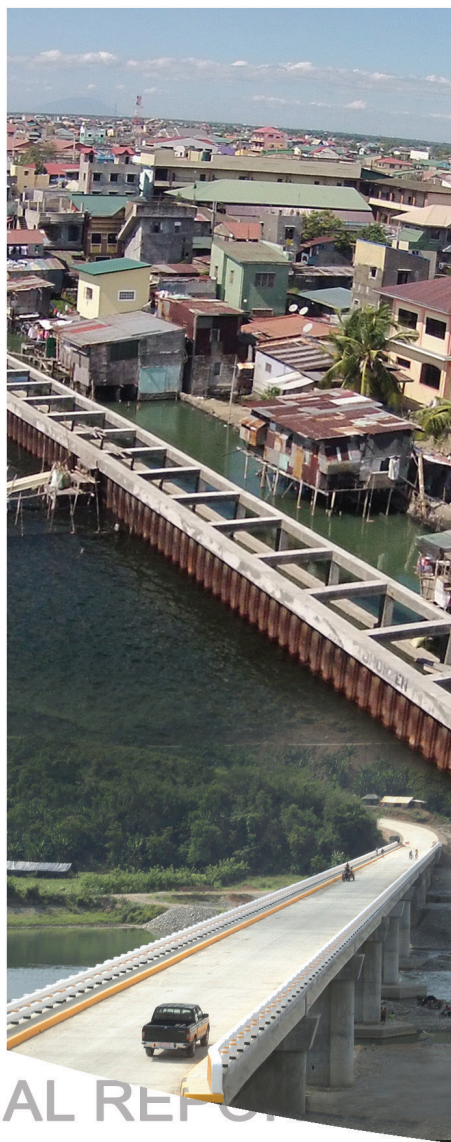


2015 ANNUAL REPORT



Department of Public Works and Highways



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VISION

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

MISSION

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





Department of PUBLIC WORKS and HIGHWAYS

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MALACAÑAN PALACE
MANILA

Message

The Daang Matuwid has been fueled, in no small part, by the dedication of the Department of Public Works and Highways in connecting our localities to the national grid of development.

The tireless work of the DPWH has uplifted countless Filipino lives: In 2015 alone, 1,722 flood control projects have allowed our people to live in more secure, resilient communities; 1,956 new school buildings now house millions of learners; 24,000 lineal meters of bridges and 7,967 infrastructure projects, including farm to-market roads, have facilitated faster trade and commerce for our beloved farmers and fisher folk, and brought our scenic tourist spots closer to those who wish to experience fun, memorable moments on our shores. For these, and many more of your achievements, we thank you. May the pages of this report enrich your perspectives and renew your purpose as you continue to help build the inclusive, revitalized Republic we aspire to.

Indeed, progress can only reach those at the margins when we dismantle the obstacles that block its passage: Uprooting corruption and transactionalism in our ranks, and supplanting them with good governance, transparency, and integrity made change manifest across our archipelago. As our term draws to a close, we stand proud, knowing that the Philippines we are bequeathing to the Filipino people is much better nation than it was six years ago. We can do so much more if we remain united on the straight and righteous path: Let us stay on track, paving wider roads for development and enjoining more of our citizenry to surge ahead towards an even more empowered future.

Congratulations on yet another successful year.



BENIGNO S. AQUINO III
President of the Philippines

MANILA

April 2016





Republic of the Philippines
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
OFFICE OF THE SECRETARY
Manila

Message

With great pride, I present the accomplishments of Department of Public Works and Highways for year 2015.

More than the charts and figures of the roads, bridges, and other infrastructure projects we have completed in the last six years, I also take pride in highlighting the transformation DPWH has undergone to better serve the public.

With the Department's 5R Mantra – Right Project, Right Cost, Right Quality, Right on Time, Right People; we underscored the importance of quality of service in all aspects.

On to the last full year of my term as the DPWH Secretary, we managed to improve the quality and safety of national roads with 18,547 kilometers national roads paved, rehabilitated, or constructed and improve the safety of national bridges with 12,585 lineal meters temporary national bridges made permanent and 94,994 lineal meters of national bridges rehabilitated, constructed or widened.

A confirmation of our commitment to deliver the highest quality of infrastructure and services, we managed to achieve the ISO 9001:2008 Certification of the Quality Management System of all 15 offices based in the Central Office, 2 pilot Regional Offices (ROs) and 2 pilot District Engineering Offices (DEOs) before the first semester of the year and we are now on our way to have all 5 Unified Project Management Offices (UPMOs), the remaining 15 Regional Offices and 15 more DEOs certified by mid-2016 as well.

Contained in this report are testaments of how DPWH contributed in treading the straight path – above target reached in construction accomplishments, sustained achievements in the Performance Governance System, simplified the procurement process, introduced measures towards climate resiliency, and empowering young, dynamic, new breed of public servants to continue this legacy.


ROGELIO L. SINGSON
Secretary

Strategic Policies and Programs

The Department of Public Works and Highways has adopted the following strategic policies and priorities which will have clear social outcomes based on prudent and efficient selection of projects (national and local) with measurable social and economic benefits specially to the marginalized:

GOOD GOVERNANCE REFORM AND ANTI-CORRUPTION PROGRAM

- Reforms in processes promoting right project, right cost, right quality, and right-on-time implementation with the right people;
- Competitive and transparent bidding resulted in P55.36 billion savings from January 2010-December 2015;
- Cadet Engineering Program;
- Executive Leadership and Management Capability Enhancement Program;
- Continue the conduct of Moral Values Reorientation Course (completed for Section Chiefs up), and
- Promotional examination for Engineers III to V and Assistant District Engineers & up

BETTER QUALITY & SAFER NATIONAL ROADS AND BRIDGES PROGRAM

- Paving of national roads and upgrading of temporary bridges to permanent structures;
- Outsource project inspection and quality assurance to private sector;
- Increase the minimum thickness of concrete pavement from 230mm to 280mm or 300 mm;
- Develop new construction design standards and specifications;
- Construct loading and unloading bays on national roads;
- Improve road safety using International Road Assessment Program (iRAP);
- Increase kilometer of national roads with acceptable International Roughness Index (IRI);
- Enforce anti-overloading provision of the law; and
- Clearing of road hazards, illegal structures and obstructions along national roads right-of-way.

EFFECTIVE FLOOD CONTROL PROGRAM

- Adopt “river basin approach” in preparing master plan and feasibility study of flood management and water resource management;
- Ongoing implementation of the Flood Management Master Plan for Metro Manila and Surrounding Areas;
- Complete the master plan and feasibility study of the 18 major rivers by 2016;
- Prepared/submitted to OP proposed Water Sector Restructuring Plan adopting an Integrated Water Resources Management approach in a convergence program with DA, DAR, NIA, and DENR;
- Upgraded engineering design standards for flood control, drainage and slope protection works;
- Increase the minimum flood return periods to be used for the design of flood control and road drainage facilities/structures to 25-50 from 10-20 year return period; and
- Use bio-engineering solutions for slope protection works in road and flood control projects, such as coconuts and geosynthetic material which are less expensive and more environment friendly.

STRATEGIC CONVERGENCE PROGRAM

- Upgrade access roads to designated Tourism Destinations based on the DOT Tourism Master Plan including provision for water supply;
- Upgrade better access to major airports, seaports and RORO ports;
- Implement Mindanao Logistics Network Plan;
- Upgrade/provide farm to market/ access roads to agrarian reform community & DA production areas & DTI industrial zones;
- Prioritize Conditional Cash Transfer (CCT) Beneficiaries for labor employment on DPWH Projects;
- Implement the National Septage and Sewerage Management Program (NSSMP) together with other national/utility agencies pursuant to R.A. 9275 (Clean Water Act); and
- School Building Program for DepEd and PAGCOR.

PUBLIC PRIVATE PARTNERSHIP PROGRAM

- Implement the High Standard Highway Master Plan for Metro Manila and 200km radius which identified priority expressways and high standard highways;
- Develop long term road maintenance program for national roads and bridges;
- Implement PPP Bridge Program; and
- Assist Department of Education in developing PPP School Building Program.

RESILIENCY PROGRAM

- Implement “Structural Resiliency Program” in new construction and in the reconstruction of calamity-damaged infrastructure by upgrading and preparing new disaster-resilient standards;
- Issued Minimum Performance Standards and Specifications (MPSS) for public buildings (school buildings, municipal halls, multi-purpose buildings, public markets, etc.);
- Implemented the upgraded design and plans for disaster resiliency in the construction/reconstruction of school buildings;
- Developed manual and design specifications for seismic design of bridges to enhance resiliency against large-scale earthquakes (for implementation);
- On-going review and updating of the National Building Code of the Philippines;
- Identify and construct public facilities as safe Shelter Centers in disaster-prone municipalities/cities for resilient design and redundancy that will also be used as emergency command center and evacuation facilities;
- Use of multi-hazard maps (low, moderate and high-risk zones) and data from science agencies (DOST and DENR) for infrastructure planning and disaster risk reduction measures;
- Strict enforcement of water easement laws and removal of informal settlers and structures on waterways and no build/unsafe zones; and
- Green Building Code for sustainable, energy-efficient and environment-friendly buildings (for implementation).

Good Governance Reform and Anti-Corruption Program:

Implementation of the Governance Reform and Anti-Corruption Program was given priority in DPWH which achieved the following major positive results:

KEY REFORM AREAS	MAJOR POLICIES
RIGHT PROJECT	<ul style="list-style-type: none"> • Objective programming and project selection criteria based on planning applications (i.e. PMS-HDM 4 and use of Master Plans); • Project Status available on the DPWH Website; and • Public consultation and full disclosure on public expenditure and project details
RIGHT COST	<ul style="list-style-type: none"> • Simplified bidding process now requires only 5 documents instead of 20 documents; • Detailed Design, Program of Work and Detailed Costing evaluated based on revised Indirect/Direct Standard Unit Costs structure; • Continue review of new designs and products to reduce cost; • Transparent and Competitive Bidding resulted in P55.36 B savings; • Eliminated submission of Letter of Intent to have wider participation of bidders, eliminate collusion among bidders and achieve the best price; • Eliminated the use of bank Credit Line Certification (CLC) to improve Net Financial Contracting Capacity (NFCC). NFCC strictly based on networth of contractors; • Prospective bidders can already download bidding documents in DPWH and PhilGEPS websites and pay at any DPWH Office nationwide; • PhilGEPS Electronic Bidding (e-bidding) Modernization System introduced; • Use of Standard Cost Estimation Manuals for Roads, Bridges, Flood Control and Buildings completed; and • Continuous updating of Construction Materials Price Data nationwide for reference in cost estimation.
RIGHT QUALITY	<ul style="list-style-type: none"> • Strict monitoring of contractors and only PCAB licensed contractors and subcontractors; • 24/7 DPWH Call Center (165-02) to address queries and complaints; • Outsourced project inspection and quality assurance services; • 19 DPWH Offices are ISO 9001:2008 Certified; and • By clustering small projects, better qualified contractors with proper construction equipment and required technical personnel implemented clustered projects resulting to improved quality of work
RIGHT ON TIME	<ul style="list-style-type: none"> • Standard S-Curve for physical target setting/financial planning adopted and construction duration based on total project cost and nature of project prescribed. • Accredited 55 Civil Society Organizations (CSOs) partners for monitoring; • Shift from Critical Path Method (CPM) to Precedence Diagram Method (PDM) scheduling using the Primavera software initiated. • Physical progress data from the PMS and financial progress data from eNGAs/eBudget merged. • Design/Development of Project and Contract Management Application (PCMA) to replace the Project Monitoring System (PMS) on-going; and • Close monitoring of project implementation.
RIGHT PEOPLE	<ul style="list-style-type: none"> • Professionalize DPWH Organizations and its employees; • Promotional Examination for Engineer III to V and Assistant District Engineers and up; • Cadet Engineering Program; • Promotions based on merit and performance through selection board; • Competency-based human resource management system; • 76% occupancy rate for Third Level eligibility (CESO) positions; • Performance Management using Performance Governance System (PGS) Balanced Scorecard and Strategic Performance Management System; and • Leadership learning development.

PROCUREMENT PROCESS IMPROVEMENT:

Congruent with the government's goal to effectively deliver public service, the DPWH continued implementing the 5Rs (right projects, right cost, right quality, right people, and right-on-time project implementation) approach in the identification, procurement and implementation of projects.

Through reforms that were instituted in the procurement process, allowing full transparency, competitive bidding and reduced indirect costs of projects, the DPWH was able to realize P55.365 billion of savings from bidding since January 2010 to December 2015.

The savings of P55.635 billion is the difference between the total approved budget for the contract (ABC) of 88,670 awarded contracts amounting to P873.662 billion and the total awarded cost of P818.297 billion from January 2010 to December 2015. This means that if the winning contractor offers a bid lower than the approved budget for the contract, the difference will form part of the savings.

