



DPWH

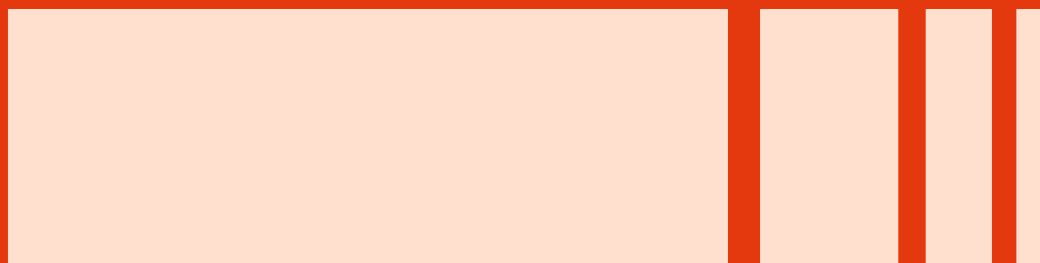
2013 ANNUAL REPORT

Our Mission

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

Our Vision

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





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MESSAGE



Year 2013 was a very challenging period not only for our Department but for the whole country as well.

Natural catastrophes such as earthquakes, typhoons, and the most devastating super typhoon “Yolanda” brought havoc to our country – thus, the government took on more serious look on how we could intensify disaster preparedness and response mechanisms.

Our efforts for the year were refocused on the restoration and improvement of public facilities, livelihood and living conditions of Yolanda affected communities. We have to come up and implement with urgency the Resiliency Program in the reconstruction of government infrastructure.

With the “Yolanda” experience, a more cohesive harmonized government approach is needed for the government, non-government and civil society organizations, civic spirited foundations, private sectors and other stakeholders to harmoniously address all concerns.

Our paramount concern in the Department of Public Works and Highways during and after these disasters and calamities - is to make all routes open to land transport. But we have come to realize that even our Department took upon itself to assist in the clearing of airstrips to make air transportation available including repair of airport terminal facilities.

On this, I truly take pride with all our women and men of DPWH-Region VIII, notwithstanding that they were victims themselves, have to do their tasks immediately after the typhoon has calmed down.

I am also particularly proud on those DPWH personnel who came in together from all parts of the country to help in clearing operations and other important tasks at hand, be it a DPWH responsibility or not. And, we did our job silently, awaiting not of any recognition.

Notwithstanding these challenges, we have done our mandated tasks.

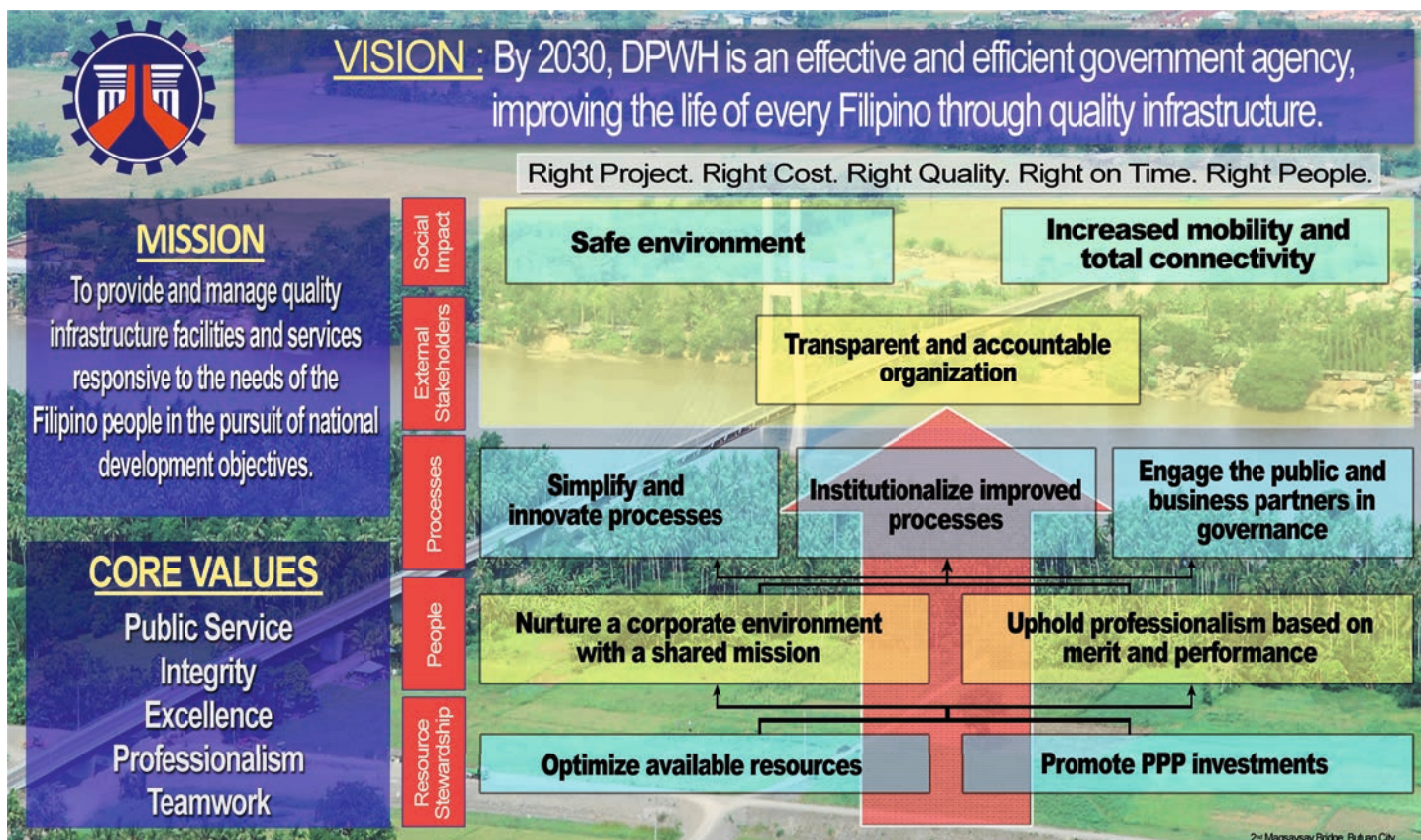
This Performance Report therefore is a testimony of what we have accomplished so far – and I urge each and every DPWH employee to continue doing their duties and responsibilities focused on what we have to achieve.

We are now slowly veering away from the decay of the past. Continue being a part of the “Matuwid na Daan” legacy of the Aquino Administration.

Congratulations. Mabuhay kayong lahat!


ROGELIO L. SINGSON
Secretary





The Department of Public Works and Highways (DPWH) is the state's engineering and construction arm. As a public service agency, its primordial concern is to find the most effective and efficient ways to serve its clientele – the Filipino people. Its mandate is in pursuant to declaration of policy under Section 3 of Executive Order No. 124, dated January 30, 1987 issued by then President Corazon C. Aquino, which states, “The State shall maintain an engineering and construction arm and continuously develop its technology, for the purposes of ensuring the safety of all infrastructure facilities and securing for all public works and highways the highest efficiency and the most appropriate quality in construction.

The planning, design, construction and maintenance of infrastructure facilities, especially national highways, flood control and water resource development systems, and other public works in accordance with national development objectives, shall be the responsibility of such engineering and construction arm.”

The DPWH is one of the largest organizations in the executive branch in terms of size and budget. Under its approved Rationalization Plan in 2013, DPWH is composed of six (6) bureaus, nine (9) services, 16 regional offices, 180 engineering district offices and Unified Project Management Offices .

Its people are considered having the bright minds in engineering in the country in fulfilling its mandate. Its strategies are centered on a function that crosses the whole project development cycle in infrastructure development from planning, design, procurement, implementation/construction, monitoring and supervision, to monitoring and evaluation.

In responding to the governance challenge, Secretary Singson laid down his management policy, “to transform DPWH into a Professional Organization that will do the Right Projects at the Right Cost, Right Quality, Right on Time, and with the Right People.”

DPWH is sustaining and advancing its journey towards good governance using the Performance Governance System and the Balanced Score Card as tools to monitor and evaluate its milestones and accomplishments.



KEY REFORM AREAS

Right Projects

Right Cost

Right Quality

Right On Time

Right People

MAJOR PROCESS IMPROVEMENT

- Objective programming and project selection criteria based on planning applications (i.e. PMS-HDM 4);
- Project details and status available on the DPWH Website;
- Public consultation and full disclosure on public expenditure and project details.
- Detailed Design, Program of Work and Detailed Costing evaluated based on revised Indirect/Direct Standard Unit Costs structure;
- Simplified bidding process now requires only 5 documents instead of 20 documents;
- Transparent and Competitive Bidding resulted in P24 Billion savings;
- Removed the need to submit Letter of Intent to reduce collusion;
- Established standard cost estimation manuals for roads, bridges and buildings.
- Strict Monitoring of Contractors and only PCAB licensed contractors;
- Clustering of projects into bigger contract packages to attract competent and well-equipped contractors.
- 24x7 DPWH Call Center (165-02) to address queries and complaints;
- Outsourced project inspection and quality assurance services;
- Upgraded design standards on roads, bridges, schoolbuildings and flood control projects
- Adopted standard construction duration and S-curve;
- Accredited 52 Civil Society Organizations (CSOs) partners for monitoring;
- Close monitoring of project implementation;
- Adoption of PDM scheduling technique and use of Primavera software
- Professionalized DPWH Organizations and its employees;
- Promotional Examination for Assistant District Engineers and up;
- Cadet Engineering Program to recruit young and talented engineers;
- Organizational Culture Change Program



INSTITUTIONAL CHANGES ON DPWH SUPPORT PROCESSES :

As a government agency, DPWH, through the years, has been confronted with many challenges to fulfill its mission, among which, the problem of negative perception – the stigma as one of the most corrupt government agencies. And, the key players to mitigate this problem are its people - the doers or decision makers in the organization with shared power to accomplish the Department's mandate.

Year in and year out, DPWH has taken bold steps to address this major concern. It took upon itself to seek ways and means to level up its positive integrity perception among its clientele.

Magapit Suspension Bridge, Cagayan



PROCUREMENT PROCESS IMPROVEMENT

To simplify procurement process to ensure transparency and competitive bidding eliminating opportunities for collusion and corrupt practices.

POINT A (2010)	POINT B (2013)	POINT C (2016)
<ul style="list-style-type: none">• Bidders submitting 20 documents in the past – <i>provide a lot for discretion and opportunities for disqualification.</i>	<ul style="list-style-type: none">• Simplified bidding process has resulted to bidders submitting only 5 documents.• Streamlined procurement tracking mechanism to improve efficiency and transparency in the procurement process, resulting to P24.0 Billion savings (July 2010 – December, 2013).• Fully-integrated and functional Road Information and Management Support System (RIMSS) to support improved business processes, including procurement management and cost elimination.	<ul style="list-style-type: none">• Full Automation of Electronic Bidding.• Indexing Net Financial Contracting Capacity of Contractors to their Income Tax/Net Worth.• Open the construction industry to more foreign Contractors by 2015.• Payment to Contractors thru Letter of Credit to strengthen borrowing capacity of contractors.
<ul style="list-style-type: none">• Prospective Bidders were required to submit Letter of Intent before they can purchase bidding documents thus, <i>provide opportunities for collusion.</i>• Prospective Bidders can only purchase bidding documents at the Office of the Procuring Implementing Entity	<ul style="list-style-type: none">• Eliminated submission of Letter of Intent to encourage participation of more bidders.• Prospective Bidders can already download bidding documents and pay at any DPWH Office nationwide.• Eliminated the use of Credit Line Certification (CLC) to augment Net Financial Contracting Capacity (NFCC).	<ul style="list-style-type: none">• Establishment of monitoring system to ensure the efficient and transparent procurement process.



POINT A (2010)	POINT B (2013)	POINT C (2016)
<ul style="list-style-type: none"> Manual submission of Project Procurement Management Plan (PPMP) and Annual Procurement Plan (APP). 	<ul style="list-style-type: none"> Introduction of online preparation/approval/consolidated PPMP and APP. 	<ul style="list-style-type: none"> Full implementation of Online Monitoring and Evaluation System (OMES) which covers the PPMPs, APPs, Procurement Monitoring Report (PMR), Agency Procurement Compliance and Performance Indicator (APCPI).
<ul style="list-style-type: none"> Manual submission / opening of bids. 	<ul style="list-style-type: none"> Introduction of Electronic Bidding (e-bidding) Pilot e-bidding. 	<ul style="list-style-type: none"> Full automation of e-bidding.
<ul style="list-style-type: none"> Lack of analysis of bidding statistics 	<ul style="list-style-type: none"> Bid analysis reports are generated periodically to curb single bidder procurement and small bid variance 	<ul style="list-style-type: none"> Reduced incidence of single bidder procurement



Aluling Bridge, Ilocos Sur



PROJECT MANAGEMENT PROCESS IMPROVEMENT

POINT A (2010)	POINT B (2013)	POINT C (2016)
<ul style="list-style-type: none"> No established labor and equipment output and utilization. Variable price data and no standard construction duration. 	<ul style="list-style-type: none"> Establishment of Standard Cost Estimation Manuals for Roads, Bridges and Buildings and adopted Standard Construction Duration of DPWH Projects/S-Curve. Establishment of Construction Materials Price Data nationwide for reference in cost estimation. 	<ul style="list-style-type: none"> Establishment of Cost Estimation for Flood Control Projects, and Standard Cost Sheets for Special Pay Items of Works for roads, bridges, buildings and other infrastructure. Continues review / updating of the Established Cost Estimation Manual and References such as Construction Materials Price Data, Labor Rates and Equipment Rental Rates.
<ul style="list-style-type: none"> Separate monitoring of physical and financial accomplishment – lack of accurate information for timely corrective action. 	<ul style="list-style-type: none"> Upgraded monitoring system for physical and financial accomplishment (PMS, eNGAS, & eBudget). 	<ul style="list-style-type: none"> Integration of physical and financial accomplishment to existing DPWH systems/applications for an integrated real time reporting.
<ul style="list-style-type: none"> No standard project management software 	<ul style="list-style-type: none"> Initiated shift from Critical Path Method (CPM) to Precedence Diagram Method (PDM) scheduling using the Primavera software. 	<ul style="list-style-type: none"> Expanded utilization of Primavera software for large- and medium-sized projects
<ul style="list-style-type: none"> Percentage of projects with cost overrun, 13%, while projects completed within time and budget, 55%. 	<ul style="list-style-type: none"> Percentage of projects with cost overrun, 4%, while projects completed within time and budget, 84%. 	<ul style="list-style-type: none"> Maintain Percentage of Projects with cost overrun to 4% Percentage of projects completed within time and budget will be 90%.
<ul style="list-style-type: none"> In-house equipment inventory aged, outmoded and prone to equipment downtime. 	<ul style="list-style-type: none"> Acquired 237 units of various types of brand new equipment thru competitive public bidding with savings amounting to P0.2B (ABC-P1.4B vs. Total Cost-P1.2B). Newly acquired brand new equipment already distributed to different District Engineering Offices nationwide to augment the present Basic Highway Maintenance Equipment and for calamity preparedness. 	<ul style="list-style-type: none"> Acquire additional state of the art various types of equipment to strengthen the in-house equipment capability of the District Engineering Offices to respond quickly during times of calamities and to keep abreast with the ever-growing demand for maintenance equipment for standard compliance.



