1 Chapter 12

# 2 EXPAND AND UPGRADE 3 INFRASTRUCTURE

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5 In the first two years of the Philippine Development Plan's implementation, infrastructure 6 development was sustained through the Build-Better-More Program, marked by 7 increased public spending, enhanced rollout of high-impact projects, and strategic policy 8 reforms to streamline processes and attract investments. Despite notable gains, 9 persistent challenges underscore the need to intensify infrastructure modernization, 10 enhance climate resilience, and expand access to essential services for the remaining 11 period of the Plan. These priorities are key to driving inclusive growth and advancing the 12 transformation of the nation's infrastructure, ensuring sustainable development and long-13 term resilience.

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# 15 Accomplishments

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Figure 12.1 Progress Report for Expand and Upgrade Infrastructure

SUSTAINABLE, RESILIENT, INTEGRATED, AND MODERNIZED INFRASTRUCTURE FACILITIES AND SERVICES DELIVERED



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**The government demonstrated a strong commitment to advance infrastructure development by sustaining high investment levels, pursuing key institutional reforms and enhancing private sector engagement.** Over the medium term, the government targets allocating at least five percent of gross domestic product (GDP) to infrastructure development, reflecting strong and sustained efforts to underscore the infrastructure sector's key role in driving inclusive and resilient economic growth.

#### Table 12.1 Medium-Term Infrastructure Program

| Infrastructure       | 2023 | 2024 | 2025    | 2026 | 2027       | 2028 |
|----------------------|------|------|---------|------|------------|------|
| Program <sup>a</sup> | Act  | tual | Program | P    | rojections |      |

| In percent GDP                | 5.80     | 5.80 | 5.40* | 5.40* | 5.60* | 5.80* |
|-------------------------------|----------|------|-------|-------|-------|-------|
| *Indicative and subject to up | odating. |      |       |       |       |       |

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Source: 189th DBCC Meeting on December 2, 2024<sup>1</sup>

Critical policy reforms were also initiated to promote strategic, climate-resilient, and inclusive infrastructure development, though full results are yet to be realized. Executive Order (EO) No. 72, s. 2024 institutionalized a national policy on infrastructure master plans, establishing a more coherent, strategic, and forward-looking approach to planning processes across government. This will ensure alignment and better coordination in master plan formulation to inform investment programming and implementation.

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37 The infrastructure sector continues to face persistent and multifaceted challenges. 38 including limited accessibility in underserved areas and inadequate quality and safety 39 standards. These challenges are exacerbated by increasing climate risks, which threaten 40 the integrity and reliability of infrastructure systems. In response, the government is 41 scaling up efforts to integrate climate resilience and sustainability into planning and 42 implementation, drawing on strategic partnerships and innovative approaches such as 43 nature-based solutions (NBS). Complementing these efforts, the Philippine Government 44 Asset Management Policy (PGAMP) is being implemented to enhance efficiency in 45 decision-making and risk management through a centralized, data-driven system.

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Key milestones in public-private partnership (PPP) reforms continue to strengthen the environment for private sector participation in infrastructure development. The issuance of the PPP Code and its Implementing Rules and Regulations (IRR) institutionalizes a more transparent, predictable, and investor-friendly framework. This was reinforced by the issuance of the NEDA Board–Investment Coordination Committee (ICC) Guidelines in 2024, which streamlines the review and approval process for major capital projects, ensuring alignment with the PPP Code, and improving project preparation and appraisal.

55 Right-of-way (ROW) constraints continue to pose a major challenge to the timely execution of infrastructure projects, leading to significant delays and cost overruns. The 56 57 persistent issues underscore the urgent need for strengthened inter-agency coordination, comprehensive legal and institutional reforms, and proactive stakeholder engagement to 58 59 facilitate more efficient project implementation. The country also continues to face growing infrastructure demands driven by climate risks and emerging development 60 61 priorities. These expanding needs pose significant challenges to achieving national goals. 62 Meeting them will require strategic prioritization and innovative financing solutions to 63 ensure infrastructure investments are adaptive, resilient, and aligned with the country's 64 evolving requirements.

- 65
- 66 **Connectivity**
- 67 68 Physical Connectivity
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<sup>&</sup>lt;sup>1</sup>DBM data consistent with the FY 2025 Budget of Expenditures and Sources of Financing (BESF).

The government continues to upgrade physical connectivity to support the growing demand for transportation. Urban mobility improved by sustaining growth in mass transit systems. The shift to mass transit was evident from 2023 to 2024 – the LRT Line 1 gaining a 5.14 percent year-on-year increase in ridership from 110.27 million to 115.94 million passengers; the LRT Line 2 recording an 18.06 percent year-on-year growth from 45.0 million to 53.1 million passengers; and the MRT-3 seeing a 5.32 percent increase in ridership from 129.03 million to 135.89 million passengers.

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To address growing peak-hour demand along high density corridors, the government implemented key service enhancements in LRT Line 1 and MRT-3, including the deployment of additional trainsets and the extension of operating hours. Regular and routine maintenance for LRT Lines 1 and 2 are being undertaken in parallel to continuously enhance the railways' safety, reliability, and operational efficiency.

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Ongoing efforts to modernize key ports and airports – such as Batangas Port, Bohol-Panglao International Airport, and Laguindingan International Airport – are being undertaken to support increasing passenger and cargo movement. Private sector expertise is likewise being leveraged to meet industry standards and clientele expectations at key facilities, including the Iloilo Commercial Port Complex (ICPC) and Ninoy Aquino International Airport (NAIA).

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91 From 2022 to 2024, the Philippines saw a strong recovery in both air and sea transport. 92 Air passenger traffic rose from 53 million in 2022 to 75.6 million in 2024, nearing the 2019 93 level of 76.9 million, while air cargo grew from 629.8 million kg in 2022 to 798.2 million kg 94 in 2024. Similarly, port passenger traffic rebounded from 74.1 million in 2022 to 98.3 95 million in 2024, approaching the 2019 figure of 106.7 million. Port cargo volumes steadily 96 increased from 324.9 million metric tons in 2019 to 361.4 million metric tons in 2024. 97 Given these trends and the country's archipelagic nature, continued investment in airport 98 and port infrastructure remains essential to support connectivity and economic growth.

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The Department of Transportation (DOTr) is advancing sustainable mobility through its Active Transport Program, establishing 887.09 km of bike lanes as of September 2024 and issuing Department Order No. 2024-013 to guide the use of active transport infrastructure, integrating pedestrian walkways, cycle lanes, and end-of-trip facilities.

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To reduce travel time and improve regional connectivity, the Department of Public Works
 and Highways (DPWH) meanwhile completed 11,495 km of road projects and one inter island bridge project. However, road safety remains a concern as road crash rates
 increased from 1.78 in 2023 to 2.21 in 2024.<sup>2</sup>

- 109 110 Digital Connectivity
- 111

112 There is notable progress in expanding digital connectivity, particularly in terms of 113 quality, accessibility, and affordability. The proportion of households with internet

<sup>&</sup>lt;sup>2</sup> Number of incidents of crashes per 100,000 population

access significantly increased from 17.70 percent in 2019 to 77 percent in 2023, reflecting
broader coverage and growing digital adoption. Network performance has also improved,
with fixed broadband speeds increasing from 78.69 Megabits per second (Mbps) in
September 2022 to 93.76 Mbps in December 2024. The affordability of mobile broadband
has improved, with costs dropping from 2.04 percent of Gross National Income per capita
(GNI p.c.) in 2021 to 1.56 percent in 2024.

