

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 5544



Introduced by **Representative AGATHA PAULA "AGAY" A. CRUZ**

EXPLANATORY NOTE

Infrastructure development is one of the strongest drivers of economic growth and social mobility. Despite this, the country's infrastructure agenda has long been hindered not by a shortage of plans, but by the absence of a single, unified, and enduring plan. Every administration builds with new energy but often without memory, pursuing projects in isolation from the nation's long-term direction. What results is a familiar pattern: overlapping roadmaps, disjointed priorities, and missed opportunities.

This fragmentation has imposed a high cost on the economy. Transport networks do not align with industrial corridors; power and water systems expand without coordinated spatial planning; housing and social infrastructure are built far from jobs and services. The country moves forward, but rarely in one direction.

The proposed Masterplan for Infrastructure and National Development (MIND) Act seeks to replace this cycle of fragmentation with foresight. It compels government to think beyond electoral cycles by formulating and institutionalizing a 30-year Comprehensive Infrastructure Development Masterplan (CIDMP) that will serve as the country's blueprint for long-term, evidence-based, and climate-resilient infrastructure planning. This ensures that every road, bridge, port, airport, power line, and fiber networks contributes not only to connectivity, but to a coherent national vision that transcends political transitions.

The measure establishes the MIND Council as the central body for coordinating and harmonizing infrastructure policies and strategies across sub-sectors. Through this mechanism, the bill institutionalizes a whole-of-government and whole-of-society approach to infrastructure governance that is climate-resilient, inclusive, regionally balanced, and aligned with the country's long-term development vision under *AmBisyon Natin 2040*.

This is not only a planning tool, but also a governance reform. It institutionalizes foresight, coherence, and continuity in national infrastructure policy. It shifts the

development mindset from short-term, project-based decision-making to a durable institutional framework that ensures continuity, efficiency, and accountability in infrastructure policy.

In view of the foregoing, the immediate passage of this measure is earnestly sought because it's high time that we put Philippine infrastructure, quite literally, in its right MIND – deliberate in direction and devoted to nation-building.


AGATHA PAULA "AGAY" AGUILAR CRUZ
Representative, Fifth Legislative District of Bulacan



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

TWENTIETH CONGRESS
First Regular Session

HOUSE BILL NO. 5544

Introduced by **Representative AGATHA PAULA “AGAY” A. CRUZ**

AN ACT
MANDATING THE FORMULATION AND INSTITUTIONALIZATION OF A
COMPREHENSIVE INFRASTRUCTURE DEVELOPMENT MASTERPLAN,
ESTABLISHING THE MASTERPLAN FOR INFRASTRUCTURE AND NATIONAL
DEVELOPMENT (MIND) COUNCIL, AND APPROPRIATING FUNDS THEREFOR

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

1 **Section 1. Short Title.** – This Act shall be known as the “Masterplan for
2 Infrastructure and National Development (MIND) Act.”
3

4 **Section 2. Declaration of Policy.** – It is hereby declared the policy of the State to
5 recognize the vital role of a comprehensive, efficient, and integrated infrastructure system
6 in promoting sustainable economic growth, job creation, competitiveness, and social
7 equity.
8

9 The State shall adopt a whole-of-government and evidence-based approach to
10 infrastructure planning and investment prioritization, ensuring policy continuity and
11 consistency across political administrations.
12

13 Infrastructure development shall be pursued in a manner that is climate-resilient,
14 inclusive, regionally balanced, and aligned with long-term national development goals.
15 Infrastructure planning under this Act shall support the long-term vision under *AmBisyon*
16 *Natin 2040* and subsequent long-term national plans pursuant to Republic Act No. 12145
17 or the “Economy, Planning, and Development Act.”
18

19 **Section 3. Purposes and Objectives.** – This Act aims to:
20

- 21 (a) Institutionalize a 30-year Comprehensive Infrastructure Development
22 Masterplan (CIDMP) that will guide the country’s infrastructure investments
23 and spatial development strategies;

