



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 2654



Introduced by Representative Romeo S. Momo

AN ACT ADOPTING A 30-YEAR NATIONAL INFRASTRUCTURE PROGRAM

EXPLANATORY NOTE

A safe, strong, efficient, and accessible national infrastructure backbone is vital to foster the sustainable and inclusive socio-economic development of the present and future generations of Filipinos. This national infrastructure system should help realize the long-term vision for the Philippines under Ambisyon Natin 2040, by the middle of this century, as a progressive, mainly middle-class society, where nobody is poor, where the citizens enjoy healthy lives, are smart and innovative, and live in a high-trust community.

Given that major infrastructure facilities are generally capital-intensive, that their preparation and implementation take several years, and that their impact and useful lives usually cover two decades or more, it is imperative to adopt an overall long-term development program for national infrastructure, in addition to and in order to better rationalize the traditional medium-term and annual programs. This long-term program should cover at least 30 years. This will ensure continuity in the development and implementation of the projects in the program, notwithstanding changes in national leadership. The Program will provide the guiding framework for the appropriate locations, scales, linkages, and schedules of public and private investments in major infrastructure in the country over the next three decades in order to maximize their benefits to the economy. This will, thus, serve as a predictable road map for the construction industry, investors, and related business sectors in carrying out their long-term plans and decisions.

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

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

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

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

In Section 12, the bill provides the initial list and brief description of core national infrastructure projects to be given priority in the 30-Year Program. The list focuses on pipeline projects identified by the concerned Agencies as high priority and conforming to the policies and strategies in Sections 5 to 11.

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

The NEDA and the Department of Budget and Management (DBM) shall see to it that the total annual budget allocation by the Government for the 30-Year Program is at least five percent (5%) of the Gross Domestic Product, consistent with the long term expenditure framework and the budget ceilings set by the Development Budget Coordinating Committee (DBCC). They shall also ensure that the budget allocation for each Implementing Agency is based on the priorities of the projects and its absorptive capacity for implementation (Section 14).

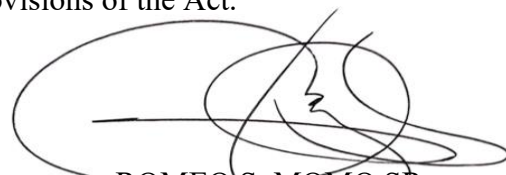
The projects under the 30-Year Program may be implemented under different generic financing and implementation modalities under Section 15.

From the 30-Year Program, the Agencies shall formulate their Medium-Term Infrastructure Programs and Annual Infrastructure Budgets (AIBs) to be integrated into the National Expenditure Programs (NEPs) for submission to the Congress as basis of the General Appropriations Acts (GAAs). Core projects shall be prioritized in the AIBs and NEPs. Based on the 30-Year Program and approved GAAs, the DBM shall issue the Multi-Year Contracting Authority (MYCA) to cover the total cost of each affected project (Section 16).

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

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

Early approval of this measure is earnestly sought.



ROMEO S. MOMOS
1st District Representative
Surigao del Sur



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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:

1 **SECTION 1. *Short Title.*** – This Act shall be known as the “30-Year
2 National Infrastructure Program Act.”

3 **SEC. 2. *Declaration of Overall Policy.*** – It is the policy of the State to
4 provide an efficient infrastructure system to promote sustainable and inclusive
5 economic growth and sound quality of life for all Filipinos. For this purpose, the
6 government shall provide for a long-term national infrastructure program,
7 covering the next thirty (30) years, for the systematic and continuing
8 development of essential infrastructure systems on transport and logistics,
9 energy, water resources, information and communications technology, social,
10 agri-fisheries modernization and food logistics, and other basic overhead
11 facilities in the country. This infrastructure program shall be directed to support
12 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.