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These gains underscore the country's progress in meeting the increasing demand for fast and reliable internet services. The cost of fixed broadband has decreased significantly, from 11.56 percent GNI p.c. in 2021 to 4.69 percent GNI p.c. in 2024. However, this is still more than twice the globally accepted benchmark of two percent. This persistent gap highlights the need for strategic policy reforms to further enhance affordability, promote inclusivity, and ensure equitable access to high-quality digital infrastructure.

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128 When compared to its ASEAN neighbors, the Philippines continues to trail in digital 129 competitiveness. The cost of mobile and fixed broadband services remains higher relative 130 to countries such as Singapore, Malaysia, Brunei Darussalam, and Indonesia. Fixed 131 broadband speeds in the Philippines also remain below the ASEAN regional average of 132 116.24 Mbps, further underscoring the need for sustained improvements in service 133 delivery and infrastructure quality. These disparities reveal fundamental gaps in digital 134 infrastructure investments and regulations. Moreover, digital connectivity remains 135 disproportionately concentrated in urban areas, where commercial viability attracts 136 majority of digital infrastructure investments. In contrast, rural areas and geographically 137 isolated and disadvantaged areas (GIDAs), continue to face significant barriers to 138 broadband access due to higher deployment costs.

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## 140 **Water**

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142 The government continues to pursue the passage of laws creating the Department 143 of Water Resources (DWR) and the Water Regulatory Commission (WRC) to 144 address the long-standing fragmentation in the water sector. Through EO No. 22, s. 145 2023, the Water Resources Management Office (WRMO) was established under the 146 Department of Environment and Natural Resources (DENR) and acted as the interim 147 coordinating authority for the water resources sector. As an initial step, the WRMO 148 formulated the Integrated Water Resources Management Plan (IWMP), the overarching 149 framework for advancing integrated water resources management (IWRM) in the 150 Philippines.

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152 However, despite this initial progress, the WRMO's current institutional setup limits its 153 capability to coordinate water sector governance. While EO No. 22 has brought certain 154 water agencies under the coordination of the DENR, the water sector remains highly 155 fragmented, with at least 30 water-related agencies with overlapping and at times 156 conflicting mandates or functions over the country's water resources. Moreover, without 157 a separate entity or department created by law, the continuity and permanence of 158 agencies created by executive issuances, such as the WRMO, is at risk, putting 159 uncertainty in the water sector governance regime. The establishment of the DWR

- through legislation is still essential to provide clear lines of responsibility and authority forwater sector governance.
- 162

163 The water supply and sanitation (WSS) sector also suffers from excessive and 164 uncoordinated economic regulation due to persistent institutional fragmentation. Having 165 multiple entities regulate different water service providers (WSPs) has made the 166 establishment of consistent standards and tariff setting methodologies difficult, and 167 coordination of planning and decision-making challenging. Thus, the creation of the WRC 168 is necessary to separate economic regulation from resource regulation and help foster 169 investments in WSS infrastructure and services. By compelling WSPs to meet their 170 performance targets, the WRC will promote accountability among WSPs in ensuring 171 quality, timely, reliable, and affordable delivery of WSS services within their service area.

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173 Various initiatives to expand and upgrade water infrastructure across the WSS. 174 irrigation, and flood management subsectors are underway. Key water infrastructure 175 projects have long faced implementation challenges. Beyond the COVID-19 pandemic 176 disruptions, the Kaliwa Dam Project was hindered by permit and approval issues, land 177 acquisition and resettlement delays, and the lack of inter-agency coordination. The Pasig-178 Marikina River Channel Improvement Project, Phase IV and Cavite Industrial Area Flood 179 Risk Management Project also faced setbacks due to ROW, resettlement issues, and 180 funding constraints. Nonetheless, recent progress in resolving these challenges reflects 181 the government's commitment to accelerating implementation and ensuring the delivery 182 of these vital infrastructure projects.

183

Meanwhile, the National Irrigation Authority (NIA) has recently implemented irrigation programs, developing 14,091 hectares (ha) of newly irrigated areas and restoring 15,336 ha of previously non-operational areas. Notably, NIA has completed a major project, the Malitubog-Maridagao Irrigation Project (MMIP) Stage II. The agency has also taken actions to upgrade/retrofit and strengthen/rehabilitate its irrigation systems. However, outdated irrigation systems that are prone to leakage and sedimentation still exist and urgently need to be overhauled or redesigned.

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192 Several initiatives have been undertaken to improve investments in WSS. These 193 include implementing Program Convergence Budgeting (PCB) for coordinated 194 investments in the water sector and adopting the Unified Resource Allocation Framework 195 (URAF) for WSS to rationalize resource allocation for WSS improvement and expansion. 196 The prioritized programs, activities, and projects (PAPs) under the water sector PCB -197 with an allocation of PHP 309.74 billion under the 2025 General Appropriations Act (GAA) 198 are set for implementation. Meanwhile, the implementing guidelines for URAF-WSS are 199 still being finalized.

Despite progress during the initial plan period, challenges in the water sector remain. Water resources management and planning remains challenged by hydrologic variability and climate change, which have intensified seasonal rainfall fluctuations and extreme events such as floods, storm surges, and droughts. These strain infrastructure, reduce agricultural productivity, and reveal gaps in disaster preparedness, underscoring the need for climate-resilient, and location-specific interventions.

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The WRMO has recently completed the accounting of the country's water resources. However, the collection of water-related data remains insufficient due to limited timespace sampling, minimal monitoring, and ineffective systems to track over-extraction. For instance, the DPWH's Bureau of Design only has a total of 249 streamflow gauging stations all over the country. Groundwater data is generally collected either on a project basis or as part of one-time permit applications. There are no proper management or surveillance techniques to detect users that extract surface or groundwater excessively.

- 214
- 215 Energy
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217 policy reforms, strategic infrastructure development, Continued market 218 mechanism enhancements, diversified resource utilization, and targeted programs 219 for technological adoption and energy efficiency were pursued. The government 220 continued implementing reforms under the Electric Power Industry Reform Act (EPIRA), 221 unified the national power grid, and completed critical transmission line projects 222 supporting renewable energy (RE) integration. Market reforms were also implemented, 223 such as removing foreign ownership limitations on RE facilities and operationalizing the 224 RE market, reserve market, and Omnibus Retail Competition and Open Access (RCOA) 225 Rules. These reforms encouraged investments in RE, fostered competition in the 226 Wholesale Electricity Spot Market (WESM), and ensured consumer protection while 227 providing the power of choice in sourcing their power supply.

228

To ensure future energy supply, the government extended the Malampaya Service Contract No. 38 to February 22, 2039, enabling further resource exploration and the drilling of at least two deep water wells with potential for commercial gas production. Six Liquefied Natural Gas (LNG) import facilities were also approved, and the Philippine Downstream Natural Gas Industry Development Act was enacted to support the natural gas sector. Additionally, initial steps were taken to develop native hydrogen resources by offering service contracts in Central Luzon.

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237 As part of the strategic initiative to minimize dependency on imported fuels and mitigate 238 areenhouse gas emissions, the Department of Energy (DOE) introduced new guidelines 239 for increased biofuel blending. Reforms on the Net-Metering Program (NMP) liberalized 240 the net metering credit rules to permit banking without forfeiture and removed the RE 241 Certificate meter requirement. Integration of RE facilities with energy storage systems 242 (IRESS) was also pursued to mitigate intermittency and improve the viability of RE. 243 Additionally, DOE and the National Electrification Administration (NEA) launched the 244 Energy Sector Emergency Operations Center (ESEOC) and Mobile Energy System 245 (MES) on April 15, 2024, addressing the need for resilient energy infrastructure and 246 response capabilities in times of crisis.

