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Philippine Transport Development Initiatives

by

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The CHALLENGE!!!

**Archeipelagic
condition of the
Philippines**



The Potentials.....





GOVERNMENT'S DEVELOPMENT FRAMEWORK



BUILD BUILD BUILD

**The Duterte Administration's
Infrastructure Plan**



AVIATION





Recently Completed Development



Mactan-Cebu International Airport



Puerto Princesa International Airport



**Philippine Air Traffic Management Center under
The CNS-ATM Project**



New Bohol-Panglao International Airport



On-Going Dev't Initiatives in Airports

Clark International Airport Development Project

Scope: Operation and Maintenance Under Public-Private Partnership (PPP) Mode

Scope: Terminal Capacity Expansion Funded and bidded-out by the Government





On-Going Dev't Initiatives in Airports

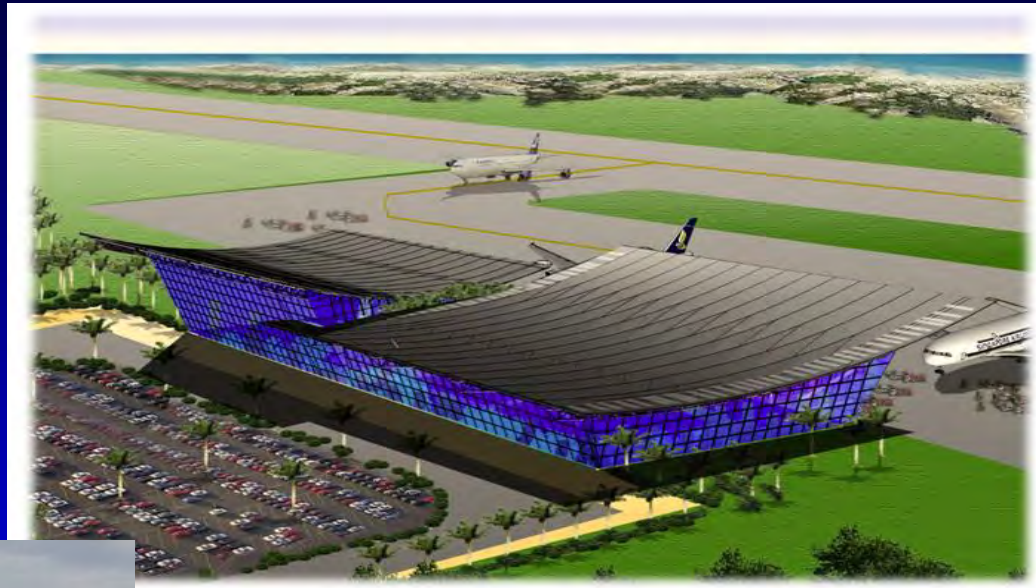
Caticlan Airport Development Project

Scope: Construction of New Terminal Complex, Runway widening/ extension, new Apron, etc. 25 years O &M

Implementation Mode: PPP (BROT)

Estimated Cost: ₱2.5 Billion (Devt cost)
(New Cost: P10.88 Billion)

