03 Overlay of Economic Growth, Demographic Trends, and Physical Characteristics

CHAPTER 03

OVERLAY OF ECONOMIC GROWTH, DEMOGRAPHIC TRENDS, AND PHYSICAL CHARACTERISTICS

The National Spatial Strategy (NSS) defines the country's desired spatial structure and sets the direction of future growth based on trends in population, economic activities, and services. It recognizes the increasing role of cities as drivers and venues of economic growth and poverty reduction. It also recommends sustainable human settlements, efficient production, and effective service delivery systems. The NSS has three core strategies: Regional agglomeration; Connectivity; and Vulnerability reduction.

Regional agglomeration aims to increase the efficiency and build on the economies of scale of major urban growth centers. It seeks to manage growth in these centers and spread benefits to rural areas. Based on trends, the NSS recognizes a three-tiered network of settlements: (a) metropolitan centers, namely, Metro Manila, Metro Cebu, Metro Davao, and, by 2025, Metro Cagayan de Oro; (b) regional centers; and (c) sub-regional centers.

Connectivity seeks to improve linkages between growth centers as well as connections between production and settlement areas. The objective is to equalize opportunities in various areas of the country by linking lagging regions with leading ones. Vulnerability reduction, on the other hand, improves the safety of communities against the impacts of natural hazard events. This includes the regulation of settlements in hazard-prone areas and putting in place disaster risk resilience measures.

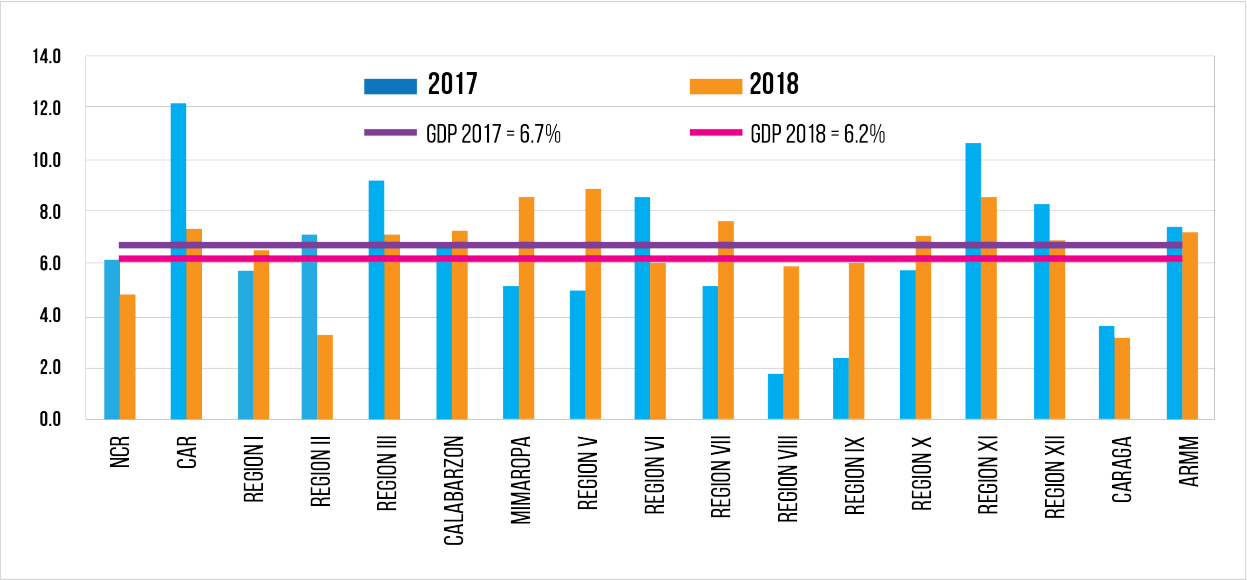
Gross Regional Domestic Product Trends in 2018

Data from the Philippines Statistics Authority (PSA) showed that all 17 regions posted positive gross regional domestic product (GRDP) growth from 2017 to 2018, with 12 regions exceeding the national growth of 6.2 percent.

Bicol Region posted the highest growth rate with 8.9 percent, followed by Davao and MIMAROPA regions both with 8.6 percent. Bicol's services sector was the biggest contributor to the regional economy with an almost 58.0 percent share. The region's growth was supported by the expansion in construction, other services, and public administration. Davao's economy was boosted by the increased production in construction, manufacturing, trade, and other services. Notable growth was likewise observed in the region's electricity, gas and water, public administration, and financial intermediation. Lastly, MIMAROPA's growth was bolstered by the expansion of construction, other services, mining and quarrying, transportation, storage and communication, and public administration

Most regional economies outperformed the National Capital Region's (NCR) growth rate of 4.8 percent except Cagayan Valley (3.3%) and Caraga (3.2%).