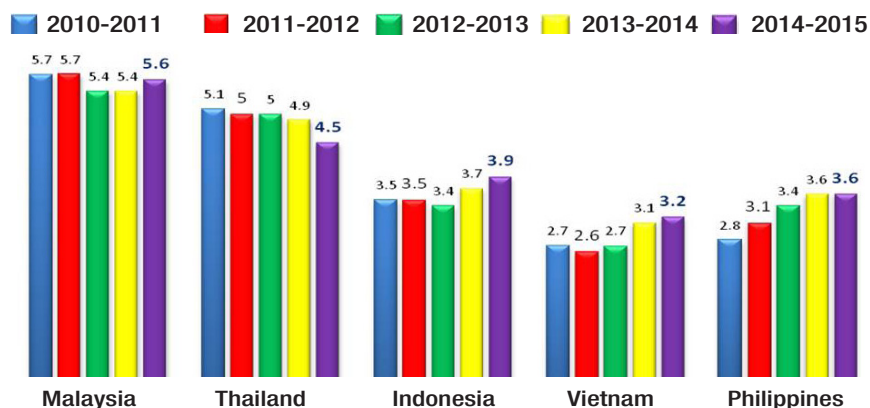
Summary of Savings from Awarded Contracts
January 2010 - December 2015

	Total Number of Contract Awards	Approved Budget for the Contract (ABC)	Awarded Cost	Savings Generated
Locally Funded Projects (Region & District Implemented)	88,467	P 827.167 B	P 777.510 B	P 49.657 B
Locally Funded Projects (UPMO/CO Implemented)	184	P 29.254 B	P 25.528 B	P 3.726 B
Foreign Assisted Projects (UPMO Implemented)	19	P 17.241 B	P 15.259 B	P 1.982 B
Total	88,670	P 873.662 B	P 818.297 B	P 55.365 B

QUALITY OF ROADS:

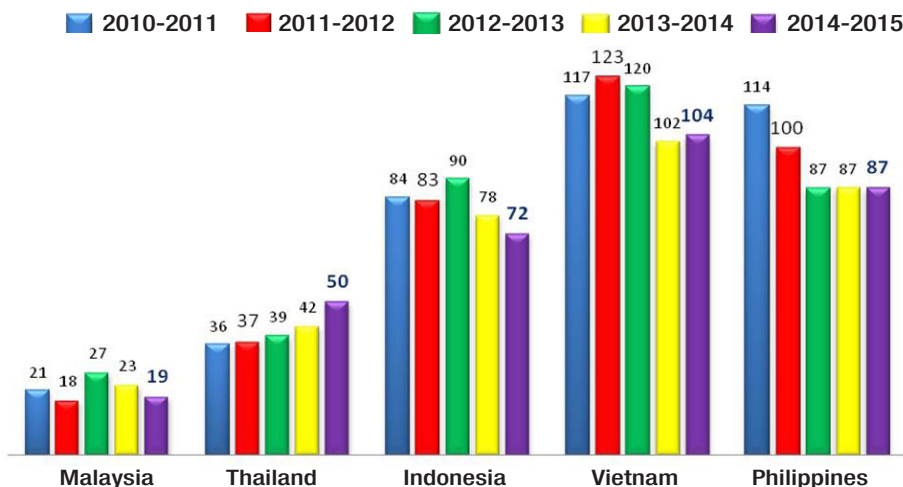
According to the World Economic Forum's Global Competitiveness Report, the Philippines' global ranking in terms of quality of roads improved from 114th in 2010-2011 to 87th in 2014-2015 (based on 144 countries). Also, the quality of road index improved from 2.8 to 3.6 at par with Indonesia.

Quality of Roads Index



Legend: 1 = extremely underdeveloped; 7 = extensive and efficient by international standards
Source: World Economic Forum, "The Global Competitiveness Report"

Quality of Roads Index



Better Quality and Safer National Roads and Bridges Program:

A total of 18,547 kms of national roads have been paved, constructed, rehabilitated, repaired and widened, as shown below:

Road Accomplishment (in Kilometers)

Scope of Work	National Road		Local Road
	Completed	Programmed 2016	
Paving of unpaved sections	6,212	1,156	5,419
Rehabilitation of paved sections	5,699	569	1,433
Preventive maintenance	3,524	373	200
Widening	2,295	960	96

Moreover, DPWH has developed a *Long Term Performance Based Maintenance* contracts for national roads with a total length 1,325.22 km to ensure that the road is safe and maintained in good to excellent condition.

Also, under the Road Network Development Program, DPWH has constructed/opened about 2,060 km new (national and local) roads which serve as alternate routes in highly congested areas and connecting gaps along national roads.

By-Pass / Diversion Roads

	No.	Length (km)
On-going	64	698.78
Proposed/Pipeline	29	243.23

DPWH also targets to make all temporary bridges along national roads permanent by 2016. From July 2010 to December 2015, out of the 13,839 lm of temporary bridges on national roads, DPWH has made permanent 12,585 lm of temporary national bridges. As of 2015, of the 364,723 lm of national bridges, 94,994 lm were rehabilitated, constructed and widened.

Bridge Accomplishment (in Lineal Meters)

July 2010-December 2015

Scope of Work	National Bridges		Local Bridges
	Completed	Programmed 2016	
Replacement of temporary bridges	12,585 lm	977 lm	6,768 lm
Rehabilitation of existing bridges/ flyovers	72,573 lm	706 projs.	
Construction/widening of bridges	22,421 lm	13,088 lm	9,782 lm
Total	107,579 lm		16,550 lm

TOURISM CONVERGENCE PROGRAM

Infrastructure support to designated strategic tourism destinations

A total of P60.482 billion has been invested from 2011 to 2015 for 463 tourism road infrastructure projects, which is 338 percent or P46.69 billion higher than the P13.79 billion allocated from 2006 to 2010. An additional P24 billion is proposed for FY 2016. These Tourism Road Infrastructure Projects will benefit 15 regions, 75 provinces, 307 municipalities and cities, and thousands of barangays.

As of June 30, 2015, 1,549.59 km of tourism roads have been completed, 846.00 km is on-going, 106.75 km is under detailed engineering/procurement stage and an additional 1,200 km is proposed in 2016.

SCHOOL BUILDING PROGRAM

Department of Education (DepEd) Basic Educational Facilities
FY 2013-FY 2015 Basic Educational Facilities (BEF)

	No. of Classrooms
Completed	34,346
On-going	33,281
Not Yet Started	6,376
Total:	74,003

PAGCOR's Silid Aralan Projects
FY 2013-FY 2016

	No. of Classrooms
Completed	1,138
On-going	1,593
Not Yet Started	1,896
Total:	4,627



PUBLIC PRIVATE PARTNERSHIP (PPP) PROGRAM

High Standard Highway (HSH) Network

A Master Plan on Highway Network Development was formulated last July 2010, to address traffic congestions along vital road networks in the country particularly in highly urbanized areas. Chronic traffic congestion along urban roads causes various problems such as increase of travel time or losses of valuable time of people, aggravated roadside environment including air pollution, noise, vibration, etc. Inefficient transport conditions are adversely affecting regional development which in turn affects the country's economic growth and global competitiveness.



Name of Project	Length (Km)	Cost (P'B)	Start Date	Completion Date
Muntinlupa-Cavite Expressway (Daang Hari-SLEX Link)	4.00	2.01	2012	2015
STAR, Lipa – Batangas, Phase II	19.74	2.32	2013	2015
NLEX Harbor Link, Segment 9*	2.42	1.15	2013	2015
Plaridel By-Pass Road, Phase I	17.05	3.72	2009	2012



On-going: 200.79 kms, P137.38 Billion

Name of Project	Length (Km)	Cost (P'B)	Start Date	Completion Date
NAIA Expressway	6.90**	15.86	2014	2016
Tarlac-Pangasinan-La Union Expressway	88.85	21.38	2010	2016
NLEX Harbor Link, Segment 10*	5.65	9.00	2014	2017
Metro Manila Skyway Stage 3*	14.80	37.43	2015	2018
Plaridel By-Pass Road, Phase II	9.96	3.34	2014	2018



Approved for Implementation: 113.00 kms, P159.1 Billion

Name of Project	Length (Km)	Cost (P'B)	Start Date	Completion Date
NLEX-SLEX Connector Road	8.00	23.20	2020	2022
SLEX TR4, Sto. Tomas-Lucena*	58.00	13.1	2016	2020

Additional Proposed: 77.20 kms, P52.02 Billion

Name of Project	Length (Km)	Cost (P'B)
NLEX Harbor Link, Segment 8.2*	7.50	6.50
C6-P I, Southeast Metro Manila Exp.*	34.00	31.32
CLLEX - P II (Cabanatuan-San Jose)	35.70	14.20

Pipeline: 200.5 kms, P404.92 Billion

Name of Project	Length (Km)	Cost (P'B)
Manila Bay Integrated Flood Control, Coastal Defense	50.00	338.8
R7 Expressway	16.10	7.77
North Luzon Expressway East (NLEE) Phase I and II	92.10	15.77
Pasig Marikina Expressway	15.70	34.65
East-West Connection Expressway	26.60	7.93

* Toll Regulatory Board (TRB) projects

** The 6.90 km is for the Main Viaduct-4.70km and At Grade-2.20km. It does not include the 7.95km entry and exit ramps.

EFFECTIVE FLOOD CONTROL PROGRAM

A flood risk assessment study for the entire Metro Manila and Surrounding Basin Area was undertaken from February 2011 to February 2012 to prepare a comprehensive flood risk management plan for the same and to determine a set of priority structural measures which will still undergo individual feasibility studies and detailed design prior to implementation, including non-structural measures that will provide sustainable flood management up to a designated safety level and serve as the roadmap/vision of the Government from 2012-2035 (23 years).

The Study Area covers the entire Metro Manila and Surrounding Areas, particularly, provinces of Rizal, Laguna and parts of Bulacan with a total area of 4,354 sq. km. or 435,400 hectares, which is 7 times the size of Metro Manila and 2/3 that of Singapore.

It also encompasses the Pasig-Marikina River Basin, Malabon-Tullahan, Meycauayan, South Parañaque-Las Piñas and Laguna Lake Basins, including drainage basins. Administration Areas in and around the Study Area include sixteen (16) cities and one (1) municipality in the National Capital Region (NCR), sixty three (63) cities/municipalities in the CALABARZON Area and eight (8) cities/municipalities in Bulacan with a population of 20,433,722 in and around the Study Area and estimated population of 17,147,658 in the Study Area.

The Master Plan aimed to address flooding caused by factors, such as topography, annual rainfall, typhoons, tidal variations, storm surges, etc., resulting to three (3) major flooding occurrence.

1. Large discharge coming from the headwaters in the Sierra Madre mountains flowing downstream that is further aggravated by the insufficient capacities of the Marikina river and its tributaries. The natural retarding function in the upstream portion of Marikina river is not effectively utilized due to settlement issues. The rivers adjoining the Mangahan Floodway including other rivers in Metropolitan Manila and nearby provinces do not have the capacity to hold huge volume of floodwaters resulting in overtopping to adjacent areas.
2. Constraints in the drainage system most especially in the core area of Metro Manila area that were constructed several years ago and were designed only to hold limited volume of floodwaters. This was further worsened by the fact that most of these were already clogged thereby reducing its efficiency to hold local run-off, not to mention the settlements/encroachments present within canals and esteros that often-times blocked the access of maintenance personnel and equipment, which also narrows the flow capacity and diminishes the volume of discharge.
3. Heavily silted Laguna Lake which already have small holding capacity further exacerbated by the settlements within, thus perennial and long periods of flooding is also experienced in the towns surrounding the lake. This also holds true for the coastal areas around Manila Bay.

Nationwide Flood Control Accomplishment

July 2010-March 2015

	No. of Projects
Dikes	712
Revetment/Riverwalls	3,939
Waterways	684
Drainage Mains	2,629
Mini Dams	69
Others	1,446
Total:	9,479

Non-Structural Measures:

1. Strengthening of the Flood Information and Warning System (FIWS)
 - Effective Flood Control Operation and Warning System (EFCOS) improvement
 - New telemetric rainfall and water level gauging stations
2. Capacity Building for Strengthening Community-based FRM
 - Update and implement Information and Education Campaign (IEC) programs
 - Rainfall and water level monitoring by Barangay Disaster Risk Reduction and Management Councils (BDRRMCs)
 - Construction of evacuation routes and temporary evacuation centers
3. Improvement of Management Information System (MIS) for Disaster Risk Management
 - Improvement and development of MIS
 - Capacity building
4. Reforestation and Watershed Management

Structural Mitigation Measures:

There are eleven (11) recommended structural mitigation measures under the "Flood Management Master Plan for Metro Manila and Surrounding Areas" worth P351.718 Billion that will serve as the roadmap of the Government, which is envisioned to be implemented from 2012 until 2035 (23 years).

Name of Project	Estimated Cost (P'B)
1. Pasig-Marikina River Improvement and Dam Construction	198.435 B
2. Meycauayan River Improvement	14.040 B
3. Malabon-Tullahan River Improvement	21.635 B
4. South Parañaque-Las Piñas River Improvement	17.335 B
5. East Mangahan Floodway (Cainta & Taytay River Improvement)	25.901 B
6. West Laguna Lakeshore Land Raising	25.185 B
7. Land Raising for Small Cities around Laguna Lakeshore	7.158 B
8. Improvement of the Inflow Rivers to Laguna Lake	0.637 B
9. Manila Core Area Drainage Improvement	27.257 B
10. West Mangahan Area Drainage Improvement	5.522 B
11. Valenzuela-Obando-Meycauayan (VOM) Improvement (to be studied further)	8.613 B
Total:	P 351.718 B

Each of the above projects is independent, but they form integral measures for mitigating floods in Metro Manila and Surrounding areas. Hence, considering the need for immediate interventions to ease the flooding problems in these areas, several high-impact flood control projects amounting to P5 Billion were identified for immediate implementation.

