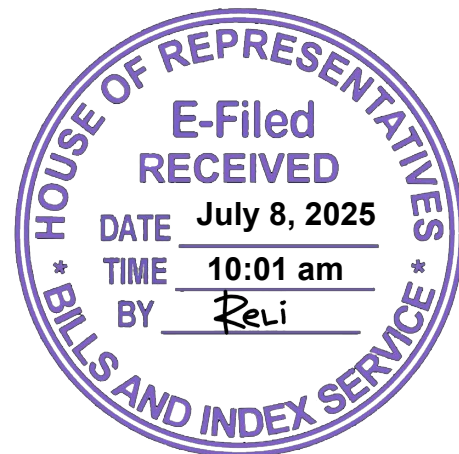


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 1549



Introduced by **HON. MIGUEL LUIS R. VILLAFUERTE, HON. VINCENZO RENATO LUIGI R. VILLAFUERTE, HON. TSUYOSHI ANTHONY G. HORIBATA, AND HON. TERRY L. RIDON**

EXPLANATORY NOTE

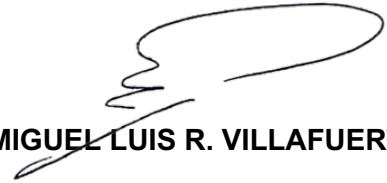
Since the start of President Ferdinand “Bongbong” Marcos Jr. term, he has already expressed his intention to include and implement a 30-year national infrastructure program in the country as one of his priority bills as reflected in the Legislative-Executive Development Council (LEDAC) measures and in support of “AmBisyon Natin 2040” of the National Economic and Development Authority (NEDA). This program shall be the infrastructure backbone of the country wherein a strong and continuous funding will be guaranteed until 2052, or for the next 30 years from its effectivity regardless of the changes in leadership, for major infrastructure projects on the following sectors: Agri-fisheries Modernization and Food Logistics Infrastructure, Energy Infrastructure, Information and Communications Technology (ICT) Infrastructure, Social Infrastructure, Transport and Logistics Infrastructure, and Water Resources Infrastructure.

This program aims to create a long-term program for the Philippines, through Public-Private Partnerships (PPPs), that shall maximize and contribute to its socio-economic boost, human capital, social systems, and economic sustainability. To ensure its efficient and effective implementation, NEDA and other implementing agencies, shall first start with medium-term programs that shall include the setting of measurable targets that aims to be achievable during the 30-year period with concentration on the selection, prioritization, and phasing of specific projects.

To emphasize the need for this program, in the Transport Infrastructure alone, one of the major problems our country continuous to face as a challenge is the Metro Manila traffic that calls for a massive infrastructure reform. In 2024, the Philippine Institute for Development Studies (PIDS) reported that the Philippines remains to be the worst overall infrastructure amongst ASEAN countries. Another example was when the Ninoy Aquino International Airport (NAIA) was listed as the fourth worst airport in Asia. We cannot stress enough the importance of this bill if we aim to keep up with the growing trends worldwide.

In this Act, NEDA and the Department of Budget and Management (DBM) shall ensure a total annual budget allocation of five percent (5%) of the Gross Domestic Product (GDP) of the Philippines for the program.

This is a re-filed bill from the 19th Congress and was approved on Third and Final Reading and was transmitted to Senate. Thus, in light of the foregoing, the immediate passage of this bill is earnestly sought.



HON. MIGUEL LUIS R. VILLAFUERTE



HON. VINCENZO RENATO LUIGI R. VILLAFUERTE



HON. TSUYOSHI ANTHONY G. HORIBATA



HON. TERRY L. RIDON

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AN ACT PROVIDING FOR A 30-YEAR NATIONAL INFRASTRUCTURE PROGRAM

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

SECTION 1. *Short Title.* - This Act shall be known as the "30-Year National Infrastructure Program Act."

SECTION. 2. *Declaration of Overall Policy.* - It is the policy of the State to provide an efficient infrastructure system to promote sustainable and inclusive economic growth and sound quality of life for all Filipinos. For this purpose, the government shall provide for a long-term national infrastructure program, covering the next thirty (30) years, for the systematic and continuing development of essential infrastructure systems on transport and logistics, energy, water resources, information and communications technology, social, Agri-fisheries modernization and food logistics, and other basic overhead facilities in the country. This infrastructure program shall be directed to support the achievement of the overall long-term development vision for the Philippines by the middle of this century as a prosperous, predominantly middle-class society where no one is poor and Filipinos live long and healthy lives, are smart and innovative, and live in a high-trust society.

The program shall serve as the overall guide for the preferred locations, magnitudes, interrelationships, and timing of public and private investments in infrastructure in the Philippines over the next three (3) decades to maximize their impact to the economy and society. The program shall, therefore, provide an overall road map for the construction industry, investors, and allied sectors in pursuing their long-term strategies.