247

The expansion of electric vehicle charging stations (EVCS) is anticipated to accelerate electric vehicle (EV) adoption by enhancing its practicality and addressing mid-journey recharging concerns. Increasing utilization of EVs in road transport is projected to increase electricity demand by at least 0.815 megawatts (MW) at 10 percent penetration

- or 5.22 MW at 50 percent penetration.<sup>3</sup> This increase in demand presents opportunities
   for investments in power generation because unlike petrol engine vehicles EVs also
   enable the transport sector to use RE sources.
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The Government Energy Management Program (GEMP) reduced government energy consumption. As of October 31, 2024, the GEMP has achieved estimated energy savings of PHP407.6 million, with a reduction in electricity consumption of about 32.08 GWh and 576,695.41 liters of fuel.<sup>4</sup> Furthermore, the President directed the acceleration of the implementation of the GEMP.

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The NEA's Digital Dashboard Command Center (DDCC) improved the identification of unserved and underserved areas. NEA launched the DDCC in collaboration with the Philippine Space Agency (PhilSA) and the University of the Philippines (UP). It uses data derived from satellite imaging technology to enable real-time monitoring and data-driven intervention mechanisms to identify far-flung areas for electrification efforts.

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Electricity tariffs remain among the highest in ASEAN. As of November 2024, residential rates averaged PHP12.49/kWh – far above the regional level. This reflects high generation costs, RE integration costs, inefficient transmission and distribution infrastructure, dependence on imported fuels, and cross-subsidization to missionary electrification. This emphasizes the need to modernize the grid using smart and green technologies to minimize system integration costs. An optimal mix of fuel sources also remains important for affordable, adequate, reliable, secure, and clean power.

Full household electrification has yet to be achieved. As of mid-2024, household
electrification stands at 92.78 percent, with per capita electricity consumption exceeding
targets in 2023 and 2024, which is an indicator of rising economic activity. However,
around 3.66 million households in remote and isolated areas remain without access.

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Expanding transmission and distribution to remote areas is costly, and service provision is often challenging and unprofitable for utilities. Thus, there is a need to explore innovative solutions for providing electricity services to these areas, such as mini-hydro powerplants, MES, IRESS, and hybrid PV-diesel power plants. Additionally, regulatory delays in approving tariffs to be imposed by NPC, electric cooperatives, and microgrid service providers (MSP) need to be addressed.

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# 288 Social Infrastructure

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The country's health infrastructure program is making steady progress, but the
effort needs to be accelerated. The DOH's Health Facilities Enhancement Program
(HFEP) remains the government's main health infrastructure program, with 1,069 DOH

<sup>&</sup>lt;sup>3</sup> Projected Cumulative Power Requirements of EVCS for 2023-2028 under the Comprehensive Roadmap for the Electric Vehicle Industry

<sup>&</sup>lt;sup>4</sup> Calculated based on the average 2024 DOE billing rate of PHP11.62 per kWh from MERALCO and PHP60 per liter for fuel.

and LGU-run facilities and 85 specialty and Bagong Urgent Care and Ambulatory
 Services (BUCAS) Centers operational as of March 2025.<sup>5</sup>

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Despite these gains, only 26 percent of provinces met hospital bed targets. Access to quality healthcare facilities remains limited – especially in GIDAs – with 27 provinces reporting fewer than 0.5 hospital beds per 1,000 people in 2025, and just 18.5 percent had adequate primary care facilities in 2024. Delays in project completion and underutilized infrastructure continue to hinder HFEP's impact.

301

302 Medium-term solutions have helped meet national targets, while continued efforts 303 to address the education infrastructure gap remain important to meet long-term 304 targets. Despite annual allocation from the Department of Education (DepEd) through 305 the Basic Education Facilities Fund (BEFF),<sup>6</sup> the country's education infrastructure faces 306 a substantial backlog. from 91,000 in 2022 to over 165,000 in 2024 due to increasing 307 student population and a historically low classroom completion rate of 27.36 percent and 308 49.69 percent in 2023 and 2024, respectively. Site availability, procurement issues, and 309 project modifications continue to hinder timely classroom construction.<sup>7</sup> In addition, 310 natural disasters and the repurposing of classrooms as evacuation centers exacerbate 311 the challenges faced by education infrastructure.

312

Even with the severe shortage in classrooms, classroom-to-pupil targets have been met or nearly achieved due to the continued implementation of multiple shifts in about 2,591 public schools as of school year (SY) 2023-2024. While targets for basic facilities in public schools have been generally met for all levels, 2,500 schools under the Last Mile Schools (LMS) program still lack access to electricity or toilets, particularly in BARMM.<sup>8</sup> Meanwhile, DepEd's Computerization Program experienced procurement delays in 2023 but with improvements in 2024, delivering nearly all targeted ICT packages.

While initiatives were undertaken in the provision of solid waste management (SWM) facilities in 2024, efforts must be intensified to keep pace with increasing waste generation. Provision of SWM infrastructure remained inadequate amid rising waste generation, projected to reach 62,791 tons per day in 2025.<sup>9</sup> Both access to Materials Recovery Facilities (MRFs) and sanitary landfills (SLFs) exceeded national targets for 2024. However, the number of cities and municipalities served by SLFs declined from 748 in 2024 to 665 in 2025, underscoring service delivery disparities.

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The DENR provided technical assistance to 1,592 LGUs to help design and implement SWM schemes, including the clustering of LGUs for shared landfill use. Innovative solutions such as waste-to-energy (WTE) technologies are also being promoted through legislative support like the proposed WTE Bill. However, longstanding challenges, such

<sup>6</sup> DepEd Order No. 35, s. 2017: Revised Guidelines on <sup>7</sup> Fixing the Foundations, EDCOM 2 Year Two Report.

- <sup>9</sup> DENR EMB SWMD data.
- https://app.powerbi.com/view?r=eyJrljoiMDhiZmU4YzktNzk3Mi00ODlwLWFkNGQtNDlzMWZhNWNiNWNiliwidCl6ImY2ZjRhNjkyLTQzYjMtNDMzYi05 MmlyLTY1YzRINmNjZDkyMClsImMi0jEwfQ%3D%3D

 <sup>&</sup>lt;sup>5</sup> The HFEP involves the construction, expansion, and upgrading of health facilities, along with the procurement of essential medical equipment and service vehicles.
 <sup>6</sup> DepEd Order No. 35, s. 2017: Revised Guidelines on the Implementation of the Basic Educational Facilities Fund.

<sup>&</sup>lt;sup>8</sup> Fixing the Foundations, Second Congressional Commission on Education (EDCOM) 2 Year Two Report.

as the unclear delineation of LGU responsibilities, limited technical and financial capacity,
 low private sector engagement, and low stakeholder willingness-to-pay, continue to
 hinder sustainable and effective waste management.

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# 337 Implementation of the Transformation Agenda

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Infrastructure drove transformational progress through strategic investments, enhanced connectivity and inclusive partnerships. Over the past two years, the infrastructure sector has substantially advanced the nation's transformation agenda through increased investments and key PAPs under the Build-Better-More program and landmark policy reforms, achieving notable progress across multiple sub-sectors.

344

345 Strategic investments and partnerships aimed to enhance connectivity, improve the 346 movement of people and goods across the archipelago and strengthen inter-island 347 linkages to promote economic and social integration. The digital landscape has also 348 improved, with increased household internet access and faster broadband speeds, 349 alongside ongoing efforts to expand infrastructure, improve service quality, and address 350 affordability and accessibility gaps in underserved areas.