Mogpog-Balanacan Road, Marinduque



Malalag-Malita-San Marcelino Road,
Davao Del Sur



Paturok Bridge San Andres,
Catanduanes

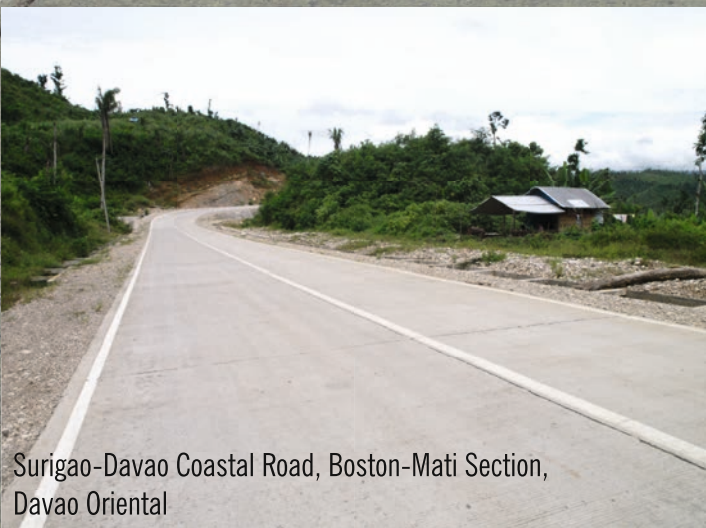


FINANCIAL MANAGEMENT PROCESS IMPROVEMENT

POINT A (2010)	POINT B (2013)	POINT C (2016)
eNGAS Accounting System <ul style="list-style-type: none"> Improvement of Financial Information had begun through the implementation of the electronic New Government Accounting System (eNGAS) which was developed by the Commission on Audit (COA) This improvement is fundamental to the Administrations objective of Good Governance, improving transparency and having accurate and timely financial statements for oversight agencies, stakeholders and the public. 		
<ul style="list-style-type: none"> The eNGAS implementation was completed in 116 out of 206 Offices at the start of CY 2010 	<ul style="list-style-type: none"> Institutionalized eNGAS Accounting System in all 206 Offices that ensures the sustainability of the system UACS education and training of the train-the-trainer financial staffs of 15 Regional Offices and Central Office & cascaded by ROs to 169 DEOs, per COA-DBM-DOF Joint Circular 2013-1 dated August 6, 2013. Initial adoption of interim UACS compliant system while waiting for the release of COA UACS compliant eNGAS 	<ul style="list-style-type: none"> Successful conversion / transition of eNGAS data to new UACS compliant eNGAS system and be fully operational towards implementation of the GIFMIS in DPWH by 2016.
<ul style="list-style-type: none"> Management Division is not existing /financial monitoring unreliable and inaccurate 	<ul style="list-style-type: none"> Conceptualization / formation of Management Division in compliance with the EO 366 (RATPLAN) 	<ul style="list-style-type: none"> Management Division to supervise/analyze reports in order to provide data to the management and oversight agencies
<ul style="list-style-type: none"> The Department financial statements are unreliable and have COA Audit opinion of being adverse 	<ul style="list-style-type: none"> Improve accuracy and reliability of financial information since the implementation of eNGAS System, particularly for current data because the systems requires that all General Ledger Accounts should be supported by detailed information which is in the form of Subsidiary Ledger. Mathematical error is eliminated because the system will not allow to save transactions with imbalance total debit and total credit. 	<ul style="list-style-type: none"> An unqualified (reliable) Audit Opinion from COA Significant improvement in the accuracy, reliability and timeliness of financial statements and financial information
<ul style="list-style-type: none"> Many Accountants and Financial Management Staff are not aware of Department financial policies, procedures and need improvement of financial skills 	<ul style="list-style-type: none"> Training ongoing to improve the knowledge of all financial staff Department-wide of Department financial policies and procedures and skills development eNGAS training to new accountants, Bookkeepers, and other financial staffs are completed department-wide 	<ul style="list-style-type: none"> Completion of knowledge and skills development of all financial management staff department-wide. Conduct of continues professional education, dialogue/training program to all financial management staff
<ul style="list-style-type: none"> Significant differences between the Accounting General Ledger and Subsidiary Ledgers (details) amounting to P250 Billion. These are known as Unreconciled Balances. This amounts to about 40% of the Departments Balance Sheet, thus rendering the DPWH Financial Statements unreliable 	<ul style="list-style-type: none"> The Departments unreconciled Subsidiary Ledger balances have been reduced by P157 Billion (63%) since CY 2010, with a current unreconciled balance of more than P93 Billion. Two (2) Regional Offices with their respective DEOs had fully eliminated their unreconciled balances (Region II and 4A) 	<ul style="list-style-type: none"> Elimination of up to 90% of unreconciled subsidiary ledger balances in all Offices by CY 2016
<ul style="list-style-type: none"> Payment processing time within CFMS is on average 7.5 days 	<ul style="list-style-type: none"> Payment processing time within the CFMS has been reduced by over a day and half, to less than 6 days (average 5.83 days) due to all the financial management improvements 	<ul style="list-style-type: none"> Payment Processing time reduced to less than 5 days in the FMS.



Tuguegarao City By-Pass Road



Surigao-Davao Coastal Road, Boston-Mati Section,
Davao Oriental

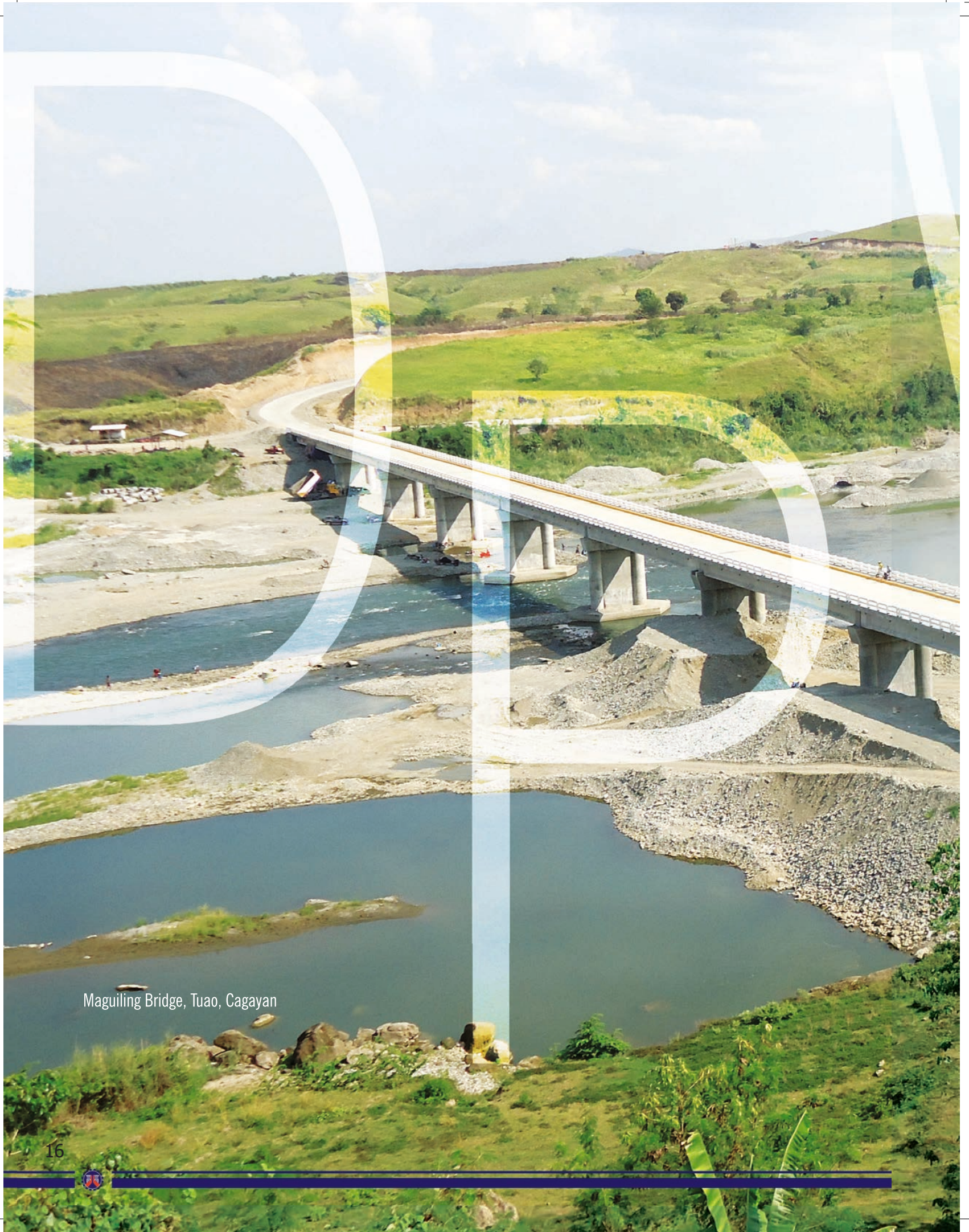


Magapit-Sta. Ana Road, Cagayan



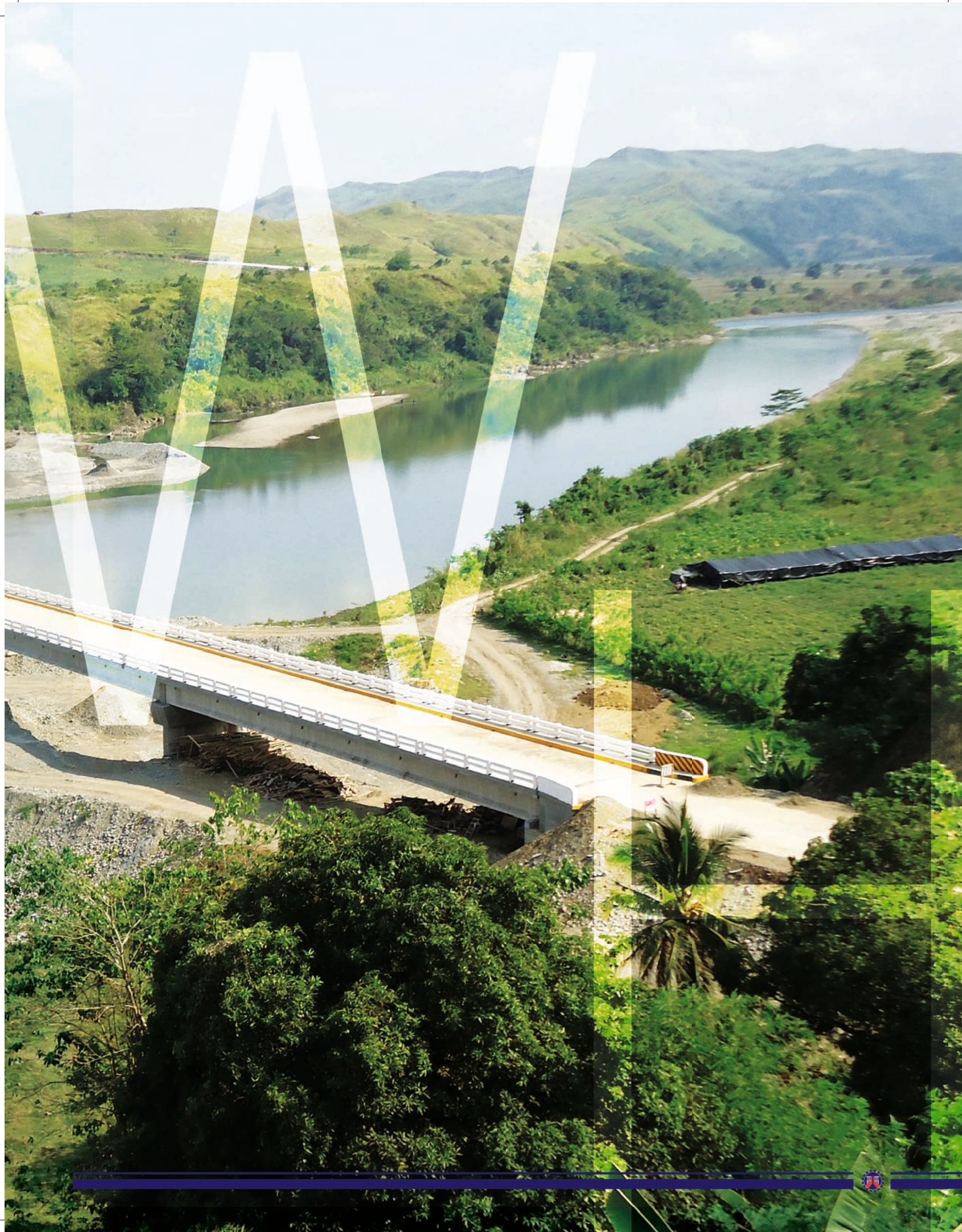
POINT A (2010)	POINT B (2013)	POINT C (2016)
eBudget System <ul style="list-style-type: none"> Improvement of Financial Data had begun through the implementation of the Budget Module (eBudget) of electronic New Government Accounting System (eNGAS) which was also developed by the Commission on Audit. 		
<ul style="list-style-type: none"> The eBudget implementation was completed in 66 out of 206 Offices at the start of CY 2010 	<ul style="list-style-type: none"> The eBudget System has been fully institutionalized. 	<ul style="list-style-type: none"> Fully institutionalized eBudget System adopted/ converted to UACS towards the implementation of GIFMS in DPWH by 2016.
<ul style="list-style-type: none"> The accuracy and reliability of the DPWH consolidated budget reports and information needed improvements and was not always reliable Fund releases were direct to Regions and Districts without knowledge of Central Office 	<ul style="list-style-type: none"> The accuracy and reliability of budget information has been significantly improved since the implementation of the eBudget system, particularly for current data. 	<ul style="list-style-type: none"> Accurate, reliable and timely submission of electronic reports to oversight agencies. Continues conduct of financial data reconciliation to all ROs & DEOs
<ul style="list-style-type: none"> In the first Quarter of CY 2010, the Department had received P62 Billion of Allotments, had incurred P35 Billion of Obligations, and had Disbursements of P16 Billion. 	<ul style="list-style-type: none"> In CY 2013, the Department had received P218 Billion of Allotments, had incurred P198 Billion of Obligations, and had Disbursements of P166 Billion The targeted Absorptive Capacity (1% of Obligations /Allotments) for CY 2013 is 100%. The tentative Absorptive Capacity for CY 2013 is 91% due to variances resulting from improved biddings 	<ul style="list-style-type: none"> The targeted Absorptive Capacity (1% of Obligations/ Allotments) for CY 2016 is 95%
Integrated Physical and Financial Management System (ePLC)		
<ul style="list-style-type: none"> Existing Financial data in the Project Monitoring System (PMS) is unreliable 	<ul style="list-style-type: none"> Development and implementation (DO 82 s 2013) of the Electronic Project Life Cycle (ePLC) a data warehouse that consolidates physical project data from the Project Monitoring System (PMS) and Project Management Office – Monitoring System (PMOMS) with financial data from the Electronic New Government Accounting System (eNGAS) and Electronic Budget (eBudget). The objective of the integrated system is to improve project information, make project financial data more meaningful to the department, thus improving the operations of the department and improve project management 	<ul style="list-style-type: none"> Continued enhancement and improvements of the ePLC System to provide improved project management thus meeting the objective of providing better infrastructure. This includes further project information and project reporting, enhancement of financial management capability in the system and enhancing management's ability to have improved information and more complete information for better decision making.
<ul style="list-style-type: none"> Existing project data in the financial management system unable to be linked (integrated) with the financial management systems (eNGAS and eBudget) as PMS Project Numbers not utilized 	<ul style="list-style-type: none"> Use of PMS Project Numbers in the financial management system is 99% in eNGAS and 98% in eBudget Department-wide. This provides ability to integrate the financial and PMS system. System overview and initial rollout of the system has been completed in 16 Regions with about 3000 participants Significant data quality and data inconsistencies exist in the systems. The ePLC produces exception reports that identify the specific data quality improvements needed 	<ul style="list-style-type: none"> Use of the PMS Project Number is 100% in the financial management system. The ePLC System is fully institutionalized in all Offices Data quality and data inconsistencies are resolved in eNGAS, eBudget and PMS and the ePLC has accurate and reliable information.





