



**JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
NATIONAL ECONOMIC DEVELOPMENT AUTHORITY (NEDA)**



**ROADMAP FOR TRANSPORT INFRASTRUCTURE DEVELOPMENT
FOR METRO MANILA AND ITS SURROUNDING AREAS
(REGION III & REGION IV-A)**

FINAL REPORT

ROADMAP PROJECTS PROFILE

March 2014

ALMEC CORPORATION

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A

SHORT-TERM PROGRAM

1 LIST OF PROJECTS

(1) Highways, Expressways, and Other Roads

Name of Project		Area	Status	New/ Upgrade	Length (km)	Existing Lanes	Proposed Lanes	Total Cost (PHP mil.)	
A. HIGHWAYS	1. C5 Missing Link Southern Section	a. Flyover on C.P. Garcia in Sucat	NCR	Committed	New	-	-	251	
		b. Coastal Rd/C5 Extn. South Flyover	NCR	Committed	New	-	-	210	
		c. C5 South Extn. Flyover at SLEX	NCR	Proposed	New	-	-	235	
	2. Global City to Ortigas Center Link Road	NCR	Proposed	New	1.2	-	3-3	8,120	
	3. Skyway-FTI- C5 Connector	NCR	Committed	New	6.8	-	2-2	17,880	
	4. C3 Missing Link (San Juan to Makati)	NCR	Proposed	New	5.2	-	3-3	24,000	
	5. Rehabilitation of EDSA (C-4)	NCR	Committed	Improve	22.9	-	-	3,744	
	6. Arterial Road Bypass Project Phase II, Plaridel Bypass	BCLR	Committed	New	10.0	-	-	3,341	
	7. EDSA-Taft Flyover	NCR	Committed	New	1.4	-	2-2	3,033	
	8. Metro Manila Interchanges Construction Project Phase IV	a. C2 (Gov. Forbes)/ R-7 (España)	NCR	Committed	New	-	-	-	4,129
		b. C-3 (Araneta Ave.)/E. Rodriguez Sr.	NCR	Committed	New	-	-	-	
		c. C-5/ Lanuza St – Julia Vargas Ave.	NCR	Committed	New	-	-	-	
		d. EDSA/ North Ave. - West Ave.- Mindanao Ave. and EDSA/ Roosevelt Ave.	NCR	Committed	New	-	-	-	
		e. C-5/Kalayaan Ave.	NCR	Committed	New	-	-	-	
f. C5: Green Meadows/ Acropolis/ CalleIndustria		NCR	Committed	New	-	-	-		
g. P. Tuazon/ Katipunan		NCR	Committed	New	-	-	-		
Total Cost								64,943	
B. EXPRESSWAYS	1. DaangHari-SLEX Link Project	BRLC	Committed	New	4.0	-	2-2	2,010	
	2. NLEX-SLEX Connector Project	a. Link Expressway	NCR	Committed	New	13.5	-	2-2	25,556
		b. Skyway Stage3	NCR	Committed	New	14.8	-	3-3	26,500
		c. Seg. 9 & 10, and connection to R10	NCR	Committed	New	8.0	-	3-3	8,600
	3. NAIA Expressway, phase II	NCR	Committed	New	7.2	-	2-2	15,520	
	4. Cavite – Laguna Expressway Project	BRLC	Committed	New	47.0	-	2-2	35,420	
	5. CLLEX Phase I	GCR	Committed	New	30.7	-	2-2	14,936	
	6. Calamba-Los Baños Expressway	BRLC	Proposed	New	15.5	-	2-2	8,210	
	7. C6 extension – Flood Control Dike Expressway	BRLC	Committed	New	39.8	-	2-2	18,590	
	8. Segment 8.2 of NLEX to Commonwealth	NCR	Proposed	New	8.0	-	2-2	7,000	
9. Southern Tagalog Arterial Road (STAR) – Batangas-Lipa	GCR	Committed	Upgrade	22.0	1x1	2-2	2,320		
Total Cost								164,662	
C. OTHER ROADS	1. Secondary Road Packages for Metro Manila, Bulacan and Cavite	a. Bulacan Road Packages 1 and 2	BRLC	Proposed	New/ Upgrade	65.4	1x1	2-2	23,000
		b. Cavite Secondary Roads	BRLC	Proposed	New/ Upgrade	75.3	1x1	2x2/3x3	
		c. Sucat Road Upgrade	NCR	Proposed	Upgrade	7.7	1x1/4x4	4-4	
		d. Quirino Road (Paranaque)	NCR	Proposed	Upgrade	7.3	2x2	4-4	
		e. Paranaque Road Package	NCR	Proposed	Upgrade	13.0	1x1/2x2	3-3	
	2. Prepared studies for several projects	GCR	Proposed	-	-	-	-	500	
	3. Other Central Luzon Road Projects	GCR	Committed	Upgrade	233.3	-	-	16,000	
4. Other Southern Luzon Road Projects	GCR	Committed	Upgrade	206.0	-	-	36,360		
Total Cost								75,860	