SEC. 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, 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;

1 (c) *Co-financing* refers to collaborative financing of a project by two or
2 more banks or financing institutions;

3 (d) *Core Infrastructure projects* refer to projects in the 30-Year National
4 Infrastructure Program with the highest priority in terms of national
5 significance and impact;

6 (e) *Energy Infrastructure* refers to infrastructure for electric power
7 generation, transmission, and distribution, and supply, as well as for
8 exploration, development, production, storage and distribution of
9 energy resources including those using hydro-electric resources, fossil
10 fuel, geothermal, solar, wind, wave, and other emerging energy
11 technologies;

12 (f) *Green Financing* refers to investments that create environmental
13 benefits in support of green growth, low-carbon emission, and
14 sustainable development;

15 (g) *Implementing agencies* refer to National Government (NG) agencies or
16 government-owned or -controlled corporations (GOCCs), including local
17 government units (LGUs) authorized to act on behalf of these agencies
18 and GOCCs responsible for the actual execution of specific
19 infrastructure projects in the 30-year program including the planning,
20 design, programming, budgeting, procurement, and implementation of
21 the projects in accordance with the provisions of this Act;

22 (h) *Information and Communications Technology (ICT) Infrastructure*
23 refers to facilities that provide access to information through
24 telecommunications, including the internet, wireless networks,

1 telephone systems, and other digital technologies and communication
2 media;

3 (i) *Infrastructure* refers to the basic physical facility for use by the public
4 that underlie and enable, sustain, and enhance the economic and social
5 development of the country. Infrastructure includes transport and
6 logistics, energy, water resources, information and communications
7 technology, social, agri-fisheries modernization and food logistics
8 infrastructure systems, and other basic overhead facilities;

9 (j) *Oversight agencies* refer to NG agencies particularly the National
10 Economic and Development Authority (NEDA), Department of Budget
11 and Management (DBM), and Department of Finance (DOF),
12 responsible for providing policy and operational guidelines to, and
13 monitoring the compliance thereof, by the implementing agencies
14 pertaining to the planning, programming, budgeting, procurement, and
15 implementation of infrastructure projects in accordance with the
16 provisions of this Act;

17 (k) *Projects of national significance* refer to infrastructure projects whose
18 socio-economic influence or impact significantly affect the entire
19 country based on specific guidelines and criteria to be set by the NEDA;

20 (l) *Public-Private Partnership (PPP)* refers to a contractual arrangement
21 between an implementing agency and a private proponent for the
22 financing, design, construction, operation and maintenance, or any
23 combination thereof, of an infrastructure or development project which

1 is typically provided by the public sector, where each party shares in
2 the associated risks;

3 (m) *Social Infrastructure* refers to school buildings, hospitals and health
4 facilities, public housing, solid waste management, penitentiary,
5 evacuation centers, and other public and community facilities. The
6 term also includes, as an important sub-sector, waste management and
7 circular economy infrastructure, which refers to infrastructure for solid
8 waste collection, distribution, and disposal, waste aggregation and
9 transfer stations, waste markets, material recycling, sustainable
10 production, material recovery, and waste-to-energy facilities;

11 (n) *Transport and Logistics Infrastructure* refers to (i) roads, bridges,
12 tunnels, grade separation, and related structures, (ii) rail, bus rapid
13 transit and other mass transport systems, including subways, fixed
14 facilities, and rolling stock, (iii) ports, including terminals and
15 navigation facilities, (iv) airports, including terminals and navigation
16 facilities, (v) intermodal transport facilities, including terminals, and
17 (vi) supply chain infrastructure, including warehouses and distribution
18 centers. Transport infrastructure includes support systems for the
19 operation of transport services and facilities, such as intelligent
20 transport systems, electric vehicles, and active and non-motorized
21 transport;

22 (o) *Transit-oriented development (TOD)* refers to a planning strategy that
23 aims to concentrate jobs, housing, and services around public transport
24 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.

SEC. 4. *Creation of the 30-Year National Infrastructure Program.* –

There is hereby provided a “30-Year National Infrastructure Program for the Philippines for the Years 2023-2052”, hereinafter referred to as the Program.