- 1
- 2 (b) Define clear mandates and coordination mechanisms among implementing
- 3 agencies to ensure policy coherence and efficient resource allocation in the
- 4 development of essential transport, energy, water resources, information and
- 5 communications technology, social infrastructure systems, and other basic
- 6 overhead facilities in the country;
- 7
- 8 (c) Provide the overall framework for prioritization, location, scale, timing, and
- 9 interrelationship of public and private infrastructure investments to maximize
- 10 their impact to the economy and society;
- 11
- 12 (d) Promote continuity, accountability, and transparency in infrastructure
- 13 programs beyond the term of any administration;
- 14
- 15 (e) Ensure integration of transport, energy, water, ICT, social, and agri-fisheries
- 16 infrastructure systems within national and regional development plans; and
- 17
- 18 (f) Support the achievement of the overall long-term development vision of the
- 19 country as a prosperous, predominantly middle-class society, where no one is
- 20 poor, and where Filipinos shall live long and healthy lives, be smart and
- 21 innovative, and live in a high-trust society.
- 22

23 **Section 4. Definition of Terms.** – As used in this Act:

24

- 25 (a) *Agri-Fisheries Modernization and Food Logistics infrastructure* refers to facilities
- 26 which include farms access roads, trading posts, agricultural tramlines and
- 27 other market infrastructure, fish ports, irrigation and soil and water
- 28 conservation structures, post-harvest facilities such as warehouses and cold
- 29 storage, meat establishment infrastructure such as slaughterhouses, and
- 30 production infrastructure such as greenhouses, hydroponics, aquaponics, and
- 31 food irradiation facilities. This includes the health and safety infrastructure
- 32 required to meet regulatory standards;
- 33
- 34 (b) *Comprehensive Infrastructure Development Masterplan (CIDMP)* refers to the 30-
- 35 year national framework establishing the long-term vision, goals, and
- 36 strategies for infrastructure development across sectors;
- 37
- 38 (c) *Energy infrastructure* refers to projects for power generation, transmission and
- 39 distribution, and electrification, as well as for exploration, development,
- 40 production, storage and distribution of energy resources including those based
- 41 on or using water resources, fossil fuel, geothermal, solar, wind, wave, and
- 42 other emerging technologies including nuclear;
- 43
- 44 (d) *Information and Communications Technology (ICT) infrastructure* refers to facilities

1 that provide access to information through telecommunications, including the
2 internet, wireless networks, telephone systems, and other communication
3 media;

4
5 (e) *Infrastructure Asset Preservation and Maintenance* refers to activities and systems
6 designed to ensure the continued safety, reliability, and performance of
7 infrastructure facilities throughout their lifecycle, including preventive
8 maintenance, rehabilitation, and upgrading;

9
10 (f) *Infrastructure Sub-sectors* include transport and logistics, energy, water
11 resources, ICT, social infrastructure, agri-fisheries modernization, and asset
12 preservation systems;

13
14 (g) *Masterplan for Infrastructure and National Development (MIND) Council* refers to
15 the inter-agency body created under this Act to lead, coordinate, and oversee
16 the formulation and implementation of the CIDMP.

17
18 (h) *Social infrastructure* refers to school, buildings, hospitals and health facilities,
19 public housing, solid waste management, penitentiary, evacuation centers, and
20 other public and community facilities, including waste management and
21 circular economy infrastructure that covers solid waste collection, distribution
22 and disposal, waste aggregation and transfer stations, waste markets, material
23 recycling, sustainable production, material recovery, and waste-to-energy
24 facilities;

25
26 (i) *Transport and Logistics infrastructure* refers to:

- 27 (1) roads, bridges, tunnels, grade separation, and related structures;
28 (2) rail, bus rapid transit and other mass transport systems, including subways,
29 fixed facilities, and rolling stock;
30 (3) seaports, including terminals and navigation facilities;
31 (4) airports, including terminals and navigation facilities;
32 (5) intermodal transport facilities, including terminals; and
33 (6) supply chain infrastructure including warehouses and distribution centers.

34
35 Transport infrastructure includes support systems for the operation of
36 transport services and facilities, such as intelligent transport systems; and

37
38 (j) *Water Resources infrastructure* refers to:

- 39 (1) water supply, sewerage and sanitation for domestic, commercial and
40 industrial uses;
41 (2) irrigation for agriculture; and
42 (3) flood control and drainage facilities, including dams, reservoirs and coastal
43 zone protection.