(2) Railways

Name of Project	Area	Status	Length (km)	Total Cost (PHP mil.)
1. LRT Line1 Cavite Extension and O&M	NCR/BCLR	Committed	11.7	63,550
2. LRT Line2 East Extension	NCR/BCLR	Committed	4.2	9,759
3. MRT 3 Capacity Expansion	NCR	Committed	-	8,634
4. MRT 7 stage1 (Quezon Ave.–Commonwealth Ave.)	NCR/BCLR	Committed	22.8	62,698
5. Contactless Automatic Fare Collection System (AFCS)	NCR	Committed	-	1,720
6. Line1 and Line2 System Rehabilitation	NCR	Committed	-	6,067
7. Manila–Malolos Commuter Line	NCR/BCLR	Proposed	-	24,800
8. Metro Manila CBD Transit System Project	NCR	Proposed	-	75
9. Mega Manila Subway Study	NCR	Proposed	-	120
10. Common Station for LRT 1, MRT 3 and MRT 7	NCR	Committed		1,400
Total Cost				178,823

(3) Road-based Public Transport

Name of Project	Status	Total Cost (PHP mil.)
1. Integrated Provincial Bus Terminal System (3 Provincial Bus Terminals)	Committed	5,080
2. Road-based Public Transport Service Modernization Study	Proposed	60
3. BRT System 1 (Quezon Avenue, C5, Ortigas)	Proposed	3,200
Total Cost		8,340

(4) Traffic Management

Name of Project	Status	Total Cost (PHP mil.)
1. Modernization of Traffic Signaling System, Communication and Monitoring	Committed	3,309
2. Systematic Road Safety Interventions Study	Proposed	1,000
3. Comprehensive Traffic Management Study	Proposed	50
Total Cost		4,359