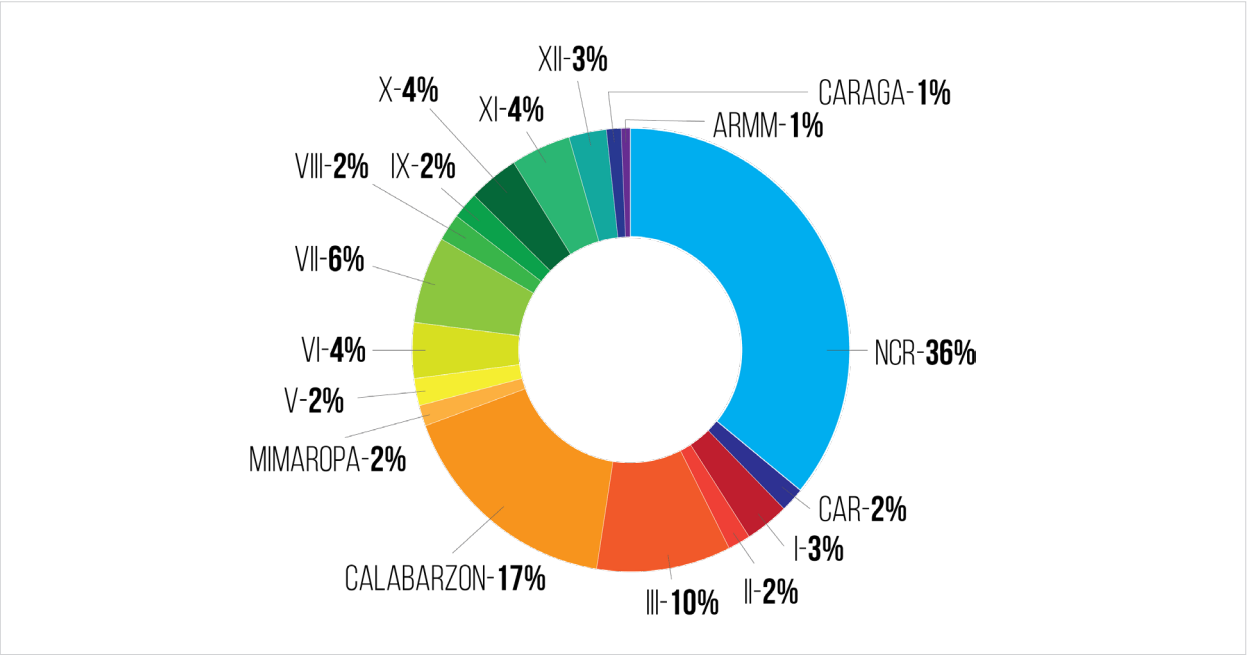
Figure 3.1 GRDP Growth Rates, 2017-2018



Source: PSA

NCR continued to have the largest share of the national economy in 2018, accounting for 36.0 percent, followed by CALABARZON with 17.0 percent and Central Luzon with 10.0 percent. When combined, these three regions comprising the Greater Metro Manila Area contributed 63.0 percent to the national output.

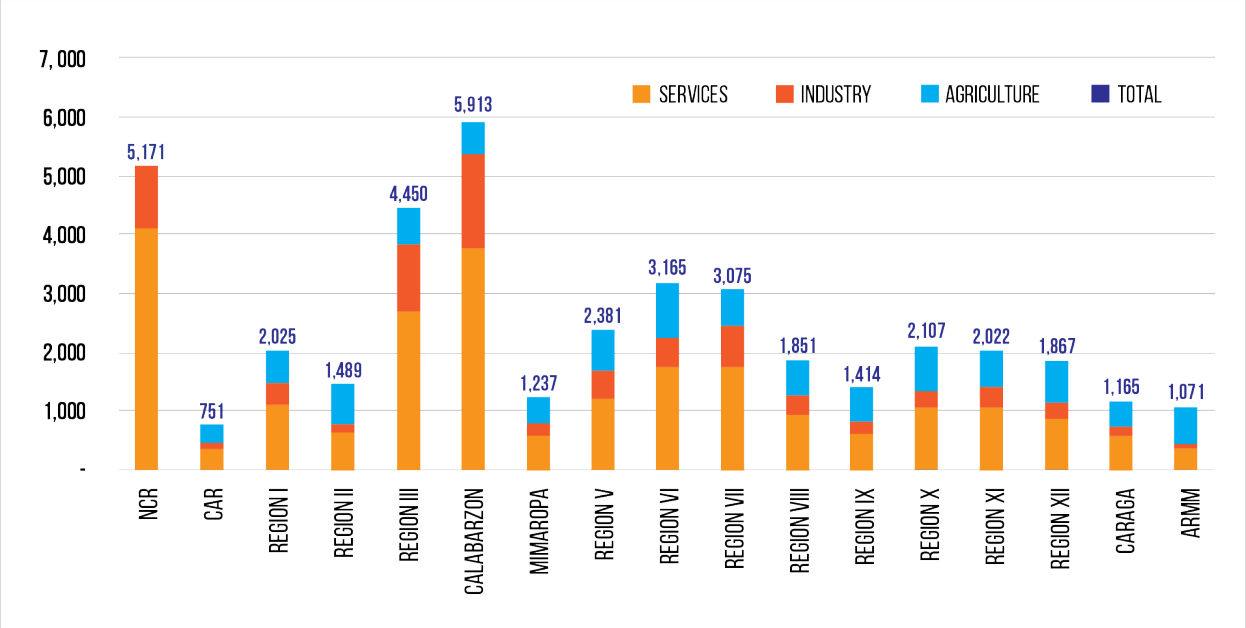
Figure 3.2 GRDP Shares, 2018



Source: PSA

In terms of employment, CALABARZON had the highest number of employed persons in 2018 with 5.91 million employed, followed by NCR and Central Luzon with 5.17 million and 4.45 million, respectively. More than 50.0 percent of the employed individuals were workers in the services sector who were primarily engaged in wholesale and retail trade; and repair of motor vehicles and motorcycles. Workers in the industry sector were concentrated in construction and manufacturing.

Figure 3.3 Employed persons by sector, 2018



Source: PSA Annual Labor and Employment Estimates 2018

Assessment

Regional agglomeration

The concentration of population and enterprises in urban centers comes with diseconomies associated with urbanization such as congestion, pollution, and waste management issues. Based on preliminary estimates by Japan International Cooperation Agency (JICA), Metro Manila lost PHP3.5 billion a day in 2017 due to traffic congestion. In Metro Cebu, losses were estimated at PHP1.1 billion a day. On air pollution, the latest World Health Organization report cites Baguio City, Cebu City, Dagupan City, and Manila as among the most polluted in the country. Meanwhile, poor solid waste management persists and is often blamed as one of the causes of flooding in urban communities along waterways.

The interconnectedness of these urbanization concerns calls for a comprehensive and integrated approach to urban planning and development.

To address urban inefficiencies, several studies were undertaken to inform the planning and evaluation of programs and projects in specific areas. For instance, the National Economic and Development Authority (NEDA) formally started a partnership with the Netherlands Ministry of Foreign Affairs on the formulation of a Manila Bay Sustainable Development Master Plan, which aims to provide a comprehensive framework and supporting institutional arrangements for the sustainable development of the entire Manila Bay Area.