PPPs have been actively leveraged to accelerate infrastructure development and improve
 service delivery by fostering a transparent, enabling environment for private sector
 participation.

354

# 355 Action Plan

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357 While significant progress has been made in infrastructure development, challenges and 358 bottlenecks remain, highlighting the need for sustained efforts to ensure the delivery of 359 quality, sustainable, resilient, and affordable infrastructure services. This section 360 delineates the strategies, targets, and legislative priorities that the government will 361 implement to address these challenges and to attain outcomes. To ensure the attainment 362 of the desired outcomes, strategies and targets have been revisited and realigned, 363 leveraging prior accomplishments. Moreover, the government will institutionalize 364 legislative priorities to streamline and enhance infrastructure development.

365

# 366 Updated Strategy Framework

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The strategy framework for the infrastructure sector is still centered on delivering infrastructure systems that are sustainable, resilient, integrated, and modern. Aligned with the Build-Better-More program, the overarching goal is to ensure that every Filipino benefits from reliable and efficient infrastructure that drives connectivity, enhances productivity, and fosters inclusive development. The strategy framework has been enhanced to include additional strategies aimed at mainstreaming climate resilience, strengthening asset management, and minimizing project delays. It also emphasizes

375 prioritizing unserved and underserved areas, as well as advancing strategic policy 376 reforms.

377 378

#### Figure 12.1 Strategy Framework to Expand and Upgrade Infrastructure



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# 381 Strategies

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Outcome 1: Planning, programming, and asset management in infrastructure
 enhanced

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#### Implement integrated master-planning development and convergence programs

Building upon the framework set forth by EO 72, s. 2024 and its implementing guidelines, the government will prioritize the effective integration of infrastructure master planning into national planning, programming, and budgeting processes. These efforts will establish robust systems and processes to ensure seamless transition, alignment, and efficient execution of the policy framework.

In parallel, the government will continue to advance and strengthen convergence programs aimed at fostering greater coordination and ensuring the complementarity of efforts across infrastructure projects outlined in sectoral and spatial master plans. By promoting collaboration among various agencies and stakeholders, these initiatives will optimize resource allocation, streamline implementation, and ensure that infrastructure development is comprehensive and aligned with national priorities.

- 400
- 401 Mainstream climate resilience and sustainability in infrastructure development
- 402

403 Following initial efforts, the government will mainstream climate resilience and 404 sustainability in infrastructure development by enhancing policy and regulatory 405 frameworks to align with global standards and best practices, and ensure that 406 infrastructure planning and implementation are climate responsive. Key actions will 407 include conducting capacity-building programs for government agencies and 408 infrastructure practitioners toward adopting climate-resilient practices effectively. 409 Additionally, the government will foster strategic partnerships with the private sector, 410 development partners, and international organizations to drive knowledge exchange, 411 secure financing, and support technical expertise for climate-resilient projects.

412

#### 413 Strengthen asset management and preservation

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415 Building on the foundation laid by PGAMP, the government will further strengthen data 416 management capabilities and expedite the establishment of the National Asset Registry 417 System (NARS) as a reliable source of asset information for strategic decision-making on 418 asset management. To reinforce the implementation of PGAMP, the government will 419 launch targeted information and education campaigns (IEC), issue supplementary 420 guidelines, and ensure that asset management efforts are aligned with policy 421 pronouncements. These initiatives will encourage government agencies to adopt and 422 align their practices with PGAMP, fostering accountability and operational efficiency 423 across all sectors.

- 424
- 425 Undertake strategic partnerships for financing investments
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To effectively augment public resources for key infrastructure projects, the government
will continue to explore and implement a diverse set of viable funding mechanisms,
including PPPs.

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By reinvigorating these partnerships, the government will capitalize on the private sector's efficiency, resources, expertise, and innovation, ensuring the long-term sustainability of infrastructure projects while freeing up fiscal space for other vital social programs and development priorities. The government will also refine the allocation of responsibilities within PPPs, ensuring that climate risks are fully integrated into the planning, management, and operation of infrastructure projects.

437

438 Furthermore, the government will continue to foster strategic partnerships with multilateral 439 and bilateral development partners, securing external financing and benefiting from their 440 technical expertise, technology, and knowledge transfer. In collaboration with LGUs, the 441 government will explore cost-sharing arrangements for implementing devolved infrastructure projects. The government will also strengthen the capacity of LGUs to 442 443 prepare and manage PPPs effectively. Through these coordinated efforts, the 444 government aims to bridge the infrastructure gap and drive sustainable and inclusive 445 development across the country.

446

#### 447 Reduce delays in the ROW acquisition process

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To ensure timely compensation and enable the swift implementation of key infrastructure projects, the government will adopt a comprehensive approach that includes policy reforms, process optimization, and technological interventions. These efforts will be integrated into broader economic development objectives, which seek to enhance the overall efficiency and effectiveness of public infrastructure delivery.

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A key initiative is the ARROW Bill, which introduces standardized compensation, fasttrack tribunals for dispute resolution, and a single-window clearance system. It also
empowers state and local authorities through decentralized decision-making to
accelerate project implementation.

459

On the technology front, the government will leverage Geospatial Information Systems
(GIS) for improved land mapping and planning, deploy digital platforms for swift and
transparent compensation, and expand access to digital services for public grievance
reporting and real-time monitoring, enhancing transparency and accountability.

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465 Outcome 2: Seamless and inclusive connectivity via local and international
 466 linkages achieved
 467

468 Move people and goods through modernized and expanded transport infrastructure with469 active participation of the private sector.

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471 The government will continue to advance its transport infrastructure through the 472 formulation of the Philippine Transport System Master Plan (PTSMP), which aims to 473 establish a rational, intermodal network. This initiative will be strengthened by a digital 474 monitoring and statistical framework to standardize data collection, processing, 475 monitoring, and analysis. Similarly, the Land Transportation Office (LTO) is moving 476 towards the use of digital technology for data collection and analysis to better identify 477 road safety issues and their corresponding solutions. The DOTr is also implementing 478 various programs under the Philippine Road Safety Action Plan, which actively promote 479 road safety with the goal of reducing road accidents in the Philippines.

480

481 Major investments in mass transportation along high-density corridors – including the 482 MRT-7, Metro Manila Subway Project (MMSP) Phase 1, and the North – South Commuter 483 Railway (NSCR) – will be prioritized. These will be complemented by the development of 484 intermodal hubs, last-mile connectivity, and freight rail initiatives along the Luzon 485 Economic Corridor. These efforts will be supported by transit-oriented development 486 (TOD) guidelines to streamline planning at the subnational and local levels. However, 487 harmonization efforts must continue to ensure that TOD initiatives by various agencies – 488 such as the Bases Conversion and Development Authority (BCDA) and Department of 489 Human Settlements and Urban Development (DHSUD) – remains aligned, consistent, 490 and complementary with one another.

491

492 Simultaneously, the government will continue to develop the country's road network to 493 reduce travel time. Lower transport costs promote active mobility and inclusivity and 494 ensure equitable access to essential facilities and other key infrastructure. Existing ports 495 and airports will be continuously expanded and upgraded to meet higher applicable 496 standards set by international and local authorities. Additionally, the government will 497 continue to engage the private sector in managing port terminals to further streamline its 498 operational and regulatory functions. Digital transformations will likewise be adopted to 499 enhance service delivery.

