost completed project with 22.3 kilometers in length and only two kilometers left in the making. It has over 2,750 estimated population. This is a reservation area of a military base, in which, civilians are prohibited in the area. Tourism is also a thriving sector and has vast potential in progress tourism industry in the municipality.	496,495 M	GAA	In progress

	Laguna Lake Highway (Luzon)	Roads and Bridges	The Laguna Lake Highway improvement is already at its momentum wherein the widening/rehabilitation at Taytay, Rizal segment, a 3.34 kilometer road, was completed under the supervision of DPWH, National Capital Region (NCR) while the rest of the development in the Rizal area is being implemented by Region IV-A. Currently, there are two (2) bridge projects being implemented also by NCR particularly construction/widening of Barkadahan Bridge (252 l.m.) and Napindan Bridge (450 l.m. including bridge approach) which will provide additional 2 lanes crossing over Manggahan Floodway and Pasig River, respectively.	418 M	GAA	In progress
	Pinguiaman Bridge (Mindanao)	Roads and Bridges	The project is one of the alternative routes going to Cotabato City, Midsayap in North Cotabato and other municipalities in Maguindanao and Sultan Kudarat province.	400 M	GAA	In progress
	Zamboanga City By-Pass Road (Mindanao)	Roads and Bridges	A 36.77-kms by-pass road project which involves the Construction /Road Opening/ Improvement / Road Concreting of a 12-meter wide, 2-lane road with slope protection including the construction of 6 bridges.	2,230 Mds	GAA	In progress
	Matnog - Sta. Magdalena - Bulusan Road (Luzon)	Roads and Bridges	The road improvement of Matnog - Sta. Magdalena - Bulusan Road is a 30 Km. road traversing the coastal barangays of the Municipality of Sta. Magdalena - Bulusan - Matnog in the Province of Sorsogon including construction of bridges. It is an access road leading to Tourism Destinations	700 M	GAA	In progress
	Pigalo Bridge (Luzon)	Roads and Bridges	This project traverses the Cagayan River in Angadanan, Isabela 30 meters upstream of the old bridge. It connects two (2) municipalities, Angadanan Northeast Isabela and San Guillermo, Isabela at Southwest.	437,1 M	GAA	In progress
	Urdaneta City Bypass Road	Roads and Bridges	The completion of the by-pass road will allow faster and safer movement of people, goods and products between Region I and Region III and will support livelihood and tourism in Urdaneta. It will reduce time from 30 minutes to 10 minutes, time saving of 20 minutes.	1,643 Md	GAA	In progress
	Apayao - Ilocos Norte Road (Luzon)	Roads and Bridges	The road is a major component of the Cordillera Roads Improvement Project (CRIP) as lateral road; it connects Northern Cordillera to Ilocos Region. It traverses the municipalities of Kabugao and Calanasan in Apayao and turns west to Solsona in Ilocos Norte.	3,67 Mds	GAA	In progress
	Leyte Tide Embankment Project (Visayas)	Flood Control	The Leyte Tide Embankment Project was conceptualized as part of the Build Back Better policy of the Government's Program on Rehabilitation and Recovery from Super Typhoon Yolanda to build safer cities/communities The Project shall cover a length of about 27.3 kilometers stretching from the shoreline of Barangay Diit of Tacloban City passing through the entire shoreline of the Municipality of Palo, Leyte and ending up to Barangay Ambao of Tanauan, Leyte.	7,9 Mds	GAA	In progress
	Davao City By-pass (Mindanao)	Roads and Bridges	This project is expected to reduce travel time from 1 hour and 44 minutes via Pan Philippine Highway and Diversion Road to 49 minutes via Davao By –pass road.	19,8 Mds	ODA	In progress
