PHILIPPINE NATIONAL ROAD NETWORK

I. Road Classification

A number of laws and orders have been passed regarding the classification of roads in the country. The first comprehensive reference to a Road Classification System is found in Executive Order (E.O.) No. 483, s. 1951, "Establishing the Classification of Roads", for the purpose of classifying and establishing the limits of public roads and fixing the responsibility for the proper maintenance of the roads built or to be built, and upon the recommendation of the National Transportation Board.

Following the implementation of E.O. No. 483, s. 1951, an Act to provide for an effective highway administration, modify apportionment of highway funds, give aid to the provinces, chartered cities, and municipalities in the construction of roads and streets, and for other purposes, Republic Act (R.A.) No. 917, known as the "Philippine Highway Act of nineteen hundred fifty-three", was enacted. As provided in Section 26, Article VIII of said R.A., the classification of roads established through E.O. 483, s. 1951, was revised taking into consideration the military highway needs of the Philippines and including "secondary systems of national and of "national aid" provincial and city or municipal roads to assure continuity and articulation in the entire integrated system".

Subsequently, in 1955, E.O. No. 113, s. 1955, "Establishing the Classification of Roads," was implemented pursuant to the provisions of Section 26, Article VIII of R.A. No. 917 in 1953. The order delineates the criteria governing the classification of national roads, specifically National Primary Roads and National Secondary Roads, as well as "National Aid" Roads, Provincial and City Roads, and Municipal Roads. Consequently, within the General Provisions of E.O. No. 113, the parameters for the aforementioned classifications were elucidated. The order also provided a comprehensive list of roads falling under each classification. This systematic approach aimed to organize and regulate the various categories of roads, thereby contributing to the efficient management and development of the national road network.

In 1987, by virtue of Section 5 (i) of E.O. No. 124, s. 1987, known as the Reorganization Act of the Ministry of Public Works and Highways, the Department of Public Works and Highways (DPWH), through the Secretary, was given the power to "classify roads and highways based on objective criteria it shall adopt" and also to "provide or authorize the conversion of roads and highways from one category to another".

In April 2002, a Technical Working Group (TWG) was established in connection with the New Planning Process under National Roads Improvement and Management Program (NRIMP-1), where the main recommendation was to transfer over 10,000 km of national roads to the local government units (LGUs) but said handover did not materialize.

In June 2009, a memorandum was approved by then Secretary Hermogenes E. Ebdane, Jr. relative to the Department's criteria/guidelines on road functional classification. National roads underwent classification based on their functional integration within the local road network. This categorization includes the National Primary Arterial Road (which is further categorized into *North-South Backbone*, *East-West Lateral*, *Other Roads of Strategic Importance*) and National Secondary Roads.

The *North-South Backbone* served as the primary trunk line spanning from the northernmost point of Luzon to Southern Mindanao, establishing a critical interconnection among major islands. Complementing this backbone were the *East-West Laterals*, which comprised roads intersecting the backbone and extending across various islands. Additionally, *Roads of Strategic Importance* constituted direct routes to essential centers and areas crucial for regional development and emergency response. Furthermore, the National Secondary roads played a pivotal role by complementing the national arterial roads. These secondary roads facilitated access to additional major population and production centers, contributing to a well-organized and comprehensive transportation network. This strategic delineation of road classifications aimed to enhance connectivity, promote regional development, and ensure effective responses to emergencies throughout the nation.

On 14 April 2014, a memorandum was issued by former DPWH Secretary Rogelio L. Singson regarding the new Road Classification System as well as the Route Numbering System (RNS) to all primary roads that have been extended to secondary roads at present. These Road Classification and Route Numbering System were then implemented and incorporated in the Road and Bridge Information Application (RBIA) in compliance with the said memorandum.

In alignment with the recommendation put forth by the TWG established in April 2002, rather than the proposed transfer of 10,000 kilometers of national roads to local governments (cities and municipalities), adjustments have been introduced to the updated classification. Notably, the revised framework now incorporates a distinct "National Tertiary Roads" classification. It is imperative to underscore that no route numbers have been assigned to tertiary roads, given their primary function as local roads within the national road network.

The current road classification system and its criteria are outlined in Table A, as specified in Department Order (D.O.) No. 133, s. 2018, and amended by D.O. No. 112, s. 2024.

Table A. *Current Classification System per DO No. 112, s. 2024*

Road Classification	Road Functional Classification Criteria
National Roads	
National Primary Roads	A contiguous length of significant road sections extending linearly without any breaks or forks that connect major cities (at least around 200,000 population) comprising the main trunk line or the backbone of the national road system.
National Secondary Roads	• Directly connect cities to national primary roads, except in metropolitan areas • Directly connect major ports national roads • Directly connect major airports to national roads • Directly connect accredited primary tourism enterprises to national roads • Directly connect cities (not included in the category of major cities) • Directly connect provincial capitals • Directly connect major national government infrastructure to national roads • Roads that would connect or fill the gap between adjoining national secondary roads (protruding) to form a continuous national secondary road network • For islands with at least two population centers greater than 25,000 having roads which run either linearly or completely around the island from the intermodal transportation point of the initial population growth center to the next population growth center • Bypass or diversion roads – with an affirmative definitive study that is quantified through measurable parameters or threshold (including but

	not limited to Volume-Capacity Ratio (VCR), roadside friction, travel time, & route delays) as verified by the Project Preparation Division, Planning Service (PPD, PS)
National Tertiary Roads	• Other existing roads under the DPWH which perform local function • Roads that would connect or fill the gap between adjoining national tertiary (protruding) to form a continuous national tertiary road network
Local Roads	
Provincial Roads	• Connect cities and municipalities without traversing national roads • Connect national roads to barangays through rural areas • Connect to major provincial government infrastructure
Municipal and City Roads	• Roads within the poblacion • Roads that connect to provincial and national roads • Roads that provide inter-barangay connections to major municipal and city infrastructure without traversing provincial roads
Barangay Roads	Other public roads within the barangay and not covered in the above definitions
Other Roads	
Expressways	Divided arterial highway for through traffic with full or partial control of access and generally with grade separations at intersections

II. Route Numbering System (RNS)

Along with a new Functional Classification, Route Numbering System (RNS) was established in line with the Department's efforts to improve planning and management of the national road network. The RNS is introduced to simplify and rationalize navigation along those national roads classified as Primary or Secondary. Road users will also expect that all roads of a certain classification and of a certain numbering scheme will have similar performance standards. A well-numbered, well-signed, and well-publicized route system is also useful for road agencies and other government bodies to channel traffic onto preferred routes or corridors.

The details of the road classification and numbering can be viewed through this web link: http://www.dpwh.gov.ph/dpwh/gis/rbi, which is also the official source of this information.

The RNS has currently been devised for National Primary Roads, National Secondary Roads, and Expressways. It is anticipated that this system may be extended to include National Tertiary Roads at a subsequent date *(Please refer to Table B).*

***Table B**. Route Numbering System*

Road Classification	Route Numbering
National Primary Road	Nos. N1 to N49 for the "main" routes or corridors, i.e. those connecting three (3) or more cities Nos. N50 to N99 for other primary routes connecting two (2) cities
National Secondary Road	N100 to N999
National Tertiary Road	(Not Applicable)
Expressways	E1, E2, E3, etc.

Note: The 'N' and 'E' before the number stands for National and Expressways, respectively.

National Primary Roads are designated with distinct route numbers, which vary based on the number of cities they connect. Route Numbers N1 to N49 are specifically allocated for "main" routes

or corridors that establish connections among three (3) or more cities. Conversely, Route Numbers N50 to N99 are reserved for other National Primary Roads that link two (2) cities. This classification, while adhering to convention, serves the dual purpose of maintaining systematic organization and facilitating the differentiation of roads based on their nature and function.

National Secondary Roads are assigned numerical designations ranging from N100 to N999. These designations adhere to the following overarching principles and guidelines:

1. The first digit of the route number for National Secondary Roads corresponds to the route number of the connected National Primary Road, if applicable. For example *(see Figure 1),* a National Secondary Road linked to a National Primary Road with Route No. 2 is assigned the route number 211.

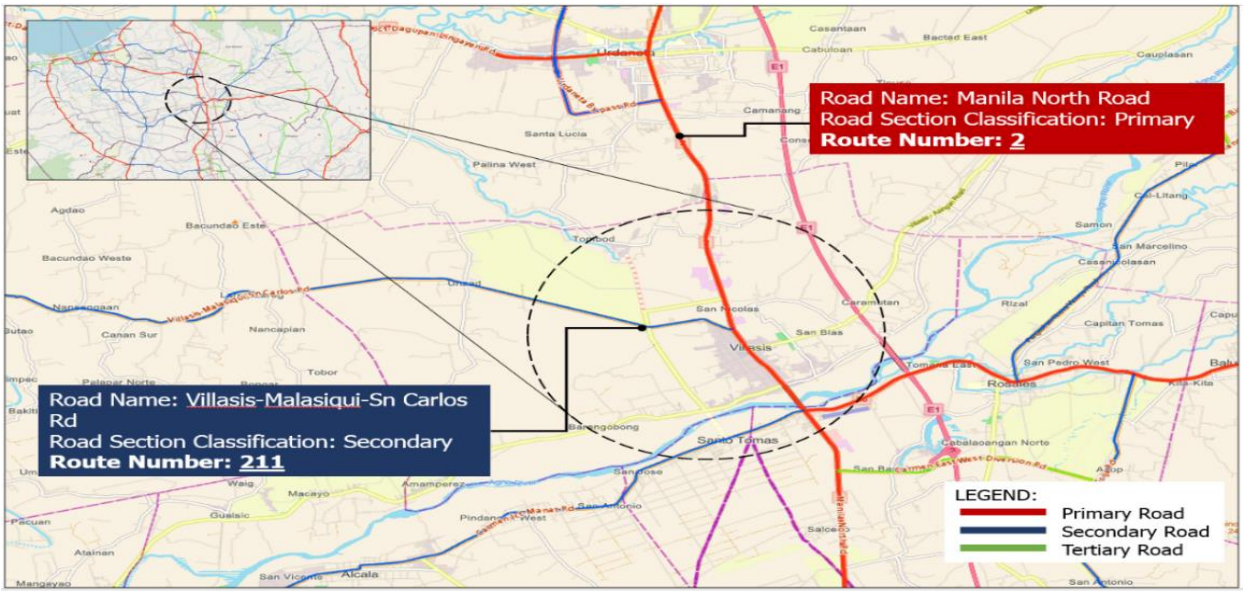


***Figure 1**. Case One (1) Example for Secondary Road*

2. If a National Secondary Road connects to two National Primary Roads, the first digit of its route number corresponds to the first digit of the lower route number between the two. For example, if a National Secondary Road links to National Primary Roads with route numbers 2 and 55, its route number would begin with 2 (see Figure 2). Similarly, in Figure 3, where the lowest route number among the connected National Primary Roads is 7, the National Secondary Road's route number would start with 7.