SECTION. 3. *Definition of Terms.* - As used in this Act:

- a) Agri-fisheries Modernization and Food Logistics Infrastructure refers to facilities which include farm-to-market roads, farm-to-mill roads, to facilities which include farm-to-market roads, farm-to-mill roads, trading posts, agricultural tramlines and other market infrastructure fish ports, irrigation and soil and water conservation structures, post-harvest facilities such as warehouses, cold storage; meat establishment infrastructure such as slaughterhouses, biosecure livestock facilities, and production

infrastructure such as greenhouses, hydroponics, aquaponics, and food irradiation facilities. This includes the health and safety infrastructure required to meet regulatory standards;

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

- l) Public-Private Partnership (PPP) refers to a contractual arrangement between an implementing agency and a private proponent for the financing, design, construction, operation and maintenance, or any combination thereof, of an infrastructure or development project which is typically provided by the public sector, where each party shares in the associated risks;
- m) Social Infrastructure refers to school buildings, hospitals and health facilities, public housing, solid waste management, penitentiary, evacuation centers, and other public and community facilities. The term also includes, as an important sub-sector, waste management and circular economy infrastructure, which refers to infrastructure for solid waste collection, distribution, and disposal, waste aggregation and transfer stations, waste markets, material recycling, sustainable production, material recovery, and waste-to-energy facilities;
- n) Transport and Logistics Infrastructure refers to (i) roads, bridges, tunnels, grade separation, and related structures, (ii) rail, bus rapid transit and other mass transport systems, including subways, fixed facilities, and rolling stock, (iii) ports, including terminals and navigation facilities, (iv) airports, including terminals and navigation facilities, (v) intermodal transport facilities, including terminals, and (vi) supply chain infrastructure, including warehouses and distribution centers. Transport infrastructure includes support systems for the operation of transport services and facilities, such as intelligent transport systems, electric vehicles, and active and non-motorized transport;
- o) Transit-oriented development (TOD) refers to a planning strategy that aims to concentrate jobs, housing, and services around public transport stations; and
- p) Water Resources Infrastructure refers to i) water supply, sewerage, and sanitation facilities for domestic, commercial and industrial uses, (ii) irrigation for agriculture, and (iii) flood control and drainage facilities, including dams, reservoirs, and coastal zone protection.

SECTION. 4. *Creation of the 30-Year National Infrastructure Program.* - There is hereby provided a "30-Year National Infrastructure Program for the Philippines for the Years 2023-2052", hereinafter referred to as the Program.

The Program consists of major infrastructure projects of the NG through its concerned agencies and GOCCs to be implemented through:

- a) the annual General Appropriations Act;
- b) under PPP arrangements, including hybrid PPPs;
- c) in partnership with LGUs; or
- d) a combination thereof.

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

- a) Prioritization of projects of national significance which are consistent with the approved National Physical Framework Plan (NPFP) and Land Use Plan (LUP), as well as with national, regional, local, and sectoral development plans, roadmaps, and master plans;

- b) Observance of the following principles in the determination of priorities: effectiveness in meeting government objectives; economic feasibility and impact; poverty alleviation and social inclusion; environmental sustainability and climate resilience; safety; security; affordability; public access; technical readiness for implementation; and financial viability and value for money;
- c) Maximization of private sector participation in the planning, development, financing, design, construction, operation, and maintenance of infrastructure;
- d) Establishment and pursuit of a whole-of-government strategy to coordinate infrastructure investment planning and implementation that promotes collaboration among key actors, with the NEDA as the lead coordinator;
- e) Promotion of public consultation and feedback mechanisms on infrastructure investment priorities and projects at the national and local levels. These include alliances among government, affected citizens, industry, investors, academe, experts, donor agencies, and other stakeholders to come up with smart approaches to infrastructure development on a sector-by-sector basis;
- f) Adopt a TOD plan to promote urban growth and ensure compact, mixed-use, pedestrian-friendly, and suitable dense development organized around transit stations, in order to bring economic, social, and environmental benefits to towns and cities;
- g) Implementation of adequate infrastructure asset preservation and maintenance strategies to optimize government funds for infrastructure and maximize its life;
- h) Incorporation of green and sustainable design, climate change adaptation and disaster resilience measures, as well as updated strength, safety, health, and environmental standards, in the design and construction of infrastructure projects, especially against powerful and disastrous typhoons, floods, earthquakes, fires, volcanic eruptions, landslides, and other hazards; utilization of nature-based solutions, where appropriate, to promote sustainability and cost-savings. Investment in systems to ensure compliance and enforcement of all safety and construction regulations; and establishment of a robust national geospatial infrastructure that will provide location-specific spatial data to support evidence-based planning and implementation of infrastructure projects;
- i) Intensification of infrastructure-related research and development;
- j) Deliberate harmonization of technical-vocational and higher education courses offered in educational institutions with the workforce requirements of the infrastructure programs of the government and the private sectors;
- k) Prioritization of the employment of qualified Filipino professionals and technical workers in infrastructure project;
- l) Preferential use of quality construction materials that have a high domestic content, especially those that use sustainable materials and appropriate technology, such as low-carbon technology;
- m) Provision of appropriate training of and technology transfer to Filipino counterparts in infrastructure projects involving new or imported technology;