Expected Completion: CY 2021





On-going Airports Development Initiatives

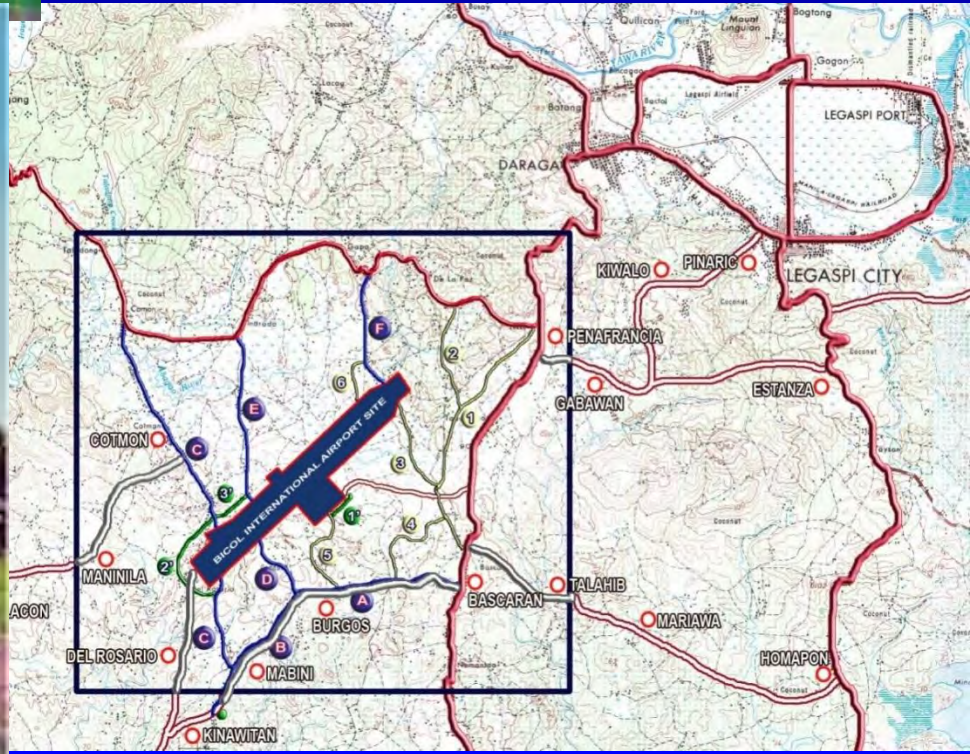
New Bicol International Airport Development Project



Scope: Construction of a New Airport that will replace the existing Legaspi Airport

Project Cost: P4.7 B

Expected Completion: CY 2020





On-going Airports Development Initiatives

Sangley Airport Development Project

SCOPE:

Interim measure for the safe operation of General Aviation Flights.

- ◆ Rehabilitation of runway (Asphalt overlay works)
- ◆ Construction of Apron
- ◆ Construction of Hangars
- ◆ Provisions of Nav Aids

Project Cost:

P707.2 Million

Status:

On-Going Construction





Airports Proposed under PPP Mode (under Various Level of Evaluation)