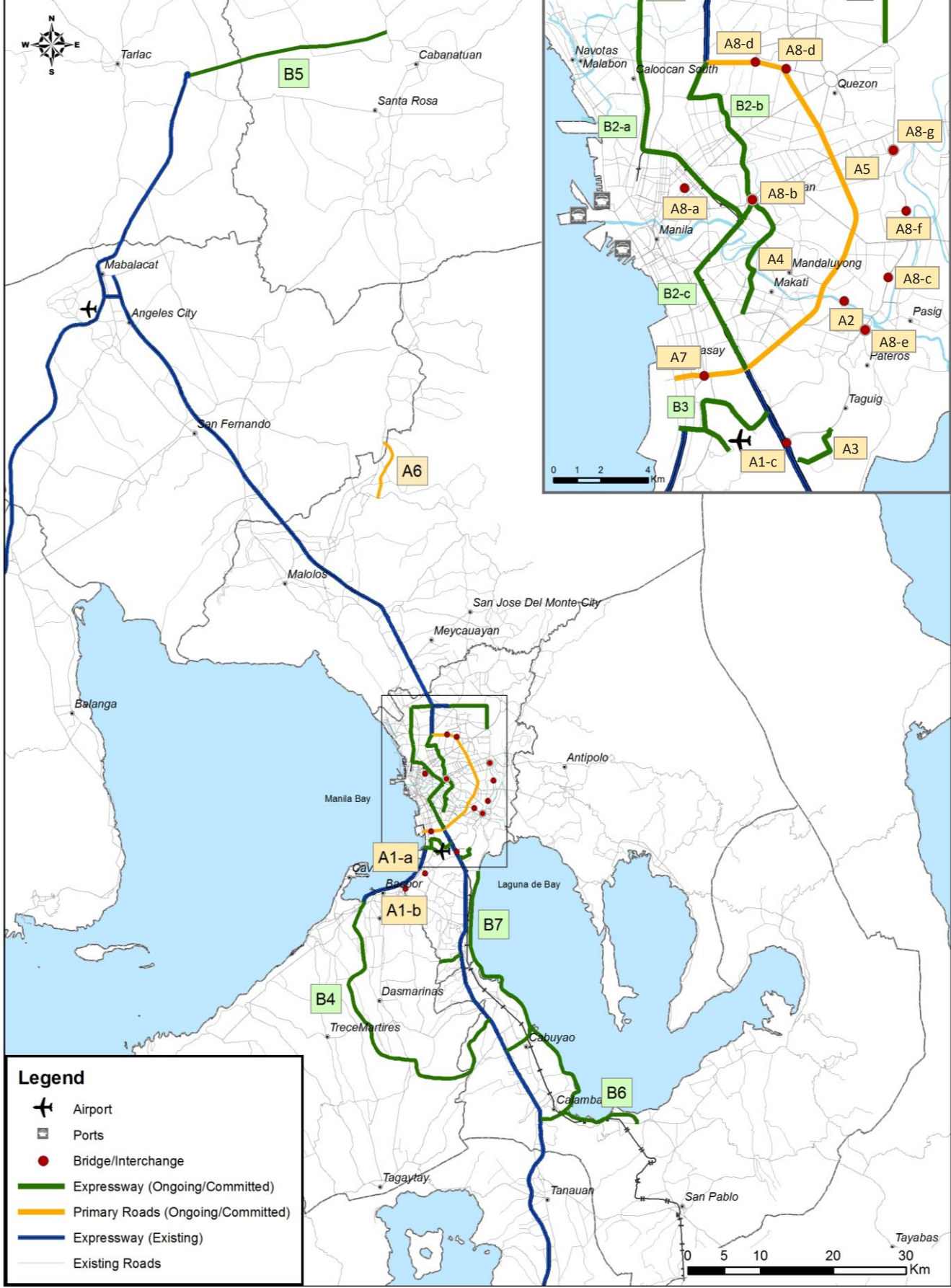
(5) Airports

Name of Project	Status	Total Cost (PHP mil.)
1. NAIA	a. NAIA Improvement – airside package	4,249
	b. NAIA improvement – landside package	
2. Clark International Airport Construction of a Budget/ LCC Terminal	Committed	7,070
3. Feasibility Study of a New NAIA	Proposed	50
Total Cost		11,368

(6) Ports

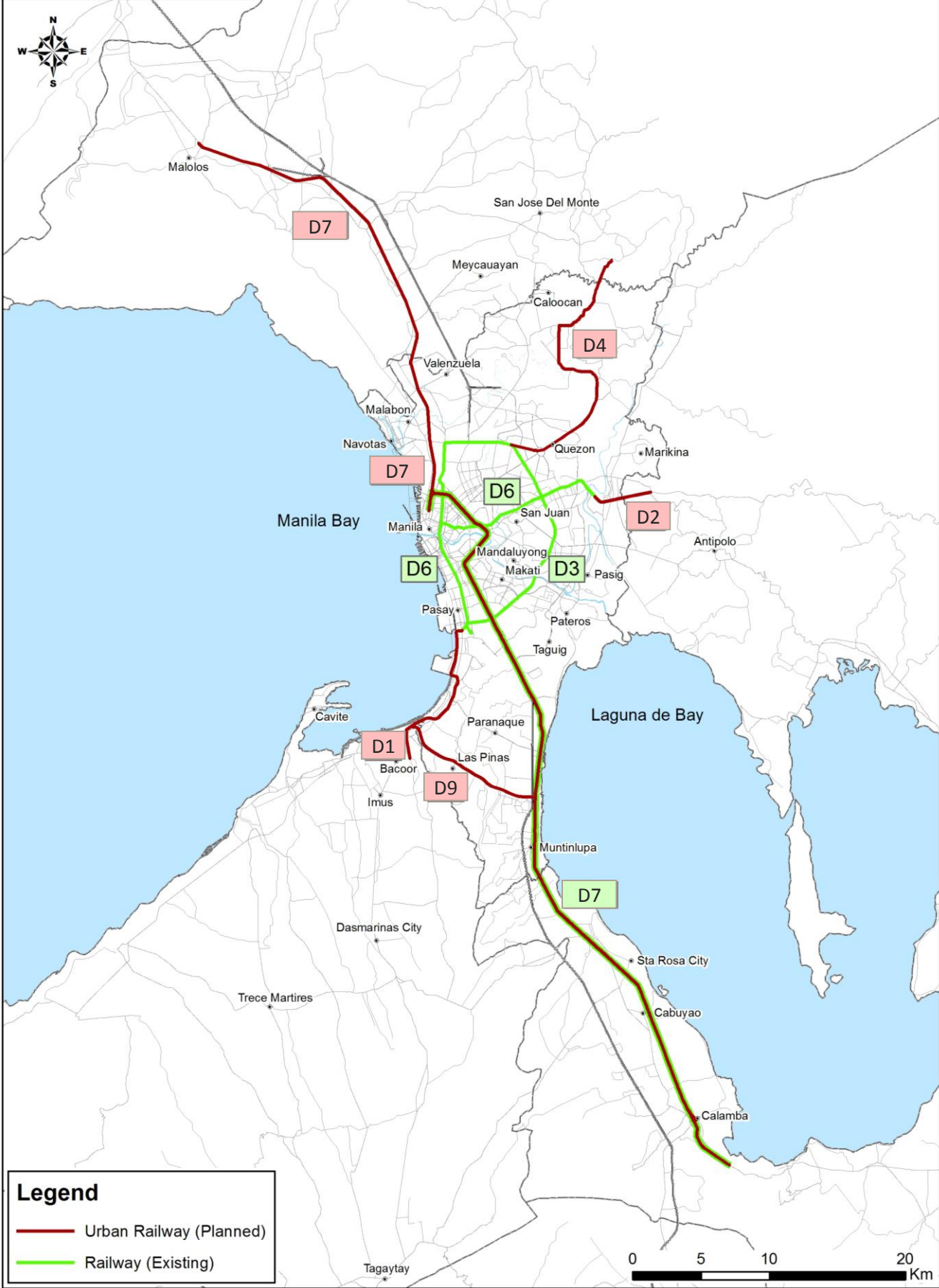
Name of Project	Status	Total Cost (PHP mil.)
1. Projects for North Harbor	Committed	6,000
2. Projects for South Harbor	Committed	1,000
3. MICT	Committed	4,000
4. F/S of NH Redevelopment	Proposed	75
5. Other Ports	Proposed	1,010
Total Cost		12,085