- n) Prioritization of multi-sectoral, multi-modal, and area-wide development projects to take advantage of their synergistic effects; and, where feasible, provision of common underground ducts for utilities, and synchronized timelines for their installation;
- o) Emphasis on food security infrastructure that will ensure the smooth flow of products across the archipelago. This will cover essential transport and logistics, energy, ICT and other Agri-fisheries modernization and food logistics infrastructure;
- p) Strict observance of the requirements for technical readiness for implementation, viz., pre-feasibility and feasibility studies, design, right-of-way, environmental clearance, funding, and transaction documents are adequately fulfilled before the procurement and implementation of the projects;
- q) Strict monitoring of project completion of all functional structures;
- r) Requirement for continuity in funding and implementation of multi- year projects up to their completion;
- s) Adoption of appropriate infrastructure risk management measures, including risk identification, allocation, and mitigation, in project development and management. These shall include mechanisms for hindsight review of historical events including disaster forensics, as well as foresight strategies to provide the concerned agencies and stakeholders the agility to adapt to unpredictable large-impact disruptive events, such as pandemics, severe natural catastrophes, and major financial crises;
- t) Strengthening of the absorptive capacities of the concerned agencies in the implementation of infrastructure projects in order to optimize the utilization of funds;
- u) Strengthening of transport and other infrastructure to support agriculture, tourism, trade and industry, and electronic commerce, through convergence programs among appropriate national and local government agencies; and
- v) Incorporating land value schemes that are feasible to the infrastructure needs of the country.

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

- a) Develop a national transport system with the following characteristics: efficient in facilitating mobility and connectivity, safe, secure, economical, accessible, affordable, environmentally sustainable, user-oriented, reliable, convenient, integrated, cost-efficient, intermodal, and seamless;
- b) Establish a strategic national transport network consisting of complementary roads, rail, ports, and airports that serve medium and long-distance high-density traffic between key cities and municipalities, economic hubs, international gateways, or along major corridors in urban centers. The configuration of the network should fit into and influence the desired spatial development pattern under the National Physical Framework Plan;

- c) Plan and implement transport projects within the context of the entire supply chain and logistics system, facilitative of both traditional and electronic commerce, with a seamless and demand-responsive intermodal transport network, to link production areas with processing, warehousing, transport and transshipment hubs, and markets, and ensure unimpeded flow of people, goods, services, disaster response equipment, relief goods, and basic commodities in times of emergencies;
- d) Focus the role of the government on policy formulation, planning, safety and environmental regulations, supervision, and monitoring of projects and operations, rather than as a direct provider of transport services which shall generally be assigned to the private sector;
- e) Optimize the use of funds through efficient transport infrastructure maintenance and asset management, as well as applicable travel demand management, before considering additional investments;
- f) Make use of the comparative advantages and interconnectivity of the different transport modes and provide for healthy competition within and between transport modes to increase productivity, lower costs and user charges, and improve services; and allocate resources to the transport modes in accordance with their comparative advantages;
- g) Apply the user pays principle for cost recovery where it is appropriate;
- h) Improve road-based, people-oriented transport to address traffic congestion through engineering, enforcement, and education;
- i) Encourage shift from private to public transport, especially on mass transport for metropolitan areas, through promotion of active transport culture, cost-effective public transport such as railways and bus rapid transit, and lower or zero carbon emissions mobility solutions;
- j) Develop and expand cargo and rail infrastructure to connect strategic infrastructure such as ports;
- k) Improve the operational efficiency of existing airports to address constraints to their optimal capacity utilization, and develop new airports to strategically meet future traffic demand; and
- l) Improve the nautical highway network; and build and expand port facilities to ensure that inter-island shipping, including a stronger roll-on roll-off (RORO) network, as a viable option for transporting people and cargo.

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

- a) Support the required massive investments and fast track the implementation of infrastructure projects to improve power generation, transmission, distribution, and supply;
- b) Encourage fair and transparent competition to provide reasonable electricity costs;

- c) Pursue development of the natural gas industry, nuclear energy, as well as renewable energy such as hydropower, geothermal, wind, solar, and other clean energy technologies as power sources, to the extent feasible;
- d) Ensure efficient and reliable transmission of electricity to various load centers and interconnect the entire country;
- e) Prioritize the provision of off grid utilizing microgrid systems, flexible and low-cost renewable energy technology to the remaining unelectrified off-grid, island, remote, and last-mile communities;
- f) Implement energy infrastructure projects in accordance with the policies and programs under Republic Act No. 11285, or the Energy Efficiency and Conservation Act;
- g) Prioritize and fast track the implementation of energy projects of national significance that will ensure energy security and reliability, as well as environmental sustainability aligned with the energy sector's strategic directions, the government's Nine-Point Energy Agenda, the Philippine Energy Plan, and other approved national, regional, or local energy plans, among others; and
- h) Promote the deployment of clean, efficient, and smart energy technologies and the establishment of necessary infrastructure and regulatory support; and support new generation technology and projects that may be applicable in the country and provide for continuous development and construction of energy and climate-resilient transmission and distribution infrastructure.