New Bulacan
International Airport

Busuanga Airport

Kalibo International
Airport

Puerto Princesa
International Airport

Laguindingan
Airport

Ninoy Aquino
International Airport

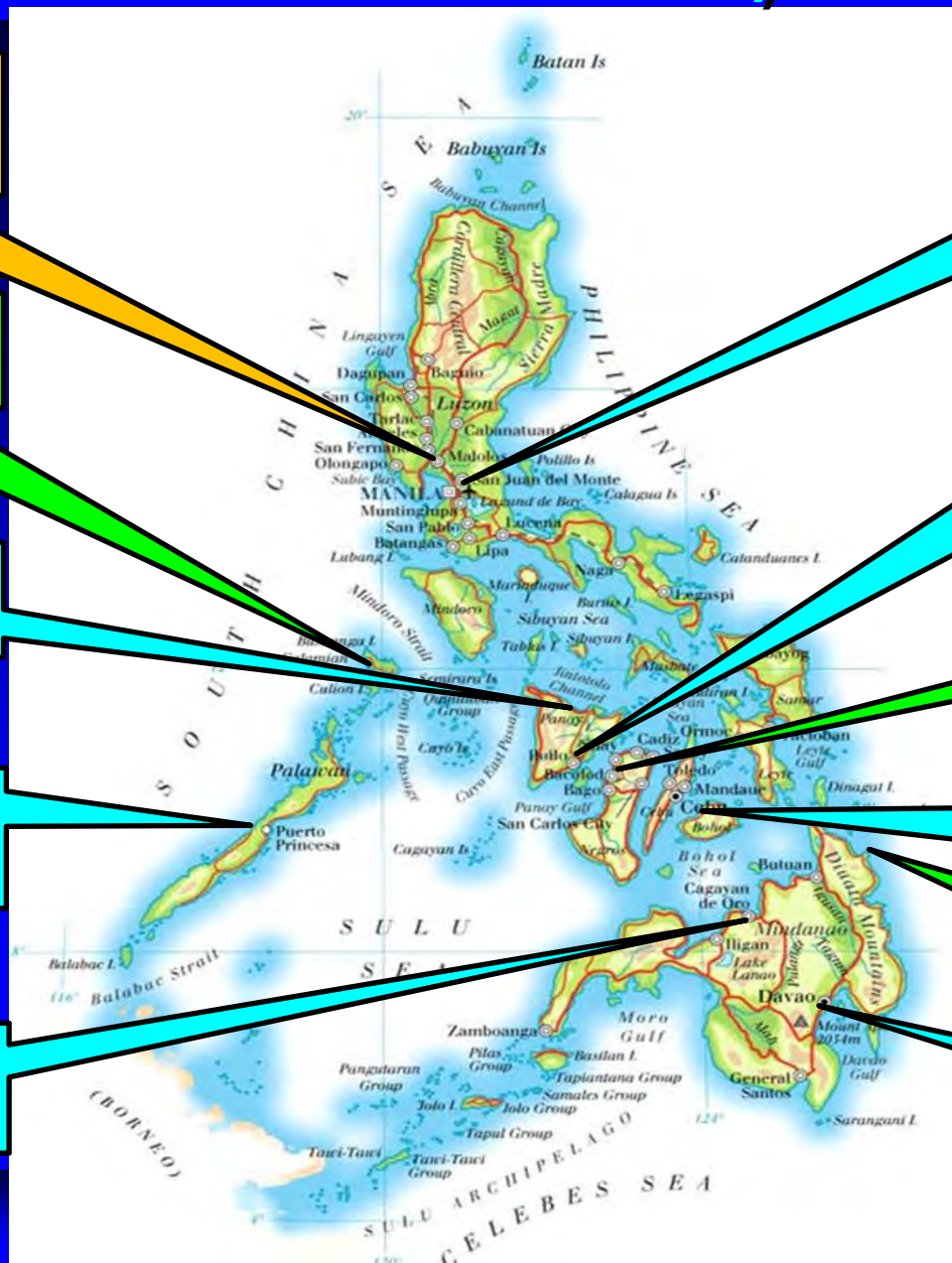
Iloilo International
Airport

Bacolod-Silay
Airport

New Bohol-Panglao
Airport

Siargao Airport

Davao International
Airport





Completed Feasibility & Master Plan Study (New location, EIA to be completed within 2019)

Masbate Airport

Completed Feasibility & Master Plan Study
Ongoing Environmental Impact Assessment
(Initial Project Cost Estimate: Php 6.3 Billion)