P5-Billion Priority High-Impact Flood Control Projects

Project Name	Estimated Cost (in P Million)	Status (as of 30 April 2016)
NATIONAL CAPITAL REGION (NCR)		
Valenzuela-Obando-Meycauayan (VOM) Project <ul style="list-style-type: none"> Construction of flood control wall at elevation 13.5m for approximately 3.2 km stretch along Meycauayan River in Valenzuela City to prevent entry of flood waters during high tide and heavy flows Construction of flood control wall at elevation 13.5m for approximately 9.0 km stretch along Palasan and Meycauayan Rivers in Obando, Bulacan to prevent entry of flood waters during high tide and heavy flows including storm surge from Manila Bay Desilting of Meycauayan River in Obando, Bulacan to improve conveyance capacity/hasten flow Improvement of riverwall (L-582.0m) along Meycauayan River, Meycauayan City Installation of two (2) submersible pumps, 1 cu.m. cap in Polo River, Valenzuela City Construction of Relief Pumping Station at Brgy. Pag-asa, Obando, Bulacan (20m x 5m) 	1,531.03	<ul style="list-style-type: none"> 46 projects completed
Kalookan-Malabon-Navotas Area (KAMANAVA) Project Phase I <ul style="list-style-type: none"> Drainage rehabilitation of Catmon Creek, rehabilitation of riverwall along Malabon-Tullahan River and construction of pumping stations and flood-gates 	600.00	<ul style="list-style-type: none"> 18 projects with an average accomplishment of 95.54% 17 of 18 projects already completed
Manila Bay Seawall Project <ul style="list-style-type: none"> Strengthening of existing seawall along Roxas Boulevard and Restoration of Seawall(L-2.0km) 	211.05	<ul style="list-style-type: none"> 2 projects completed
Upper Marikina River Improvement Project (Nangka River) <ul style="list-style-type: none"> Construction of reinforced concrete slope protection, parapet wall and/or gravity wall along Nangka River(L-2.7km) 	222.50	<ul style="list-style-type: none"> 6 projects completed
Marikina River Dredging <ul style="list-style-type: none"> Dredging works to improve conveyance capacity/hasten flow 	50.00	<ul style="list-style-type: none"> Project completed
Manggahan Floodway Dredging <ul style="list-style-type: none"> Dredging works to improve conveyance capacity/hasten flow 	100.00	<ul style="list-style-type: none"> 2 projects completed
East Side of Manggahan Floodway Project <ul style="list-style-type: none"> Construction of slope protection along Cainta and Taytay Rivers (L-9.2km) 	190.00	<ul style="list-style-type: none"> 4 projects completed
Additional Projects <ul style="list-style-type: none"> Restoration of Damaged Slope Protection along Marikina River(L-45.0m) Rehabilitation of Tullahan River(L-387.0m) Repair of Damaged Slope Protection along Lakeshore Dike Construction and Repair of Napindan Revetment Wall(L-136.0m) 	113.40	<ul style="list-style-type: none"> 6 projects completed
REGION III		
Dredging of Labangan Channel, Hagonoy, Bulacan <ul style="list-style-type: none"> Dredging works to improve conveyance capacity/hasten flow 	100.00	<ul style="list-style-type: none"> Project completed
San Fernando-Sto. Tomas-Minalin Tail Dike <ul style="list-style-type: none"> Restoration/Rehabilitation Works 	139.00	<ul style="list-style-type: none"> 3 projects completed
Mitigation Measures for Breaches in the San Fernando-Sto. Tomas-Minalin Tail Dike <ul style="list-style-type: none"> Construction of Spillway No. 1 and Spillway No. 3, including clearing and desilting/excavation of tributary rivers 	637.00	<ul style="list-style-type: none"> 6 projects completed
Del Carmen-Balimbing Creek, City of San Fernando, Pampanga <ul style="list-style-type: none"> Rehabilitation Works(L-434.0m) 	30.00	<ul style="list-style-type: none"> Project completed
Orani Channel, Bataan <ul style="list-style-type: none"> Dredging works to improve conveyance capacity/hasten flow 	50.00	<ul style="list-style-type: none"> Project completed

Project Name	Estimated Cost (in P Million)	Status (as of 30 April 2016)
REGION IV-A		
DPWH-LLDA Flood Control and River Protection Converge Project <ul style="list-style-type: none"> Construction of River Control Structures at Sta. Maria-Mabitac River and Sta. Cruz-San Pedro-Biñan Rivers 	780.00	<ul style="list-style-type: none"> Implemented by LLDA pursuant to its Memorandum of Agreement with the DPWH signed in Jan 2013; 2 projects completed
NATIONWIDE		
Purchase of various Dredging Equipment <ul style="list-style-type: none"> Thirteen (13) Amphibious Excavator and One (1) Set of Floating Platform with 2 x 2 cu.m. sediment bin 	136.50	<ul style="list-style-type: none"> Units delivered
Operation and Maintenance of Dredging Equipment for Pasac-Delta Waterway, Guagua and Sasmuan, Pampanga	43.50	<ul style="list-style-type: none"> Project completed
CONSULTING SERVICES		
<ul style="list-style-type: none"> Study, Preliminary Engineering and Detailed Engineering Designs of the Roxas Boulevard Seawall 	13.00	<ul style="list-style-type: none"> Ongoing, with accomplishment of 94.00%
Grand Total	4,946.98	Overall Average Accomplishment: 99.49

Moreover, a total amount of P31.07 Billion (Includes the NEDA approved P5-billion priority high-impact projects under the master plan to ease the flooding problems at priority areas.) worth of flood mitigation/intervention projects have been programmed since 2011 to 2015 to address flooding in Metro Manila and surrounding areas which is consistent with the Flood Management Masterplan. Hereunder are some of the major flood control projects.

Name of Project	Amount	Schedule	Status (as of April 2016)
<i>Pasig-Marikina River Channel Improvement Project, Phase II (JICA PH-P239)</i> <ul style="list-style-type: none"> Channel improvement works consisting of revetments (7.64 km), river walls (7.65 km), and appurtenant drainage improvement works (123 outlets) at priority critical sections of Pasig River <p>a. Contract Package No. 1-A: Lower Pasig River (from Del Pan Bridge to Lambingan Bridge) L-9.20km, Parapet Wall-5.15km, Revetment-3.84km</p> <p>b. Contract Package No. 1-B: Upper Pasig River (from Lambingan Bridge to immediate Napindan Hydraulic Control Structure, NHCS) L-7.20km, Parapet Wall-2.50km, Revetment-3.80km</p> <ul style="list-style-type: none"> Reduction of frequency of bank overflow (for flood of less than a 10-year return period) and mitigation of annual flood damage of 1,189 mil. pesos for assets in the area of 255 ha. Number of building relieved from flood: 37,954 Population relieved from flood: 170,000 Reduced flood damages on infrastructures and facilities by 37%. Reduction in business, traffic and work interruptions due to flooding by 39%. 	P 5,542 M (Loan: P4,324M, GOP: P1,218M) P2,943M (contract cost) P1,824M (contract cost)	 July 2009-May 2013 July 2009-June 2012	 Completed Completed
<i>Pasig-Marikina River Channel Improvement Project, Phase II (JICA PH-P239)</i> <ul style="list-style-type: none"> Channel improvement works consisting of revetments (7.92 km), river walls (5.52 km), and dredging works (889,100 cu. m) at remaining sections of Pasig River and priority critical sections of Lower Marikina River <p>a. Contract Package No. 1-Pasig River Improvement (Del Pan Bridge to immediate vicinity of NHCS) L-9.80 km (both banks), Revetment with Riverwall-6.10 km, Riverwall only-3.70 km)</p> <p>b. Contract Package No. 2-Lower Marikina River Improvement (from confluence point with Napindan River Channel to diversion point of Manggahan Floodway) L-5.40km, Dredging Works-889,100 cu.m.,Dike/Revetment-1.82 km, Riverwall-1.82km, Boundary Marker-70 pcs</p>	P 7,545 M (Loan: P6,539M, GOP: P1,006M) P3,136 M (contract cost) P3,086 M (contract cost)	 July 2014-June 2017 June 2014-May 2017	 Ongoing, 72.45% (as of April 2016) Ongoing, 74.05% (as of April 2016)

Name of Project	Amount	Schedule	Status (as of April 2016)
<ul style="list-style-type: none"> Decrease flood inundation by 18% equivalent to 750 hectares from 4,200 hectares to 3,450 hectares Reduce flood damages by P14.3 billion from P80.6 billion to P66.3 billion Reduce affected population by 0.2 million from 1.2 million to 1 million Eliminate flooding of 49,051 affected structures from 276,482 to 227,431 			
Mandaluyong Main Drainage Project <ul style="list-style-type: none"> Improvement of drainage system in Maysilo Area and its immediate vicinity. 	P 609.12 M (FY 2012, 2013, 2014 GAA)	January 2013-Aug. 2016	Ongoing, 85.95% (as of April 2016)
Blumentritt Interceptor Catchment Area <ul style="list-style-type: none"> Construction/rehabilitation of drainage system from Estero De Sunog Apog to Piy Margal in Sampaloc, Manila 	P 600.00 M (FY 2011, 2012, 2013 GAA)	March 2013-June 2016	Ongoing, 96.88% (as of June 2016)
High-impact flood control projects	P 4,947 M (FY 2012, 2013 GAA)	December 2012-November 2015	Ongoing, 99.49% (as of April 2016)

Construction/Rehabilitation of Drainage System, Blumentritt Interceptor Catchment Area from Estero De Sunog Apog to Piy Margal in Sampaloc:

The project, involving five (5) contract packages, is targeted to be completed by June 2016. Hereunder are the project details:

District / Section	Released Amount	Contract Amount	Scope of Work/ Length	Implementation Schedule
FY 2011 4th District Sta. 3+350-Sta. 3+561 (Laong Laan St. to between Dapitan St. & Piy Margal St.)	P 45.00 M	P 42.647 M	RCBC: L = 211 m; W = 4.5m; H = 3 m; (1 cell)	Start Date: March 21, 2013 Actual Comp. Date: Aug. 8, 2014
FY 2012 2nd District Sta. 0+255-Sta.0+853 (Sunog Apog/Javier St. to Abucay St.) 4th District Sta. 0+853-Sta.1+500 (Abucay St. to Rizal Ave.) Sta. 1+500-Sta. 1+650 (Rizal Ave, to M.Natividad St/ Aurora Ave)	P 210.00 M 40.00 M P 250.00 M	Original: P 219.356 M Revised: P 239.892 M	RCBC: L = 598 m; W = 3 m; H = 3 m; (2 cells) L = 647; W = 2.4; H = 2.75; (2 Cells) L = 150; W = 2.4; H = 2.75; (2 Cells)	Start Date: Aug. 29, 2013 Original Comp. Date: July 24, 2014 Revised Comp. Date: June 2016 The project was delayed due to: 1. Presence of 2,200 mm MWSI pipe lines along San Juan Luna - Hermosa Intersection (on-going relocation). 2. Presence of Meralco posts along Hermosa St. and underground high tension wires along Rizal Ave. that needs relocation (removal of Meralco posts on-going) 3. Affected PNR Railroad Track along Hermosa St. (Right of Way agreement on process.)
FY 2013 4th District Sta. 2+350-Sta. 2+450 (Manila North Cemetery to Calavite St.) Sta. 2+450-Sta. 2+910 (Calavite St. to Blumentritt Ave./ Calamba St.)	P 100.00 M	Original: P 89.979 M Revised: P 91.726 M	RCBC: L = 100 m; W = 2.4 m; H = 2.75 m; (2cells) L = 460 m; W = 2.4 m; H = 2.4 m; (2cells)	Start Date: July 26, 2013 Original Comp. Date: July 20, 2014 Actual Comp. Date: May 2016 The project was delayed due to RROW problems along Blumentritt fronting Manila Cemetery.