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

- a) Create an apex body that will address the fragmented structure of water resources management, and coordinate and integrate the development and management of water resources using Integrated Water Resource Management (IWRM) principles;
- b) Formulate and implement long-range water resources master plans and multi-purpose projects that will optimize the development and use of water resource potentials for irrigation, power, water supply, and flood control, considering climate change projections. These plans include the Philippine Water Supply and Sanitation Master Plan, the National Irrigation Master Plan, the National Water Security Road Map, and various flood master plans for Metro Manila and major river basins;
- c) Prioritize (i) sustainable water supply and sanitation services with cost- efficient structures, ii) water reservoirs for water supply and drought mitigation, and multi-purpose dams with flood control functions, (iii) irrigation systems with closed conveyance, (iv) proper drainage systems in irrigation service areas, and (v) flood control and coastal protection with hybrid systems, that is, a combination of nature-based solutions and engineered or gray structures;

- d) Intensify flood control in major river basins, principal rivers, urban centers, and coastal areas, combining structural or engineering intervention works with non-structural measures, such as land use management, watershed conservation and flood information and warning system, on an area or river system-wide basis, with priority on areas with high risks of flooding; and
- e) Provide accessible financing for water supply and sanitation projects. This includes Public-Private Partnerships, Viability Gap Funding from the government for economically feasible but financially unviable projects, Performance-Based Grants to enable equitable access to services, and funds or subsidies to leverage access to market-based lending or private equity.

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

- a) Strengthen the policy and regulatory environment to encourage just interconnection among ICT industry players and establish effective open-access network; promote facilities-based competition so that industry players invest to advance their digital infrastructure, thereby benefitting the general public; and streamline administrative procedures to ease market entry;
- b) Provide digital infrastructure to complement the national broadband plan, geared towards increasing internet access in unserved and underserved areas;
- c) Expand the deployment of ICT infrastructure and address the gaps in digital connectivity and promote digital trade;
- d) Enhance the country's e-government system as a vital tool for good governance, including the improvement and integration of various database and software management systems within and across different sectors and government bodies; and ensure and improve cybersecurity by investing in robust systems and key management resources;
- e) Use ICT, including geospatial technology, to provide climate-smart and resilient infrastructure, such as flexible smart power grids that can accommodate renewable energy sources, early warning systems for natural hazards, sustainable transport systems that enable public transit, walking, and biking, safety-promoting roadway designs that integrate wastewater management, rainwater harvesting, nature-based solutions to floods, droughts, and typhoons, and green infrastructure in public spaces;
- f) Ensure a fair and level playing field for ICT operators by applying the same service obligations and performance standards;
- g) Fast-track and lower the cost of deploying broadband infrastructure through infrastructure sharing policies that address the use of government assets, use of infrastructure across sectors, and coordinate build up for a shared utility corridor;
- h) Avoid direct government investment in network infrastructure and operations that would crowd out private investments in commercially viable areas; and provide necessary infrastructure support to ICT projects, especially in far-flung areas;

- i) Streamline the process for permits for cellular towers, cable laying, and network deployment; and
- j) Liberalize access to satellites for internet connectivity to help address digital infrastructure gap in the countryside.

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

- a) Construct or improve schools with adequate learning facilities which are conducive to teaching and learning; with sufficient flexible space to achieve the ideal classroom-to-pupil ratio; resilient and adaptive to climate change, disasters, urban migration and land shortage; and equipped with basic facilities, including water, sanitation, health, electricity, internet, libraries, and science; and give priority to schools for geographically isolated and conflict-affected areas;
- b) Adopt the Philippine Health Facility Development Plan (PHFDP) as the infrastructure roadmap for hospitals and health facilities towards Universal Health Care; establish a health care provider network in every province and highly urbanized city to ensure comprehensive provision of health care services; provide for the national government to work with LGUs and private providers to ensure that the primary care network, hospitals, standalone or specialized facilities, and other ancillary facilities are functionally integrated within the health care provider network; develop modern health facilities that will provide national preparedness for surges in demand for pandemics, as well as climate-smart technologies and wellness facilities promoting preventive care against diseases; pursue the development and expansion of the country's telehealth system to ensure equitable access to healthcare services especially in underserved areas with limited physical access to healthcare professionals; and give priority to geographically isolated and disadvantaged areas, marginalized populations, and indigenous peoples' communities;
- c) Mobilize resources of the private sector and the national government and LGUs, including government financing institutions and private banks, to meet the housing needs and provide at least one million housing units per year; improve housing affordability through appropriate subsidies; construct and improve social housing projects and resettlement areas that adhere to climate change adaptation and disaster risk reduction standards to ensure human, environmental, and ecological safety, as well as access to livelihood opportunities and basic social services, which include communal solar-powered electricity, potable water and drainage, and waste management systems; and identify danger or no-build zones to reduce casualties and damages in the event of natural disasters, such as typhoons, flooding, landslides, and earthquakes;
- d) Provide assistance to LGUs in complying with the requirements under Republic Act No. 9003, or the "Ecological Solid Waste Management Act of 2000", such as materials recovery facilities, transfer stations, compost production, and waste-to-energy projects;
- e) Promote proper waste management through public awareness programs and disseminate information on the environmental importance of waste minimization, separation, recycling, reuse, and repurposing;

- f) Encourage public-private cooperation and strategic investments in cutting-edge technologies and facilities to generate economic value and create livelihoods from waste products, including sustainable production using recycled, reused, and repurposed materials;
- g) Advocate the establishment of a national policy for sustainable waste management and roadmap for circular economy development and infrastructure pipeline development;
- h) Create an apex body with responsibility for implementing waste management and circular economy policies, plans, programs, and projects, including responsibility to perform the functions outlined in paragraphs (d) to (g) of this Section;
- i) Construct, improve, and renovate prison infrastructure to decongest existing jails and provide humane accommodations, such as potable water and proper sanitation facilities, complying with health standards for persons deprived of liberty; and
- j) Construct evacuation centers that serve as temporary shelters for evacuees in times of destructive unanticipated natural and human-made calamities.