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.

SEC. 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;

- 1 (c) Maximization of private sector participation in the planning,
2 development, financing, design, construction, operation, and
3 maintenance of infrastructure;
- 4 (d) Establishment and pursuit of a whole-of-government strategy to
5 coordinate infrastructure investment planning and implementation
6 that promotes collaboration among key actors, with the NEDA as the
7 lead coordinator;
- 8 (e) Promotion of public consultation and feedback mechanisms on
9 infrastructure investment priorities and projects at the national and
10 local levels. These include alliances among government, affected
11 citizens, industry, investors, academe, experts, donor agencies, and
12 other stakeholders to come up with smart approaches to
13 infrastructure development on a sector-by-sector basis;
- 14 (f) Adopt a TOD plan to promote urban growth and ensure compact,
15 mixed-use, pedestrian-friendly, and suitable dense development
16 organized around transit stations, in order to bring economic, social,
17 and environmental benefits to towns and cities;
- 18 (g) Implementation of adequate infrastructure asset preservation and
19 maintenance strategies to optimize government funds for
20 infrastructure and maximize its life;
- 21 (h) Incorporation of green and sustainable design, climate change
22 adaptation and disaster resilience measures, as well as updated
23 strength, safety, health, and environmental standards, in the design
24 and construction of infrastructure projects, especially against

1 powerful and disastrous typhoons, floods, earthquakes, fires, volcanic
2 eruptions, landslides, and other hazards; utilization of nature-based
3 solutions, where appropriate, to promote sustainability and cost-
4 savings. Investment in systems to ensure compliance and enforcement
5 of all safety and construction regulations; and establishment of a
6 robust national geospatial infrastructure that will provide location-
7 specific spatial data to support evidence-based planning and
8 implementation of infrastructure projects;

9 (i) Intensification of infrastructure-related research and development;

10 (j) Deliberate harmonization of technical-vocational and higher
11 education courses offered in educational institutions with the
12 workforce requirements of the infrastructure programs of the
13 government and the private sectors;

14 (k) Prioritization of the employment of qualified Filipino professionals
15 and technical workers in infrastructure project;

16 (l) Preferential use of quality construction materials that have a high
17 domestic content, especially those that use sustainable materials and
18 appropriate technology, such as low-carbon technology;

19 (m) Provision of appropriate training of and technology transfer to Filipino
20 counterparts in infrastructure projects involving new or imported
21 technology;

22 (n) Prioritization of multi-sectoral, multi-modal, and area-wide
23 development projects to take advantage of their synergistic effects;

1 and, where feasible, provision of common underground ducts for
2 utilities, and synchronized timelines for their installation;

3 (o) Emphasis on food security infrastructure that will ensure the
4 smooth flow of products across the archipelago. This will cover
5 essential transport and logistics, energy, ICT and other agri-fisheries
6 modernization and food logistics infrastructure;

7 (p) Strict observance of the requirements for technical readiness for
8 implementation, viz., pre-feasibility and feasibility studies, design,
9 right-of-way, environmental clearance, funding, and transaction
10 documents are adequately fulfilled before the procurement and
11 implementation of the projects;

12 (q) Strict monitoring of project completion of all functional structures;

13 (r) Requirement for continuity in funding and implementation of multi-
14 year projects up to their completion;

15 (s) Adoption of appropriate infrastructure risk management
16 measures, including risk identification, allocation, and mitigation, in
17 project development and management. These shall include
18 mechanisms for hindsight review of historical events including
19 disaster forensics, as well as foresight strategies to provide the
20 concerned agencies and stakeholders the agility to adapt to
21 unpredictable large-impact disruptive events, such as pandemics,
22 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.