It will guide decision-makers in the assessment and approval of programs/activities/projects (PAPs) for implementation within the Manila Bay Area covering Metro Manila and coastal zones in the provinces of Bataan, Bulacan, Cavite, and Pampanga. These PAPs shall include coastal protection works, solid waste and water resources management, transport, and reclamation. Outside Metro Manila, there are eight (8) regional and 28 sub-regional centers located within the Manila Bay catchment area.

In addition to NEDA's initiatives, JICA and Metro Cebu Development Coordinating Board prepared the Urban Transport Master Plan (UTMP) for Metro Cebu in 2018. The UTMP is one of the projects identified in the Roadmap Study for Sustainable Development of Metro Cebu completed in 2015 through the same partnership. This study provides the action plan towards the realization of the Mega Cebu Vision 2050. Sub-roadmaps were formulated to identify the programs and projects, and recommended implementation modalities leading to 2050. These sub-roadmaps cover metropolitan competitiveness, urban structure and land use, highway network and public transport, water supply and disposal, and solid waste management.

The Davao City Infrastructure Development Plan and Capacity Building Project is being implemented through a partnership agreement of JICA, NEDA, and the City Government of Davao. This project aims to improve the competitiveness, safety/disaster response, and general urban conditions of Davao City through the formulation of an urban infrastructure development plan, with sub-plans and priority projects to be implemented by the city government and mandated agencies together with some private proponents in seven sectors: roads and road traffic management, public transport, gateways such as ports and airports, water supply, wastewater management, solid waste management, and industry development support.

The government, through the Bases Conversion and Development Authority (BCDA), has also started the development of Clark Green City, which is being promoted as the newest growth center in the country. Developments include the expansion of the Clark International Airport, construction of Malolos-Clark railway, New Clark City mixed-use industrial real estate development, and the Clark City food processing terminal and international food market. New Clark City is also envisioned to host the new government administrative center which will house satellite offices of various government agencies. This will serve as a redundancy measure to ensure business continuity and service delivery in case a disaster hits Metro Manila.

For other growth centers, NEDA has initiated the preparation of master plans for sustainable urban infrastructure development for 11 regional centers: Baguio-La Trinidad-Itogon-Sablan-Tuba-Tubay (BLISTT) and cities of Vigan, Tuguegarao, Calapan, Iloilo, Bacolod, Ormoc, Pagadian, Cagayan de Oro, General Santos, and Butuan. The master plans define the growth centers' physical and socioeconomic profiles, and identify key problems and assess gaps in infrastructure requirement to support their further development. In consultation with stakeholders, a situational analysis will be conducted to assess the area's economic activities, land use patterns, transport networks, environmental conditions, disaster risks, housing, and utilities. The interplay among these elements and how they influence urbanization will be further examined.

Connectivity

Connectivity narrows spatial disparities especially in economic opportunities and access to social and welfare services. It is hampered by (a) low quality of public transport; (b) lack of mass transit; (c) poor road network quality; and (d) traffic congestion. Due to the lack or low quality of public transportation facilities, commuters prefer to use private vehicles for work, school, business, or leisure -- increasing the volume of vehicles, thus, further worsening the traffic situation. Those without vehicles are left with facilities that have already exceeded their maximum capacity. This affects their travel time and, more importantly, the quality of life in urban areas.

The country has only three urban railway lines in Metro Manila, with a total length of 76.9 kilometers, and two commuter railways of the Philippine National Railways (PNR) which connect Metro Manila to Southern Luzon. In the 2018 World Economic Forum–Global Competitiveness Report, rail infrastructure in the Philippines ranked 91st out of 137 countries.

To address these issues, the government has formulated the National Transport Policy (NTP), its Implementing Rules and Regulations, and the Philippine Transportation System Master Plan (PTSMP). The NTP and PTSMP aim to guide the identification of programs and projects that will improve connectivity and transport network and systems in the country.

The National Transport Policy and its Implementing Rules and Regulations

The National Transport Policy was adopted by the NEDA Board through Resolution No. 5, s. 2017 on September 12, 2017. It provides the mechanisms for effective and efficient inter-government coordination, local government participation, and stakeholder collaboration in the development of transportation infrastructure. Specifically, the NTP aims to improve intermodal connectivity among transportation infrastructures, promote good governance, increase green and people-oriented transport systems, create "new" economic growth centers outside the country's key cities for inclusive growth consistent with the NSS, and promote transport infrastructure investments.

Philippine Transportation System Master Plan 2018-2040

Consistent with and complementary to the NTP, the PTSMP guides the rational development of an intermodal transport network in the country -- preparing a transport database for traffic management and transportation planning. More importantly, it will produce a prioritized list of national transport programs and projects and investment plan.

Priorities for the short-term (2018-2022) are core strategic transport projects and retrofitting of transport facilities to increase their resiliency. These include those under the Build Build Build (BBB) Program and/or considered as infrastructure flagship projects (IFP). There are currently 37 projects for the short term period in the master plan, of which 13 are located in Mega Manila, six (6) in Luzon, eight (8) in Visayas, and 10 in Mindanao.

Below are the projects included in the PTSMP located in Mega Manila Area as well as in Luzon, Visayas, and Mindanao.

