

***Daang Matuwid,  
Kaunlaran ang  
Hatid***

***Right Project.  
Right Cost.  
Right Quality.***

2010 Annual Report



Department of Public Works and Highways



## Our Vision

By 2030, DPWH is an effective and efficient agency improving the life of every Filipino through quality infrastructure.

## Our Mission

To provide and manage quality infrastructure facilities and services responsive to the needs of the Filipino people in the pursuit of national development objectives.





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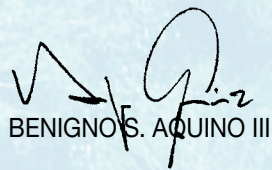
# President's Message

My warmest greetings to the men and women of the Department of Public Works and Highways on the publication of your 2010 Annual Report.

Our administration is determined to fulfill its mandate of change and its promise of a better future of our nation. Central to this agenda is our pledge to lead our country, our government, and our people "Sa Tuwid na Landas," through good governance, reform, and poverty alleviation. Infrastructure will play a key role in fulfilling these goals, particularly in laying the foundations for economic growth and socio-civic development. As the agency primarily tasked with construction and maintenance of our country's infrastructure, you play a critical role in all these efforts, which will help shape the future of our nation.

Thus, we welcome the significant strides that the DPWH has made in the areas of transparency and accountability by introducing programs aimed at improving efficiency, promoting competence, and minimizing corruption. I trust that you will remain committed in these efforts and help us create conditions conducive to economic growth and competitiveness of the Philippines as an investment destination.

Our commitment to stay on the straight and righteous path has led us into a new era of hope and daylight for our nation. We are now reaping the rewards, for we are now experiencing a time of development, prosperity, and peace. Under the capable leadership of Secretary Singson, I am certain that this is only the start of even greater things, not only for the DPWH but also for the country. Together, let us fulfill the potential of our great nation.

  
BENIGNO S. AQUINO III





## Secretary's Message

It is with great privilege that we present what the Department of Public Works and Highways (DPWH) has accomplished during the year 2010.

Although 2010 marked the transition period from the Arroyo Administration to the present Administration of President Benigno S. Aquino III, we have made significant strides in terms of instituting changes and transforming DPWH into a more responsive government agency with full transparency and accountability to the Filipino people.

Thus, from hereon, we are guided by the Transformation Framework which we have adopted that would result into reforming the culture and values of the organization, its employees and stakeholders; simplified systems and procedures through innovations and adoption of new technologies, methods and best practices; optimization of resources through an objective criteria for prioritization and identification of projects, and the conduct of competitive and transparent bidding.

DPWH's accomplishments in CY 2010 exemplify our desire to upgrade the quality from design, construction and maintenance of national roads and bridges and flood control systems for our country's global competitiveness.

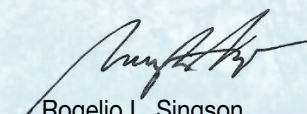
I would like to commend and thank all peace loving and God-fearing men and women of the department. I am glad to have their all-out support as we strive to institute reforms for good governance in order to achieve a new era of daylight.

Our solidarity and determination have guided us through the narrow path that leads to a new DPWH and a new hope for our country. Spurred by the success of this endeavor, we

will work even harder together to bring about the genuine transformation that we have long desired for our department through our management philosophy of "doing the right projects at the right cost and right quality, completion right on time and with the right people".

Moving forward for the challenging years ahead, we will remain committed to working together for a better DPWH and for a better Philippines.

Mabuhay tayong lahat!

  
Rogelio L. Singson  
Secretary





# CY 2010 Accomplishments



## I. INTRODUCTION

Year 2010 saw the transition from the Arroyo administration which officially ended on June 30, 2010 to the Aquino administration which began on July 1, 2010.

The DPWH basic mandate is the design, construction and maintenance of national roads and bridges and flood control systems in major and principal rivers.

As of 2009, the national road network length is 29,899 km classified into: National Arterial Road (NAR) consists of 15,731km while National Secondary Road (NSR) consists of 14,168 km.

Of the total 15,731 km of national arterial roads, only 86% is paved, 27% of the paved sections needs to be rehabilitated and 14% is still unpaved.

Of the total 14,168 km of national secondary roads, only 63% is paved, 25% of the paved sections needs to be rehabilitated and 37% is still unpaved.

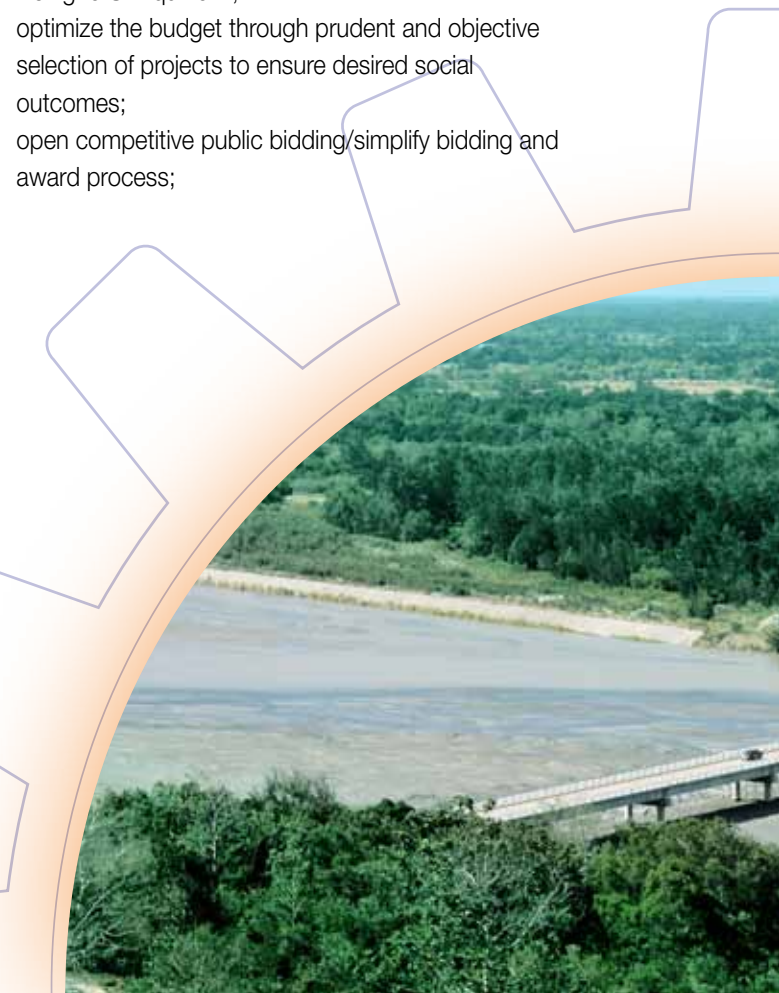
Of the total national road network, 75% is paved, 26% of the paved sections needs to be rehabilitated and 25% is still unpaved.

On national bridges, 95% of the total bridge length of 330,089 linear meters is permanent.

Under the leadership of Secretary Rogelio L. Singson, the DPWH made contributions in the attainment of the

thrust of the new administration and has produced significant changes with sustainable results foreseen to carry over to year 2011 and beyond with the following institutional policy reforms :

- full transparency and accountability to the people to curb corruption;
- change in culture and values of employees and engage the public that deal with DPWH – contractors, politicians, LGUs and general public – to share the new vision and mission of the President Benigno S. Aquino III;
- optimize the budget through prudent and objective selection of projects to ensure desired social outcomes;
- open competitive public bidding/simplify bidding and award process;





- tighten quality control and assurance in project implementation; and,
- engage the public/civil society in governance, monitoring and feedback.

## II. ACCOMPLISHMENTS

### A. Physical Accomplishments

For year 2010, the DPWH has posted the following accomplishments under the Regular Infrastructure Program or Budget and Carry-over Projects funds :

- constructed, repaired and rehabilitated 8,457.511 km of roads and 14,946 lm of national bridges at a cost of P111.309 Billion;
- 1,798 flood control and drainage projects costing P14,090 Billion that consequently save billions of pesos damage to properties, crops and losses in lives; and,
- 9,971 other infrastructure projects costing P8.840 Billion, ranging from school buildings, water systems, to national buildings and other infrastructure.

The DPWH, as executing agency for infrastructure projects funded under the budgets of non-infrastructure agencies, has also accomplished the following:

- facilitated countryside growth with the improvement/ construction of 16 kilometers of farm-to-market roads with a total cost of P10.60 Million under the Department of Agrarian Reform;







- improved and/or constructed 716 kilometers of farm-to-market roads with a total cost of P1.153 Billion under the Department of Agriculture;
- completed 1,033 classrooms, providing more conducive facilities for learning and helps alleviate shortage due to increasing number of school population, at a cost of P651 Million under the Department of Education and school building program; and,
- improved/rehabilitated 546 kilometers of roads, 95 lineal meters of bridges, and 153 other related work projects, with a total value of P2.939 Billion; undertaken 286 flood control project with a value of P2.538 Billion; and three (3) buildings with a value of P2.80 Million, under the Department of Energy budget.

## **B. Good Governance and Transformation Leadership**

### **Aquino Administration: July 1 to December 30, 2010**

Responding to the call of President Aquino's call of "Daang Matuwid" (straight path), the DPWH, during the

second half of the year, has begun its transformation journey towards becoming a government institution imbued with integrity, transparency and accountability.

In line with this, DPWH Secretary Rogelio L. Singson laid down his "DPWH Transformation Framework," with the following objectives: (1) transform the organization and its employees; (2) simplify/innovate to reduce corruption and improve efficiency; and, (3) optimize resources.

#### **1. Leadership by Example**

Prohibition on the association of President Aquino's name and image in government programs and projects; no President's and Secretary Singson's names in project billboards.