FY 2013 3rd District Sta. 1+650-Sta. 2+350 (M. Natividad St./Aurora Ave. to Manila North Cemetery)	P 130.00 M	Original: P82.368 M Revised: P88.694 M	RCBC: L = 700 m; W = 2.4 m; H = 2.75 m; 2 cells	Start Date: Jan. 14, 2014 Actual Comp. Date: Jan. 5, 2015
FY 2013 4th District Sta. 2+910-Sta. 3+350 (Blumentritt Ave./Calamba St. to Laong Laan Ave.)	P 75.00 M	Original: P 44.932 M Revised: P49.177 M	RCBC: L = 440 m; W = 2.4 m; H = 2.4 m; 2 cells	Start Date: Jan. 14, 2014 Actual Comp. Date: Feb. 1, 2015

Mandaluyong Main Drainage Projects (MMDP)

Section	Project Name/Scope of Work	Amount (P'M)	Start Date	Completion Date	Status / Remarks
1-1	Phase I-Drainage Impv't. Works at Boni-Maysilo Circle West of MMDP, Mandaluyong City (Single Barrel Box Culvert, Length = 475.00 linear meters, Width = 3.40 meters)	110.50 (FY 2012 GAA)	1/07/2013	2/20/2014	100% Completed
2-2	Drainage Improvement at San Joaquin Street L-147 Drainage Lateral of MMDP, Mandaluyong City (Single Barrel Box Culvert, Length = 284.47 linear meters, Width = 1.80 meters)	39.80 (FY 2012 GAA)	2/18/2013	11/11/2013	100% Completed
2-3	Remaining Drainage Improvement Works at San Joaquin St., ML-101 (North) Sta. 0+83.277-Sta. 0+206.643, Drainage Lateral, Mandaluyong City (Single Barrel Box Culvert, Length = 123.37 linear meters, Width = 1.80 meters)	21.36 (FY 2013 GAA)	9/02/2013	2/18/2014	100% Completed
4-4	Drainage Improvement at Sgt. Bumatay, Katarungan, Bulalakaw, Drainage Lateral of MMDP, Mandaluyong City (Single Barrel Box Culvert, Length = 190.00 linear meters, Width = 1.50 meters)	26.87 (FY 2013 GAA)	7/26/2013	4/19/2014	100% Completed
1-6	Phase II-Drainage Improvement Works at San Francisco Segment (Sta. 0+000-Sta. 0+651.96) and Pumping System of the MMDP (Double Barrel Box Culvert, Length = 651.96 linear meters, Total Width = 8.35 meters)	359.17 (FY 2014 GAA)	8/18/2014	8/09/2016	76.17% accomplished
1-4-5	Phase III-Drainage Improvement Works at Maysilo Circle East Main Drainage Project, Mandaluyong City (Single Barrel Box Culvert, Length = 193.40 linear meters, Width = 3.10 meters)	51.42 (FY 2013 GAA)	3/16/2014	12/10/2015	100% Completed
	Total:	609.12			85.95% accomplished

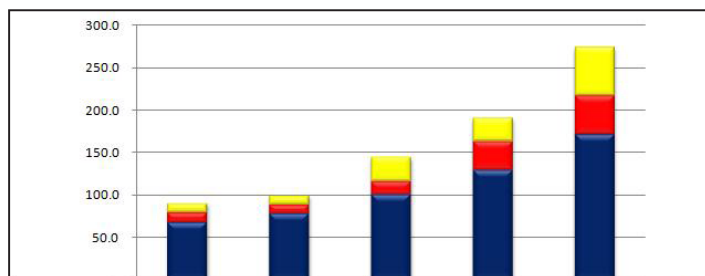
River Basin Approach for Effective Flood Control Program

- Adopt "river basin approach" in preparing master plan and feasibility study of flood management and water resource management
- Implement P31.07 Billion flood mitigation /intervention projects consistent with the Flood Management Master Plan for Metro Manila and Surrounding areas
- Complete the master plan and feasibility study of the 18 major rivers by 2016
- Prepared/submitted to OP proposed Water Sector Restructuring Plan adopting an Integrated Water Resources Management approach in a convergence program with DA, DAR, NIA, and DENR
- Upgraded engineering design standards for flood control, drainage and slope protection works
- A total of 3,309.98 km covering 363 rivers & 2,323 sections of drainage canals & waterways cleaned/cleared and desilted.
- Constructed 1,924 rain water collection system nationwide since 2011.
- Use of eco friendly coconets and geosynthetic materials in 333 slope protection works

Design and construct disaster resilient public infrastructure facilities:

- Implement Structural Resiliency Program in new construction and in the reconstruction of calamity damaged infrastructures - upgraded roads and bridges, school buildings, hospitals, public housing, and other infrastructure facilities
- Identify public facilities as safe Shelter Centers in disaster prone municipalities for resilient design and redundancy to also be used as emergency command center and evacuation facility
- Use geo-hazard maps and NOAA data for infrastructure planning and disaster risk reduction measures.
- Strict enforcement of water easement laws and removal of informal settlers and structures on waterways and no build/unsafe

**2011-2015 DPWH Infrastructure Program:
Capital Outlays (By Category)**



	2011	2012	2013	2014	2015
Highways	68.0	78.1	100.9	129.4	170.4
Flood Control	11.3	10.8	15.9	33.6	45.9
Others	11.3	10.6	27.6	27.9	57.7
Total	P 90.7 B	P 99.5 B	P 144.3 B	P 190.9 B	P 273.9 B

**DPWH Expenditure Program
(In Billion Pesos)**

	PS	MOOE	CO	Total
General Administration and Support	4.610	0.873	0.505	5.988
Support to Operations	0.576	9.989	8.017	18.582
Operations	-	-	192.675	192.675
Projects	-	-	73.225	73.225
Total (FY 2015 Budget):	5.186	10.862		290.470

**Operations Budget by Major Final Output (MFO)
(In Billion Pesos)**

	Amount
National Road Network Services (MFO-1)	129.765
Flood Management Services (MFO-2)	42.283
Construction and Maintenance Services of Other Infrastructure (MFO-3)	20.626
Total Capital Outlay (Operations):	P 192.675B

DETAILS OF MFOs AND PERFORMANCE INDICATORS

MFO 1 – National Road Network Services

National Road Network Services	Target	Amount (in Billion Pesos)
1. Asset Preservation of National Roads		24.039
• Preventive Maintenance	104 km	0.464
• Rehab./Reconst./Upgrading of Damaged Paved Nat'l. Roads including drainage	747 km	16.326
• Rehab./Reconst. of National Roads with Slips, Slope Collapse and Landslide	129 proj.	3.786
• Const./Upgrading/Rehabilitation of Drainage along National Roads	213,401 lm	3.463
2. Network Development		47.368
• Improvement/Widening of National Roads	1,008 km	27.442
• Construction of By-Passes/Diversion Roads, including ROW	190 km	7.745
• Construction of Missing Gaps connecting National Roads, including ROW	145 km	4.192
• Construction of Flyovers/Interchanges/Underpasses	1,900 lm	2.173
• Off-Carriageway Improvement	441 km	5.814
3. Road Upgrading (unpaved to paved)	1,370 km	37.447
4. Const. and Maintenance of Bridges along National Roads		20.911
• Replacement of Bridges from Temporary to Permanent	948 lm	0.905
• Replacement of Weak Bridges	4,109 lm	3.718
• Retrofitting/Strengthening of Permanent Bridges	75 proj.	1.090
• Rehabilitation/Major Repair of Permanent Bridges	1,352 proj.	3.942
• Widening of Permanent Bridges	8,398 lm	7.539
• Construction of New Permanent Bridges	4,107 lm	3.719

MFO 2 – Flood Management Services

Flood Management Services	Target	Amount (in Billion Pesos)
• Const./Maintenance of Flood Mitigation Structures and Drainage System	1,295 projs	P 42.283B3
• Const./Rehabilitation of Flood Mitigation Structures along Major River Basins and Principal Rivers		

MFO 3 – Construction and Maintenance Services of other Infrastructure

Construction and Maintenance Services of other Infrastructure	Target	Amount (in Billion Pesos)
1. Const./Improvement of Access Roads leading to Airports, Seaports and Declared Tourism Destinations	1,088 km	P 42.283B3
2. Construction of Water Supply/Septage & Sewerage/Rain Collectors	595 projs.	0.320
3. Construction of Accessibility Facilities for Physically Challenged Persons		0.015
Total:		P 20.626B

BALANCED SCORECARD

The Department's Performance Governance System (PGS) scorecard contains a total of 16 measures that are supposed to gauge its performance across the five (5) perspectives. There are five (5) measures identified under the social impact perspective; one (1) in external stakeholders; four (4) in processes; three (3) in people; and three (3) in resource stewardship.

This report highlights the progress of DPWH relative to the performance measures from baseline year 2010 to actual accomplishment for year 2015.

Social Impact

On the objective enhancing "increased mobility and total connectivity of people" through quality infrastructure resulting to improved quality of life, the following are envisaged:

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 29,160 km or 93.34% (a 1,592 km increase) in 2014, surpassing by 677 km the 2014 target of 28,483 km.

The target for 2015 was set at 30,316 km or 97%. At the end of the year, DPWH has managed to pave 30,363 km or 97.19% of the total national road network.



Percentage of bridge along national roads made permanent

DPWH has committed in its PGS Scorecard to make permanent a total of 345,978 lm bridges along the national road network by the end of 2016.

In 2010, a total of 332,139 lm or 96% of the total bridges along the national road network was already made permanent.

By the close of 2015, DPWH has already managed to build more than 100% of the committed length of bridges among national roads by making permanent 347,160 lm bridges (100.34%). This is 2,912 lm greater than the 30,363 lm bridge length target for 2015.

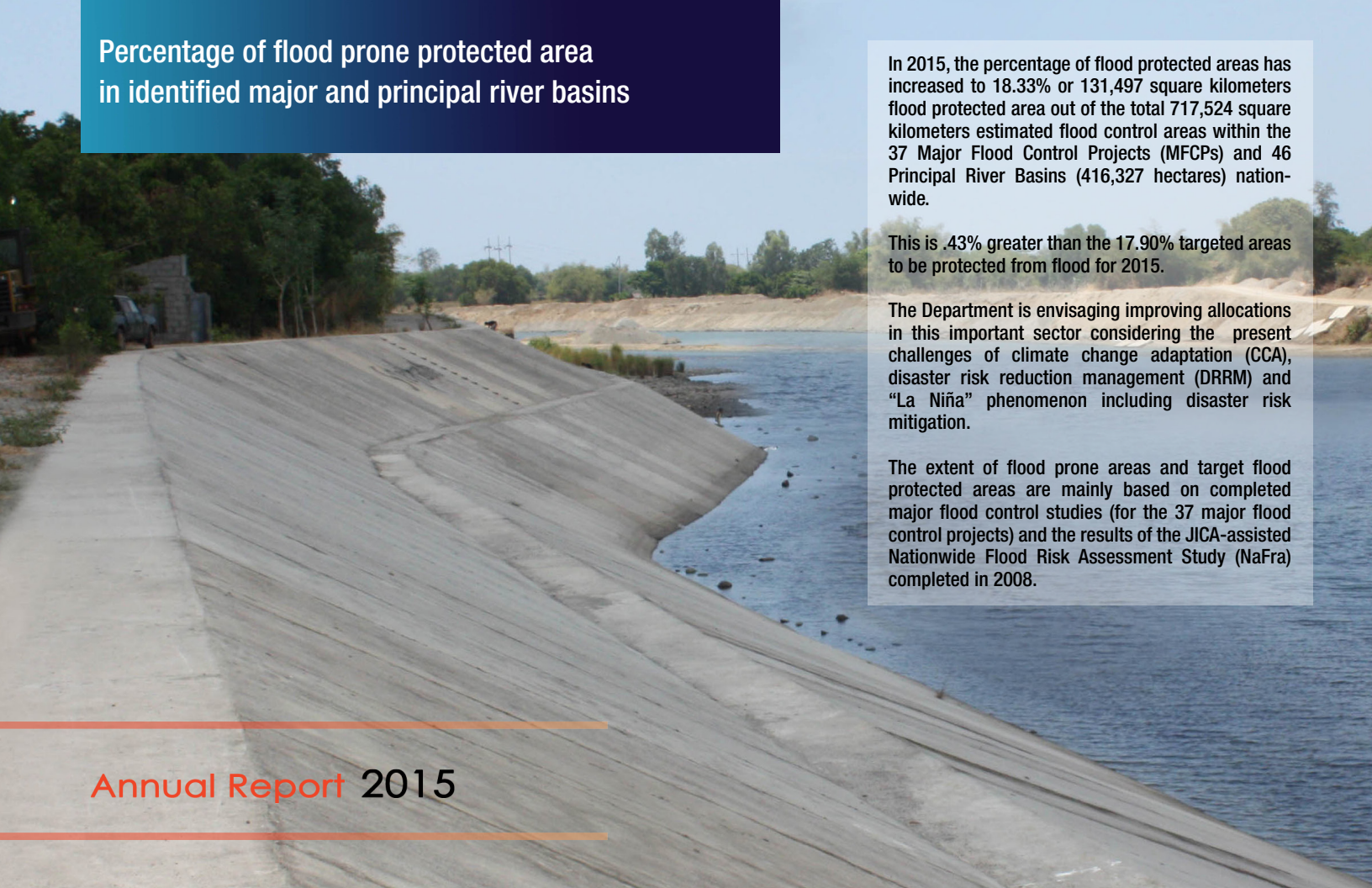


Kilometer of arterial roads with an International Roughness Index (IRI) of 3

The length of new arterial roads with an IRI rating of 3 improved from 1,992 km in 2013 to 3,654 km in 2014 and is targeted to reach 4,800 km in 2015 and 6,600 km in 2016.

The actual accomplishment for 2015 was only 2,166 km – this is very low against the target due to the reduction in length of paved primary roads attributed by the New Road Classification from 9000 km to 7000 km.

Seven (7) units of road surface profilometers (RSP) and one (1) ground penetrating radar (GPR), specialized equipment that can measure road surface smoothness and thicknesses of surface courses and underlying layers 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 2015, the percentage of flood protected areas has increased to 18.33% or 131,497 square kilometers flood protected area out of the total 717,524 square kilometers estimated flood control areas within the 37 Major Flood Control Projects (MFCPs) and 46 Principal River Basins (416,327 hectares) nationwide.

This is .43% greater than the 17.90% targeted areas to be protected from flood for 2015.

The Department is envisaging improving 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.

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 as the baseline year. In 2015, the DPWH has accomplished 50% coverage compared to the 48% target.

Phases 1 and 2 of the detailed road inspection under iRAP Philippines Assessment produced baseline ratings for 6,180 kilometers of national roads.

In recognition of the Philippines' commitment in making the roads safe, the DPWH was presented with Star Performer Award on April 29, 2015 by iRAP Asia Pacific, the first time that a country was able to receive the award twice.



External Stakeholders

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.

In 2014, DPWH devised its own tool in measuring the overall satisfaction of its external stakeholders. By virtue of Department Order No. 53, series 2014, all DPWH offices nationwide were required to use the prescribed Customer Feedback Form to measure customers’ satisfaction rating on services delivered. The instrument used in this study

is a short-form survey listing of 5 (five) criteria - Overall Quality, Promptness, Efficiency of Systems and Procedures, Knowledge of Staff, and Work/Office Environment, where the Department is to be rated from Excellent to Poor.

