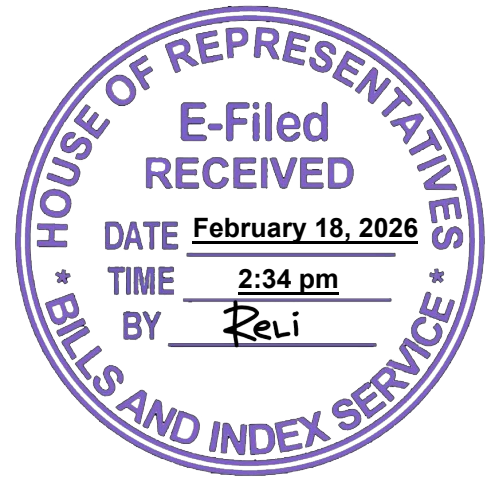


Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
Quezon City, Metro Manila

**TWENTIETH CONGRESS**  
*First Regular Session*

House Bill No. **7860**



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**Introduced by Representative ERIC G. YAP**

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#### **EXPLANATORY NOTE**

This bill seeks to institutionalize a long-term, integrated, and evidence-based approach to national infrastructure planning through the formulation of a Comprehensive Infrastructure Development Master Plan (CIDMP) and the creation of the Masterplan for Infrastructure and National Development (MIND) Council.

Fragmented planning, overlapping mandates, and inconsistent project implementation have long slowed the country's infrastructure development. These gaps have resulted in unequal access to essential transport systems, water services, energy supply, digital connectivity, and climate-resilient facilities, which are conditions that weaken productivity and deepen regional disparities.

The bill further empowers the MIND Council, chaired by the President, to oversee the formulation, implementation, and regular updating of the CIDMP, and to integrate it into major planning and budgeting tools such as the Philippine Development Plan, Public Investment Program, and Three-Year Rolling Infrastructure Plan.

This proposed measure ensures a national blueprint that aligns infrastructure priorities with long-term socioeconomic goals by establishing the CIDMP. It embeds principles of sustainability, climate resilience, safety, accessibility, and value for money to guide both public and private investments.

In view of the foregoing, the immediate passage of this bill is earnestly sought.

  
**HON. ERIC G. YAP**

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

**TWENTIETH CONGRESS**  
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House Bill No. **7860**

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**Introduced by Representative ERIC G. YAP**

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

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

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

SEC. 2. *Declaration of Policy.* — It is hereby declared the policy of the State to recognize the vital role of an efficient and integrated infrastructure system in promoting job creation to drive inclusive economic growth and sustainable development.

Likewise, the State hereby adopts a policy to develop reforms in infrastructure planning to achieve higher economic growth trajectory and improve the quality of life of the Filipinos.

SEC. 3. *Purposes and Objectives.* — The purposes and objectives of this Act are:

- a. To support the achievement of the overall long-term development vision of the country as a prosperous, predominantly middle-class society, where no one is poor, and where Filipinos shall live long and healthy lives, be smart and innovative, and live in a high-trust society;
- b. To provide an overall guide for the preferred locations, magnitude, interrelationships, and timing of public and private infrastructure investments to maximize their impact to the economy and society;

c. To institutionalize long-term development plan in infrastructure investment planning and implementation to ensure policy continuity and consistency; and

d. To define the roles of implementing agencies in the development of essential transport, energy, water resources, information and communications technology, social infrastructure systems, and other basic overhead facilities in the country.