- The Regional, District Engineering and Project Management Offices were directed to adhere to the revised DPWH Standard Project Billboard format banning the use of name or image of any personages including the President.
- The revised DPWH Project Billboard is also in accordance with the instruction of the President





ordering all government agencies not to use his name or image on government programs and projects. Based on newspaper reports the President has ordered his Cabinet and heads of government agencies and Government Owned and Controlled Corporations (GOCCs) to refrain from associating the President's personality and identity in their programs and projects and advised not to put up tarpaulins, billboards, and other propaganda materials bearing his name and image.

- Under the DPWH modified format, project billboards containing name of project and location, name of contractor, date started contract completion date, contract cost, construction consultant, implementing office ( of the DPWH), and source of fund shall be installed in all project sites by the concerned implementing offices of DPWH for the information and guidance of the taxpaying public.

## 2. Daylight Mode/Transparency

- Review and Rebidding of Government Contracts

A total of nine (9) DPWH projects were bid-out from July to November 2010, where three (3) of which are from the Post "Ondoy" and "Pepeng" Short-Term Infrastructure Rehabilitation Projects (POPSTIRP) under roads and bridges component. However, one (1) project was declared failure of bidding due to post-disqualification of Contractors.

Another three (3) projects are from POPSTIRP under Flood Control Components, of which all were recommended for award.



As of end of December 2010, bid evaluation/post-qualification is still on-going for the three (3) projects under PJHL-PMO (Plaridel Bypass Road, Bulacan); Urgent Bridge Construction Project for Rural Development (Contract Package II-B, Provinces of Apayao, Kalinga and Cagayan); and Urban Road Project Office (C-3, G. Araneta Ave./Quezon Ave. Interchange Project), respectively.

Except for one (1) project that was declared failure of bidding, the total Approved Budget for the Contract (ABC) for the bid-out projects is P1,675,213,456.19 and the total projected contract cost is P1,322,027,193.97 or a projected savings of P353,186,262.22 (21.083% difference from the ABC).



- Zero budget leakage; curbing leakage through variation or change orders, and, promotion of the internal culture change (no variation or change orders).

### 3. Professionalizing the Bureaucracy

- The Department is adhering to the policy of the new administration of placing the right and qualified people in key positions. This called for the review of qualifications and performances of key personnel from the Central Office down to the District Offices, with the end in view of professionalizing the ranks.

- Implementation of OP Memorandum Circular Nos. 1 and 2, series of 2010, in the DPWH

To ensure that only the most qualified and competent are retained in the service, the appointments of third level officials who lack the required 3rd level eligibility were terminated effective 01 November 2010.

- Rotation/Reassignment of Regional Directors and District Engineers

As a result of the implementation of OP MC Nos. 1 and 2, series of 2010, in the Department, and to ensure high level of efficiency in the public service, particularly among field officials, by exposing them to the entire operation of the DPWH, regardless of geographical location, field officials of this Department were reshuffled and given new assignments.



- Proposed amendments to, and integration of the selection criteria in, the appointment of personnel to all level positions (1st, 2nd and 3rd levels)

The Department is in the process of reviewing the earlier established selection criteria in the appointment of personnel to first and second level positions to ensure merit-based selection and promotion of employees. The selection criteria will also include 3rd level positions. The effort includes “integrity check” among the criteria.

Relatively, to ensure that only the most qualified and competent personnel are appointed/promoted to Third Level and Assistant District Engineer positions in this Department, a DPWH Central Placement





Committee for Third Level and Assistant District Engineer Positions was created through D.O. No. 45, series of 2010. The said Committee shall assist the DPWH Management in the evaluation of the qualifications of candidates for promotion to third level positions, including Assistant District Engineers, in accordance with established guidelines and procedures, pertinent to the Revised Rules on Appointments and Other Personnel Actions and other pertinent Civil Service Laws.

- Revitalizing the organizational culture change initiative is underway with the design of a Values Formation Program for all employees that will be carried out for all management by December 2010, and all 25,000 employees in 2011.
- A rationalization of the Department's staffing is being done with the end in view of having a more

responsive, but economical operation.

The DPWH Rationalization Plan (RatPlan) is primarily anchored on the principle of strengthening the functions of, and standardizing the number of positions in each organizational unit under the DPWH, particularly the Regional and District Engineering Offices, thereby improving the quality and efficiency of services and accountability for performance and results in conformity with E.O. No. 366 and its IRR.

Close coordination with the DBM has been undertaken to facilitate the approval and implementation of the DPWH Rationalization Plan to address the staffing problem of the Department under its new structure thereby increasing organizational productivity and efficiency.



- **Staffing and Operationalization of Newly-Created District Engineering Offices**

The DPWH has 47 newly-created District Engineering Offices but only 37 of them have been issued with Notices of Organization, Staffing and Compensation Action (NOSCAs) by the DBM though most of them are not yet fully complemented.

The full operationalization and complementation of these newly-created DEOs will be addressed once the DPWH RatPlan is approved and implemented. Meanwhile, the Task Force on the Staffing and Operationalization of the newly-created DEOs, which was created through S.O. No. 124, series of 2009, is tasked to review/evaluate the proposal of each concerned Regional Office for eventual referral to the DBM for possible approval and/or issuance of the corresponding NOSCA.

**Accreditation:**

- The DPWH through the Bureau of Research and Standards (BRS) is continuously undertaking the following :

- ▶ accreditation of DPWH Project Engineers and Inspectors including the Materials Engineers of Contractors and Consultants in order to ensure that only competent engineers will be assigned to DPWH projects.
- ▶ accreditation of private testing laboratories to augment the testing capacity of its Regional and District Offices.
- ▶ accreditation of concrete and asphalt batching plants to ensure that only concrete and asphalt mixes of the highest quality will be used in the DPWH projects.

**Technical Manuals:**

In line with the Department's continuing effort to enhance the technical knowledge and capability of its engineers, manuals and guidebooks prepared jointly by the road and bridge experts of the Japan International Cooperation Agency (JICA) and the members of the DPWH Counterpart/Technical Working Group (CWG/ TWG) were disseminated to all DPWH Regional, District and other Implementing Offices to be used as reference materials in road/bridge construction and maintenance:





- a. Road Project Management and Supervision Manual (RPMSM) Volumes I & II
- b. Guidebook for Road Construction and Maintenance Management
- c. Quality Control Manual on Concrete and Steel Bridge Structures

#### 4. Anti-corruption

- To prevent DPWH officials from being too familiar with contractors and suppliers, and to reduce the opportunities for collusion and fraternization, field officials were reshuffled while others with eligibility (3rd) level deficiency and pending complaints/cases were replaced.
- Cancelled negotiated contracts
  - ▶ DPWH cancelled 19 approved negotiated contracts for projects under Post “Ondoy” and “Pepeng” Short-Term Infrastructure Rehabilitation Project (POPSTRIP). The 19 projects with a total cost of P934.1M are part of the 139 projects or 42 contract packages funded by JICA loan for the urgent rehabilitation of flood control facilities costing P1.9 Billion
  - ▶ The cancelled contracts are those projects in Cordillera Administrative Region costing P53M; Ilocos Norte – P35M; Asingan, Pangasinan – P91.4M; San Manuel, Pangasinan – P228M; Cagayan – P 25.8M; Bambang, Nueva Vizcaya – P68.6M; Kayapa and Dupax, Nueva Vizcaya – P27.4M; Paombong and San Jose del Monte, Bulacan – P9M; Bulacan province – P41M;

San Felipe and Iba, Zambales – P42.5M; San Marcelino, Zambales – P19M; Arayat, Pampanga – P77M; Candaba, Pampanga – P78M; Floridablanca, Pampanga – P27M; Guagua and Lubao, Pampanga- P16M; Moncada and Bamban, Tarlac – P32M; Aliaga, Nueva Ecija – P18M; Bongabon and San Leonardo, Nueva Ecija – P19M; and Balayan and Lemery, Batangas – P22M.

- No more “lone bidder.”
- Breaking up of detailed design engineering from construction management; consultants undertaking the preconstruction activities including detailed engineering are not allowed to oversee or manage the execution of construction works.
- Avoid arbitration on foreign-assisted projects; should be done in the Philippines.

#### 5. Participatory Government

The DPWH effective public feedback mechanism which is the platform of public engagement in good governance includes the following :

- 24/7 Call center (under procurement process, hotline : 16502)
- DPWH Facebook account (Department of Public Works and Highways Central Office)
- DPWH Twitter account (dpwhco)
- DPWH website (www.dpwh.gov.ph)
- Short Messaging System – TXT 2920
- Yahoo account email : dpwhpid@yahoo.com
- Hotline telephone lines : 536-3477; 3043370; 302-9196



In order to set the framework and jumpstart the full transformation of the DPWH by increasing not only its internal accountability but also in engaging the public as well to make sure that reforms are closely monitored, several trainings/consultation meetings were conducted, such as:

- ▶ Consultation Workshop with the Civil Society Organizations (CSOs)

A Memorandum of Understanding (MOU) between the DPWH and the CSOs as partners in the attainment of DPWH transformation goals has been established and signed by Secretary Singson and CSOs on 05 October 2010 which aims to promote transparency and accountability through accessibility to information and pro-active project monitoring.

- ▶ Dialogue with the Large B Constructors

The Department and the Constructors came up with measures in ensuring transparency in the procurement process.

- Lecture on Systems Thinking

This lecture initiated by Secretary Singson which deals with how things change is expected to lead to a significant and lasting change in the DPWH.

## **C. Creating Conditions Conducive to Economic Growth and Competitiveness**

### **1. Promotion of Public-Private Partnership**

#### **a. Projects Ready for PPP for 2011**

DPWH had completed the Study on Public-Private Partnership (PPP) Infrastructure Development Projects in November 2010 through the assistance of JICA. From this study, DPWH recommended two (2) eligible/bankable projects (solicited) and one (1) unsolicited project ready for bidding/SWISS Challenge in CY 2011.