Satisfaction rating is measured by the total number of Excellent and Very Good ratings over the total number of feedbacks received per criterion. The average rating of all five (5) criteria equate to the Overall satisfaction rate.

For 2015, there were 44,652 customer feedback forms received that registered 78% overall satisfaction rating.

Processes

DPWH Feedback Channels



Online Feedback
at www.dpwh.gov.ph



SMS to DPWH
Text 2920



[Facebook.com/
dpwhph](https://www.facebook.com/dpwhph)



[@DPWHph](https://twitter.com/DPWHph)



DPWH 24/7
HOTLINE 165-02



Stakeholders Relations Service
Department of Public Works and Highways
Head office Bonifacio Drive, Port Area Manila

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, 85% in 2014, 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.

For 2015, the DPWH Citizens’ Feedback Management Center (CFMC) has received a total of 48,394 feedbacks (3,742 through established feedback platforms and 44,652 through Office Front Desks nationwide through the Customers Feedback Survey).

The 3,742 feedbacks were received through “feedback platforms” to include phone-in, walk-in, print and broadcast monitoring, internet (DPWH website/email), and social media (Facebook and Twitter) with 3,002 feedbacks or 80% either resolved or acted upon and 740 or 20% undergoing resolution. 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, after which, the findings shall be turned over to the Legal Office.

Number of ISO certified offices

DPWH ISO 9001:2008 Certification is aligned with President Aquino's call on government agencies to improve public service delivery and in ensuring good governance and sustaining the "Tuwid na Daan" reform efforts.

The implementation of the Quality Management System will enhance and standardize the Department's quality of public service delivery, consistent with the requirements of the International Organization for Standardization (ISO). The ISO-QMS journey was formally launched by the Department on August 6, 2012.

The QMS was implemented in the Department on July 31, 2013 through the issuance of a Department Order. (D.O. No. 72 Series of 2013).

On April 14, 2015, Anglo Japanese American (AJA) Registrars, Inc., an independent certification body, issued the ISO 9001:2008 Registration Certificate to DPWH.



Registration Certificate



The benefits of having the ISO 9001:2008 certification are:

- Increased productivity because systems and procedures are streamlined, in-place and continually improved;
- Increased employee satisfaction because QMS ensures that employees have the training and information (procedures and work flows are documented) to do their job correctly, as well as the organization of workplace to eliminate conditions that lead to wastes such as extra motion to avoid obstacles, time spent searching things, and delays due to defects, machine failures, or accidents. Workplace organization also creates a pleasant and efficient place to work.
- Increased customer (public/road users) satisfaction because the organization is managed professionally, i.e., systems are in place to identify problems, analyze the root cause and act to eliminate it to prevent from recurring, operations control that directly affect quality are all documented to ensure that all work is performed under planned and controlled conditions.

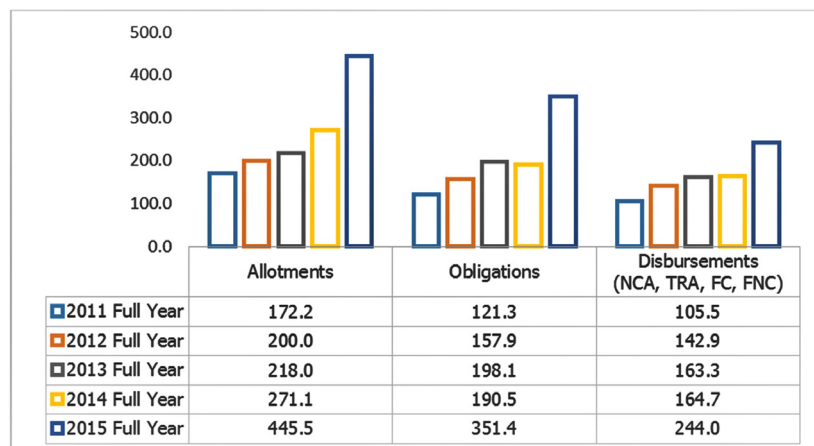
Furthermore, QMS ensures that customers' needs are determined and are met with the aim of enhancing customer satisfaction through regular, open and effective communication with customers, through effective management of project issues such as schedule and cost control, public consultation to identify/clarify customers' needs, participatory budget planning and DPWH's performance in meeting contractual, legal and regulatory requirements.



FY 2015 Fund Utilization vs. Previous Years

(In Billion Pesos)

	2011	2012	2013	2014	2015
Obligations vs. Allotments	71%	79%	91%	70%	79%



After the institutional reforms and process improvements made in 2011 to ensure “Quality Disbursements” of public funds, the infrastructure disbursements significantly increased.

With P445,467,131,991.19 total allotments versus P319,853,091,022.41 cumulative total obligations as of December 31, 2015, the Department posts 79% Absorptive Capacity for the year.

Spending in 2015 was at a low-level despite the strategies/initiatives to fast track implementation of projects that were done by the Department. The under-spending was caused by following reasons:

- Unutilized funds due to Supreme Court ruling on PDAF/ DAP.
- Difficulty in realigning funds
- Inability to use savings
- Disapproval/difficulty in securing approvals/ clearances from authorities and other agencies for big projects (NEDA, MMDA, LGUs, DENR, etc.)
- Government procurement difficulties
- Unresolved Right of Way problems and other legal issues
- Unliquidated inter-agency fund transfers from DPWH

Percentage compliance to prescribed documents processing timelines

DoTS

On the objective of improving the DPWH “percentage compliance to prescribed timelines”, DPWH has posted compliance rate of 95% in 2015 and is targeting to 98% in 2016. 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.



People

Internal stakeholders approval rating

JOB SATISFACTION	
A. Career Development Aspect	87.5%
B. Employee Relations and Management Aspect	87.5%
C. Work Environment Aspect	93.5%
D. Engagement Opinions	91.8%
E. Overall Satisfaction rating	96.5%
INTERNAL STAKEHOLDERS SATISFACTION RATING	91.2%



The internal stakeholders approval rating improves from 65% in 2010 to 91% in 2015.

In the last quarter of 2014, the Human Resource and Administrative Service (HRAS) developed a new survey tool for the conduct of Internal Satisfaction Survey (ISS) to be undertaken across the organization from the Central Office down to District Engineering Offices. The conduct of the ISS was transferred from HRAS to the Stakeholders Relations Service (SRS) in 2015.

The SRS implemented an improved Survey Tool for ISS to cover the job satisfaction of DPWH employees in five (5) aspects: Career Development, Employee Relations & Management, Work Environment, Engagement Opinions, and Overall Satisfaction.

There were 400 respondents from employees across all DPWH Offices to include the Bureaus, Services, UPMOs, Regional Offices and District Engineering Offices.

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, has come up with a program called Cadet Engineering Program (CEP), a workplace learning and development program that aims to identify young, vibrant, and intelligent civil engineers and prepare them for becoming competent members of DPWH.

It shall familiarize them with the workings of the agency by immersing them in its operations. Moreover, the program shall develop the engineers’ functional and behavioral competencies through diverse learning methodologies, and instill in them a strong sense of personal integrity and a desire to contribute to nation building through public service.

Under this Program, 40 young civil engineers were trained and passed the 1st batch of Cadetship Program that took off between the periods of May to December 2013 for 26 training weeks.

Following the extensive recruitment and selection criteria in the selection of program participants nationwide, there are 41 Cadet Engineers in the Second Batch of CEP in 2015, 34 of which are male and 7 are female.



On the credentials of the 2nd batch of Cadet Engineers, seven (7) graduated with honors as Cum Laude, three (3) as Magna Cum Laude and one (1) earned the highest honors as Summa Cum Laude. These all young licensed Civil Engineers have obtained board exam ratings ranging from 80% to 96%, three of which are Top 10 Placers in the CE Board Exam.

These new breed of DPWH engineers, when empowered, mentored and supported may become future leaders, change agents who have the capacity to inspire innovation, creativity and promote positive culture and values in this Department.



Percentage of accredited personnel in selected occupational groups



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 80% in 2016, and finally 100% in 2030. In 2015, the DPWH has achieved 82% The actual percentage of accredited key personnel.

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

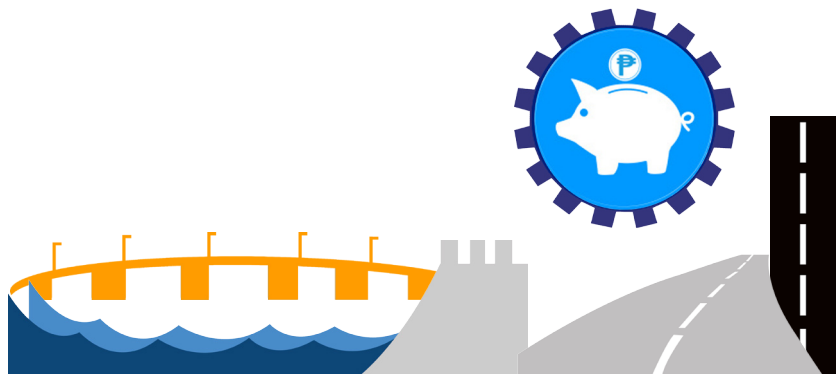


Resource Stewardship

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 2015, performance has improved to 78%.

It shall be noted, however, that the total amount surrendered as savings as of December 31, 2015 was P29,544,724,861.96 P16,686,679,416.15 for Central Office & UPMO, P12,858,045,445.81 for Regional and District Engineering Offices). Out of this surrendered amount, only P4,071,698,744.00 was issued Negative SARO by the DBM.



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 2015, DPWH performance was 85% as against the target of 83%.



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 2015, the DPWH and its concessionaire/private sector partners have constructed a total length of 387 km, matching the same target length.



Major PPP Projects

1. Tarlac-Pangasinan-La Union Expressway

“Construction of an 88.85-km expressway from Tarlac to La Union. Completion of the project will reduce travel time between Tarlac City, Tarlac and Rosario, La Union from 3.5 hours to 1 hour; and will benefit around 20,000 travelers per day.”

Section 1 - Tarlac City to Rosales, Pangasinan (49.30 km) opened to traffic in April 2014

Section 2 - Rosales to Urdaneta City (13.72 km) opened to traffic in February 2015

Section 3 - Urdaneta City to Rosario, La Union (25.83 km)

Section 3A - Urdaneta City to Pozorrubio (12.45 km) ongoing, 27.63% as of Dec 2015

Section 3B - Pozorrubio to Rosario (13.38 km) – subject to further study for possible Realignment.



2. Muntinlupa-Cavite Expressway (Daang Hari-SLEX Link Road Project)

The project involves the construction of a 4 kilometer, 4-lane paved toll road that will pass through the New Bilibid Prison reservation that will connect Bacoor, Cavite to the South Luzon Expressway. Full commission of the project and Inauguration Ceremony by President Benigno Simeon C. Aquino III was held on July 24, 2015.

3. NAIA Expressway

The NAIA Expressway Project Phase II Project is a PPP project with a 4-lane elevated expressway starting at the end point of Phase I and ending at PAGCOR Entertainment City. It will provide access to NAIA Terminal 1, 2 and 3 as well as an interface with the Skyway and Cavitex. The NAIA Expressway alignment follows the existing road along Sales Avenue, Andrews Avenue, Electrical Road, above Paranaque River and NAIA Road. The project is ongoing with a cumulative accomplishment of 64.01 as of December 2015.



4. Cavite-Laguna (CALA) Expressway Project

The project is a 4-lane 44.63 km. closed-system tolled expressway connecting CAVITEX and SLEX. It will start from the CAVITEX in Kawit, Cavite and end at the SLEX-Mamplasan Interchange in Biñan, Laguna. The project will have interchanges in 8 locations namely; Kawit, Open Canal, Governor's Drive, Aguinaldo Highway, Silang East, Sta. Rosa-Tagaytay Rd., Laguna Blvd., and Technopark. This will support national development policy and provide efficient transport facilities for the Eco-zones in Cavite and Laguna. It will also reduce traffic congestion particularly in Governor's Drive, Aguinaldo Highway and Sta. Rosa-Tagaytay Road which are heavily congested. The project is expected to improve competitiveness of Region IV-A/CALABARZON as an investment destination. Preparation of Detailed Engineering Design (DED) is ongoing.

5. Central Luzon Link Expressway (CLLEX)

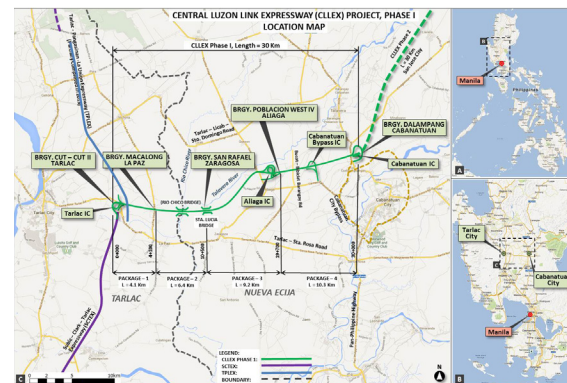
Phase I, Tarlac- Cabanatuan, Nueva Ecija (ODA)
Construction of a 4-lane expressway with a total length of 30.7 kms.