Maguiling Bridge, Tuao, Cagayan





QUALITY STANDARDS AND DESIGN PROCESS IMPROVEMENT

POINT A (2010)	POINT B (2013)	POINT C (2016)
<ul style="list-style-type: none"> Engineering design standards developed in 1982 are still being adopted and prior to July 2010, updating of these standards was not given priority. 	<ul style="list-style-type: none"> On-going total revision of engineering design standards to consider latest internationally accepted technological advancements and climate change adaptation. Develop manuals and design specifications for seismic design of bridges to enhance resiliency against large scale earthquakes. Upgraded schoolbuilding design standards capable of withstanding 250 kph wind load Included International Roughness Index (IRI) as an acceptance criterion for national roads. 	<ul style="list-style-type: none"> The latest version of the manuals will be made available in all DPWH design offices by 1st quarter of 2015. The manual will be made available in all DPWH design offices by 2nd quarter of 2014.
<ul style="list-style-type: none"> Frequent occurrence of flood and landslides due to unpredictable environmental changes. No flood control master plan for major rivers. 	<ul style="list-style-type: none"> Increase the minimum flood return periods to be used for the design of flood control and road drainage facilities/structures for 25-50 years from 10-20 year return period. Use bio-engineering solutions for slope protection works in road and flood control projects, such as coconets and geosynthetic materials which are less expensive and more environment friendly. 	<ul style="list-style-type: none"> Wider use of environment friendly construction materials in road and flood control projects such as stabilization of road base and beds of waterways.
<ul style="list-style-type: none"> Frequent deterioration of roads due to over loading/poor quality of work 	<ul style="list-style-type: none"> Increase the minimum thickness of concrete pavement from 230mm to 280mm or 300 mm where appropriate and prescribed the use of dowels in every weakened plane joint, for longer service life and lesser maintenance cost. Strict implementation of maximum allowable gross vehicle weights and axle load for various types of trucks and trailers. On-going study of pavement rehabilitation of national roads to improve road preservation practices. 	<ul style="list-style-type: none"> Achieve durable roads with better riding quality. The final report will be made available in DPWH by 2nd quarter of 2014

POINT A (2010)	POINT B (2013)	POINT C (2016)
<ul style="list-style-type: none">• Coverage of quality audits of projects was 12%	<ul style="list-style-type: none">• Outsourced Quality Assurance inspection of DPWH projects to expand the coverage of the Quality Assurance Units (QAU) assessments.• The increase in the number of DPWH projects being implemented resulted to the increased combined coverage of quality audits of projects by the QA outsource and the QAU to 31.17%	<ul style="list-style-type: none">• Increase coverage of quality audits of projects from 31.17% to 50%
<ul style="list-style-type: none">• Only 60% of the national road network in good/fair condition	<ul style="list-style-type: none">• 80% of the national road network in good/fair condition.	<ul style="list-style-type: none">• 100% of the national road network in good / fair condition



MAINTENANCE PROCESS IMPROVEMENT

POINT A (2010)	POINT B (2013)	POINT C (2016)
<ul style="list-style-type: none"> • Inadequate maintenance funds to meet actual needs. • (Actual needs = P132,261/km) • (Allocation=P66,130/km) • Poor maintenance of pavement markings due to lack of funds/equipment • Outdated manuals, no maintenance manuals for pECIAL bridges • Preventive maintenance on major roads was carried out on short-term basis 	<ul style="list-style-type: none"> • Increase maintenance allocation to meet 65% of actual needs and lessen maintenance backlog. • (Actual needs = P262,840/km) • (Allocation = P170,070/km) • As of Dec. 31, 2013 Actual Release:P4.748 B Actual Allocation / Km : P146,816/km • Procured kneading machines for pavement marking application • Developed fifteen (15) manuals on road and bridge maintenance with the assistance of JICA. Special maintenance manuals were developed for four (4) special bridges • Adoption of long-term performance-based maintenance contracts (LTPBMC) 	<ul style="list-style-type: none"> • Further increase maintenance allocation to meet 88% of actual needs and lessen maintenance backlog. • (Actual needs = P257,575/km) • (Allocation = P227,270/km) • Prescribe use of performance-based thermoplastic pavement markings • Increase number of LTPBMC



ISO CERTIFICATION



POINT A (2010)	POINT B (2013)	POINT C (2016)
<ul style="list-style-type: none"> The DPWH was one of the most criticized agencies with bad publicity, bad image and bad stories. The public often express disapproval with the projects that the Department undertakes as well as the quality of its completed projects. There was a pressing demand for transformation in order to produce quality infrastructures and ensure public safety and satisfaction. 	<ul style="list-style-type: none"> To find the most effective and efficient ways to serve the public through the implementation of the right projects, at the right cost, with the right quality, delivered right on time, and carried out by the right people, the Department embarked on a project called Quality Management System (QMS) Certifiable to ISO 9001:2008. QMS defines the processes and procedures of an organization in order to produce high quality product or services to the delight of tis customers. Requiring contractors to sign Integrity Pledge The DPWH Quality Manual was implemented starting July 31, 2013 after which an internal quality audit (IQA) was conducted in October 14-18, 2013. IQA Findings and Corrective and Preventive Actions Reports (CPARs) were reported by the Office Quality Management Representatives (QMRs) to the Area QMRs on December 9, 2013. A Memorandum signed by the Secretary was issued on February 26, 2014 directing all Undersecretaries and Assistant Secretaries to ensure that all Directors shall review and consolidate all issuances pertaining to their area, in connection with the Policy Issuance Guidelines and the implementation of the Quality Management System Manual. The Pre-Procurement meeting for the procurement of a Certifying Body (third party firm) to assess the Department's compliance to ISO 9001:2008 was held on February 27, 2014. The Area Quality Management Representatives (QMRs) presented the consolidated IQA findings and Corrective/Preventive Action Reports (CPARs) to the Management Committee on March 3, 2014. 	<ul style="list-style-type: none"> The target is for the Department to be ISO certified by the end of 3rd quarter 2013. However, a key component of QMS is its continual improvement during implementation. Internal quality audits should be in place to identify quality gaps that must be immediately resolved in order to ensure the quality of infrastructures and to sustain the public's satisfaction. Moreover, the current QMS project involves only the Central Office, 2 Regional Offices, and 2 District Engineering Offices, it should be implemented by all offices of the Department – 16 Regional Offices, 182 District Engineering Offices and the Central Office.

ORGANIZATIONAL CULTURE CHANGE


POINT A (2010)	POINT B (2013)	POINT C (2016)
<ul style="list-style-type: none"> In 2004, the Department initiated an Organizational Culture Building Program (OCBP) to determine its current and desired organizational culture, and to craft a roadmap towards the desired culture. The intention of this intervention was to complement the business process reengineering efforts of the Department together with the modernization of the Information Technology (IT) as enabler to the re-engineered processes. After the completion of the project however, there was no desire to continue with the succeeding activities. 	<ul style="list-style-type: none"> In 2011, under the Department's Transformation Program, this initiative has been revitalized, through the Organizational Culture Change project, starting with the outlined core values – Public Service, Integrity, Excellence, Professionalism, and Teamwork. This project includes interpersonal and personal skills development related to organizational culture change which will run over a period of two (2) years, through seven (7) interventions for 150 key personnel of the Department nationwide. Five (5) of the seven (7) modules have already been successfully conducted, and the 6th module is scheduled this May 2014. 	<ul style="list-style-type: none"> Because culture is one of those “soft” things that is hard to change, the program hopes to create and maintain sustainable patterns of behavioral change, to live out in one's life at the Department its five (5) core values – public service, integrity, excellence, professionalism, and teamwork. Complementary programs is still needed to be undertaken by the Department to fully achieve the desired culture change because it is believed that people is the biggest asset of an organization.

CORRUPTION RISK MANAGEMENT


POINT A (2010)	POINT B (2013)	POINT C (2016)
	<ul style="list-style-type: none"> DPWH has established communications mechanism in receiving, replying, and taking action to any complaint, query, request or suggestion to the agency. The feedback channels/mechanisms included the following: telephone numbers 02-5363477, 02-3029196, and 02-3043370; DPWH text 2920; DPWH website www.dpwh.gov.ph; Facebook account Department of Public Works and Highways \ (Central Office) or Twitter account; dpwhco; and walk-in referrals. In 2012 DPWH received 3056 feedbacks with 2550 resolved/acted upon 	<ul style="list-style-type: none"> Establish a strong no gifts and benefits policy so that DPWH employee will not accept bribe in any form.
	<ul style="list-style-type: none"> Audit concentrated in the most vulnerable area. Selective and purposive auditing was done to maximize the use of limited resources, as well as concentrate on the agency's process and system. Risk assessment and risk audit was complemented by proper training. Offices were selected based on 1) number of years since it was audited, and 2) amount of budget allocation for the current year. Heads of Offices with major lapses were sanctioned and/or given stern warnings. 	<ul style="list-style-type: none"> Develop and implement a structured Corruption Risk Management/Corruption Prevention Plan (CRM/CPP)




LET US KNOW WHAT YOU THINK




DPWH Hotline 165-02



send an SMS to DPWH Text 2920



**Department of Public Works and Highways,
Philippines**



@dpwhco <http://twitter.com/dpwhco>

WHISTLEBLOWING, INTERNAL REPORTING AND INVESTIGATION

POINT A (2010)	POINT B (2013)	POINT C (2016)
	<ul style="list-style-type: none"> •Policy of transparency has encouraged whistleblowing which has acted as a deterrent for individuals who are contemplating to commit improper acts. • A strong policy on internal reporting of bad behavior sent a strong signal to the public that the agency is committed and has the political will to enforce integrity as well as accountability among its ranks and punish erring employees and officials of the Department. • Complaints Validation and Investigation Committee (CVIC) has been established and so far has received 132 cases/complaints. 25 cases with Resolution were submitted to the Secretary; 70 cases are still under investigation and Resolution under process for 33 cases. 	<ul style="list-style-type: none"> • Provide a system of reward and punishment. A specific set of sanctions as well as rewards should be given to those who to the line of integrity and punishment to those make a mockery of the rule of law.







OUR ACCOMPLISHMENTS



Percentage of bridge along national roads made permanent

In 2010, the DPWH has made permanent a total of 332,139 lm or 96% of the total bridges along the national road network (345,978 lm) of the country. This has increased to 336,865 lm or 97.4% (a 1,474 lm increase) in 2013. This is being targeted to increase to 342,172 lm or about 98.9% in 2014, 344,248 lm (99.5%) in 2015 and 345,978 lm or 100% in 2016. Similar to roads, a shortfall of 1% was recorded in 2013 for the same reasons.



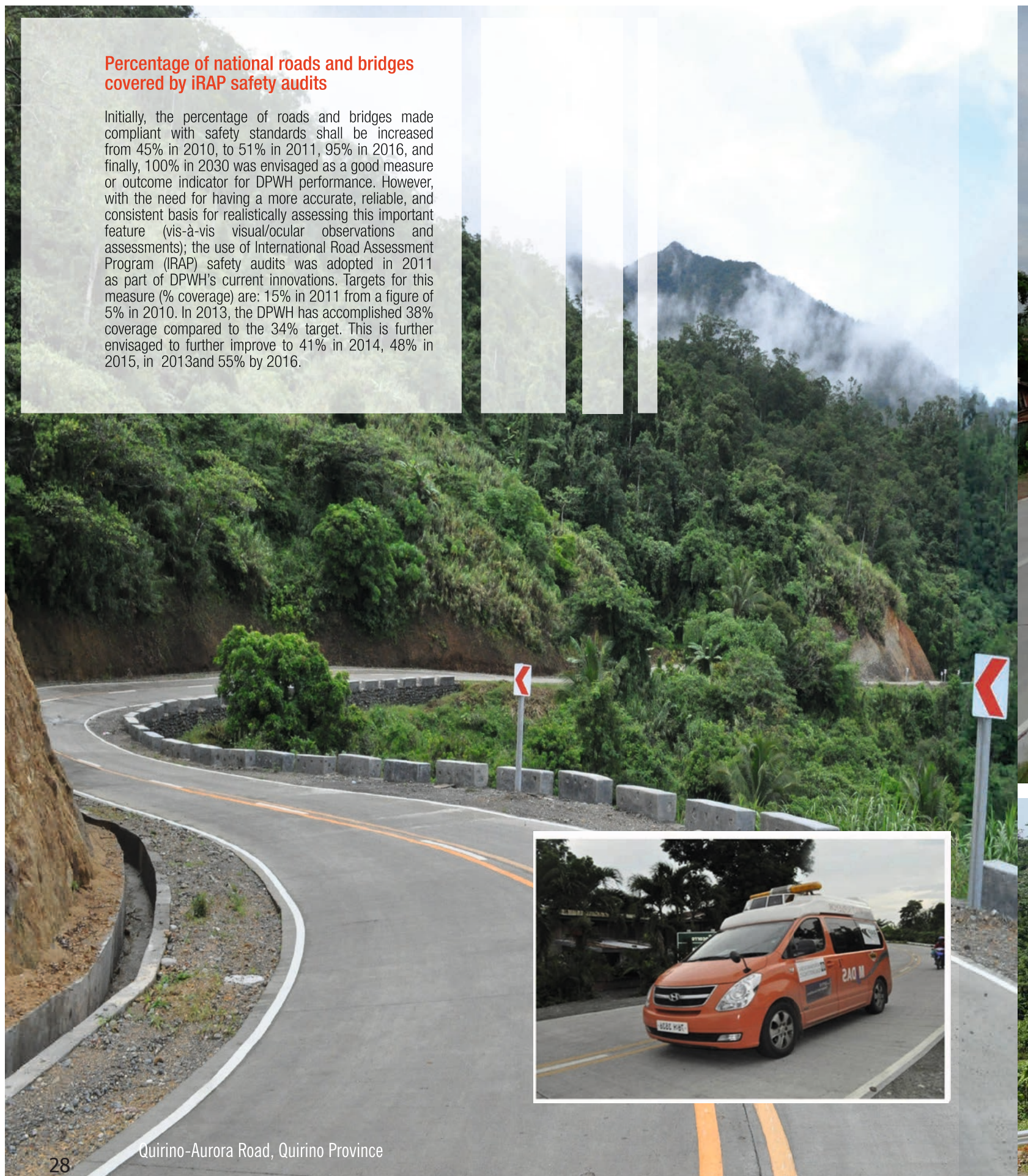
Maguiling Bridge, Tuao, Cagayan



Agbalo Bridge, Capiz, Iloilo

Percentage of national roads and bridges covered by iRAP safety audits

Initially, the percentage of roads and bridges made compliant with safety standards shall be increased from 45% in 2010, to 51% in 2011, 95% in 2016, and finally, 100% in 2030 was envisaged as a good measure or outcome indicator for DPWH performance. However, with the need for having a more accurate, reliable, and consistent basis for realistically assessing this important feature (vis-à-vis visual/ocular observations and assessments); the use of International Road Assessment Program (iRAP) safety audits was adopted in 2011 as part of DPWH's current innovations. Targets for this measure (% coverage) are: 15% in 2011 from a figure of 5% in 2010. In 2013, the DPWH has accomplished 38% coverage compared to the 34% target. This is further envisaged to further improve to 41% in 2014, 48% in 2015, in 2013 and 55% by 2016.