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

- (a) Develop a national transport system with the following characteristics: efficient in facilitating mobility 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

1 influence the desired spatial development pattern under the National
2 Physical Framework Plan;

3 (c) Plan and implement transport projects within the context of the entire
4 supply chain and logistics system, facilitative of both traditional and
5 electronic commerce, with a seamless and demand-responsive
6 intermodal transport network, to link production areas with processing,
7 warehousing, transport and transshipment hubs, and markets, and
8 ensure unimpeded flow of people, goods, services, disaster response
9 equipment, relief goods, and basic commodities in times of emergencies;

10 (d) Focus the role of the government on policy formulation, planning, safety
11 and environmental regulations, supervision, and monitoring of projects
12 and operations, rather than as a direct provider of transport services
13 which shall generally be assigned to the private sector;

14 (e) Optimize the use of funds through efficient transport infrastructure
15 maintenance and asset management, as well as applicable travel
16 demand management, before considering additional investments;

17 (f) Make use of the comparative advantages and interconnectivity of the
18 different transport modes and provide for healthy competition within
19 and between transport modes to increase productivity, lower costs and
20 user charges, and improve services; and allocate resources to the
21 transport modes in accordance with their comparative advantages;

22 (g) Apply the user pays principle for cost recovery where it is appropriate;

23 (h) Improve road-based, people-oriented transport to address traffic
24 congestion through engineering, enforcement, and education;

- 1 (i) Encourage shift from private to public transport, especially on mass
2 transport for metropolitan areas, through promotion of active transport
3 culture, cost-effective public transport such as railways and bus rapid
4 transit, and lower or zero carbon emissions mobility solutions;
- 5 (j) Develop and expand cargo and rail infrastructure to connect strategic
6 infrastructure such as ports;
- 7 (k) Improve the operational efficiency of existing airports to address
8 constraints to their optimal capacity utilization, and develop new
9 airports to strategically meet future traffic demand; and
- 10 (l) Improve the nautical highway network; and build and expand port
11 facilities to ensure that inter-island shipping, including a stronger roll-
12 on roll-off (RORO) network, as a viable option for transporting people
13 and cargo.

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

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

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

SEC. 8. *Role of the Implementing Agencies involved in the Development of the Water Resources Infrastructure Program.* –

Implementing agencies involved in the development of the Water Resources Infrastructure Program shall pursue the following program directions and responsibilities:

(a) Create an apex body that will address the fragmented structure of water resources management, 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;

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

7 (e) Provide accessible financing for water supply and sanitation projects.

8 This includes Public–Private Partnerships, Viability Gap Funding from
9 the government for economically feasible but financially unviable
10 projects, Performance-Based Grants to enable equitable access to
11 services, and funds or subsidies to leverage access to market-based
12 lending or private equity.

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

17 (a) Strengthen the policy and regulatory environment to encourage just
18 interconnection among ICT industry players and establish effective
19 open-access network; promote facilities-based competition so that
20 industry players invest to advance their digital infrastructure, thereby
21 benefitting the general public; and streamline administrative
22 procedures to ease market entry;

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

SEC. 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

1 identify danger or no-build zones to reduce casualties and damages in
2 the event of natural disasters, such as typhoons, flooding, landslides,
3 and earthquakes;

4 (d) Provide assistance to LGUs in complying with the requirements under
5 Republic Act No. 9003, or the “Ecological Solid Waste Management Act
6 of 2000”, such as materials recovery facilities, transfer stations,
7 compost production, and waste-to-energy projects;

8 (e) Promote proper waste management through public awareness
9 programs and disseminate information on the environmental
10 importance of waste minimization, separation, recycling, reuse, and
11 repurposing;

12 (f) Encourage public-private cooperation and strategic investments in
13 cutting-edge technologies and facilities to generate economic value and
14 create livelihoods from waste products, including sustainable
15 production using recycled, reused, and repurposed materials;

16 (g) Advocate the establishment of a national policy for sustainable waste
17 management and roadmap for circular economy development and
18 infrastructure pipeline development;

19 (h) Create an apex body with responsibility for implementing waste
20 management and circular economy policies, plans, programs, and
21 projects, including responsibility to perform the functions outlined in
22 paragraphs (d) to (g) of this Section;

23 (i) Construct, improve, and renovate prison infrastructure to decongest
24 existing jails and provide humane accommodations, such as potable

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

- 3 (j) Construct evacuation centers that serve as temporary shelters for
4 evacuees in times of destructive unanticipated natural and human-
5 made calamities.