500

# 501 Address universal mobility and connectivity needs. 502

503 The implementation of the DOTr's Active Transport Program will continue in major urban 504 areas and expand to other provinces and municipalities, further emphasizing the priority 505 given to the commuting public, particularly those with limited financial means and special 506 mobility needs. DOTr's formulation of the Active Transport Strategic Master Plan 507 (ATSMP) will also be supported, complementing the formulation of the PTSMP through 508 the provision of a core framework for the establishment of high-quality active 509 transportation systems across the country. Relative to this, the design of transport 510 facilities - including terminals, stops, pathways, and bike lanes - will be upgraded to align 511 with the universal design principles and comply with existing laws and international 512 conventions on the right to accessible and safe mobility.

- 513
- 514 *Expand and enhance digital infrastructure, prioritizing unserved and underserved areas* 515

516 To ensure equitable access to digital opportunities, the government will intensify efforts 517 to expand and upgrade digital infrastructure, with a strong focus on unserved and 518 underserved areas. Key initiatives include the rollout of fiber optic networks, deployment 519 of mobile broadband towers, and use of satellite technologies where feasible. 520 Recognizing the unique challenges in GIDAs, a localized approach will be adopted, 521 leveraging partnerships with local governments, communities, and private sector actors 522 to address logistical and financial constraints. Public-private collaboration will play a 523 central role in ensuring sustainable, long-term connectivity.

524

## 525 Implement strategic policy reforms to foster competition and market efficiency

526

527 To reduce costs and improve broadband service quality, the government will pursue 528 strategic policy reforms aimed at promoting market competition and efficiency. These 529 include enabling the entry of new players, enhancing infrastructure sharing, and 530 streamlining regulatory processes. Priority areas for reform include frequency spectrum 531 management, tower sharing policies, and permitting systems, all of which are essential 532 to accelerate infrastructure rollout and ensure affordable, reliable digital services for all.

533

534 Outcome 3: Water security, ecological integrity of water systems, and resiliency to 535 water hazards attained

- 536
- 537 Upgrade and expand water infrastructure

#### 538

539 The government will pursue the harmonization of master plans at the river basin level and 540 ensure its regular updating to reflect location-specific conditions and investment priorities, 541 keeping them adaptive and responsive. These master plans will guide the strategic 542 direction for upgrading and expanding the country's water infrastructure. Priority will be 543 given to the implementation of key projects identified in these master plans.

544

Likewise, through the current initiatives of the DPWH on the amendments of the National
Septage and Sewerage Management Program (NSSMP) Program Operations Manual,
the policy will be improved to expand coverage and improve uptake.

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549 Effective and sustainable WSS structures will continuously be developed, along with 550 strengthening institutional capability to efficiently operate and maintain WSS systems in 551 terms of service coverage, service quality/level, performance, and financial sustainability. 552

553 Irrigation investments will prioritize the development of multi-purpose water infrastructure, 554 such as reservoirs and dams that serve not only irrigation needs but also support other 555 purposes like domestic supply, hydropower, floating solar energy, flood control, 556 aquaculture, and tourism. To eliminate sedimentation problems, irrigation systems with 557 pipe or closed conduits or conveyance systems will still be prioritized rather than open 558 channel or gravity canals. Proper flood drainage systems will also be continuously 559 integrated in the design of irrigation service areas.

560

561 Flood control projects will be designed to promote climate resiliency, ensuring that 562 infrastructure can withstand and adapt to the increasing frequency and intensity of 563 extreme weather events. As part of this strategy, the implementation of flood control and 564 coastal protection infrastructures with hybrid systems, that is, a combination of NBS and 565 engineered or grav structures will be encouraged. In NBS, floodplains, wetlands, and 566 forests will be restored and enhanced to store and attenuate flood waters, while 567 engineered structures such as flood walls, embankments, and detention ponds will be 568 skillfully designed in combination with the NBS. 569

- 570 Strengthen implementation of integrated water resource management
- 571

572 The government will continue to strengthen the implementation of IWRM, guided by the 573 priority strategic actions of the IWMP: (a) review and strengthening of institutional, legal, 574 and regulatory environment; (b) promotion of science-based tools; and (c) monitoring of 575 water resource allocation and utilization.

576 577 Pending the

577 Pending the passage of the bill creating the DWR, the institutional fragmentation of the 578 water sector will be addressed through better coordination, integration, and planning 579 aligned with IWRM principles. This includes strengthening the institutional and technical

580 capacities of water agencies and river basin organizations to enable effective coordination, 581 planning, and implementation of IWRM initiatives at the river basin level.

582

- Provincial water security initiatives will be aligned with national goals by implementing the
  policy of formulating integrated water security plans at the provincial level, as piloted in
  provinces like Negros Occidental and Sarangani.
- 586

587 Towards science-led decision making, the government will ensure that existing 588 government agencies are capable of conducting scientific studies - like data analyses, 589 modeling, and scenario simulations. A decision support system will be developed and 590 maintained for science-based water resources planning and management and for multi-591 stakeholder consultation and public participation. A rationally designed sampling network 592 for long-term data monitoring of surface water, ground water, water guality, and 593 sediments data will be established across the country. In addition, the government will 594 tap university- or college-based water resource centers to undertake problem-oriented 595 research, development, extension, and training activities related to the water sector.

- A unified, real-time digital platform will be established to consolidate hydrological,
  infrastructure, and service-delivery data to enable faster drought / flood warnings; allow
  area-specific targeted interventions to reduce incidence of water-borne disease; and
  reduce planning delays. Smart monitoring of soil moisture conditions to optimize irrigation
  scheduling will also be pursued.
- 602

# 603 Investing in water infrastructure services provision and providing accessible financing604 for WSS projects

605

606 PPPs will continue to be pursued, where feasible, to increase investments in water 607 infrastructure services provision. To encourage private sector participation, the 608 government will rationalize the economic regulatory environment for WSS by 609 consolidating and harmonizing tariff-setting methodologies, setting performance and 610 technical standards, and establishing policies and processes for the granting and 611 revocation of licenses.

612

613 In areas needing immediate support, such as the poorest, most inaccessible, and those 614 with highest incidence of waterborne diseases, the government will continue the 615 implementation of initiatives promoting strategic and coordinated investment planning in 616 the water sector, such as the URAF-WSS and water sector PCB. 617

- 618 To support climate-resilient water infrastructure development, the government will also 619 explore climate financing instruments.
- 620
- 621 **Outcome 4: Affordable, accessible, reliable, and clean energy provided** 622

623 Implement game-changing reforms to bring down the cost of electricity 624

Policy and structural reforms will be prioritized to reduce electricity costs and enhance overall market efficiency. This involves the continuous monitoring and assessment of WESM Mindanao operations to identify measures to increase market participation as well as sustained advocacy for the passage of EPIRA amendments on strengthening

regulatory oversight and implementing industry reforms. Product standards for the natural gas industry will be formulated following the legislation of the Philippine Natural Gas Industry Development Act and its IRR.<sup>10</sup> For atomic energy, plans include passing a comprehensive nuclear regulatory law or issuing an EO for an Independent Nuclear Regulatory Commission; enacting a national policy for nuclear safety; developing a nuclear energy regulatory framework; and adopting the "123" Agreement.

- 635
- 636 Enhance the delivery of energy by coordinating investment in generation, transmission,637 and distribution
- 638

Energy delivery systems will be enhanced through coordinated, strategic investments. The EVOSS system's operational scope will be expanded to include processes of IEMOP, NGCP, ERC, DENR, and DAR, further streamlining project approval timelines. Meanwhile, the full operation of the capacity market is targeted for December 2025. The capacity market aims to ensure long-term power supply adequacy by auctioning the power system's projected medium-term capacity requirements to generators that commit to making their capacity available to meet anticipated demand.