	Central Luzon Link Expressway (Luzon)	Roads and Bridges	This is a 30 km –four lane expressway from Tarlac City to Cabanatuan City, Nueva Ecija. It will reduce travel time between Tarlac City and Cabanatuan City from 70 minutes to 20 minutes. Moreover, it is expected to decongest traffic by about 48% passing thru Daang Maharlika.	14,94 Mds	ODA	In progress
	Mindanao Logistics Infrastructure Network (Mindanao)	Roads and Bridges	The MLIN shall improve the logistics infrastructure network in Northern Mindanao, Davao, SOCCKSARGEN and CARAGA. This project is geared towards enhancing the agribusiness competitiveness in Mindanao by developing an intermodal logistics system that will address the constraints caused by high cost of transport and inadequate logistics infrastructure, among others.	80,41 Mds	GAA	0%
	Metro Cebu Expressway (Visayas)	Roads and Bridges	This project is a 73.75 km highway with 2 km tunnel. It is divided into three segments: Talisay-Cebu City-Mandaue (Segment 1), Consolacion-Liloan-Compostela-Danao (Segment 2), and Naga-Minglanilla (Segment 3).	18,02 Mds	GAA	In progress
	Bacolod Economic Highway (Visayas)	Roads and Bridges	This project is a 21.8 km – 4 lane road including 3 bridges and 2 way bike lane that would serve as an alternate circumferential road bypassing the busy Bacolod City Central Business District that lies in the interior of Bacolod City.	5,792 Mds	GAA	In progress

	Panguil Bay Bridge (Mindanao)	Roads and Bridges	The construction of Pangul Bay Bridge will connect the City of Tangub in Misamis Occidental and Municipality of Tubod in Lanao del Norte	4,86 Mds	ODA	In progress
	Cavite-Laguna Expressway (Luzon)	Roads and Bridges	This is a 4-lane 44.20 km. closed-system tolled expressway connecting CAVITEX and SLEX. The project will start from the CAVITEX in Kawit, Cavite and end at the SLEX-Mamplasan Interchange in Biñan, Laguna. The project will have interchanges in 8 locations namely; Kawit, Open Canal, Governor's Drive, Aguinaldo Highway, Silang East, Sta. Rosa-Tagaytay Rd., Laguna Blvd., and Technopark.	35,68 Mds	PPP	In progress
	Tarlac-Pangasinan-La Union Expressway Project (Luzon)	Roads and Bridges	his is a 88.85-km expressway that will connect Tarlac City to Rosario, La Union.It is expected to reduce travel time between Tarlac City and Rosario, La Union from 3.5 hours to 1 hour.	24 Mds	PPP	In progress
	NLEX Harbor Link, Segment 10 (Luzon)	Roads and Bridges	This project is a 5.58-km. 6-lane divided (2x3) elevated expressway connecting McArthur Highway and C-3. It will utilize the existing PNR railroad tracks that cut across Valenzuela City & Malabon City. The Harbor Link will decongest Metro Manila by providing access to NLEX without passing through EDSA or the Balintawak Toll Plaza and improve movement of cargo between NLEX and Radial Road 10. It will reduce travel time from Valenzuela City to C-3 Caloocan City from more than 1 hour to 5 minutes and will benefit 20,000 motorists per day.	9 Mds	PPP	In progress
	NLEX - SLEX Connector Road (Luzon)	Roads and Bridges	The PPP project involves the construction and operation and maintenance (O&M) of a 8 km. 4-lane elevated expressway over the Philippine National Railway (PNR) right of way. It starts from C3 Road in Caloocan through Manila crossing Espana towards PUP, Sta. Mesa connecting Metro Manila Skyway Stage 3 (MMSS3). Once completed, the NLEX-SLEX Connector road is expected to decongest traffic in Metro Manila by providing an alternative to C-5 Road, Efipanio de los Santos Avenue (EDSA), and other major thoroughfares, and cut the travel time between NLEX and SLEX to 15-20 minutes which today takes more than an hour.	23 Mds	PPP	In progress