##### **1. Cavite-Laguna Expressway (Cavite Side)**

The project involves the construction of a 27.50 km, six-lane, at grade expressway which will start from the terminus of the R-1 Expressway in Kawit, Cavite to Aguinaldo Highway in Silang, Cavite. The estimated total project cost is P11.79 Billion (US \$262 Million), of which P0.96 Billion is for the ROW acquisition.

##### *Project Status:*

- Pre-feasibility study of the project was already completed in September, 2006.
- The procurement for the Transaction Advisory Services for the conduct of the Feasibility Study and PPP bidding and procurement is already on-going. The said FS is under the Technical Assistance of World Bank.





## 2. Ninoy Aquino International Airport (NAIA) Expressway, Phase II

The project involves the construction of 5.19-km elevated structure from the terminus of NAIA Phase I at Sales Avenue up to Diosdado Macapagal Boulevard, passing through Sales Avenue, Andrews Avenue, Domestic Road and MIA Road.

### *Project Status:*

- Feasibility study undertaken by Ernst and Young in May 31, 2010
- Project Implementation Plan for Public-Private Partnership (PPP) scheme for submission to NEDA on January 2011

## 3. NLEX-SLEX link Expressway (Unsolicited proposal)

The project involves the construction of 13.2-km expressway that will link the existing SLEX and NLEX passing through Metro Manila and utilizing the existing PNR alignment at its route. The project will mostly be on the second level elevated structure going occasionally on the third level to cross existing overpasses and flyovers.

### *Project Status:*

- Submitted by MPTC as an unsolicited proposal on May 6, 2010
- Endorsed to NEDA for evaluation and approval on September 20, 2010



#### b. Conduct of Feasibility Studies for PPP

##### C-6 Expressway

The project involves the construction of 64.7-km., 6-lane toll road connecting North Luzon Expressway (NLEX) in Marilao, Bulacan and South Luzon Expressway (SLEX) in Taguig, Metro Manila.

##### *Project Status:*

- Records of Discussion between DPWH and KOICA for the conduct of the feasibility study signed last August 2010.

##### Other PPP Projects

DPWH had identified priority projects based on the recently completed Master Plan Study on High Standard Highway Network Development for the conduct of a detailed feasibility studies that will be ready for implementation within the Medium Term. This will be outsourced through local consultancy services. The authority to hire consultants is already

for approval by the Secretary. These projects are the following:

- 1) Operation and maintenance of weigh bridges in Luzon
- 2) Cebu North Coastal Road
- 3) Calamba-Los Banos Expressway
- 4) Improvement and Rehabilitation of Quirino Highway
- 5) Tagum-Davao-General Santos High Standard Highway
- 6) Manila-Bataan Coastal Road
- 7) C-6 Extension (Laguna de Bay Flood Control Dike Expressway)
- 8) Bulk water supply system for Tourism Development Areas, Cebu, Bohol, Palawan and Negros Oriental.

Budget for the DPWH Counterpart fund (e.g. studies, engineering surveys, ROW acquisition, etc.) is already provided in the amount of P5 Billion under the CY 2011 Annual Infrastructure program.





### On-going PPP Projects

#### a. Southern Tagalog Arterial Road (STAR) – Additional Works

Construction of a new toll plaza at Sto. Tomas, Batangas and pedestrian overpasses at Pakalat and Malainin, upgrading of Balagtas Rotunda and entry/exit ramps and construction of Lapu-Lapu Secondary Road. Total project cost is P97.42 Million.

##### *Project Status:*

- Completed on June 25, 2010

#### b. Tarlac-Pangasinan-La Union Toll Expressway

Design, financing, construction, operation and maintenance by Private Infra Devt. Corporation (PIDC), project proponent, of an 88-km 2-lane expressway from the terminus of SCTEX at Tarlac City to Rosario, La Union. Total project cost is P11.59 Billion.

##### *Project Status:*

- Parcellary Survey Plans and Final Engineering Design (FED) approved by DPWH-BOD.
- Notice to Proceed to Construct (NTP) for Sta 40+800 to Sta 49+241 issued on March 24, 2010 while NTP for Sta 1+600 to 5+000, Sta 11+650 to Sta 15+560 and Sta 16+500 to Sta 17+350 issued on July 26, 2010.
- ROW acquisition: For Section 1A (from Tarlac City to Gerona), 81.41% (473 out of 581 total affected lots) with Permits to Enter and Writs of Possession

while for Section 1B (from Gerona, Tarlac to Rosales, Pangasinan), 12.92% (89 out of 689 total affected lots) with Permits to Enter and Writs of Possession.

- Construction on-going. Works survey works and sampling/testing of embankment materials from quarries, embankment and laying of reinforced concrete pipe culverts.

#### c. Daang Hari-SLEX Link Road

DPWH responsibility involves construction supervision of the 4-lane, 4-km toll road being developed and financed by Alabang-Sto. Tomas Development Inc. (ASDI), a JV of National Development Company (NDC) and Philippine National Construction Corporation (PNCC).

##### *Project Status:*

- Earthworks activities include clearing and grubbing and roadway excavation.
- Pavement works (PCCP) totals 3,719 lineal meter
- Construction of RCBCs

#### d. Consultancy Services for Independent Certification Engineer (ICE) of the Subic-Clark-Tarlac Expressway Project (SCTEP)

Scope of services include certifications on the quality control/assurance, final completion, as-built drawings, construction cost, operation and maintenance manual and toll collection system. Total cost of consultancy services P69.33 million.



#### *Project Status:*

- Checking and verifying of completed construction components (main roadway, bridges, interchanges, access roads, overpasses, etc.) and investigation of materials quality on-going.

#### **Other DPWH PPP initiatives:**

- No more “quick fixes” in road maintenance; long-term based preventive road maintenance to be undertaken by the private sector
- Advocate privatization in infrastructure development
- Turn-key bridge projects with maintenance of at least 10 years
- Lease-own School building Program
- Weighbridge build-and-operate

## **2. Simplify and Shorten Business Processes**

A more transparent procurement system is being implemented using the DPWH website as its mechanism for sharing information to the public in all phases of procurement.

- Bidding documents are now downloadable in the DPWH and PhilGEPS websites.
- Planning for the ISO Certification of the Department’s Procurement Office is underway. This is to ensure the quality of performance of the contractors.
- Requirement for Large “A”, Medium “B”, and Medium “A” contractors of DPWH projects to seek ISO 9000 certification

### **The following business process improvements (BPIs) have undergone or are undergoing enhancement:**

#### *a. Planning*

The application tools namely: Road and Bridge Information Application (RBIA), which is the data repository of the national road network and the Road Traffic Information Application (RTIA), which handles the collection of traffic data, were enhanced based on the submitted requirements of the Planning Service.

Moreover, the Department is implementing Analytics to improve the decision-making process.

#### *b. Procurement*

- Requirement for contractors doing business with DPWH to register with the DPWH civil works registry (CWR) system
- The application system Civil Works Registry (CWR) was enhanced to incorporate requirements of the revised IRR of RA 9184 or otherwise known as the Procurement Law. Moreover, the system is now installed in 12 regional offices so that these offices can do the eligibility processing.

#### *c. Project Monitoring*

Additional reporting requirements of the Bureau of Construction were incorporated in the Project Monitoring





System (PrMS), as well as the format for the publication of civil works projects for 2010 in the internet website of the Department.

#### d. Documents Tracking

To further improve the processing of documents in the Department, a review of the Document Tracking System (DoTS) as well as the list of supporting documents is continuously being done. Statistics for the last two years were also reviewed to identify where delays in the approval of documents are occurring.

#### e. Policies and Procedures

A Policies and Procedures Manual was completed in June 2005 through the Road Improvement and Management Support System (RIMSS) project.

However, only the publication of all DPWH issuances in the DPWH Intranet Website was implemented. This shortened the dissemination process and saved on paper. To fully implement this business improvement, a review of this Manual is being undertaken to be able to identify areas that need updating and a Department Order will be prepared and issued to enable its full implementation.

#### Financial Management Computerized System Implementation

- Rollout of the e-NGAS Accounting and Budget Computerized System

The primary objective and outcome of the implementation of the system is to improve the accuracy, reliability, and timeliness of financial



information and reporting, and to improve the Department's internal control system. These rollout activities included date setup, system setup, network, server and workstation setup and user training.

For the e-NGAS system, there were 32 District Offices rolled-out during this period. To date, there is a total of 175 Offices rolled-out for e-NGAS. For the e-Budget, there were 51 District Offices rolled-out during this period. To date, there is a total of 117 Offices rolled-out for e-Budget. The target is to have every Offices in the Department rolled-out for both e-NGAS and e-Budget by CY 2012.

Implementation of the system requires that parallel testing be conducted after the rollout in each respective Office for each module, comparing between the electronic-generated and the manual reports. Parallel testing is completed when all records between the system and the manual are reconciled for a given period, prior to the discontinuation of the manual system.

- Improvement and Resolving Unreconciled General Ledger Balances

The CFMS has established a team to work on improving the accuracy and reliability of financial reporting by resolving unreconciled balances in accounts. Since these unreconciled balances are quite extensive, involving almost all accounts, and are from transactions that occurred many years ago, these efforts are being prioritized by type of account. During this period this was reduced by P1.135 billion, and to date this has been reduced by a total of P71.1 billion.

- Improvement of Financial Management Internal Control, Policies and Procedures

During this period measures were also instituted for improving internal control, policies, procedures, and the accuracy and reliability of financial information as follows:

1. Supplemental Guidelines in the processing of Disbursements in the Central Office requiring the





use of Taxpayer Identification Number (TIN), Project Monitoring System (PMS) Project Number, and Employee Number.

2. Revised guidelines in the preparation of the List of Due and Demandable Accounts Payable (LDDAP).
3. Revised guidelines in the accounting treatment and recording of expenditures charged against the Engineering and Administrative Overhead (EAO) Fund.
4. Policy and guidelines for the proper recording and usage of materials testing fees was developed.
5. Policy for the requirement for the Chief Accountant to prepare the Certificate of Availability of Funds was developed.