Siargao Airport

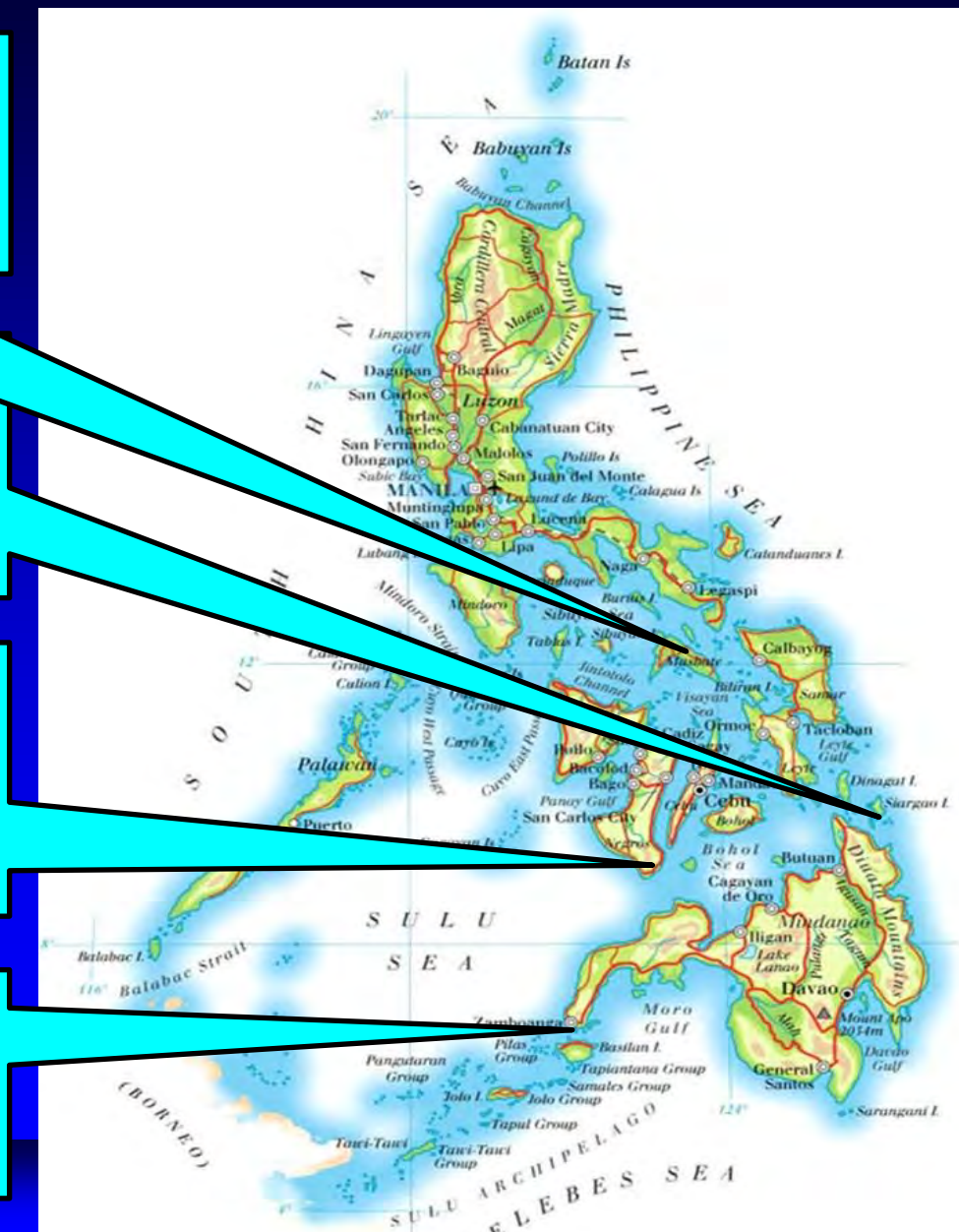
Updating of Feasibility and Master Plan Study
Ongoing Environmental Impact Assessment
(Initial Project Cost Estimate: TBD)

Dumaguete Airport

Ongoing Review of Feasibility and Master Plan Study
Ongoing Environmental Impact Assessment
(Study funded by Korean EXIM Bank)
(Initial Project Cost Estimate: Php 6.9 Billion)

Zamboanga International Airport

Completed Feasibility & Master Plan Study
Ongoing Environmental Impact Assessment
(Initial Project Cost Estimate: Php13.9 Billion)