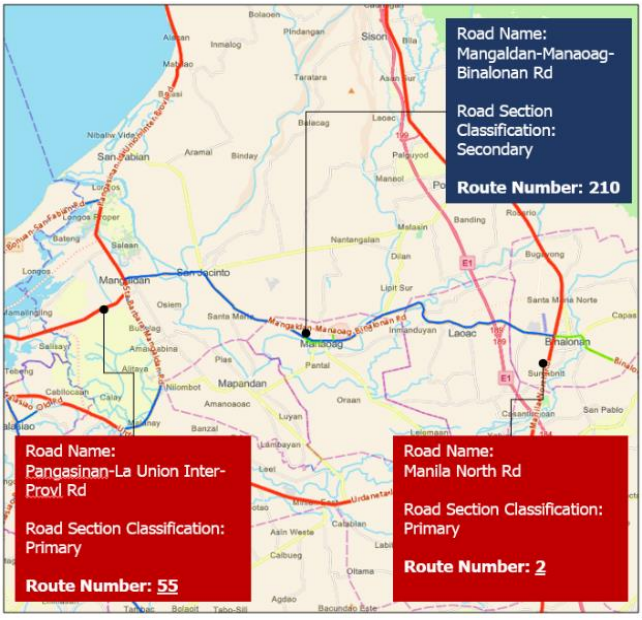


***Figure 2**. Case Two (2) **Example 1** for Secondary Roads*

***Figure 3**. Case Two (2) **Example 2** for Secondary Road*

3. As shown in *Figure 4*, "Major" Secondary Roads such as those which can easily be identified as more significant thoroughfares have been numbered in multiples of 10 (e.g. 860 for Siquijor, 870 for Camiguin, and so on).

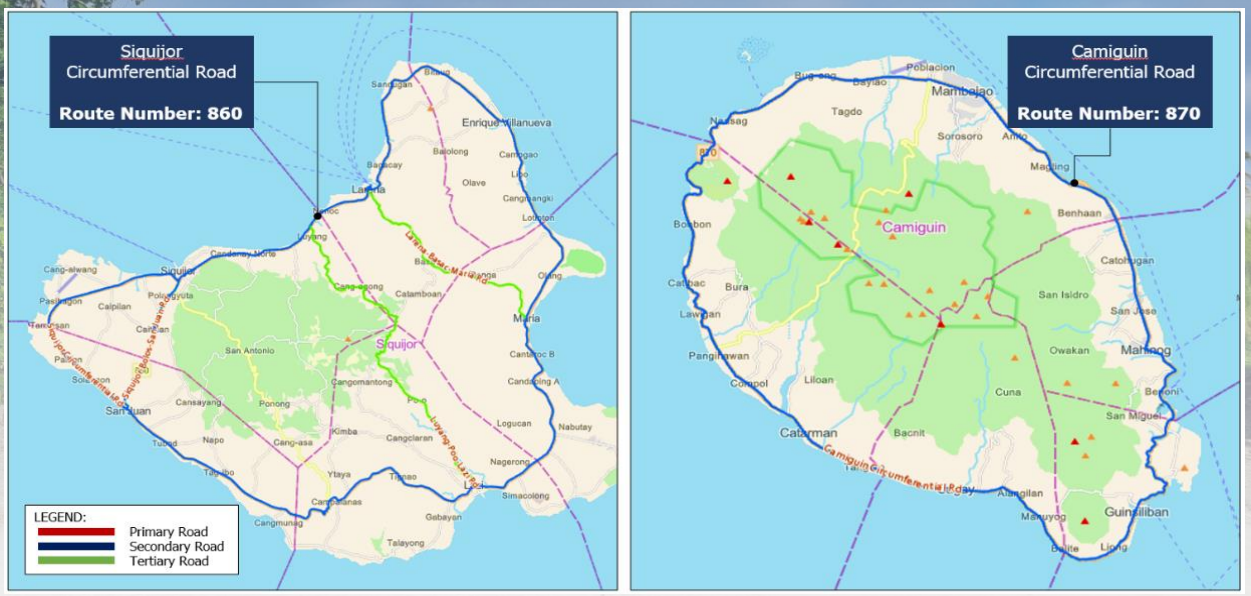


***Figure 4**. Case Three (3) Example for Secondary Roads*

4. Gaps in the numbering system have been intentionally left to accommodate future expansions of the national road network. For instance, Route No. 412 may be followed by Route No. 420, leaving Route Nos. 413–419 available for future use.

5. As illustrated in *Figure 5*, the majority of islands (excluding the larger landmasses of Luzon and Mindanao) exhibit distinct first and second digits in their National Secondary Road's route numbering system. For example, National Secondary Roads' route number in Bohol are designated within the 85 series (e.g., 850, 851, 852, etc.), while those in Catanduanes follow the 65 series (e.g., 650, 651, etc.). It is crucial to note that, in some instances, strict adherence to these guidelines has been proven challenging, particularly in densely populated areas like the National Capital Region.

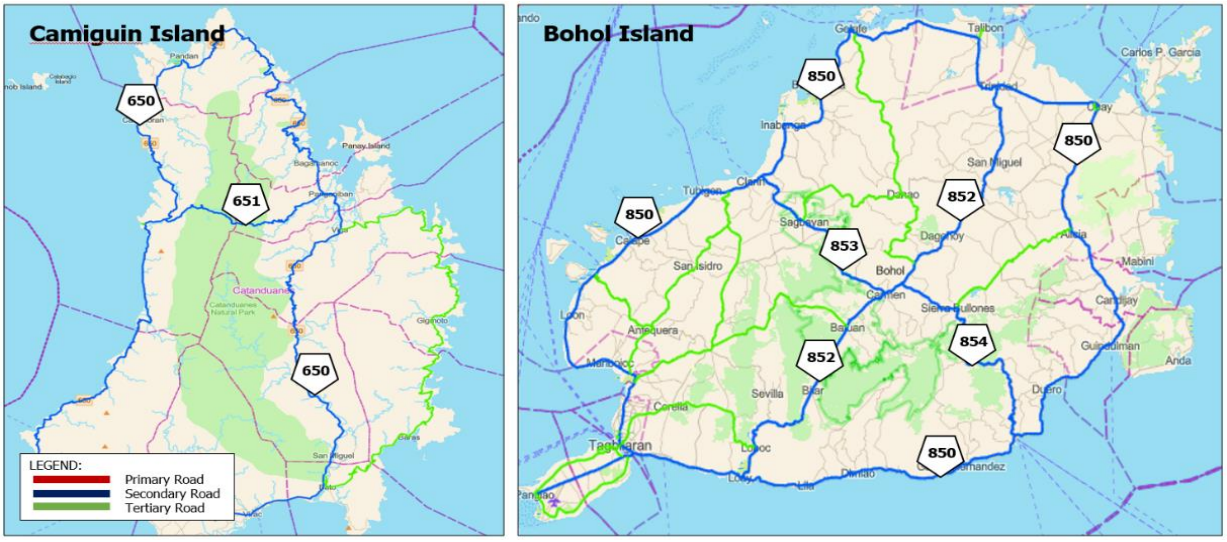


***Figure 5**. Case Four (4) Example for Secondary Roads*

The Route Numbering for Expressways are continuous and prefixed with the letter "E" which implies a different design and standard of road.

In the future, it will be necessary to add new routes. Any change in classification of an individual road section should result in a new route number. It will also be necessary to assign route numbers to new roads, especially the Primary and Secondary Roads.

At present, it is elusive to develop a detailed procedure for numbering routes since each situation must be dealt with on a case-by-case basis. The current route numbers, however, are expected to evolve over time as the network develops. This can be achieved through reviews undertaken on a holistic basis for a periodic six-year cycle, wherein the road network is considered in its entirety rather than in a disjointed manner.

III. Road Conversion

Road conversion relates to funding or ownership of the road or which organization is responsible for managing and maintaining an individual road. Generally, national roads are managed by the National Government and local (provincial, city/municipal, and barangay) roads are managed by the LGUs.

In accordance with Section 5 (i) of E.O. No. 124, s. 1987*, "Reorganizing the Department of Public Works and Highways, Redefining its Powers and Functions, and for Other Purposes*", the Minister (now Secretary) of the Ministry (now Department) of Public Works and Highways shall have the power to "classify roads and highways into national, regional, provincial, city, municipal, and barangay roads and highways based on objective criteria it shall adopt; provide or authorize the conversion of roads and highways from one category to another in order to carry out its mandate".

On June 10, 2009, a memorandum was issued formalizing the adoption of the DPWH Road Functional Classification Criteria and Technical Requirements. This significant document received approval and signature from the Department's Secretary, with the Planning Service (PS) serving as the ultimate recommending body within the Department. Consequently, the Planning Service is entrusted with the responsibility and authority to conduct thorough inspections and assessments regarding the conversion of roads from one classification to another.

Roads may be converted to national status through three approaches: executive, legislative, and administrative. For executive and legislative conversions, the Planning Service (PS) provides comments and recommendations on various House Bills, as requested by the Committee on Public Works of the House of Representatives and/or the Senate, in accordance with the Department's Criteria on Road Functional Classification. During committee hearings, the Director and staff from PS typically represent DPWH in the absence of the Secretary. Ultimately, the President of the Philippines enacts legislation passed by Congress, based on the Department's recommendations, to formally convert local roads into national roads.

For administrative conversions, local roads proposed by proponents—such as LGUs, Regional Offices (ROs), and District Engineering Offices (DEOs)—must undergo evaluation based on the criteria and guidelines outlined in D.O. No. 112, s. 2024. These roads must meet at least one of the DPWH Road Functional Classification Criteria and comply with the technical requirements and standards for national roads.

The request or proposal for the conversion of a local road (provincial, city/municipal, or barangay) or unclassified road into a national road, or vice versa, shall be submitted to the DPWH Secretary through the Undersecretary for Planning and Public-Private Partnership (PPP) Services, along with the following documents:

- Memorandum from the DPWH Regional/District Engineering Office endorsing the request for conversion of local/unclassified road under their jurisdiction; or

- Resolution from the City/Municipal/Provincial Board (for local roads only) requesting the conversion of a local road into a national road; or

- Letter from the proponent public official (e.g., Senate, House of Representatives, concerned Provincial Governor or City/Municipal Mayor, etc.)

If the road is deemed functionally meritorious for conversion, the necessary technical requirements and documents, such as certifications and resolutions, must be submitted and complied with before the conversion can proceed and the road can be integrated into the national road network.

If these conditions are complied with, a D.O. will be issued by the DPWH Secretary converting the local road into a national road.