#### **D. Social Programs that Build Capacity and Create Opportunity**

Government Funds will be spent for programs and projects that benefit the people.

- **Emergency Employment Program**

The “Kalsada Natin, Alagaan Natin” (KNAN) Program which was later renamed to the “Out-of-School Youth Toward Economic Recovery” (OYSTER) Program was conceptualized for the direct participation of the community in the maintenance of roadsides and at the same time generating employment through the hiring of the out-of-work, out-of-school youths. Under the program, various roadside maintenance activities including de-silting of drainage canals, vegetation control, removal of obstructions,

manual reshaping of unpaved shoulders, cleaning of sidewalks and assistance to motorists were undertaken. These activities which were part of the year-round routine maintenance works being implemented by the DPWH covers some 30,000 kilometers of national roads, nationwide. The hired workers completed the regular workforce for roadside maintenance with additional workers for carriageway maintenance activities and at the same time utilize the workers during calamities.

Later on, this program has likewise generated employment among marginalized workers to support the accelerated hunger mitigation program of the government, particularly benefitting priority provinces identified by NEDA/DOH-NNC.

For CY 2009, the amount of P1,776,063,722 was allocated from the Special Road Support Fund (Fund 151) of the MVUC and the required total number of workers hired monthly was 23,302 nationwide. For the current year, P2,020,000,000 was programmed for 27,368 workers to be hired monthly, nationwide. As of June 2010, there were 23,368 workers hired monthly. The services of the roadside workers were temporarily stopped, as per Memorandum Order dated June 16, 2010 pending the issuance of new policies by the incoming new administration and later a reactivation Memorandum Order was issued to continue the program from August 02 up to 31 December 2010. The target number of beneficiaries is 27,368 workers to be hired monthly. The total amount released to date is P1,586,646,000.











### **E. Foreign Policy that Promotes Investments and Workers' Welfare**

#### **Facilitating Official Development Assistance**

There are a total of nine (9) on-going major projects under ODA and seven (7) of which are under the roads and bridges component and two (2) under the flood control component.

#### ***The projects under the Roads and Bridges component are:***

1. Post Ondoy and Pepeng Short-Term Infrastructure Rehabilitation Project, JICA-Assisted (composed of 2 contract packages);
2. Arterial Road Bypass Project Phase I, Plaridel Bypass and Cabanatuan Bypass, 26th Yen JBIC Loan Package, PH-P236;
3. Central Mindanao Road Improvement, Cotabato

(Jct. Awang)-Upi-Lebak-Kalamansig Road, 87.62Km, 26th Yen JBIC Loan Package, PH-P237;

4. Saudi Development Fund Mindanao Road Improvement Project (composed of 3 contract packages);
5. Korean Economic Development Cooperation Fund (composed of 3 contract packages);
6. National Roads Improvement Management Project (NRIMP), IBRD-Assisted, Phase II (road upgrading of 488.11 km existing national roads and 2,920.34 km of bridges, rehabilitation of 1,083 km of existing roads and institutional capacity development); and
7. Urgent Bridges Construction Project for Rural Development, Phase I, II, III & IV, PH-P231 (construction of 235 bridges, 9,606 km.)





**For projects under the Flood Control component:**

1. Pasig-Marikina River Channel Improvement Project, Phase II, PH-P239 Manila, Makati, Mandaluyong, Pasig and Marikina;
2. Mt. Pinatubo Hazard Urgent Mitigation Project, Phase III including San Fernando City Flood Control Project, PH-P241; and
3. Iloilo Flood control Project, Phase II, Iloilo City

For committed projects under ODA, there are a total of 11 major projects, six (6) are under the Roads and Bridges components and five (5) under the Flood Control component which are described as follows:

**Roads and Bridges Component**

1. Road Upgrading and Preservation Project (RUPP), JICA-Assisted (composed of upgrading/improvement of 285.60 km national roads, asset preservation of 644.40 km roads including preventive maintenance of 593 km roads and institutional capacity development);
2. ADB Road Sector Institutional Development and Investment Program (RSIDP), Tranche I Component (composed of asset preservation of 340 km roads, construction supervision of Tranche I - asset preservation, detailed engineering of Tranche II - asset preservation & road improvement and institutional capacity development);
3. Korean Economic Development Fund (composed of

- 7 contract packages);
4. Saudi Fund for Development, Phase II (composed of 4 contract packages);
5. Central Luzon Link Expressway (CLLEX), Phase I (Tarlac-Cabanatuan), JICA-Assisted; and
6. Major Interregional Bridges Reconstruction Project for Rural Development, JICA-Assisted.

**Flood Control**

1. Flood Risk Management Project (FRIMP) Along Principal Rivers (composed of Batch 1 – 2 rivers, Batch 2 – 6 rivers and Batch 3 – 6 rivers);
2. Pasig-Marikina River Channel Improvement Project, Phase III;
3. Valenzuela-Obando-Meycauayan (VOM) Area Drainage System Improvement and Related Works Project, proposed under Belgium Financing;
4. Agno River Flood Control Project, Phase III; and
5. Sabo and Flood Control Project for Western River Basin of Mt. Pinatubo.

**III. MOVING FORWARD: PLANS FOR 2011**

With the beacon of leadership exemplified by the efforts of President Aquino III, whose manifest goal in public service is to become the first Philippines President most determined to fight and eradicate corruption in the bureaucracy and institute realistic socio-economic reforms to truly benefit the Filipino nation, the DPWH



employees have bonded and committed themselves to the envisioned Transformational Leadership that shall help attain the President's 16-Point Agenda and Social Contract under the guidance of Secretary Singson.

#### **A. DPWH Infrastructure Road Policies and Strategies:**

- a. Prioritize upgrading of the National Road Network as to Quality and Safety Standards
- b. Prioritize National Roads to address Traffic Congestion and Safety in Urban Centers and designated Strategic Tourist Destinations
- c. Completion of On-going Bridges along National Roads
- d. Develop more Public-Private Partnership (PPP) Projects for much needed Infrastructure and level playing field for investments
- e. Study the mechanism for a longer maintenance period (5-10 years) in road and bridge construction contract provision.

#### **B. Priorities and Strategies in Flood Control and Water-Related Projects**

- a. Prioritize flood control projects in major and principal river basins to address climate change based on master plan and adopting new technologies in flood control and slope management.
- b. Provide adequate Flood Control and upgraded drainage facilities in Flood Disaster Prone Areas to mitigate loss of lives and damage to properties.
- c. Support other Agencies' efforts (DENR, DOST, NDCC, NEDA, MMDA AND LGUs) in non-structural measures such as Hazard Mapping, Community-Based Disaster Management Plan, proper garbage collection and disposal, rivers/creeks, estero/creek cleaning
- d. Promote innovative technologies such as geotextiles and coco-netting in slope protection and soil erosion control.
- e. Promote retarding basins and rainwater harvesting for non-domestic use.
- f. Prioritize water supply in designated strategic tourist destinations.





For capital outlay, the DPWH has allocated the total budget of P90.915 Billion for national roads; farm-to-market roads; flood control structures; feasibility / preliminary detailed engineering; right-of-way, contractual obligation and VAT; public-private partnership; and, water supply and sewerage, non-infrastructure.

Apportionment of the DPWH Budget under the HDM - 4 generated road programs:

The FY 2011 DPWH budget for the maintenance / improvement of the national road network is apportioned to the different road programs: a) preventive maintenance b) rehabilitation/reconstruction/upgrading of damaged paved national roads and c) road upgrading (gravel to paved) following the desired outcome over the medium term (2011-2016).

The national road network to date entails the rehabilitation of 5,837 km broken down to 3,624 km of arterial roads and 2,212 km of secondary roads paved by 2015. This would entail allocating 70% of the P12.1 Billion for road upgrading from gravel to paved for arterial roads and 30% for secondary roads. With an assumed 5% increase in budget per year, the remaining 2,206 km of arterial roads and 2,040 km of secondary roads need to be paved to be able to meet the overall target desired outcome of paving 89% of the national road network over the medium term.

#### National Roads:

As of 2009, the national road network length is 29,899 km classified into: National Arterial Road (NAR) consists of 15,731 km and National Secondary Road (NSR) consists of 14,168 km.

The target to pave 100% of the national arterial road network by 2016 from 86% in 2009 will require the paving of 2,206 km and the rehabilitation/widening/upgrading/construction of 3,626 km while for the national secondary roads, the target to paved 93% by 2016 from 63% in 2009 entail paving of 2,040 km and the rehabilitation of 2,212 km.

#### National Bridges:

Along the national road network, there are 8,180 bridges in the total length of 334,325 lineal meters which are classified as either permanent or temporary.

The target to make all temporary bridges permanent by 2016 through various bridge programs for 100% by 2016 from 93% in 2009 will involve the replacement of 12,410 lm of temporary bridges, reconstruction of 4,229 lm and rehabilitation of 4,978 lm of existing bridges. Construction of 2,154 lm of new bridges is also targeted by 2016.