	Bonifacio Global City to Ortigas Road Link Project, Sta. Monica-Lawton Bridge and Viaduct (Phase I & II-A) (Luzon)	Roads and Bridges	Sta. Monica-Lawton Bridge involves the construction of a 4-lane bridge across Pasig River and a 4-lane viaduct structure traversing Lawton Avenue onwards the entrance of Bonifacio Global City and the ramp before Kalayaan Avenue in the City of Makati. The total length of the projects is 961.427 l.m.	4 Mds	ODA	In progress
	NAIA Expressway Phase II (Luzon)	Roads and Bridges	The project is a 4-lane, 7.75 km elevated expressway and 2.22 km at-grade feeder road that will provide access to NAIA Terminals I, II and III, and link the Skyway and the Manila-Cavite Toll Expressway. It starts at the existing Skyway then follows the existing road alignments over Sales Avenue, Andrews Avenue, Domestic Road, and NAIA Road, and has entry/exit ramps at Roxas Boulevard, Macapagal Boulevard, and PAGCOR City. The PPP project involves: a) construction of Phase II; b) construction of at-grade feeder roads leading to/from PAGCOR Entertainment City; and c) operation and maintenance of the expressway.	20,45 Mds	PPP	100%
	Mandaluyong Main Drainage Project (MMDP), Phase II (Luzon)	Flood control	Phase II-Drainage Improvement Works at San Francisco Segment (Sta. 0+000-Sta. 0+651.96) and Pumping System of the MMDP, (Double Barrel Box Culvert, Length = 651.96 linear meters, Total Width = 8.35 meters)	359 M	GAA	0%
	Pasig-Marikina River Channel Improvement Project, Phase III (JICA PH-P252) (Luzon)	Flood control	Channel improvement works consisting of revetments with parapet walls (8.02 km), parapet walls (2.90 km), repair of existing revetment (0.80 km), riverbank excavation (6.20 km), riprap (6.20 km), drainage outlet (200 locations), dredging works (960,000 cu. m), dike embankment & road (1.82 km), drainage improvement (1.82 km), sluice structures (9 locations), bridge foundation protection (4 locations) at remaining sections of Pasig River and priority critical sections of Lower Marikina River.	7,5 Mds	ODA	0%
DoTr	LRT 1 South (Cavite) Extension Project (Luzon)	Railways	The project aims to extend the existing 20.7 km LRTLine 1 system southward by an additional 11.7 km, of which approximately 10.5 km will be elevated and 1.2 km will be at-grade. The Extension will start from the existing line in Baclaran and will traverse in the Cities of Paranaque and Las Pinas in Metro Manila and the City of Bacoor in Cavite. The extension will initially include 8 new passenger stations namely: 1) Aseana Blvd Station 2) MIA Station 3) Asiaworld Station, 4) Ninoy Aquino Station, 5) Dr. Santos Station, 6) Las Pinas Station, 7) Zapote Station and 8) Niyog Station with a provision of 2 additional passenger, namely: 1) Manuyo Station 2) Talaba Station. A satellite depot for light rail vehicle (LRV) storage and light maintenance will be located at the southern end of the proposed line. Intermodal facilities will also be installed at high-demand stations, namely, Niyog, Zapote and Dr. Santos Stations. The key features of the Line 1 Cavite Extension Project are the following: > Interconnectivity to the	64,9 Mds	PPP	0%

			existing Line 1 at Baclaran Terminal to form a continuous line and transport more people; > Compatible technology to ensure a smooth integration with the existing system; > Integrated fare collection system, with ticket commonality for seamless travel; > Intermodal facilities at three high demand stations; > Common maintenance facility for the Extension and the Existing Line in Pasay City; and > Satellite depot for storage and light vehicle maintenance, located at the south end of the line.			