Table C. *Number and Length of Converted Local/Unclassified Roads into National Roads (or Vice-Versa) for CY 2015-2024*

YEAR	NUMBER/LENGTH	CONVERSION PROCESS		TOTAL
		R.A.	D.O.	
2015	Number	0	7	7
	Length (km)	0	52.65	52.65
2016	Number	0	33	33
	Length (km)	0	82.05	82.05
2017	Number	0	11	11
	Length (km)	0	87.17	87.17
2018	Number	0	16	16
	Length (km)	0	48.02	48.02
2019	Number	0	14	14
	Length (km)	0	73.74	73.74
2020	Number	1	11	12
	Length (km)	5.60	37.38	42.98
2021	Number	4	3	7
	Length (km)	75.54	39.64	115.18
2022	Number	0	11	11
	Length (km)	0	134.08	134.08
2023	Number	0	7	7
	Length (km)	0	44.85	44.85
2024	Number	0	10	10
	Length (km)	0	79.98	79.98
Total	**Number**	**5**	**123**	**128**
	Length (km)	**81.14**	**679.557**	**760.697**

Table C presents the number and total length of roads converted annually through legislative and administrative procedures from CY 2015 to CY 2024. Over this 10-year period, a total of 760.697 km of road sections has been transferred between local government units and the national government. This includes 128 road sections, with five (5) converted through Republic Acts (R.A.s) and the remaining 123 through Department Orders (D.O.s).

Figure 6. *Number of Converted Local/Unclassified Roads into National Roads (or Vice-Versa) per Year from CY 2015 to CY 2024*

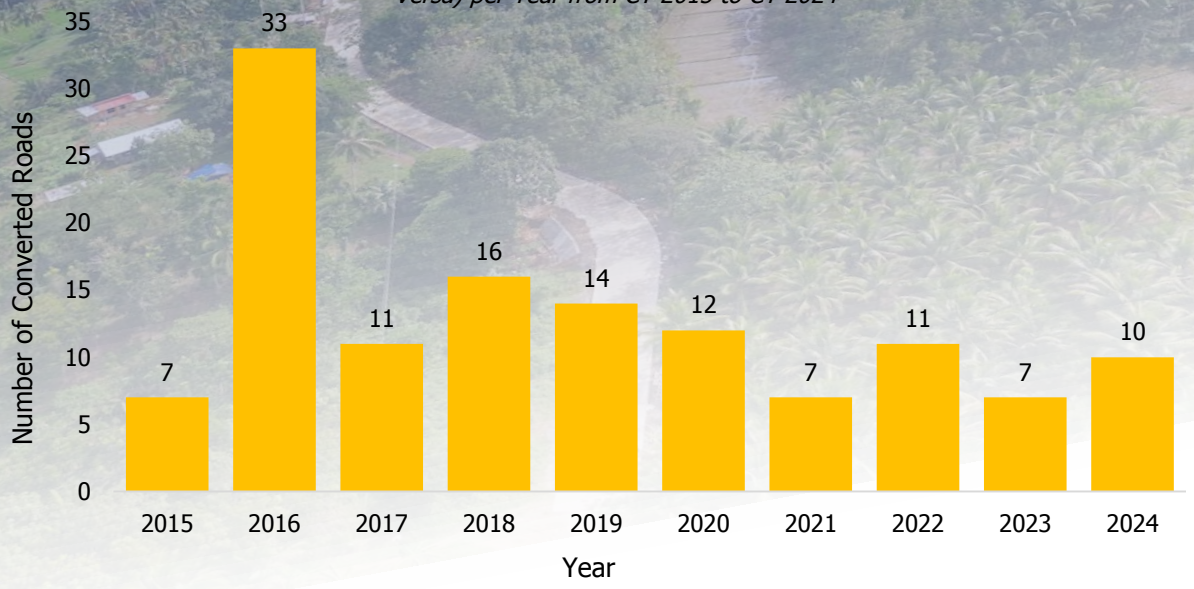
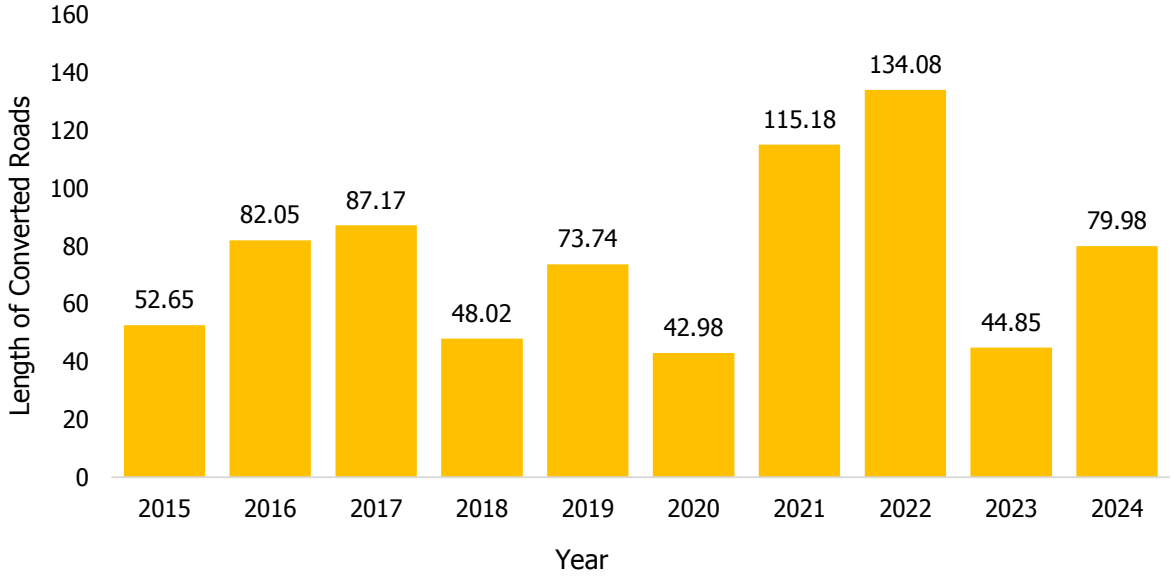


Figure 7. *Length of Converted Local/Unclassified Roads into National Roads (or Vice-Versa) per Year from CY 2015 to CY 2024*



The number of local roads considered for conversion varies significantly based on the volume of requests endorsed by proponents—such as DEOs, ROs, Congress, the Senate, and LGUs—through memoranda, letters, resolutions, or House and Senate Bills.

As shown in Figures 6 and 7, the number of roads converted from CY 2015 to CY 2024 were: seven (7) in 2015, thirty-three (33) in 2016, eleven (11) in 2017, sixteen (16) in 2018, fourteen (14) in 2019, twelve (12) in 2020, seven (7) in 2021, eleven (11) in 2022, seven (7) in 2023, and ten (10) in 2024. The corresponding road lengths converted in each year were 52.65 km, 82.05 km, 87.17 km, 48.02 km, 73.74 km, 42.98 km, 115.18 km, 134.08 km, 44.85 km, and 79.98 km, respectively.

From this data, it is evident that the highest number of road conversions occurred in 2016, with thirty-three (33) road sections converted. Meanwhile, the year 2022 recorded the highest total length of converted roads, reaching 134.08 km.

The fluctuation in the number and length of roads converted from local to national status between 2015 and 2024 highlights the dynamic nature of infrastructure planning and policy implementation. These variations are influenced by factors such as political priorities, funding availability, and administrative efficiency. The peak in 2016, when the highest number of road conversions occurred, and the significant increase in total converted road length in 2022 suggest shifts in legislative and administrative focus during these years.

Table D. *Summary of Newly Converted Local Roads into National Roads per Region for CY 2015-2024*

REGION	UNIT	YEAR										TOTAL
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
CAR	Number	0	2	0	0	0	0	0	0	0	0	2
	Length (km)	-	17.55	-	-	-	-	-	-	-	-	17.55
NCR	Number	2	14	4	4	0	0	0	0	0	0	24
	Length (km)	6.96	5.04	0.57	3.08	-	-	-	-	-	-	15.65
NIR	Number	0	3	0	0	0	0	0	0	0	0	3
	Length (km)	-	4.07	-	-	-	-	-	-	-	-	4.07
I	Number	0	2	0	1	1	6	2	1	1	0	14
	Length (km)	-	2.93	-	4.23	7.89	20.11	12.07	5.35	1.88	-	54.46
II	Number	1	0	3	6	2	1	0	3	0	0	16
	Length (km)	11.07	-	40.42	26.34	21.65	9.48	-	9.69	-	-	118.65
III	Number	0	1	0	0	0	0	2	1	0	1	5
	Length (km)	-	0.63	-	-	-	-	44.11	10.25	-	7.00	61.99
IV-A	Number	1	2	1	0	0	0	0	1	1	5	11
	Length (km)	2.77	10.68	24.83	-	-	-	-	1.66	12.167	22.002	74.109
IV-B	Number	0	0	1	1	0	0	0	0	0	0	2
	Length (km)	-	-	0.10	1.06	-	-	-	-	-	-	1.16
V	Number	1	2	0	0	0	0	2	0	0	0	5
	Length (km)	14.23	24.20	-	-	-	-	31.43	-	-	-	69.86
VI	Number	0	0	0	1	7	1	0	0	4	0	13
	Length (km)	-	-	-	1.13	22.86	3.29	-	-	29.69	-	56.97
VII	Number	0	3	0	1	2	3	1	2	0	0	12
	Length (km)	-	5.34	-	9.03	12.19	0.84	27.58	17.44	-	-	72.42
VIII	Number	2	1	1	0	0	0	0	0	0	0	4
	Length (km)	17.62	1.40	19.22	-	-	-	-	-	-	-	38.24
IX	Number	0	0	0	0	0	0	0	0	0	0	0
	Length (km)	-	-	-	-	-	-	-	-	-	-	-
X	Number	0	0	0	0	1	1	0	2	0	3	7
	Length (km)	-	-	-	-	8.16	9.26	-	24.73	-	43.215	85.365
XI	Number	0	0	0	2	0	0	0	0	0	0	2
	Length (km)	-	-	-	3.16	-	-	-	-	-	-	3.16
XII	Number	0	3	1	0	0	0	0	1	0	1	6
	Length (km)	-	10.21	2.04	-	-	-	-	64.96	-	7.76	84.97
XIII	Number	0	0	0	0	1	0	0	0	1	0	2
	Length (km)	-	-	-	-	1.00	-	-	-	1.115	-	2.115
Grand Total	**Number**	**7**	**33**	**11**	**16**	**14**	**12**	**7**	**11**	**7**	**10**	**128**
	Length (km)	**52.65**	**82.05**	**87.17**	**48.02**	**73.74**	**42.98**	**115.18**	**134.08**	**44.85**	**79.98**	**760.70**

Table D presents a summary of the number and total length of local roads converted to national roads (or vice versa) by region from CY 2015 to 2024. Based on the data, the National Capital Region (NCR) recorded the highest number of road sections converted, totaling twenty-four (24) over the ten-year period. In contrast, Region IX had no recorded road conversions during this time. Meanwhile, Region II accounted for the longest total length of converted roads, reaching 118.65 km.

For comprehensive technical information, such as road classification, condition, lane number, carriageway width, and surface type, among others, of all national roads, the Road and Bridge Inventory can be accessed under the GIS Web Application on the DPWH Website through the link: http://www.dpwh.gov.ph/dpwh/gis/rbi.