### Public-Private Partnerships (PPP):

The Department plans to undertake the following projects through Public-Private Partnership (PPP) based on the JICA prepared and prioritized projects under the Master Plan of High Standard Highways:

- a. NLEx-SLEx Link Expressway
- b. CALA Expressway-Manila side section (27.5 km)
- c. CALA Expressway-Laguna side section (14.3 km)
- d. C-5/FTI/Skyway Connector
- e. NAIA Expressway (Phase II)
- f. C-6 Expressway (Global City Link) – North Section
- g. C-6 Expressway (Global City Link) – Remaining South Section
- h. Central Luzon Expressway (CLEx) – Phase I, Tarlac-Cabanatuan
- i. Central Luzon Expressway (CLEx) – Phase II, Cabanatuan-San Jose
- j. SLEx Extension (to Lucena City), 2-lane
- k. Calamba-Los Banos Expressway
- l. R-7 Expressway
- m. NLEx East/La Mesa Parkway

### Flood Control Projects:

The following are the major flood control projects to be undertaken by the Department in the next 6 years:

- ▶ Flood Risk Management Project along principal rivers.
- ▶ Valenzuela-Obando-Meycauayan (VOM) Area Drainage System Improvement Projects.
- ▶ Cavite Lowland Retarding Pond Project.
- ▶ Study on Flood Mitigation Plan for Metro Manila and Sub-Urban Areas under World Bank (Pasig-Marikina-Laguna Lake Basin)

### Policy Improvements

- ▶ Strict enforcement of Anti-overloading provision of RA 8794 to start 05 January 2011.
- ▶ Continue with Performance Governance System Balanced Scorecard
- ▶ Expanded DPWH-CSO partnerships through the creation of the Multi-Sector Governance Council
- ▶ 24/7 Call Center operation by June 2011





### Tabulated Status of DPWH CY 2010 Region Implemented Infrastructure Projects (Construction)

REGION	PROGRAM AMOUNT (P'000)	TOTAL NO. OF PROJ.	NO. OF PROJECTS			% ACTUAL ACCOMP.
			COMPLETED	ON-GOING	NYS	
NCR	6,136,399.0	536	346	23	167	49.64
CAR	2,979,139.0	391	245	95	51	56.43
I	3,276,152.0	418	323	22	73	63.07
II	5,257,955.0	797	675	54	68	51.64
III	7,524,130.7	995	699	53	243	83.54
IV-A	8,089,128.0	1,048	881	44	123	73.67
IV-B	3,858,943.0	266	185	33	48	78.91
V	5,926,813.0	786	509	95	182	63.14
VI	6,154,677.0	870	643	92	135	68.31
VII	3,673,546.0	686	350	120	216	58.12
VIII	6,649,851.0	884	585	87	212	79.76
IX	2,375,595.0	406	260	71	75	50.50
X	6,535,520.0	751	489	133	129	67.20
XI	4,058,850.0	438	272	59	107	74.95
XII	2,416,637.0	337	251	12	74	63.43
XIII	3,436,780.0	368	319	26	23	75.72
<b>TOTAL</b>	<b>78,350,115.7</b>	<b>9,977</b>	<b>7,032</b>	<b>1,019</b>	<b>1,926</b>	<b>67.58</b>

# 2010 Major Completed Projects

## NATIONAL CAPITAL REGION

- Roxas Blvd., Parañaque City; P60 Million
- San Jose-Novaliches Road, Caloocan City; P70 Million
- Construction/Widening of President Garcia Avenue (C-5 Extension), construction of Underpass along Mindanao Avenue crossing Quirino Highway, Novaliches, Quezon City; P184 Million
- Concreting of Congressional Avenue Extension; P215 Million
- House of Representatives Building Phase III and IV; P430 Million
- Construction of Roads and Drainage, BASECO Compound; P75 Million
- Estrella (Makati)-Pantaleon (Mandaluyong) Bridge Across Pasig River; P50 Million
- Construction of Four (4) Storey Roofdeck for Department of Budget and Management (DBM), Building, Gen. Solano St., San Miguel, Manila; P445.43 Million
- Package C-5: Quirino Highway (NLEX Junction to North Fairview), Quezon City; P707.55 Million
- Epifanio Delos Santos Ave. (EDSA) Quezon City; P67.66 Million
- Widening of Ortigas Avenue Extension (between Rosario and Mangahan Bridge) including ROW; P155 Million
- NAIA Expressway and its Related Road Projects, Package IV-C (Sales Street Viaduct and Ramp Structure (MSE Retaining Wall); P531.55 Million



## CORDILLERA AUTONOMOUS REGION



- Sallapadan-Tubo, Abra-Cervantes, Ilocos Sur, Abra side; P50 Million
- Acop-Kapangan-Kibungan Bakun Road; P118.90 Million
- Gurel-Bokod-Kabayan-Buguias-Abatan Road; P53.80 Million
- Improvement of Bontoc-Banaue Section, Phase III CP No. HHW-09, Viewpoint-Awan-igid Mt. Polis Section, Banaue; P224.50 Million
- Improvement of Bontok-Tabuk-Tuguegarao Road, Tinglayan Bdry.-Lubuangan- Tabuk Section II CP BLT-15a and 16, Gawidan-Balani-Tulyao Section; P281.89 Million
- Mt. Data Road, CP No. HHW-06, Amsolong Br Alab to Bontoc Poblacion Section Km. 385+350 -Km. 391-457; P55.74 Million and CP No. HHW-04, Sabangan Br. Poblacion to Malitep Br. Balili Section Km. 374+233 - Km 380+227; P108.26 Million
- Calaba Bridge along Abra-Ilocos Norte Road, Calaba, Bangued, Abra; P335.49 Million
- Babulayan Bridge, Kabugao-Pudtol-Luna Road, Lt. Allag, Pudtol, Apayao; P121.97 Million
- Abra-Ilocos Norte, Abra Side; P50 Million



## REGION I



- Laoag-Sarrat-Piddig-Solsona Road; P139.86 Million
- Sarrat Bridge along Sarrat-Dingras Road, Parang (Contract Package I); P576.84 Million
- Solsona-Kabugao-Conner Road, Ilocos Norte; P190 Million
- Widening of Pangasinan-Tarlac Road, Km 166+120 - Km 196+000 (w/ exception), Pangasinan; P50 Million
- Repair/Rehab. of the Damaged portions of the Laoag River Basin Flood Control and Sabo Project especially the Madongan breached & scoured sections; P100 Million
- Marnas (Bilagot) Bridge along Cagayan-Calanasan-Cadcadir- Ilocos Norte, Tanglagan, Sta. 621+500; P21.39 Million
- Butac Bridge and approaches along Tagudin-Cervantes Road; P23.49 Million



## REGION II

- Completion of the concrete paving of Junction National Road- Bitnong - Belance - Nueva Vizcaya Brdy. Road, Dupax Del Norte, Nueva Vizcaya; P200 Million
- Delfin Albano Bridge and Approaches along Delfin Albano-Tumauini Road; P200 Million
- Rehabilitation of Basco-Mahatao-Ivana-Uyugan- Imnajbu Road; P70 Million
- Construction of the Poblacion Marede - Sta. Clara - Patuningan - Sinago Barangay Road, Sta. Ana, Cagayan; P50 Million
- Maguling Bridge across Chico River along Cagayan-Apayao Road including approaches; P113.10 Million



# 2010 Major Completed Projects

## REGION III

- Lubao Bypass Road of San Fernando-Olongapo Road including ROW, Pampanga; P150 Million
- Const/Conc of Sections of the Third Bulacan Circumferencial Road Network: Daang Maharlika-DRT via San Idefonso Road (San Idefonso Sect), CVR-San Miguel-DRT-Angat-Gen. Alejo Santos Highway (Akle to DRT Section, San Idefonso), Gen. Alejo Santos Highway to Junction CVR via San Rafael Road (San Rafael); P150 Million
- Ditungbo Bridge, San Luis, Aurora; P16.89 Million
- Widening/concreting of McArthur Highway (Manila North Road), Meycauayan (Bulacan) to Mabalacat (Pampanga), Traffic Management; P147.62 Million
- Widening/concreting of McArthur Highway (Manila North Road), Tarlac; P508.35 Million
- Rehabilitation/reconstruction of Sicsican-Licab Road, Nueva Ecija; P300 Million
- Repair/Rehabilitation of Gugu Dike, Bacolor, Pampanga; P50 Million
- Channel/rehabilitation/improvement of Rio Chico and Bangut Rivers, La Paz Section, Tarlac; P100 Million
- Baler-Casiguran Road, Aurora; P491 Million
- Amungan-Palauig-Banlog Road, Palauig, Zambales; P66.61 Million
- San Marcelino-San Antonio-San Narciso Road, Zambales; P57.03 Million
- Roman Expressway, Bataan; P53.67 Million
- Guis-guis- Mangatarem Road, Zambales; P47.53 Million
- Dredging/Desilting of Third River including Rehabilitation of Spoil Sites; P445 Million
- Iba-Tarlac Road, Zambales; P50 Million
- Construction of Balagtas and North Food Exchange Interchange, Bulacan; P110 Million
- Bucao Bridge and Approaches, Botolan, Zambales; P100 Million



## REGION IV-A



- Improvement/rehabilitation/widening of Molino Road (Zapote-Bayanan-Molino Section); P50 Million
- Widening of Governor's Drive (Carmona- Dasmarinas-Trece Martirez City Road), Cavite including the completion of Carmona Bridge (Phase II); P117 Million
- Construction of Daang Hari Road-Aguinaldo Blvd. (RI Expressway) Extension Link Road, (Imus-Kawit-Cavite); P50 Million
- Eastern Nautical Highway, Daang Maharlika, Rehab of Sta. Anasracia- San Bartolome Section, Batangas; P20 Million
- MSR Diversion Road, Quezon; P48.24 Million
- Improvement/Widening of Manila-Cavite Road (Kawit-Noveleta-Diversion Road/CEZ Diversion Road, Cavite including RROW acquisition; P83.79 Million
- Concreting/Widening/Improvement of Bauan-Mabini Circumferencial Road, Mabini, Batangas; P60 Million
- Western Nautical Highway, Manila-Batangas City Road, Sto. Tomas-Malvar Section, Batangas; P50 Million
- Kiloloron Bridge and approaches along Famy-Real-Infant-Dinahican Port Road; P23.84 Million
- Kinanliman Bridge and approaches along Famy-Real-Infanta-Dinahican Port Road; P17.99 Million



## REGION IV-B

- Mindoro Oriental/Occidental, East Coastal Road, Mindoro Occidental, KO 209+100-KO 210+796.3; P60 Million
- Mindoro East Coast Road (Mansalay-Boundary Mindoro Occidental Section)(intermittent sections); P200 Million
- Concreting of El Nido-Bataraza Road, Roxas-Taytay and Puerto Princesa City-Narra-Abo-Abo Sections, Palawan; P3.69 Billion
- Lamikan Bridge and approaches along Quezon-Punta Baja Road, Quezon, Palawan; P41.16 Million
- Iraan Bridge and approaches along Puerto Princesa South Road; P55.49 Million