1 **Section 5. Formulation of a Comprehensive Infrastructure Development Master**
2 **Plan (CIDMP).** – Within one (1) year from the effectivity of this Act, the CIDMP shall be
3 formulated and adopted by the MIND Council. It shall:

- 4
- 5 (a) Set forth the country’s long-term vision, goals, and strategy for infrastructure
6 development;
- 7
- 8 (b) Serve as the integrated framework for forward planning, investment
9 programming, budget prioritization, and development of infrastructure
10 investment and programs;
- 11
- 12 (c) Be reviewed and updated every ten (10) years, or earlier if warranted by new
13 technologies, emergencies, or economic disruptions: *Provided,* That such early
14 review and update be consistent with long-term national development vision
15 and goals; and
- 16
- 17 (d) Be consistent with the Philippine Development Plan (PDP), Public Investment
18 Program (PIP), Three-Year Rolling Infrastructure Plan (TRIP), and the annual
19 budget.
- 20

21 In order to effectively implement this Act, a whole-of-government approach shall
22 be adopted for the formulation and adoption of the CIDMP. This approach shall facilitate
23 engagement with government agencies, instrumentalities, government-owned and -
24 controlled corporations (GOCCs), local government units (LGUs), regional development
25 councils (RDCs), ICT Councils, technical and standards organizations and other relevant
26 stakeholders towards ensuring the full and effective implementation of this Act.

27

28 **Section 6. Infrastructure Policies and Strategies.** – The CIDMP shall adopt the
29 following national development policies and strategies to guide the planning,
30 prioritization, and implementation of the infrastructure programs and projects of the
31 Government:

32

- 33 (a) Institutionalization of a whole-of-government coordination strategy, to be led
34 by the Department of Economy, Planning, and Development (DEPDev), for the
35 harmonization of infrastructure investment planning and implementation,
36 with the objective of ensuring coherent policy direction and promoting
37 effective collaboration and synergy among all concerned departments,
38 agencies, and instrumentalities of government;
- 39
- 40 (b) Prioritization of nationally significant projects consistent with national and
41 regional physical framework plans, development plans, roadmaps, and master
42 plans, taking into consideration the principles of economic feasibility, social
43 inclusion, environmental sustainability, resilience, safety, and affordability;
- 44

- (c) Adoption of the following principles in determining infrastructure investment priorities:
- (1) Effectiveness in meeting national development objectives, ensuring alignment with the long-term goals and strategic priorities of the government;
 - (2) Economic feasibility and impact, taking into account cost-effectiveness, productivity enhancement, and contribution to national competitiveness;
 - (3) Poverty alleviation and social inclusion, promoting equitable access to infrastructure benefits, particularly for marginalized and underserved sectors;
 - (4) Environmental sustainability and climate resilience, ensuring the integration of mitigation and adaptation measures consistent with national climate policies and international commitments;
 - (5) Safety, by upholding standards that protect life, property, and public welfare in all phases of project development and operation;
 - (6) Security, by ensuring the protection of critical infrastructure from physical, cyber, and other threats;
 - (7) Affordability, by ensuring that the cost of infrastructure services remains fair, equitable, and consistent with public interest;
 - (8) Public access, by promoting inclusive and non-discriminatory use of infrastructure facilities and services;
 - (9) Technical readiness for implementation, ensuring that projects are supported by sound technical studies, designs, and institutional capacities; and
 - (10) Financial viability and value for money, through the efficient allocation and utilization of public resources and the maximization of economic and social returns.
- (d) Harmonization and coordination of national, regional, and local infrastructure development goals to ensure policy coherence, alignment of priorities, and complementarity of programs across all levels of government;
- (e) Promotion of public consultation and the institutionalization of feedback mechanisms to ensure transparency, accountability, and citizen participation in determining infrastructure investment priorities and in the planning and implementation of projects at both the national and local levels;
- (f) Maximization of private sector participation in the planning, development, financing, design, construction, operation, and maintenance of infrastructure, consistent with the principles of transparency, competition, and efficiency;
- (g) Utilization of any of the following modes for infrastructure implementation:
- (1) by the concerned national government agencies and GOCCs pursuant to their respective mandates and charters;

(2) through Public-Private Partnership (PPP) arrangements; or
(3) in partnership with LGUs, to complement public financing and promote technology and knowledge transfers;

(h) Implementation of adequate infrastructure asset preservation and maintenance strategies to ensure the long-term functionality, safety, and serviceability of infrastructure facilities;

(i) Development of an efficient, safe, economical, accessible, affordable, reliable, integrated, seamless, convenient, user-oriented, disaster-resilient, and environmentally sustainable national infrastructure system consistent with prevailing industry and international standards, including the incorporation of geospatial data systems for evidence-based planning and decision-making;

(j) Establishment of a robust national geospatial infrastructure that provides accurate, timely, and location-specific data to support evidence-based planning, monitoring, and implementation of infrastructure projects;

