



Department of Public Works and Highways

110
YEARS

DPWH
2008 Annual Report

Building on the

STRENGTH

and **Experience** of Bridging **People and Progress**

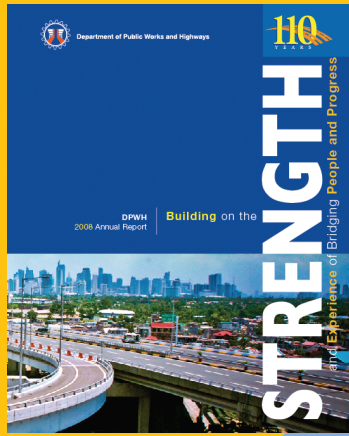


Our Cover

Building on the strength and experience of 110 years of bridging people and progress

For over a hundred years, the Department of Public Works and Highways has progressively established exceptional pillars of strength and expertise in bridging the nation towards development through building public infrastructures that lead to social change.

From roads and highways to bridges and flood control structures, DPWH faces a challenge of not just building and implementing, but to open new development opportunities. Firm like steel, the department has proven its strength and craftsmanship through the infrastructures and public works that the nation enjoys today.



Our Vision

DPWH is a model agency in government, 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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MALACAÑAN PALACE MANILA

Message

Warmest greetings to Secretary Hermogenes Ebdane and the men and women of the **Department of Public Works and Highways (DPWH)** on the publication of the *DPWH 2008 Annual Report*.

Infrastructure is the foundation of a strong Republic. It facilitates economic activity, enhances mobility, improves living conditions, and contributes to the achievement of social justice, key factors that will help maximize opportunities and realize the potentials of the Filipino people. Through the years, the Department of Public Works and Highways has implemented various infrastructure projects under our Medium Term Development Plan and the Nautical Highways and Super Regions Program.

In 2008, the DPWH has constructed and repaired some 6,536 kilometers of national roads, 20,423 lineal meters of national bridges, 1,329 flood control projects, 3,423 new classrooms, and various 7,713 infrastructure projects ranging from water supply, irrigation and other national buildings. This year, we will be boosting government spending on infrastructure to achieve modest but continued economic growth and keep our status as an island of calm amidst the global economic turmoil.

The publication of the DPWH 2008 Annual Report will help us assess our gains and identify the areas that need improvement so we can finally realize our goal of building a Strong Republic.

Mabuhay kayong lahat!

Gloria Arroyo
GLORIA MACAPAGAL-ARROYO

MANILA
April 2009



Secretary's Message

The public works accomplishments of 2008, which also marked the 110th anniversary of the Department of Public Works and Highways, is proudly chronicled in the 2008 Annual Report.

The work we have done embodies the true spirit of service that has been the hallmark of the Department of Public Works and Highways, dating back to its inception in 1898. We continue the job of paving the way for the future, and leading the march towards progress and prosperity.

The task of completing the SONA and pump-priming projects of Her Excellency President Gloria Macapagal Arroyo has been a test of our determination and our teamwork. This Annual Report shows just how much we have done, because we have been working as one.

I commend the men and women of the Department for a job well done, and I challenge everyone to do even better in the years ahead. Our pledge of service demands no less.

Let the spirit of service and the pledge of professionalism be our guiding lights as we deliver on our promise to use our strength and experience to build the roads to an even brighter future.

Mabuhay tayong lahat!



HERMOGENES E. EBDANE, JR.

Secretary

Department of Public Works and Highways





convenience, above all will
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costs. The bridge widening
to facilitate fast conveyance
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BACKGROUND

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It started in 2001, when the Arroyo Administration laid down its goal of achieving a robust economy founded on strong infrastructure, particularly efficient road and bridge networks.

Over the past years, the Department of Public Works and Highways has implemented road capacity improvements, and traffic management and reduction schemes to address the worsening traffic congestion in major urban centers like Metro Manila, Cebu and Davao.

It has also completed the improvement of the Pan Philippine Highway in most parts of Cagayan Valley, Central Luzon and upgrading the arterial roads in Camarines Provinces, Negros, North Cebu, Samar, Zamboanga Peninsula, and General Santos-Davao-Bukidnon corridor.

A road maintenance and safety program has continuously been instituted.

Road management has reached greater heights through the establishment of a computerized Road Information and Management Support System (RIMSS) aimed at improving the quality and delivery of services in the provision and management of the national road network.

The DPWH has continuously implemented major flood control projects in large river basins in the country. In Metro Manila, two major flood control projects, the Manila Flood Control – West of Mangahan Floodway and the KAMANAVA Flood Control and Drainage System Improvement Project – are on-going.

Outside Metro Manila, the DPWH has implemented the Lower Agusan Development Project in Butuan City, the Ormoc Flood Mitigation Project, the Pampanga Delta Development Project. On-going projects include the Agno River Flood Control Project in Pangasinan and Tarlac, the Laoag River Flood Control and Sabo Project in the Laoag

EXECUTIVE SUMMARY

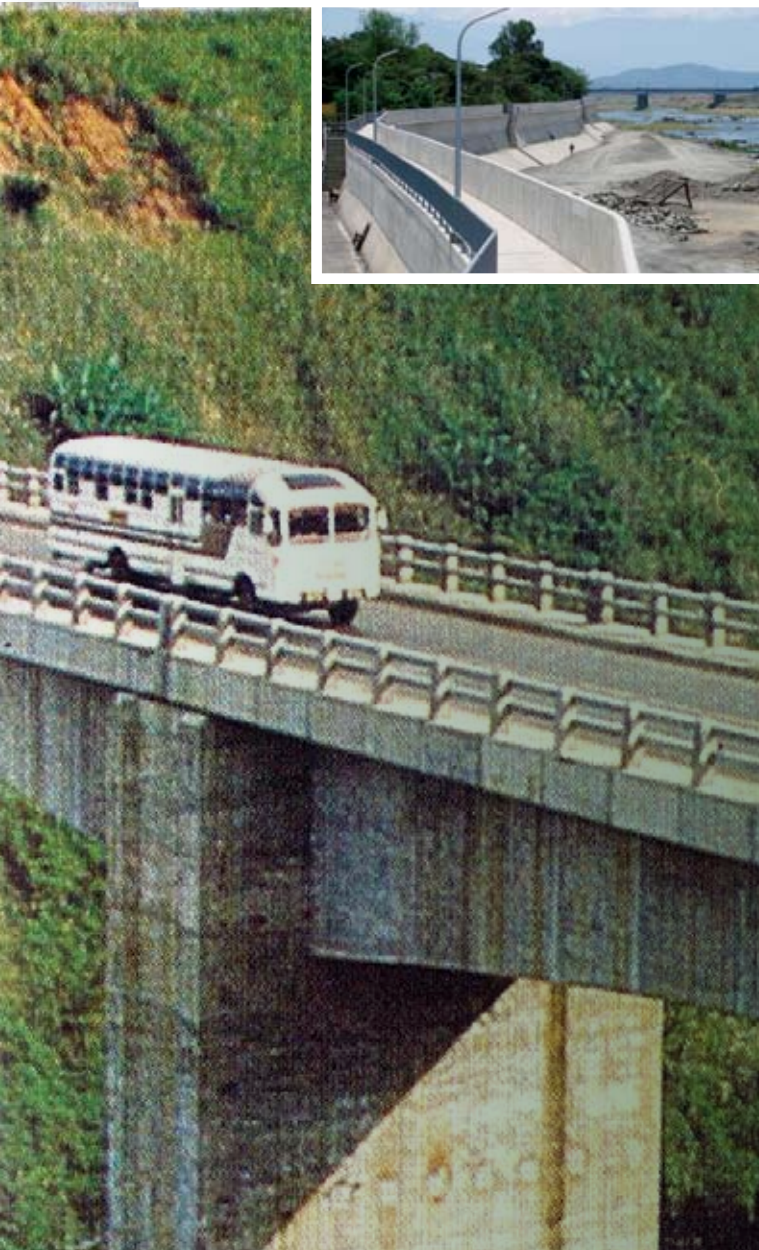




River Basin, the Iloilo Flood Control Project covering Iloilo City and the municipalities of Pavia, Alamodian, Cabanatuan, Oton and Leon in Iloilo Province, and the Lower Agusan Development Project, Phase II, as well as some major projects now being implemented in the lahar hazard areas in Pampanga.

For year 2008, the DPWH has accomplished its mandate through an intensified implementation of public works and highways projects to facilitate and reduce the costs of doing business and other economic and social activities.

Some 6,536.408 kilometers of national roads and 20,423 lineal meters of national bridges were constructed, improved and rehabilitated and built in 2008 at a cost of P43.458 billion.



About 1,329 flood control projects amounting to P5.068 billion were completed in 2008.

Some 7,713 other infrastructure projects costing P6.124 billion were completed in 2008, ranging from water supply and irrigation/canal and laterals, to national buildings and other public infrastructure.

To alleviate the classrooms shortage due to increasing number of school population, the DPWH completed a total of 3,423 classrooms costing P1.309 billion.

In addition, the DPWH, as executing agency for infrastructure projects funded under the budgets of non-infrastructure agencies, facilitated countryside growth with the improvement/construction of 75.74 kilometers (175 projects) of farm-to-market roads costing P 286.10 million under the budget of the Department of Agriculture; and improvement/construction of 3.298 kilometers (5 projects) of farm-to-market roads costing P 6.5 million under the budget of Department of Agrarian Reform.

President's Bridge Program: Constructed 410 bridges under "Tulay Ng Pangulo sa Barangay" with a total length of 14,585.490 lineal meters costing P 6.041 billion, 593 bridges under the "Tulay Ng Pangulo sa SZOPAD/Mindanao" with a total length of 15,944.090 lineal meters costing P 7.420 Billion and 200 bridges under "Countrywide Bridge Projects" with a total length of 5,011.912 lineal meters costing P2.287 Billion. Including eight (8) long bridges with a total length of 293.350 lineal meter costing P259.413 Million and four (4) flyovers with a total length of 1,116.830 lineal meter costing P1.649 Billion both for Tulay ng Pangulo sa Kaunlaran.

DPWH 2005-2010 MEDIUM-TERM DEVELOPMENT PLAN

INFRASTRUCTURE POLICIES AND STRATEGIES

Under the long and medium-term plans and programs, the following targets have been set:

- A. Pave all national roads with concrete or asphalt to increase ratio of paved length to total length of national roads from 70% in 2004 to 95% in 2010, with international roughness index (IRI) of less than 4.



B. Replace/construct national bridges with permanent structures throughout the country with the objective of increasing ratio of permanent to total national bridges, from 93% in 2004 to 100% in 2010.

C. Prioritize roads to support the 10-point agenda of the government with the following pertinent thrusts relating to road infrastructure:

- Complete the Nautical Highways to transport the produce of Mindanao to Luzon and Visayas. The DPWH is seeking to complete the paving and improvement of the remaining unimproved road sections of the Western, Central, and Eastern Nautical Highways as well as rehabilitation or replacement of weak bridges along the routes.