## REGION V



- Southern Luzon International Airport, Daraga, Albay; P100 Million
- Libman-Cabusao Embankment (5 contract packages); P320 Million
- Naga-Calabanga Embankment; P120 Million
- Gigmoto-Viga Road Phase 1; P79 Million
- Asphalt overlay of Topaz-Paisong-Balsogan Road; P100 Million
- Asphalt overlay of Balaogan-Casugad-Panaypayan Road; P100 Million
- Construction/Upgrading of Naga-Calabanga Embankment, Canaman and Calabanga; P60 Million
- Asphalt overlay of Roads, Quirino-Andaya Highway, Lupi-Sipocot Section; P150 Million
- Construction/Improvement of Presentacion-Caramoan Road, Camarines Sur; P100 Million
- Construction of Puro Seawall Phase V; P50 Million
- Construction of Puro Rockcauseway, Legaspi City; P49.38 Million
- Construction of Dapdap Bridge Phase II; P50 Million
- Reconstruction/Repair of Naga City Public Market; P50 Million
- Asphalting of Bahi-Cagbulacao Road (along Cagraray Eco Park) Bacacay; P49.38 Million
- Improvement/concreting /regravelling/widening of Presentacion-Maligaya-Caramoan Road; P95.20 Million
- Rehab/Improvement/Repair of Milagros Aroroy National Road, Masbate; P50 Million
- San Pascual Port, Burias Island; P50 Million
- Const./Repair/Rehab. of Libmanan-Cabusao Flood Control, Construction of 89 lineal meter revetment, Upgrading of 432 lineal meter revetment, Construction of Kuyapi Embankment, Construction of Umalo; P60 Million
- Cawayan Bridge along Maharlika Highway, Sorsogon City; P65 Million
- CP I, Ligao-Pio Duran Road, Section Km. 500+976 to Km. 538+647.78, Albay; P121.91 Million

# 2010 Major Completed Projects

## REGION VI

- Kabankalan-Bais Road (Kabankalan-Tagukon Section), Kabankalan City; P163 Million
- Tapaz-Jamindan-Altavas Road, Phase I & II; P113.02 Million
- Iloilo Flood Control Improvement of Upper Ingore Creek, Iloilo River & Jaro River (Mouth); P1.29 Billion
- Pandan-Libertad-Antique/Aklan Bdry. Road, Antique; P448.29 Million
- Panabigan Bridge along Aninni-y T. Fornier-Hamtic Road, Antique; P24.28 Million
- Sira-an Bridge along Aninni-y-T. Fornier-Hamtic Road, Antique; P28.91 Million
- Bongalonan Bridge, Aninni-y T. Fornier-Hamtic Road, Antique; P30.45 Million
- Bayo Bridge along Aninni-y T. Fornier-Hamtic Road, Antique; P24.97 Million
- Dapdap Bridge along Aninni-y T. Fornier-Hamtic Road, Antique; P27.75 Million
- Butuan Bridge along Aninni-y T. Fornier-Hamtic Road, Antique; P22.85 Million
- Dapog Bridge along Aninni-y T. Fornier-Hamtic Road, Antique; P21.69 Million
- Igdalaguit Bridge along Aninni-y T. Fornier-Hamtic Road, Antique; P15.86 Million
- Bongol Bridge along Valderama-Bugasong Road, Antique; P19.81 Million
- Balua Bridge along Manduriao -San Miguel-Alimodian-Maasin- Cabatuan Road; P33.71 Million
- Jalandoni Flyover, Iloilo City; P386.59 Million
- Ilas Norte Bridge, Dao, Capiz; P41.06 Million
- Ilaya-Ivisan Bridge, Ivisan, Capiz; P27.79 Million



## REGION VII

- Concreting of Jct. (TER) - Jagna-Sierra Bullones Road Section (Sierra Bullones, Sta.82 +127 to Sta. 86+937); P93.20 Million
- Siquijor Circumferential Road, E. Villanueva-Maria Cir. Rd., Km 22+860 - Km 25+860; P50.00 Million
- Cebu North Coastal Road; P2.37 Billion
- Improvement/rehabilitation of Cebu South Coastal Road, Km. 10+418 - Km. 16+375 with exception; P49.38 Million
- Rehabilitation of Bogo-Curva-Medellin-Daan Bantayan-Maya Section, Phase 1; P13 Million
- Construction of Cebu South Coastal Road Segment 3B-2 Subway Section; P1.63 Billion
- Malid Bridge along Jct. (LIR) Buenavista-Danao-Getafe Road; P22.25 Million
- Lubang Bridge along Danao-Getafe Road; P20.77 Million
- Magsa-ubay Bridge along Daanbantayan-Maya Road; P32.44 Million



## REGION VIII

- Calbayog-Catarman Road, Phase II; P73 Million
- San Miguel Bridge along Sta. Fe-San Isidro-Tigbao Road; P59.88 Million
- Lundag Bridge along Consolacion-Isabel Road; P27.54 Million
- Rehabilitation of Daang Maharlika Highway, Package I Allen-Malaga Road Section (Section 1, Km. 658+804.55 - Km. 663+359.55), (Section 2, Km. 663+359.55-Km. 667+664.55 with exception), (Section 3, Km. 667+664.55 - Km. 669+364.55), (Section 4, Km. 669+364.55 - Km. 674+560.55), (Section 5, Km. 674+560.55 - Km. 680+365.55), (Section 6, Km 680+366.55 - Km 683+866.55 w/ exception); P600 Million
- Rehabilitation of Borongan-Guiuan Road (Balangkayan-Guiuan Sections with exceptions; P155 Million
- Contract Package III & IV, Calbayog-Gatanguit- Calbiga Section, Western Samar; P3.47 Billion
- Rehab./Reconst. of Daang Maharlika Highway, Malaga-Calbayog Road Section, Km 676+921 - Km 731+811 (w/ exceptions); P100 Million
- Rehab. of Daang Maharlika Highway, Package II, Malaga-Calbayog Section Km 694+500 - Km 704+124, Northern Samar; P241 Million
- Rehab. of Wright-Taft-Borongan Road (Intermittent Sections) including Layug Bridge, Eastern Samar; P167 Million



## REGION IX

- Widening of Dakak-Dapitan Road, Zamboanga del Norte; P58 Million
- Zamboanga West Coastal Road, Contract Package No. 10C, Sibuco-Zamboanga City-Zamboanga Del Norte Bdry. Paniran-Mulog Section., Sta. 2165+167.53 -Sta. 2199+348.53; Sta. 15+140 - Sta. 16+220; P85 Million
- Reconstruction of Sindangan-Liloy Road; P130 Million
- Rehabilitation/Improvement of Dipolog-Punta -Dasullan-Sergio Osmeña Road (De Venta Perla-Poblacion Alto Section); P100 Million



# 2010 Major Completed Projects

## REGION X

- Sayre Highway; P199 Million
- Kalilangan-Lampanusan Road, Poblacion Sabang Section; P50 Million
- Butuan City-Cagayan de Oro City- Iligan City Road, P500 Million
- Rehabilitation/improvement of Dalirig- Maluko Road, Sta.1456+600 - Sta. 1466+200; P120 Million
- Cagayan de Oro Third Bridge and Access Road; P108.83 Million
- Lobog Parallel Bridge along Oroquieta-Plaridel Road, Plaridel, Misamis Occidental; P59.55 Million
- Bongbong Bridge, Ozamis City, Misamis Occidental; P25.92 Million



## REGION XI

- Improvement/concreting of Kapalong-Talaingod-Valencia Road, Jct. TAKSTOP Circumferential Road Brgy. Tiburcia-Sitio Managa Section with exception; P237 Million
- Rehabilitation/Improvement along Surigao-Davao Coastal Road, Boston-Cateel Sections and Baganga Section (Phase II) with exceptions; P231.30 Million
- Rehabilitation/Improvement along Daang Maharlika, Davao del Norte; P150 Million
- Construction/opening of Davao del Sur-Sarangani Coastal Road Jose Abad Santos-Glan Boundary Section; P100 Million
- Construction/Improvement of Davao del Sur-Sarangani Coastal Road, Jose Abad Santos Haybio-Glan Bdry. Section, Jose Abad Santos, Davao del Sur; P100 Million
- Package 9 Bridges along Mati-Banganga Road, Davao Oriental (previously funded from ADB); P97.59 Million
- Improvement/concreting of Jct. Mana - Ticulon- Lagumit - Little Baguio Road, Davao del Sur; P49.01 Million
- Balangonan -Malabinuang -Malagupos Section, Davao del Sur; P49.38 Million
- Cayaponga -Tanuman Section, Davao del Sur; P49.38 Million
- Meybio -Kitali Section, Davao del Sur; P49.38 Million
- Tabayon-Cayaponga Section, Davao del Sur; P49.38 Million
- Tubalan Port Road, Tubalan, Malita, Davao del Sur; P59.94 Million
- Lipata (Surgao del Norte)-Davao City Highway through Daang Maharlika Road (Agusan to Davao Road), Davao del Norte; P50 Million
- Concreting of San Alfonso-Hulid Section along Cateel-Compostela Road, Davao Oriental; P66.11 Million





## REGION XII

- Construction/repair/improvement of Kalamansig-Sarangani Road, Sultan Kudarat (Km. 1949+900 – Km. 2046+758)
- Central Mindanao Road Project
- Cotabato City Circumferential Road
- Construction of Access Road for Quirino Delta Bridge, Poblacion I, Cotabato City
- Rehabilitation of Grebona Bridge along Banisilan Alamada-Libungan
- Construction of Upper Makar Bridge No. 1 along General Santos City Circumferential Road, General Santos City
- Construction/replacement of Banga Bridge
- Construction/replacement of Bagan Bridge and approach, Guindulungan (Talayan), Maguindanao
- Construction of Alah River Basin Lambayong, Sultan Kudarat
- Rechanneling (pilot channel) at Simuay River, Municipalities of Sultan Kudarat and Sultan Mastura, Maguindanao
- Initial dredging of Rio Grande de Mindanao River, Cotabato City