LAND TRANSPORT



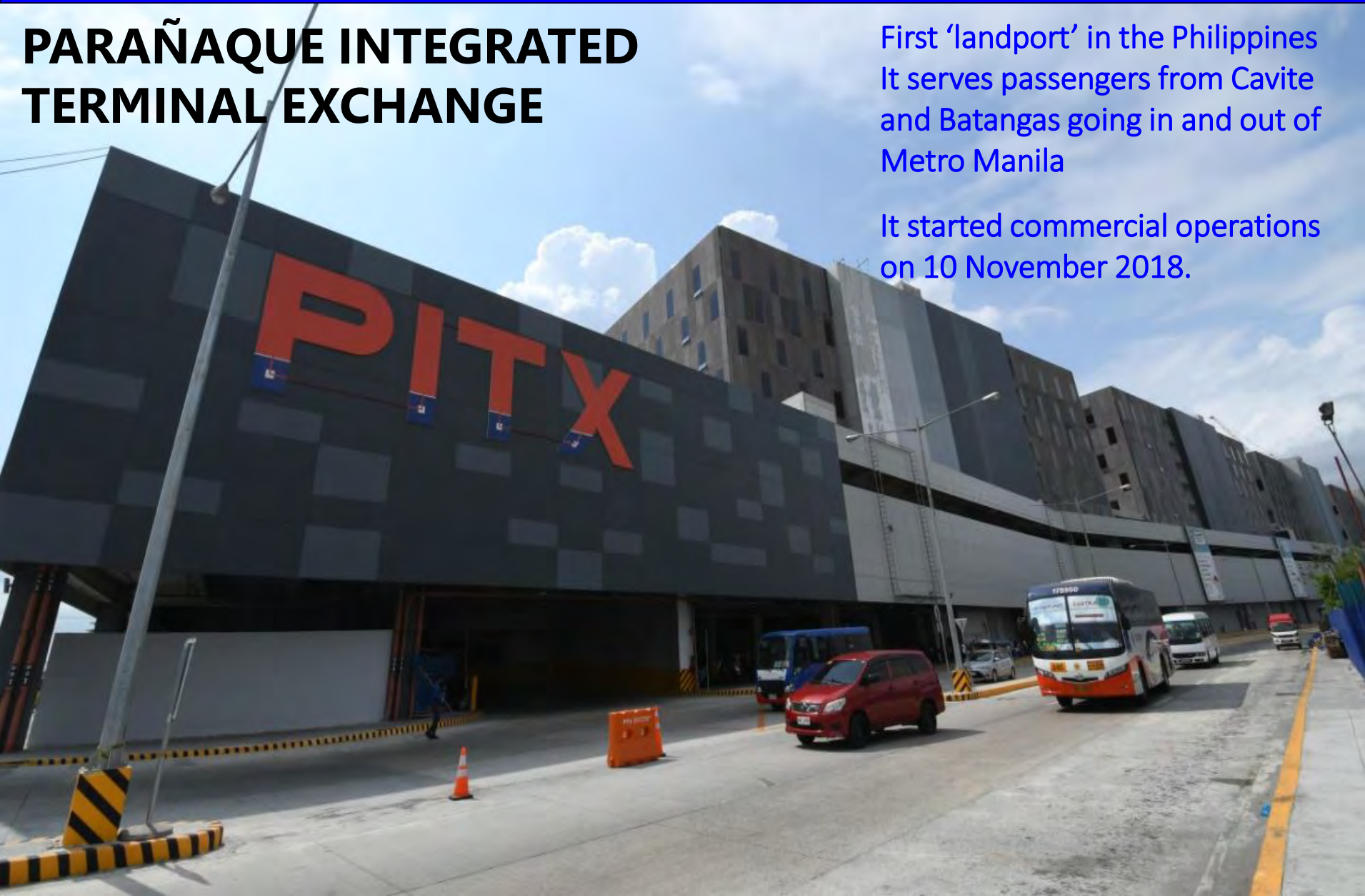


Land Transport Sector

PARAÑAQUE INTEGRATED TERMINAL EXCHANGE

First 'landport' in the Philippines
It serves passengers from Cavite
and Batangas going in and out of
Metro Manila

It started commercial operations
on 10 November 2018.





On-going Development Initiatives

TAGUIG CITY INTEGRATED TERMINAL EXCHANGE

ONGOING GROUNDWORKS; ONGOING D.E.D.