(k) Establishment of a strategic national transport network composed of complementary roads, railways, ports, and airports that serve medium- and long-distance, high-density traffic between key cities and municipalities, economic hubs, international gateways, and major urban corridors;

(l) Establishment and enhancement of food security infrastructure to ensure the smooth and efficient flow of agricultural and other essential goods across the archipelago, as well as the prioritization of mass public transport, digital infrastructure, and food logistics systems as critical enablers of national productivity and resilience;

(m) Prioritization of the development of mass public transportation systems and active mobility infrastructure to reduce dependence on private motor vehicles and promote sustainable urban mobility;

(n) Adoption of inclusive mobility designs through the provision of an integrated network of protected bicycle lanes, sidewalks, at-grade and elevated walkways, and green and open spaces;

(o) Incorporation of appropriate infrastructure risk management measures, including risk identification, allocation, and mitigation, throughout all stages of project development and implementation;

(p) Adoption of green design standards and sustainable design principles, climate change adaptation and disaster resilience measures, and the application of updated strength, safety, health, and environmental standards in all phases of

1 infrastructure design and construction;

2
3 (q) Preferential use of domestically produced and quality construction materials
4 with high domestic content, particularly those utilizing sustainable materials
5 and appropriate technologies that support local industries;

6
7 (r) Prioritization of multi-sectoral, multi-modal, and area-wide development
8 projects to maximize synergistic impacts, and, where feasible, the integration
9 of common utility ducts and the synchronization of project timelines for
10 installation and maintenance; and

11
12 (s) Strict monitoring, evaluation, and reporting of project implementation to
13 ensure the timely completion and functionality of all infrastructure features,
14 including the establishment of robust monitoring and evaluation systems to
15 ensure project completion, performance, and accountability.

16
17 **Section 7. *Contents of the CIDMP.*** – The CIDMP shall contain the following:

18
19 (a) A report on the long-term vision for national infrastructure, which shall
20 support and be consistent with long-term socio-economic goals;

21
22 (b) An analysis of economic, demographic, and spatial growth projections;

23
24 (c) Reports on the integrated and holistic strategies for the development of the
25 following infrastructure sub-sectors:

26 (1) Transport and Logistics;

27 (2) Energy;

28 (3) Water Resources;

29 (4) Information and Communications Technology (ICT);

30 (5) Social Infrastructure;

31 (6) Agri-Fisheries Modernization and Food Logistics; and

32 (7) Asset Preservation and Maintenance.

33
34 (d) Indicative project pipelines, timelines, funding requirements, and financing
35 modalities for each of the infrastructure sub-sectors.

36
37 **Section 8. *Masterplan for Infrastructure and National Development (MIND)***
38 **Council.** – There is hereby established the Masterplan for Infrastructure and National
39 Development (MIND) Council which shall lead the formulation, review, and
40 implementation of the CIDMP.

41
42 The DEPDev shall ensure that the CIDMP is integrated and made mandatory in all
43 phases of the Planning-Programming-Budgeting process and operationalized in all of the
44 major documents involved, including but not limited to the:

- 1 (a) PDP and the Regional Development Plans (RDPs);
2 (b) PIP;
3 (c) TRIP; and
4 (d) National Expenditure Program (NEP), Budget of Expenditure and Sources of
5 Financing (BESF), Annual General Appropriations Act (GAA) and their
6 supporting documents.
7

8 **Section 9. Composition of the (MIND) Council.** – The MIND Council shall be
9 composed of the following:
10

- 11 (a) President of the Philippines, as Chairperson;
12 (b) Secretary of the DEPDev, as Vice Chairperson;
13 (c) Secretary of the Department of Public Works and Highways (DPWH), as
14 Member;
15 (d) Secretary of the Department of Finance (DOF), as Member;
16 (e) Secretary of the Department of Budget and Management (DBM), as Member;
17 (f) Secretary of the Department of Transportation (DOTR), as Member;
18 (g) Secretary of the Department of Energy (DOE), as Member;
19 (h) Secretary of the Department of Information and Communications Technology
20 (DICT), as Member;
21 (i) Secretary of the Department of Agriculture (DA), as Member;
22 (j) Secretary of the Department of Human Settlements and Urban Development
23 (DHSUD), as Member;
24 (k) Secretary of the Department of Tourism (DOT), as Member;
25 (l) Secretary of the Department of the Interior and Local Government (DILG), as
26 Member;
27 (m) Secretary of the Department of Trade and Industry (DTI), as Member;
28 (n) Secretary of the Department of Environment and Natural Resources (DENR),
29 as Member;
30 (o) Presidents of the Leagues of Provinces, Cities, and Municipalities, as Members;
31 and
32 (p) Five (5) Industry Stakeholders representing Transport, Energy, ICT, Water, and
33 Social Infrastructure sectors, as Members.
34