The MES initiative will be expanded to address gaps in resiliency and electrification in
remote areas. TransCo will continue as the System Operator in Mindoro and Palawan
and will prepare for the eventual interconnection of these island grids to the Luzon grid.
Also, the transmission infrastructure will be upgraded through the Smart and Green Grid
Plan.

The NEA's DDCC will integrate 60 EC systems by 2025 and connect 21 ECs by 2026. MSP operation in designated unserved and underserved areas will be facilitated, alongside tapping other qualified utilities for electrification, issuing supplemental policies for MSP qualification, and implementing the NPC Missionary Electrification Plan 2025-2029, including SPUG power plant hybridization. PNOC aims for 10 MW of hybrid RE systems in NPC-SPUG Diesel Power Plants by June 2028.

659

Privatization of remaining power plants (i.e., CBK and Mindanao Coal Plant) will continue.
A feasibility study for the rehabilitation via concession of the Agus-Pulangi Hydroelectric
Power Plants will be conducted (2025-2026). The Philippine Nuclear Energy Program will
be published, with pursuits in manpower training and IEC activities. Potential sites for
nuclear power plants will be identified, and the National Nuclear and Radiological
Emergency Preparedness and Response Plan will be finalized and tested.

- 666
- 667 Provide an enabling environment for the market to deliver an optimal fuel mix 668

The ERC will lower the RCOA threshold to the household level, conduct intensive IEC campaigns for Retail Market Consumer Choice Programs, issue a comprehensive Competitive Retail Electricity Market (CREM) roadmap, and enhance its monitoring

672 framework for Retail Electricity Suppliers. The ERC will sustain IEC campaigns for GEOP.

Continued implementation of mandatory and preferential dispatch for RE sources and full
commercial operation of the RE market will be pursued, while ESS deployment will be
promoted. Additional RE capacities, including IRESS, OSW, and waste-to-energy, will be
awarded under the Green Energy Auction (GEA) -4, -5, and -6 to be conducted by DOE.
PNOC targets the commercial operation of rooftop solar PV systems in government
buildings with a total capacity of 30MW by 2028.

679

The commercial operation of four LNG projects with a total capacity of 10.7 MTPA will commence. PNOC aims to establish a Small-Scale LNG market in BARMM and Visayas by June 2028. The Malampaya Consortium will drill two new deepwater wells and deliver new gas by 2026. The DOE will undertake the "Philippine Gradiometry and Seismic Survey" to explore for new oil, gas, and native hydrogen. Meanwhile, in cooperation with PPA, the needed OSW ports will be developed. PNOC's OSW Integration Port is expected to be operational by 2028.

687

The ERC will implement new transmission wheeling rates and revise the valuation
methodology for new distribution wheeling rates. Meanwhile, the Reserve Market Phase
2 will feature an enhanced design based on the Philippine Grid Code 2016 principles.

- 691
- 692 Enhance demand-side management
- 692 693

Demand-side management programs will be strengthened while EEC will be promoted. The IAEECC will continue issuing directives on EEC. Efforts will focus on increasing public sector energy savings from the GEMP's 10 percent goal; establishing Energy Efficiency Offices and Local EEC Plans in all LGUs; creating a building energy efficiency index for the government sector; and formulating policy for managing RE technology waste. Revised ILP rules will also be implemented.

The ERC will release new NMP rules by 2025 to operationalize the new NPM policy
 issued by the DOE through Department Circular No. 2024-08-0025. The revision to NMP
 rules will simplify application processes, potentially make REC meter installation voluntary,
 review compensation rates, and address grid integration issues.

- Invest in energy innovation to respond to increasing demand and new markets for clean
   technology goods and services
- 708

705

709 Recognizing the importance of establishing frameworks for advanced energy 710 technologies, the ESS framework will be promulgated by the third quarter of 2025. 711 Moreover, the implementation of RE and ESS projects in the pipeline with target 712 commercial operation until 2028 will be pursued. A feasibility study assessing the use of 713 hydrogen and ammonia for thermal power plants will be conducted in 2025. A significant 714 increase in the share of Hydrogen and its derivatives in generation, with needed 715 infrastructure, is targeted by 2028. PNOC will complete the proof of concept for the Self-716 Generating Industrial Park (SGIP) in Bataan and pursue construction of additional SGIPs.

- 717
- 718 Outcome 5: Enhanced support to social development provided

719

720 Ensure equitable access to health and educational infrastructure, in partnership with the721 private sector

722

The government will expand health infrastructure through the PHFDP 2020–2040 following a needs-based, equity-driven approach guided by the National Allocation Framework (NAF). HFEP will be scaled up through additional funding and strategies, such as official development assistance (ODA) and private sector investments.

727

Pursuant to the Regional Specialty Act, regional, government-owned and controlled
corporations (GOCC) specialty, and BUCAS centers will be constructed to address local
health needs. The DOH will develop omnibus guidelines to streamline implementation,
availment, and prioritization to address the low disbursement rate of HFEP.

732

DepEd will reduce classroom shortage by 2028 through the construction of safe, inclusive,
conducive, and climate-resilient classrooms while minimizing overcrowding. Basic
facilities and services in schools will be provided for optimal learning conditions. School
buildings will be constructed following climate- and weather- resilient designs, modern
safety standards, and effective land use strategies.

738 739

To promote inclusive education, physical or virtual centers, known as Inclusive Learning Resources Centers (ILRCs), will be established by DepEd in every city and municipality in accordance with the Inclusive Education Act.<sup>11</sup> Multiple financing strategies, such as increased national funding, PPPs, and inter-LGU collaboration will be explored, with priority accorded to areas with high classroom shortages and those located in GIDAs.

- 746 Improve resiliency to support health and educational outcomes
- 747

To improve project implementation, DepEd will enhance coordination with LGUs and the DPWH to ensure accurate needs assessment and efficient planning. Procurement systems will be optimized by updating school building pricing and adopt lot-based and decentralized procurement models, especially in GIDAs. These reforms aim to reduce bidding failures, delays, and contract cancellations. Furthermore, classroom designs will also be tailor-fit to incorporate climate and disaster resilience for purposes of safeguarding learning continuity during emergencies.

755

756 Pursue optimal solid waste management solutions757

To enhance operational efficiency and optimize cost efficiency, private sector investment
 will be leveraged, and clustering among LGUs will be promoted through the development
 and use of shared SWM infrastructure. Moreover, smart and innovative approaches –
 including WTE or integrated waste management facilities – will be promoted to modernize
 the country's SWM system and increase the potential financial viability of SWM

- operations. Meanwhile, the DENR will continue to play a key role in coordinating effortsand consolidating resources to improve project viability.
- 765

LGUs will be empowered through capacity building initiatives aimed at effective planning, implementation, and management of SWM programs and projects. Information and education campaigns will also be rolled out to promote proper waste disposal practices and garner stronger public support for SWM services. Furthermore, such strategies will be complemented by advocating waste reduction strategies to manage the demand for solid waste management infrastructure.

772

# 773 Targets

774

775 Table 12.3 shows steady progress across key infrastructure indicators, with notable gains 776 in digital connectivity, water and sanitation, and social infrastructure. Improvements in 777 road safety and irrigation also reflect the impact of targeted investments and reforms. 778 Sustaining this momentum will require continued infrastructure spending and stronger 779 inter-agency coordination to meet development goals. To better align with emerging 780 priorities and address remaining gaps, several targets have been recalibrated, while new 781 indicators have been introduced to more accurately track progress toward inclusive and 782 sustainable infrastructure development.