An intermodal facility that will provide commuters from Laguna and Batangas seamless inter-connectivity going to Metro Manila, and back.

Once completed, the TCITX can accommodate around 4,000 buses and 160,000 passengers daily.

NORTH INTEGRATED TERMINAL EXCHANGE

ONGOING EVALUATION OF (PPP) UNSOLICITED PROPOSAL

An intermodal facility that will provide commuters from the northern part of Luzon seamless interconnectivity going to Metro Manila, and back.



On-going Development Initiatives

BUS RAPID TRANSIT

CEBU

ONGOING DETAILED ENGINEERING DESIGN

Cost: **PHP 16.31 B**

Package 1 consists of a 12-km alignment connecting SRP – Mambaling – I.T. Park with 15 stations, 2 terminals and 1 depot. Once completed, the Cebu BRT can serve upto 75,000 passengers daily.

Land acquisition by DPWH is underway.

Target completion 2021.

METRO MANILA

LINE 1 (QUEZON AVENUE)

ONGOING DETAILED ENGINEERING DESIGN

Cost: **PHP 5.46 B**

An 11.4-km alignment from Manila City Hall to Philcoa with 17 stations, and 1 terminal. Once completed, the Quezon Ave. BRT will serve up to 350,000 passengers daily.

Loan Agreement from World Bank was signed on 15 March 2019.

Target completion 2021.



Emerging Development Initiatives

EDSA GREENWAYS PROJECT

FOR NEDA-ICC SUBMISSION

Cost: **PHP 10.93 Billion**

Target completion: 2022

The EDSA Greenways intends to enhance pedestrian mobility, access, and safety around key rail stations along EDSA.

Six (6) target areas (Monumento, Balintawak, Common Station, Cubao, Guadalupe, Taft) are chosen along EDSA due to presence of high pedestrian traffic and multi-modal interchanges.



Note: The existing footbridge between Farmer's Plaza and Gateway Mall was demolished in 2019 to make way for the new development. It is assumed that access will be provided to reconnect the two malls after construction of this new development.

LEGEND			
Existing Station Corridor	Proposed Landing	Existing Access via Private Property	5.0m Proposed Footbridge Width
Footbridge to be Replaced	Existing Landing	Future Access via Private Property	Planned Development
Proposed New Footbridge	(L - Stairwell and Elevator, E - Elevator)		
	Proposed Footbridge		



RAILWAY TRANSPORT





Ongoing Railway Development initiatives

MRT Line-7

**43.89% Complete
as of May 2019**

A 23-km rail line that will connect Quezon City to San Jose del Monte, Bulacan, accommodating 300,000 to 800,000 passengers daily.

LRT-2 EAST

**61.31% Complete as
of May 2019**

3.8-km extension to the east of the existing LRT-2 line, reducing travel time from Manila to Antipolo to just 30 – 40 minutes from the usual 3 hours.

The final phase of the project, installing of the electromechanical system (EMS) started on 16 April 2019.

LRT-1 CAVITE

**Actual Construction started on
7 May 2019**

11.7-km extension of LRT Line 1 from Baclaran to Niog, Bacoor in Cavite with five (5) stations reducing travel time to only 25 mins. It can accommodate 800,000 passengers daily.

MRT-3 REHAB

**ONGOING
REHABILITATION**

The MRT-3 rehabilitation project involves the complete restoration of the MRT-3 to its design capacity and reliability. On 30 April 2019, the handover ceremony of MRT-3 rehabilitation and maintenance from the Maintenance Transition Team to Sumitomo-MHI-TESP was held.

COMMON STATION

**ONGOING
CONSTRUCTION**

A 13,700 sqm. concourse area that will connect four major rail lines: MRT-3, MRT-7, LRT-1 and the Metro Manila Subway benefitting 500,000 passengers daily. 24/7 construction has commenced for Area A on 13 Feb. 2019.