	Mactan-Cebu International Airport Project (Visayas)	Airport	The Mactan-Cebu International Airport Project involves the construction of a new world-class passenger terminal building in MCIA that will have a capacity of about 8 million passengers per year and the operation of the old and new facilities. DOTr already turned-over the operations and maintenance to the private partner last 01 November 2014. Since then, there are various upgrades and changes that have been implemented: greener terminal building with new seats, washrooms are being renovated, new self-service check-in kiosks have been installed, new immigration, customs and quarantine counters are in place, among others.	17,5 Mds	PPP	In progress
	Bicol International Airport Development Project (Luzon)	Airport	The project aims to develop a new airport with international standards in Daraga, Albay replacing the existing Legaspi Airport to accomodate bigger aircraft that will service the growing volume of passengers. It will also enhance the efficiency, reliability and safety standards of air transportation in the region. It is consists of two packages. Package 2A is for the construction of landside facilities (site development and other buildings). Package 2B is for the construction of Passenger Terminal Building, runway completion and other site development works.	4,798 Mds	GAA	In progress
	Night Rating of Tuguegarao Airport (Luzon)	Airport	Will spread peak hour movements at an airside constrained NAIA, to enable flights to fly from NAIA at off-peak hours to regional night rated airports. Several flights can be rescheduled.	233 M	GAA	0%
	Night Rating of Pagadian Airport (Mindanao)			244 M	GAA	0%
	Night Rating of Ozamis Airport (Mindanao)			301 M	GAA	0%
	Night Rating of Naga Airport (Luzon)			168 M	GAA	0%
	Night Rating of Dumaguete Airport (Visayas)			181 M	GAA	0%
	Night Rating of Dipolog Airport (Mindanao)			253 M	GAA	0%
	Night Rating of Cotabato Airport (Mindanao)			188 M	GAA	0%
	Night Rating of Cauayan Airport (Luzon)			205 M	GAA	0%
	LRT Line 2 East (Masinag) Extension Project (Luzon)	Railways	Involves the construction of a 3.8-km extension of the existing LRT-2 System from Santolan, Pasig City to Masinag in Antipolo, Rizal Once completed, it will cut the commuting time from Masinag in Antipolo to Claro M. Recto in the city of Manila by 30 to 40 minutes from an average of 3 hours of driving in the road. Through the east rail extension, the LRT Line 2 – which is currently linked to the Metro Rail Transit 3 (MRT-3) via Cubao Station and the LRT Line 1 via Recto Station – will fully connect Marikina, Antipolo City in Rizal and other eastern areas to the center of Manila through the Metro Manila Subway via Anonas Station, the North-South Commuter Railway (NSCR) Station via Tutuban Station, and the Port of Manila North Harbor Terminal via the LRT Line 2 West Extension Project.	9,5 Mds	(GAA)-ODA	In progress
	MRT Line 7 (Luzon)	Railways	The project involves the construction of a 23-km. rail transit from North Avenue in EDSA to San Jose Del Monte, Bulacan, and Joint Station of LRT Line 1 and MRT Line 3 along North EDSA	75 Mds	PPP	0%
	Cavite Barge Gateway Terminal (Luzon)	Seaports	In line with the government's initiatives to decongest truck traffic on roads in Metro Manila, the development of a barge and RORO terminal in Tanza, Cavite will allow transshipment of cargo from Manila port to Cavite via barges and Roll-on-Roll-off	30 Mds	(PPP-UP)	In progress

			operations. Phase 1 of the project is designed to support 115,000 TEUs per year, translating to about 140,000 fewer truck trips travelling city roads annually.			
	Bacolod Airport - Operations, Maintenance and Development Project (Visayas)	Airport	Bacolod-Silay Airport is located in Silay City, Negros Occidental and generally caters to traffic for Negros Island -- including Bacolod-Silay City -- which is one of the most populous cities in Western Visayas Region. It commenced operations in 2008. The PPP Project involves the ff: 1. Development, operations, and maintenance of existing Bacolod-Silay Airport Facilities; 2. Expansion/construction of new passenger terminal(s), along with all associated infrastructures, facilities, and equipment as per applicable standards; and 3. Enhancement/development, operations, and maintenance of landslide facilities (new and existing terminals) and airside facilities (inclusing apron, runway, and taxiway) to meet the enhanced scale of operations at the airport. Air traffic control and air navigation services are excluded from the project scope. The project aims to decongest the airport which is currently operating beyond its capacity, enhance operating efficiency, safety and security, improve customer amenities and expand the networking and marketing of the airport.	20,26 Mds	PPP	In progress