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

- 10 (a) Implement an integrated and long-term agri-fisheries modernization
11 and food logistics infrastructure plan that will accelerate the
12 development and competitiveness of the sector, implement policies that
13 promote traceability, efficiency, and conservation sufficient to manage
14 resources and attract sustainable investment in the sector, and
15 strengthen and coordinate all components of the entire food supply
16 chain and value chain, from the suppliers to the consumers;

- 17 (b) Provide state-of-the-art agri-fisheries facilities and food logistics
18 infrastructure, including data infrastructure, towards food security,
19 agricultural resilience, agro-industrialization, and improved logistics
20 to achieve cost-efficiency and facilitate exports;

- 21 (c) Establish a network of roads, rail, ports and RORO, airports, irrigation,
22 and warehouses based on the food supply and logistics chain;

- 23 (d) Accelerate the construction of farm-to-market roads and farm-to-mill
24 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.

SEC. 12. Core National Infrastructure Projects. – The Program shall give priority to the following initial list of core infrastructure projects identified

by the agencies concerned in their program pipelines and which conform to the strategies and policies in Section 5 and to the agency responsibilities in Sections 6 to 11 of this Act:

(a) Transport and Logistics Infrastructure

(1) Road Transport

(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-Iligan-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 Circumferential 5 South link 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: Bacoor-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) M'lang (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 of 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) Jalaar River Multi-Purpose Project, Iloilo;
- (vii) Panay River Basin Integrated Development Project;
- (viii) Bohol Northeast Basin Multipurpose Project;
- (ix) Malitubog-Maridagao Irrigation Project, North Cotabato and Maguindanao; and
- (x) Kabulan-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;

- 1 (c) Paranaque Spillway;
- 2 (d) Laguna Lakeshore Flood Protection;
- 3 (e) River improvements of other rivers; and
- 4 (f) Urban drainage systems.
- 5 (ii) Flood Control in Other Major River Basins:
- 6 (a) Agno;
- 7 (b) Abra;
- 8 (c) Abulog-Apayao;
- 9 (d) Cagayan;
- 10 (e) Pampanga;
- 11 (f) Bicol;
- 12 (g) Panay;
- 13 (h) Jalaur;
- 14 (i) Ilog-Hilabangan;
- 15 (j) Tagaloan;
- 16 (k) Cagayan de Oro;
- 17 (l) Mindanao (Rio Grande);
- 18 (m) Buayan-Malungon;
- 19 (n) Davao;
- 20 (o) Tagum-Libuganon; and
- 21 (p) Agus.
- 22 (iii) Other major urban areas, including Cavite Industrial Area
- 23 and Metro Cebu.

1 **(d) ICT Infrastructure**

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

13 **(e) Social Infrastructure**

14 (1) School Buildings

- 15 (i) Additional K-12 public classrooms and other education-
16 related infrastructure facilities including, but not limited
17 to, libraries, training centers and school, health and sports
18 facilities to cover one hundred percent (100%) of children of
19 school age; and
- 20 (ii) Provision of digital infrastructure to all schools to support
21 online or distance learning.

22 (2) Hospitals and Health Facilities

- 23 (i) Expansion of capacities and upgrades of service capabilities
24 of government hospitals and other facilities, in accordance

1 with the Philippine Health Facility Development Plan of the
2 Department of Health, to ensure functional Health Care
3 Provider Networks as provided in the Universal Health
4 Care Act;

5 (ii) Regional Specialty Hospitals;

6 (iii) Virology Science and Technology Institute of the
7 Philippines; and

8 (iv) University of the Philippines-Philippine General Hospital.