783

## 784 Table 12.3. Updated Results Matrix: Expand and Upgrade Infrastructure

| la dia stan  | Baseline                    | Accom        | olishment     | L                  | Jpdated Target | s      | Responsible Agency/ In                              |   |  |
|--|-----------------------------|--------------|---------------|--------------------|----------------|--------|---|---|--|
| Indicator  | (Year)                      | 2023         | 2024          | 2026               | 2027           | 2028   | Means of Verification                               | agency body   |  |
| Outcome 1: Planning, Programming, and Asset Management in Infrastructure Enhanced  |                             |              |               |                    |                |        |   |   |  |
| Public infrastructure<br>spending increased (%<br>share in GDP) <sup>12</sup>  | 5.90<br>(2022)              | 5.80         | 5.80          | 5.40               | 5.60           | 5.80   | Actual spending                                     | All concerned Implementing<br>Agencies (IAs)                  |  |
| Outcome 2: Seamless and in   | clusive connec              | tivity achie | ved (via loca | al and internation | onal linkages) |        |   |   |  |
| Travel time (decreased) via<br>land per key corridor (hours)   | 2.38<br>(2021)              | 3.277        | TBD           | 3.233              | 3.220          | 3.207  | Agency reports                                      | DPWH/MMDA   |  |
| Percentage of cycling<br>households in the<br>Philippines increased (% of<br>total HHs)  | 29.00<br>(2020)             | 36.00        |               | 33.50              | 35.00          | 36.00  | Agency reports; Third-<br>party independent surveys | DOTr  |  |
| Passenger trips via rail in<br>Metro Manila increased<br>(% share to total passenger<br>trips, cumulative)                           | 1.00<br>(2021)              |              |               | 13.00              | 13.50          | 14.00  | Agency reports                                      | LRMC), LRT 1 PMO, Light<br>Rail LRTA, PNR, DOTr- MRT<br>3     |  |
| Passengers transported via<br>air and sea increased (in<br>million passengers,<br>cumulative)  | 35.72<br>(2021)             | 81.80        | TBD           | 183.53             | 192.71         | 202.34 | Agency reports                                      | CAAP, MIAA, MCIAA, CIAC,<br>DIAA, PPA, CPA                    |  |
| Cargo transported via air<br>and sea<br>increased (international and<br>domestic) (metric ton,<br>cumulative)                        | 470.30<br>million<br>(2021) | 203.04       | TBD           | 1,570              | 1,700          | 1,850  | Agency reports                                      | CAAP, MIAA, MCIAA, CIAC,<br>DIAA, PPA, CPA, SBMA,<br>Ecozones |  |
| Road traffic accident (crash)<br>rate reduced (number of<br>incidents per 100,000<br>population) - incidents of<br>accidents (crash) | 3.85<br>(2021)              | 1.78         | 2.21          | 3.00               | 2.75           | 2.50   | Vital Statistics Report,<br>PSA                     | DOTr  |  |

<sup>&</sup>lt;sup>12</sup> Public infrastructure spending targets were consistent with the FY 2025 Budget of Expenditures and Sources of Financing (BESF), and as approved during the 189th DBCC meeting (December 2, 2024)

|   | Baseline           | Accom        | olishment         | l                | Jpdated Target   | s          | Maana of Varification                  | Responsible Agency/ Inter-    |
|---|--------------------|--------------|-------------------|------------------|------------------|------------|--|-------------------------------|
| Indicator   | Value<br>(Year)    | 2023         | 2024              | 2026             | 2027             | 2028       | Means of Verification                  | agency body                   |
| Median download speed<br>(Fixed broadband) (Mbps) <sup>13</sup>                               | 78.69<br>(2022)    | 92.92        | 93.76             | 141.52           | 172.65           | 210.64     | Ookla Speedtest Global<br>Index        | DICT/ NTC                     |
| Households with internet access (% total HHs)   | 17.70<br>(2019)    | 77.00        | TBD               | 91.00            | 93.00            | 95.00      | NICTHS                                 | DICT                          |
| Affordability of mobile and fixed   | d broadband ser    | vice (% GN   | l per capita)     |                  | •                | •          |  |                               |
| Mobile Broadband  | 2.04<br>(2021)     | 1.78         | 1.56              | <2.00            | <1.75            | <1.50      | ITU                                    | DICT                          |
| Fixed Broadband   | 11.56<br>(2021)    | 10.10        | 4.69              | <2.00            | <1.75            | <1.50      | ITU                                    | DICT                          |
| Outcome 3: Water security, e  | ecological integ   | rity of wate | er systems, a     | and resiliency t | o water hazard   | s attained |  |                               |
| Safe water supply coverage (% of families)  | 91.60<br>(2020)    | 97.60        | 97.50             | 98.33            | 98.75            | 99.17      | Data from surveys (e.g.,               | PSA, MWSS, WDs, Rural         |
| Access to basic sanitation<br>(% of families)   | 93.90<br>(2020)    | 84.00        | 84.70             | 89.80            | 92.35            | 94.90      | APIS, FIES, etc.)                      | Service Providers (WS), Water |
| Zero open defecation (ZOD)<br>(based on % of<br>municipalities with ZOD)                      | 43.02<br>(2022)    | 34.88        | 46.00             | 100              | 100              | 100        | DOH Admin Data                         | DOH, LGUs                     |
| Percentage of families  | 4.00 (2020)        | TBD          | 3.20              | 1.0              | 0.5              | 0          | Annual Poverty Indicators<br>Survey    | PSA                           |
| Degree of IWRM implementation increased <sup>14</sup>   | 56<br>(2020)       | 62           | TBD <sup>15</sup> | 84.80            | 92.40            | 100.00     | National Survey on IWRM implementation | NWRB/WRMO                     |
| Cropping intensity increased<br>(in %)  | 174.71<br>(2022)   | 172.32       | TBD               | 179              | 181              | 182        | NIA Annual Reports                     | NIA, DA-BSWM, LGUs            |
| Ratio of actual irrigated area<br>to the potential irrigable area<br>increased (% cumulative) | 66.23<br>(2022)    | 68.88        | TBD               | 70.59            | 72.35            | 75.00      | NIA Annual Reports                     | NIA, DA-BSWM, LGUs            |
| Outcome 4: Affordable, acce   | ssible, reliable,  | , and clean  | energy prov       | ided             |                  |            |  |                               |
| Proportion of households<br>with access to electricity<br>increased (% of total HHs)          | 95.41<br>(2021)    | 92.74        | 92.78             | TBD              | TBD              | TBD        | DOE Annual Report                      | DOE                           |
| Electricity consumption (in<br>real terms) per capita<br>increased (kilowatt-hour/<br>person) | 804.21<br>(2021)   | 1,054.4<br>3 | 1,057.40          | 1,051.00         | 1,110.00         | 1,172.00   | DOE Annual Report                      | DOE                           |
| Share of renewable energy<br>in the power generation mix<br>increased (%)                     | 22.40<br>(2021)    | 22.30        | TBD               | 28.75            | 30.31            | 31.87      | DOE Power Statistics                   | DOE                           |
| Outcome 5: Enhanced suppo   | ort to social dev  | velopment    | provided          |                  |                  |            |  |                               |
| Proportion of provinces with<br>adequate hospital bed-to-<br>population ratio                 | 23.0<br>(2022)     | 28.4         | 26                | 40               | 45               | 50         | DOH data                               | рон                           |
| Percent of provinces with<br>adequate primary care<br>facilities increased                    | 20.90<br>(2021)    | 22.2         | 25                | 40               | 45               | 50         | DOH data                               | рон                           |
| Proportion of public schools<br>within standard classroom-<br>to-student ratio                | 49<br>(2024)       |              | 49                | 49               | 50               | 63         | DepEd data                             | DepEd                         |
| Proportion of public schools<br>with electricity  | 97<br>(2024)       |              | 97                | 100              | 100              | 100        | DepEd data                             | DepEd                         |
| Proportion of public schools wi   | th at least one IC | CT package   | for academic      | use over total r | number of public | schools    |  |                               |
| Elementary  | 71<br>(2024)       |              | 71                | 100              | 100              | 100        | DepEd data                             | DepEd                         |
| Junior High School (HS)   | 85<br>(2024)       |              | 85                | 100              | 100              | 100        | DepEd data                             | DepEd                         |
| Senior HS   | 72 (2024)          |              | 72                | 100              | 100              | 100        | DepEd data                             | DepEd                         |