	Davao Airport - Operations, Maintenance and Development Project (Mindanao)	Airport	This project aims to develop the Davao international airport into a world class domestic/international hub by opening up the operations and maintenance to top notch operators.	40,57 Mds	PPP	In progress
	Iloilo Airport - Operations, Maintenance and Development Project (Visayas)	Airport	Iloilo Airport, located in Cabatuan, Province of Iloilo in the Western Visayas region, is the fifth busiest airport in the Philippines. It commenced operations in 2007. The project involves the following: development, operations and maintenance of the existing Iloilo Airport facilities; expansion/construction of new passenger terminal(s), along with all associated infrastructures, facilities and equipment as per applicable standards; and enhancement/development, operations and maintenance of landside facilities (new and existing terminals) and airside facilities (including apron, runway and taxiway) to meet the enhanced scale of operations at the airport. Air traffic control and air navigation services are excluded from the project scope. The project aims to decongest the airport which is currently operating beyond its capacity, enhance operating efficiency, safety and security, improve customer amenities and expand the networking and marketing of the airport.	30,4 Mds	PPP	In progress
	Laguindingan Airport - Operations, Maintenance and Development Project (Mindanao)	Airports	Laguindingan Airport is located in Misamis Oriental in Northern Mindanao and is approximately 45 kilometers southwest of Cagayan de Oro City and 65 kilometers from Iligan City. It commenced operations in June 2013 replacing the old Lumbia Airport. The project involves the following: development, operations and maintenance of the existing Laguindingan Airport facilities; expansion/construction of new passenger terminal(s), along with all associated infrastructures, facilities and equipment as per applicable standards; and enhancement/development, operations and maintenance of landside facilities (new and existing terminals) and airside facilities (including apron, runway and taxiway) to meet the enhanced scale of operations at the airport. Air traffic control and air navigation services are excluded from the project scope. The project aims to decongest the airport which is currently operating beyond its capacity, enhance operating efficiency, safety and security, improve customer amenities and expand the networking and marketing of the airport.	14,6 Mds	PPP	In progress
	Metro Manila Subway (Luzon)	Railways	The Metro Manila Subway, the country's first subway system. It is a 35-km railway system, from Valenzuela to Parañaque City with a connection to NAIA. It will reduce the travel time from Quezon City – NAIA to 42 minutes. It can accommodate 370,000 passengers per day on opening year.	356 Mds	ODA	In progress
	Metro Manila Bus Rapid Transit - Line 1 (Quezon Avenue BRT) (Luzon)	Mass Transit	The Metro Manila Bus Rapid Transit (BRT) - Line 1 Project spans 12.3 kilometers from Quezon Memorial Circle (QMC) to Manila City Hall via Elliptical Road, Quezon Avenue, and Espana Boulevard. It is expected to serve 291,500 passengers daily in its first year of operations. The line mainly adopts a closed system with service lanes at the center, with convenient interchanges with MRT-3, PNR, LRT1, and the MRT-7 currently undergoing construction.	4,79 Mds	ODA	0%
	Metro Manila Bus Rapid Transit - Line 2 (Central Corridor) (Luzon)	Mass Transit	The EDSA BRT is a proposal to establish and implement a 48.6-kilometer high-quality bus-based mass transportation system and a corresponding pedestrian and bicycle greenway network. The system consists of four corridors; namely, a main corridor along EDSA, and spur corridors along Ayala Ave. to World Trade Center, Ortigas to Bonifacio Global City, and NAIA terminals.	37,76 Mds	ODA	In progress
	Mindanao Railway: Tagum-Davao City-Digos (TDD) Segment (Mindanao)	Railways	A 105 kilometer segment of the larger 830 kilometer Mindanao Railway network. The Mindanao Railway will connect major cities, seaports, economic zones, allowing for faster transportation of passengers and freight. The TDD segment is expected to serve over 100,000 passengers daily in its opening year.	31,54 Mds	GAA	0%

	Bohol-Panglao International Airport Development, Operations and Maintenance Project (Visayas)	Airport	New Bohol (Panglao) Airport, located in Panglao island, Bohol province in the Central Visayas region, is a new airport that is currently being constructed by the Department of Transportation through the technical and financial assistance of the Japan International Cooperation Authority (JICA). Once completed, it will replace the existing Tagbilaran Airport in Bohol. The project involves the following: development, operations and maintenance of the New Bohol (Panglao) Airport; expansion/construction of new passenger terminal(s), along with all associated infrastructures, facilities and equipment as per applicable standards; and enhancement/development, operations and maintenance of landside facilities (new and existing terminals) and airside facilities (including apron, runway and taxiway) to meet the enhanced scale of operations at the airport. Air traffic control and air navigation services are excluded from the project scope. The project aims to enhance the airport's operating efficiency, safety and security, improve customer amenities and expand the networking and marketing of the airport.	4,57 Mds	ODA	In progress