PROJECT STATUS: (under PMO-RMC)

- Package 1 – Tarlac Section, Tarlac (4.1 km.) P 1.80 B
Schedule: March 2016 - February 2019
Status: Contract Agreement under process
- Package 2 - Rio Chico River Bridge Section, Tarlac and Nueva Ecija (6.4km) P 4.90 B
Schedule: July 2016 - June 2019
Status: Waiting for the JICA concurrence on the result of PQ Evaluation
- Package 3 - Aliaga Section, Nueva Ecija (9.2 km.) P 3.40 B
Schedule: May 2016-April 2019
Status: Resolution of Award for JICA concurrence
- Package 4 - Cabanatuan Section (10.3 km) P3.00 B
Schedule: July 2016 - June 2019
Status: Result of verification from the DFA for deliberation.
- Package 5 - Construction of Zaragoza Interchange (bridge type) and access road of about 4.88 km, beginning of Contract Package 3 and ending at Tarlac-Sta. Rosa road including irrigation crossing (structure), P0.65 B.
Status: Mylar Plans for approval by BOD.

Phase II, Cabanatuan-San Jose, Nueva Ecija

The project is an extension of CLLEX Phase I and connects Cabanatuan City and San Jose City passing through the municipalities of Talavera and Llanera in Nueva Ecija of about 35.70 km. in road length that will provide a free-flowing alternative route and decongest traffic along the Pan Philippine Highway (PPH) between said cities of Nueva Ecija and town of Plaridel in Bulacan Province. On September 23, 2015, JICA's proposed corrections/amendments on the Request for Proposals (RFP) and Terms of Reference (TOR) was transmitted to DPWH-PPP Service. Revised RFP and TOR, together with the DPWH comments on JICA's proposed amendments were submitted to JICA on November 11, 2015. JICA accepted the revised RFP for *Transaction Advisor dated November 25, 2015*.



6. NLEX-SLEX Link Connector

This unsolicited project is an 8- kilometer all elevated 2X2 highway extending the NLEX southward from the end of Segment 10 in C3 Road Caloocan City to PUP Sta. Mesa, Manila and connect to the Common Point of Skyway Stage 3, and traversing mostly along the PNR rail track. The 80-day negotiation with MPTDC was completed on June 26, 2015 and the NEDA Board approved the results of the negotiation on December 18, 2015.





7. Southern Tagalog Arterial Road (STAR) Project

The project involves the finance and construction of a toll road from Lipa City-Batangas City, Northbound; Improvement of Stage 1 thru asphalt overlay including the STAR and SLEX TR-3 Interconnection. The International Roughness Index (IRI) test on Asphalt Overlay on Stage 1 and PCCP on Stage 2 was conducted on January 13-14, 2015.

The Final IRI reading for Stage I Northbound is 1.743 for inner lane and 1.792 for outer lane. Stage I Southbound has a final reading of 1.660 for inner lane and 1.638 for outer lane. Both lanes also conformed to the Department's proposed IRI requirement of 3.0. Likewise, the results for Stage II conformed to the requirement with an average of 1.82. The project is already completed as of May 18, 2015 as per Certification issued by the Independent Consultant.





Laguna Lakeshore Expressway Dike

1. Expressway-Dike: 47 kms



2. Reclamation: 700 hectares



8. Laguna Lakeshore Expressway 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 in Laguna. The proposed alignment runs 500 meters away on average following the shoreline of the Laguna Lake.

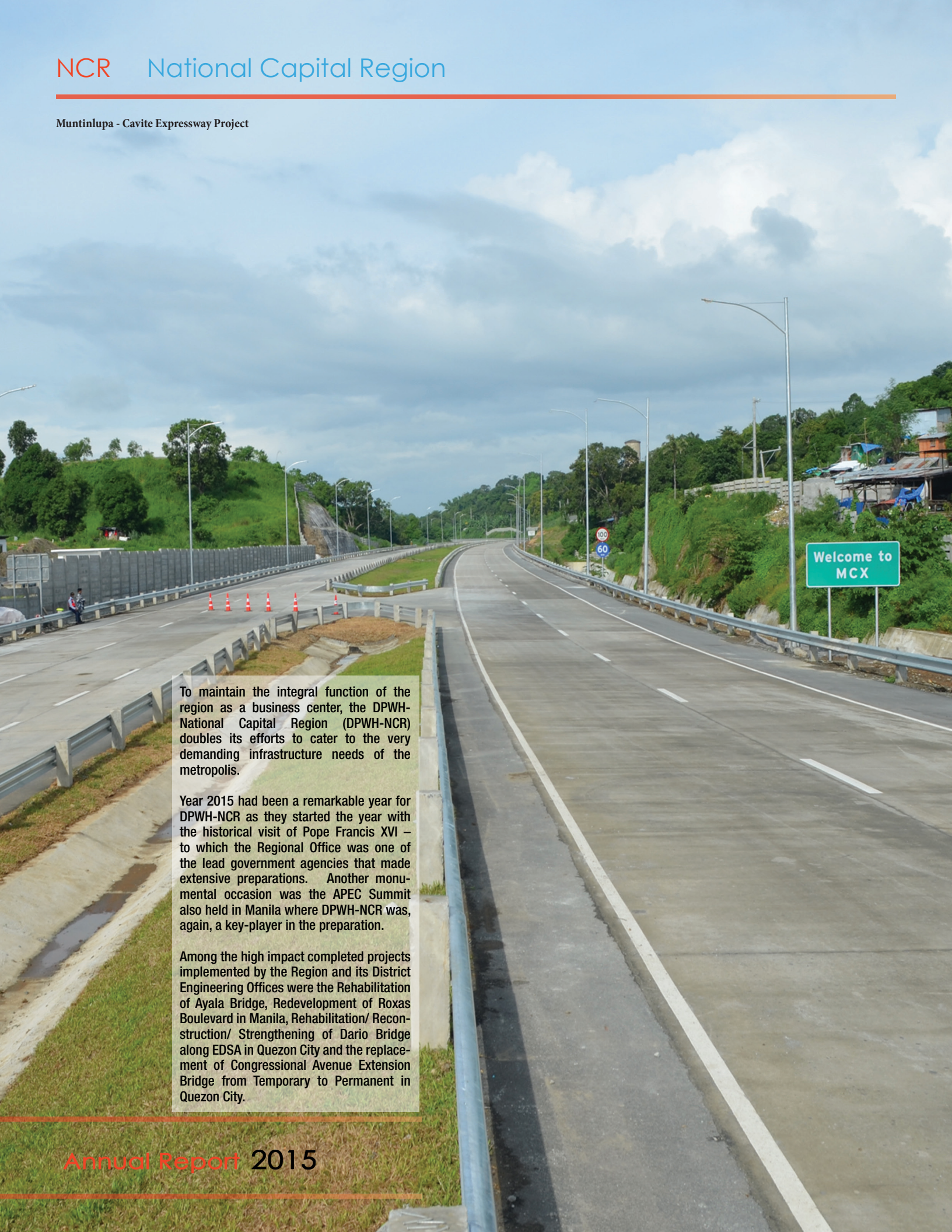
The expressway is intended to relieve the heavily travelled Bicutan-Calamba corridor (SLEX and Manila South Road). It will serve as an alternate to the congested road of the National Highway from Calamba to Los Baños. The proposed expressway will be used to integrate a flood control system to protect the flood prone areas located along the shoreland of Laguna Lake. Main economic benefits include savings in vehicle operating costs, savings in passenger time, reduction in flood damages, increase in land productivity in existing communities due to flood protection, and increase in land productivity (value added) in the reclamation area.

9. Manila Bay Integrated Flood Control, Coastal Defense and Expressway Project

This is an unsolicited proposal first submitted by the New San Jose Builders, Inc. (NSJBI) and proposed to be implemented through an alternative PPP scheme under the Build-Operate-Transfer ("BOT") Law, particularly a Build-Gradual Transfer-Build-Operate-Transfer ("BGT-BOT") hybrid modality.

The Project's main purpose is to protect the Manila Bay coastline against flooding from the sea, by means of a city flood barrier and coastal sea barrier, and provide an attractive urban waterfront development with space for new commercial activities. The coastal sea barrier also functions as an expressway that cuts the travel time between Bataan and the National Capital Region (NCR). Along the barrier, the Project also offers reclaimed land for urban and economic development. In between the reclaimed land and the present shoreline are mangrove forests that help develop the ecological value of Manila Bay. The Project can be sorted into two sub-projects: the City Flood Proofing and the Coastal Sea Barrier and Expressway.

Original Proponent Status was granted to CDC last April 2015. The project was endorsed to NEDA-ICC on November 2015



To maintain the integral function of the region as a business center, the DPWH-National Capital Region (DPWH-NCR) doubles its efforts to cater to the very demanding infrastructure needs of the metropolis.

Year 2015 had been a remarkable year for DPWH-NCR as they started the year with the historical visit of Pope Francis XVI – to which the Regional Office was one of the lead government agencies that made extensive preparations. Another monumental occasion was the APEC Summit also held in Manila where DPWH-NCR was, again, a key-player in the preparation.

Among the high impact completed projects implemented by the Region and its District Engineering Offices were the Rehabilitation of Ayala Bridge, Redevelopment of Roxas Boulevard in Manila, Rehabilitation/ Reconstruction/ Strengthening of Dario Bridge along EDSA in Quezon City and the replacement of Congressional Avenue Extension Bridge from Temporary to Permanent in Quezon City.



Roxas Boulevard Redevelopment Project

Under the Regular Infrastructure Program, DPWH-NCR was allotted a budget amounting to P19.79 Billion for calendar year 2015.

Among its accomplishments are the construction, improvement, and rehabilitation of about 249 kilometers of roads with a total cost of P4.31 Billion, and construction of 244.3 lineal meters of bridges amounting to P131.94 Million.

DPWH-NCR has undertaken a total of 498 flood control projects, with a total value of P9.19 Billion, which consist of construction, repair, and maintenance of dikes, seawalls, river control, revetment, river walls, drainage mains, waterways, and other flood control structures and facilities.

It has also implemented a total of 500 other infrastructure projects, amounting to P3.42 Billion, like local roads, bridges along local roads, water systems, school buildings, national buildings, multi-purpose buildings, day-care centers and health centers.

Through the Department of Education's Basic Education Facilities Fund (BEFF) Program, DPWH-NCR has completed 100 secondary and senior high school buildings with total cost of P1.74 Billion. It has also constructed a total of 34 projects funded from the Motors Vehicles Users Charge (MVUC) at a cost of P462.9 Million.



Dario Bridge, Quezon City

Dalican - Batad Road, Banawe, Ifugao

Situated amid the Ilocos and Cagayan Valley Regions, the Cordillera Administrative Region (CAR) is the only landlocked region in the country. Yet despite having no direct access to the wealth of resources brought by the coastlines, the region ensures economic productivity through the construction of significant infrastructure.

A total budget of P10.57 Billion has been allotted to CAR for the CY 2015 under the Regular Infrastructure Program.

The region, which comprises of Abra, Apayao, Benguet, Ifugao, Kalinga, and Mountain Province, has spent a total of P352.54 Million for the construction, improvement, and rehabilitation of 51.388 kilometers of national roads and 486.953 lineal meters of bridges.



Access Road leading to Mt. Pulag, Benguet



One hundred thirty-two (132) other public infrastructure projects such as water supply system, national buildings, hospital and health facilities, market, and slaughterhouses were also constructed with a total cost of P319.08 Million.

Under special programs, DPWH-CAR has completed 31.246 kilometers of farm-to-market roads with a total cost of P189.63 Million, which was funded by the Department of Agrarian Reform.

It has built 1 elementary and secondary school building under the Department of Education budget amounting to P2.14 Million.

Through the DPWH-DOT Tourism Convergence Program (Tourism Road Infrastructure Program), the completion of 2.104 kilometers of roads leading to tourism destinations costing P74 Million was made possible.

The region has also constructed, improved, and rehabilitated 0.21 kilometers of roads under the PAMANA program (peace project).



Turayoc Section Conner-Abbut Road, Apayao

Caniaw Communication Road, Bantay, Ilocos Sur



Sinucalan Bridge, Sta. Barbara, Pangasinan

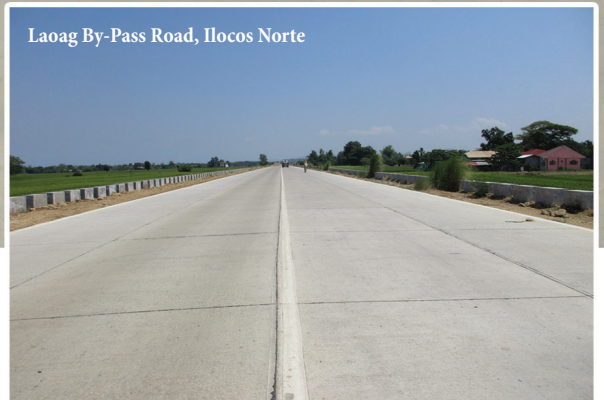
For year 2015, DPWH Ilocos Region was allotted P12.16 Billion. At the end of the year, the Regional Office managed to construct, improve and rehabilitate about 147.258 kilometers of roads, amounting to P3.51 Billion and construct 519.242 lineal meters of bridges with a total value of P137 Million.

To mitigate the catastrophic effects of flooding, the Regional Office has also undertaken 108 flood control projects – which include the construction, repair or maintenance of dikes, seawalls, river control, revetment, river walls, drainage mains, waterways and other flood control structures and facilities.

Some 336 other infrastructure projects, amounting to P830 Million, like local roads, farm-to-market roads, bridges along local roads, water systems, school buildings, national buildings, multi-purpose buildings, day care centers and health centers; were also implemented to address other infrastructure requirements.