- Preservation and maintenance - increase in the allocation for maintenance of national roads from P4.8 billion to P13.5 billion by 2010 to fully meet computed needs, with international roughness index (IRI) of less than 4.
- Rehabilitation - provision of adequate funds to meet rehabilitation needs based on pavement and bridge management systems (PMS/BMS)

2008 SONA PROJECTS

Another major focus of the DPWH are the State of the Nation (SONA) strategic infrastructure road projects which has the following objectives:

- Support the Philippine government's second phase of economic reforms under which it is investing in better infrastructure and services to create jobs and improve living standards
- Support the restructuring of the Philippine economy into "Super Regions to bolster the 5 distinct sub-economic regions of the country:
 - Northern Luzon Agribusiness Quadrangle – agribusiness
 - Luzon Urban Beltway – globally competitive industrial and service center
 - Central Philippines – tourism
 - Agribusiness Mindanao – agribusiness
 - Cyber corridor – information and communication technology and knowledge economy

To create opportunities across the country and serve as catalyst for development, the following are the DPWH development projects under PGMA SONA:

NORTH LUZON AGRI-BUSINESS QUADRANGLE: KEY TO POVERTY ALLEVIATION

Agriculture is the strength of North Luzon AgriBusiness Quadrangle, the development blue print for the Northern Philippines, and this strength, if fully harnessed, is the best weapon in fighting poverty.

In promoting agribusiness, the administration of President Gloria Macapagal-Arroyo aggressively pursues more infrastructure projects that would further improve the economic condition.

The President has stressed the need to improve infrastructure facilities to meet the vision for North Luzon to "feed the whole of Luzon" and take advantage of the region's proximity to North Asia by exporting its produce to these neighboring Asian countries.

The widening/concreting of the Halsema Highway will facilitate the easy transport of farm products to market centers as well as hasten travel time to the scenic and one of the listed UNESCO World Heritage Banaue Rice Terraces.

Phase I of the project covering the improvement of 84.84 kilometers La Trinidad-Mt. Data Section was completed at a costs of P1.038 billion.



- Decongest Metro Manila through the completion of expressway projects and undertake projects to speed traffic in and out of Metro Manila
- Address critical transport bottlenecks. In urban areas, the DPWH is implementing widening, traffic management and intersections improvement to ease congestion; while in rural areas, paving and improving arterial road links between regional centers and production areas.
- Improve access to major tourist destinations through the paving and improvement of roads leading to tourist complexes at Cebu-Bohol-Camiguin, Palawan, Cordillera, Clark-Subic and Davao.

D. Allocate infrastructure funds according to the following order priority:



Phase II covers the 50.49 kilometers Mount Data-Bontoc-Banaue Section being improved at a cost of P1.095 Billion. The project, which was started in September 2006, is 30.97% complete.

Completion of the Mount Data-Bontoc-Banaue Section will decrease the travel time from Baguio to Bontoc from 5 hours to 3 hours.

Phase III covers the improvement of 44.80 kilometers Bontoc-Banaue Section at a cost P864 million. The project is 25.78% complete.

Farmers can now bring fresher vegetables at lesser transport costs as travel time has been reduced to merely 3 hours and could further slice down with the full completion of the road improvement project.

Mrs. Nelia Antonio, a farmer from Sabangan, Mt. Province said that the improved road minimize if not totally eliminate lost of products due to spoilage or spill out from their delivery trucks.

Another SONA Project, the upgrading and concreting of Bontoc-Tabuk-Tugegarao Road, will reduce travel time from Bontoc to Tuguegarao from 5 hours and 30 minutes to 3 hours.

Costing P3.289 Billion, the 108.03 kilometer road project has an accomplishment of P15.96%.

To facilitate prompt completion, implementation of the Bontoc-Tabuk-Tugegarao Road was divided into two (2) sections, 29.51 kilometers Bontoc-Tinglayan Boundary and 78.52 kilometers Tinglayan Boundary-Lubuagan-Tabuk Section.

Mr. Cresencio Sanchez of Kalinga said that the improvement of Bontoc-Tabuk-Tuguegarao Road resulted to increase number of public utility vehicles offering transport services. The improvement of roads in Tinglayan lessened waiting time for buses from Tabuk or Baguio to an hour.

DPWH has also pursued the improvement of 120 kilometers Baler-Aurora-Casiguran Road in Aurora Province knowing that infrastructure development is an indispensable requirement for progress of the province.

With an estimated cost of P2.337 billion for the gravelling and construction of road including rehabilitation, the Baler-Aurora-Casiguran Road Project is 4.84% complete and expected to be fully completed by March 2010. The completion of the road development will mean better accessibility to the province and its promotion as tropical adventure travel destination where pristine white beaches, abundant waterfalls are located.

LUZON URBAN BELTWAY: INDUSTRY AND INVESTMENT HUB OF THE PHILIPPINES

The government aims to promote the Luzon Urban Beltway (LUB) as a globally competitive logistics and services center by improving and integrating the transport infrastructure system in the Super Region to better serve industries and travelers; ensuring the sufficient supply of power and reducing its costs; providing clean water; and addressing the flooding situation in its urban areas.

To achieve this, the government is implementing various infrastructure projects aimed at speeding up and lowering the transport cost to make the super region more competitive. A high impact project under the implementation of the DPWH-Region 3 is the improvement of Tarlac-Nueva Ecija-Aurora-Dingalan Port Road project with approximate length of 120.65 kilometers.

The P1.575 billion worth road project strategically connects the three major provinces of Central Luzon (Tarlac, Nueva Ecija and Aurora) producing an enormous agricultural products supplying Metro Manila. The three provinces are included among the most rice producing provinces of Central Luzon, if not the whole country.

When completed, it will also facilitate access to major transport modes by land, air and sea because it will directly link Subic-Clark-Tarlac Expressway Project with Dingalan Port, the later envisioned to promote trans-Asia shipment with neighboring countries in the Pacific Coast.

The project which is 42.42% complete is also envisioned to propel agricultural, industrial and tourism growth and development by generating more income and job opportunities to the serviced provinces. It also compliments the RO-RO transport system in the country. The project will not only assure mobility of transport and services, but it would likewise ensure road user's savings in the form of transport cost gained thru the reduction of vehicle operating costs.

The project road is a combination of several roads sections namely: 1) the Tarlac-Sta. Rosa Road, Length = 40.903 kms, 2) part of the Daang Maharlika Road, Length = 8.864 kms, 3) part of the Nueva Ecija-Aurora Road, Length = 18.793 kms, 4) the Jct. Tablang-Gabaldon Road, Length = 38.658 kms, and 5) the Gabaldon-Dingalan Port Road, Length = 7.608 kms.

Mrs. Corazon Cagayan, motorist and resident of Fort Magsaysay, Nueva Ecija said she really felt the sincere desire of President Arroyo to bring the country to development. "Napakaganda po ng ganitong proyektong kanyang ginawa kaya nga nabe-bless kami sa kanya dahil nandito talaga yung puso nya na talagang makatulong para sa atin."

Jose Linatoc, a construction foreman and resident of Barangay Las Piñas, Peñaranda, Nueva Ecija and Carlito Gulalayao, laborer from Mabanag, Sta. Rosa, Nueva Ecija were two of the hundreds of people given jobs.

The road project provides relief for the people of Laur, Gabaldon and Dingalan. It is anticipated that the completion of the Fort Magsaysay section will not only speed up travel time but also provides scenic view to travelers.

Governor Bellaflor J. Angara-Castillo of Aurora Province said this is really the dawning of Aurora, "Aurora" is dawn. "So now is the time for progress, we are thankful to the President, to the DPWH and to all who supported the progress that we have, and to uplift the condition of the people of Aurora, to remove us from list of provinces considered poor".

"With the President's support, we finished the Dingalan RoRo Port, and shall be able to cement the road in Dingalan from Gabaldon to Dingalan, so there you can find out that in order to negotiate from Cabanatuan, Nueva Ecija to Dingalan, Aurora would only take 45 minutes. Can you imagine, before, it is about 3 hours. So the improved movement is not only of products but of people. People are now commuting faster, its just like commuting, Quezon City to Manila which would be more difficult to negotiate."

"Because of this road network, we are confident that our neighboring provinces will do business with us," Governor Angara-Castillo said.

In Southern Tagalog, the completion of the Marikina-Infanta Road from Masinag Junction/Antipolo, Rizal up to Infanta, Quezon involves a total length of 109.125 kilometers.

The P2.323 billion Marikina-Infanta Road Project that is 38.35% complete is one of the most important links between the towns of Quezon and Rizal to the National Capital Region (NCR). It is a scenic mountain highway that connects Metro Manila with the municipality of Infanta in Quezon Province.

It is also considered a crucial infrastructure project that would bolster development of the northeastern towns along the Pacific Coast.

With the sustained effort of the Government and its partners in the private sector and international organizations, several projects were completed in year 2008 including the Subic-Clark-Tarlac Expressway, major components of KAMANAVA Flood Control Project, and Southern Tagalog Arterial Road.

The Subic-Clark-Tarlac Expressway (SCTEx) is Bases Conversion and Development Authority's biggest and most ambitious project to date, a major infrastructure, which is envisioned to serve as a backbone of development in the Central Luzon region.

The project involves the detailed design, right-of-way acquisition, construction as well as the operation and maintenance of 93.7 kilometers (inclusive of spur roads) of asphalt concrete pavement (ACP) expressway on mostly lahar embankments.

Known as the country's longest expressway, it is envisioned to transform the area into a super region that would attract investors worldwide through the integration of all economic activities in the Subic Freeport and Special Economic Zone and the Clark Special Economic Zone, and the Central Techno Park in Tarlac.

On the otherhand, construction of Southern Tagalog Arterial Road (STAR) Road under BOT concessionaire Star Infrastructure Development Company from Lipa to Batangas City and operation and maintenance of the entire 40 kilometer STAR from Sto. Tomas to Batangas City will support the CALABARZON Development Area and connect other Regions in Luzon, Visayas and Mindanao through the strong Republic Nautical Highway.

The construction of the P2.51 billion Lipa City to Batangas City Section of the Southern Tagalog Arterial Road (STAR) Project, which involves the construction of a 4-lane 20-kilometer road, will cut travel time from Sto. Tomas, Batangas to Batangas City by 40 minutes.



Luzon Urban Beltway is the site of various industrial, commercial, institutional and service establishments, making it the most productive and populous region in the country. This enhances the viability of toll road projects and prove attractive to private sector participation.

Toll road projects implemented through public-private partnership made possible through the BOT Law or through existing franchises granted by government to private sector or government owned corporation.

The North Luzon East Expressway (NLEE) Project is a proposed parallel expressway to the east of the Pan Philippine Highway from Plaridel, Bulacan to San Jose , Nueva Ecija with connections to existing roads.

The DPWH shall undertake the feasibility study of the NLEE in CY 2008-2009 while the design, which includes the parcellary survey and civil works, will be implemented through the Build-Operate-Transfer scheme and is expected to be completed in December 2010.

The Tarlac-La Union Toll Expressway which involves the construction in two phases of a 84.5 kilometer, 4-lane expressway from La Paz, Tarlac to Rosario, La Union will improve travel time to northern part of Luzon. The project runs parallel to McArthur Highway, passing through the Municipalities of Victoria Gerona, Paniqui, Moncada and San Manuel in Tarlac and Carmen, Urdaneta, Binalonan, Pozzorubio and Sison in Pangasinan and Rosario in La Union.

One of the main functions of C-5 is to decongest traffic in the inner core of Metro Manila by providing a continuous route connecting the South Luzon Expressway and North Luzon Expressway. The North Luzon Expressway, Phase 2 & 3 project will provide a 22.3 kilometer expressway that will link NLEX and SLEX.

The 6-lane expressway project will be undertaken by Manila North Tollways Corporation, (MNTC), a private consortium, and its partner, PNCC, at a cost of P2.104 billion.