Quirino-Aurora Road, Quirino Province



Plaridel Bypass Road

Percentage of national road network paved

In 2010, the DPWH has paved a total of 25,281 km or 80.9% of the total national road network (31,242 km) of the country. This has increased to 27,568 km or 88.2% (a 1,262 km increase) in 2013. This is being targeted to increase to 28,843 km or about 91.2% in 2014, 30,316 km in 2015 and 31,242 km or 100% in 2016.

The shortfall of 59 km (0.2%) can be attributed to the shift in resources due to the Bohol earthquake and Yolanda disasters as well as problems encountered includes realignment and reprogramming, procurement issues, on-going reforms in implementation processes and reforms in fund releases by the Department of Budget and Management.

Jct. Lingig-Trento Road, Bislig, Surigao del Sur





Kilometer of arterial roads with an International Roughness Index (IRI) of 3

Initially, the length of new arterial roads with an IRI rating of 3 was originally targeted to be improved from 1,400 km in 2011 to 4,100 km in 2013 and 6,600 km in 2016. This is being re-targeted to 1,400 km in 2013, 4,800 km in 2015, and 6,600 km in 2016. This is mainly attributable to the delay in the procurement of profilometers, specialized equipment to do the IRI measurements and assessments. Seven (7) units have been procured under IBRD-assisted NRIMP-2 and the JICA-assisted JRUPP Project.

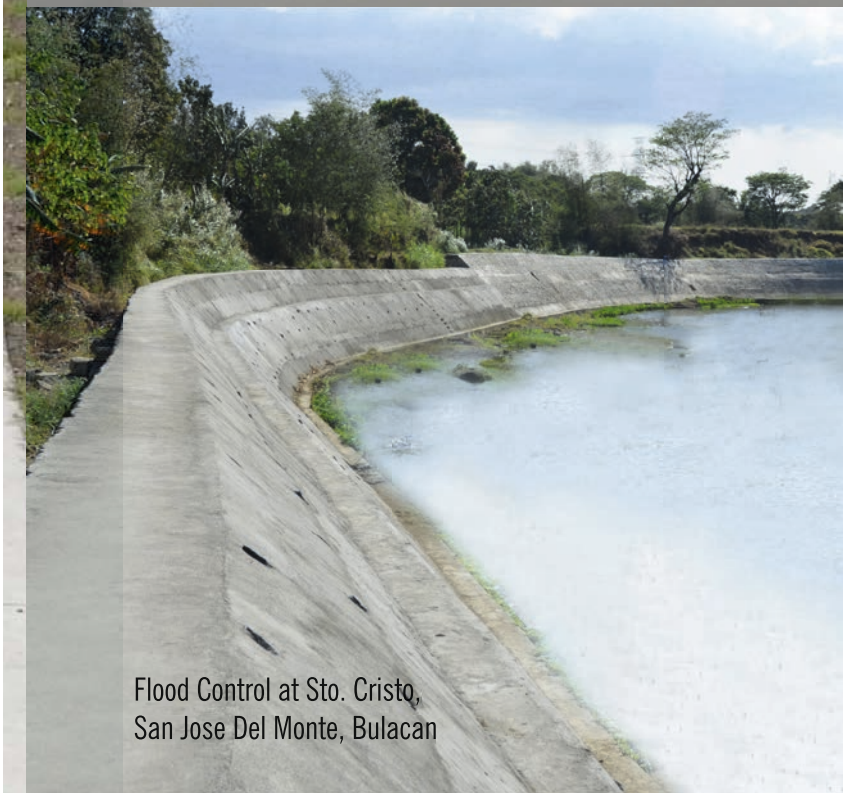


Percentage of flood prone protected area in identified major and principal river basins

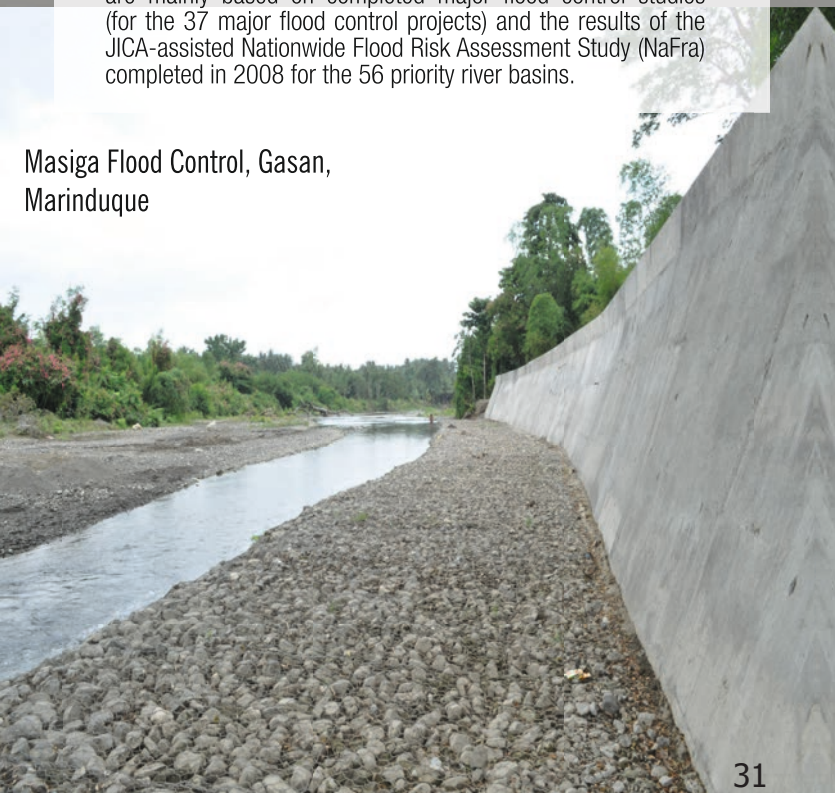
In 2013, the percentage of flood protected areas has increased to 14.50% out of the total area to be protected within the 56 priority river basins (416,327 hectares) nationwide. This corresponds to an additional 7,104 hectares protected to the total 53,263 hectares protected as of 2011. For 2014, this has increased targeted to 16.10% (67,028 hectares) and 19.70% (82,016 hectares) in 2016.

The Department is envisaging to improve allocations in this important sector considering the present challenges of climate change adaptation (CCA), disaster risk reduction management (DRRM) and "La Niña" phenomenon including disaster risk mitigation.

The extent of flood prone areas and target flood protected areas are mainly based on completed major flood control studies (for the 37 major flood control projects) and the results of the JICA-assisted Nationwide Flood Risk Assessment Study (NaFra) completed in 2008 for the 56 priority river basins.



Flood Control at Sto. Cristo,
San Jose Del Monte, Bulacan



Masiga Flood Control, Gasan,
Marinduque



External stakeholders approval rating

On the objective of effecting a “transparent and accountable organization” with external stakeholders perception rating as a measure, initially, the DPWH has taken into consideration the Road Sector Status Report Card by the People’s Road Watch or the “Bantay Lansangan” however, it may be noted that it has not received BL report card ratings in 2011 and 2012 as the sustainability of the World-Bank independently funded third party organization may be at issue. The DPWH is exploring the use of a potential substitute measure as well as third party organization.

Given the distinction of the Social Weather Station (SWS) as a reliable social research institution, the DPWH has taken into consideration the SWS 2013 Surveys of Enterprises on Corruption as a gauge to determine how the Department is doing well in its transparency and accountability efforts.

Based on the 2013 SWS surveys on Corruption results conducted among enterprises, the DPWH has posted a -22 sincerity rating which is still considered poor as against the -65 rating garnered in 2009 which is considered bad. The Department, with the transformation efforts being implemented, is aiming to attain at least the neutral level (+/- 0% rating) by the end of 2016.



Resolution of valid stakeholders complaints, inquiries and concerns

In terms of “engaging the public and business partners in governance,” highlights of accomplishments include the following:

On the objective of “engage the public and business partners in governance”, the resolution of valid stakeholder complaints, inquiries and concerns shall improve from 60% in 2010, 80% in 2011, 85% in 2012, 85% in 2013 and 2014, and 90% in 2015, and 95% in 2016, and finally, 100% in 2030.

Policy of transparency has encouraged whistleblowing which has acted as a deterrent for individuals who are contemplating to commit improper acts.

A strong policy of internal reporting of bad behavior sent a strong signal to the public that the agency is committed and has the political will to enforce integrity as well as accountability among its ranks and punish erring employees and officials of the Department.

Complaints Validation and Investigation Committee (CVIC) has been established and so far has received 132 cases/complaints, 25 cases with Resolution were submitted to the Secretary; 70 cases are still under investigation and Resolution under process for 22 cases.

The DPWH through its newly-created, Stakeholders Affairs Division of the Stakeholders Relations Service, data analytics is being done on the raw data whereby conclusions are drawn as basis for policy improvements and/or issuances.

- Institutionalization of an Office attending to external stakeholders concerns in the Department.

Under Executive Order 366, the Department of Budget and Management has approved the inclusion of Stakeholders Relations Service (SRS) as one (1) Support Services. The SRS, in-charge of social marketing and social mobilization efforts of the Department, is comprised of two (2) Divisions Stakeholders Affairs Division (SAD) and the Public Information Division (PID).





The institutionalization of the Stakeholders Relations Service is part of the Department's transformation program to put high premium in managing its external relations: (1) dealing with external units within the Department; (2) dealing with external organizations i.e. other government agencies, regulatory boards, and other interest groups such as contractors' and consultants' groups, suppliers, vendors; and, civil society groups, non-governmental organizations, private organizations; and, (3) dealing with the press (media) and the public.

To date, there are 52 accredited CSO partners of the Department involved in various aspects in project development cycle.

Seven (7) Memoranda of Agreement signed with CSOs on budget process, tourism convergence projects, and others.

Management of eight (8) citizens' feedback platforms: 24/7 call center (contract for expansion to include 16 Regional Offices under process), e-mail through DPWH website, short messaging system (TXT 2920), phone-in, walk-in, letter-referrals, social media (Facebook and Twitter), and, media (print and broadcast) monitoring system.

Designation of Citizen's Liaison Officer linking up with Presidential Action Center for resolution of complaints/concerns received by the Office of the President.

Designation of "Bilis Aksyon (Quick Action) Partner" with the Civil Service Commission's "Contact Center Ng Bayan" citizens feedback mechanism.

In 2013, Complaints and Action Center has received 2,097 feedbacks through 'feedback platforms' to include phone-in, walk-in, print and broadcast monitoring, internet (DPWH website/email), and social media (Facebook and Twitter) with 1,698 acted upon and 399 awaiting action. Unresolved complaints include, among others, those needing in depth investigations.

The Department's Committee on Complaints Validation, and Investigation headed by the Undersecretary for Support Services is undertaking the process of in-depth investigation and validation, afterwhich, the findings shall be turned over to appropriate Office, i.e. Ombudsman, which shall undertake the corresponding prosecution process.



- Having a functional Multi-Sector Governance Council (MSGC)

Highlights of Meetings :

Pledge of Commitment affirming support to the MSGC was signed wherein members committed support and advocate the DPWH strategy to their constituents/ members, recommend reforms in various DPWH business improvements or systems and actively participate in PGS and DPWH-MSGC activities.

DPWH-MSGC composed of the DPWH management and external stakeholders from the sector of civil society, professional, end-users, media, service providers (contractors and consultants), academe, and other government agencies has selected UP-College of Engineering Director, Dr. Alexis Acasio, as Chairman.

Key strategic issues and concerns to further improve DPWH performance in the delivery of government's infrastructure services were discussed in the MSGC coordination meetings held on 11 September 2011, 8 May 2012 and 12 February 2013.

MSGC members helped the DPWH air and voice out its policy concerns and thrusts to the general public.



Basilan Circumferential Road





Guimaras Circumferential Road



MSGC members have provided sound advice, opinion and inputs for the Department's successful accomplishment of the goals and objectives of the Performance Governance System (PGS) Strategy Map that eventually facilitated DPWH's successful completion of the requirements of the PGS compliance stage.

MSGC members' active participation in enhancing and supporting the DPWH's priority good governance, anti-corruption initiatives and transformation program.



Number of ISO certified offices

On the objective of “institutionalize improved practices”, the number of International Standards Organization (ISO) certified DPWH core offices shall be secured for 6 offices in 2013 increasing to 11 offices in 2016.