Table 3.1. Projects under the PTMSP, 2018-2022

MEGA MANILA	LUZON	VISAYAS	MINDANAO
1. Priority Bridges Crossing Pasig River-Manggahan Floodway 2. Arterial Road Bypass Project, Phase III 3. Metro Manila Subway Project – Phase 1* 4. LRT 6 (LRT 1 Extension to Dasmariñas, Cavite) – PPP** 5. C-5 LRT 10 – PPP 6. Quezon Avenue Mass Transit (BRT or LRT)*** 7. North ITS (Integrated Transport Terminal) – PPP 8. NAIA Rehabilitation/ Expansion – PPP 9. Pasig River Ferry Convergence Project 10. North-South Commuter Railway System** 11. Pampanga Mass Transit (BRT) 12. Subic-Clark Railway Project* 13. Bulacan Airport Project – PPP	1. Central Luzon Link Expressway (CLLEX), Phase 1** 2. Bridge Construction Acceleration Project for Socio-Eco Development 3. North Luzon Expressway East, Phase I and II 4. Pasacao – Balatan Tourism Coastal Highway 5. Quezon-Bicol Expressway 6. Baguio-La Trinidad Mass Transit	1. Bridge Construction Acceleration Project for Socio-Eco Development 2. South Pacific Coastal Road – Samar 3. New Cebu International Container Port* 4. Cebu Expressway Project 5. Cebu Central Rail Line and Airport Link – BTOM-PPP 6. Bacolod and Iloilo Airport Projects*** 7. Panglao Airport O&M – System Upgrade – PPP 8. Kalibo Airport O&M – System Upgrade – PPP	1. Improving Growth Corridors in Mindanao Road Sector 2. Road Network Development Project in Conflict-Affected Areas in Mindanao 3. Bridge Construction Acceleration Project for Socio-Eco Development 4. Panguil Bay Bridge Project*** 5. Mindanao Rail Project, Phase 1 (Tagum-Davao-Digos Section)*** 6. Davao City By-pass Project 7. Davao Monorail Project – PPP 8. Davao Public Transport Modernization 9. Davao Airport – BTOM-PPP*** 10. Laguindingan Airport O&M – System Upgrade - PPP

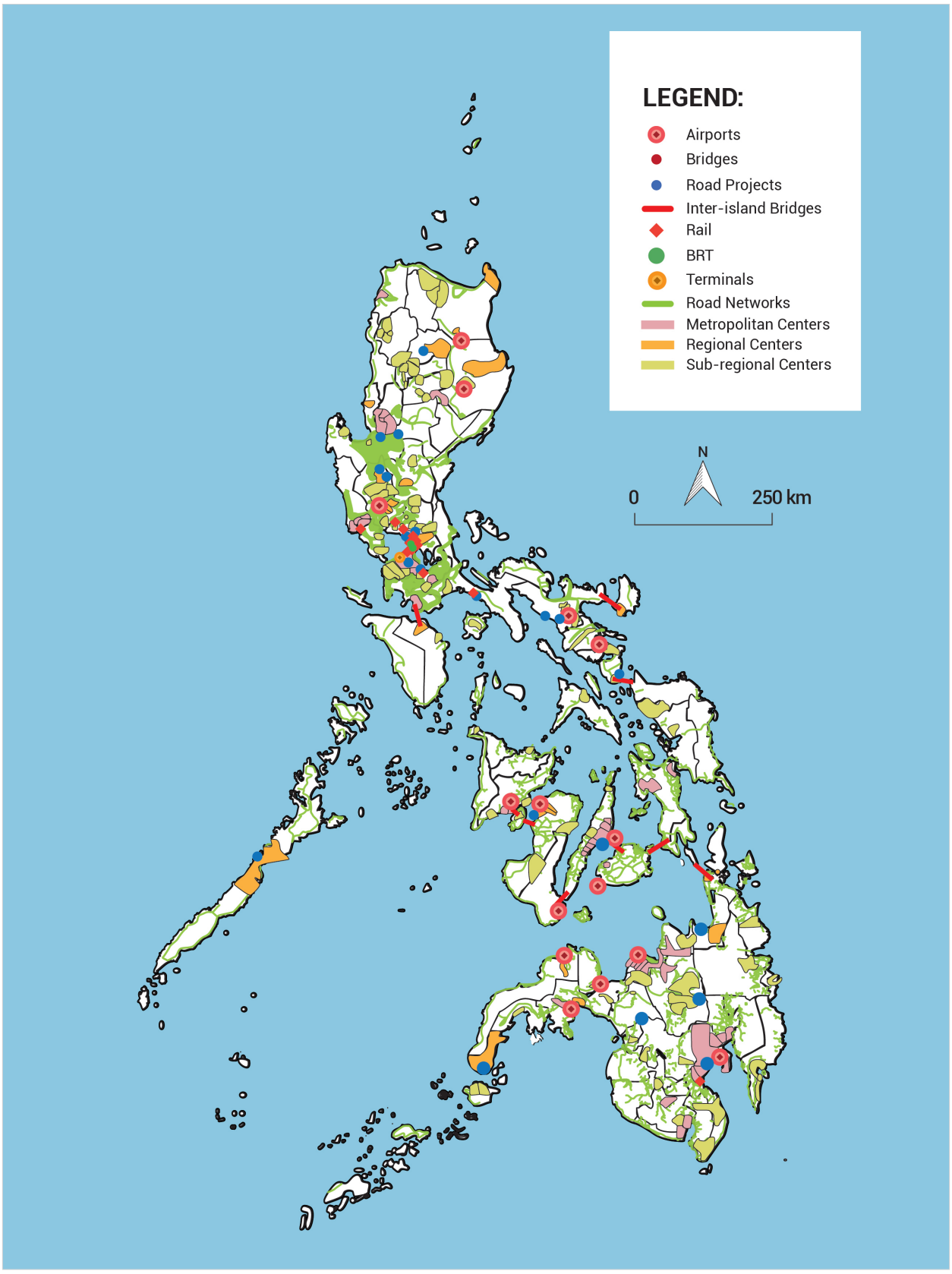
*Notes: * IFP ** BBB *** Both IFP and BBB*
Source: Presentation on the Philippine Transportation System Master Plan – Inter-Agency Technical Committee on Transportation Planning – Consultation Workshop (December 21, 2018)

Overall, the government has identified 89 major projects that will help improve the country's connectivity. Out of these, 34 projects are IFPs, 37 projects are under the BBB program, and 18 projects are identified as both IFP and BBB. In terms of status,[1] out of the 89 projects, 22 are currently being implemented, 31 are in the project development stage, and 14 have completed Feasibility Studies. Furthermore, 19 projects will undergo NEDA Board-Investment Coordination Committee (ICC) approval and three (3) projects will not need NEDA Board approval but are still classified as important. (*Annex 1*)

There are projects that enhance the linkages between metropolitan centers (MCs) to regional centers (RCs). Majority of the projects that promote connectivity in the country are concentrated in Metro Manila. While RCs and sub-RCs in Luzon are connected with expressway projects and bridges, connectivity in Visayas is through inter-island linkages, specifically the construction of bridges from Cebu (MC) to Bohol (RC), Cebu to Negros, Bohol to Leyte, and Metro Iloilo to Bacolod, among others. Furthermore, enhanced connectivity between Metro Davao and other RCs is supported (*Figure 3.4*).