9 (3) Waste Management and Circular Economy Infrastructure

10 (i) Waste collection, transportation, and disposal facilities
11 and infrastructure;

12 (ii) Waste sorting, aggregation, and transfer stations, including
13 markets and waste banks;

14 (iii) Recycling and sustainable production facilities; and

15 (iv) Waste-to-energy and waste incineration installations.

16 (4) Penitentiary Infrastructure: Prisons in major urban centers.

17 (5) Evacuation Centers.

18 **(f) Agri-Fisheries Modernization and Food Logistics Infrastructure**

19 (1) Irrigation and soil and water conservation facilities

20 (i) National irrigation projects – as listed in Section 12(c)(2) of
21 this Act;

22 (ii) Communal and small-scale irrigation projects; and

23 (iii) Soil and water conservation facilities, including small water
24 impounding and bio-engineering projects.

1 (2) Farm-to-Market/Farm-to-Mill Roads.

2 (3) Production facilities including greenhouses, screenhouses,
3 hatcheries, and bio-safety facilities.

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

7 (5) Agri-fishery marketing and distribution facilities.

8 (6) Renewable energy projects for agri-fisheries, including solar-
9 powered irrigation systems, ram pumps, wind pumps, biomass
10 gasifiers, and flat-bed dryers, among others, as coordinated with
11 the Department of Energy and other concerned and
12 stakeholders.

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

17 **SEC. 13. Responsibility for Formulation, Updating, and Monitoring**
18 **of the Detailed 30-Year Program.** – Pursuant to the policies, strategies, and
19 other provisions in this Act, the NEDA shall, in coordination with the concerned
20 oversight and implementing agencies and in consultation with concerned
21 stakeholders, be responsible for the formulation of the detailed Program, divided
22 into medium-term programs. This shall include the setting of measurable
23 targets to be achieved during the 30-year period, and the selection,
24 prioritization, and phasing of the specific projects with their respective

1 descriptions, scopes, cost estimates, priorities, funding requirements, schedules,
2 financing and implementation modalities, and implementing agencies. The
3 extent to which the projects in the Program meet the policies and strategies
4 provided in Section 5 and the agency responsibilities in Sections 6 to 11 of this
5 Act shall generally determine their priority, phasing, and schedule of
6 implementation.

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

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

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

20 **SEC. 14. *Minimum Budget Allocation for Infrastructure.*** – The NEDA
21 and the DBM shall ensure that the total annual budget allocation for the
22 Program shall be at least five percent (5%) of the Gross Domestic Product:
23 *Provided, That the provision in the Constitution mandating that the State shall*

1 assign the highest budgetary priority to education, covering both infrastructure
2 and non-infrastructure aspects, is observed.

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

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

15 (a) Conventional Scheme. This is generally applicable to non-financially
16 viable, but economically feasible, projects:

17 (1) Financing of design, construction, operation and maintenance, and
18 right-of-way of the project is provided by the NG;

19 (2) Design is undertaken by the NG, by itself or through a private
20 designer;

21 (3) Construction is undertaken by the NG, by itself or through a private
22 construction contractor; and

23 (4) Operation and maintenance are undertaken by the NG, by itself or
24 through a private operation and maintenance contractor.

1 (b) Design-Build Scheme. This is generally applicable to non-financially
2 viable but economically feasible projects where alternative design-build
3 technologies are feasible:

4 (1) Financing of design, construction, operation and maintenance, and
5 right-of-way of the project is undertaken by the NG;

6 (2) Design is undertaken by the private design-build contractor;

7 (3) Construction is undertaken by the private design-build contractor;
8 and

9 (4) Operation and maintenance are undertaken by the NG, by itself
10 or through a private operation and maintenance contractor.