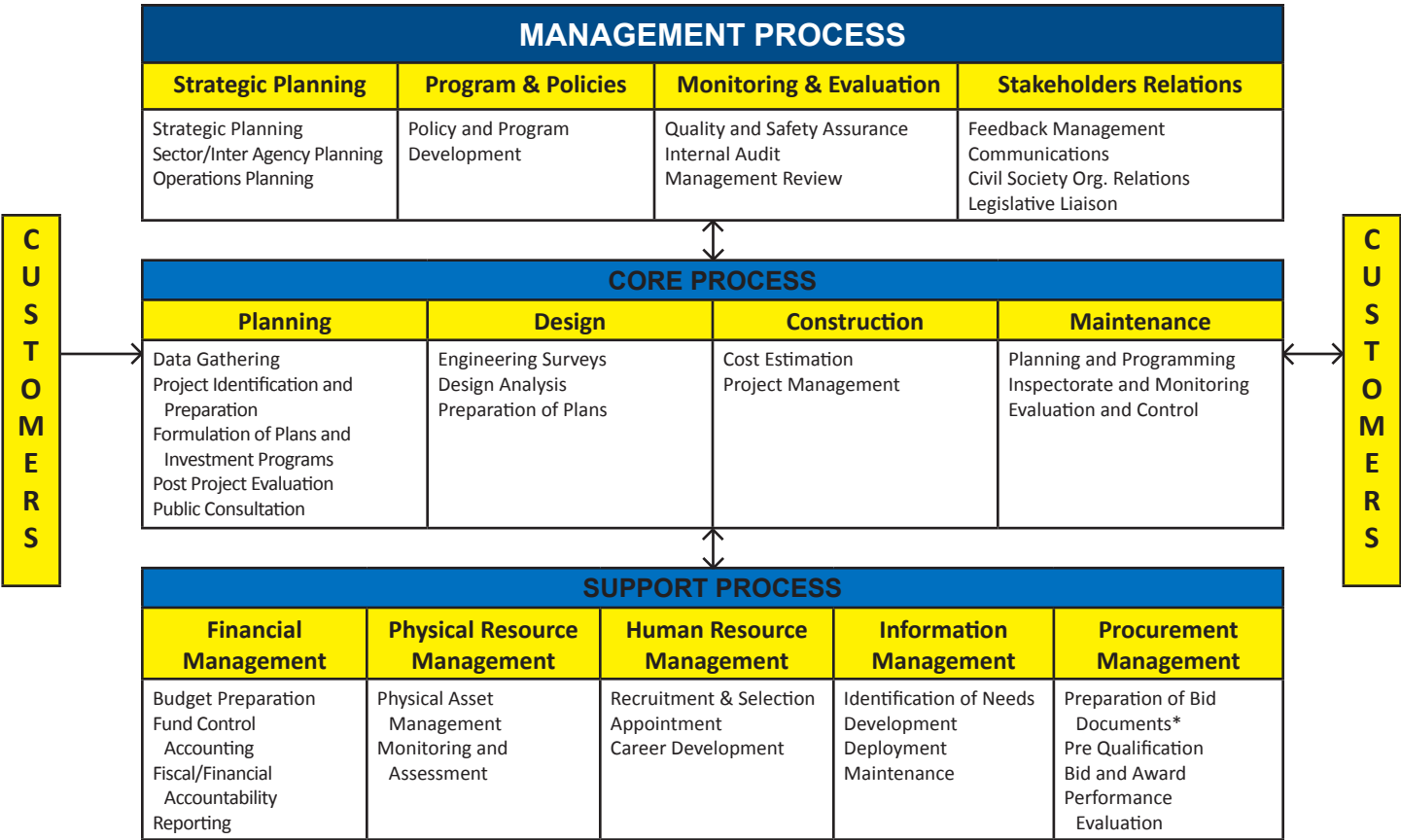
Initially, the plan was to subject six (6) pilot offices for ISO certification. However, Secretary Singson directed an additional ten (10) offices that will then be comprised of six (6) support services, five (5) bureaus, two (2) significant offices (CPO, PPP), and two (2) pilot regional offices and two (2) pilot district engineering offices. Status of ISO certification : The DPWH has secured the services of the Development Academy of the Philippines to train and guide the Department in the development of quality management system (QMS) certifiable to ISO 9001:2008. The Memorandum of Agreement was signed on June 14, 2012 for the project, “Development of Quality Management System (QMS) Certifiable to ISO 9001:2008 for the Department of Public Works and Highways.”

Essentially, the DPWH is improving its QMS to ISO standards which shall upgrade its basic policies, objectives, and guidelines set by the DPWH regarding the management and development processes which can be implemented as a tool for meeting and exceeding internal and external customers' expectations.

The DPWH has updated and redesigned its Enterprise Process Model to better reflect the linkages among management, core, support, and management analysis and improvement processes. The model shows that the DPWH customers' (public) play a significant role in defining requirements as well as inputs. Monitoring of customer satisfaction which will be basically undertaken by third party organizations will be given important focus.



DPWH PROCESS MODEL

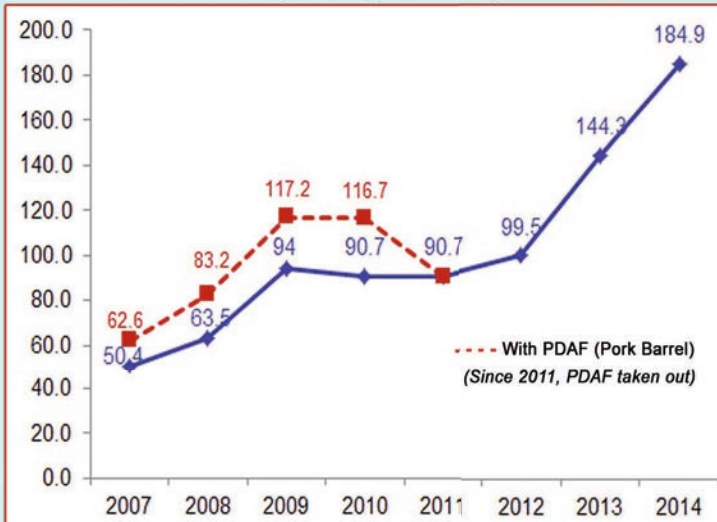


In the process model framework, it is worth mentioning that the Department puts premium on its customers. These process model begins with the assessment of customers' needs based on a given criteria of objective prioritization of programs and projects; and, ends with the customers' utilizing these programs and projects as drivers to economy.

Bocaue Bridge, Bulacan



2005-2014 DPWH Capital Outlays (In Php billion)



Absorptive capacity

On the objective of improving the DPWH “absorptive capacity”, the ratio of obligations to total allotments has improved from 84% in 2010, to 70% against its target of 86% in 2011; but decreased to 79% against its target of 87% in 2012 due to reforms in funds releases; then improved to 91% against its target of 88% in 2013 due to variances resulting from improved biddings.

The Department’s target for 2014 is 86%. For the first quarter in 2014, it has already posted 17% absorptive capacity.

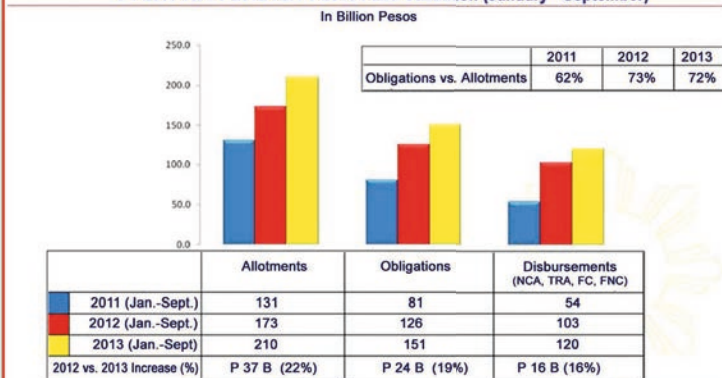
It is aiming to improve further its targets to 89% in 2015, 90% in 2016, and finally, 100% in 2030.

The reforms on processes and standards set by Secretary Singson have led to improvements in this strategic concern.

DPWH Performance Report (2011 vs. 2012 vs. 2013)

Continue to fine tune disbursement mechanisms to improve service delivery

FY 2011 vs. FY 2012 vs. FY 2013 Fund Utilization (January - September)



NOTE: NCA-Notice of Cash Allocation; TRA-Tax Remittance Advice; FC-Forex Cash; FNC-Forex Non Cash



Plaridel Bypass Road



Percentage compliance to prescribed documents processing timelines

On the objective of improving the DPWH “percentage compliance to prescribed timelines”, this shall improve from 94% in 2009 to 95% in 2011, 95% in 2012, 96% in 2013, 97% in 2015, and 98% in 2016. In 2012, the DPWH has registered a 93% compliance from a rate of 86.2% in 2011. However, this had been slightly lower than the 2012 and 2011 target of 95%. Under Measure No. 10, the Department uses a dynamic electronic routing slip, called Document Tracking System or DoTS, for monitoring the status of documents in the Department. DoTS percentage compliance to prescribed time is one of the measures under PGS to fast-track and eliminate delays in the processing and approval of documents. This is being calculated annually based on the number of documents received by DoTS Center.

The percentage compliance of 93% presents a remarkable improvement from the 86.2% compliance rate in 2011, notwithstanding the increase by 64% of the total documents processed in 2012 which is 22,531 documents compared to 13,731 documents processed in 2011. This increase is made possible with the directive of Secretary Singson through a Department Order No. 52 dated 30 July 2012 to include other documents such as the payment for the right-of-way with resettlement action plan for foreign assisted projects.

Malalag-Malita-San Marcelino Road
Davao del Sur Province



Internal stakeholders approval rating

The internal stakeholders approval rating shall improve from 65% in 2010 to 75% in 2011, 80% in 2012, 85% in 2013, 90% in 2015, and 95% in 2016. In 2012, the approval rating has increased to 94% from the targeted figure of 80% and an initial rating of 65% in 2010. This had been based on a sampling survey undertaken across the organization from the Central (Head) Office down to District Engineering Offices.



Jct. Menzi-Dahican-Lawigan Road, Mati City, Davao Oriental



Davao City Diversion Road widening, Maa-Bangcal Section Talomo, Davao City

Percentage of accredited personnel in selected occupational groups

On the objective to “uphold professionalism based on merit and performance”, the percentage of Key Personnel Accredited in selected occupational groups is targeted to improve to 60% in 2011, 60% in 2012, 70% in 2013, 72% in 2014, 75% in 2015 and 90% in 2016, and finally 100% in 2030. In 2013, the DPWH has achieved a rating of 78%.

Three occupation groups in the Department which requires accreditation, examinations or training. These are Project Engineers, Project Inspectors, Materials Engineers, and Procurement Officers (Bids and Awards Committee members).





Number of Cadets trained and passed the Cadetship program

On the objective to “uphold professionalism based on merit and performance”, The Department, recognizing the need to inject a new breed of engineers to the organization, beset with the problem of not being able to hire new employees due to the pending Rationalization Plan, has come up with a program called, DPWH Cadet Engineer Program, to ensure a continuing stream of young engineers who have the right foundation – knowledge, skills and values – to fill the technical positions and preparing them to hold managerial positions in the future.

Under this Program, 40 young civil engineers were trained and passed the 1st Cadetship Program. Following the extensive recruitment and selection criteria in the selection of program participants nationwide, eight (8) among the initial 40 cadet engineers graduated with honors, all licensed civil engineers wherein 11 has board rating higher than 90%, 16 with a rating above 85%, and 13 with board rating below 85%.

Civil engineering board examination passers and fresh graduates who belong to the top ranks of their class are encouraged to start their career in the government through the DPWH. The program includes a six-month intensive training and internship in various strategic offices of the Department where they will be having their special projects which they will work on and present to and defend before the panel of key officials.





Percentage of adherence to programming criteria based on existing planning applications

On the objective to continuously “optimize available resources”, the percentage of adherence to programming criteria based on existing planning applications with a 50% baseline value in 2009-10, is targeted to increase to 60% in 2011, 70% in 2012, 75% in 2013, 78% in 2014, 80% in 2015, and 90% in 2016. In 2013, performance has improved to 94% from the targeted value of 75%, 72% in 2012 and 69% in 2011, over the base value of 50% in 2010. This can be attributed to clearer and more focused planning thrusts and directions and use of IT-aided planning applications in the DPWH.

Percentage of projects completed within time and budget

On the objective of increasing the “percentage of projects completed within time and budget”, this shall improve from the baseline value of 55% in 2010 to 60% in 2011, 70% in 2012, 80% in 2013, 83% in 2015, 85% in 2016, and 100% in 2030. In 2013, DPWH performance was 71% as against the target of 80%. This is attributable to improvements in project management and supervision as well as better contract management of outsourced activities.



Length of (constructed) expressways in kilometer

On the objective of increasing available resource base and “promote PPP investments”, the length of constructed expressways in the country is targeted to improve from a baseline figure of 286 km in 2010, to 324 km in 2012, 361 km in 2013, 387 km in 2015, and 437 km in 2016. In 2013, the DPWH and its concessionaire/private sector partners have constructed a total length of 339 km as against a target of 361 km and a 286 km baseline figure in 2010.





1. Tarlac – Pangasinan – La Union Expressway (TPLEX): The 88.152 km expressway project will provide unimpeded and direct access from Tarlac interconnecting with the SCTEX up to Rosario, La Union.

Section 1: Tarlac – Carmen, Rosales, Pangasinan; 48.6 km has posted an accomplishment of 81.89%; scheduled for completion on May 2013.

Section 2: Carmen – Urdaneta, Pangasinan; 13.72 km; Agno viaduct construction started; acquisition of right-of-way ongoing.

Section 3: Urdaneta, Pangasinan – Rosario La Union; 25.832 km; study to determine viability of proposed realignment completed on February 2013.

2. Daang Hari –SLEX Link Road Project

On-going construction activities is 31.168% completed as of 25 February 2014. (Based on Revised S-Curve and Revised Contract Amount approved by AC to Contractor MDC with revised completion date of December 31, 2014)

3. NAIA Expressway: The 7.15 km project involves the financing, design, construction and operation and maintenance of an elevated expressway (including the ramps) from the terminus of Phase I at Sales Avenue going to Andrews Avenue, Domestic Road, MIA Road and ends at Diosdado Macapagal Boulevard and Entertainment City. Included in the project is the construction of at-grade road going to the Entertainment City. The project will connect the NAIA Terminals 1, 2, and 3.

For 2013, DPWH PPP Service has bid out and awarded, the NAIA Expressway Project, a 4-lane elevated expressway with a total length of 7.15 kms. including ramps starting from Sales Avenue going to Andrews Ave, Domestic Road, MIA Rd. and ends at Macapagal Blvd./PAGCOR Entertainment City. The road project will provide better access to Ninoy Aquino International Airport and PAGCOR Entertainment City and connect to the Skyway network of NCR.

Detailed engineering design and right-of-way acquisition for the project are on-going.

4. Cavite-Laguna (CALA) Expressway Project: This 47-km project involves the financing, design, construction and operation and maintenance of an expressway that starts at CaviTex in Kawit, Cavite and ends at Mamplasan interchange of South Luzon Expressway (SLEX) in Biñan, Laguna.



La Paz Sand Dunes Road, Laoag City

In 2013, these activities were completed : advertisement of the project, revised structure from hybrid to pure PPP, NEDA Board re-approval as pure PPP, re-advertisement, market sounding, pre-qualification conference, submission of pre-qualification documents, notice of pre-qualification, pre-bid conference and re-submission to NEDA with proposed VGF of P5 Billion.