35 The representatives from the industry stakeholders shall be appointed to represent
36 the infrastructure sub sectors enumerated under Section 7 of this Act and shall be selected
37 from among their respective ranks based on the criteria and mechanisms to be set for this
38 purpose by the Council.
39

40 The Secretary of DEPDev may preside as Chairman in cases where the President
41 is unable to attend a meeting and in the absence of any Presidential preference. The
42 President, however, shall continue to have the power to designate from among the
43 members of the Council the Chairman, who can appropriately represent the President, to
44 preside over specific meetings. The Department Secretaries may not designate alternate

representatives other than their respective undersecretaries to the meetings of the Council.

The Council shall meet at least once every quarter or as often as necessary.

The Council shall engage other government agencies and instrumentalities, as may be necessary.

Section 10. Powers and Functions of the MIND Council. – The MIND Council shall have the following powers and functions:

- (a) Formulate and periodically update the CIDMP, which will serve as a blueprint for national and regional investment planning;
- (b) Coordinate infrastructure investments, policy alignment, planning, and implementation that promotes collaboration among key actors;
- (c) Monitor and evaluate project implementation to ensure accountability and timely completion;
- (d) Review and streamline all existing infrastructure-related policies and programs;
- (e) Conduct consultations with LGUs, private sector, and civil society;
- (f) Submit the CIDMP and annual reports to the President and Congress;
- (g) Recommend legislation to further institutionalize the CIDMP framework; and
- (h) Perform such other functions as may be necessary for the effective discharge of its mandate.

In addition to the foregoing powers and functions, the Council may form a consultative and advisory committee. This committee shall comprise individuals with proven expertise in but not limited to urban planning, engineering, environmental sustainability, infrastructure and economic development, social and community development, housing, technology, public health, education and culture, and disaster and emergency management.

Section 11. Secretariat to the MIND Council. – The DEPDev shall serve as the Secretariat and shall provide administrative, operational, and technical support to the Council. Pursuant to the policies, strategies, and other provisions in this Act, the DEPDev shall, in coordination with concerned agencies and stakeholders, be responsible in the formulation of the detailed CIDMP and integrated framework, including its medium-

1 term strategic plans and programs.

2
3 The DEPDev, in coordination with concerned agencies and stakeholders, shall be
4 responsible for the update of the CIDMP as well as its regular monitoring and evaluation,
5 including the physical and financial performance of implementing agencies, and the
6 socio-economic impact of program accomplishments.

7
8 The Secretariat may call upon any department, agency, or instrumentality of
9 government for technical assistance.

10
11 **Section 12. Role of Implementing Agencies.** – Implementing agencies involved in
12 the development of the transport and logistics, energy, water resources, ICT, social, asset
13 preservation and maintenance strategies, and agri-fisheries modernization and food
14 logistics shall perform the following responsibilities:

- 15
16 (a) Prioritize and fast-track the implementation of infrastructure projects in
17 accordance with the CIDMP;
18
19 (b) Develop a national transport system with the following characteristics:
20 efficient in facilitating mobility, safe, secure, economical, accessible, affordable,
21 environmentally sustainable, user-oriented, reliable, convenient, integrated,
22 and seamless;
23
24 (c) Plan and implement transport projects within the context of the entire supply
25 chain and logistics system that is facilitating of both traditional and electronic
26 commerce, through a seamless and demand-responsive intermodal transport
27 network that shall link production areas with processing, warehousing,
28 transport and transshipment hubs, and markets, and ensure unimpeded flow
29 of people, goods, services, disaster response equipment, relief goods, and basic
30 commodities in times of emergencies;
31
32 (d) Optimize the use of funds through efficient transport infrastructure
33 maintenance and asset management, including applicable demand
34 management;
35
36 (e) Improve road-based people-oriented transport to address traffic congestion
37 through engineering, enforcement and education;
38
39 (f) Improve operational efficiency of airports and address constraints to their
40 optimal capacity utilization;
41
42 (g) Improve port facilities to ensure that inter-island shipping, including a
43 stronger roll-on roll-off (RORO) network, as a viable option for transporting
44 people and cargo;