## REGION XIII



- Concreting along Surigao-Davao Coastal Road, Surigao del Norte/Surigao del Sur Boundary-Adlay-Bon-ot Section; P94.32 Million
- Construction of Butuan City By-Pass Road, Butuan City (Bonbon-Bancasi Airport Section and Lemon-NRJ-Antongalon Section); P185.21 Million
- Lingig-Regional Boundary/Boston Section; P260.45 Million
- Cortes-Buenavista Section; P203.65 Million
- Bislig-Lingig Section; P229.30 Million
- Repair/Improvement/Rehabilitation along Iligan-Cagayan-Butuan Road (Agusan-Misamis Section); P70 Million
- Repair/Improvement/Rehabilitation along Surigao-Davao Coastal Road (Barobo-Lingig Provincial Boundary); P50 Million
- Construction/Concreting of Surigao-Davao Coastal Road SDCR), Pagtilaan-Lingig Boundary-Union Section; P200 Million
- Concreting of Del Carmen Airport-Dapa-Gen. Luna Road; P80 Million
- Lower Agusan Development Project Flood Control Component Phase II -Package IV Masao River Improvement & Drainage System, Butuan City; P1.69 Billion
- Asphalt Overlay of Daang Maharlika Road, Brgy. Sto. Niño-Brgy. Los Angeles -Brgy. Sumilihon (with exceptions), Agusan del Norte; P100 Million
- Improvement/river bank protection of Masao and Libertad Rivers, Butuan City; P100 Million
- Bacay (Laminga) Bridge Phase II, Veruela, Agusan del Sur; P13.80 Million
- Manigpo Bridge, Loreto, Agusan del Sur; P11.65 Million
- Tagbalidbid Bridge 1, 2, 3 and 4 along Surigao-Davao Coastal Road; P118.04 Million

## DPWH Executive Committee



1. **Rogelio L. Singson** Secretary 2. **Raul C. Asis** Undersecretary 3. **Jaime A. Pacanan** Undersecretary 4. **Romeo S. Momo** Undersecretary  
5. **Rafael C. Yabut** Undersecretary 6. **Maria Catalina E. Cabral** Assistant Secretary 7. **Dimas S. Soguilon** Assistant Secretary  
8. **Emil K. Sadain** Assistant Secretary 9. **Roy L. Manao** Assistant Secretary

## Bureau and Service Directors



1. **Angelito M. Twaño** Bureau of Maintenance 2. **Walter R. Ocampo** Bureau of Construction 3. **Gilberto S. Reyes** Bureau of Design 4. **Edilberto D. Tayao** Bureau of Equipment  
5. **Antonio V. Molano, Jr.** Bureau of Research & Standards 6. **Burt B. Favorito** Administrative & Manpower Management Service  
7. **B. Elizabeth E. Yap** Monitoring and Information Service 8. **Melvin V. Navarro** Planning Service 9. **Aristeo O. Reyes** Comptrollership and Financial Management Service  
10. **Joel L. Jacob** Legal Service 11. **Faustino N. Sta. Maria, Jr.** Internal Audit Service



## Regional Directors



1. **Reynaldo G. Tagudando** *National Capital Region* 2. **Edilberto P. Carabbacan** *Cordillera Administrative Region* 3. **Veniedo O. Reyes** *Region I*  
4. **Eugenio R. Pipo** *Region II* 5. **Alfredo G. Tolentino** *Region III* 6. **Luis A. Mamitag, Jr.** *Region IV-A* 7. **Huillio B. Belleza** *Region IV-B*  
8. **Danilo E. Dequito** *Region V* 9. **Evelyn T. Barroso** *Region VI* 10. **Pedro S. Herrera, Jr.** *Region VII* 11. **Rolando M. Asis** *Region VIII*  
12. **Jorge U. Sebastian** *Region IX* 13. **Norma U. Gironella** *Region X* 14. **Sinaolan T. Macarambo** *Region XI* 15. **Subair S. Diron** *Region XII*  
16. **Danilo E. Versola** *Region XIII*

## FY 2010 DPWH BUDGET BY EXPENDITURE TYPE

	NEP	GAA	Increase/Dec. Amount %	
<b>1.0 CAPITAL OUTLAYS</b>				
<b>1.1 INFRASTRUCTURE</b>				
1.1.1 FAPs	P 14.374 B	P 13.432 B	P (0.942) B	(6.55)
1.1.2 LFPs	72.072 B	103.313 B	31.241 B	43.35
<b>1.2 NON- INFRASTRUCTURE</b>	0.000 B	0.015 B	0.015 B	-
<b>TOTAL CO</b>	<b>P 86.446 B</b>	<b>P 116.760 B</b>	<b>P 30.314 B</b>	<b>35.07</b>
<b>2.0 CURRENT OPERATING EXPENDITURES</b>				
2.1 PS	P 3.530 B	P 3.540 B	P 0.010 B	0.28
2.2 MOOE	P 6.631 B	P 6.631 B	P 0.000 B	0.00
2.2.1 INFRASTRUCTURE	6.225 B	6.211 B	(0.014) B	(0.23)
2.2.2 OTHER OPERATING EXPENSES	0.405 B	0.420 B	0.014 B	3.58
<b>TOTAL COE</b>	<b>10.161 B</b>	<b>10.171 B</b>	<b>0.010 B</b>	<b>0.10</b>
<b>TOTAL BUDGET, FY 2010</b>	<b>P 96.607 B</b>	<b>P 126.931 B</b>	<b>P 30.324 B</b>	<b>31.39</b>

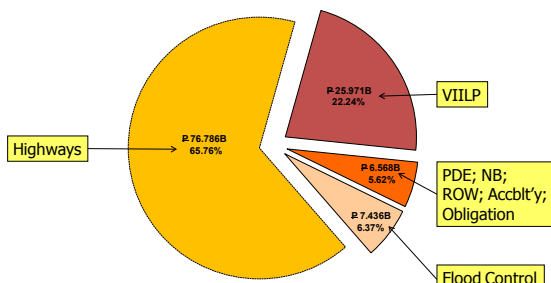
Note - Excludes MVUC (P 8.328B) and RLIP (P 0.316B)

## FY 2010 DPWH BUDGET BY EXPENDITURE TYPE

	NEP	GAA	Increase/Decrease Amount %	
1.0 PS	P 3.530 B	P 3.540 B	P 0.010 B	0.28
2.0 MOOE	P 6.631 B	P 6.631 B	P 0.000 B	0.00
2.1 INFRASTRUCTURE AND FACILITIES	P 6.225 B	P 6.211 B	P (0.014) B	(0.23)
2.1.1 National Roads and Bridges	4.900 B	4.900 B	0.000 B	0.00
2.1.2 Flood Control	1.202 B	1.202 B	0.000 B	0.00
2.1.3 Public Buildings	0.096 B	0.096 B	0.000 B	0.00
2.1.4 Dredging Equipment	0.027 B	0.013 B	(0.014) B	(53.06)
2.2 OTHER OPERATING EXPENSES	P 0.405 B	P 0.420 B	P 0.014 B	3.58
2.2.1 Other Operating Expenses (Travelling, Communications, Supplies & Materials, Gas, Rents, Water utilities, Software Licensing, etc.)	0.405 B	0.420 B	0.014 B	3.58
<b>TOTAL COE</b>	<b>P 10.161 B</b>	<b>P 10.171 B</b>	<b>P 0.010 B</b>	<b>0.10</b>

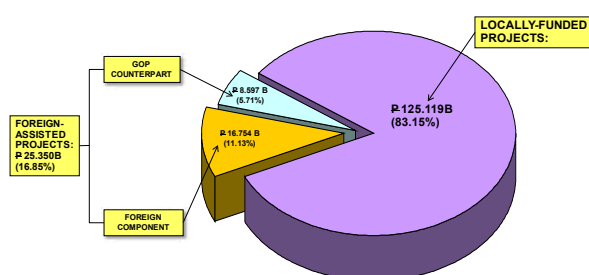
### FY 2010 DPWH CAPITAL OUTLAYS BUDGET BY EXPENDITURE TYPE

FY 2010 GAA: TOTAL CAPITAL OUTLAYS = P 116.760 B



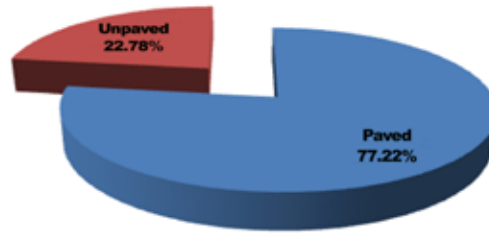
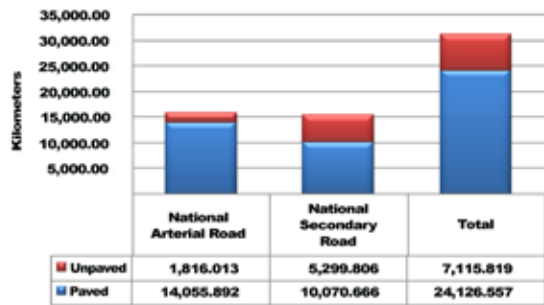
### FY 2010 DPWH CAPITAL OUTLAYS BUDGETS BY MODE OF FINANCING

FY 2010 GAA: TOTAL CAPITAL OUTLAYS - P 116.760 B





## Total Paved National Road



## NATIONAL ROAD BY CLASSIFICATION

### National Road Length by Classification and Surface Type

Surface Type	Functional Classification							Grand Total	%
	National Arterial Road					Secondary Road			
	N - S	E - W	Other	Total	%	Total	%		
Asphalt	2,935.238	545.871	2,489.855	5,970.964	19.11%	2,730.351	8.74%	8,701.314	27.85%
Concrete	2,300.017	1,726.437	4,058.475	8,084.928	25.88%	7,340.315	23.49%	15,425.243	49.37%
Paved	5,235.255	2,272.307	6,548.330	14,055.892	44.99%	10,070.666	32.23%	24,126.557	77.22%
Gravel	60.960	740.404	1,011.249	1,812.618	5.80%	5,197.625	16.64%	7,010.238	22.44%
Earth	-	3,400	-	3,400	0.01%	102,181	0.33%	105.581	0.34%
Unpaved	60.960	743.804	1,011.249	1,816.013	5.81%	5,299.806	16.96%	7,115.819	22.78%
Total	5,296.215	3,016.111	7,559.579	15,871.905	50.80%	15,370.472	49.20%	31,242.377	100.00%

As of 2010, the National Arterial Road (NAR) has a total length of 15,872 km, of which 88.56% is paved. While, for the 15,370 km of National Secondary Roads (NSR), only 65.52% is paved. Overall, about 77.22% of the total national road network is paved.