5. Central Luzon Link Expressway (CLLEX), Phase I, Tarlac-Cabanatuan, Nueva Ecija (ODA): This 30.7 km project involves the construction of the expressway from SCTEX in Tarlac to Cabanatuan City to decongest traffic at Daang Maharlika. Issuance of Notice to Proceed to Detailed Design Consultant was given on September 2013. Detailed design is scheduled for completion on July 2014.

Central Luzon Link Expressway (CLLEX), Phase II, Cabanatuan-San Jose, Nueva Ecija : This 35.70 km project is an extension of CLLEX Phase 1 and will connect Cabanatuan City to San Jose City in Nueva Ecija. Notice of Award issued to consultant for Business Case. Official Notice to Proceed on the consultancy services was received by the consultant on March 25, 2013.

6. NLEX-SLEX Link Connector: This 8-kilometer all elevated 2x2 highway extending the NLEX southward from the end of Segment 10.1 in C3 Road Caloocan City to PUP Sta. Mesa prior to Pasig River to connect common alignment of Skyway Stage 3 and traversing substantially along the PNR alignment.

The project is under the Toll Regulatory Board which approved the basic alignment and basic design to a "no objection" to be obtained from DPWH and PNR.

7. Southern Tagalog Arterial Road (STAR) Project, Stage 2 (Phase II) and improvement of Stage I: The 19.74 km in progress from a positive 1.193% last February 2014 to positive 3.692% as of March 25, 2014.

8. Laguna Lakeshore Dike (LLED): The project is envisioned to provide a high standard highway cum dike that will facilitate traffic flow and mitigate flooding in the western coastal communities along Laguna Lake, from Bicutan/Taguig in Metro Manila through Calamba to Los Baños, Laguna. It includes a 47-km of six-lane expressway dike. Project process and approval by NEDA and finalization of Transaction documents scheduled March 2014.



MNR Bantay Ilocos Sur



DOT-DPWH CONVERGENCE PROGRAM

On Enhancing Tourism Access

The DOT-DPWH Convergence Program on Enhancing Tourism Access is a joint undertaking between the Department of Tourism (DOT) and the Department of Public Works and Highways (DPWH), pursuant to Sections 34 to 37 of R.A. 9593, otherwise known as the Tourism Act of 2009, which aims to:

- Establish a tourism infrastructure program in the work programs of DOT, DPWH, and DOTC based on the National Tourism Development Plan (NTDP).
- Identify vital access roads, airports, seaports, and other infrastructure requirement in identified tourism areas and coordination of local government initiatives with the NTDP.

On January 19, 2012, a Memorandum of Agreement (MOA) was signed between DOT and DPWH, to establish a Convergence Program on Enhancing Tourism Access. The said signing was the first time DOT and DPWH will work together towards a common goal of prioritizing tourism road infrastructure.

Through the signed Memorandum, a working arrangement was established between these two government agencies in order to identify, evaluate, prioritize, and implement the tourism road infrastructure in priority tourism clusters, development areas in the Philippines in support of the goals and targets of the National Tourism Development Plan (NTDP) and the Philippine Development Plan (PDP) for 2011 to 2016.

A Technical Working Group (TWG) was created to provide the needed planning and programming activities in accordance with the objectives of the NTDP, PDP, and the provisions of the Convergence MOA. To jumpstart the Convergence Program, the TWG has established a set of multi-level criteria in the identification, evaluation, and prioritization of the tourism road infrastructure in various tourism clusters, formally termed as the “Tourism Road Infrastructure Project Prioritization Criteria (TRIPPC)”. The criteria seek to prescribe guidelines, and procedures in the identification, evaluation, validation, prioritization, and programming of tourism road projects.



Slope protection at Digos-Makar Road,
Davao del Sur



TOURISM ROAD INFRASTRUCTURE PROJECTS

An initial 202 projects were identified as key tourism infrastructure projects under the DOT-DPWH Convergence Program with an estimated total cost P54.1 Billion (the total cost is still subject to changes based on the detailed engineering design for the completion of the projects and based on the approval of the succeeding annual infrastructure program for the tourism infrastructure projects). Of the 202 projects, 30 projects were already completed based on its total funding requirements.

The 202 projects involve the construction, upgrading, rehabilitation and improvement of roads and bridges, including slope protection works and other related works with an estimated total project length of 2,072.5 km based on the estimated total funding requirement. Out of the 1,035.4 km funded road sections, 69% or 718.1 km were already accomplished. The 718.1 km represents an accomplishment of 35% vs. the estimated target of 2,072.5 km, to be finished by 2016. Hereunder is the status of the projects per region:



Uyugan-Mahatao Interior Road, Basco Batanes

As of December 2013, out of the P54.1 Billion, P25.4 Billion was already released for the on-going 203 tourism infrastructure projects. Of the P25.4 Billion, P16.4 Billion were funded under the DOT-DPWH Convergence Program, while the remaining P8.9 Billion were released from other DPWH programs from FY 2011 to FY 2013 (i.e., Upgrading, Preventive Maintenance, Access to Declared Tourist Destinations, etc.). Moreover, an additional P11.6 Billion is included in the DPWH FY 2014 Budget for the on-going projects, while the remaining works with an estimated cost of P17.2 Billion will be considered in the DOT-DPWH Convergence Program (FY 2015-FY 2016) and/or from other DPWH Programs.

A total of P14.7 Billion is included in the FY 2014 DOT-DPWH Convergence Program for the completion of the on-going tourism road (FY 2011-FY 2013 funded) projects and for new identified projects. This excludes the amount or attributions included in the DPWH FY 2014 Budget under other programs allocated for the identified tourism road projects).

Region	Estimated Project Cost (P'B)				Proposed Project Length (Km.)			% Accompl.		Number of Projects			
	Total	PY-FY 2013 (Releases)	FY 2014	Balance	Based on Total Cost	Based on Releases	Actual Accompl.	Based on Total Cost	Based on Releases	Total	Completed	On-going	NYS
CAR	6.13	2.14	0.99	3.00	234.17	94.44	63.50	25.6%	73.1%	19	6	13	-
I	0.99	0.66	0.33	-	47.98	27.78	21.28	42.6%	64.1%	6	1	5	-
II	0.94	0.54	0.35	0.06	93.09	61.19	48.01	52.0%	90.8%	8	2	6	-
III	2.10	1.10	0.58	0.43	56.82	22.35	8.29	15.9%	30.3%	6	-	6	-
IV-A	5.06	3.31	0.82	0.93	169.25	107.08	65.72	50.9%	77.8%	15	3	12	-
IV-B	4.94	2.49	1.21	1.24	211.82	106.12	67.37	37.7%	75.0%	10	2	7	1
V	7.67	2.26	1.30	4.11	267.07	77.21	59.86	26.1%	88.7%	16	-	15	1
VI	3.32	2.33	0.92	0.07	138.44	100.23	47.32	61.3%	87.3%	22	5	17	-
VII	6.30	3.83	1.01	1.47	261.30	178.48	152.26	37.2%	61.3%	27	4	22	1
VIII	2.53	1.05	0.40	1.07	101.69	47.47	32.46	36.2%	86.9%	17	1	16	-
IX	2.27	0.56	0.33	1.38	89.55	16.85	7.60	13.6%	54.8%	6	-	6	-
X	2.04	1.19	0.56	0.28	78.05	51.26	23.18	45.3%	77.4%	15	3	12	-
XI	6.47	2.11	1.69	2.67	197.06	73.77	59.22	26.8%	82.0%	17	2	15	-
XII	0.95	0.60	0.36	-	38.06	23.40	19.12	49.8%	79.3%	5	-	5	-
XIII	2.40	1.21	0.74	0.45	88.18	47.80	42.92	42.2%	83.7%	13	1	12	-
Total	54.13	25.39	11.59	17.15	2,072.54	1,035.41	718.10	35.1%	74.8%	202	30	169	3

* Excludes new identified tourism projects under the 2014 Budget. The 2015-2016 program for the proposed new tourism projects is currently being reviewed/evaluated.



Hereunder is the status of key tourism infrastructure projects:

1. Ternate-Nasugbu Road

Project Cost:	P 902.21 Million *
Released Amount:	P 902.21 Million
Description:	A 6.045-km tourism road which includes the construction of a two (2) lane tunnel and four (4) bridges connecting the coastal towns of Ternate, Cavite and Nasugbu, Batangas to Metro Manila.
Schedule:	January 2009-January 2014
Status:	Completed
Remarks:	The project was opened to traffic last 01 July 2013.
Tourism Sites:	Puerto Azul, Caylabne Beach
Tourism Impact:	This tourism road project will support the mobility of the projected 11 Million visitors who will visit Metro Manila and the environs of Calabarzon. The project will reduce the 4-hour and 30 minutes travel time from Manila to Nasugbu (currently via the Tagaytay Highway) to 3 hours and make the coastal towns of Cavite and Batangas part of the tourism circuits originating from hotels in Metro Manila or from the nearby centers of Laguna

** The cost was revised from P860.09 Million to P902.21 Million due to additional works such as slope stabilization, among others.*



Kaybiang Tunnel (Ternate-Nasugbu Road), Cavite



2. Access to Puerto Princesa City Underground River, Palawan

- ***Bahile – Macarascas – Sabang Road (City Road)***

Project Cost:	P 79.75 Million
Released Amount:	P 79.75 Million
Description:	Rehabilitation / Reconstruction of 3.75 km
Schedule:	January 2013 – November 2013
Status:	Completed

- ***Salvacion – Sabang Stretch – Tapul Bahile Road (National Secondary Road)***

Project Cost:	P 40.57 Million
Released Amount:	P 40.57 Million
Description:	Upgrading (Gravel to Concrete) 1.85 km.
Schedule:	March 2011 – June 2012
Status:	Completed

Tourism Sites:	Underground River, Mangrove Forest Tour, White Sand Beaches
Tourism Impact:	Puerto Princesa's pride is the Puerto Princesa Subterranean River (or Underground River), a UNESCO World Heritage Site and one of the New 7 Wonders of Nature. The road project will enhance the tourism experience of the projected 1 Million visitors to Puerto Princesa by 2016, from the 600,000 recorded in 2012.

Puerto Princesa Palawan Road



3. Ambangeg Junction National Road to Mount Pulag• Bahile – Macarascas – Sabang Road (City Road)

Project Cost:	P120.00 Million
Released Amount:	P105.00 Million
Description:	A local road with an entry point at Ambangeg junction along the Gurel –Bokod – Kabayan –Buguias-Abatan national road at K0312+000 and ends at the Ranger station with a total length of 11 kms. The ranger station is the staging point for hikers and backpackers,local and foreign tourist alike, to the fabled and nationally known Mount Pulag for its magnificent view of its sunrise and sunset views.
Schedule:	The project involves the improvement/upgrading (gravel to concrete paved) of 6 kms. of road with pavement width of 6.1 meters and thickness of 0.23 meters.
Status:	2012-2014
Remarks:	On-going, 79.04% (based on total cost)
Tourism Sites:	Mt. Pulag, Kabayan Caves
Tourism Impact:	Mount Pulag (Kabayan) is the highest mountain peak in Luzon towering at an altitude of 9,640 feet above sea level and considered as the playground of the gods by local folks. It is home to many species of highland flora and fauna, including the dwarf bamboo, which covers its bald peak. The road if completed will give travel convenience to more than 2,900 motorists including tourists bound to Mt. Pulag and Kabayan Caves, both in the town of Kabayan. In 2012 a total of 159,842 tourists were recorded in Benguet.

Pulong Buhangin Bridge, Sta. Maria, Bulacan



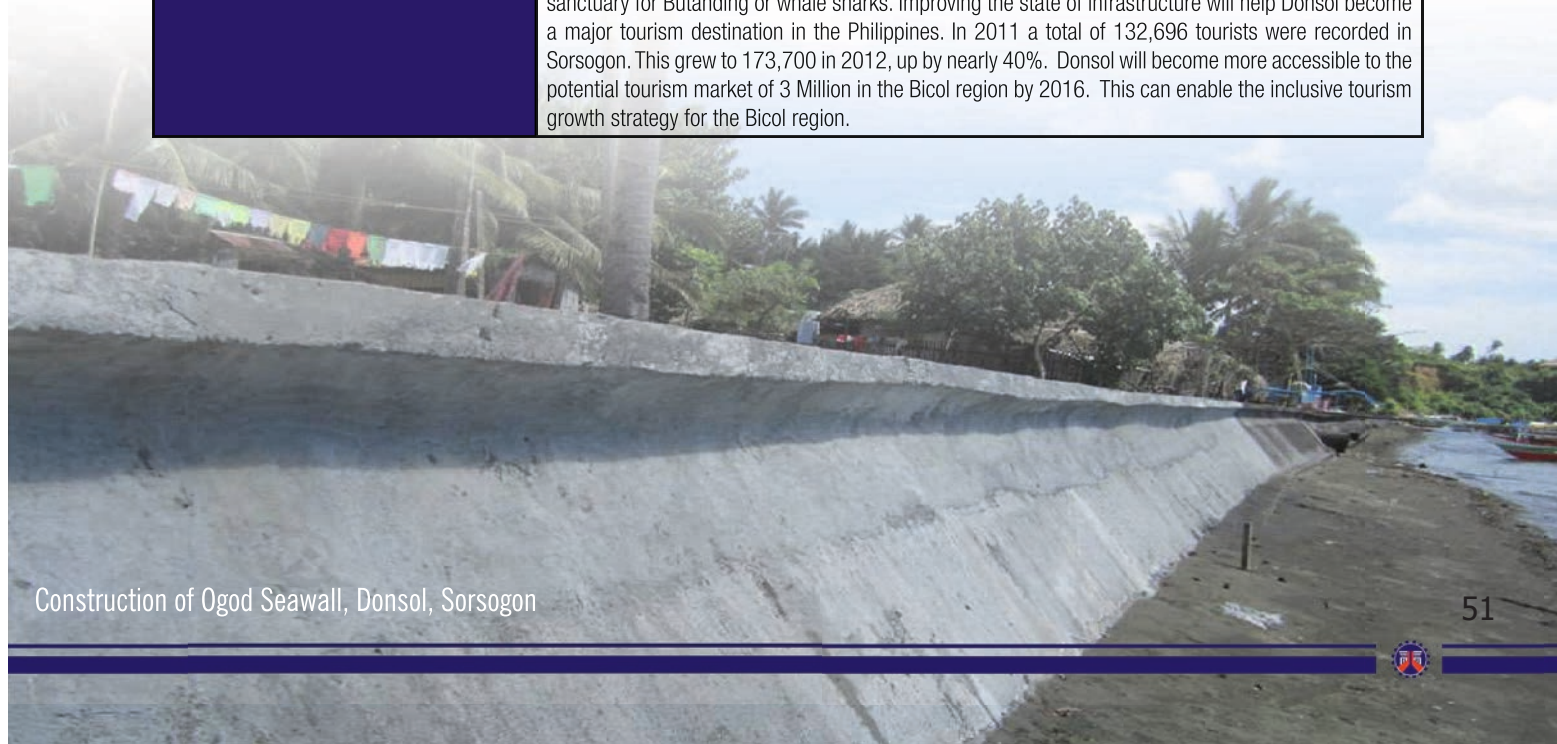
4. Access roads to Donsol, Sorsogon

- **Pioduran-Donsol-Sta. Cruz Road**

Project Cost:	P769.20 Million
Released Amount:	P269.20 Million
Description:	<p>The project will start at Brgy Bororan, Donsol, Sorsogon and will end at junction of Ligao-Pioduran Road at the Poblacion of Pioduran, Albay. The road traverses coastal areas from rolling to a mountainous terrain. It is an existing local road with a total length of about 26.5 kilometers.</p> <ul style="list-style-type: none"> • Donsol, Sorsogon Section – This road section has a total length of about 16.50 kilometers. The remaining project involves the upgrading (gravel to paved)/improvement of 8.6 kilometers with pavement width of 6.7 meters and thickness of 0.230 meters and construction of two (2) bridges with a total length of 59.10 l.m. • Pioduran, Albay Section - The project involves the upgrading (gravel to paved)/improvement of approximately 10 kilometers with pavement width of 6.70 meters and thickness of 0.230 meters including construction of 1 bridge.
Schedule:	2012-2016
Status:	On-going, 27.98% (based on total cost)
Tourism Sites:	Whale Shark (Butanding)
Tourism Impact:	Donsol is dubbed as the Whale Shark Capital of the World. DOT has also declared this area as an official sanctuary for Butanding or whale sharks. Improving the state of infrastructure will help Donsol become a major tourism destination in the Philippines. In 2011 a total of 132,696 tourists were recorded in Sorsogon. This grew to 173,700 in 2012, up by nearly 40%. Donsol will become more accessible to the potential tourism market of 3 Million in the Bicol region by 2016. This can enable the inclusive tourism growth strategy for the Bicol region.