Aimed at providing a higher type of facility towards Cavite and alleviate traffic congestion along Aguinaldo Highway and Tirona Highway is the Manila Cavite Toll Expressway. The project will also provide a direct link between Metro Manila and the Export Processing Zone in Cavite, thereby reducing travel time and cost to and from the industrial and tourist centers in Cavite. Costing P4.3 Billion, the 7 kilometers road project is 43.47% complete.

To increase the traffic capacity of the entire existing South Luzon Expressway, the South Luzon Expressway Extension (SLEX) project is being pursued consisting of three segments: Alabang viaduct; Alabang to Calamba; and Calamba to Santo Tomas.

The project will also extend the SLEX towards Sto. Tomas, Batangas to connect with the STAR. It would also support the economic activities in the CALABARZON area and the Strong Nautical Highway, as it would form part of the seamless expressway connecting Metro Manila and the International Port in Batangas.





The 37.23 kilometer SLEX Extension Project involves the rehabilitation, upgrading, expansion of the Alabang Viaduct and the toll road from Alabang to Calamba, and the construction of a toll road connecting SLEX to the Southern Tagalog Arterial Road. This P7.463 billion-project will be completed by December 2009. The project has an over-all accomplishment of 52.22%.

On the otherhand, the Metro Manila Skyway Stage 2 will be pursued covering the 6.88 kilometer stretch of Bicutan to Alabang. The complete Skyway project including the Buendia to Balintawak (North Luzon Expressway) segment which is under feasibility studies will link the NLEX to SLEX. The whole project is to be completed by 2015.

The NAIA Expressway Project will connect the new International Terminal 3 and the Centennial Terminal 2 to the Metro Manila Skyway, the South Luzon Expressway and Fort Bonifacio to the east and Roxas Boulevard via MIA Road to the west through a high speed, elevated toll road.

The NAIA Expressway-Metro Skyway link means speedier access to the Makati and Alabang business centers, while the Roxas Boulevard link would benefit airport users coming from Pasay and Cavite. Furthermore it will connect NAIA Terminals 1 and 3 to provide comfort to transiting airline passengers.

Under Phase 1 of the NAIA Expressway and its related roads project are the upgrading and widening of the existing Villamor (formerly Nichols) Interchange, which includes the construction of three access bridges and road widening along Pasong Tamo Extension and the East and West Service Roads of SLEX. Two elevated ramps known as Ramps 1 and 4 will connect the Skyway to the proposed main NAIA expressway viaduct along Sales Street and Andrews Avenue.

With the operation of the NAIA International Passenger Terminal 3 on the 63.5-hectare site of the Villamor Air Base, the completion of the NAIA expressway project is timely to cater the growing vehicular traffic.

CENTRAL PHILIPPINES SUPER REGION: DEVELOPING COUNTRY'S PREMIER TOURIST DESTINATION

DPWH road projects under the Central Philippines Super Regions will help increase tourism arrivals, tap the development potentials of even the smaller islands, and spur micro, medium, and small enterprises, agribusiness, and other job-generating activities.

The improvement of El Nido-Bataraza-Rio Tuba Road with a length of 358.38 kilometers would address the growing demand for better transport of goods and services towards world renowned tourism spots of the province of Palawan.

The road project, which is 27.44% complete, will provide a more reliable, efficient and safer transport infrastructure, which will enhance the broad-based development of Palawan and further contribute to the unimpeded flow of goods and services.

Improved road section in Palawan has hasten land travel to Puerto Princesa Subterranean River popularly known as

Underground River of Palawan, presently number 1 in the search for 7 new wonders of the world.

The other three sections, Taytay-Roxas, Puerto Princesa-Narra-Abo-Abo, and the Abo-Abo-Bataraza-Rio Tuba, are undergoing construction and shall all be completed by September 2009.

The development of El Nido-Bataraza-Rio Tuba Road will redound to economic development in terms of tourism, trade, commerce and industry and will hasten the deliveries and access to social services.

In Western Visayas, the Iloilo City-Sta. Barbara Road function as the main access leading to the new Iloilo International Airport located in the municipalities of Sta. Barbara and Cabatuan. The 13.096 kilometer road widening project is expected to address traffic congestion in the area.

DPWH in coordination with the concerned contractor is working 24/7, barring unforeseen events particularly unfavorable weather conditions.

The improvement of the Iloilo-Sta. Barbara Road is deemed necessary following the transfer and opening of airport at the municipality of Sta. Barbara and Cabatuan.

Mayor Arcadio H. Gorriceta of Pavia, Iloilo said that that the on-going road widening from the City of Iloilo to the airport passing Pavia Road section of around 5.6 kilometers will cut the travel time from the City of Iloilo to the airport.

Mayor Gorriceta said that the present travel time from Iloilo City of about 35 to 45 minutes could be reduced to 15 to 20 minutes once the four-lane road project is completed.

"It will be traffic-free already by that time. This will spark the economic development of Pavia, with the road network and I am very optimistic that once completed, Pavia will progress maybe twice or three times what we are experiencing in previous years" said Mayor Gorriceta .

Celso Lloriosa, a jeepney driver from Sambag, Jaro, Iloilo City said aside from much lower oil price lately, the DPWH thru its sound management of the road widening project by the contractor has made travel with much ease resulting to increased income.

Rowena Gabalonzo, an employee of West Visayas State University-Calinog Campus and residing at Jaro, Iloilo City said that the road improvement lessened her daily travel time.

Expected to reduce traffic congestion at the Iloilo-Roxas Road particularly the sections of Iloilo City and Legares/Zarraga town proper is the Metro Iloilo Radial Road.

Metro Iloilo Radial Road will contribute to the economic development of Panay Island as it will help reduce vehicular traffic along Iloilo-Roxas Road particularly the sections of Iloilo City and Leganes and Zarraga town proper.

The by-pass road starts from the proposed Iloilo Circumferential Road No. 1 and ends at about 1.50 kilometers north of Zarraga town proper where it merges with the existing Iloilo-Roxas Road

The project traverses predominantly irrigated ricefield and completion of the road will not only alleviate road traffic condition but also benefit the agricultural sector.

The Iloilo-Sta. Barbara Road and Metro Iloilo Radial Road has a combined accomplishment of 6.63%.

Another SONA Project in Western Visayas is the Pandan-Libertad-Antique/Aklan Boundary Road project with a total length of 27.7 kilometers which is the first segment of the Pandan-Malay-Nabas Road project.

The project road that was started only last December of the year starts at the Pandan junction of the Patnongon-Nabas Road, traverses the coastline and ends at Libertad.

The improvement of the project road will provide increase mobility and accessibility of goods and services considering that it will also serves as an access road leading to Catiguan in Malay, the take off point to Boracay Island, a famous tourist destination in the area.

Almost 80 percent of the claimants for the road right of way has been paid, with more or less 20 percent for payment.

In Negros Island, the New Bacolod (Silay) Airport Access Road Project is an airport access road that runs parallel to and about 3 to 4 kilometer east of Bacolod City Coastal Road and transverses mostly sugarcane fields at the back skirt of Talisay City and Silay City in the Province of Negros Occidental. It branches off the north tip of the existing Bacolod Circumferential Road and ends at Silay-Guimbalaon Road at about 500 meter west of the New Bacolod (Silay) Airport.

The 10.12 kilometers road project will provide smooth access to new Bacolod Airport from Bacolod City, reduce traffic congestion of Bacolod Coastal Road: North Section and will form a flexible road network.

An alternate transport route which will reduce travel time and transport cost between Mindanao and Luzon via Visayas and also further promote shipping services is the 161.971 km Aroroy-Esperanza Road in Masbate.

The 19.31% complete Aroroy-Esperanza Road support the Central and Eastern Nautical Highways and physically integrate with and link Bicol to other regions with lesser transport costs.

This P1.184 billion road project is a component of the Central Nautical Highway in Bicol Region and programmed for completion in December 2009.

There are four road improvement projects that interlink Aroroy Port and Cawayan Port along the nautical highway in Bicol.

These are the concreting of Aroroy-Baleno-Lagta-Jct. Malinta Road, Jct. Uson (Buenavista)-Cawayan Road, Cataingan-Esperanza Road, and San Pascual-Claveria Road.

The Central Nautical Highway which connects Bicol Region to Visayas and Mindanao (Masbate, Bohol, Camiguin and Misamis Oriental) was launched by President Gloria Macapagal Arroyo in April 2008.

"With this Ro-Ro system, my four kids and I now live comfortably through the profit from my buy-and-sell business," said Florida Bunan of Masbate City. Bunan regularly shuttles from Masbate to Legazpi City and Cebu City to shop for merchandise items.

In Central Visayas, the P2.309 billion worth Cebu North Coastal Road provides a shorter northern route to the Mactan International Airport through the Second Mandaue-Mactan (Marcelo Fernan) Bridge.

The project is a 9.45 kilometer, 4-lane, divided highway running parallel to the existing main north-south access.

Cebu North Coastal Road will improve economic activity of central and northern Cebu through efficient transport of goods and services between northern and central Cebu.

The project, 1.97% complete, stretches through the coastal areas of Mandaue City, Consolacion and Liloan, avoiding congested business centers will link the northern towns of Cebu to the Cebu reclamation area and the proposed Cebu International Container Port.

Access to world famous Chocolate Hills has improved with the completion of the 260.60 kilometers Bohol Circumferential Road in Central Visayas.

In Eastern Visayas, DPWH is undertaking the improvement of some 240.53 kilometer portion of the Maharlika Highway in Samar. The P7.031 billion worth project has attained more than 31% completion to date.

Two on-going sections, the 52.70 kilometer Calbayog-Gatanguit Section and 59.53 kilometers Gatanguit-Calbiga Section, has an accomplishment of more than 80% and 75%, respectively.

The accomplishment posted is more than 25% ahead of the target accomplishment. The project that was started in January 2007 is expected for completion by the end of December 2009.

The project consists of rehabilitation works on deteriorated portland concrete cement pavement, improvement and widening of shoulder, and patching/resealing of cracks on existing pavement prior to asphalt overlay. Other work includes rehabilitation of seven bridges, construction and/or upgrading road shoulders, provision for drainage facilities, and slope protection works.

On the otherhand, contract agreement are under process for the 35.70 kilometer Allen-Malaga Section, 36.76 kilometer Malaga-Calbayog Section, 55.884 kilometer Calbiga-Tacloban Section.

Another project, the 44.25 Kms San Isidro-Lope De Vega Road in Northern Samar, which is 15% completed, will provide access to three tourism destinations namely Busay Falls of Barangay Seven Hills, San Isidro and Ugsad and Pangasilan Falls, both of Barangay Mabini in Catarman.

Also, the 102.45 kilometers Laoang-Lapinig-Arteche-San Policarpio Road or Samar Pacific Coastal Road with estimated cost of P2.452 billion is proposed for financing under the Korean Economic Development Cooperation.

These road improvement projects of the DPWH will facilitate inter-island transportation, and commerce, and further enhance tourism in the Central Philippines Super Region.

AGRIBUSINESS MINDANAO: COMPETING IN EAST ASIA GROWTH AREA

Boosting its competitive edge with the countries in East Asia Growth Area (EAGA), Mindanao holds to its promise to fast becoming an agri-business economy through massive infrastructure development. Mindanao, located at the southern part of the Philippines is part of BIMP (Brunei Darussalam, Indonesia, Malaysia and the Philippines) – EAGA, Asia's largest regional grouping.

Productive sectors of these territories of ASEAN nations include agriculture, fisheries, forestry, industrial development and tourism.

For Mindanao, potentials on fresh fruits, fish, marine products, plantation crops, construction materials and textiles are very encouraging. Thus, it aims at improving its export values in marine and agricultural products, canned pineapple products and textile manufacturing. Lately, tourism industry potential of Mindanao has also benefited from this development.