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

- a) Implement an integrated and long-term Agri-fisheries modernization and food logistics infrastructure plan that will accelerate the development and competitiveness of the sector, implement policies that promote traceability, efficiency, and conservation sufficient to manage resources and attract sustainable investment in the sector, and strengthen and coordinate all components of the entire food supply chain and value chain, from the suppliers to the consumers;
- b) Provide state-of-the-art Agri-fisheries facilities and food logistics infrastructure, including data infrastructure, towards food security, agricultural resilience, Agri-industrialization, and improved logistics to achieve cost-efficiency and facilitate exports;
- c) Establish a network of roads, rail, ports and RORO, airports, irrigation, and warehouses based on the food supply and logistics chain;
- d) Accelerate the construction of farm-to-market roads and farm-to-mill roads based on an overall network plan;
- e) Provide production and post-harvest facilities such as dryers and warehouses, regional fish ports with modern cold storage, halal slaughterhouses and other meat establishment facilities, hatcheries, green houses, agricultural tramlines, bio-safety facilities, and integrated laboratories;
- f) Provide irrigation to increase farm productivity in rice, corn, sugarcane, and other high value crops;
- g) Construct marketing facilities in strategic Agri-fisheries areas such as trading posts, food terminals, auction markets, and fish landing sites, and provide adequate food, health, and safety infrastructure including laboratories and testing services in these marketing facilities;

- h) Establish Agri-fishery machinery service centers and promote farm land laser levelling and land consolidation to accelerate farm mechanization and ensure economies of scale for farm clustering;
- i) Integrate renewable energy goals and standards in Agri-fisheries modernization and food logistics infrastructure;
- j) Update the irrigation master plan to set the direction for irrigation development and a framework for capital and operations and maintenance financing of irrigation; and
- k) Streamline the process of issuance of permits on the use of water resources for purposes that require the extraction of a large volume of water.

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

a) Transport and Logistics Infrastructure

1. Road Transport

- i. Inter-regional and regional roads and expressways in major road transport corridors of the country:

- a) North Luzon Expressway to Ilocos Region
- b) North Luzon East Expressway to Cagayan Valley;
- c) Central Luzon East-West Links: Aurora-Nueva Ecija-Tarlac, Tarlac-Zambales;
- d) South Luzon Expressway to Bicol Region along the Pan-Philippine Highway Corridor;
- e) Luzon Eastern Seaboard Highway: Sta. Ana, Cagayan- Atimonan, Quezon;
- f) Dalton Pass East Alignment Alternative Road;
- g) Laguna Lake Circumferential Expressway;
- h) Cavite-Tagaytay-Batangas Expressway;
- i) Luzon Iconic Bridge Projects for Socioeconomic Development;
- j) Panay Expressway: Iloilo-Roxas-Malay;
- k) Negros Occidental Expressway: Silay-Kabankalan;
- l) San Isidro-Lope de Vega-Silvino Lobos Road, Northern Samar;
- m) San Isidro Bypass Road, San Isidro, Northern Samar;
- n) Samar-Leyte Expressway along the Pan-Philippine Highway Corridor;
- o) Laoang, Northern Samar-Lapinig-Borongon-Quinapondan-Basey, Western Samar-San Juanico Bridge;
- p) Mindanao North-South Expressway along the Pan-Philippine Highway Corridor: Surigao-Davao-General Santos-Cotabato-Pagadian-Zamboanga City;
- q) Northern Mindanao East-West Expressway: Butuan- Cagayan de Oro-ligan-Pagadian;

- r) Central Mindanao Expressway: Cagayan de Oro-Bukidnon-Davao City;
 - s) Davao City Coastal Road and Davao City-Panabo Bypass Road;
 - t) Road Network Development Projects in Conflict-Affected Areas;
 - u) Major interisland bridges or links: Bataan-Cavite; Batangas-Mindoro; Sorsogon-Northern Samar Bridge Southern Leyte-Surigao Del Norte; Panay-Guimaras-Negros; 4th Cebu-Mactan; Cebu-Negros; Samal-Davao City; and
 - v) Major RORO systems: Eastern, Central, and Western Networks;
- ii. Metropolitan and urban road and expressway systems:
 - a) Metropolitan Manila Expressway;
 - b) Metropolitan Manila Circumferential 6 Expressway;
 - c) Metropolitan Cebu Expressway;
 - d) Bohol Bypass Road;
 - e) Metropolitan Davao Expressway; and
 - f) Metropolitan Manila Logistics Network, particularly bridges across Pasig, Marikina, and other rivers.