[1] *As of November 27, 2018*

Figure 3.4 Connectivity Projects in the Philippines



Improving connectivity in conflict-affected areas

The government recognizes the need to equalize opportunities across space with special attention given to areas affected by conflicts. There is recognition of the importance of transport infrastructure as a means to address unequal access to services which heightens discontent and social divisions in conflict-affected areas.

The NEDA Board-ICC has approved road projects to complement peace and development efforts. One such project is the Reconstruction and Development Plan for a Greater Marawi - Stage 2 of the Department of Public Works and Highways, involving the construction of the transcentral roads Phase 3, construction of the Malabang Viaduct, rehabilitation of the Beyaba Damag Open Channel, and construction of a permanent Rorogagus Bridge. Another project is the Road Network Development Project in Conflict-Affected Areas in Mindanao involving the construction of the Marawi-Saguiran-Piagapo-Marantao Ring Road. These two projects are part of the Bangon Marawi Comprehensive Reconstruction and Recovery Program submitted in 2018 by NEDA to the Task Force Bangon Marawi.

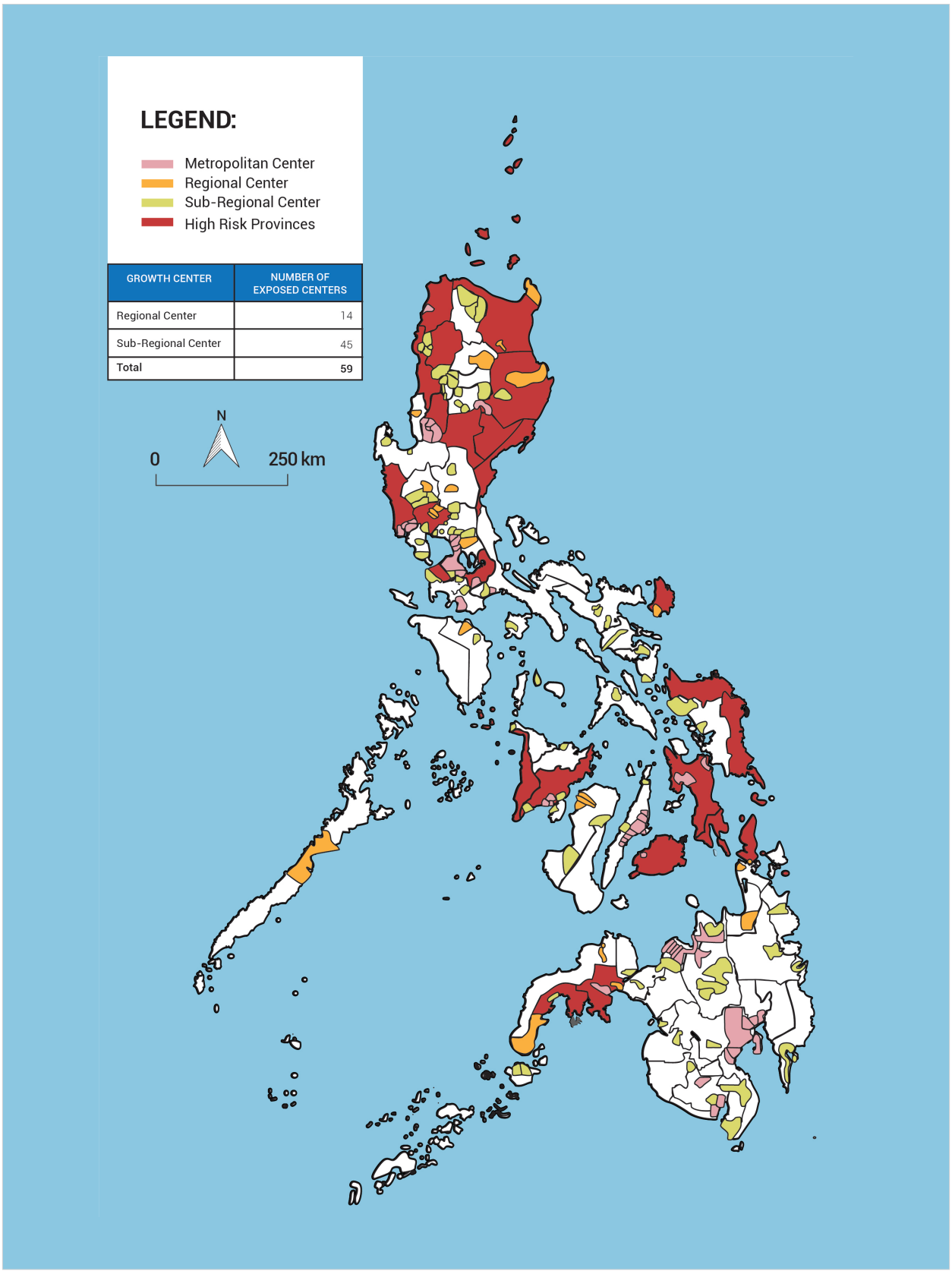
Vulnerability Reduction

The Hazard Mapping and Assessment for Effective Community-Based Disaster Risk Management or "READY" Project[2] identified 27 priority provinces at high risk from natural hazards. These are mostly located along the country's eastern seaboard and are susceptible to two or more natural hazards such as earthquake-induced landslide, ground rupture, ground shaking, liquefaction, storm surge, tsunami, rain-induced landslide, flooding, and volcanic hazards.

Many growth centers are located in these 27 high-risk provinces. Metropolitan centers and other urban areas are at high risk, due to their susceptibility to various natural hazards, their high population concentration, and poor condition of certain physical infrastructures.