In support of harnessing Mindanao to become a key player in agribusiness, the administration of President Gloria Macapagal-Arroyo has poured a total of P20.183 billion worth of infrastructure projects allotted purposely for Super Region projects. To date, these projects have an aggregate accomplishment of 38.64%.

Among the first SONA projects completed is the Diosdado Macapagal bridge and the Butuan by-pass road which were completed in early 2007 at a cost of P2.16 billion. This engineering and visual marvel is located at the highly commercial Butuan City in the heart of Northeastern Mindanao's CARAGA region. The 907.6-meter long, 11.4 meter wide bridge links to important highways that cross into the city. It is a product of earthquake-proof Japanese technology, adopting a steel-cable stayed suspension system and boring its main pile foundation to the bedrock of the Agusan River.

The Super Region infrastructure plan boasts of its ambition to connect Lanao del Norte and Misamis Occidental crossing the Panguil Bay. It requires the construction a 2,360 meters bridge and approach roads of 1,240 meters. The Panguil Bay bridge project is proposed to be undertaken through Build Operate Transfer (BOT) framework. At present, the contract for the geotechnical investigation works is under process.

One of the significant projects included under the SONA program is the Dinagat Island road network project which provides accessibility to the remote towns of the island thereby harnessing their functional roles and maximize productivity to areas where there are development opportunities.

The project road in the Province of Dinagat Islands covers the main road from the municipality of Dinagat to Loreto which has a total length 89.80 kilometers and the 20.63 kilometer access road leading to the municipality centers costing P500 million.

The project has posted an accomplishment of 29.95%. This road network, classified as national roads, functions as the main trunkline of the Island connecting the adjoining municipalities of Dinagat, Cagdiano, San Jose, Basilisa, Libjo, Tubajon and Loreto.

Benefits of the Dinagat Island road network is already being felt by the island residents. Francisco Bayaban, a fisherman in Barangay San Jose, said, *"noon sa kabila kami nangingisda, mahirap dalhin ang mga huli naming isda sa palengke ng San Jose dahil wala kaming kalsada. Kailangan pa naming umikot ng malayo sa dagat gamit ang aming bangka. Ngayon, iba na kasi meron ng kalsada, kahit may bagyo nadadala pa rin namin ng mabilis ang paninda sa palengke."* (Before the construction of the road, we fish at the other side of the island. We find it very difficult to transport our catch to the market because there was no road. We have to use our banca. But now, with the road, even during unfavorable weather condition, we can transport our catch to the market.)

Aimed at decongesting traffic along the main national highway of Iligan City is the Iligan Circumferential Road project.

The project involves concreting of 10.518 kms two (2) lane circumferential road which begins at Mandulog Bridge 1, Barangay Hinaplanon and traverses Barangays Luinab, Del Carmen, Pala-o, Pugaan, Ubaldo Laya, Tubod and Tomas Cabili and ends at the Macapagal Avenue (National Highway) fronting the NSC Compound.

This road interconnects the city streets for easy mobility of motorists and smooth delivery of goods and services and will provide direct access to the integrated bus/ jeepney terminal and farmer's complex in support to the development plans of the city government.

Due to concerns in the acquisition of right-of-way, the project has only posted 1.43%. Nonetheless, the DPWH coordinates closely with the City Government of Iligan in the negotiation process with the affected lot owners.

The improvement of Dapitan-Dakak Road with a length of 10.766 kilometers passing through barangays



Talibay, Santo Niño and Taguilon which is the main access road to the world renowned Dakak Beach Resort will provide safety, convenience and satisfaction of all road users, increase accessibility, boost tourism, improve economic activities and way of life of the people living in the area.

The project costing P361 million has posted an accomplishment of 38.57%.

Mrs. Anita de Jesus, a public school teacher in Dapitan City Elementary School said that the road has made their travel faster and more convenient. Before, she said, the Dapitan-Dakak road was not that good.

Costing P3.938 billion, the Zamboanga West Coast Road project passes through the municipalities of Baliguian, Siocon, Sirawai, and Sibuco in Zamboanga del Norte identified as the most remote and depressed municipalities in the Zamboanga Peninsula and in the country. Due to the absence of an efficient road network, economic activities were not so encouraging. No investors would come in, no job opportunities, no trade and commerce which made the lives of the local people very difficult.

However with the construction of 172.72 km Zamboanga West Coast Road Project which is 14.23% complete, will ensure provision and delivery of much needed basic service, enhancement of agricultural production, protection of wildlife and natural resources, spur economic and social activities thus improving the quality of life of people. The completion of the road project will also improve peace and order condition in these very remote areas known to be lairs of bandits and insurgents.

Junction Awang-Upi-Lebak Road with a length of 104.93 km is part of an inter-regional link between Central Mindanao, Region XII and ARMM through its coastal municipalities. The road also forms part of the north-south backbone that links different major roads via Marbel Allah or Koronadal.

The project just started November this year. Improvement/rehabilitation of Junction Awang-Upi-Lebak Road will reduce poverty and promote economic growth in Central Mindanao area by facilitating movement of goods and services between the rural communities and the alternative markets in the neighboring urban centers including Cotabato City, by providing access to the centers of agricultural, industrial, fishing, commercial and tourism activities in the areas, and to function as a part of north-south national road from Cagayan de Oro to General Santos.

The 151.88 km Kapalong-Talaingod-Valencia, Bukidnon Road Project is envisaged to serve as an alternate route to the Davao-Calinan-Bukidnon Road and Agusan-Davao Road as distance savings particularly for those vehicles going to or coming from Bukidnon, to and from Davao Del Norte, Davao Oriental, and southern area of Agusan Del Sur and their environs.

The project, costing P3.615 billion, starts at the municipality of Kapalong, Davao del Norte, about 20 kms from the Pan-Philippine Highway in Tagum City, and passess through the municipalities of Talaingod, Davao del Norte and San Fernando, Bukidnon until the junctions of Sayre Highway in the city of Valencia, Bukidnon. The project road which is 37.83% complete covers an approximate length of 151.88 kilometers from Region XI to Region X.

The Surigao-Davao Coastal Road in the provinces of Surigao del Norte and Surigao del Sur in Region XIII or CARAGA Region and Davao Oriental in Region XI forms part of the arterial road network and is classified as one of the Region's strategic roads. The project has a total length of 436 km costing P6.77 billion.

The project has an average accomplishment of 39% with the 66.650 km Manay-Mati Section completed on September 2008.



The road project will promote and sustain regional industries such as mining and agricultural activities for the improvement of the economic condition or status of the inhabitants in the area.

Another development project, the P90 million worth improvement of 89.27 km Hawilian-Salug-Sinakungan Road has an accomplishment of 80.73%

The project supports the sustainable economic growth of Northeastern Mindanao and whole of Mindanao in general and generates savings in terms of vehicle operating costs/maintenance cost for the road users.

Aside from benefiting agriculture, Ms. Baby Ladan, Barangay Tourism Chairman of Barangay Britania, San Agustin, Surigao Del Sur said that the completion of the concreting of Amontay-Sto. Nino Section of the Surigao-Davao Coastal Road will have a considerable impact to the growth of tourism in their community as it will facilitate better access to various tourism island destinations in CARAGA.

ROLE OF DPWH IN STRONG REPUBLIC NAUTICAL HIGHWAY

- To provide the road and bridge network that will enable the efficient flow of goods and people from port to port, from island to island.
- DPWH puts its resources and manpower to the completion and maintenance of the road network in the identified routes of SRNH.

CONCEPT OF OPERATIONS

- Road improvement and maintenance of land routes that link up the ports which act as gateways to the sea routes.
- Policy is anchored on timeliness, cost efficiency and long-term viability.

STRATEGIC ACTIONS

- Prioritize ground work based on parallel timeframes of other concerned government agencies.
- Tap the expertise of allies to augment and boost the functionality of each component project.
- Harness the community and concerned citizens in overseeing the process for transparency.

Western Nautical Highway will link Luzon via Batangas and Mindoro; to the Visayas Islands of Panay, Negros, to Northwestern Mindanao.



Central Nautical Highway will link Luzon via Bicol and Masbate; to the Visayas Islands of Cebu and Bohol; to Central Mindanao.

Eastern Nautical Highway will link Luzon to the Visayas Islands of Samar and Leyte to Northeastern Mindanao.

DPWH implemented various maintenance works along identified road network of the Strong Republic Nautical Highway to efficiently transport the products of Mindanao to Luzon, via Visayas and vice versa.

At the end of CY 2008, DPWH has accomplished the following:

- Western Nautical Highway (WNH): Out of the 1,096.16 km total length of WNH, 579.66 km are already improved mainly in Batangas, Mindoro Oriental, Negros Occidental and Oriental, Aklan, Iloilo, Capiz and Zamboanga del Norte; 196.30 km are on-going and 236.46 km are proposed for improvement in Batangas, Mindoro Oriental, Negros Occidental and Oriental, Aklan, Iloilo, Capiz and Zamboanga del Norte.
- Central Nautical Highway (CNH): Out of the 644.97 km total length of CNH, 486.14 km are already improved mainly in Sorsogon, Masbate, Cebu, Bohol and Misamis Oriental; 88.35 km are on-going and 70.48 km are proposed for improvement in Masbate.
- Eastern Nautical Highway (ENH) : The 1,276.31 km total length of ENH, all are paved but needs to be rehabilitated. Rehabilitations of about 136.9 km are on-going mostly in the provinces of Samar and Davao del Norte and 213.6 km are still to be rehabilitated in 2010.



POLICY DIRECTIONS

NATIONAL ROADS CONVERSION

DPWH declared various local roads in the provinces of Tarlac and Pampanga; Tuguegarao Diversion Road in Cagayan 3rd Engineering District, Region II; Lala-Salvador-Tubod Road in Lanao 1st Engineering District, Region X; road sections under District Engineering Offices in Region V; and the Enrique A. Garcia, Sr. Avenue in Bataan 2nd Engineering District, Region III into National Roads as the agency exercised its authority to classify roads and highways into national roads based on Executive Order No. 124 (D.O. #1, S.2008 January 18) (D.O. #39, S.2008 August 3) (D.O. #41, S.2008 August 3) (D.O. #19, S.2008 August 21) (D.O. #51, S.2008 September 3).

FAST-TRACKING AND TRANSPARENCY IN PROJECTS

In compliance with President Gloria Macapagal - Arroyo's commitment to fast-track the SONA Strategic Projects, the implementation of the projects in Quezon, Palawan, Iloilo and Antique; Butuan City - Las Nieves - Esperanza- Bayugan Road, Agusan del Norte / Agusan del Sur; and the New Bacolod (Silay) Airport Access Road, Negros Occidental were

transferred to the supervision and control of the PJHL-PMO. (D.O. #3, S.2008 January 22) (D.O. #14, S.2008 February 18) (D.O. #19, S.2008 April 9).

All offices involved in the processing of documents on the procurement and implementation of local and foreign-assisted consulting services and civil works projects undertaken by Project Management Offices (PMOs), Bureaus and Services; and in the procurement of goods, will utilize the Document Tracking System (DoTS) not only to fast track the completion of the projects but also to be more transparent in its operations.