IV. National Road Data Analysis

A. National Road Length per Functional Classification for CYs 2015 to 2024

Table E. *National Road Length per Functional Classification for CYs 2015 to 2024*

Year	Functional Classification			Total	Annual Increase (km)	Annual Growth Rate (%)
	Primary	Secondary	Tertiary			
2015	7,066.74	14,118.49	11,448.14	32,633.37	106.875	0.33
2016	7,067.42	14,148.04	11,554.81	32,770.27	136.90	0.42
2017	7,066.58	14,248.89	11,552.60	32,868.06	97.79	0.30
2018	7,068.23	14,284.60	11,579.88	32,932.71	64.65	0.20
2019	7,071.82	14,339.06	11,607.33	33,018.21	85.50	0.26
2020	7,093.81	14,394.70	11,631.36	33,119.87	101.66	0.31
2021	7,392.46	14,901.81	11,956.70	34,250.97	1,131.10	3.42
2022	7,442.85	15,031.21	11,878.33	34,352.40	101.42	0.30
2023	7,453.998	15,432.54	12,277.59	35,164.13	811.73	2.36
2024	7462.775	15,519.33	12,544.26	35,526.36	362.23	1.03

Source: RBIA Database *(As of October 2024)*
Unit of Measure: kilometer (km)

Table E summarizes the progression of the Philippine National Road Network, focusing on the annual increase in road length per national road classification (i.e. Primary, Secondary, and Tertiary). According to the data presented, the highest annual increase in national road length occurred from 2020 to 2021, with a 3.42% growth rate. In 2024, there was a notable increase of 362.23 km or 1.03% in the total road length compared from the previous year attributable to newly-converted road sections.

Analyzing the annual progression of the road network provides insights into infrastructure development trends and can inform future planning and investment decisions to further enhance the road network's efficiency.

B. Length and Percentage Distribution of Paved and Unpaved National Roads from CY 2015 to 2024

Table F. *Length and Percentage Distribution of Paved & Unpaved Roads from CY 2015 to 2024*

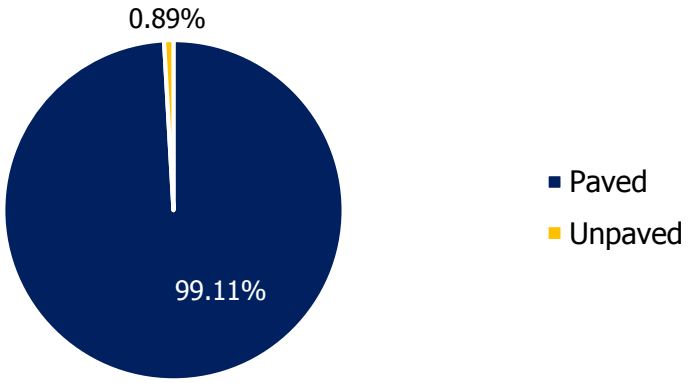
Year	Paved		Unpaved		Total
	Length (km)	%	Length (km)	%	
2015	28,919.17	88.62%	3,714.20	11.38%	32,633.37
2016	30,009.99	91.58%	2,760.27	8.42%	32,770.27
2017	31,035.31	94.42%	1,832.75	5.58%	32,868.06
2018	31,622.78	96.02%	1,309.93	3.98%	32,932.71
2019	32,087.04	97.18%	931.17	2.82%	33,018.21
2020	32,527.05	98.21%	592.82	1.79%	33,119.87
2021	33,795.72	98.67%	455.25	1.33%	34,250.97
2022	33,997.19	98.97%	355.21	1.03%	34,352.40
2023	34,797.22	98.96%	366.91	1.04%	35,164.13
2024	35,211.00	99.11%	315.36	0.89%	35,526.36

Figure 8. Length (km) of Paved and Unpaved National Roads for CY 2015-2024

Table F summarizes the lengths and percentage distributions of paved and unpaved roads in the national road network from 2015 to 2024. As illustrated in *Figure 8*, the length of paved roads in the national road network increased from 28,919.17 km in 2015 to 35,211 km in 2024. The significant increase in the length of paved roads indicates a substantial investment in road infrastructure over the years, which could have positive implications for economic development and connectivity.

In contrast, the length of unpaved roads decreased from 3,714.20 km in 2015 to 315.36 km in 2024. The decrease in the length of unpaved roads suggests a shift towards improving road quality and accessibility, which can enhance transportation efficiency and safety.

Figure 9. Percentage Distribution of Paved and Unpaved National Roads for CY 2024

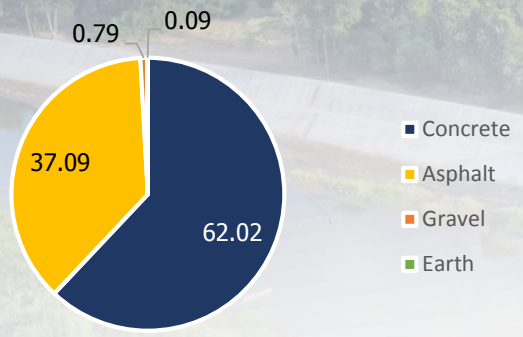


In 2024, the paved national roads constituted to 99.11% (35,211.00 km) of the total national road length, with the remaining 0.89% (315.36 km) comprising unpaved surfaces *(Please refer to Figure 9)*.

Table G. *Length and Percentage Distribution of National Road by Surface Type for CY 2024*

Surface Type		Length (km)	Percentage (%)
Paved	Concrete	22,033.58	62.02
	Asphalt	13,177.42	37.09
Unpaved	Gravel	282.24	0.79
	Earth	33.12	0.09
Total		**35,526.36**	**100**

Figure 10. Percentage Distribution of National Road by Surface Type for CY 2024



For CY 2024, the national road network is predominantly concrete, accounting for 62.02% (22,033.58 km) of the total 35,526.36 km. Asphalt-surfaced roads make up 37.09% of the network, covering 13,177.42 km. Meanwhile, gravel and earth-surfaced roads constitute 0.79% (282.24 km) and 0.09% (33.12 km), respectively *(Refer to Figure 10 and Table G).*

Overall, the predominance of concrete and asphalt-surfaced roads suggests a commitment to building and maintaining high-quality road infrastructure nationwide. The existence, however, of gravel and earth-surfaced roads are often due to cost considerations, accessibility needs, environmental factors, terrain and weather conditions, and as temporary solutions while long-term infrastructure plans are developed or during times of emergency when rapid road repairs are needed.

C. National Road Length per Region According to Surface Type (CY 2024)

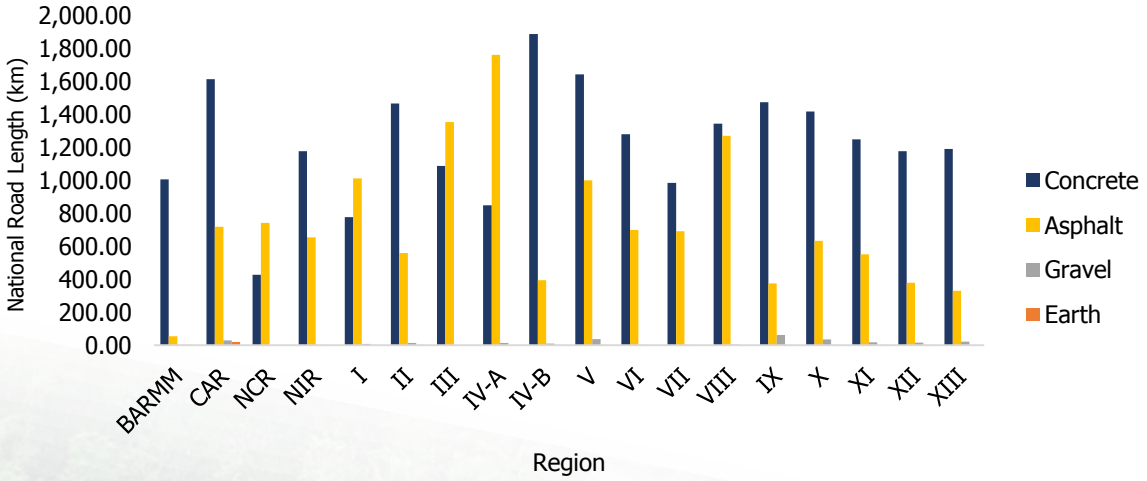
Table H. *National Road Length per Region According to Surface Type (CY 2024)*

Region	Paved			Unpaved			Grand Total
	Concrete	Asphalt	Sub-total	Gravel	Earth	Sub-total	
BARMM	1,006.01	54.77	1,060.79	2.71	1.05	3.77	1,064.55
CAR	1,612.20	717.46	2,329.66	29.58	19.88	49.46	2,379.12
NCR	427.22	740.68	1,167.90	-	-	0.00	1,167.90
NIR	1,176.07	655.03	1,831.10	2.59	-	2.59	1,833.69
I	775.81	1,011.42	1,787.23	8.38	3.69	12.07	1,799.30
II	1,465.16	560.17	2,025.33	15.12	1.31	16.43	2,041.76
III	1,086.88	1,353.02	2,439.90	-	-	0.00	2,439.90

Region	Paved			Unpaved			Grand Total
	Concrete	Asphalt	Sub-total	Gravel	Earth	Sub-total	
IV-A	847.42	1,759.54	2,606.96	14.39	-	14.39	2,621.35
IV-B	1,886.40	395.06	2,281.46	10.11	1.13	11.24	2,292.69
V	1,641.56	1,000.00	2,641.55	38.22	0.49	38.71	2,680.26
VI	1,279.08	699.59	1,978.66	1.21	-	1.21	1,979.87
VII	983.32	690.49	1,673.81	2.33	-	2.33	1,676.14
VIII	1,343.14	1,268.98	2,612.12	4.57	-	4.57	2,616.69
IX	1,473.40	375.78	1,849.18	62.21	2.71	64.92	1,914.10
X	1,416.72	633.65	2,050.37	35.22	2.67	37.89	2,088.26
XI	1,247.96	551.01	1,798.97	17.55	0.11	17.66	1,816.63
XII	1,175.42	379.48	1,554.90	15.75	0.08	15.83	1,570.73
XIII	1,189.83	331.29	1,521.12	22.30	-	22.30	1,543.42
Grand Total	**22,033.58**	**13,177.42**	**35,211.00**	**282.24**	**33.12**	**315.36**	**35,526.36**

Source: RBIA Database *(As of October 2024)*
Unit of Measure: kilometer (km)

Figure 11. National Road Length per Region According to Surface Type (CY 2024)



Based on the data provided in *Table H*, as illustrated in *Figure 11*, the regions with the highest and lowest lengths of concrete-paved roads are Region IV-B and the NCR, with 1,866.40 km and 427.22 km, respectively. Region IV-A and BARMM, on the other hand, have the highest and lowest asphalt-paved roads, with 1,759.54 km and 54.77 km, respectively. While, Region IX has the highest length of gravel and earth-surfaced roads, with 62.21 km and 2.71 km, respectively.

Region VIII stands out for having the longest network of paved roads among all regions, totaling 2,612.12 km. This extensive infrastructure suggests strong economic activity or significant government investment in the region's roads. In contrast, the BARMM has the shortest length of paved roads, at 1,060.79 km, indicating a need for improved infrastructure to enhance connectivity and service accessibility in the area

Analyzing the distribution of roads across regions can help identify areas that require additional infrastructure investments. This targeted approach can stimulate economic growth and improve the quality of life for citizens in those areas.