[2] *The READY Project was a collaborative effort between the Government of the Philippines, the United Nations Development Programme and the Government of Australia Australian Aid; and was jointly implemented by Office of the Civil Defense; Philippine Institute of Volcanology and Seismology; Philippine Atmospheric, Geophysical, and Astronomical Services Administration; Mines and Geosciences Bureau; and National Mapping and Resource Information Authority as responsible agencies.*

Figure 3.5 High-risk Provinces vs. Growth Centers



In 2018, the major disaster event was caused by Typhoon *Ompong* which brought heavy rains and caused landslides. Total cost of damages was estimated at PHP11.47 billion—PHP4.98 billion in the agriculture sector and PHP4.62 billion in infrastructure.[3] The Municipality of Itogon suffered the most with 71 deaths and 50 people missing due to landslides.[4]

The country should continue to strengthen its disaster risk reduction efforts to achieve the goal of zero casualties in times of major hazard events and reduce damages to properties and losses to the economy.

There are currently nine projects on disaster resiliency under the BBB Program. The improvement of the remaining sections along the Pasig River from Delpan Bridge to Napindan Channel was already completed in March 2018. The Leyte Tide Embankment is ongoing. The Ambay-Simuay River and Rio Grande de Mindanao Flood Control Project; and the Cavite Industrial Area Flood Management Project have both already secured NEDA Board Approval. Currently on project development or ICC evaluation stage are Balo-i Plains Flood Control Project, Ipo Dam 3, Panay River Basin Integrated Development Project, Mandaluyong Main Drainage Phase 2, and Pasig-Marikina River Channel Improvement.

In addition to these big-ticket projects, there are also other notable efforts being implemented at the national and local levels that can contribute to reducing vulnerabilities in the growth centers.

First, Executive Order No. 52, s. 2018 "Creating the Program Management Office (PMO) for Earthquake Resilience of Greater Metro Manila Area (GMMA)", was issued on May 8, 2018. The PMO shall formulate and operationalize the GMMA Resiliency Plan, including overall government service continuity plan.

Second, climate resiliency is being incorporated in urban planning through a project of the UN Habitat with the Housing and Land Use Regulatory Board.[5] It is currently assisting five pilot/partner cities -- Angeles City, Cagayan de Oro City, Legazpi City, Ormoc City, and Tagum City -- in developing climate-resilient urban plans and designs and projects which include integrated waterfronts, water harvesting parks, and multi-nodal urban forest parks.

Third, updated science-based information related to natural hazards has been provided to local government units (LGUs) to help them better prepare for disastrous events. These include the Philippine Atmospheric, Geophysical, and Astronomical Services Administration's (PAGASA) downscaled climate change projections which will help inform the formulation of Local Climate Change Action Plans. The Philippine Earthquake Model of the Philippine Institute of Volcanology and Seismology (PHIVOLCS) also provided probabilistic seismic hazard analysis as guide in designing earthquake resilient buildings and structures.

Fourth, platforms to collect vulnerability and exposure information, such as population, buildings, infrastructure, economic activities, public services, and other assets located in hazard-prone areas are being developed. PHIVOLCS is implementing the Geospatial Information Management and Analysis Project for Hazard and Risk Assessment for the Philippines or GeoRiskPH Project while the Department of the Interior and Local Government is also developing the Integrated Local Disaster Risk Governance and the Roads and Bridges Information System. With these, a more comprehensive view of the disaster risk at the local level will be available to help identify more targeted interventions.

Fifth, recognizing the link between disaster risk reduction and sound environmental management, the government demonstrated its seriousness by ordering the closure of Boracay Island. The island, which is a tourism gem, has been suffering from poor environmental condition resulting from overtourism,

[3] *Sourced from the Regional Disaster Risk Reduction and Management Council-CAR Post Disaster Needs Assessment for Typhoon "OMPONG" Draft No. 3 (As of December 2, 2018)*

[4] *SitRep No 57 re Preparedness Measures and Effects for Typhoon "Ompong" (I.N Mangkhut) as of 5:00PM, 05 October 2018 -6:00AM, 06 October 2018*

[5] *Building Climate Resiliency through Urban Plans and Designs Project*

uncontrolled developments in the area, and unsustainable environmental practices. By order of the President, the island was closed for six months for a massive clean-up and rehabilitation (*See Chapter 20*). In order to ensure sustainability, a medium-term Boracay Action Plan contains interventions for the Island's post-closure rehabilitation activities grouped under four thematic areas: enforcement of laws and regulations, pollution control and prevention, rehabilitation and recovery of the ecosystem, and sustainability of the island activities. These include coastal geohazard field mapping and survey, recovery and protection of easements, management of marine protected areas, rehabilitation of wetlands, and forest and biodiversity protection program[6].

Moving Forward

The initiatives implemented in 2018 need to be sustained, expanded, and, as necessary, enhanced. The pace and complexity of growth of settlements and how these manifest in geographic space have to be constantly examined not only to solve existing problems, but more importantly, predict them and implement the necessary measures to prevent them from happening. In view of this, the following should be pursued:

Regional agglomeration

Managing growth in major urban centers requires cohesive efforts from national and local government. Further initiatives on the following should be undertaken:

Meeting demands for services. The continuous influx of population in growth centers results in greater demand for social services including those related to housing, health, sanitation, and education. This would entail improved facilities and corresponding personnel to run them. Efforts along this line will benefit from the ongoing formulation of the Philippine Water Supply and Sanitation Master Plan which aims to set the direction in addressing challenges on these sectors through short-, medium-, and long-term policy reforms, strategies, and priority PPAs.

Easing traffic congestion. The flow of goods and services is the lifeblood that sustains the country's growth centers. Investments in mass transit systems should be fast-tracked in order to have long-term solutions to this issue. Concurrently, better traffic law enforcement and transport demand management schemes can be explored as immediate remedial measures.

Managing waste and minimizing pollution. LGUs have an important role in solving solid waste management problems plaguing many of our cities. However, there is a need to institute mechanisms that will enable LGUs to perform their mandates such as technical support in setting up appropriate equipment and facilities and access to financing. (*See Chapter 20*) Programs should not only focus on collection and disposal but more importantly on reducing the amount of waste generated by households and establishments.