Short-Term Projects Roads and Expressways



Source: JICA Study Team

Short-Term Projects Railways



Legend

- Urban Railway (Planned)
- Railway (Existing)

Source: JICA Study Team

2 ROADMAP FOR PROJECTS IN THE SHORT-TERM PROGRAM (2013–2016)

Name of Project			2013	2014		2015		2016		Beyond 2016	Implementing Agency	Remarks
			Q4	SA-1	SA-2	SA-1	SA-2	SA-1	SA-2			
A. HIGHWAYS	1. Missing Links of C5	a. Flyover on C.P. Garcia in Sucat	DPWH Approval	FS / EIS & NEDA / DD	Construct	Construct					DPWH	Concessionaire to seek DPWH approval
		b. Coastal Road/C5 Extension South Flyover	DPWH Approval	FS/EIS & NEDA / DD	Construct	Construct					DPWH	
		c. C5 South Extension Flyover at SLEX	DPWH Approval	FS/EIS & NEDA /DD	Construct	Construct					DPWH	
	2. Global City to Ortigas Center Link Road		EIS/ROW	ROW	Construct	Construct	Construct	Complete			DPWH	
	3. Skyway–FTI–C5 Connector		Update Docs	EIS /ROW	Construct	Construct	Construct	Construct	Complete		DPWH	PPP
	4. C3 Missing Link (San Juan to Makati)		F/S	EIS / NEDA	ROW/ Construct	Construct	Construct	Construct	Complete		DPWH	
	5. Rehabilitation of EDSA (C-4)		Selective Reblocking	Selective Reblocking	Selective Reblocking						DPWH	
	6. Arterial Road Bypass Project Phase II, Plaridel Bypass		Business Case Study	DD / ROW	Construct	Construct	Complete				DPWH	PPP
	7. EDSA–Taft Flyover		EIS	Construct	Construct	Construct	Construct	Complete			DPWH	
	8. Metro Manila 7 Interchanges/ Flyovers	a. C2 (Gov. Forbes)/ R-7 (España)	NEDA Approval	DD / EIS	Construct	Construct	Complete				DPWH	
b. C-3 (Araneta Ave.)/E. Rodriguez Sr.		NEDA Approval	DD / EIS	Construct	Construct	Complete				DPWH		
c. C-5/ Lanuza St – Julia Vargas Ave.		NEDA Approval	DD / EIS	Construct	Construct	Complete				DPWH		
d. EDSA/ North Ave - West Ave-Mindanao Ave. & EDSA/ Roosevelt Ave.		NEDA Approval	DD / EIS	Construct	Construct	Complete				DPWH		
e. C-5/Kalayaan Ave.		NEDA Approval	DD / EIS	Construct	Construct	Complete				DPWH		
f. C5: Green Meadows/ Acropolis/ Calle Industria		NEDA Approval	DD / EIS	Construct	Construct	Complete				DPWH		
g. P. Tuazon/ Katipunan		NEDA Approval	DD / EIS	Construct	Construct	Complete				DPWH		
B. EXPRESSWAYS	1. DaangHari–SLEX Link Tollroad (Segment 1 & II)		Ongoing Segment 1	Revision D/D Segment II	Complete						DPWH	PPP
	2. NLEX–SLEX Connectors	a. Link Expressway (Metro Pacific)	Tender	DD / EIS	ROW	Construct	Construct	Construct	Complete		DPWH	PPP
		b. Skyway 3 section (Citra)	DD	EIS / ROW	Construct	Construct	Construct	Complete			TRB	PPP
	c. Segments 9 & 10, and connection to R10 (MPDTC)		DD/ EIS/ ROW	Construct	Construct	Construct	Construct			DPWH	PPP	