- **Guinobatan-Jovellar-Donsol Road**

Project Cost:	P 700.0 Million
Released Amount:	P 100.0 Million
Description:	Construction/concreting, 24.90 km
Schedule:	2013-2016
Status:	On-going, 9.55%
Tourism Sites:	Whale Shark (Butanding)
Tourism Impact:	Donsol is dubbed as the Whale Shark Capital of the World. DOT has also declared this area as an official sanctuary for Butanding or whale sharks. Improving the state of infrastructure will help Donsol become a major tourism destination in the Philippines. In 2011 a total of 132,696 tourists were recorded in Sorsogon. This grew to 173,700 in 2012, up by nearly 40%. Donsol will become more accessible to the potential tourism market of 3 Million in the Bicol region by 2016. This can enable the inclusive tourism growth strategy for the Bicol region.



Construction of Ogod Seawall, Donsol, Sorsogon

5. Island Garden City of Samal (IGACOS) Circumferential Road, Phase I

Project Cost:	P 1.316 Billion
Released Amount:	P 0.416 Billion
Description:	<p>It is a provincial road which has an estimated length of 96.301 km with a total estimated cost of P3.51 Billion. This road has following two main sections:</p> <ul style="list-style-type: none">• Babak-Penaplata-Kaputian (East Side) - 32.656 km• Babak-Camudmud-Tagpopongan-Kaputian (West Side) - 63.645 km <p>Out of the 96.301 km, 37.437 km is targeted to be finished until 2016 with an estimated cost of P1.316 Billion for the construction, opening, upgrading of the priority sections.</p>
Schedule:	2012-2016
Status:	On-going, 19.5% (based on total cost-P1.316 B)
Tourism Sites:	Pearl Farm Beach Resort, Tridacna Culture, Diving Area, Samal Botanical Garden
Tourism Impact:	<p>IGACOS is a coastal paradise located at the heart of Davao Gulf. A Haven to those seeking solace in an unspoiled and natural ambiance and to those who are in quest for great adventure and extreme challenges with nature. Its white and pristine beaches and diverse natural attractions combined with the warmth and hospitality of its people spell out its potential to be a world-class eco-tourism destination in this part of Southeastern Mindanao. Based on the 2011 tourism data, a total of 77,648 tourists arrivals recorded in the city. NTDP projected 1.5 M tourists in the Davao Gulf and Coast by end of 2016.</p>



Compostela-Cateel Road, Davao Oriental



YOLANDA

REHABILITATION AND RECONSTRUCTION EFFORTS

Team DPWH responds...





REHABILITATION AND RECONSTRUCTION EFFORTS IN TYPHOON YOLANDA AFFECTED AREAS

The Philippines ranks among the most vulnerable to multiple hazards, such as earthquakes, typhoons and floods, volcanic eruptions and landslides, worsened by global climate change. Consecutive man-made and natural calamities battered the country during the latter half of 2013. On November 8, 2013, Super Typhoon “Yolanda”, which turned-out to be one of the strongest storms with maximum sustained winds to make landfall in earth’s history, wreaked havoc in the Visayas and Southern Luzon regions. Many lives were lost and missing while injured survivors struggled to stay alive. The violent storm destroyed many communities as houses near the shoreline were washed away by storm surges and others were totally damaged by strong winds. Some buildings made of reinforced concrete and structural steel survived however, damages were incurred on its architectural components, roofing, and roof framing system. Typhoon impacts on national roads and bridges are in general limited to debris, felled trees and downed utility poles and lines, which blocked the roadway. A few storm surge- or rain-triggered landslides or washouts badly damaged some road sections. In the aftermath of the violent storm, surprisingly, amidst the destruction and hardship, Filipinos showed to the world its resiliency in times of disasters sprouting sources of inspiration and radiating rays of hope to disheartened lives.





Restoring mobility

DPWH came forward with initiatives to respond to the call of service to those in need. Strong resolve of the Department's frontline units undertook the great task of clearing the highways the soonest possible time so that relief assistance could reach isolated areas. After Yolanda's furious winds subsided, clearing of all national roads started to restore mobility all the way to Eastern Visayas, the worst-hit region. Priority was given to national arterial roads and bridges, and sections of national secondary roads that provided critical access to response and relief activities in the affected areas. Resources, consisting of maintenance equipment and manpower from the Central Office, Regional and District Engineering Offices, were dispatched to typhoon-stricken areas. Private contractors joined hands in supporting the Department's operations to make critical transport links open and accessible. Working in teams, each group carried out road clearing and restoration to make national roads passable while on their way to their respective areas of responsibility. Amid the limitations brought about by the storm, prompt and coordinated efforts resulted to open supply lines that paved the way for the national government and other entities to come in, facilitated the movement of disaster-response agencies, emergency groups, and channeled relief goods to devastated areas. Table 1 shows the main supply routes along national roads utilized during the operations.

Table 1. Main Supply Routes for Typhoon Yolanda Response and Relief Efforts

FROM	TO	SUPPLY ROUTE
Bicol	Tacloban, Leyte	Matnogo RoRo-Allen-Catbalogan-San Juanico
Cebu (via Ormoc)		Ormoc-Carigara-Palo-Tacloban
		Ormoc-Baybay-Abuyog-Dulag-Tolosa-Palo-Tacloban
Samar/Leyte	Borongan and Guiuan, Eastern Samar	Catbalogan-Wright-Taft-San Julian-Borongan-Hernani-Guiuan
		Catbalogan-Basey-Marabut-Lawaan-Guiuan

By evening of November 8, 2013, some of the primary roads in Region 8 were one lane passable until almost all the primary and secondary roads were two lanes passable within four (4) days.

Damage on national roads and bridges due to Typhoon Yolanda was estimated at P0.736 Billion pesos while damage on DPWH office buildings was valued at P311 Million pesos. Estimated recovery and reconstruction needs totaled 1.748 Billion pesos, of which 0.732 Billion pesos was already funded while the remaining was validated and requested to NDRRMC/DBM.

Tables 2 and 3 shows the maximum deployed manpower and equipment in the response and relief efforts.

Table 2. Maximum Manpower Deployed for Typhoon Yolanda Response and Relief Efforts

MANPOWER	Regional Office 8	Augmentation from Central and other Regional Offices	Private	TOTAL
Regional Directors/ District Engineers	-	7	-	7
Engineers/Architects	3	163	-	166
Skilled	16	249	2	267
Labor	3	775	3	781
TOTAL	22	1194	5	1221

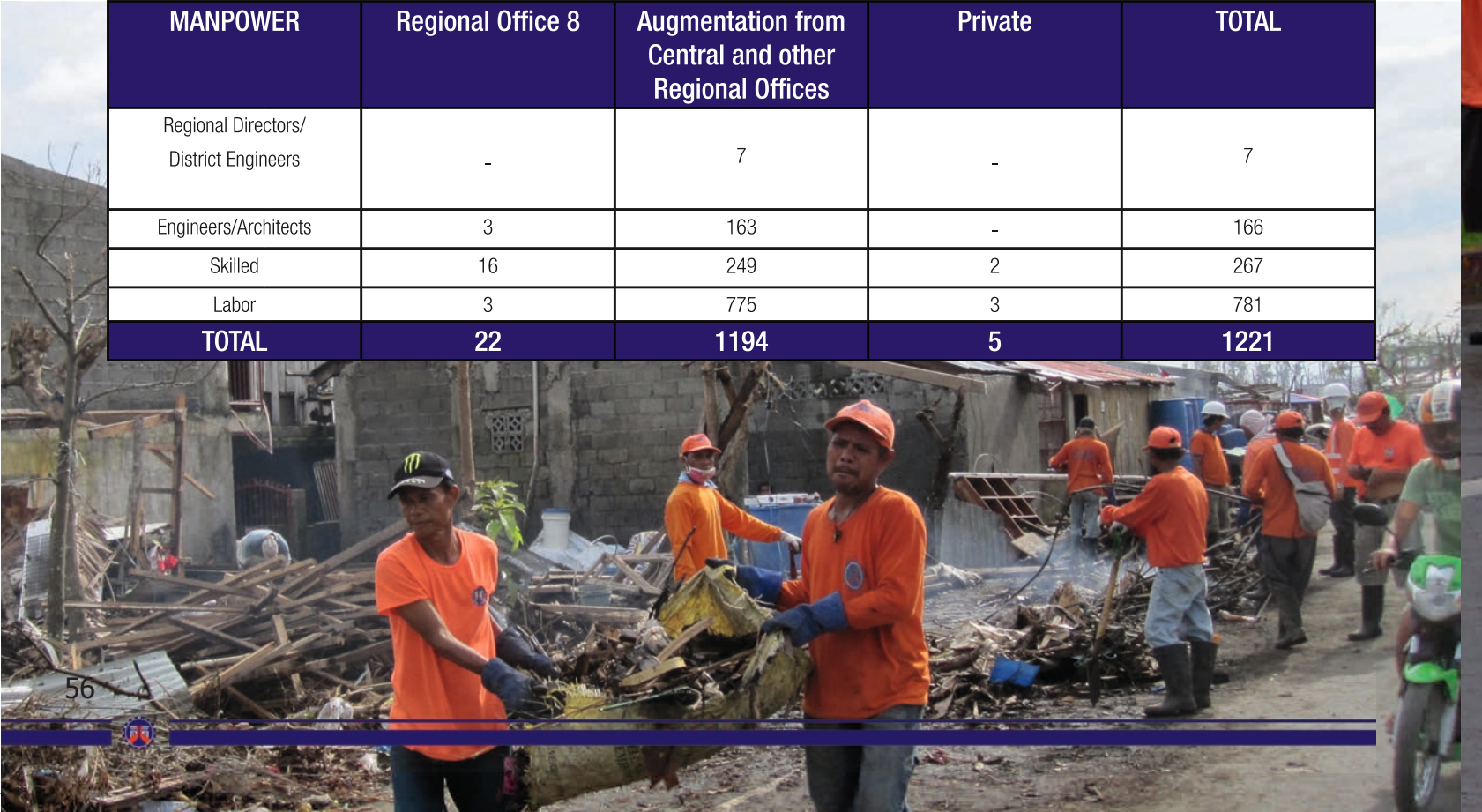




Table 3. Maximum Equipment Deployed for Typhoon Yolanda

TYPE OF EQUIPMENT	Regional Office 8	Augmentation from Central and other Regional Offices	Private	TOTAL
Dump Trucks	13	36	51	100
Backhoes (Excavators/Loaders)	2	4	28	34
PayLoaders	6	7	19	32
Bulldozers	-	-	5	5
Road Graders	2	-	1	3
Cranes	1	2	1	4
Prime Movers/Trailers	-	1	10	11
Others	61	234	36	331
TOTAL	85	284	151	520

Majority, if not all, of the employees at DPWH Region 8 were severely affected by the calamity – left homeless or their properties damaged and members of their families among the casualties. To attend to the immediate needs of affected members of the DPWH family, employees all over the country as well as benevolent local and international contractors and consultants, extended financial assistance. Relief goods were also gathered and distributed to them such as food packs, toiletries, used clothing, blankets, towels, hand tools, assorted shoes, rain boots, and other commodities that could be useful to typhoon victims.

Ensuing days have been devoted to helping Region 8 back on its feet. The next focus was clearing of debris, fallen trees and garbage along sides of national and secondary roads and city roads within Tacloban City. Clearing of initial debris along national roads in Region 8 were completed while dozing and hauling activities to disposal sites is continuing for debris and garbage from households dumped on the roadside and some sections of the road pavement causing traffic hazard and congestion. DPWH also conducted clearing of school sites simultaneous with the intense clearing operations and construction of temporary shelters.



Shelter Action Plan

Some affected families constructed makeshift houses from usable debris; others were temporarily accommodated in tents provided by aid agencies. However, those refuges were vulnerable when exposed to rains and intense heat. To answer such great need of people for shelter, DPWH initiated to construct immediately temporary shelters (or bunkhouses) during the transition where the construction of permanent shelters to enormous number of affected families needing it may take some time.

Possible sites for the construction of bunkhouses were identified and endorsed by the local government. DPWH validated all sites with safety and accessibility as primary consideration. However, during survey works and layout, there were some adjustments made on the site development plan to suit actual conditions of available sites. Selected sites are shown on the following table.

Table 4. Site Location of Temporary Shelters in Typhoon Yolanda Affected Areas

	SITE LOCATION
REGION 8	
Leyte	
Tacloban City	Brgy. Abucay, Motocross area, NHA, Sagkahan, Brgy. 62-B
Ormoc City	Brgy. Concepcion, Brgy. Can-ontog
Palo	Government Center, Brgy. Tacuranga
Eastern Samar	Guiuan, Hernani, Giporlos, Mercedes, Balangkayan, Quinapondan, Maydolong, Borongan, Lawaan, Salcedo, and Balangiga
Samar	Basey, Marabut
REGION 6	
Iloilo	Concepcion, Estancia

DPWH Regional Directors and District Engineers from other regions, given special assignment by Secretary Singson to assist DPWH Region 8 in the emergency shelter works, supervised the construction of bunkhouses in different sites.