Promoting development of Smart Cities. NEDA has tapped experts from Netherlands and Japan in the preparation of master plans for Metropolitan Manila and Davao City, respectively. These plans will adopt smart city principles in urban mobility, natural and built environment, sustainable energy, and economic competitiveness. The cities of Manila, Cebu and Davao were selected as pilot sites for the ASEAN Smart Cities Network initiative to be implemented from 2018 to 2025 which aims to catalyze projects in transport, water quality, health, public services, data, and information and communication technology. Moving forward, the

[6] *Executive Order 53, s. 2018 created an inter-agency task force, headed by the Department of Environment and Natural Resources (DENR). In turn, DENR designated NEDA to lead the Boracay Action Plan Committee. The final draft of the Boracay Action Plan, whose formulation was led by NEDA Regional Office – Western Visayas, was adopted by the task force in December 2018.*

adoption of smart city principles should also be promoted in other existing and emerging growth centers in the country. Platforms for sharing of good practices and ideas among LGUs can be explored as a strategy for promotion.

Connectivity

To improve and strengthen connectivity in the country, the following still need to be addressed:

Supporting and enhancing linkages among growth centers to production areas and market centers. The PTSMP, which will guide the rational development of an intermodal transport network in the country, must identify the gaps in terms of national and local road network and access to public transportation, both in urban and rural areas, and propose projects that will enhance the physical and economic linkages throughout the country.

Constructing new local roads for road network redundancy, which allows the creation of alternative routes for disaster response and evacuation. Natural disasters like flooding, landslides, volcanic eruptions, storm surges, and earthquakes disrupt the transportation network in affected areas and cause damages to infrastructure. These also have an economic impact and affect the provision of basic services and emergency response.

Vulnerability reduction

To further reduce vulnerability in the growth centers, the following are recommended:

Giving attention to metropolitan centers such as Metro Cebu, Metro Davao, and Metro CDO as regards risk reduction initiatives. While there are notable initiatives to reduce risks in Metro Manila as the country's seat of government and main economic hub, these areas, as well as other regional centers, are also prone to multiple hazards (ground shaking, earthquake induced-landslide, liquefaction and/or tsunami, flooding).

Further developing and promoting incentive mechanisms to encourage LGUs to develop their capacities and further invest on disaster risk reduction (DRR) and climate change adaptation (CCA)-related projects given that specific climate change adaptation and disaster risk reduction strategies are best formulated at the regional and local levels. One existing mechanism is the *Gawad Kalasag* Awards organized by the National Disaster Risk Reduction and Management Council. It not only recognizes the outstanding contribution of institutions and individuals in the field of DRR but also serves as information, education, and communication campaign for LGUs lagging in terms of DRR capacities by showcasing the country's best practices for possible replication. The awardees for 2018 showcased outstanding innovations, functionality of the disaster risk reduction management councils, completeness of the DRRM plans, and comprehensiveness of local policy issuances, among others.

Continuing efforts to improve science-based information. These include sustained investment on hazard monitoring, forecasting, disaster risk assessment, early warning system, and communication to enable individuals, communities, and governments to take timely action to reduce disaster risks. Completing the probabilistic hazard mapping and vulnerability and risk assessment for hydrometeorological and geological hazards by PAGASA, PHIVOLCS, and Mines and Geosciences Bureau for all areas in the country, as well as having an integrated disaster exposure database will also help in improving planning by understanding the risks and identifying priority areas and development challenges posed by natural hazards.

Annex 1: List of Projects under the IFPs and Build Build Build

Infrastructure Flagship Projects (IFPs)

	PROJECT TITLE	REGION	STATUS (AS OF NOVEMBER 27, 2018)
1	Palanca-Villegas (2nd Ayala)	NCR	NEDA Board approved/ Project development
2	Beata-F.Y. Manalo Bridge	NCR	NEDA Board approved/ Project development
3	Blumentritt - Antipolo Bridge	NCR	NEDA Board approved/ Project development
4	Marikina-Vista Real Bridge	NCR	NEDA Board approved/ Project development
5	J.P. Rizal - St. Mary Bridge	NCR	NEDA Board approved/ Project development
6	Mercury-Evangelista Bridge	NCR	NEDA Board approved/ Project development
7	East-west Bank Bridge 1	NCR	NEDA Board approved/ Project development
8	East-west Bank Bridge 2	NCR	NEDA Board approved/ Project development
9	North and South Harbor Bridge	NCR	NEDA Board approved/ Project development
10	New Cebu International Container Port	Region VII	NEDA Board approved/ Project development
11	PNR South Long-haul (Manila-Bicol)	CALABARZON, Region V	NEDA Board approved/ Project development
12	Metro Manila Subway Project - Phase 1	NCR	NEDA Board approved/ Project development
13	Binondo-Intramuros Bridge	NCR	NEDA Board approved/ Project development
14	Estrella-Pantaleon Bridge	NCR	NEDA Board approved/ Project development
15	Subic-Clark Railway Project	Region III	NEDA Board approved/ Project development