2. Rail and Other Mass Transport

- i. Long-haul rail systems:
 - a) North Long-Haul Railway, NCR-Regions I-II-III;
 - b) Manila to the Bicol Region;
 - c) Subic-Clark Railway;
 - d) Mindanao Rail Network: Tagum-Davao-Digos with extensions to Butuan, Cagayan de Oro, General Santos, Iligan, Surigao and Zamboanga;
 - e) Panay Railway System; and
 - f) Cebu Railway System.
- ii. Urban commuter rail systems:
 - a) Metro Manila Subway: San Jose del Monte-Quezon City-Makati-Taguig-Pasay-Paranaque-Las Pinas-Dasmarinas;
 - b) North-South Commuter Rail: Malolos-Calamba;
 - c) Light Rail Transit (LRT) 6: Bacoar-Dasmarinas;
 - d) Mass Rail Transit (MRT) 4: N. Domingo-Ortigas-Taytay;
 - e) C5 MRT 10: Ninoy Aquino International Airport-Commonwealth Ave, Quezon City;
 - f) MRT-11: EDSA-Quirino-San Jose del Monte;
 - g) Common Station Interconnecting LRT-1, MRT-3, and MRT-7;
 - h) San Mateo Railway: Marikina-San Mateo-Rodriguez;
 - i) Monorail from Guadalupe to Bonifacio Global City (BGC);
 - j) Makati-BGC Skytrain;
 - k) Cebu Monorail Transit: Central and Airport Lines;
 - l) Baguio-La Trinidad Transport System; and
 - m) Davao City Monorail.
- iii. Urban bus transit systems and other projects:

- a) Metro Manila Bus Rapid Transit (BRT) Line 1: Quezon Avenue-Espana;
- b) Metro Manila: EDSA BRT;
- c) EDSA and Makati BGC Greenways;
- d) Intelligent Transport Systems for Mega Manila, Metro Cebu, Metro Davao, Angeles, Bacolod, Baguio, Cagayan De Oro, General Santos, Iloilo;
- e) Cebu BRT;
- f) Davao Public Transport Modernization Project, including High-Priority Bus System and Intermodal Terminal; and
- g) Intermodal Transportation Terminals and hubs in Metro Manila - including Taguig Integrated Terminal Exchange and North Philippine Dry Port Container Rail Transport Service: Ilocos Norte, Bocaue, Sta. Rosa, Baguio, Cebu City, Iloilo City, Bacolod, General Santos, Clark, Lucena, and El Nido.

3. Ports

- i. Batangas and Subic Ports to complement Manila Ports;
- ii. Iloilo Port;
- iii. Cebu Container Port;
- iv. Davao Sasa Port;
- v. General Santos Port; and
- vi. Other national ports.

4. Airports

- i. Mega Manila Airport System:
 - a.) Improved Ninoy Aquino International Airport;
 - b.) Bulacan Airport; and
 - c.) Sangley Airport.
- ii. Regional Airports:
 - a) Puerto Princesa;
 - b) Iloilo;
 - c) Kalibo;
 - d) Bacolod-Silay;
 - e) New Bohol (Panglao);
 - f) New Zamboanga;
 - g) Laguindingan;
 - h) Davao;
 - i) New Dumaguete (Bacong);
 - j) Baguio City;
 - k) General Santos;
 - l) Bicol (New Legaspi) International; and
 - m) Mlang (Central Mindanao).

b. Energy Infrastructure

1) Generation

Required generating capacity as stated in the approved Philippine Energy Plan and other Energy Development Plans

2) Transmission

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

3) Distribution

One hundred percent (100%) national electrification coverage

c. Water Resources Infrastructure

1) Water Supply and Sanitation

- i. Metro Manila:
 - a.) Kaliwa Dam, six hundred million (600,000,000) liters per day (MLD);
 - b.) Kanan/Agos River, three thousand eight hundred (3,800) MLD;
 - c.) Laguna Lake, five thousand (5,000) MLD; and
 - d.) New Wawa Dam, four hundred (400) MLD.
- ii. Other Urban Areas: One hundred percent (100%) Level III service coverage and centralized wastewater treatment facilities.
- iii. Rural Areas: at least ninety percent (90%) Level I service coverage and communal wastewater treatment facilities.

2) Irrigation

Total additional one million four hundred thousand (1,400,000) hectares by 2050, including the following:

- i. Ilocos Norte-Ilocos Sur-Abra Irrigation Project;
- ii. Ilocos Sur Transbasin Project;
- iii. Chico River Irrigation Project, Cagayan and Kalinga;
- iv. Tumauni River Multipurpose Project, Isabela;
- v. Balog-Balog Multi-Purpose Project, Tarlac;
- vi. Jalaur River Multi-Purpose Project, Iloilo;
- vii. Panay River Basin Integrated Development Project;
- viii. Bohol Northeast Basin Multipurpose Project;
- ix. Malitbog-Maridagao Irrigation Project, North Cotabato and Maguindanao; and
- x. Kabulnan-2 Multipurpose Irrigation and Power Project.