SEC. 4. *Definition of Terms.* — As used in this Act:

a. Agri-Fisheries Modernization and Food Logistics infrastructure refers to facilities which include farms access roads, trading posts, agricultural tramlines and other market infrastructure, fish ports, irrigation and soil and water conservation structures, post-harvest facilities such as warehouses and cold storage, meat establishment infrastructure such as slaughterhouses, 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. Energy infrastructure refers to projects for power generation, transmission and distribution, and electrification, as well as for exploration, development, production, storage and distribution of energy resources including those based on or using water resources, fossil fuel, geothermal, solar, wind, wave, and other emerging technologies including nuclear;

c. Information and Communications Technology (ICT) infrastructure refers to facilities that provide access to information through telecommunications, including the internet, wireless networks, telephone systems, and other communication media;

d. Social infrastructure refers to school, buildings, hospitals and health facilities, public housing, solid waste management, penitentiary, evacuation centers, and other public and community facilities, including waste management and circular;

e. Transport and Logistics infrastructure refers to:

1. roads, bridges, tunnels, grade separation, and related structures;
2. rail, bus rapid transit and other mass transport systems, including subways, fixed facilities, and rolling stock;
3. seaports, including terminals and navigation facilities;
4. airports, including terminals and navigation facilities;
5. intermodal transport facilities, including terminals; and

6. supply chain infrastructure including warehouses and distribution centers. Transport infrastructure includes support systems for the operation of transport services and facilities, such as intelligent transport systems; and

f. Water Resources infrastructure refers to: (1) water supply, sewerage and sanitation for domestic, commercial and industrial uses; (2) irrigation for agriculture; and (3) flood control and drainage facilities, including dams, reservoirs and coastal zone protection.

SEC. 5. *Formulation of a Comprehensive Infrastructure Development Master Plan (CIDMP).* – There shall be formulated a thirty (30)-year Comprehensive Infrastructure Development Masterplan (CIDMP) which shall set-forth the country's long-term vision, goals, and strategy for infrastructure development. The CIDMP shall be the framework for forward planning, prioritization, and development of infrastructure investment and programs, taking into consideration the country's long-term national development plans, including the medium-term Philippine Development Plan. It shall serve as the integrated framework of infrastructure programs and projects of the government enterprise architecture.

The CIDMP shall be reviewed and updated every ten (10) years or earlier as the need arises, in anticipation of disruptions, emergencies, crises, and new and emerging technologies and trends: *Provided,* That such early review and update be consistent with long-term national development vision and goals.

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

SEC. 6. *Infrastructure Policies and Strategies..* – The CIDMP shall pursue the following national development policies and strategies of the Government:

a. Establishment of a whole-of-government strategy to coordinate infrastructure investment planning and implementation that promote effective collaboration among key actors, with the Department of Economy, Planning and Development as the lead coordinator;

b. Prioritization of projects of national significance which are consistent with the approved national and physical framework plans, as well as with national, regional, local, and sectoral development plans, roadmaps, and master plans;

c. Observance of the following principles in the determination of priorities:

1. effectiveness in meeting national development objectives;
2. economic feasibility and impact;
3. poverty alleviation and social inclusion;
4. environmental sustainability and climate resilience;
5. safety;
6. security;
7. affordability;
8. public access;
9. technical readiness for implementation; and
10. financial viability and value for money;

d. Harmonization and coordination of national, regional, and local infrastructure development goals;

e. Promotion of public consultation and feedback mechanisms on infrastructure investment priorities and projects at the national and local levels;

f. Maximization of private sector participation in the planning, development, financing, design, construction and operation and maintenance of infrastructure;

g. Utilization of any of the following modes in infrastructure implementation: (a) by the concerned national government agencies and GOCCs as provided under their respective charters; (b) under Public-Private Partnerships (PPP) arrangements; or (c) in partnership with LGUs to complement public finance as well as promote technology and knowledge transfers;

h. Implementation of adequate infrastructure asset preservation and maintenance strategies;