As shown on the table below, two (2) models of temporary shelters were available. The interior wall partition between two (2) adjacent rooms of Model A can be removed or a connecting door can be installed to accommodate larger families.

Table 5. Features of Models A and B Bunkhouses

FEATURES	MODEL A	MODEL B
No. of Rooms	24 rooms	12 rooms
Floor Area	207.36 sq.m	
Floor Area per Room	8.64 sq.m.	17.28 sq.m.
Toilet & Bath	✓	✓
Floor Area	44.80 sq.m.	
8 Toilet Seats	✓	✓
4 Bathing Cubicles	✓	✓
2 Hand-Washing Areas (divided equally for both genders)	✓	✓
Communal Kitchen	✓	✓
Floor Area	3.12 sq.m.	
8 Covered Cooking Spaces	✓	✓



Table 6 shows the cost comparison between the two models of bunkhouses. The cost for OCM, Contractor's Profit and General Requirements, consisting of mobilization/demobilization, facilities for the engineers and safety and health program, were deducted to further reduce the construction cost as conformed by contractors as a form of their additional aid to affected families.

Table 6. Cost Comparison between Models A and B Bunkhouses

DESCRIPTION	Model A (24 Rooms)	Model A (24 Rooms) (Adjusted ABC/POW)	Model B (12 Rooms)
General Requirements	12,284.65	-	-
Direct Cost	746,444.53	746,444.53	710,647.96
Overhead, Contingencies, Miscellaneous (OCM)	37,322.23	-	-
Contractor's Profit	60,515.56	-	-
VAT	102,788.04	89,573.34	85,277.76
TOTAL	959,355.01	836,017.87	795,925.72
Total Floor Area	255.28	255.28	255.28
Cost per square meter	3,758.05	3,274.91	3,117.85

* Costs and floor area include Toilet & Bath and Communal Kitchen

There were challenges experienced during construction. Sporadic heavy rains hampered site development and construction activities. Moreover, due to lack/unavailability of supply in the local market in the affected areas – at least during the time immediately after the storm – manpower, equipment and construction materials would have to come from Metro Manila, Cebu or Mindanao and transported via barges causing delays in the delivery and additional mobilization costs. Even so, private contractors tapped by DPWH were committed to work double time during good weather to facilitate the completion of these bunkhouses and accepted the reduced program of works as their generous support to the typhoon victims.

To ensure compliance with the DPWH Standards and Specifications, the Department conducted inspections of completed bunkhouses and advised the contractors to take corrective measures and replace materials nonconforming to specifications at their own expense before they can be paid.

To date, all bunkhouse units were completed and turned-over to the Department of Social Welfare and Development (DSWD) for distribution to beneficiaries.





Table 7. Status of Bunkhouses for Yolanda-affected Communities

LOCATION	Actual Target	Completed			Turned- Over to DSWD
		Model A (24 rooms)	Model B (12 rooms)	Total	
REGION 8					
Leyte	147	86	61	147	147
a. Tacloban City	53	26	27	53	53
b. Palo	48	14	34	48	48
c. Ormoc City	46	46	-	46	46
Samar	38	30	8	38	38
Eastern Samar	66	55	11	66	66
Sub-Total (Region 8)	251	151	80	251	251
REGION 6					
Iloilo	20	0	20	20	20
a. Concepcion	10	-	10	10	10
b. Estancia	10	-	10	10	10
Sub-Total (Region 6)	20	0	20	20	20
TOTAL	271	171	100	271	271
				100%	100%



Assistance to Housing Sector and Other Government Agencies

The National Housing Authority (NHA) will relocate families, both formal and informal settlers, residing within the 40 meters easement from shoreline or “No Build Zones” as declared by Department of Environment and Natural Resources (DENR) and Department of Science and Technology (DOST) to safer government resettlement sites. DPWH’s contribution will be on site development as well as providing new access roads leading to relocation sites. Access road to resettlement site in Tanauan, Leyte was completed while LGU is still identifying location of access roads in Tacloban City.

As shown on Table 8, the Department procured and delivered roofing materials for distribution by DSWD under its financial assistance in kind program in the repair of houses of affected families. The Department in the immediate initial repair and restoration works of damaged DepEd school buildings and offices particularly on the trusses and roofing works utilized the additional construction materials, in addition to available lumber and roofing materials still usable.

Table 8. Procurement of Construction Materials as Assistance to Other Agencies

CONSTRUCTION MATERIALS	HOUSES	SCHOOL BUILDINGS
Corrugated G.I. sheets, pieces	320,000	113,800
Prefabricated G.I. ridge rolls, pieces	14,288	8,450
Roofing/common wire nails, kilograms	61,074	18,975
Hand tools, pieces	10,000	-



DPWH has started the repair and rehabilitation works of its Regional, Regional Equipment and District Engineering Office Buildings. The Department also conducted damage assessment of other government offices and public buildings such as school buildings and facilities, barangay halls, covered courts, multi-purpose buildings, stages, outposts, health centers, daycare centers, hospitals, state universities and colleges, among others. Other activities include minor repairs of other damaged infrastructure facilities.



Other Major Related Activities

- Employment of local labor especially those affected by calamities in the construction of temporary shelters and reconstruction works of damaged infrastructures.
- Completed temporary repair of Tacloban's Daniel Z. Romualdez (DZR) airport with AFP's cooperation
- Produced 17,307 pieces of coco lumbers used in some temporary shelters, DZR Airport Terminal, etc.
- Delivered water treatment equipment to Eastern Samar, per LWUA request
- Completed mass grave site preparation
- On-going fabrication and installation of markers in the mandatory 40 meters easement from shoreline or "No Build Zones"

Recovery/Rehabilitation and Preventive Action Plans

DPWH is working in close coordination with the Office of the Presidential Assistant for Rehabilitation and Recovery (OPARR) in crafting a comprehensive Yolanda rehabilitation and recovery plan where the Department serves as the head agency in the Infrastructure Cluster and supporting agency in other clusters.

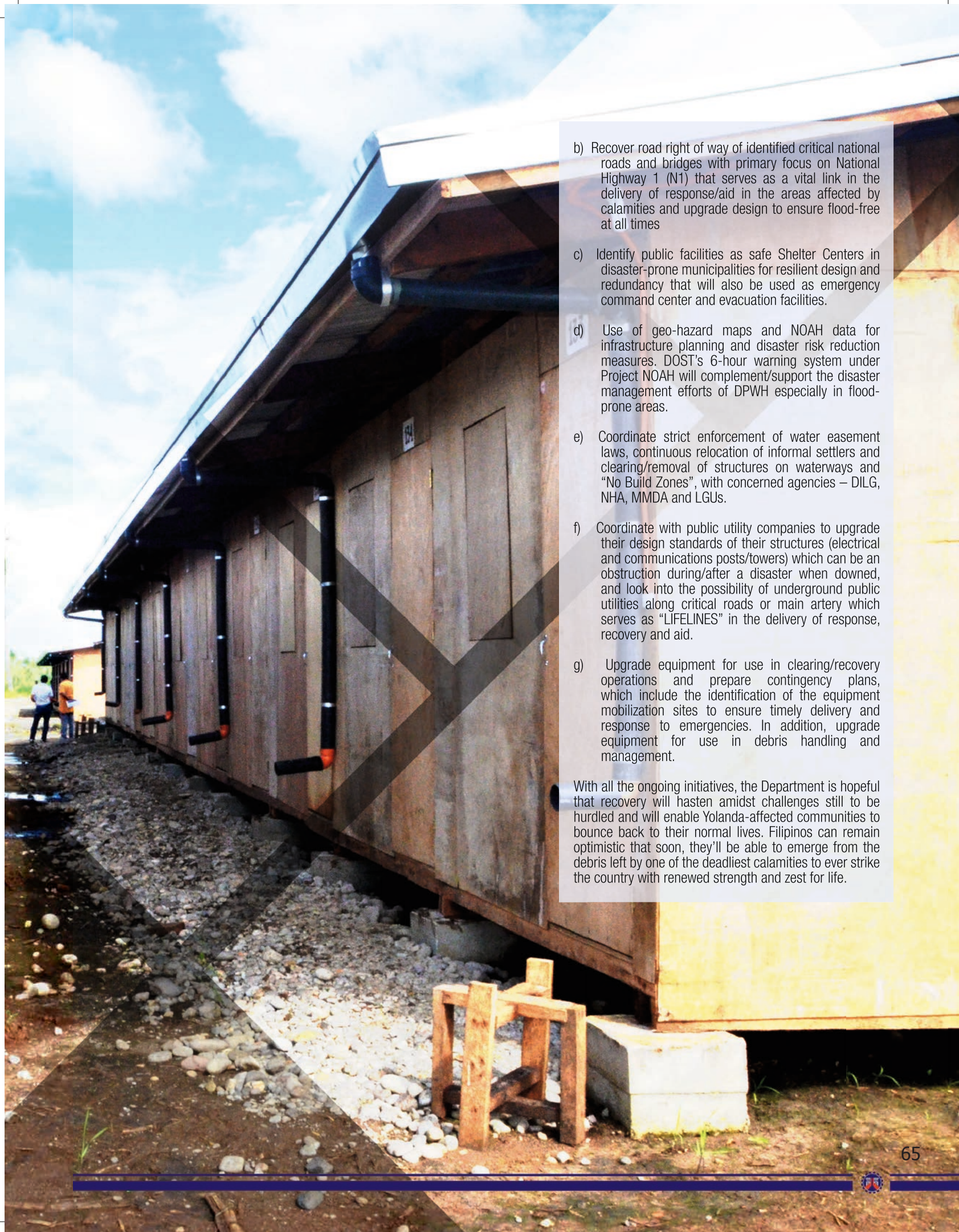
The Department is gearing up for more initiatives to intensify disaster preparedness and response mechanism. With its "Build Back Better" policy, DPWH will design and construct disaster resilient public infrastructures and vital facilities to ensure their functionality during and after calamities to protect lives and property against major floods, typhoons/storm surges, earthquakes and other calamities.

The following strategies were formulated:

- a) Implement "Structural Resiliency Program" in new construction and in the reconstruction of calamity-damaged government infrastructures by upgrading and preparing new disaster-resilient design standards for roads and bridges and other public facilities (school buildings, hospitals, public housing, airports and seaports). Moreover, the Department is continuously conducting assessment for the structural integrity of existing public infrastructure facilities. The National Building Code of the Philippines will also be updated.
- DPWH, through its Bureau of Design, already prepared the Minimum Performance Standards and Specifications (MPSS) for Public Buildings as guidelines in preparing for architectural, structural, plumbing/sanitary, electrical and mechanical design requirements for implementation of the rehabilitation and reconstruction of damaged LGU infrastructure and facilities such as municipal halls and offices, multi-purpose buildings, civic centers, and public markets.
 - Ongoing total revision of engineering design standards to consider latest internationally-accepted technological achievements and climate change adaptation. The latest version of the manuals will be made available in all DPWH design offices by 3rd Quarter 2014.
 - Develop manual and design specifications for seismic design of bridges to enhance resiliency against large-scale earthquakes. Manuals are expected to be available in all DPWH design offices by 2nd Quarter of 2014.
 - Upgraded design standards for disaster resiliency are completed for school buildings while finalization is ongoing for other public infrastructures (municipal halls, civic centers and public markets). Design against wind to handle 250 kph (Zone I and II) wind velocity.







- b) Recover road right of way of identified critical national roads and bridges with primary focus on National Highway 1 (N1) that serves as a vital link in the delivery of response/aid in the areas affected by calamities and upgrade design to ensure flood-free at all times
- c) Identify public facilities as safe Shelter Centers in disaster-prone municipalities for resilient design and redundancy that will also be used as emergency command center and evacuation facilities.
- d) Use of geo-hazard maps and NOAH data for infrastructure planning and disaster risk reduction measures. DOST's 6-hour warning system under Project NOAH will complement/support the disaster management efforts of DPWH especially in flood-prone areas.
- e) Coordinate strict enforcement of water easement laws, continuous relocation of informal settlers and clearing/removal of structures on waterways and "No Build Zones", with concerned agencies – DILG, NHA, MMDA and LGUs.
- f) Coordinate with public utility companies to upgrade their design standards of their structures (electrical and communications posts/towers) which can be an obstruction during/after a disaster when downed, and look into the possibility of underground public utilities along critical roads or main artery which serves as "LIFELINES" in the delivery of response, recovery and aid.
- g) Upgrade equipment for use in clearing/recovery operations and prepare contingency plans, which include the identification of the equipment mobilization sites to ensure timely delivery and response to emergencies. In addition, upgrade equipment for use in debris handling and management.

With all the ongoing initiatives, the Department is hopeful that recovery will hasten amidst challenges still to be hurdled and will enable Yolanda-affected communities to bounce back to their normal lives. Filipinos can remain optimistic that soon, they'll be able to emerge from the debris left by one of the deadliest calamities to ever strike the country with renewed strength and zest for life.



Aluling Bridge, Ilocos Sur



New Plaridel-Pulilan Bridge, Plaridel, Bulacan





Maoni-Baduang-Saud Road, Ilocos Norte



Const. of 2 Storey 6CL, San Jose National High School, Puerto Princesa City, Palawan



Besang Pass Memorial Hospital, Cervantes, Ilocos Sur



Construction-Rehabilitation of Sumagui Flood Control, Bansud, Oriental Mindoro



Twin Bridge, Vigan City, Ilocos Sur





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Secretary

Undersecretaries



Raul C. Asis



Jaime A. Pacanan



Romeo S. Momo



Rafael C. Yabut



Alfredo G. Tolentino

Assistant Secretaries



Maria Catalina E. Cabral



Ardeliza R. Medenilla



Eugenio R. Pipo, Jr.



Emil K. Sadain



Dimas S. Soguilon

Regional Directors



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NCR



Edilberto P. Carabacan
CAR



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Region I



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Region II



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Region III



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Region IV-A



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Region IV-B



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Danilo E. Versola
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Bureau of Design



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Bureau of Construction



Ernesto S. Gregorio
Bureau of Maintenance



Dante B. Potante
Bureau of Equipment



Judy F. Sese
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OIC - Assistant Bureau Director
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Service Directors



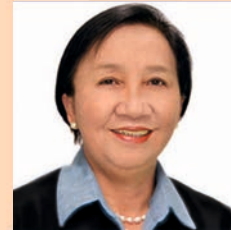
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Human Resource and
Administrative Service



Joel L. Jacob
Legal Service



Constante A. Llanes Jr.
Planning Service



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Stakeholders Relations Service



Nimfa E. Potante
Procurement Service



Aristeo O. Reyes
Financial Management
Service



B. Elizabeth E. Yap
Information Management
Service



Gil R. Villanueva
Public - Private Partnership
Service



Eduardo F. Olaveria Jr.
Internal Audit Service