- (h) Support investments and fast track implementation of infrastructure projects to improve power generation, transmission and distribution;
- (i) Encourage competition to drive down electricity costs;
- (j) Promote and develop alternative sources of power, including renewable energy and other clean energy technologies;
- (k) Ensure efficient transmission of electricity to various load centers and interconnect the entire grid;
- (l) Prioritize the provision of off-grid, stand-alone, renewable technology to the remaining unelectrified off-grid, island, remote, and last-mile communities;
- (m) Implement energy infrastructure projects in accordance with the policies and programs of Republic Act No. 112851 or the “Energy Efficiency and Conservation Act of 2019”;
- (n) Promote the deployment of clean, efficient and smart energy technologies and establishment of the necessary infrastructure and regulatory support for these technologies;
- (o) Pursue reforms that will address the fragmented structure of water resources management;
- (p) Optimize the development and use of water resource potentials for irrigation, hydroelectric power, water supply, and flood control;
- (q) Pursue institutional reforms such as streamlining processes to facilitate investments in water supply, sewerage system and sanitation services;
- (r) Intensify flood control in major river basins, principal rivers, and urban centers, combining structural or engineering intervention works with non-structural measures on an area or river system-wide basis, with priority on areas with high risks of flooding;
- (s) Pursue reforms in digital infrastructure, including but not limited to streamlining process for permits, to complement the national broadband plan geared towards increasing internet access in unserved and underserved areas;
- (t) Expand the deployment of ICT infrastructure and address gaps in digital connectivity and promote digital trade;

- (u) Enhance the 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;
- (v) Ensure and improve cybersecurity by investing in robust systems and key management resources;
- (w) Prioritize implementation of climate-smart and resilient infrastructure in all sub-sectors of agri-fisheries modernization and food logistics, energy, water resources, social, transport, and ICT infrastructure investments; and
- (x) Perform other functions as may be necessary towards the effective implementation of this Act.

Section 13. *Consideration of Approved National Infrastructure Projects.* – The infrastructure projects approved by the DEPDev before the effectivity of this Act shall be given due consideration in the formulation and implementation of the CIDMP.

Section 14. *Joint Congressional Oversight Committee (JCOC).* – A Joint Congressional Oversight Committee on Infrastructure Planning and Development is hereby constituted to monitor and ensure the effective implementation of this Act, identify the deficiencies, limitations, and propose necessary amendments to address them.

The Joint Committee shall be composed of six (6) Members each from the Senate and the House of Representatives to be designated by the Senate President and the Speaker of the House of Representatives, respectively. It shall be jointly chaired by the respective Chairpersons of the Senate Committee on Economic Affairs, Senate Committee on Public Works, House Committee on Economic Affairs, and House Committee on Public Works and Highways. The Minority shall have at least two (2) representatives from both chambers.

The Secretariat of the Joint Committee shall come from the existing Secretariat personnel of the concerned Senate and House Committees.

The Joint Committee shall conduct a hearing at least once every quarter to review the implementation of this Act and identify other necessary legislation.

Section 15. *Harmonization with Existing Statutes.* – The implementation of this Act shall be harmonized with Republic Act No. 12145, or the “Economy, Planning, and Development Act”, and Republic Act No. 11966, or the “Public-Private Partnership (PPP) Code of the Philippines”, to ensure consistency in national planning, investment programming, and project implementation frameworks.

1
2 **Section 16. Appropriations.** – The amount necessary for the initial implementation
3 of this Act shall be charged against the current year’s appropriations of the DEPDev.

4
5 Thereafter, such sums as may be necessary for the continued operation of the
6 MIND Council and implementation of the CIDMP shall be included in the annual General
7 Appropriations Act.

8
9 **Section 17. Implementing Rules and Regulations.** – Within ninety (90) days of the
10 approval of this Act, the MIND Council, in consultation with stakeholders from the public
11 and private sector, including LGUs, business groups, community organizations, and non-
12 government organizations, shall formulate the implementing rules and regulations
13 necessary in effectively implementing the law.

14
15 **Section 18. Separability Clause.** – If any part or provision of this Act is held
16 unconstitutional or invalid, the remainder thereof not otherwise affected shall remain in
17 full force and effect.

18
19 **Section 19. Repealing Clause.** – All laws, decrees, executive orders, rules, and
20 regulations, or parts thereof inconsistent with the provisions of this Act are hereby
21 repealed or modified accordingly.

22
23 **Section 20. Effectivity.** – This Act shall take effect fifteen (15) days following the
24 completion of its publication in the *Official Gazette* or in a newspaper of general circulation.

25
26 *Approved,*