ROAD SAFETY IN PROJECTS

To improve road safety in the national road network, the standards and guidance for planning, design, road safety and for risk assessment provided in the DPWH Highway Safety Design Standards Manual, Part 1: Road Safety Design, and the standard specifications for road signs, pavement markings and other road safety devices as provided in the DPWH Highway Safety Design Standards; and Part 2: Road Signs and Pavement Markings Manual; are prescribed for all road safety projects, construction and maintenance activities. It also applies to all newly completed road improvement projects or on road sections identified as hazardous locations and/or on road sections with potential road hazards where safety devices are needed. (D.O. #13, S.2008 March 18)



ROW ACQUISITION FOR MANILA-CAVITE AND TARLAC-LA UNION TOLL EXPRESSWAY

The Infrastructure Right-of-Way and Resettlement Project Management Office (IROW-PMO) is authorized to proceed with the said on-going ROW acquisitions without having to submit the usual Resolutions from the Central IROW Committee and the validation by the IROW-TWG, as an exemption from the provisions of Department Order No. 34, series of 2007, and Special Order No. 80, series of 2007 to expedite the on-going right-of-way (ROW) acquisitions for the Manila-Cavite Toll Expressway Project and for the Tarlac-La Union Toll Expressway Project. (D.O. #26, S.2008 May 14)

As an exemption from DO No. 24, series of 2007, Project Director PATRICK B. GATAN of the IROW-PMO is authorized to approve up to P 50 million the corresponding vouchers

and other related documents for the payment of properties affected by the said ROW acquisitions.

FAST TRACK SONA PROJECTS THROUGH S-MarT

To fast track the implementation of SONA projects, the DPWH SONA Projects Monitoring and Advisory Team (S-MaRT) was created. (D.O. #30, S.2008 May 22)

The S-MaRT undertakes monthly assessment of all SONA projects based on the accomplishment reports submitted by the concerned Regional and Project Management Offices and identifies the specific areas (programming, financial or operational) which require focus and/or close monitoring. The team shall immediately formulate appropriate measures to address the problems identified to ensure expeditious implementation and timely completion of the projects.



ENSURING EFFECTIVENESS OF URBAN ROAD PROJECTS

The supervision and control for the implementation of the Improvement/Rehabilitation of Pedro Gil Street (from Taft Avenue to Embarcadero Street), City of Manila, was transferred to South Manila District Engineering Office for the implementation of the locally-funded Metro Manila Urban Transport Improvement Project (MMURTRIP), Phase II, Contract Package No. 3A. (D.O. #31, S.2008 May 30)

3-STRIKE POLICY IN PROCUREMENT OF CIVIL WORKS AND CONSULTANCY SERVICE CONTRACTS

To carry out the above provision and to promote professionalism and accountability, a 3-Strike Policy in the procurement of civil works and consultancy services contracts is prescribed. (D.O. #35, S.2008 June 17)

STRENGTHENING LOCAL GOVERNMENT UNITS THROUGH SPECIAL LOCAL ROAD FUND (SLRF)

Clarificatory guidelines are issued to strengthen the implementation of LGU Projects using Special Local Road Fund (SLRF) under the Motor Vehicle User's Charge (MVUC), particularly in the identification of implementing units undertaking the projects. (D.O. #42, S.2008 August 3)

IMPROVE PERFORMANCE THROUGH BRIDGE MANAGEMENT

To implement procedures and applications to improve the efficiency and performance of the DPWH, the Bridge Management System (BMS) has been adopted as the official procedure or system to monitor the condition of bridges on national roads and to develop programs of the major maintenance, upgrading and replacement of bridges requiring intervention to provide the required level of service. The BMS shall replace other systems that are currently used to monitor the condition of bridges and/or the development of the bridgework program. (D.O. #43, S.2008 August 3)

FLOOD AND HAZARD MITIGATION OF BICOL RIVER BASIN AND WATERSHED

To ensure the effective coordination and management of the Flood and Hazard Mitigation (FHM) Component of the Bicol River Basin and Watershed Management Program (BRBWMP) of the government, a DPWH Project Management Office, PMO-FHM, is created. (D.O. #54, S.2008 September 23)

EFFICIENT PROCESSING OF CLAIMS

A procedural flow is prescribed to facilitate the processing of extraordinary claims, which include, among others, unbooked claims, idle equipment/personnel claims, VAT differential, and interests due to delayed payment of progress billings of contractors. (D.O. #58, S.2008 October 23)



DPWH Celebrates 110 Years of Service

In 2008, DPWH celebrated its “one hundred ten years of service.” The occasion of the Department’s 110th Anniversary also came at a time when the agency is at the forefront of a renewed surge in expanding the network of roads and bridges that link our country to the future and to progress.

This was indeed a good opportunity to take stock of how well DPWH has done since June 23, 1898; for there is much to learn from the past.

This was also the time for DPWH to renew its commitment of service.

The anniversary theme “Building on the Strength and Experience of 110 years of Bridging People and Progress” underscored the agency’s wealth of experience and the depth of strength as an institution and as a team. The 110 years of the Department has inspired its men and women to work 110 percent every day.

The 110 years was not mere celebration but also a commemoration of the legacy of service and the record of success of the people who have made the DPWH what it is today.



Services Attuned to the 21st Century

PLANNING & PROGRAMMING PROCESS

The New Planning Process

The new planning process aims at the following: objectivity, transparency, integration of asset preservation and network development needs, ability to analyze alternative funding scenarios, make use of accurate and up-to-date data, establish and monitor key performance indicators and improved coordination with other agencies.

The new Infrastructure Planning Process utilizes tools and procedures which develop forecast and allocations for road/bridge development and preservation expenditure programs, and which provide the basis for prioritization of projects and optimization against performance and economic returns. These tools and procedures are the following:

- Road and Bridge Information Application (RBIA)
- Road Traffic Information Application (RTIA)
- Traffic Accident Recording and Analysis System (TARAS)
- Pavement Management System (PMS)
- Bridge Management System (BMS)
- Multi-Year Programming and Scheduling (MYPS)

Road and Bridge Information Application (RBIA)

The main benefits of RBIA are that it provides a single source of inventory data and makes up-to-date information available throughout the Department. This was simply not possible before, with different offices possessing different databases with different results. A single definitive source of data is essential in helping to plan and maintain the road network.

The data stored in different data-bases of RBIA includes Locational Referencing System (LRS), Inventory, Pavement (History, Strength, etc), Roughness, Visual Road Condition, Traffic and Video Images.

Road Traffic Information Application (RTIA)

RTIA is a set of applications that supports the activities of the National Road Traffic Survey Program (NRTSP). The NRTSP defines the processes from the collection to processing of data for both Traffic Counts and Axle Load Surveys. The NRTSP depends upon a mixture of automated and manual counts across the National Road Network.



The RTIA is composed of four components: the Traffic Data Entry Worksheets (TDEW), Traffic Data Entry Application (TDEA), Traffic Data Manager (TDM) and Traffic Information Component (TIC). These are designed primarily for users in the Traffic Analysis Section in the Central Office, and the Planning and Design Divisions and Sections in Regional and District Offices. However, annual summary traffic data from the RTIA is made available to all users who need it through the RBIA. Traffic Data in RBIA includes Traffic Volumes expressed in Annual Average Daily Traffic (AADT) and Axle Loadings in terms of Equivalent Standard Axle Load (ESAL) factors.

Traffic Accident Recording and Analysis System (TARAS)

TARAS is a text and graphic data entry and statistical query system which provides access to accumulated accident information involving traffic accidents that have occurred on national roads in the country. It is comprised of the following components:

- Data Entry
- Reporting and Analysis
- System Administration

Together, the system aims to store and analyse traffic accident data to help identify accident black spots and hazardous locations, produce summaries and trends regarding traffic accidents for input into road and bridge design processes as well as produce analysis reports that will assist in the strategic road safety planning and road safety policy development process.

Pavement Management System (PMS)

PMS is a comprehensive procedure/system which aims to improve the road quality and extend the pavement life. As analysis tool, it has simultaneous models to predict road deterioration and determine the road maintenance works effect. This system is customized to local condition, supported with technical upgrades.

PMS evaluates alternative strategies over a specified analysis period on the basis of predicted values of quantifiable pavement attributes subject to predetermined criteria and constraints (i.e. budget levels). This will help to improve the efficiency of decision making, expand the scope, provide feedback on consequences of decisions, facilitate coordination of activities within the agency, and ensure the consistency of decisions made for the entire national road network.

PMS is used for long-term, medium-term and annual planning and programming purposes. The Highway Development Management (HDM-4) strategy analysis is carried out for long-term planning to: define long-term road network needs, decide on network alternatives, determine long-term performance standard and set targets based on “what if” scenarios. The HDM-4 program level analysis is used to generate optimum medium-term multi-year programs for given budget constraints, which will ensure that the long-term targets can be realistically attained.

The output of this system is the work program consisting of the prioritized and optimized list of needs-based asset

preservation works (e.g. maintenance activities) and network development (e.g. improvement/ upgrading).

Bridge Management System (BMS)

BMS is a comprehensive procedure/system which aims to support the needs analysis, multi-year programming and annual budgeting for the preservation of the national bridge stock. It contains a sustainable bridge inspection program introducing standard method and procedure to conduct bridge inventory and condition surveys.

As an analysis tool, it contains an analysis structure to determine the bridge needs ratio based on the actual condition state of the bridges. To assure accurate data, inventory and condition surveys will be done only by the accredited bridge inspectors.

The output of the BMS is a prioritized list of bridges ranked based on the bridge needs ratio that would go to MYPS application for finalization of the multi-year bridge preservation program.



Multi-Year Programming and Scheduling Application (MYPS)

MYPS supports the planning process in DPWH through storage and management of candidate Programs and Projects. It manages the Department's Multi-Year Program, the first year of which eventually gets approved as the Department's Annual Infrastructure Program.

MYPS is integrated with the Department's other planning applications, including HDM-4 which performs economic analysis on the national road network, the Bridge Management System (BMS) which proposes maintenance works on the national bridge stock, and the Road and Bridge Information Application (RBIA).

MYPS is designed primarily for use by the Central Office's Development Planning Division and Programming Division. However, the results of MYPS analysis are distributed to Regional and District Offices for review and confirmation as part of the annual planning cycle.

Road Measures and Policy Reforms

The Government of the Philippines (GOP) has recognized the central role of DPWH in the creation of competitive transport

markets in which investment is encouraged in transport infrastructure and services. In the 1999-2004 Medium Term Philippine Development Programs, it is acknowledged that to accomplish this objective, a major change in strategy and institutional structure for the road sector, among others, need to be fully achieved. Hence, the DPWH has initiated a number of reforms in the financing and management of the road system in the Philippines, including the involvement of road users in the decision-making process for these activities. A number of programs have been initiated under this reform agenda with assistance from the World Bank, ADB and other international funding agencies.

In support of this agenda, road sector reform was initiated in 1997 and continued on under the National Road Improvement and Management Program (NRIMP) I which was undertaken from 2000 to 2007. NRIMP I was not only aimed at rehabilitating and upgrading of about 2,200 kms of the national arterial road network but also included a component in support of developing further the DPWH's institutional capacity designed to reform and strengthen business processes and institutional decision-making within the DPWH.



The institutional capacity building component of NRIMP has two main thrusts:

1. Business improvement, which aims to improve the quality and delivery of DPWH services through continuing the RIMSS business process reengineering effort, focusing on customer needs, improved efficiency and effectiveness and use of technology.
2. Policy and institutional reforms, which include creation of a road fund from road user charges, involvement of road users to oversee management and funding of the National Road System (NRS).