## NATIONAL BRIDGES

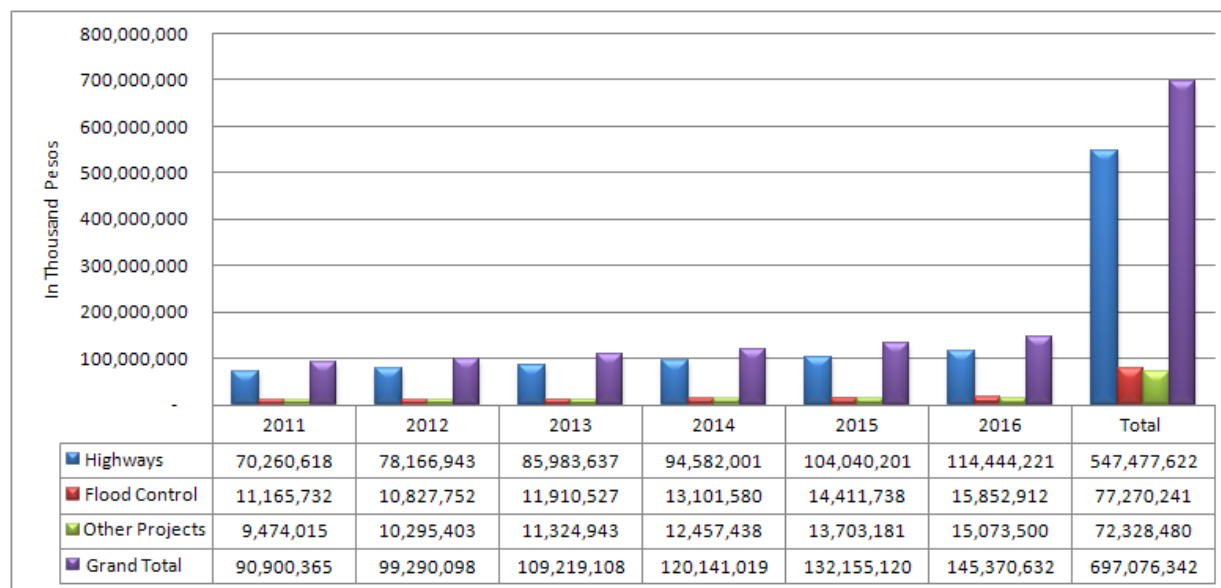
### Summary of Existing National Bridges by Type

Region	Permanent Bridges						Temporary Bridges						Total	
	Concrete		Steel		Total		Bailey		Timber		Total			
	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length	Number	Length
NCR	322	30,464	11	1,122	333	31,585	-	-	-	-	-	-	333	31,585
CAR	177	6,228	56	3,640	233	9,869	74	1,558	1	5	75	1,563	308	11,431
Region I	436	22,457	64	7,312	500	29,769	16	303	-	-	16	303	516	30,072
Region II	383	18,519	31	5,177	414	23,696	18	279	5	55	23	334	437	24,030
Region III	575	25,126	39	3,935	614	29,061	1	21	7	102	8	123	622	29,184
Region IV-A	560	15,207	26	961	586	16,168	34	529	2	14	36	543	622	16,711
Region IV-B	426	15,953	45	1,473	471	17,426	95	2,866	36	438	131	3,304	602	20,730
Region V	519	16,364	44	1,771	563	18,135	45	647	-	-	45	647	608	18,782
Region VI	558	22,076	70	4,158	628	26,234	63	1,756	-	-	63	1,756	691	27,990
Region VII	466	18,694	26	2,073	492	20,767	31	505	2	47	33	552	525	21,319
Region VIII	717	25,646	58	5,474	775	31,120	72	1,151	63	759	135	1,910	910	33,030
Region IX	222	9,291	29	1,529	251	10,820	4	51	1	20	5	71	256	10,891
Region X	304	11,873	49	2,582	353	14,455	13	299	1	6	14	305	367	14,760
Region XI	225	10,644	17	1,018	242	11,662	18	741	-	-	18	741	260	12,403
Region XII	241	9,514	25	1,001	266	10,515	22	464	1	45	23	509	289	11,024
Region XIII	255	11,210	39	2,488	294	13,698	100	1,800	53	649	153	2,449	447	16,147
TOTAL:	6,386	269,265	629	45,715	7,015	314,980	606	12,970	172	2,139	778	15,109	7,793	330,089

Of the 330,089 km total length of national bridges nationwide, 314,980 km (95.42%) is permanent and the remaining 15,109 km (4.58%) is temporary.

## PUBLIC INVESTMENT PROGRAM (2011-2016)

Under the Public Investment Program for 2011 to 2016, DPWH is envisaging a total investment of P697 Billion pesos. Of the P697 Billion total investment requirement, P547 Billion (79%) is earmarked for the highways sector, P77 Billion (11%) for flood control works and P72 Billion (10%) for other projects.



## TARGET OUTCOMES (2011-2016)

Pursuant to President Aquino's Program of sustained economic growth and poverty reduction, DPWH is targeting to make permanent all temporary bridges along national roads by 2016 which involves the replacement of 8,544 lineal meters of temporary bridges. Allocation will also be provided for the reconstruction of 10,600 lineal meters of existing permanent bridges and the repair/rehabilitation of 104,293 lineal meters of bridges under the target outcomes over the medium term (2011-2016).

	YEAR						REQUIREMENT
	2011	2012	2013	2014	2015	2016	
National Arterial Roads (15,872 km)	94% Paved 14,864 km	97% Paved 15,327 km	99% Paved 15,721 km	100% Paved 15,872 km			<ul style="list-style-type: none"> <li>Paving of 1,443 km</li> <li>Rehab/widening/upgrading/construction of 2,828 kms.</li> </ul>
National Secondary Roads (15,370 km)	72% Paved 11,052 km	75% Paved 11,509 km	79% Paved 12,063 km	85% Paved 13,033 km	92% Paved 14,255 km	100% Paved 15,370 km	<ul style="list-style-type: none"> <li>Paving of 4,519 kms</li> <li>Rehabilitation of 1,798 kms.</li> </ul>
National Bridges (330,089 lm) (7,793 bridges)	95% 313,585 lm 7,403 br	96% 316,885 lm 7,481 br	97% 320,186 lm 7,559 br	98% 323,487 lm 7,637 br	99% 326,788 lm 7,715 br	100% Permanent 330,089 lm 7,793 br	<ul style="list-style-type: none"> <li>Replacement of 8,544 lm of temporary bridges</li> <li>Reconstruction of 10,600 lm of existing permanent bridges</li> <li>Repair/rehab of 104,293 lm of bridges</li> </ul>

By 2016, the current 31,242 kms length of national road network is being targeted to be 100% paved which involves the paving of 5,962 kms (1,443 kms-Arterial Roads & 4,519 kms-Secondary Roads) with a total investment requirement of P171.331 Billion from 2011 to 2016. Also, by 2016, 4,626 kms damaged paved roads will be rehabilitated/reconstructed/upgraded with a total investment requirement of P141.546 Billion. The desired outcomes can be attained if the needed funding support will be provided. This will exclude the requirements for road upgrading of newly converted national roads and construction gaps sections along predetermined road alignment in 2011 & succeeding years.

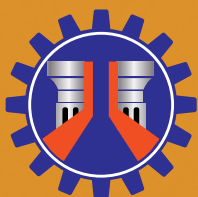
Also, DPWH is targeting to make permanent all temporary bridges along national roads by 2016 which involves the replacement of 8,544 lineal meters of temporary bridges. Funding will also be provided for the reconstruction of 10,600 lineal meters of existing permanent bridges and the repair/rehabilitation of 104,293 lineal meters of bridges.



# Policies and Strategies

Consistent with President Benigno C. Aquino III's thrusts, the Department's priorities focus on clear social outcomes based on prudent & efficient selection of projects with measurable social & economic benefits specially to the marginalized;

1. Upgrade quality and safety of our national roads and bridges
2. Provide access to tourism destinations, airports and RORO ports, and food production areas and economic zones
3. Develop more public private partnership projects for much needed infrastructure and level the playing field for investments
4. Prioritize flood control projects of highest impact and economic returns (urban centers and food production areas) by doing "convergence" projects with Department of Agriculture (DA) and Department of Environment and Natural Resources (DENR)
5. Prioritize flood control projects within major and principal rivers and providing protection to national roads
6. Adopt Climate Change Adaptation (CCA), strategies, Disaster Risk Reduction Management (DRRM) and the eco-efficient concept in water related projects.
7. Development and introduce Information Technology (IT) in public disclosure and project implementation including Government Electronic Procurement System (G-EPS), and Electronic New Government Accounting System (eNGAS).



**Republic of the Philippines**  
**Department of Public Works and Highways**

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