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 the latest industry standards;

j. Establishment of a robust national geospatial infrastructure that will provide location-specific data to support evidence-based planning and implementation of infrastructure projects;

k. Establishment of a strategic national transport network consisting 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 corridors in urban centers;

l. Establishment of food security infrastructure that will ensure the smooth flow of cargo across the archipelago shall be emphasized;

m. Prioritization of the development of mass public transportation to reduce dependence on private vehicles;

n. Adoption of inclusive mobility designs through the provision of a 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, in project development and management;

p. Adoption of green and sustainable design, climate change adaptation and disaster resilience measures, as well as updated strength, safety, health and environmental standards in the design and construction of infrastructure projects;

q. Preferential use of quality construction materials that have a high domestic content, especially those that use sustainable materials and appropriate technology;

r. Prioritization of multi-sectoral, multi-modal and area-wide development projects to take advantage of their synergistic effects, and where feasible, provide common underground ducts for utilities, and synchronize timelines for their installation and maintenance; and

s. Strict monitoring and evaluation of project completion of all functional features.

SEC. 7. *Contents of the CIDMP* – The CIDMP shall contain the following:

a. A report on the long-term vision for infrastructure, which shall support and be consistent with long-term socio-economic goals;

b. An analysis of projected economic growth and demographic trends;

c. Reports on the integrated and holistic strategies for the development of the following infrastructure sub-sectors:

1. Land, Air, and Sea Transportation and Logistics
2. Energy
3. Water
4. Information and Communications Technology (ICT)
5. Social Infrastructure, such as housing, health and education
6. Agri-Fisheries Modernization and Food Logistics Infrastructure Program
7. Asset Preservation and Maintenance Strategies

d. Indicative projects, timelines for expected phases of implementation, estimated funding requirements, and financing modalities for each of the infrastructure sub-sectors.

SEC. 8. *Masterplan for Infrastructure and National Development (MIND) Council.*

– The MIND Council is hereby established to lead the preparation and revision of the CIDMP. The Department of Economy, Planning and Development (DEPDev) shall ensure that the CIDMP shall be mainstreamed into all phases of the Planning-Programming-Budgeting process and operationalized in all of the major documents involved, including but not limited to the:

- a. Philippine Development Plan (PDP) and the Regional Development Plans (RDPs);
- b. Public Infrastructure Plan (PIP);
- c. Three-Year Rolling Infrastructure Plan (TRIP); and
- d. National Expenditure Program (NEP), Budget of Expenditure and Sources of Financing (BESF), Annual General Appropriations Act (GAA) and their supporting documents.

SEC. 9. *Composition of the MIND Council.* – The MIND Council shall be composed of the following:

- a. President of the Philippines, as Chairperson;
- b. Secretary of the Department of Economy, Planning and Development (DEPDev), as Vice Chairperson;
- c. Secretary of the Department of Public Works and Highways (DPWH), as Member;
- d. Secretary of the Department of Finance (DOF), as Member;

- e. Secretary of the Department of Budget and Management (DBM), as Member;
- f. Secretary of the Department of Transportation (DOTR), as Member;
- g. Secretary of the Department of Energy (DOE), as Member;
- h. Secretary of the Department of Information and Communications Technology (DICT), as Member;
- i. Secretary of the Department of Agriculture (DA), as Member;
- j. Secretary of the Department of Human Settlements and Urban Development (DHSUD), as Member;
- k. Secretary of the Department of Tourism (DOT), as Member;
- l. Secretary of the Department of the Interior and Local Government (DILG), as Member;
- m. Secretary of the Department of Trade and Industry (DTI), as Member;
- n. Secretary of the Department of Environment and Natural Resources (DENR), as Member;
- o. Presidents of the Local Government Unit (LGU) Leagues, as Members; and
- p. Four (4) Industry Stakeholders, as Members.

The representatives from the Industry Stakeholders shall be appointed to represent the infrastructure sub-sectors enumerated under Section 7 of this Act and shall be selected from among their respective ranks based on the criteria and mechanisms to be set for this purpose by the Council.

The Secretary of DEPDev may preside as Chairman in cases where the President is unable to attend a meeting and in the absence of any Presidential preference. The President, however, shall continue to have the power to designate from among the members of the Council the Chairman, who can appropriately represent the President, to 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.