D. Comparative Regional Yearly Length of National Roads (2015-2024)

The data illustrated in **Table 7** on page 55 shows the increase/decrease of road length according to surface type (paved or unpaved) and functional classification in all regions. These data give us a clear idea on the state of national roads in the country from 2015 to 2024. The table provides information that can be used as a gauge in monitoring the progress of road surface on an annual basis, so as to assess and compare existing and previous road lengths which are utilized in planning and programming of the Philippine road network.

These data are very useful information to give support to decision-makers from government and private sectors on the future plans and programs in their area of concern to spur economic development in accordance with national development goals and objectives.

The trend shows that from 2015 to 2024, there had been a relative decrease in the length of unpaved roads and, as a result, an increase in the length of paved roads throughout the country. This was due to improvements on newly integrated gap sections, road sections prioritized based on road condition, and roads converted from local to national roads, all of which contributed to the Department's commitment to providing quality infrastructures.

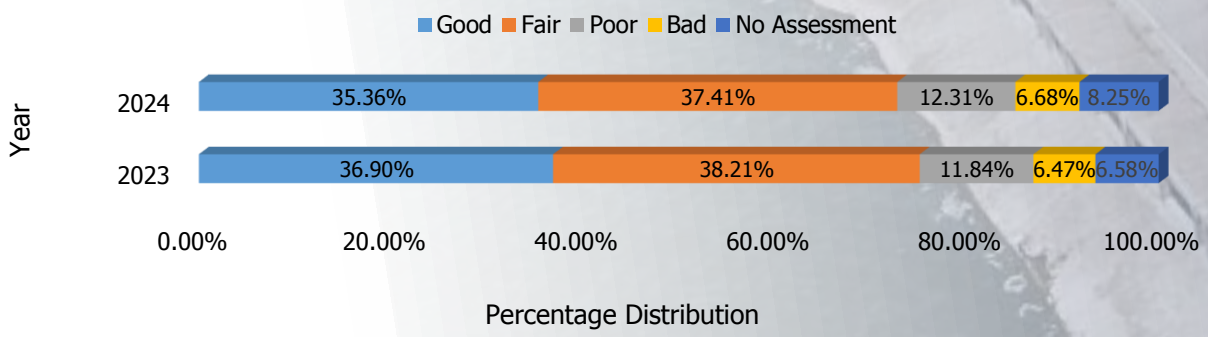
E. Road Condition

Table I displays the Visual Condition Index (VCI) values along with their corresponding condition ratings and recommended treatment measures.

Table I. *VCI Range Values*

Road Condition	Condition Rating	Treatment Measures
>70 - 100	Good	Little or no maintenance required (routine maintenance)
>40 - 70	Fair	Needs some partial/full depth repairs (preventive maintenance)
>20 - 40	Poor	Needs extensive full depth repairs, some full slab replacement/ Rehabilitation
1 – 20	Bad	Needs to rebuild pavement (Total Reconstruction)

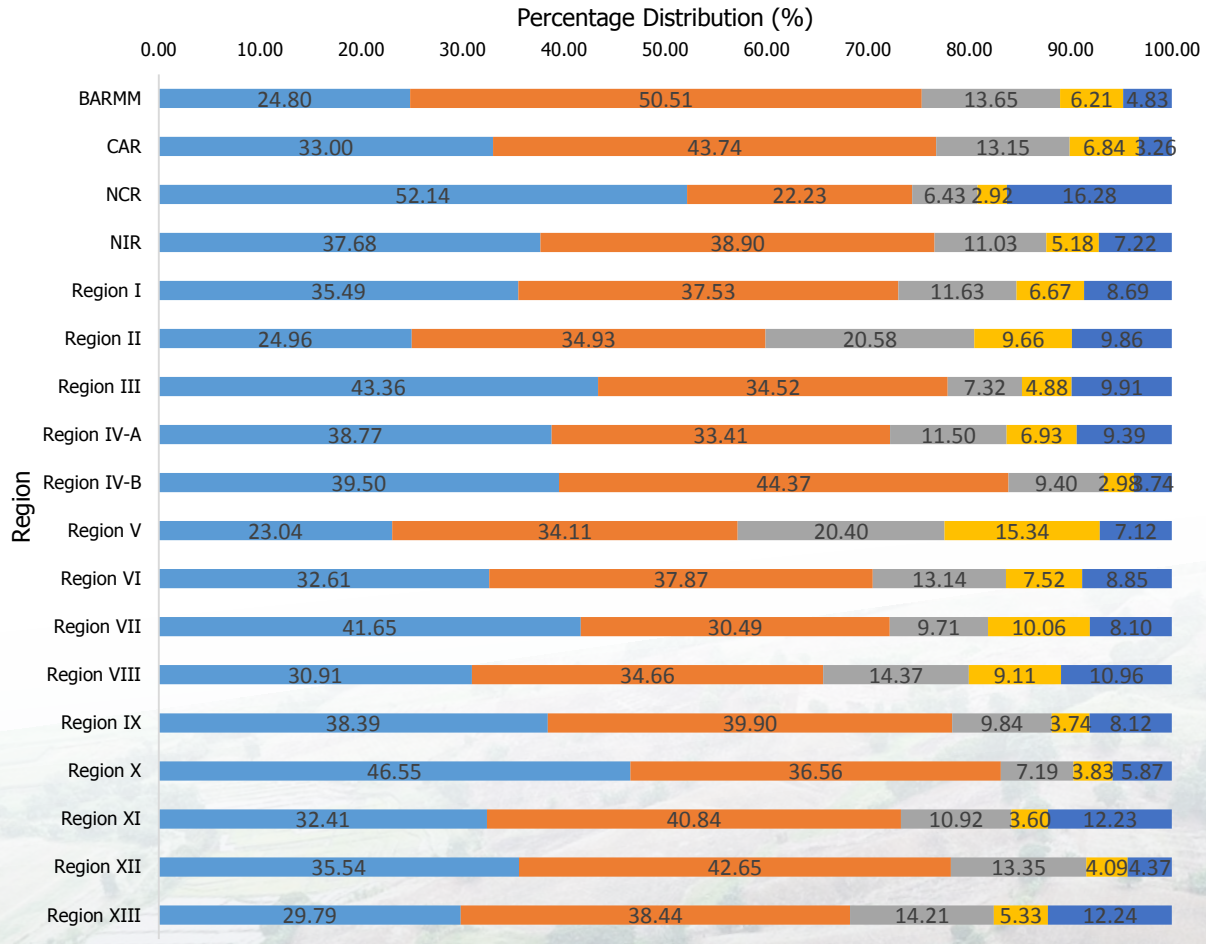
Figure 12. *Condition of National Roads (2023 vs. 2024)*



The graph in *Figure 12* compares the assessed road conditions of the national road network in 2023 and 2024. The Visual Road Condition (RoCond) survey, conducted annually, involves manual assessment of road conditions, where data gathered are used as inputs for planning purposes especially on the operation of the Pavement Management System (PMS) using the Highway Development Management (HDM-4) analysis (a tool used to identify projects to be prioritized).

Roads assessed are either classified as "Good," "Fair," "Poor," or "Bad." Good and fair roads require routine maintenance, poor roads need rehabilitation, while bad roads are recommended for total reconstruction. It is also imperative to note that some road sections are not validated due to ongoing or planned construction, including bridges, or segments with lengths below the 50-meter gauging length.

Figure 13. *Percentage Distribution of National Roads by Condition Across Regions (CY 2024)*



	Region XIII	Region XII	Region XI	Region X	Region IX	Region VIII	Region VII	Region VI	Region V	Region IV-B	Region IV-A	Region III	Region II	Region I	NIR	NCR	CAR	BARMM
Good	29.79	35.54	32.41	46.55	38.39	30.91	41.65	32.61	23.04	39.50	38.77	43.36	24.96	35.49	37.68	52.14	33.00	24.80
Fair	38.44	42.65	40.84	36.56	39.90	34.66	30.49	37.87	34.11	44.37	33.41	34.52	34.93	37.53	38.90	22.23	43.74	50.51
Poor	14.21	13.35	10.92	7.19	9.84	14.37	9.71	13.14	20.40	9.40	11.50	7.32	20.58	11.63	11.03	6.43	13.15	13.65
Bad	5.33	4.09	3.60	3.83	3.74	9.11	10.06	7.52	15.34	2.98	6.93	4.88	9.66	6.67	5.18	2.92	6.84	6.21
No Assessment	12.24	4.37	12.23	5.87	8.12	10.96	8.10	8.85	7.12	3.74	9.39	9.91	9.86	8.69	7.22	16.28	3.26	4.83

Figure 13 depicts the percentage distribution of national roads across various regions, categorized by their condition. Based on the said figure, the majority of national roads in BARMM, NCR, Region III, Region IV-A, Region VII, and Region X are in good condition. Whereas, national roads in CAR, NIR, Region I, Region II, Region IV-B, Region V, Region VI, Region VIII, Region IX, Region XI, Region XII, and Region XIII, are predominantly in fair condition.

F. International Roughness Index (IRI)

The International Roughness Index (IRI) remains a key performance indicator used by the department to assess the overall riding quality and condition of the national road network. The IRI data is crucial in planning and programming processes, particularly in Pavement Management System (PMS), HDM-4 analysis. These data support the evaluation of road performance, allowing for the formulation of optimal asset preservation strategies.

Since the adoption of IRI data collection in the year 2000, the Planning Service (PS), through the Statistics Division (SD), has been responsible for overseeing the collection and management of the IRI Survey. In recent years, the conduct of the survey has been outsourced under the National Road Roughness Index Program (NRRIP), funded through the General Appropriations Act (GAA).

Despite efforts to secure funding, no sufficient allocation was provided for the conduct of the National Road Roughness Index Program (NRRIP) for C.Y. 2024. Hence, no data collection was undertaken for the period, and the most recent available IRI data remains that which was gathered under the NRRIP V, covering the year 2023.

In the absence of new roughness data, the 2023 IRI data will continue to serve as the basis for planning, programming. While this approach ensures that the planning process is not entirely disrupted, it is important to recognize the limitations of relying on data that may no longer fully reflect the current condition of the road network.