Laoag By-Pass Road, Ilocos Norte



Tondol Beach Access Road, Anda, Pangasinan

DPWH Ilocos Region also implemented infrastructure projects for other agencies like Department of Agriculture (DA) and Department of Education (DepEd). It has improved and/or built 0.716 kilometers of farm-to-market roads in the amount of P3.49 Million under the Department of Agriculture; and constructed 68 academic, secondary and senior high school buildings under the Department of Education's Basic Education Facilities Fund (BEFF) in the amount of P112 Million.

Some 336 other infrastructure projects, amounting to P829 Million, like local roads, farm-to-market roads, bridges along local roads, water systems, school buildings, national buildings, multi-purpose buildings, day care centers and health centers; were also implemented to address other infrastructure requirements.

Lullutan Bridge, Ilagan City, Isabela



For the year 2015, DPWH Regional Office II intensified its efforts to provide basic infrastructure facilities and services such as the construction and rehabilitation of roads, bridges, buildings, flood control and drainage, and other infrastructure related works:

- Constructed, improved, and rehabilitated 155.083 kilometers of national roads and 807.97 lineal meters of bridges amounting to P4.6 Billion.
- Completed 12 flood control and drainage projects costing P6.7 Million infrastructure projects worth P1.7 Billion consisting of water supply systems, national buildings, hospital and health facilities, market and multi-purpose buildings, and other public infrastructure.
- Completed 36.414 kilometers of farm-to-market roads under the Department of Agrarian Reform budget costing P3.1 Million.
- Constructed/improved and rehabilitated 12.46 kilometers of roads leading to Tourism destinations costing P 5.2 Million under the DPWH-DOT Tourism Convergence Program (Tourism Road Infrastructure)
- Completed 23 elementary and secondary school building projects costing P 2.9 Million funded under the Department of Education for CY-2015.



Pamplona Bridge, Cagayan



Quirino-Aurora Boundary Road Project, Quirino

The allotment received for CY-2015 is P9.12 Billion. Out of this allocation, 589 infrastructure facilities were completed as December 31, 2015. Responding to the inadequacy of classrooms because of the increasing number of student population, the DPWH constructed 611 classrooms throughout the region amounting to P2.57 Billion under the DepEd Schoolbuilding Program. The completion of these projects is in fulfillment of the commitment of the national leadership to improve the educational facilities of the children in the impoverished barangays.

Valenzuela-Obando-Meycauayan Flood Control Project



Central Luzon Region, deemed as the *Rice Granary of the Philippines*, also boasts itself as one of the most sought-after tourist destinations in the Philippines due to its important historical sites and unique cuisines.

To encourage the influx of tourist for continuous development and economic growth in the region, the DPWH Regional Office III undertook major infrastructure projects in 2015 through a budget allocation amounting to P20.83 Billion.

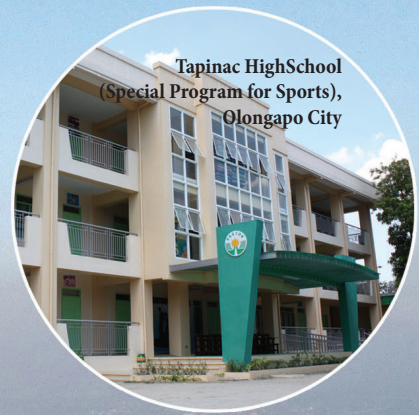
Under the regular DPWH budget, it has spent a total amount of P11.57 Billion for the improvement and/or construction of 690.81 kilometers of roads and highways, and 17,341.32 lineal meters of bridges. It also completed 249 flood control and drainage projects costing P2.996 Billion and 346 other infrastructure projects with a total cost of P820.45 Million. One hundred six (106) school establishments were built with a total amount of P214.32 Million, and twenty-one (21) water system projects were implemented costing P30.48 Million.



Guiguinto River Flood Control Project, Bulacan

Slope protection works at Killing Dike including Tributary Dike, Cabangan, Zambales





DPWH Regional Office III has also built numerous infrastructure through programs outside DPWH budget. It has improved and/or constructed 76.75 kilometers of roads and highways, and 1202 lineal meters of bridges with a total value of P766.52 Million. In terms of flood control and drainage, 58 projects were completed costing P437.74 Million. And, it has implemented 1297 classrooms amounting to P2.009 Billion as well as 12 other infrastructure projects with a total cost of P14.88 Million.



Quezon Eco-Tourism Road, Lucena City, Quezon



Lipa-Alaminos Road, Laguna/Batangas

DPWH Regional Office IV-A with jurisdiction over 2,507.763 kilometers of national roads (1,127.025 kilometers are arterial and 1,380.738 kilometers are secondary) in the the provinces of Cavite, Laguna, Batangas, Rizal and Quezon (CALABARZON), has improved in terms of performance and target setting.

Under the DPWH 2015 Regular Infrastructure Program, the Regional Office was tasked to implement 1,425 projects with a total funding allocation of P18 Billion.

At the end of 2015, 976 projects have been completed, 431 are ongoing, and 18 projects that have not been started, reaching a total accomplishment of 69.15 %.



Buenavista-San Narciso Road, Quezon

Lucban Diversion Road, Quezon



Bucal Bypass Road, Calamba City, Laguna



Paved roads within the Region at the end of the year reached to 2402.532 kilometers and unpaved roads has a total of 105.231 kilometers. The unpaved roads are programmed to be completely paved by year 2016.

DPWH Regional Office IV-A also focused on continuing the completion of the carry-over projects in 2015. For CY 2014 Regular Infra, the Region has reached an accomplishment of 88.3%, for CY 2013 it has already reached 96.61% and for CY 2012 99.57%.

San Jose to Port Barton Road, San Vicente, Palawan



Taytay-El Nido Road,
Palawan



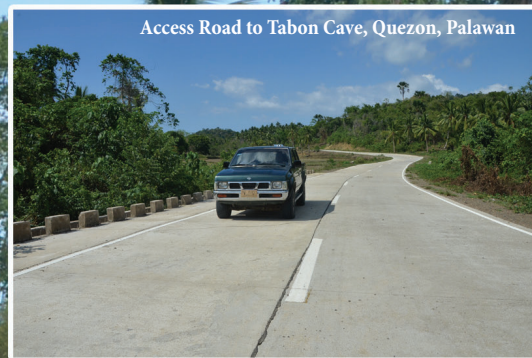
DPWH Regional Office IV-B marks 2015 as another year of significant improvement in terms of national roads, bridges, flood and drainage systems, and other infrastructure necessary for the continuous growth and development of the MIMAROPA Region.

With a budget allocation amounting to P11.83 Billion under the Department's Infrastructure Program, the region has allotted its biggest spending on the construction, improvement, and rehabilitation of 1,237.33 kilometers of national roads and 757.57 linear meters of bridges amounting to P1.55 Billion. These completed projects provide road connectivity and better economic opportunities for the country.

It also completed eighteen (18) flood control and drainage projects costing P138.4 Million, which will consequently help save millions of pesos to damage of properties, crops and losses in lives, and economic investments and activities.



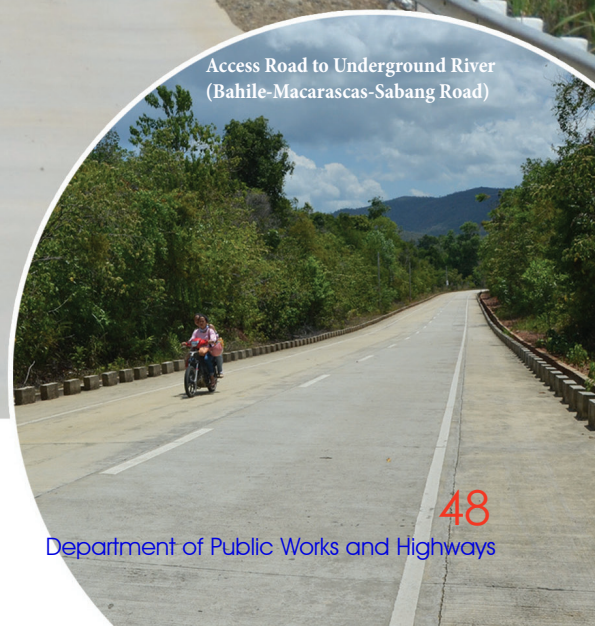
Access Road from Brgy Bahile to Oyster Detachment, Puerto Princesa City, Palawan



Access Road to Tabon Cave, Quezon, Palawan

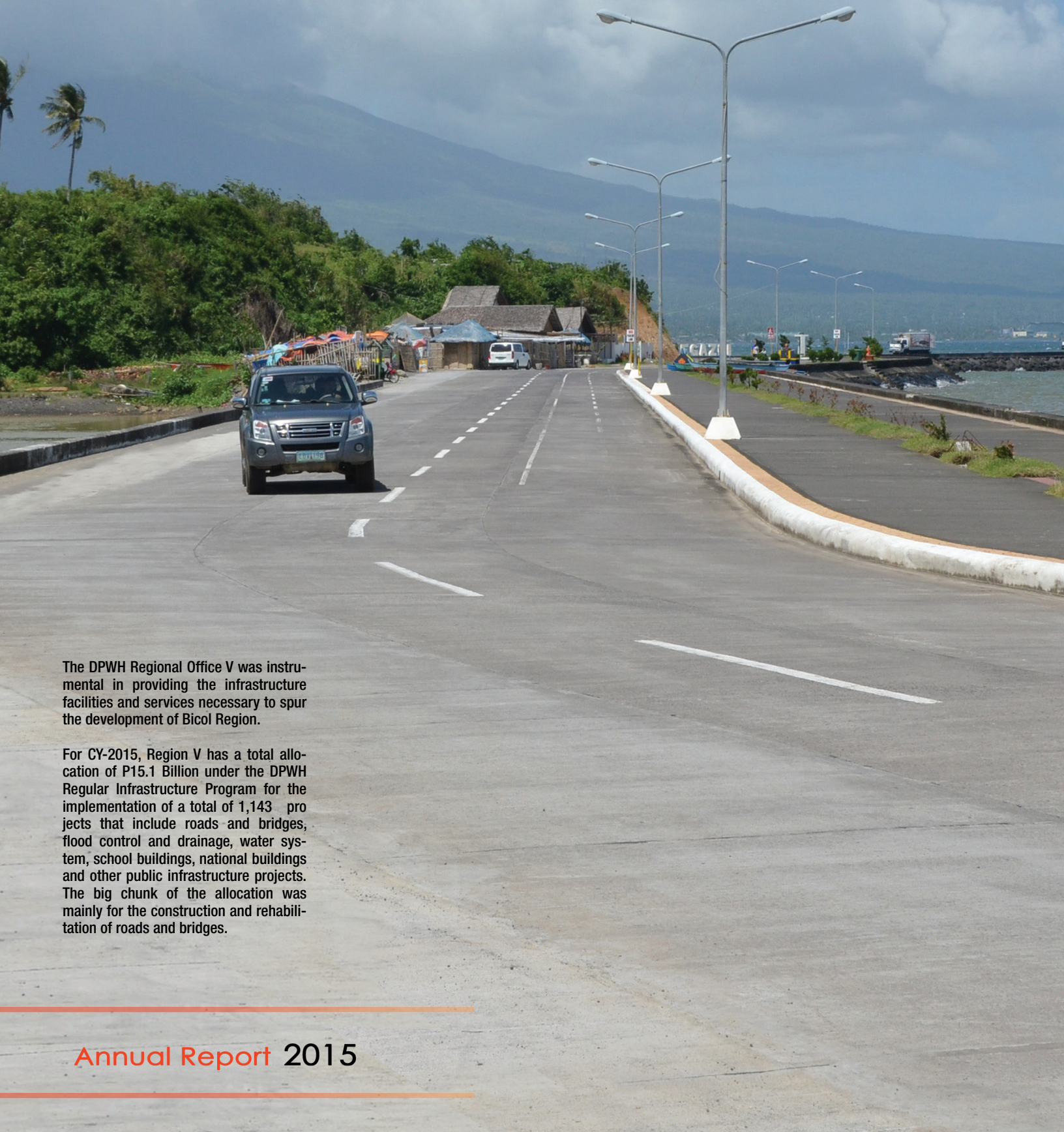
In terms of other infrastructure projects, the region has accomplished thirty-one (31) projects and spent P204.86 Million for water supply systems, health facilities and other public infrastructure.

Region IV-B also prides the completion of the 13.98 kilometers farm-to market roads under the Department of Agrarian reform budget consisting P189.43 Million, the construction, improvement, and rehabilitation of 69 kilometers of roads leading to Tourism destinations costing P300,59 Million under the DPWH-DOT Tourism Convergence Program (Tourism Road Infrastructure Project).



Access Road to Underground River
(Bahile-Macarascas-Sabang Road)

Legazpi-Punta de Jesus Road, Manito, Albay



The DPWH Regional Office V was instrumental in providing the infrastructure facilities and services necessary to spur the development of Bicol Region.

For CY-2015, Region V has a total allocation of P15.1 Billion under the DPWH Regular Infrastructure Program for the implementation of a total of 1,143 projects that include roads and bridges, flood control and drainage, water system, school buildings, national buildings and other public infrastructure projects. The big chunk of the allocation was mainly for the construction and rehabilitation of roads and bridges.

The total year-end accomplishment of Current Infrastructure Program is 74.34% with school building projects completed by end of the year.

For the remaining eighteen (18) NYS not-yet-started projects, two (2) are under Preliminary Detailed Engineering (PDE), nine (9) are under pre-construction stage, and seven (7) are for fund negation due to disapproved realignment & right-of-way (ROW) problem encountered during the conduct of PDE.