3) Flood Control and Drainage

- i. Metro Manila and surrounding areas flood control, including the following:
 - a) Pasig-Marikina River Channel Improvement;
 - b) Marikina Multipurpose Dam;
 - c) Paranaque Spillway;
 - d) Laguna Lakeshore Flood Protection;
 - e) River improvements of other rivers; and
 - f) Urban drainage systems.
- ii. Flood Control in Other Major River Basins:
 - a.) Agno;
 - b.) Abra;
 - c.) Abulog-Apayao;
 - d.) Cagayan;

- e.) Pampanga;
- f.) Bicol;
- g.) Panay;
- h.) Jalaur;
- i.) Ilog-Hilabangan;
- j.) Tagaloan;
- k.) Cagayan de Oro;
- l.) Mindanao (Rio Grande);
- m.) Buayan-Malungon;
- n.) Davao;
- o.) Tagum-Libuganon; and
- p.) Agus.

iii. Other major urban areas, including Cavite Industrial Area and Metro Cebu.

d. ICT Infrastructure

- 1.) National Broadband Network (NBN) Plan, with universal access and internet connectivity, together with the common tower program, connecting Geographically Isolated and Disadvantaged Areas (GIDA) via the Broad Band ng Masa Project;
- 2.) ICT and Geospatial Capability Development and Management Program;
- 3.) Activation of nodes using the National Grid's spare fiber to cascade capacity to growth areas in Luzon, Visayas, and Mindanao; and
- 4.) Cable landing stations with submarine cable to bring in more links to the international gateway.

e. Social Infrastructure

- 1) School Buildings
 - i. Additional K-12 public classrooms and other education- related infrastructure facilities including, but not limited to, libraries, training centers and school, health and sports facilities to cover one hundred percent (100%) of children of school age; and
 - ii. Provision of digital infrastructure to all schools to support online or distance learning.
- 2) Hospitals and Health Facilities
 - i. Expansion of capacities and upgrades of service capabilities of government hospitals and other facilities, in accordance with the Philippine Health Facility Development Plan of the Department of Health, to ensure functional Health Care Provider Networks as provided in the Universal Health Care Act;
 - ii. Regional Specialty Hospitals;
 - iii. Virology Science and Technology Institute of the Philippines; and
 - iv. University of the Philippines-Philippine General Hospital.
- 3. Waste Management and Circular Economy Infrastructure
 - i. Waste collection, transportation, and disposal facilities and infrastructure;

- ii. Waste sorting, aggregation, and transfer stations, including markets and waste banks;
 - iii. Recycling and sustainable production facilities; and
 - iv. Waste-to-energy and waste incineration installations.
- 4. Penitentiary Infrastructure: Prisons in major urban centers.
- 5. Evacuation Centers.

f. Agri-Fisheries Modernization and Food Logistics Infrastructure

- 1. Irrigation and soil and water conservation facilities
 - i. National irrigation projects - as listed in Section 12(c)(2) of this Act;
 - ii. Communal and small-scale irrigation projects; and
 - iii. Soil and water conservation facilities, including small water impounding and bio-engineering projects.
- 2. Farm-to-Market/Farm-to-Mill Roads.
- 3. Production facilities including greenhouses, screenhouses, hatcheries, and bio-safety facilities.
- 4. Post-harvest facilities, including dryers and warehouses, regional fish ports with cold storage, slaughterhouses and other meat establishment facilities, and post-harvest facilities.
- 5. Agri-fishery marketing and distribution facilities.
- 6. Renewable energy projects for Agri-fisheries, including solar-powered irrigation systems, ram pumps, wind pumps, biomass gasifiers, and flat-bed dryers, among others, as coordinated with the Department of Energy and other concerned and stakeholders.

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

SECTION. 13. *Responsibility for Formulation, Updating, and Monitoring of the Detailed 30-Year Program.* - Pursuant to the policies, strategies, and other provisions in this Act, the NEDA shall, in coordination with the concerned oversight and implementing agencies and in consultation with concerned stakeholders, be responsible for the formulation of the detailed Program, divided into medium-term programs. This shall include the setting of measurable targets to be achieved during the 30-year period, and the selection, prioritization, and phasing of the specific projects with their respective descriptions, scopes, cost estimates, priorities, funding requirements, schedules, financing and implementation modalities, and implementing agencies. The extent to which the projects in the Program meet the policies and strategies provided in Section 5 and the agency responsibilities in Sections 6 to 11 of this Act shall generally determine their priority, phasing, and schedule of implementation.

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

In all updates of the Program, priority shall be given to the core infrastructure projects identified in this Act and in such updates. The NEDA, in coordination with the concerned agencies, shall be responsible for the regular monitoring and evaluation of the Program, including its physical and financial performance as well as socio-economic impact.

SECTION. 14. *Minimum Budget Allocation for Infrastructure.* - The NEDA and the DBM shall ensure that the total annual budget allocation for the Program shall be at least five percent (5%) of the Gross Domestic Product: *Provided, That* the provision in the Constitution mandating that the State shall assign the highest budgetary priority to education, covering both infrastructure and non-infrastructure aspects, is observed.