As reported in the 2023 Annual Report, the average IRI for the national road network, covering 13,084.436 kilometers, was 4.69, indicative of an overall fair condition. The breakdown of regional IRI ratings is shown in the table below:

Table J. *International Roughness Index (IRI) (CY 2023)*

REGION	SURVEYED LENGTH (KM)	AVERAGE
Bangsamoro Autonomous Region in Muslim Mindanao (BARMM)	804.062	6.22
Cordillera Administrative Region (CAR)	1,110.201	6.77
Region I	1,159.475	3.92
Region II	978.173	5.05
Region III	1,320.986	3.87
Region IV-A	1,758.618	4.11
Region V	1,583.031	5.13
National Capital Region (NCR)	169.686	5.15
Region VI	491.651	4.56
Region VII	579.017	4.22
Region VIII	560.192	3.75
Region IX	649.343	4.93
Region X	730.957	4.10
Region XI	472.398	4.42
Region XII	358.402	4.42
Region XIII	358.244	3.96
OVERALL	**13,084.436 KM**	**4.69**

The regions classified under fair condition based on their average IRI values are Region VIII (3.75), Region III (3.87), Region I (3.92), Region XIII (3.96), Region X (4.10), Region IV-A (4.11), Region VII (4.22), Region XI (4.42), Region XII (4.42), Region VI (4.56), and Region IX (4.93). Meanwhile, regions categorized under poor condition include Region II with an average IRI of 5.05, Region V with 5.13, the National Capital Region (NCR) with 5.15, the Bangsamoro Autonomous Region in Muslim Mindanao (BARMM) with 6.22, and the Cordillera Administrative Region (CAR) with 6.77, indicating the need for significant improvement in these areas.

The lack of funding for the 2024 IRI survey underscores the importance of securing continuous and sustainable financial support for regular road condition monitoring. Up-to-date IRI data is essential to ensure evidence-based decision-making in road asset management. Moving forward, it is strongly recommended that adequate funding be secured for future rounds of the National Road Roughness Index Program to avoid further data gaps and ensure the reliability and accuracy of the department's planning process.

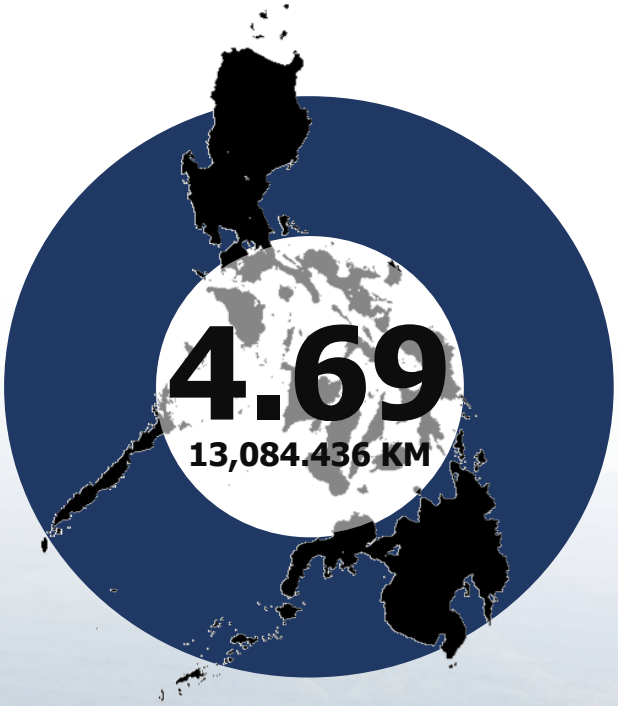


Figure 14. *IRI Survey 2023 Overall Result*

G. Road Density

Road density is computed to quantify the road network's extent within a given area, usually per unit of land area (e.g., kilometers of road per square kilometer). It provides valuable information about accessibility and connectivity, which are crucial for economic development, transportation planning, and infrastructure management. Furthermore, monitoring road density over time can help identify areas that require additional infrastructure development or maintenance. Notably, road density is often linked to economic development, as enhanced road infrastructure facilitates better access to essential services such as markets, healthcare, and education, thereby fostering overall socioeconomic growth.

Technically, high road density typically means that there is a dense network of roads within a given area, often expressed as a high number of kilometers of road per square kilometer of land area. High road density can indicate good accessibility and connectivity, which are beneficial for economic development and transportation efficiency. However, high road density can have negative environmental impacts, such as habitat fragmentation and increased pollution if not managed properly. In this regard, monitoring road density helps mitigate these impacts.

On the contrary, low road density can indicate limited accessibility and connectivity, potentially hindering economic development and access to essential services. It may also suggest challenges in transportation efficiency and infrastructure development. However, this situation presents an opportunity for governments and organizations to allocate resources more efficiently by prioritizing areas with low road density for construction, maintenance, and repair. By doing so, planners can determine where new roads are needed or where existing roads need upgrading, based on factors such as population distribution, economic activity, and transportation needs.

Table K. *National Road Density per Region for CY 2012-2024*

REGION	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
*BARMM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.90	2.90	2.90
CAR	10.32	11.02	11.14	11.25	11.84	11.39	11.39	11.39	11.45	11.43	11.65	11.76	12.00
NCR	180.97	184.15	185.16	185.63	187.08	187.50	188.39	188.24	188.24	188.24	188.24	188.52	188.51
*NIR	0.00	0.00	0.00	12.32	12.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.32
I	12.67	12.77	12.83	12.84	12.86	12.86	12.86	12.95	13.11	13.20	13.33	13.66	13.88
II	6.56	6.33	6.41	6.40	6.43	6.54	6.65	6.73	6.77	6.77	6.77	6.80	6.84
III	10.31	10.70	10.70	10.70	10.70	10.70	10.70	10.70	10.70	10.90	10.99	11.06	11.14
IV-A	14.75	14.85	15.13	15.13	15.19	15.34	15.34	15.34	15.34	15.34	15.35	15.79	15.81
IV-B	7.63	7.72	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.76	7.74
V	12.75	12.94	12.94	12.96	13.17	13.17	13.19	13.19	13.35	13.52	13.51	14.53	14.80
VI	14.16	14.39	14.46	14.97	15.10	14.58	14.58	14.70	14.73	14.75	14.75	14.95	15.50
VII	14.28	14.45	14.49	16.62	16.68	14.52	14.59	14.67	14.69	14.86	14.97	14.97	16.57
VIII	10.55	10.81	10.90	10.89	10.92	11.02	11.02	11.03	11.02	11.02	11.02	11.26	11.26
IX	8.49	9.27	9.59	9.73	9.77	9.77	9.77	9.77	9.77	9.77	9.77	11.19	11.32
X	9.27	9.28	9.40	9.58	9.59	9.58	9.58	9.63	9.67	9.67	9.67	9.91	10.21
XI	8.17	8.14	8.16	8.24	8.25	8.25	8.26	8.26	8.34	8.34	8.34	8.36	8.89
XII	6.78	6.68	6.76	6.76	6.79	6.79	6.83	6.83	6.83	6.71	6.60	6.90	6.89
XIII	6.82	7.00	7.17	7.20	7.20	7.20	7.20	7.19	7.20	7.23	7.25	7.25	7.31
Nationwide	**10.21**	**10.36**	**10.46**	**10.49**	**10.54**	**10.57**	**10.59**	**10.62**	**10.65**	**10.68**	**9.88**	**10.11**	**10.22**

*Notes:
1. NIR has only been created in 2015; thus, there is no data for 2017-2023.
2. No data provided for CY 2017 and onwards due to the abolition of NIR by virtue of Executive Order 183 Series of 2017.
3. BARMM has only been created in 2022; thus, there is no data for the prior years.
4. NIR was re-established by virtue of Republic Act 12000 series of 2024.

Table K provides a rundown of the road density of the country in the regional and national level for the year 2012-2024. Based on the preceding table, it is evident that the National Capital Region (NCR) has the highest road density at 188.51 km per sq. km, reflecting its well-developed road infrastructure. In contrast, the BARMM, being a relatively new region, has a much lower road density of only 2.90, indicating the region's less developed road infrastructure and highlighting the need for substantial investment in road development. Improving road connectivity and accessibility within BARMM has the potential to drive economic growth and enhance residents' quality of life, aligning with broader regional and national development objectives.

V. Engineering Offices

Section 25 of Executive Order No. 124, Series of 1987 provides the guidelines on the creation of engineering offices in every province and city nationwide. These offices are tasked with overseeing the construction and maintenance of highways, flood control systems, water resource development projects, and other public works within their respective districts. *Table L* and *Table M* outline the criteria for the creation and classification/reclassification of DEOs, respectively, per D.O. No. 110, s. 2016.

For the creation of a new DEO, the minimum requirements are as follows:

Table L. *Requirement for the Creation of DEOs*

Parameters	Minimum Requirement
National Road Length	100 Kilometers
Land Area	100 Square Kilometers
Population	250,000 inhabitants
For Island Component Municipality	35,000 inhabitants

For the classification/reclassification of DEOs the following parameters must be followed:

Table M. *Parameter for DEO Classification*

Equivalent National Road Length (km)	DEO Class
250 And Above	1st Class
100 Up To < 250	2nd Class
< 100	3rd Class

Table N. *List of DEOs and ROs with respective Locations and Classifications as of October 16, 2024 cut-off*

Regional Office	District Engineering Office	Classification	Office Location
Cordillera Administrative Region (CAR) Engineer's Hill, Baguio City	Abra District Engineering Office	2nd Class	Rizal St., Zone 7, Bangued, Abra
	Apayao 1st District Engineering Office	2nd Class	Conner, Apayao
	Apayao 2nd District Engineering Office	1st Class	San Isidro Sur, Luna, Apayao
	Baguio City District Engineering Office	2nd Class	Engineer's Hill, Baguio City
	Benguet 1st District Engineering Office	1st Class	Wangal, La Trinidad, Benguet
	Benguet 2nd District Engineering Office	2nd Class	Natubleng, Buguias, Benguet
	Ifugao 1st District Engineering Office	2nd Class	Poblacion North, Lagawe, Ifugao
	Ifugao 2nd District Engineering Office	2nd Class	Galunugon, Aguinaldo, Ifugao
	Lower Kalinga District Engineering Office	1st Class	Purok 6, Brgy. Bulanao, Tabuk City, Kalinga
	Mountain Province 1st District Engineering Office	2nd Class	Lower Caluttit, Bontoc, Mountain Province
	Mountain Province 2nd District Engineering Office	2nd Class	Bontoc, Mountain Province
	Upper Kalinga District Engineering Office	2nd Class	Pasil, Kalinga