Bitano Elem School, Legazpi City, Albay



Tibu River Channel Improvement , Legazpi



Casiguran Bridge, Casiguran, Sorsogon



President Corazon C. Aquino Avenue, Iloilo



The DPWH Regional Office VI has proven to be one of the top performing office of the Department. For fiscal year 2015, it made a mark of being the second best performing region in terms of project implementation, with the rating of 84.24 percent.

At the end of 2015, DPWH Western Visayas has constructed/widened/upgraded/rehabilitated a total of 260.87 kilometers of roads in the amount of P4.87 Billion and 11,843.68 lineal meters of bridges in the amount of P827.91 Million.

In addition, the region has completed: 46 projects under Flood Control/Drainage Systems in the amount of P866.34 Million; 8 projects under Various Infrastructure including Local Projects (VILP) in the amount of P84 Million; 636 projects under LIP (Local Infrastructure Program) in the amount of P1.75 Billion; and 16 projects under Water Supply/Sewerage in the amount of P8 Million.

DPWH Western Visayas covers 6 provinces namely: Aklan, Antique, Capiz, Guimaras and Negros Occidental. However, during the last quarter of 2015, Negros Occidental was separated from Region VI by virtue of Executive Order No. 183, series of 2015 by President Benigno S. Aquino, III, creating the Negros Island Region.



In 2015, Regional Office VI has programmed a total of 545 projects in various provinces in the region with the total allocation of P13.3 Billion.

During the year, various high impact projects were undertaken by the Office such as: widening of Sen. Benigno S. Aquino, Jr. Avenue which stretches up to Iloilo International Airport; Construction of Pres. Corazon C. Aquino Avenue; and the construction of the world-class Iloilo Convention Center which is considered as Iloilo Icon and served as a venue of the four ministerial meetings during the 2015 Asia-Pacific Economic Conference Summit; among others.





Concreting of Bayawan-Mabinay Road, Negros



Panglao Island Road, Bohol

With almost P13 Billion allocation for the fiscal year 2015, the Regional Office VII has accomplished the following:

- Constructed, improved and rehabilitated about 273 kilometers of roads, amounting to P6.45 Billion – 110 kilometers national and 163 km secondary roads.
- Constructed 2,983 lineal meters of bridges with a total value of P1.1 Billion.
- Undertook 48 flood control projects – which include the construction, repair or maintenance of dikes, seawalls, river control, revetment, river walls, drainage mains, waterways and other flood control structures and facilities; with a total value of P597.62 Million to mitigate the catastrophic effects of flooding.
- Implemented a total of 488 other infrastructure projects like local roads, farm-to-market roads, bridges along local roads, water systems, school buildings, national buildings, multi-purpose buildings, day care centers and health centers, amounting to P1.5 Billion.



Rehabilitation/reconstruction of Loay Interior Road, Bohol



Rehabilitation/reconstruction of Luyang-Poo-Lazi Road, Siquijor

Additionally, as the government's implementing agency for infrastructure projects, the Department has accomplished the following projects of non-infrastructure agencies and other special projects:

- Improved and/or built 36 kilometers of farm-to-market roads in the amount of P327.92 Million under the Department of Agriculture;
- Constructed 401 academic, secondary and senior highschool buildings under the Department of Education's Basic Education Facilities Fund (BEFF) in the amount of P2.89 Billion;
- Implemented a total of 10 projects funded from the MVUC at a cost of P74.14 Million; and;
- To start two (2) Disaster-Related Rehabilitation Projects amounting to P3.32 Million for the year 2016.

Region 8 Eastern Visayas

Year two thousand and fifteen has been a good year for the Eastern Visayas Region. Lesser typhoon this year enabled the accomplishment of more infrastructure projects for Regional Office VIII.

The sun must have been smiling down at Eastern Visayas as the men and women of DPWH constructed improved and rehabilitated 144 national roads and 96 national bridges in the Region.

With a pegged budget of P11.69 Billion for 2015, per the General Appropriations Act, Regional Office VIII managed to improve road connectivity, make way for better economic opportunities, prevent damage to life and property, and build other infrastructure.

The Region has constructed, improved, and rehabilitated 187.069 kilometers of national roads and 1,618.79 lineal meters of bridges amounting to P3.38 Billion.

A total of 100 flood control and drainage projects costing P1.1 Billion were also completed to help save million pesos of damages to properties, crops and losses in lives, and economic investments and activities.

Baybay Diversion Road, Leyte



Secondary National Roads Development Projects, Samar
(Millenium Challenge Corporation Project)



For other infrastructure, 337 amounting to of P722.3 Billion and consisting of water supply systems, national buildings, hospital and health facilities, market and slaughterhouses, and other public infrastructure were also completed.

Region VIII has also completed 310.929 kilometers of farm-to-market roads costing P960.16 Million for Department of Agrarian Reform, completed 53 elementary and secondary school building projects amounting to P187 Million for Department of Education, constructed, improved and rehabilitated 44.1 kilometers of roads leading to tourism destinations costing P521.5 Million for DPWH-DOT Tourism Convergence Program (Tourism Road Infrastructure Project), and constructed/improved and rehabilitated 1.57 kilometers of roads in Eastern Samar worth P46.3 Billion implemented on 2015 but funded in CY 2014 budget under PAMANA program (peace project).

Region 9 Zamboanga Peninsula



Basilan Circumferential Road Project

For calendar year 2015, DPWH Regional Office IX constructed and implemented 554 projects with a total funding allocation of P12.1 Billion, an increase of P4.7 Billion or 63.78% of the previous budget. With this, 340 projects were completed, 207 are on-going with 7 in the pre-construction stage.

The Region has an actual accomplishment of 79.77% and ranked number 6 nationwide.

For flood control and drainage infrastructure programs, thirty eight (38) projects were completed amounting to P245 Million. Thirty eight (38) other infrastructure projects worth P58.8 Million were completed which includes water supply systems, national buildings, hospital and health facilities, market and slaughterhouses, and other public infrastructure.

For projects of non-infrastructure agencies and special projects under the Mindanao Logistics Network Plan that seeks to provide additional infrastructure support to the identified food production areas and production centers and make them more accessible to markets, seaports, airports and RORO, 89 projects were completed amounting to P594.09 Million and translates to 80.392 kilometers of Farm-to-Market roads under the Department of Agrarian Reform (DAR). Thirteen (13) projects of Elementary and Secondary School Buildings were accomplished costing P22.81 Million which was funded by the Department of Education (DepEd). In support of the Tourism Master Plan, 8 projects are also on-going with 2 completed.



Piñan-Mutia national Road, Zamboanga del



Construction of Boardwalk, Mariki, Zamboanga City

Moreover, aside from various projects that the Regional Office has implemented, the office received citations and commendations from the Central Office and was aptly ranked with a Very Satisfactory for Planning and Design Division in Design Audit. The Regional Office also attained an overall two-star rating for the Materials Laboratory of the Quality Assurance and Hydrology Division while 6 out of 9 District Engineering Offices have also attained a one-star rating status and nationwide second in Annual Accomplishment Report in the Regional Public Information Office.

Furthermore, the office did not only focus in the implementation of projects but as well as in the Agency's Community Social Responsibilities (CSR). The management along with the rank and file gave donations in cash and in kind to homeless families of fire victims totaling 362 in 2 Barangays in the city. The street children, Home for the Aged (Elderly), the abandoned and neglected children in the orphanage.

All these accomplishments are worthwhile challenging with the men and women of DPWH IX mantra to be always a Public Servant with a Heart.



Construction of Causeway Rio Hondo Road Extension, Zamboanga City

Besting all 17 regions once again for the Regional Accomplishments in terms of project implementation and financial management, 2015 has been a fruitful year for Regional Office X in terms of providing quality infrastructure facilities and services, as it continues to be ranked number 1 in terms of accomplishment.

Under the infrastructure program for the fiscal year 2015, DPWH Northern Mindanao has a budget allocation of P18.78 Billion for the implementation of 875 projects, 717 or 94.38% of which was completed thus boosting the potential of Northern Mindanao in the investment area.

Of the 875 projects, only 158 are on its implementation stage. To which, the Regional Office commits to finish in early 2016 while consequently striving procurement of projects under the 2016 General Appropriations Act.



Butuan-Cagayan-Iligan Road widening (Laguindingan Airport Road Section)



Opol Diversion Road, Misamis Oriental


For financial management, Regional Office X listed an absorptive capacity of 93% for all fund sources – current, continuing and external allotments.

Aside from the DPWH Budget for 2015, Regional Office X also implemented 741 projects with an aggregate amount of P4.6 Billion funded from other sources like the DepEd School Building Program, Motor Vehicle User's Charge (MVUC), Farm to Market Roads of Department of Agriculture, and repair/maintenance of drainage and national buildings. To which, 187 projects are already completed, 474 are on-going, while 80 projects are not yet started.

All these accomplishments were achieved by Regional Office's strategy to identify the felt-needed projects and continue its monitoring until implementation and consistently aiming to attain the best performing regional office.



Pantar Bridge II, Pantar, Lanao del Norte



At the close of the year, the Davao Region again was also at the top of the list in terms of accomplishment among DPWH Regional Offices. The accomplishment did not come by accident; sound management practices adopted by the Regional Office XI provided the platform to reach this goal.

It has completed 607 projects, or 84.52% of the total 772 projects amounting to P14 Billion programed for the year with only 163 on-going projects, from which 2 are nearing completion.

These brought about dividends that contributed significantly to the socio-economic development and well-being of the Region.



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

In July 2015, the Regional Office XI was awarded the prestigious ISO 9001:2008 Certification for its Quality Management System, making it “at par” with international management standards. The Region is among the only 2 pilot Regional Offices to be subjected to the accreditation along with the rest of Bureaus and Services at the Central Office.

The Regional Office’s unique Mag-OKS Tayo! (Magandang Opisina, Kalsada at Sistema) Program ensures that routine tasks and services are in place and working efficiently and effectively for the benefit of the stakeholders thus making the ISO Accreditation easier with the system already in place.

Seven billion pesos was allotted to the Regional Office XII to achieve improved connectivity and mobility for the 1,541.087 kilometers of national arterial and secondary roads and bridges in the Soccsksargen Region.

Despite unstable peace and order situation and other hindrances, DPWH 12 managed to augment its achievement from the bottom to becoming one of the best performing regions nationwide.

At the end of the year, DPWH XII completed 538 projects which is equivalent to 81.04% accomplishment. The region has paved a total of 1,224.179 kilometers of national roads and bridges.

It has constructed, improved and rehabilitated 44 road projects equivalent to 84.315 kilometers of the national road network amounting to P1.97 Billion and 39 national bridges with 1,635.810 linear meters costing P545.48 Million

DPWH XII has also brought closer the production areas to commercial centers by completing a total of 109 local projects region-wide with the completion of 106 local roads amounting P618.65 Million, paving 39.842 kilometers, and 3 local bridges costing P2.45 Billion.

Banisilan-Guiling-Alamada-Libungan Road, Banisilan, Cotabato



General Santos Circumferential Road

With the aim to mitigate flooding in low-lying areas, DPWH XII also completed 50 projects under the Flood Control and Drainage Program amounting to P975.53 Million.

Under the Department of Education Basic Facilities Fund, 19 school buildings composing of were 9 of tertiary, 2 secondary and 8 elementary schools were completed.

Region 13 Caraga Region

DPWH Regional Office XIII constructed, improved, and rehabilitated 115.253 kilometers of National Roads which costs the government P3.41 Billion and 4,762.670 lineal meters of National Bridges having a total cost of P1.18 Billion.

DPWH Region XIII has also constructed, improved and rehabilitated 79.283 kilometers of Local Roads amounting to P1.94 Billion and 394.300 lineal meters of Local Bridges costing P88.32 Million.

A total number of 38 projects were also implemented regionwide amounting P1.25 Billion for Flood Control and Drainage Program that will consequently help mitigate flooding in low-lying areas, which has caused millions of damage to properties, crops, economic investments and even losses of lives yearly.

A total of 39 hospitals and health facilities were also built to support the government's endeavor in improving the delivery of quality health services.



Tago-La Paz Bridge, Surigao del Sur



Esperanza Bridge, Agusan del Sur

A total of 125 buildings and other public infrastructure were completed. There are also 80 market and slaughterhouse projects built.

DPWH-RXIII also implemented 241 other Infrastructure Projects such as school buildings, hospitals and health facilities, market and slaughterhouses, water systems and water supplies, office buildings, national buildings, and other public infrastructures which in total costs P477.38 Million.

Lastly, 14 water systems and 19 artesian wells, reservoirs, pumping stations and conduits were completed to supply the scarcity of drinking water in far-flung areas.

Under the Department of Education Basic Education Facilities Fund (BEFF) CY 2014 and 2015 and Regular School Building Program (RSBP) CY 2014, DPWH Region XIII also completed a total of 895 classrooms costing P899.80 Million. These classrooms are essential for the success of the new K+12 education system where the Philippine government is committed to see to its fullness.

It has also constructed, improved and rehabilitated 45.814 kilometers of Farm-To-Market roads under the CY 2014 and CY 2015 Department of Agriculture Fund with a total cost of P481.18 Billion which enable farmers to see more returns for their yield through reduced transport cost and better access to market centers.



Dapa-Union-Malinao Road, Siargao Island

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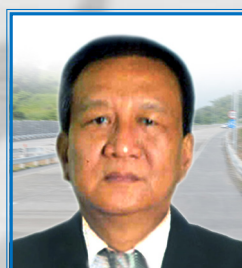
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