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

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

- a) Conventional Scheme. This is generally applicable to non-financially viable, but economically feasible, projects:
 - 1) Financing of design, construction, operation and maintenance, and right-of-way of the project is provided by the NG;
 - 2) Design is undertaken by the NG, by itself or through a private designer;
 - 3) Construction is undertaken by the NG, by itself or through a private construction contractor; and
 - 4) Operation and maintenance are undertaken by the NG, by itself or through a private operation and maintenance contractor.
- b) Design-Build Scheme. This is generally applicable to non-financially viable but economically feasible projects where alternative design-build technologies are feasible:
 - 1) Financing of design, construction, operation and maintenance, and right-of-way of the project is undertaken by the NG;
 - 2) Design is undertaken by the private design-build contractor;
 - 3) Construction is undertaken by the private design-build contractor; and
 - 4) Operation and maintenance are undertaken by the NG, by itself or through a private operation and maintenance contractor.

- c) PPP Scheme. This is generally applicable to financially viable and economically feasible projects or to projects where private sector expertise and efficiencies yield value for money to the government and the public. Cost recovery may come from user charges or availability payments:
 - 1) Financing of right-of-way and allowable subsidy for the project is undertaken by the NG. Financing of design, construction, and operation and maintenance are undertaken by the private PPP concessionaire;
 - 2) Design is undertaken by the private PPP concessionaire;
 - 3) Construction is undertaken by the private PPP concessionaire; and
 - 4) Operation and maintenance are undertaken by the private PPP concessionaire.
- d) Hybrid PPP Scheme. This is generally applicable to financially viable and economically feasible projects where overseas development assistance (ODA) is an affordable and quick source of financing for project design and construction, while the PPP concessionaire can efficiently undertake the operation and maintenance:
 - 1) Financing of right-of-way and allowable subsidy is undertaken by the NG. Financing of design and construction is undertaken by the NG with ODA. Financing of operation and maintenance is undertaken by the private PPP concessionaire;
 - 2) Design is undertaken by the NG, by itself or through a private designer;
 - 3) Construction is undertaken by the NG, by itself or through a private construction contractor; or
 - 4) Operation and maintenance are undertaken by the private PPP concessionaire.
- e) NG-LGU Partnership. This is generally applicable to non-financially viable but economically feasible projects where LGUs can contribute to right-of-way, operation, and maintenance:
 - 1) Financing of design and construction is undertaken by the NG. Financing of right-of-way, operation, and maintenance are undertaken by the LGU;
 - 2) Design is undertaken by the NG, by itself or through a private designer;
 - 3) Construction is undertaken by the NG, by itself or through a private construction contractor, or by the concerned LGU; and
 - 4) Operation and maintenance are undertaken by the LGU.

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

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

SECTION. 16. *Basis for Medium-Term and Annual Programming and Budgeting.* - Based on the Program, the implementing agencies shall formulate their respective Medium-Term Infrastructure Programs, which are to be integrated into the overall National Medium-Term

Infrastructure Programs and the Medium-Term Philippine Development Plan to be crafted by the NEDA.

Based on the Program, the implementing agencies shall prepare their Medium-Term Expenditure Frameworks (MTEFs) and subsequently their Annual Infrastructure Budgets (AIBs), which are to be integrated into the proposed annual National Expenditure Programs (NEPs) to be prepared by the DBM, for submission to Congress as the basis of the annual General Appropriations Acts (GAAs). The implementing agencies and the DBM shall see to it that the core projects in the Program are given priority in the MTEFs, AIBs and NEPs.

The MTEFs shall be guided by the yearly budget ceilings to be provided by the Development Budget Coordinating Committee (DBCC). The AIBs shall follow the cash-based budgeting system of the NG.

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

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

SECTION. 17. *Use of Applicable Modern Technology for Project Implementation.* - To achieve efficiency and transparency, the projects in the Program shall, where applicable, be procured through electronic online systems, covering the submission and evaluation of bids. For effective management of the projects, implementing agencies shall use the Building Information Modeling (BIM) or similar applicable automated management tools that can visualize, simulate, track, and help optimize the performance of a particular infrastructure in five dimensions, namely: length, width, height, time, and cost, throughout the lifecycle of the project, from planning and design, through procurement and construction, to operation and maintenance.

SECTION. 18. *Implementing Rules and Regulations.* - Within sixty (60) days from the approval of this Act, a committee, composed of the following officials, shall promulgate the rules and regulations for the proper implementation of the provisions of the Act:

- a) The Secretary of Socio-Economic Planning and Director General of the NEDA, as Chairman; and
- b) All members of the NEDA Infrastructure Committee, as members.

In preparing the rules and regulations, the committee shall consult with major stakeholders from the concerned private sectors, business groups, LGUs, major stakeholders from the concerned private sectors, business groups, LGUs, community organizations, and non-government organizations, among others.

SECTION. 19. *Accountability for Formulation and Implementation of this Act.* - The concerned oversight and implementing agencies shall be held accountable under existing laws, including anti-graft and corrupt practices laws and auditing rules, for the proper performance of

their respective responsibilities covering the selection, prioritization, budgeting, financing, procurement, execution, fund disbursements, and related aspects of the projects in the Program.

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

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

SECTION. 22. *Effectivity.* - This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,