Regional Office	District Engineering Office	Classification	Office Location
National Capital Region (NCR) 2nd St., Port Area, Manila	Las Piñas-Muntinlupa District Engineering Office	3rd Class	DPWH NCR Compound, 2nd Street, Port Area, Mla.
	Malabon-Navotas District Engineering Office	3rd Class	C-4 Road, Bagumbayan North, Navotas City
	Metro Manila 1st District Engineering Office	1st Class	West Bank Road, Manggahan Floodway, Rosario, Pasig City
	Metro Manila 2nd District Engineering Office	2nd Class	Dr. A. Santos Ave. corner West Service Access Road, Sucat Parañaque City
	Metro Manila 3rd District Engineering Office	2nd Class	APDC-Compound, R. Valenzuela Extension, Marulas, Valenzuela City
	North Manila District Engineering Office	2nd Class	Nagtahan, Manila
	South Manila District Engineering Office	1st Class	8th Street, corner Bonifacio Drive, Port Area, Manila
	Quezon City 1st District Engineering Office	1st Class	Sta. Catalina St. Brgy. Holy Spirit, Quezon City
	Quezon City 2nd District Engineering Office	1st Class	790 EDSA, Quezon City
Negros Island Region (NIR) Brgy. Bio-os, Amlan, Negros Oriental	Bacolod City District Engineering Office	2nd Class	Bacolod City
	Negros Occidental 1st District Engineering Office	1st Class	Talisay City, Negros Occidental
	Negros Occidental 2nd District Engineering Office	2nd Class	Binalbagan,Negros Occidental
	Negros Occidental 3rd District Engineering Office	1st Class	Kabankalan City, Negros Occidental
	Negros Occidental 4th District Engineering Office	2nd Class	Bago City, Negros Occidental
	Negros Occidental 5th District Engineering Office	1st Class	Center Mall Building, FC Ledesma Avenue, San Carlos City, Negros Occidental
	Negros Oriental 1st District Engineering Office	2nd Class	Tinogan, Bindoy, Negros Oriental
	Negros Oriental 2nd District Engineering Office	2nd Class	Dumaguete City, Negros Oriental
	Negros Oriental 3rd District Engineering Office	1st Class	Siaton, Negros Oriental
	Siquijor District Engineering Office	2nd Class	Larena, Siquijor
Region I Aguila Road, Sevilla, San Fernando City, La Union	Ilocos Norte 1st District Engineering Office	1st Class	Airport Avenue, Cavit, Laoag City
	Ilocos Norte 2nd District Engineering Office	1st Class	San Nicolas, Ilocos Norte
	Ilocos Sur 1st District Engineering Office	2nd Class	Bantay, Ilocos Sur
	Ilocos Sur 2nd District Engineering Office	1st Class	Candon, Ilocos Sur
	La Union 1st District Engineering Office	2nd Class	Lingsat,San Fernando City, La Union
	La Union 2nd District Engineering Office	2nd Class	Naguilian, La Union
	Pangasinan 1st District Engineering Office	2nd Class	Alaminos City
	Pangasinan 2nd District Engineering Office	1st Class	Lingayen, Pangasinan

Regional Office	District Engineering Office	Classification	Office Location
	Pangasinan 3rd District Engineering Office	1st Class	Tumana, Rosales, Pangasinan
	Pangasinan 4th District Engineering Office	2nd Class	Sta Barbara, Pangasinan
Region II Regional Government Center, Carig Sur Tuguegarao City, Cagayan	Batanes District Engineering Office	3rd Class	Basco, Batanes
	Cagayan 1st District Engineering Office	1st Class	Aparri, Cagayan
	Cagayan 2nd District Engineering Office	1st Class	Libertad, Abulug, Cagayan
	Cagayan 3rd District Engineering Office	1st Class	Tuguegarao City, Cagayan
	Isabela 1st District Engineering Office	1st Class	Ilagan, Isabela
	Isabela 2nd District Engineering Office	2nd Class	Roxas, Isabela
	Isabela 3rd District Engineering Office	2nd Class	Cauayan City, Isabela
	Isabela 4th District Engineering Office	2nd Class	San Isidro, Isabela
	Nueva Vizcaya District Engineering Office	2nd Class	Bayombong, Nueva Vizcaya
	Nueva Vizcaya 2nd District Engineering Office	1st Class	Malasin, Dupax del Norte, Nueva Vizcaya
	Quirino District Engineering Office	1st Class	Cabarroguis, Quirino
Region III Sindalan, San Fernando, Pampanga	Aurora District Engineering Office	1st Class	Brgy. Reserva, Baler, Aurora
	Bataan 1st District Engineering Office	2nd Class	Orani, Bataan
	Bataan 2nd District Engineering Office	1st Class	Balanga, Bataan
	Bataan 3rd District Engineering Office	2nd Class	Vicarville Subd. Bagong Silang, Balanga, Bataan
	Bulacan 1st District Engineering Office	2nd Class	Tikay, City of Malolos, Bulacan
	Bulacan 2nd District Engineering Office	2nd Class	Pulong Buhangin, Sta. Maria, Bulacan
	Bulacan 3rd District Engineering Office	2nd Class	Graceville Subdivision, Brgy. Tambubong, San Rafael Bulacan
	Nueva Ecija 1st District Engineering Office	1st Class	Talavera, Nueva Ecija
	Nueva Ecija 2nd District Engineering Office	1st Class	San Isidro, Cabanatuan City, Nueva Ecija
	Pampanga 1st District Engineering Office	1st Class	Sindalan, City of San Fernando, Pampanga
	Pampanga 2nd District Engineering Office	2nd Class	San Nicolas, Lubao, Pampanga
	Pampanga 3rd District Engineering Office	3rd Class	Angeles City, Pampanga (former Pampanga Sub-Engineering District)
	Tarlac District Engineering Office	1st Class	Parsolingan,Gerona, Tarlac
	Tarlac 2nd District Engineering Office	2nd Class	Brgy. San Francisco, Concepcion, Tarlac
	Zambales 1st District Engineering Office	2nd Class	Iba, Zambales

Regional Office	District Engineering Office	Classification	Office Location
	Zambales 2nd District Engineering Office	3rd Class	Sitio Baring, San Nicolas, Castillejos, Zambales
Region IV-A Canlubang Interchange, Brgy. Mayapa, Calamba City, Laguna	Batangas 1st District Engineering Office	1st Class	Batangas City
	Batangas 2nd District Engineering Office	2nd Class	Kumintang Ilaya, Batangas City
	Batangas 3rd District Engineering Office	2nd Class	J. Gonzales St., Tanauan City, Batangas
	Batangas 4th District Engineering Office	2nd Class	Lipa City, Batangas
	Cavite 1st District Engineering Office	1st Class	Capitol Compound, Trece Martirez City
	Cavite 2nd District Engineering Office	2nd Class	Manggas II, Alfonso, Cavite
	Cavite 3rd District Engineering Office	2nd Class	Carmona, Cavite
	Laguna 1st District Engineering Office	2nd Class	Manuel L. Quezon Ave., Brgy. Callios, Sta. Cruz, Laguna
	Laguna 2nd District Engineering Office	2nd Class	Brgy. Bambang, Los Baños, Laguna
	Laguna 3rd District Engineering Office	2nd Class	San Pablo City (former Laguna Sub-Engineering District)
	Quezon 1st District Engineering Office	1st Class	Lucban, Quezon
	Quezon 2nd District Engineering Office	1st Class	Dalahican Road, Lucena City
	Quezon 3rd District Engineering Office	1st Class	Catanauan, Quezon
	Quezon 4th District Engineering Office	1st Class	Barangay Isabang, Lucena City
	Rizal 1st District Engineering Office	2nd Class	Binangonan, Rizal
	Rizal 2nd District Engineering Office	2nd Class	No. 16 Westbank Rd., Rosario, Pasig City
Region IV-B EDSA, Quezon City	Marinduque District Engineering Office	2nd Class	Bangbangalon, Boac, Marinduque
	Mindoro Occidental District Engineering Office	1st Class	Mamburao, Mindoro Occidental
	Mindoro Oriental District Engineering Office	2nd Class	Calapan City, Mindoro Oriental
	Palawan 1st District Engineering Office	1st Class	Roxas, Palawan
	Palawan 2nd District Engineering Office	1st Class	Brgy.Antipuluan, Narra Palawan
	Palawan 3rd District Engineering Office	1st Class	Puerto Princesa City
	Romblon District Engineering Office	1st Class	Odiongan, Romblon
	Southern Mindoro District Engineering Office	1st Class	Roxas, Mindoro Oriental
Region V Rawis, Legaspi City	Albay 1st District Engineering Office	2nd Class	Airport Site, Legaspi City
	Albay 2nd District Engineering Office	2nd Class	Airport Site, Legaspi City
	Albay 3rd District Engineering Office	2nd Class	Paulog, Ligao city

Regional Office	District Engineering Office	Classification	Office Location
Region V Rawis, Legaspi City	Camarines Norte District Engineering Office	1st Class	F. Pimentel Avenue, Daet, Camarines Norte
	Camarines Norte Sub-District Engineering Office	(Not yet a regular DEO)[2]	F. Pimentel Avenue, Daet Camarines Norte
	Camarines Sur 1st District Engineering Office	2nd Class	Baras, Canaman, Camarines Sur
	Camarines Sur 2nd District Engineering Office	2nd Class	Ragay, Camarines Sur
	Camarines Sur 3rd District Engineering Office	2nd Class	Canaman, Camarines Sur
	Camarines Sur 4th District Engineering Office	1st Class	Tigaon, Camarines Sur
	Camarines Sur 5th District Engineering Office	2nd Class	Baao, Camarines Sur
	Catanduanes District Engineering Office	1st Class	Virac, Catanduanes
	Masbate 1st District Engineering Office	2nd Class	San Fernando, Masbate
	Masbate 2nd District Engineering Office	1st Class	Masbate City
	Masbate 3rd District Engineering Office	1st Class	Dimasalang, Masbate City
	Sorsogon District Engineering Office	1st Class	Sorsogon City
	Sorsogon 2nd District Engineering Office	2nd Class	Gubat, Sorsogon
Region VI Fort San Pedro, Iloilo City	Aklan District Engineering Office	1st Class	Kalibo, Aklan
	Antique District Engineering Office	1st Class	San Jose, Antique
	Capiz 1st District Engineering Office	2nd Class	Roxas City
	Capiz 2nd District Engineering Office	1st Class	Dumalag, Capiz
	Guimaras District Engineering Office	2nd Class	Jordan, Guimaras
	Iloilo 1st District Engineering Office	2nd Class	Fort San Pedro, Iloilo City
	Iloilo 2nd District Engineering Office	1st Class	Balabag, Dumangas
	Iloilo 3rd District Engineering Office	1st Class	Barotac, Viejo
	Iloilo 4th District Engineering Office	2nd Class	Sta. Barbara, Iloilo
	Iloilo 6th District Engineering Office	1st Class	Pototan, Iloilo
	Iloilo City District Engineering Office	2nd Class	Iloilo City
Region VII South Road Properties, Cebu City	Bohol 1st District Engineering Office	1st Class	Dao,Tagbilaran City
	Bohol 2nd District Engineering Office	2nd Class	Ubay, Bohol
	Bohol 3rd District Engineering Office	1st Class	Sawang, Guindulman , Bohol
	Cebu 1st District Engineering Office	2nd Class	Medellin, Cebu
	Cebu 2nd District Engineering Office	2nd Class	Lawa-an, Talisay City, Cebu