Under this, the Road Information and Management Support System (RIMSS) identified a number of priority packages for implementation encompassed within a set of Business Improvement Implementation Projects (BIIPS). Since its inception in April 1997, RIMSS has recommended significant changes in the areas of Network Planning and Programming, Design Review and Contract Management, Maintenance Management, Social and Environmental Management, Procurement Management, Financial Management and

Human Resource and Information Management. The institutionalisation of these systems is aimed to improve the quality and delivery of the DPWH services in the provision and management of the road system.

Aside from the National Planning and Programming application systems developed as part of the new planning process, other systems developed under the BIIPS of NRIMP are as follows:

a. Maintenance Management

Routine Maintenance Management System (RMMS)

This has been established within the DPWH to provide an analytical tool to assist with the network level planning process for maintenance management of the national road network. It assists in determining short and medium-term needs and preparing annual works program or paved and unpaved roads.

b. Social and Environmental Management

Social and Environmental Management System (SEMS)

This system ensures the building of environment-friendly and people-friendly roads and bridges. This is being utilized in environmental impact analysis for major projects in areas where they are situated.

Infrastructure Right-of-Way Management System (IROW)

Based on the improved IROW Procedural Manual of April 2003, an IROW application is being developed in phases. Phase I which is currently under development focuses on the automated preparation of documents, and functions of a monitoring system to enable managers to quickly determine IROW locations, status and progress on critical tasks; to assess project costs, milestones and quantities and to identify and track land parcels and improvements. Phase 2 will expand the application with enhanced integrated GIS functionality.

c. Financial Management

Electronic New Government Accounting System (e-NGAS)

It is a financial management system developed by the Commission on Audit (COA) to improve the recording and reporting of financial transactions. It has the capability to produce the Department's financial statements.

Electronic Budget Module System

This takes care of Special Allotment Release Orders (SAROs) and produces Sub-allotment Advices (SAAs) and Obligation Requests (OBRs). It also keeps track of the allotment balance.

Contractor and Consultancy Billing Guidelines

This has been used to assist in the processing of billings for delivered works. The number of referring and approving offices has been cut down by one half, and time allowed for the billing in accounting has been down from 17 to 7 days.

d. Procurement Management**Civil Works Registry (CWR)**

It is a powerful computer software application that serves as a data repository of all civil works contractors doing business with the department. CWR's main feature is its availability to check the eligibility of a contractor to bid on civil works project by validating its PCAB license, similar project experiences and financial data, thus, ensuring that only technically and financially capable firms are allowed to participate in the civil works bidding.

Document Tracking System (DoTS)

This is being utilized by all offices involved in the processing of document on the procurement and implementation of local and foreign-assisted civil works projects undertaken by Project Management Offices (PMOs) and Bureaus. The DoTS is implemented to monitor the progress of offices against established targets for the processing of civil works related documents.

e. Human Resource and Information Management**Executive Information System (EXIS)**

This system is designed for the executive committee to strengthen decision-making and provide executives with information at their fingertips for monitoring performance. EXIS summarizes data from various computerized systems such as Project Monitoring System (PMS), Civil Works Registry (CWR), Road and Bridge Information Application (RBIA) to provide high-level management information to executives in DPWH. In the future the PIS and e-NGAS will also be linked to the EXIS.

Agency Performance Indicators (API)

This provides agency level performance measurements and monitoring. This has been expanded to assist in measuring the performance of the Department.

Document Management System (DMS)

This system has been developed as a tool in implementing document management in all aspects of the Department as needed. This will be used for the upcoming Automation of Department Orders.

Personnel Information System (PIS)

This system is being developed by the MIS to aid in maintaining and/or organizing documents regarding DPWH employees. PIS is capable of providing "one-click" computer information about a certain employee and also provides its users the capability in performing cumbersome tasks of creating, upgrading and monitoring employee records with ease.

Training Management System (TMS)

This helps manage the training program. It contains an on-line catalogue of course names

and description of the training course and all its relevant information.

Policy and institutional reforms, which include creation of a road fund from road user charges, involvement of road users to oversee management and funding of the National Road System (NRS), designing an independent organization such as a Road Maintenance Authority (RMA) and reviewing remaining DPWH functions.

Creation of Road Fund from MVUC

In order to support the DPWH institutional program and the national roads investment program, a road fund was created from the Motor Vehicle User's Charge (MVUC). This road fund is being used to augment the funds sourced from the General Appropriations Act (GAA) for the implementation of the road maintenance program.

Creation of RPO

The DPWH established a Road Program Office (RPO) to monitor the road maintenance program to be funded from the Motor Vehicle User's Charge (MVUC). The staff from the Bureau of Maintenance where assigned to the RPO.

Adoption of the LTPBM Concept

The Long Term Performance-Based Maintenance (LTPBM) contracting or road networks is a new concept designed to increase the efficiency and effectiveness of road maintenance operations. Under this concept the DPWH and World Bank agreed to undertake the National Roads Improvement and Management Project (NRIMP) which is being implemented in three (3) phases – NRIMP1 (already completed), NRIMP2 (2008-2011) and NRIMP3 (future years). Other proposed road maintenance program proposed for foreign financing by ADB and JBIC will also embark on this new concept.

Priority given to Asset Preservation

The Department's present thrust is geared towards asset preservation which is a sound and cost-effective policy of maintaining and preserving roads before they reach the state of disrepair which will require bigger budget and more expensive works done on the road.

ASSET PRESERVATION

A paradigm shift in the Department's perception towards asset preservation was an important milestone in 2008. More emphasis was given in maintaining the national road network, considered a national asset. The thrust towards asset preservation is a sound and cost-effective policy because of the high economic returns from relatively inexpensive but sustained maintenance on the existing roads before they require more substantial repair.

With the end view of having good infrastructures, the Department allocated P16.027 Billion budget for the maintenance of roads, bridges, flood control structures, other public buildings, and calamity related damages, sourced from the Motor Vehicle Users Charge (MVUC) and from the General Appropriations Act.

A big slice of the allocation amounting to P13.532 Billion or 83% goes to the national road network, involving routine/carriageway and roadside maintenance, preventive maintenance and road safety programs for the 30,223.643 kilometers of national roads and bridges. Out of this length, 20,872.739 kilometers or 69.06% are paved, 9,053.23 kilometers or 29.965% are unpaved and 297.674 kilometers or 1% comprised the bridges.

Routine/carriageway maintenance program fund in the amount of P4.021 Billion was utilized to finance day to day maintenance operations on the national roads and bridges with works involving pavement patching and repairs (including potholes and crack sealing).

About 27,222 workers per month were utilized for the roadside maintenance program with an allocation of P1.850 Billion. Generally labor-based, the program activities involved the removal of obstruction/encroachment on shoulders, repair of side ditches and desilting of drainage canals and culverts, removal of debris to maintain water courses, vegetation control, and maintenance of signages and other traffic appurtenance on roadsides. Roadside maintenance program has greatly improved the appearance of the roadway and has sustained the stability of the whole road structure.

Another scheme that the agency has initiated for the preservation of the existing assets is the Preventive Maintenance Program which is aimed at extending the useful life of national roads nearing their designed service life. Some 770 projects or 1,099 kilometers of road was overlaid with asphalt or re-blocked with new concrete utilizing the P6.690 Billion funds.

Part of the road safety programs which has a budget amount of P663 million are the installation and operation of safety lights, road safety devices, and conduct of road safety education/training throughout the country to reduce the rate and severity of road accidents on national roads and educate the roads users on road safety matters.

A total amount of P1.421 Billion calamity fund was released for disaster management and calamity response for the repair and restoration of damaged infrastructures particularly in Leyte, Samar, Pangasinan, La Union, Zambales, Panay Island,

Romblon and Cotabato. The Department also lend a hand in constructing temporary shelters, bunkhouses to house the internally displaced persons or people affected in the armed conflict Mindanao specifically Lanao area.

TECHNICAL INNOVATIONS

DPWH introduced technological innovations for the smooth implementation of infrastructure projects and administrative operations in CY 2008.

To upgrade the construction technology through adoption of successful research studies, the DPWH has approved the use of instapave system for road surface treatment, item 304A; SOM top seal, item 316, bio-engineering products and solutions, item 519; and of coconet sio-engineering solutions, item 518, to improve the quality of asphalt and control soil erosion and slope stabilization.

The DPWH standard specifications for non-shrink grout, item 727, and for drain pipe, item 517 were approved to provide effective standard specifications to be used in the implementation of various infrastructure projects.

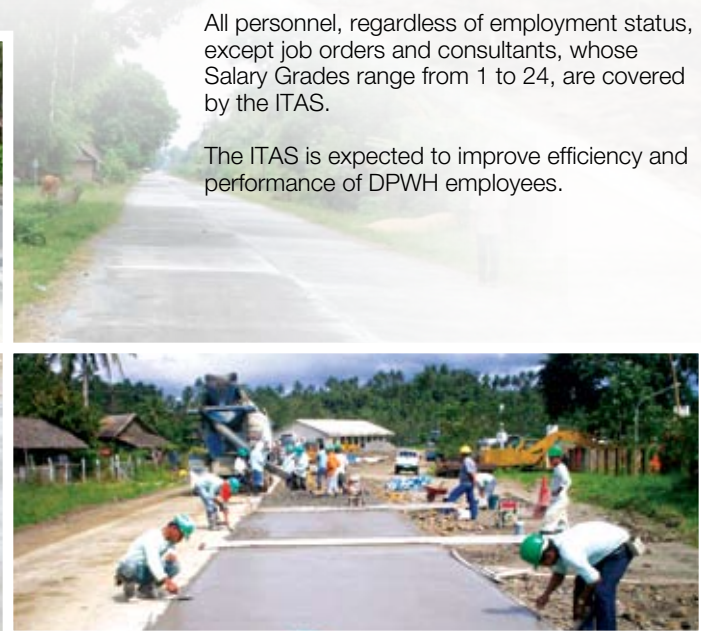
Item 727 consists of mixing and placing of non-shrink grout on anchor bolts, retrofitted reinforcing steel, steel column bases, bearing plates, precast concrete key ways and other installations that require high early and high ultimate strength making it stable and capable of handling load transfers in accordance with this specification and in conformity with the lines, grades, dimensions and cross-sections shown on the approved plans or as established by the engineer.

In accordance with the proposal of the Philippine Atmospheric Geophysical and Astronomical Services Administration (PAGASA) to upgrade the existing Flood Forecasting and Warning System, the operation and maintenance of the facility and equipment was transferred from PMO-Major Flood Control Project-Cluster I to PMO-Flood Control and Sabo Engineering Center (PMO-FCSEC).

The DPWH implemented the Integrated Time and Attendance System (ITAS) in the DPWH - Central Office using the biometric fingerscan machines.

All personnel, regardless of employment status, except job orders and consultants, whose Salary Grades range from 1 to 24, are covered by the ITAS.

The ITAS is expected to improve efficiency and performance of DPWH employees.