11 (c) PPP Scheme. This is generally applicable to financially viable and
12 economically feasible projects or to projects where private sector
13 expertise and efficiencies yield value for money to the government and
14 the public. Cost recovery may come from user charges or availability
15 payments:

16 (1) Financing of right-of-way and allowable subsidy for the project is
17 undertaken by the NG. Financing of design, construction, and
18 operation and maintenance are undertaken by the private PPP
19 concessionaire;

20 (2) Design is undertaken by the private PPP concessionaire;

21 (3) Construction is undertaken by the private PPP concessionaire; and

22 (4) Operation and maintenance are undertaken by the private PPP
23 concessionaire.

1 (d) Hybrid PPP Scheme. This is generally applicable to financially viable
2 and economically feasible projects where overseas development
3 assistance (ODA) is an affordable and quick source of financing for
4 project design and construction, while the PPP concessionaire can
5 efficiently undertake the operation and maintenance:

6 (1) Financing of right-of-way and allowable subsidy is undertaken by the
7 NG. Financing of design and construction is undertaken by the NG
8 with ODA. Financing of operation and maintenance is undertaken
9 by the private PPP concessionaire;

10 (2) Design is undertaken by the NG, by itself or through a private
11 designer;

12 (3) Construction is undertaken by the NG, by itself or through a private
13 construction contractor; or

14 (4) Operation and maintenance are undertaken by the private PPP
15 concessionaire.

16 (e) NG-LGU Partnership. This is generally applicable to non-financially
17 viable but economically feasible projects where LGUs can contribute to
18 right-of-way, operation, and maintenance:

19 (1) Financing of design and construction is undertaken by the NG.
20 Financing of right-of-way, operation, and maintenance are
21 undertaken by the LGU;

22 (2) Design is undertaken by the NG, by itself or through a private
23 designer;

1 (3) Construction is undertaken by the NG, by itself or through a private
2 construction contractor, or by the concerned LGU; and

3 (4) Operation and maintenance are undertaken by the LGU.

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

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

15 **SEC. 16. Basis for Medium-Term and Annual Programming and**
16 **Budgeting.** – Based on the Program, the implementing agencies shall formulate
17 their respective Medium-Term Infrastructure Programs, which are to be
18 integrated into the overall National Medium-Term Infrastructure Programs and
19 the Medium-Term Philippine Development Plan to be crafted by the NEDA.

20 Based on the Program, the implementing agencies shall prepare their
21 Medium-Term Expenditure Frameworks (MTEFs) and subsequently their
22 Annual Infrastructure Budgets (AIBs), which are to be integrated into the
23 proposed annual National Expenditure Programs (NEPs) to be prepared by the
24 DBM, for submission to Congress as the basis of the annual General

1 Appropriations Acts (GAAs). The implementing agencies and the DBM shall see
2 to it that the core projects in the Program are given priority in the MTEFs, AIBs
3 and NEPs.

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

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

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

20 **SEC. 17. Use of Applicable Modern Technology for Project**
21 **Implementation.** – To achieve efficiency and transparency, the projects in the
22 Program shall, where applicable, be procured through electronic online systems,
23 covering the submission and evaluation of bids. For effective management of the
24 projects, implementing agencies shall use the Building Information Modeling

(BIM) or similar applicable automated management tools that can visualize, simulate, track, and help optimize the performance of a particular infrastructure in five dimensions, namely: length, width, height, time, and cost, throughout the lifecycle of the project, from planning and design, through procurement and construction, to operation and maintenance.

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

(a) The Secretary of Socio-Economic Planning and Director General of the NEDA, as Chairman; 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, community organizations, and non-government organizations, among others.

SEC. 19. *Accountability for Formulation and Implementation of this Act.* – The concerned oversight and implementing agencies shall be held accountable under existing laws, including anti-graft and corrupt practices laws and auditing rules, for the proper performance of their respective responsibilities covering the selection, prioritization, budgeting, financing, procurement, execution, fund disbursements, and related aspects of the projects in the Program.

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

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

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

Approved,