	New Communications Navigation Surveillance/Air Traffic Management (CNS/ATM) Systems Development Project	Airport	The project covers (1) the establishment of priority elements of the new satellite-based CNS/ATM systems in accordance with the International Civil Aviation Organization (ICAO) Global Air Navigation Plan for CNS/ATM Systems (ICAO Doc 9750); (2)the deployment of vital communications, navigation, surveillance and information equipment/facilities; (3) the replacement of aging vital communications, surveillance and air traffic control equipment/facilities at selected airports/sites nationwide.\n\nPackage 1 is ATM Center Bldg. & ATM Automation Systems, while Package 2 is Surveillance & Communications Systems.	10,87 Mds	ODA	In progress
	PNR Clark Phase 1 (Tutuban, Manila - Malolos, Bulacan) (Luzon)	Railways	The North-South Commuter Railway (NSCR) Project is a 147-km mass transportation railway system traversing Clark, Pampanga (Region 3), and Calamba, Laguna (Region 4). It has 3 interconnected railway systems: 1) the PNR Clark Phase 1, 2) The PNR Clark Phase 2 [Clark Extension], and 3) PNR Calamba. The total cost is PhP777.551 Billion. The PNR Clark Phase 1 involves the construction of a 37.6-km rail line that will connect Tutuban, Manila to Malolos, Bulacan. With this line, commuters from Tutuban will reach Malolos in approximately 35 minutes from over 1 and 30 minutes of travel time. It can accommodate 300,000 passengers daily in its opening year.	149,1 Mds	ODA	0%
	PNR North 2 (Luzon)	Railways	A 69.5 kilometer mass transportation railway that will extend PNR North 1, connecting NCR with Clark International Airport and New Clark City. The project will enable a one-way travel time of 56 minutes between Manila and Clark International Airport (CIA), supporting the development of CIA as a major air transport hub. PNR North 2 will be seamlessly integrated with PNR North 1 and PNR South Commuter.	150 Mds	ODA	0%
	PNR Calamba (Luzon)	Railways	A 72 kilometer mass transportation railway from Manila to Los Banos, Laguna. It is expected to have a daily ridership of over 300,000 in its opening year. It will cut travel time between Manila and Calamba by more than half, reducing it from over two hours today to under one hour once the railway is fully operational. PNR South Commuter be seamlessly integrated with PNR North 1, PNR North 2, and PNR South Long Haul. This integrated commuter rail network will distribute growth across the entire Greater Capital Region (NCR, Regions III & IV-A) and also to other regions in Luzon. Provisions have also been made for freight rail services to operate.	134 Mds	ODA	0%
	PNR South Long Haul (Luzon)	Railways	A 581 kilometer, standard-gauge railway from Manila to Legazpi, Matnog, and Batangas City. The railway will connect cities, international seaports, and economic zones, allowing for faster transportation of passengers and freight.	151 Mds	ODA-China	0%
	Taguig CIty Integrated Terminal Exchange (Luzon)	Mass Transit	This is a Public-Private Partnership Project, which aims to establish an intermodal terminal for provincial buses. It will provide safe and convenient transfer facilities to passengers in the Laguna/Batangas side, while maximizing road usage within Metro Manila by reducing vehicle volume and improving traffic flow along major thoroughfares, particularly EDSA.	4 Mds	PPP	0%
	Parañaque Integrated Terminal Exchange (Luzon)	Mass Transit	The project involves the construction of an intermodal terminal with multi-level platforms. It will provide seamless interconnectivity of the different modes of transportation from the Cavite and Batangas going in and out of Metro Manila. The PITX has passenger terminal buildings, loading and unloading bays, staging bays, ticketing and baggage handling facilities, and park-ride facilities. It is also equipped with an Online Bus Ticketing System, and an on-site booking and ticketing system for a faster and easier commuting experience. The terminal will also be equipped with Wi-Fi and charging points.	3,153 Mds	PPP	100%
	Unified Common Station (Luzon)	Railways	A 13,700 square meter common station connecting three railway lines for ease of passenger transfer and interconnectivity with road-based transportation systems. It is expected to serve 478,000 passengers per day in 2020.	2,8 Mds	GAA	0%