Regional Office	District Engineering Office	Classification	Office Location
	Cebu 3rd District Engineering Office	2nd Class	Ibo, Toledo City, Cebu
	Cebu 4th District Engineering Office	2nd Class	Dalaguete, Cebu
	Cebu 5th District Engineering Office	2nd Class	7th RES Compound, V. Sotto St., Cebu City
	Cebu 6th District Engineering Office	2nd Class	A.C. Cortes Avenue,Mandaue City
	Cebu 7th District Engineering Office	2nd Class	Cogon, Dumanjug, Cebu
	Cebu City District Engineering Office	2nd Class	V. Sotto St., Cebu City
Region VIII Government Center, Baras, Palo, Leyte	Biliran District Engineering Office	2nd Class	Naval, Biliran
	Eastern Samar District Engineering Office	1st Class	Borongan, Eastern Samar
	Leyte 1st District Engineering Office	2nd Class	Tacloban City
	Leyte 2nd District Engineering Office	1st Class	Barugohay Central Carigara, Leyte
	Leyte 3rd District Engineering Office	2nd Class	Villaba, Leyte
	Leyte 4th District Engineering Office	1st Class	Ormoc City
	Leyte 5th District Engineering Office	1st Class	Baybay, Leyte
	Northern Samar 1st District Engineering Office	1st Class	Catarman, Northern Samar
	Northern Samar 2nd District Engineering Office	2nd Class	Brgy. Buradub, Laoang Northern Samar
	Samar 1st District Engineering Office	1st Class	Calbayog City
	Samar 2nd District Engineering Office	1st Class	Brgy. Guindapunan, Catbalogan, Samar
	Southern Leyte 1st District Engineering Office	1st Class	Maasin, Southern Leyte
	Southern Leyte 2nd District Engineering Office	2nd Class	San Juan (Cabalian), Southern Leyte
	Tacloban City District Engineering Office	2nd Class	Tacloban City
Region IX Tetuan, Zamboanga City	Isabela City District Engineering Office	3rd Class	Tabuk, Isabela City, Basilan
	Zamboanga City 1st District Engineering Office	2nd Class	Divisoria, Zamboanga City
	Zamboanga City 2nd District Engineering Office	2nd Class	Divisoria, Zamboanga City
	Zamboanga del Norte 1st District Engineering Office	1st Class	Sta. Isabel Dipolog City, Zamboanga del Norte
	Zamboanga del Norte 2nd District Engineering Office	2nd Class	Osukan, Labason, Zamboanga del Norte
	Zamboanga del Norte 3rd District Engineering Office	2nd Class	Segabe, Piñan, Zamboanga del Norte
	Zamboanga del Norte 4th District Engineering Office	2nd Class	Siocon, Zamboanga Del Norte
	Zamboanga del Sur 1st District Engineering Office	1st Class	Pagadian City
	Zamboanga del Sur 2nd District Engineering Office	1st Class	Guipos, Zamboanga del Sur

Regional Office	District Engineering Office	Classification	Office Location
	Zamboanga Sibugay 1st District Engineering Office	1st Class	Diplahan, Zamboanga-Sibugay
	Zamboanga Sibugay 2nd District Engineering Office	2nd Class	Ipil, Zamboanga-Sibugay, Zamboanga del Sur
Region X Bulua, Cagayan de Oro City	Bukidnon 1st District Engineering Office	1st Class	Malaybalay, Bukidnon
	Bukidnon 2nd District Engineering Office	1st Class	Pinamaloy, Bukidnon
	Bukidnon 3rd District Engineering Office	1st Class	Dicklum Manolo Fortich, Bukidnon
	Bukidnon 4th District Engineering Office	2nd Class	Regional Office X Compound, Engineer Hills Bulua, Cagayan de Oro City
	Cagayan de Oro City 1st District Engineering Office	3rd Class	Bulua, Cagayan De Oro City
	Cagayan de Oro City 2nd District Engineering Office	2nd Class	Puntod, Cagayan de Oro City
	Camiguin District Engineering Office	3rd Class	Mambajao, Camiguin
	Lanao del Norte 1st District Engineering Office	1st Class	Seminary Drive, Del Carmen, Iligan City
	Lanao del Norte 2nd District Engineering Office	1st Class	Seminary Drive Del Carmen, Iligan City
	Iligan City District Engineering Office	2nd Class	Iligan City, Lanao del Norte
	Misamis Occidental 1st District Engineering Office	2nd Class	Oroquieta City
	Misamis Occidental 2nd District Engineering Office	2nd Class	Tangub City
	Misamis Oriental 1st District Engineering Office	1st Class	Purok 26, Gingoog City
	Misamis Oriental 2nd District Engineering Office	1st Class	Balase St., El Salvador City
Region XI Ramon Magsaysay Avenue, Davao City	Davao de Oro 1st District Engineering Office	1st Class	Humabon St., Purok 18 Poblacion Nabunturan, Compostela Valley
	Davao de Oro 2nd District Engineering Office	1st Class	Compostela, Davao de Oro
	Davao City District Engineering Office	1st Class	L.M. Guerrero St., Davao City
	Davao City 2nd District Engineering Office	2nd Class	Tirol St., Tugbok, Davao City
	Davao City 3rd District Engineering Office	2nd Class	L.M. Guerrero St. Brgy. 29-C Davao City
	Davao del Norte District Engineering Office	1st Class	Km.48 Brgy. Canocotan,Tagum City Davao del Norte
	Davao del Norte 2nd District Engineering Office	2nd Class	Carmen, Davao del Norte
	Davao del Sur District Engineering Office	1st Class	Lapu-Lapu St., Brgy. Zone 3, Digos City, Davao del Sur
	Davao Occidental District Engineering Office	1st Class	National Highway, Brgy. Buhangin, Malita, Davao del Sur
	Davao Oriental 1st District Engineering Office	1st Class	Baganga, Davao Oriental
	Davao Oriental 2nd District Engineering Office	1st Class	Mati-ao, City of Mati, Davao Oriental

Regional Office	District Engineering Office	Classification	Office Location
Region XII Mabini St. corner Alunan Avenue, Koronadal City	Cotabato 1st District Engineering Office	2nd Class	Villarica, Midsayap, North Cotabato
	Cotabato 2nd District Engineering Office	1st Class	Lanao, Kidapawan City, North Cotabato
	Cotabato 3rd District Engineering Office	1st Class	Matalam, North Cotabato
	Sarangani District Engineering Office	1st Class	Alabel, Sarangani Province
	South Cotabato 1st District Engineering Office	1st Class	General Santos City
	South Cotabato 2nd District Engineering Office	1st Class	Koronadal City
	Sultan Kudarat 1st District Engineering Office	2nd Class	Isulan, Sultan Kudarat
	Sultan Kudarat 2nd District Engineering Office	1st Class	Lebak, Sultan Kudarat
Region XIII J. Rosales Avenue, Butuan City	Agusan del Norte District Engineering Office	2nd Class	J. Rosales Avenue, Butuan City
	Agusan del Sur 1st District Engineering Office	1st Class	Patin-ay, Prosperidad, Agusan del Sur
	Agusan del Sur 2nd District Engineering Office	1st Class	Brgy. Karaos, San Francisco, Agusan Del Sur
	Butuan City District Engineering Office	2nd Class	R. Palma, Butuan City
	Dinagat Islands District Engineering Office	2nd Class	San Jose, Dinagat Islands, Surigao del Norte
	Surigao del Norte 1st District Engineering Office	2nd Class	Dapa, Surigao del Norte
	Surigao del Norte 2nd District Engineering Office	2nd Class	Capitol Road, Surigao City
	Surigao del Sur 1st District Engineering Office	1st Class	Tandag, Surigao del Sur
	Surigao del Sur 2nd District Engineering Office	2nd Class	Bislig City, Surigao del Sur
BARMM	PMO Lanao del Sur	*Classification not identified*	Seminary Drive, Del Carmen, Iligan City
	PMO Maguindanao		Ramon Rabago, Cotabato City
	PMO Sulu		Patikul, Sulu
	PMO Tawi-tawi		Bongao, Tawi-tawi

Table N presents the list of existing District Engineering Offices (DEOs) and Regional Offices (ROs) as of CY 2024, along with their respective office locations and classifications. It also includes the four (4) Project Management Offices (PMOs) under the DPWH Regional Project Management Office (RPMO) – Bangsamoro Autonomous Region in Muslim Mindanao (BARMM). Established in 2021, these PMOs are responsible for the direct implementation of all DPWH national infrastructure projects in BARMM, funded through the General Appropriations Act (GAA).

Establishment of DPWH NIR Office

Notably, the re-establishment of the Negros Island Region (NIR) through Republic Act No. 12000, "An Act Establishing the Negros Island Region," has led to the creation of a DPWH Regional Office in the said region, as stipulated in Department Order (D.O.) No. 170, s. 2024. The newly established

DPWH NIR now oversees the DEOs listed below in Negros Occidental, including Bacolod City (formerly under Region VI), as well as Negros Oriental and Siquijor (formerly under Region VII).

District Engineering Office (DEO)	From	To
Negros Occidental 1st	Region VI	NIR
Negros Occidental 2nd		
Negros Occidental 3rd		
Negros Occidental 4th		
Negros Occidental 5th		
Bacolod City		
Negros Oriental 1st	Region VII	NIR
Negros Oriental 2nd		
Negros Oriental 3rd		
Siquijor		

Moreover, significant developments have taken place for the year in consideration, specifically with the establishment of Iloilo 6th DEO on October 16, 2024 per D.O. No. 183, s. 2024. Additionally, the reclassification of Lanao Del Norte 1st DEO and Masbate 3rd DEO per D.O. No. 82 and 175 series of 2024, respectively, from 2nd class to 1st class DEOs, as well as the reclassification of Camarines Sur 2nd DEO and Cagayan De Oro 2nd DEO per D.O. No. 161 and 162, respectively, from 3rd class to 2nd class DEOs.

As a result, there are a total of one hundred ninety-six (196) regular DEOs, 1 Sub-DEO, and four (4) PMOs nationwide as of October 16, 2024 cut-off *(Please refer to Table O)*.

Table O. *Number of Regular DEOs, Sub-DEOs and PMO as of CY 2024**

Region	Regular DEO				Sub-DEO	PMO	Total
	First Class	Second Class	Third Class	Total			
CAR	3	9	-	12	0	-	12
NCR	4	3	2	9	0	-	9
I	5	5	-	10	0	-	10
II	6	4	1	11	0	-	11
III	6	8	2	16	0	-	16
IV-A	6	10	-	16	0	-	16
IV-B	6	2	-	8	0	-	8
V	5	10	-	15	1	-	16
VI	9	8	-	17	0	-	17
VII	3	12	-	15	0	-	15
VIII	7	7	-	14	0	-	14
IX	4	6	1	11	0	-	11
X	7	5	2	14	0	-	14
XI	8	3	-	11	0	-	11
XII	6	2	-	8	0	-	8
XIII	3	6	-	9	0	-	9
BARMM	-	-	-	-	-	4	4
Sub Total	88	100	8	196	1	4	201

Summary	
DEO	**Total**
Regular DEO	196
Sub-DEO	1
PMO	4
Total	**201**

*Based on the October 2024 cut-off

The classification of a DEO determines its staffing pattern or workforce as set by the Human Resource and Administrative Service (HRAS) of the Department. Each regular DEO is classified as either 1st, 2nd or 3rd class based on its equivalent road length. As of the October 2024 cut-off, eighty-eight (88), one hundred (100), and eight (8) DEOs are under the aforementioned classifications, respectively. The classification of a Sub-District Engineering Office (Sub-DEO) is only designated once it transitions into a regular DEO or once its creation is officially enacted through legislation. Similarly, the engineering offices under BARMM do not have a classification yet, as they have not been declared regular DEOs.