Emerging Development Initiatives

METRO MANILA SUBWAY



A 35-km underground railway system line that will run from Mindanao Avenue in Quezon City to NAIA in Pasay City.

The cutter head of the Metro Manila Subway's Tunnel Boring Machine (TBM) arrived at the Batangas Port on 28 March 2019. The cutter head is only one component of the entire TBM. TBM is expected to arrive 1st to 2nd quarter 2020 .

Once completed, it can accommodate 370,000 passengers daily.

**GROUND BREAKING CEREMONY WAS HELD
ON 27 FEBRUARY 2018.**



Philippine National Railway Luzon System

PNR North Phase 1	Manila (Tutuban) – Malolos	37.6KM	PHP 149.13B	2019-2022
PNR North Phase 2	Malolos – Clark	53KM	PHP 628.42B	2020-2023
PNR South Commuter	Manila (Solis) – Calamba	56KM		
PNR South Long Haul	Manila – Legazpi – Matnog Manila – Batangas (Spur line)	639KM	PHP 175B	2019-2023
Subic Clark Railway	Clark – Subic	71.1KM	PHP 50.03B	2019-2022



PNR North & South Commuter (previously NSCR) is a mostly elevated rail line that will connect Tutuban, Manila to Clark, Pampanga, and Solis, Manila to Calamba, Laguna. This will cut travel time from Makati to Clark in under one (1) hour.

PNR South Long Haul is a 639-km mainline railway system that will connect Manila to Bicol, with a spur line to Batangas City, reducing travel time between Manila and Legazpi City to under 6 hours.

Subic-Clark Railway is aimed to serve the economic hubs of Subic and Clark with a freight rail service.



Emerging Railway Development initiatives

MINDANAO RAIL PROJECT

CIRCUMFERENTIAL AND SPUR LINES

CIRCUMFERENTIAL LINE

- 1 DAVAO CITY
- 2 DIGOS
- 3 KABACAN
- 4 COTOBATO CITY
- 5 ILIGAN CITY
- 6 LAGUINDINGAN
- 7 CAGAYAN DE ORO
- 8 BUTUAN
- 9 TAGUM

SPUR LINES

- NE SURIGAO
- GS GENERAL SANTOS
- ZB ZAMBOANGA CITY
- DP DIPOLOG
- BK BUKIDNON



MINDANAO RAILWAY PHASE 1

Mindanao's first railway

The project's phase 1 (Tagum – Davao – Digos) is a 102-km rail line that will have 8 stations and a depot in Tagum.

It targets to serve 100,000 passengers daily on opening year.

ONGOING PRE-CONSTRUCTION WORKS & ROW ACQUISITION



MARITIME TRANSPORT



Photo courtesy of fairplay.ihs.com



Maritime Transport Sector

CAVITE GATEWAY TERMINAL

PH first barge terminal

The terminal will result in approximately 140,000 fewer truck trips annually, and is expected to reduce road traffic by almost 2-kms. of trucks once fully operational.

**THE TERMINAL WAS
INAUGURATED ON
22 NOVEMBER 2018.**





Emerging Development Initiatives

NEW CEBU INTERNATIONAL CONTAINER PORT

The container terminal increased cargo handling and container stacking capacities, and expected to accommodate 14,400 TEUs by 2022 (7,373 TEUs as of 2016). will alleviate the road congestion in the Cebu Base Port area

Loan Agreement (KEXIM Bank) signed on 04 June 2018

Duration: 2019 – 2022

Project Cost: 9.96 Billion

Status: Ongoing procurement of Consulting Services





President's Message

"Today, I send a message to the rest of the business community: this government will protect you and your investments. This administration will ensure a level playing field for you to thrive in as long as you obey the laws of the land and safeguard the welfare of the people and general public."

--President Rodrigo Roa Duterte
(1 August 2018)





End of Presentation



THANK YOU!