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

- a. Formulate the CIDMP that will serve as a blueprint for national and regional investment planning;
- b. Coordinate infrastructure investments, planning, and implementation that promotes collaboration among key actors;
- c. Establish mechanisms to monitor the progress and implementation of infrastructure projects under the CIDMP, ensuring accountability and timely completion;
- d. Review and streamline all existing policies among government agencies in the formulation of plans, programs, and projects for the development of the infrastructure sub-sectors under Section 7 of this Act;
- e. Consult with major stakeholders from the private sector, including but not limited to the business groups, LGUs, civil society organizations, and non-government organizations;
- f. Submit to Congress the CIDMP and such other reports as may be necessary;
- g. Recommend to Congress proposed legislations to fully implement the CIDMP; 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.

SEC. 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-term strategic plans and programs.

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

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

- a. Prioritize and fast-track the implementation of infrastructure projects in accordance with the CIDMP;
- b. Develop a national transport system with the following characteristics: efficient in facilitating mobility, safe, secure, economical, accessible, affordable, environmentally sustainable, user-oriented, reliable, convenient, integrated, and seamless;
- c. Plan and implement transport projects within the context of the entire supply chain and logistics system that is facilitating of both traditional and electronic commerce, through a seamless and demand-responsive intermodal transport network that shall link production areas with processing, warehousing, transport and transshipment hubs, and markets, and ensure unimpeded flow of people, goods, services, disaster response equipment, relief goods, and basic commodities in times of emergencies;
- d. Optimize the use of funds through efficient transport infrastructure maintenance and asset management, including applicable demand management;
- e. Improve road-based people-oriented transport to address traffic congestion through engineering, enforcement and education;
- f. Improve operational efficiency of airports and address constraints to their optimal capacity utilization;
- g. Improve port facilities to ensure that inter-island shipping, including a stronger roll-on roll-off (RORO) network, as a viable option for transporting people and cargo;
- 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 R.A. No. 11285 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.

SEC. 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.

SEC. 14. *Joint Congressional Oversight Committee (JCOC).* — A Joint Congressional Oversight Committee shall be constituted to review and ensure the effective implementation of this Act, identify the deficiencies, limitations, and propose necessary amendments to address them.

The Committee shall be composed of six (6) members each from the Senate and House of Representatives to be designated by the Senate President and the Speaker of the House of Representatives, respectively. The Committee shall be jointly chaired by the respective Chairpersons of the House Committee on Economic Affairs, the House Committee on Public Works and Highways, the Senate Committee on Economic Affairs, and the Senate Committee on Public Works.

The Minority in the Senate and House of Representatives shall each have at least one (1) seat in the Committee, as Co-Vice Chairpersons.

The Secretariat of the Committee shall come from the existing Secretariat personnel of the Senate Committee on Economic Affairs and the House Committee on Economic Affairs.

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

SEC. 15. *Appropriations.* — The amount needed for the initial implementation of this Act shall be charged against the current year's appropriations of the departments/agencies concerned. Thereafter, such sums as may be necessary for the continued implementation of this Act shall be included in the annual General Appropriations Act.

SEC. 16. *Implementing Rules and Regulations.* — Within ninety (90) days of the approval of this Act, the MIND Council, in consultation with stakeholders from the public and private sector, including local government units, business groups, community organizations, and non-government organizations, shall formulate the implementing rules and regulations necessary in effectively implementing the law.

SEC. 17. *Separability Clause.* — Should any provision or part of this Act be declared unconstitutional or invalid, the other provisions and parts hereof, insofar as they are separable from the invalid ones, shall remain in full force and effect.

SEC. 18. *Repealing Clause.* — All laws, decrees, executive orders, issuances, rules and regulations or parts thereof which are inconsistent with this Act are hereby repealed or modified accordingly.

SEC. 19. *Effectivity.* — This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in at least two (2) newspapers of general circulation.

*Approved,*