<sup>13</sup> The targets were adjusted based on the average fixed broadband speed in ASEAN region, i.e., 116 Mbps (in 2024), with projected year-on-year increase of 22 percent (based on highest recorded historical improvements).

<sup>14</sup> Based on SDG indicator 6.5.1, which measures the degree of IWRM implementation using a score based on 33 survey questions. The overall score is calculated as an average of the four IWRM dimension scores: (a) enabling environment; (b) institutions and participation; (c) management instruments; and (d) financing. <sup>15</sup> The National Survey on IWRM led by the NWRB is conducted every three years.

| Indicator   | Baseline     | Accomplishment |      | Updated Targets |      |      |                       | Responsible Agency/ Inter- |  |
|---|--------------|----------------|------|-----------------|------|------|-----------------------|----------------------------|--|
|   | (Year)       | 2023           | 2024 | 2026            | 2027 | 2028 | means or verification | agency body                |  |
| Proportion of public schools (with electricity) with internet connection used for academic purposes |              |                |      |                 |      |      |                       |                            |  |
| Elementary  | 76<br>(2024) |                | 76   | 100             | 100  | 100  | DepEd data            | DepEd                      |  |
| Junior HS   | 81<br>(2024) |                | 81   | 100             | 100  | 100  | DepEd data            | DepEd                      |  |
| Senior HS   | 80<br>(2024) |                | 80   | 100             | 100  | 100  | DepEd data            | DepEd                      |  |
| Proportion of barangays<br>served by MRFs   | 41<br>(2021) | 47             | 49   | 54              | 57   | 60   | DENR-EMB data         | DENR-EMB                   |  |
| Proportion of cities and<br>municipalities served by<br>SLFs  | 32<br>(2020) | 45             | 46   | 51              | 52   | 53   | DENR-EMB data         | DENR-EMB                   |  |

# 785 Legislative Agenda

786

787 **Table 12.4** outlines key priority bills for the 19th Congress that aim to address challenges 788 in project implementation and institutional inefficiencies, and promote sustainable 789 infrastructure. Once enacted, these measures will be instrumental in building an 790 integrated, sustainable, and efficient infrastructure system that supports inclusive national 791 development.

792 793

#### Table 12.4. Legislative agenda to Expand and Upgrade Infrastructure

| Legislative Agenda  | Rationale/Key Features   | Responsible<br>Agency          |
|---|--|--------------------------------|
| General Infrastructure Policy   |  |                                |
| Accelerated and Reformed Right-<br>of-Way (ARROW) Act   | To introduce key reforms to improve the efficiency of acquiring land needed for infrastructure projects while ensuring just and prompt compensation for property owners, based on standardized property valuations.  | DPWH                           |
| Physical Connectivity   |  |                                |
| National Transport Policy Act   | To help achieve a safe, secure, efficient, competitive, dependable, integrated, environmentally sustainable, and people oriented Philippine transportation system by setting forth policies that will serve as boundary conditions to guide all entities involved in the transportation sector in the exercise of their functions, including the creation of metropolitan transit authorities, and clarifying the roles and responsibilities of national and local governments.  | DOTr                           |
| Magna Carta for Commuters   | To address the long-standing plight of Filipinos in public transportation by laying down the rights of the commuting public; promoting an efficient, safe, convenient, accessible, and inclusive public transportation system; and setting key performance indicators and service standards for commuters.   | DOTr                           |
| Enactment of a law<br>institutionalizing the use of<br>bicycles and other active and<br>sustainable modes of<br>transportation, including<br>updating standards for<br>accessible and safe pathways,<br>and green open spaces | To shift the role of bicycles and other forms of non-motorized and active transportation, from<br>being an "alternative mode" toward an institutionalized mode of transport that is integrated in<br>the transportation network of the country. This will be done by providing the necessary<br>infrastructure and support services, establishing safety and design standards for universally<br>accessible and safe pathways and green open spaces, and increasing public awareness on<br>road safety and road sharing among motorists, cyclists, and pedestrians | DOTr and<br>DPWH               |
| Rationalizing the mandates of transport agencies  | To separate the regulator and operations functions of existing government entities; empowering<br>local government units to assume greater responsibility and accountability for transportation and<br>mobility outcomes.  | DOTr                           |
| Creating an independent body<br>for transport safety and security   | This will place all transport safety and security matters under a single independent body that will, among others, investigate transport accidents and provide transport safety recommendations, thereby eliminating conflicting and overlapping functions of existing agencies or entities.   | DOTr                           |
| Digital Connectivity  |  |                                |
| National Broadband Act  | To institutionalize the National Broadband Program, public safety and emergency<br>communications, and policies for the use of other passive infrastructures—poles, ducts, and<br>dark fiber.  | DICT, DOE,<br>DND, and<br>DPWH |
| Amendment to the National<br>Building Code  | To promote ICT access by requiring the integration of minimum electronic requirements in multi-<br>dwelling units, commercial and government buildings, and similar structures   | DICT, DPWH                     |
| Water   |  |                                |

| Legislative Agenda  | Rationale/Key Features   | Responsible<br>Agency                                     |
|---|--|---|
| Department of Water Resources                                   | To address the weak and fragmented institutional set-up in the sector by streamlining all water-<br>related functions in the government and separating resource regulation from economic<br>regulation.  | DEPDev  |
| Water Regulatory Commission                                     | The body will create a business and regulatory environment that is fair, transparent, and conducive for public and private domestic and foreign investment in water supply and sanitation services by implementing fair, just, and reasonable tariffs, rates, and charges for water supply and sanitation services.                        | DEPDev  |
| Energy  |  |   |
| Amendment to RA 9136 (EPIRA),<br>including strengthening of ERC | This revisits the policy, ensuring its responsiveness to the power industry  | DOE, ERC,<br>NEA  |
| Comprehensive Atomic Energy<br>Regulatory Framework             | This will create a nuclear regulatory body for the peaceful uses and application of nuclear energy.  | DOE, DOST   |
| Social Infrastructure   |  |   |
| Waste-to-Energy (WTE) Bill <sup>16</sup>                        | To establish an enabling regulatory framework for facilities utilizing WTE by establishing clear guidelines on the roles of LGUs, particularly on clustering arrangements to make SWM facilities more efficient; provisions for potential environmental and health concerns; and measures to incentivize private sector investment in SWM. | DENR (as<br>lead), with<br>DILG, DOE,<br>and the<br>NSWMC |

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<sup>&</sup>lt;sup>16</sup> As of September 2024, the House of Representatives approved the WtE Bill on its third reading, and it is pending second reading in the Senate.