Projects Listed under the Build Build Build Program

	PROJECT TITLE	REGION	STATUS
1	Mindanao Logistics Infrastructure Network	Region XI	Project development
2	LRT 1 South (Cavite) Extension Project	CALABARZON	Project development
3	Night Rating of Tuguegarao Airport	Region II	Project development
4	Night Rating of Pagadian Airport	Region IX	Project development
5	Night Rating of Ozamis Airport	Region X	Project development
6	Night Rating of Naga Airport	Region V	Project development
7	Night Rating of Dumaguete Airport	Region VIII	Project development
8	Night Rating of Dipolog Airport	Region IX	Project development
9	Night Rating of Cotabato Airport	Region ARMM	Project development
10	Night Rating of Cauayan Airport	Region II	Project development
11	Cavite Barge Gateway Terminal	NCR, CALABARZON	Project development
12	PNR North 1 (North South Commuter Rail)	Region III	Project development
13	Taguig Integrated Terminal Exchange	NCR	Project development
14	Parañaque Integrated Terminal Exchange	NCR	Project development
15	Line 7 (MRT 7)	NCR, Region III	Project development
16	East-West Lateral Road	Caraga	Project implementation
17	Bahile-Oyster Access Road	MIMAROPA	Project implementation
18	Laguna Lake Highway	NCR, CALABARZON	Project implementation
19	Pinguiaman Bridge	Region XII	Project implementation
20	Zamboanga City By-Pass road	Region IX	Project implementation
21	Matnog - Sta. Magdalena - Bulusan Road	Region V	Project implementation
22	Pigalo Bridge	Region II	Project implementation
23	Urdaneta City Bypass Road	Region I	Project implementation
24	Apayao-Ilocos Norte Road	Region CAR	Project implementation
25	Davao City Bypass road	Region XI	Project implementation
26	Central Luzon Link Expressway	Region III	Project implementation
27	Metro Cebu Expressway	Region VII	Project implementation
28	Bacolod Economic Highway	Region VI	Project implementation
29	Cavite-Laguna Expressway	CALABARZON	Project implementation
30	Tarlac-Pangasinan-La Union Expressway Project	Region I, Region III	Project implementation
31	NLEX Harbor Link, Segment 10	NCR	Project implementation
32	NLEX-SLEX Connector Road	NCR, Region III	Project implementation
33	NAIA Expressway Phase II	NCR	Project implementation
34	Mactan-Cebu International Airport Project	Region VII	Project implementation
35	Bicol International Airport Development Project	Region VI	Project implementation
36	Mega Manila Subway	NCR	Project implementation
37	LRT Line 2 East (Masinag) Extension Project	NCR, CALABARZON	Project implementation

Projects listed under both IFPs and Build Build Build Program

	PROJECT TITLE	REGION	STATUS
1	PNR North 2 (Malolos-Clark International Airport-New Clark City) Phase 1: Malolos-Clark International Airport Phase 2: Clark International Airport-New Clark City	NCR, Region III	Completed FS
2	PNR South Commuter Line (Tutuban-Calamba)	CALABARZON, NCR	Completed FS
3	Panguil Bay Bridge Project	Region X	Completed FS
4	Bonifacio Global City to Ortigas Center Road Link Project , Phase I, IIA & IIB	NCR	Completed FS
5	MRT-LRT Common Station Project	NCR	Completed FS
6	Iloilo International Airport Project	Region VI	Completed FS
7	New Bohol Airport - O&M Concession	Region VII	Completed FS
8	Laguindingan International Airport Project	Region X	Completed FS
9	Davao International Airport Development Project	Region XI	Completed FS
10	Mindanao Rail Project (Phase 1) - Tagum Davao Digos Segment	Region XI	Completed FS
11	Metro Manila BRT - Line 1 (Quezon Avenue)	NCR	Completed FS
12	Metro Manila BRT - Line 2 (EDSA/Central)	NCR	Completed FS
13	Bacolod-Silay International Airport Project	Region VI	Completed FS
14	A. Clark International Airport Expansion Project Clark International Airport Expansion Project - Procurement of the EPC (with BCDA as budgeting agency)	Region III	Completed FS
15	PNR South Long Haul Project	Region V	Project development
16	Clark Green City Government Center (a component of National Government Administrative Center)	Region III	for JV signing (Not for NB Approval)
17	Clark Green City Commercial Center (a component of National Government Administrative Center)	Region III	for JV signing (Not for NB Approval)
18	Clark Green City Mixed-Income Housing (a component of National Government Administrative Center)	Region III	for JV signing (Not for NB Approval)

Projects for ICC Approval (as IFPs but not in BBB list)

	PROJECT TITLE	REGION	STATUS
1	Circumferential Road 3 (C3) Missing Link Project	NCR	To be submitted to ICC / On-going F/S
2	North Luzon Expressway East, Phase I and II	Region III	TBD / No F/S
3	Pasacao - Balatan Tourism Coastal Highway	Region V	To be submitted to ICC / Completed F/S (for updating)
4	Camarines Sur Expressway Project (San Fernando-Pili Section)	Region V	To be submitted to ICC / Completed F/S (for updating)
5	Camarines - Catanduanes Friendship Bridge (Nationwide Island Provinces Link Bridges)	Region V	To be submitted to ICC / On-going F/S
6	Panay-Guimaras-Negros (PGN) Island Bridge Project	Region VI	To be submitted to ICC / On-going F/S
7	Bohol - Leyte Link Bridge (included in the Nationwide Island Provinces Link Bridges)	Region VII, Region VIII	To be submitted to ICC / No F/S
8	Cebu - Negros Link Bridge (Nationwide Island Provinces Link Bridges)	Region VI, Region VII	To be submitted to ICC / No F/S
9	Cebu - Bohol Link Bridge (Nationwide Island Link Bridges)	Region VII	To be submitted to ICC / No F/S
10	Road Network Development Project in Conflict Affected Areas in Mindanao	Region IX, Region X, Region XI, Region XII, Caraga	For NEDA Board confirmation / On-going F/S
11	Davao City Expressway Project	Region XI	To be submitted to ICC / No F/S
12	Dalton Pass East Alignment Alternative Road Project (East Dalton Bypass Project)	Region II, Region III	To be submitted to ICC / On-going F/S
13	Quezon-Bicol Expressway	CALABARZON, Region V	To be submitted to ICC / On-going F/S
14	Luzon - Samar Link Bridge (Nationwide Island Provinces Link Bridges)	Region V, Region VIII	To be submitted to ICC / No F/S
15	Leyte - Surigao Link Bridge(Nationwide Island Link Bridges)	Region VIII, Caraga	To be submitted to ICC / No F/S
16	Metro Manila BRT - Phase 3 (BGC-NAIA Segment)	NCR	To be submitted to ICC / Completed F/S
17	Mindoro - Batangas Super Bridge	CALABARZON, MIMAROPA	To be submitted to ICC / No F/S
18	Mindanao Railway Project (Phase 2)	Region XI, Caraga	To be submitted to ICC / On-going F/S
19	Mindanao Railway Project (Phase 3)	Region X, Region XI, Region XII, Caraga	To be submitted to ICC / No F/S