MANPOWER COMPLEMENT

AS OF DECEMBER 31, 2008

OFFICE	NUMBER OF POSITIONS								
	Regular			Contractual		Daily/ Casual (Filled)	JOB ORDER	Regular Employees Charge to Maint. Fund (Filled)	Total (Filled)
	Authorized	Filled	Vacant	Authorized	Filled				
A. DEPARTMENT PROPER									
	75	62	13	3	3	10			75
Project Management Pool	112	68	44			0			68
SERVICES									
Planning Service	131	109	22			23			132
Legal Service	64	41	23	6	6	6			53
Monitoring and Information Service	136	108	28			1			109
Administrative & Manpower Management Service	560	424	136	1	1	33			458
Comptrollership & Financial Management Service	211	158	53			45			203
Internal Audit Service	72	56	16			0			56
Sub-total	1361	1026	335	10	10	118			1154
B. STAFF BUREAUS									
Bureau Of Construction	176	148	28			45			193
Bureau of Design	187	130	57			7			137
Bureau of Maintenance	159	123	36			1			124
Bureau of Equipment	446	280	166			0			280
Bureau of Research and Standard	167	137	30			0			137
Sub-total	1135	818	317			53			871
TOTAL	2496	1844	652	10	10	171	0	0	2025
C. REGIONAL OFFICES									
National Capital Region	898	882	16			823	2197	16	1721
Cordillera Administrative Region	874	720	154			232	1101	7	959
Region I	1042	875	167	42	29	248	683	32	1184
Region II	1151	916	235			0	1069	0	916
Region III	1356	1310	46			538	194	87	1935
Region IV-A	1212	983	229			513	2826	23	1519
Region IV-B	924	741	183			244	1193	36	1021
Region V	1225	1035	190			655	1823	58	1748
Region VI	1408	1084	324			680	1929	72	1836
Region VII	1153	939	214			571	822	39	1549
Region VIII	1236	1063	173			254	1313	76	1393
Region IX	898	767	131			307	1,784	0	1,074
Region X	1019	789	230	1	1	515	1519	34	1339
Region XI	787	613	174	13	13	502	730	180	1308
Region XII	740	719	21			441	746	20	1180
Region XIII (CARAGA)	685	564	121			490	1408	25	1079
Sub-total	16608	14000	2608	56	43	7013	21337	705	21761
D. PROJECT MANAGEMENT OFFICES									
ADB				101	46	12	0		58
AGNO FLOOD CONTROL SYSTEM-PMO				52	32	8	1		40
BOT				15	6	3	0		9
CARBDP	27	23	4	35	27	0	8		50
CLB-CARP(IV-B)				0	0	15	0		15
CSCRP-MCDP III-PMO				33	23	0	2		23
ESSO				0	0	0	0		0
FCSEC				20	14	1	4		15
FEASIBILITY STUDIES				71	43	26	0		69
IBRD				78	63	7	0		70
KAMANAVA				10	8	23	0		31
KFAED				42	21	0	1		21
IRROW -(MANGAHAN FLOODWAY PROJECT)				34	25	69	21		94
MAJOR FLOOD CONTROL PROJECT(CLUSTER I)				58	40	6	1		46
MAJOR FLOOD CONTROL PROJECT(CLUSTER II)				0	0	39			39
MT. PINATUBO PROPJECT				32	26	30	0		56
MOUNT PINATUBO REHABILITATION PROJECT						87			87
PJHL				100	82	88	4		170
President Bridges Project				103	35	16	2		51
RRNDP				32	29	6	0		35
RURAL WATER SUPPLY				62	24	1	0		25
SPIADP				30	11	7	0		18
SPECIAL BRIDGE PROJECT				133	29	1	0		30
SPECIAL BUILDING				70	44	0	0		44
TEAM				0	0	16	0		16
URPO				191	140	0	0		140
URGENT BRIDGE-PMO				19	18	7	0		25
Sub-total	27	23	4	1321	786	468	44	0	1277
TOTAL NATIONWIDE	19131	15867	3264	1387	839	7652	21381	705	25063

QUICK RESPONSE MECHANISM

DPWH has developed faster ways for its stakeholders to provide feedback on matters concerning DPWH programs, projects and activities. It utilizes Information Technology (IT) in reaching out to citizens and communities for feedback and resource mobilization for best practices on service delivery improvement and client satisfaction.

The Public Information Division (PID) has been improving delivery of the department's frontline services to address the public's concerns through feedback and complaint handling mechanisms such as the PID Phone-in Hotline numbers (3043370), walk-in, letter referrals, print and broadcast news monitoring, and in partnership (Bilis Aksyon Partner) with the Civil Service Commission's "Mamamayan Muna, Hindi Mamaya Na" Program.

In 2008, all of the 221 concerns coursed through PID's phone-in, walk-in and letter referrals were promptly acted.

Since its launching on March 15, 2005, DPWH Text 2920 provided the public and stakeholders a channel in which they can send through short messaging system (SMS) or text, their complaints, commendations, queries, requests and suggestions.

For CY 2008, there were 176 text messages received and concerned offices already have acted upon 150 of these. In addition, the department has received 630 email messages and proper offices have acted upon 534 of these.

Of the 1,505 news reports monitored nationwide, 1,288 were positive and 217 were negative.

The Public Information Division has produced a total of 222 news and photo releases in 2008, all of which are posted at the Internet website.

Road Density by Province As of December 2008

REGION/PROVINCE	Length (Km)	POPULATION	LAND AREA (In Ha.)	Road Density
PHILIPPINES	29,650	90,457,200	33,867,795	1.69
NCR	1,087	11,252,700	61,954	4.12
CAR	1,851	1,625,600	1,942,203	3.29
Abra	158	237,600	416,525	1.59
Apayao	231	117,600	441,335	3.21
Benguet	544	699,800	282,659	3.87
Ifugao	233	193,500	262,821	3.27
Kalinga	387	210,000	323,125	4.70
Mountain Province	297	167,100	215,738	4.95
I	1,610	4,974,000	1,301,260	2.00
Ilocos Norte	383	588,900	346,789	2.68
Ilocos Sur	364	676,800	259,600	2.75
La Union	239	792,600	149,770	2.19
Pangasinan	624	2,915,700	545,101	1.56
II	1,774	3,250,100	2,822,883	1.85
Batanes	76	19,600	21,901	11.54
Cagayan	617	1,143,500	929,575	1.89
Isabela	520	1,485,700	1,241,493	1.21
Nueva Viscaya	355	430,300	397,567	2.72
Quirino	206	171,000	232,347	3.27
III	2,075	9,770,100	2,201,463	1.41
Aurora	258	210,600	314,732	3.17
Bataan	280	652,500	137,298	2.96
Bulacan	280	2,835,600	279,610	1.00
Nueva Ecija	502	1,907,600	575,133	1.52
Pampanga	286	2,206,100	206,247	1.34
Tarlac	277	1,238,200	305,360	1.43
Zambales	192	719,500	383,083	1.15
IV-A	2,380	11,402,800	1,687,331	1.72
Batangas	521	2,242,300	311,975	1.97
Cavite	405	2,747,800	157,417	1.95
Laguna	344	2,330,700	191,785	1.63
Quezon	878	1,939,100	906,960	2.09
Rizal	232	2,142,900	119,194	1.45

REGION/PROVINCE	Length (Km)	POPULATION	LAND AREA (In Ha.)	Road Density
IV-B	2,225	2,865,800	2,962,087	2.41
Marinduque	198	260,500	95,258	3.97
Mindoro	717	1,316,800	1,010,409	1.97
Palawan	1,003	968,100	1,703,075	2.47
Romblon	307	320,400	153,345	4.38
V	2,242	5,497,200	1,815,582	2.24
Albay	383	1,268,000	257,577	2.12
Camarines Norte	201	544,500	232,007	1.79
Camarines Sur	622	1,830,100	549,703	1.96
Catanduanes	316	247,300	149,216	5.20
Masbate	419	835,800	415,178	2.25
Sorsogon	301	771,500	211,901	2.35
VI	2,880	7,289,900	2,079,418	2.34
Aklan	161	527,300	182,142	1.64
Antique	339	566,600	272,917	2.72
Capiz	331	759,500	259,464	2.36
Guimaras	129	168,900	60,457	4.04
Iloilo	871	2,245,900	507,917	2.58
Negros Occidental	1,050	3,021,700	796,521	2.14
VII	2,034	6,754,200	1,588,597	1.96
Bohol	623	1,316,300	482,095	2.47
Cebu	900	4,042,800	534,200	1.94
Negros Oriental	416	1,304,200	538,553	1.57
Siquijor	95	90,900	33,749	5.44
VIII	2,373	4,273,000	2,325,110	2.38
Biliran	130	168,500	53,601	4.34
Eastern Samar	318	443,400	466,047	2.21
Leyte	947	1,867,900	651,505	2.71
Northern Samar	342	604,600	369,293	2.29
Western Samar	355	771,000	604,803	1.64
Southern Leyte	282	417,600	179,861	3.25
IX	1,219	3,351,300	1,704,664	1.61
Isabela City	25	87,100	22,373	1.76
Zamboanga del Norte	566	971,000	730,100	2.13
Zamboanga del Sur	447	1,704,100	591,416	1.41
Zamboanga Sibugay	181	589,100	360,775	1.24
X	1,716	4,174,100	2,049,602	1.86
Bukidnon	729	1,282,900	1,049,859	1.99
Camiguin	64	87,500	23,795	4.45
Lanao del Norte	309	873,600	415,994	1.62
Misamis Occ	227	557,900	205,522	2.12
Misamis Or	388	1,372,200	354,432	1.76
XI	1,447	4,222,800	2,035,742	1.56
Compostela Valley	262	678,900	447,977	1.50
Davao del Norte	203	842,700	342,697	1.19
Davao del Sur	558	2,191,500	677,104	1.45
Davao Oriental	425	509,700	567,964	2.50
XII	1,383	3,903,800	2,251,330	1.48
Cotabato City	27	188,800	17,600	1.47
North Cotabato	579	1,145,100	900,890	1.80
Sarangani	258	507,900	360,125	1.91
South Cotabato	233	1,354,200	442,881	0.95
Sultan Kudarat	286	707,800	529,834	1.47
XIII	1,356	2,453,900	2,147,835	1.87
Agusan del Norte	219	628,350	354,686	1.47
Agusan del Sur	386	673,600	998,952	1.49
Surigao del Norte	282	562,600	197,293	2.67
Surigao del Sur	362	577,800	493,270	2.15
Dinagat Islands	107	11,550	103,634	9.75
ARMM		3,395,900	2,890,734	
Basilan		309,600	322,447	
Lanao del Sur		852,000	1,349,437	
Maguindanao		1,135,200	512,496	
Sulu		710,900	343,699	
Tawi-tawi		388,200	362,655	

Source/Note: Road data from Road and Bridge Information Application (RBIA), DPWH 2007 Population Projection, National Statistics Office (NSO)
Land area as of 2007 survey from Lands Management Bureau (LMB), DENR ARMM data not included.

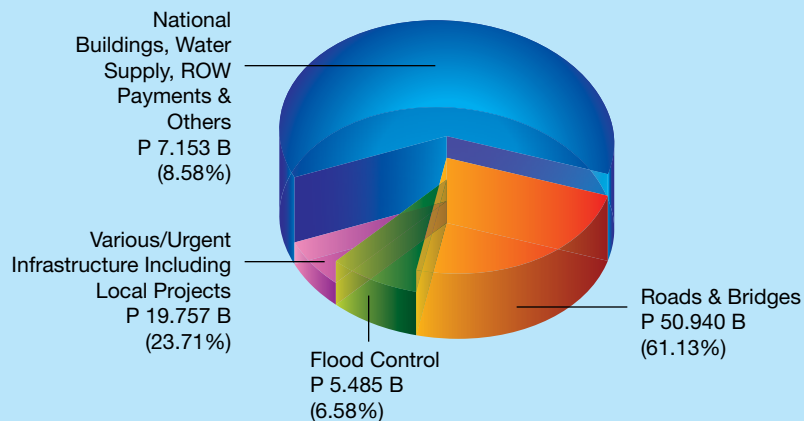
SUMMARY OF FY 2008 BUDGET BY EXPENDITURE TYPE

1.0 CAPITAL OUTLAYS		
1.1. INFRASTRUCTURE		
1.1.1 FOREIGN-ASSISTED PROJECTS	P	13.396 B
1.1.2 LOCALLY-FUNDED PROJECTS		69.814 B
1.2 NON-INFRASTRUCTURE		0.125 B
TOTAL CAPITAL OUTLAYS	P	<u>83.335 B</u>
2.0 CURRENT OPERATING EXPENDITURES		
2.1 PERSONAL SERVICES (PS)	P	3.224 B
2.2 MAINTENANCE & OTHER OPERATING EXPENSES (MODE)		8.159 B
2.2.1 INFRASTRUCTURE	P	7.441 B
2.2.2 OTHERS		0.718 B
TOTAL CURRENT OPERATING EXPENDITURES		<u>11.383 B</u>
PROPOSED TOTAL BUDGET, FY 2008	P	<u>94.718 B</u>

BREAKDOWN OF CAPITAL OUTLAYS BUDGET

• SONA PROJECTS	P	11.741 B
• NAUTICAL HIGHWAYS		3.117 B
• DECONGESTION OF TRAFFIC IN MANILA/OTHER AREAS		7.310 B
• ENHANCING TOURISM DESTINATIONS		4.868 B
• AFFIRMING ACTION FOR PEACE AND DEVELOPMENT		6.931 B
• ADDRESSING CRITICAL TRANSPORT BOTTLENECKS		16.886 B
• ADDRESSING CRITICAL FLOOD CONTROL PROBLEMS		5.485 B
• ACCESIBILITY FACILITIES FOR DISABLED PERSONS		0.087 B
• VARIOUS INFRASTRUCTURE (VIILP)		15.630 B
• URGENT INFRASTRUCTURE (UIILP)		4.127 B
• WATER SUPPLY		0.554 B
• RIGHT-OF-WAY PAYMENTS		2.811 B
• CONTRACTUAL OBLIGATIONS/VAT PAYMENTS		1.689 B
• PRELIMINARY AND DETAILED ENGINEERING		0.934 B
• NATIONAL BUILDINGS		1.041 B
• NON-INFRASTRUCTURE		0.125 B
TOTAL CAPITAL OUTLAYS BUDGET	P	<u>83.335 B</u>

FY 2008 CAPITAL OUTLAYS BUDGET BY PROJECT CATEGORY



TOTAL CAPITAL OUTLAYS - P 83.335

ENVIRONMENTAL AND SOCIAL ASPECTS

Background

- DPWH Department Order (DO) 220 was issued in 1999 pursuant to Presidential Decree (PD) 1586 of 1978 otherwise known as the Philippine Environmental Impact Statement System, Executive Order (EO) 291 of 1996, which requires all government agencies to create an environmental unit.
- MOA of 1999 between DENR and DPWH, to strengthen Environmental Impact Assessment Project Office (EIAPO) within DPWH.
- DO 220 mandated EIAPO to act as the Environmental and Social arm of the Department, particularly responsible for the Environmental and Social Impact Assessment and formulation of the Resettlement Action Plan (RAP).
- In May 2004, by virtue of DPWH Department Order (DO) 58, the EIAPO was renamed as Environmental and Social Services Office (ESSO)

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

To promote sustainable development in infrastructure projects, the Department has integrated environmental and social concerns in all stages of the project cycle. Environmental Impact Assessment (EIA) is conducted for all infrastructure projects to obtain the following:

- (a) Environmental Compliance Certificate (ECC)
- (b) Certificate of Non-Coverage (CNC) prior to project implementation.

Environmental Management Plans (EMPs) are formulated to prevent and mitigate the negative impacts and enhance the positive ones. The contractor's compliance to ECC conditions is monitored either by the Supervision Consultant and ESSO or the Multipartite Monitoring Team established specifically for Environmentally Critical Projects (ECPs).

To ensure compliance to environmental requirements, attainable, appropriate environmental clauses and ECC conditions are integrated into the civil works contract.

Through this, environmental concerns become part and parcel of the civil works.

EIA PROCESS

Environmental Impact Assessment starts from the announcement of a development proposal up to the monitoring of activities once the development is in operation.

This consists of screening, preliminary assessment, scoping, EIA study, review, decision-making, and monitoring. One may further group the steps into a pre-study phase (i.e., screening, preliminary assessment and scoping), the EIA study proper, and the post study stage (review, decision-making, and monitoring).

Pre-study work is important in focusing the EIA study to address the most relevant and important issues, in particular those issues that has primary concern to affected or interested parties.

Scoping during pre-study is part of the regulatory process. It involves deciding which types of programs or projects need to undergo an EIA and what type of EIA documentation is required.

Follow-on work (e.g. compliance monitoring) during the post-study phase is important in ensuring that the EIA findings influence projects decisions and that mitigating measures are actually adopted during implementation.

EIA STUDY

The EIA study proper is the central part of the EIA process, consists of various sub-steps:

- impact identification;
- impact prediction;
- impact evaluation;
- impact mitigation; and
- impact assessment documentation.

The EIA study is more effective as a planning tool when undertaken systematically with the overall EIA process than when EIA study is done in isolation.

SOCIAL DIMENSION ACTIVITIES DURING THE PROJECT CYCLE

Project Concept and Pre-Feasibility

- Identification of social and associated processes that may be important in the project
- Selection of key elements of social analysis
- Identification of initial potential social issues and impacts
- Initial Social Assessment

Feasibility Study

- Stakeholders analysis
- Involuntary resettlement planning
- Indigenous peoples planning
- Gender analysis
- Poverty impact analysis
- Benefit monitoring and evaluation planning

Project Implementation

- Arrangement for resettlement
- Information dissemination on role of beneficiaries
- Strengthen beneficiary organizations
- Improving absorptive capacity of target groups
- Mitigating adverse effects on vulnerable groups

Monitoring

- Monitoring of social indicators developed during the projects design*
- Review missions to assess social dimensions and associated processes
- Progress reporting by the executing agency (for example, beneficiary participation by number, gender, income group; participation by adversely affected groups; formation of beneficiary groups (numbered by gender and income class)

SOCIAL IMPACT ASSESSMENT (SIA)

Social Impact Assessment refers to the procedures for incorporating social dimensions into development projects, which are traditionally limited to physical aspects. It is necessary to help ensure that project development goals such as: Poverty Alleviation, Enhancement on the Role of Women in Development, avoiding adverse impacts on vulnerable groups, etc., are met. It may be done in conjunction with EIA, or separately.

In as much as SIA advocates public consultation and participation, and social acceptability is a prerequisite to the issuance of the ECC/CNC, it influences design and approval of the project. Likewise, it serves as a prelude to the formulation of the Resettlement Action Plan (RAP).

LAND ACQUISITION RESETTLEMENT, REHABILITATION AND INDIGENOUS PEOPLES' POLICY (LARRIP)

The 1st Land Acquisition Resettlement and Rehabilitation (LARR) Policy was formulated in 1999 specifically for the National Road Improvement and Management Program (NRIMP) Phase 1, World Bank assisted project. Thereafter, the LARR Policy of 1999 was adopted, with some modifications in pursuance to prevailing laws and policies by other financing institutions such as the Asian Development Bank (ADB), Japan Bank for International Cooperation (JBIC) in their projects.

A 2nd edition of the LARR Policy was formulated in 2004 for projects under the Sixth Road Project. To some extent, this was applied to JBIC funded projects.

To ensure uniformity of standards in the Resettlement Planning, a revised LARR Policy, 3rd editions, was formulated.

This 3rd edition of the policy now contains the Department's Indigenous Peoples Policy, based on the Indigenous People's Right Act (IPRA) and NCIP Administrative Order No. 1, series of 2006 of Free and Prior, Informed Consent Guidelines of 2006.

The 3rd edition, as of February 2007 now called the Land Acquisition, Resettlement, Rehabilitation and Indigenous Peoples' Policy or LARRIP shall provide guidance to those preparing resettlement action plans (RAPs) and safeguard instruments for Indigenous Peoples (IPs) affected by infrastructure projects implemented by the DPWH, whether foreign or locally funded.

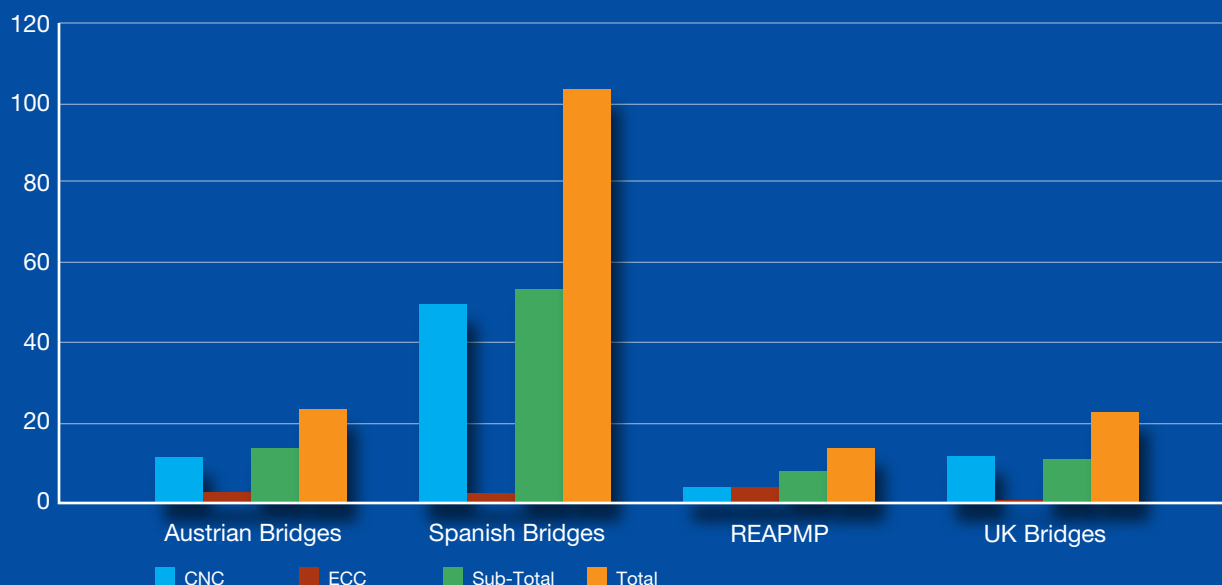
This includes the principles and objectives of the involuntary resettlement policy, the legal framework, eligibility, compensation and entitlements, implementation procedures that ensure complaints processed, public support and participation, and the provisions of internal and external monitoring of the implementation of the RAP and safeguard instruments for IPs.

RESETTLEMENT POLICY

The Resettlement Policy serves as the overall framework in the preparation of Resettlement Action Plan (RAP) for each project. RAP is adopted to ensure that:

1. Adverse social impacts of road projects are avoided, minimized/mitigated;
2. Project Affected Persons (PAPs) are provided with sufficient compensation and assistance for lost assets which will assist them to improve or at least maintain their economic status prior to implementation;
3. Everybody will benefit from the projects.

REAPMP - Road Enhancement and Asset Preservation Management Program CNC - Certificate of Non-Coverage Report ECC - Environmental Compliance Report





Hermogenes E. Ebdane, Jr.
Secretary

DPWH Executive Committee



Manuel M. Bonoan
Senior Undersecretary

Undersecretaries



Bashir D. Rasuman



Rafael C. Yabut



Ramon P. Aquino[†]



Romeo S. Momo

Assistant Secretaries



Raul C. Asis



Dimas S. Soguilon



Ma. Catalina E. Cabral



Jaime A. Pacanan

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(As of 31 December 2008)

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