Name of Project	2013	2014		2015		2016		Beyond 2016	Implementing Agency	Remarks	
	Q4	SA-1	SA-2	SA-1	SA-2	SA-1	SA-2				
3. NAIA Expressway, phase 2	DD/ROW	Construct	Construct	Construct	Construct	Construct	Complete		DPWH	PPP	
4. CALA Expressway, stages 1 and 2	PQ	Tender	ROW / DD	ROW / DD/ Construct	ROW / DD/ Construct	ROW / DD/ Construct	Construct	till 2017	DPWH	PPP Bidding Ongoing	
5. CLLEX Phase I (La Paz, Tarlac–Cabanatuan): PPP	Procure Advisor	Base Case Study	NEDA	DD / ROW	Construct	Construct	Construct	till 2017	DPWH	PPP	
CLLEX Phase I (La Paz, Tarlac–Cabanatuan): ODA	DD/EIS/ROW	DD/EIS/ROW	Construct	Construct	Complete				DPWH	ODA	
6. Calamba–Los Baños Expressway	Project Structure Preparation	DD	EIS / ROW	Construct	Construct	Construct	Complete		DPWH	PPP	
7. C6 Extension– Lakeshore Dike Expressway	Business Case Study	DD	EIS	ROW	Construct	Construct	Construct	till 2017	DPWH	PPP	
8. Segment 8.2 of NLEX to Commonwealth	Tender	DD	EIS	ROW	Construct	Construct	Complete		DPWH	PPP	
9. Southern Tagalog Arterial Road (STAR)–(Batangas–Lipa)	Construct	Construct	Construct	Construct					DPWH	PPP	
C. OTHER ROADS	1. Bulacan Road Packages 1 and 2	Procure Consultants	F/S / NEDA / DD / EIS	ROW / Construct	Construct	Construct	Construct	Complete		DPWH	
	2. Cavite Secondary Roads	Procure Consultants	F/S / NEDA / DD / EIS	ROW / Construct	Construct	Construct	Construct	Complete		DPWH	
	3. Sucat Road Upgrade	Procure Consultants	F/S / NEDA / DD	EIS / ROW	Construct	Construct	Construct	Complete		DPWH	
	4. Quirino Road (Paranaque)	Procure Consultants	F/S / NEDA / DD / EIS	ROW / Construct	Construct	Construct	Construct	Complete		DPWH	
	5. Paranaque Road Package	Procure Consultants	F/S / NEDA / DD / EIS	ROW / Construct	Construct	Construct	Construct	Complete		DPWH	
	6. Amang Rodriguez–President Quezon	Procure Consultants/ Advisors	F/S / NEDA / DD	EIS / ROW	Construct	Construct	Construct	Complete		DPWH	
	7. Technical Assistance for the Development of Secondary Roads	Procure Consultants	F/S or Business Case Study	F/S or Business Case	F/S or Business Case	F/S or Business Case				DPWH	
	8. Other Central Luzon Road Projects	Procure Consultants	F/S / NEDA / DD / EIS	ROW / Construct	Construct	Construct	Construct	Complete		DPWH	
	9. Other Southern Luzon Road Projects	Procure Consultants	F/S / NEDA / DD / EIS	ROW / Construct	Construct	Construct	Construct	Complete		DPWH	

Notes: SA 1= Semi-annual from January to June; SA 2= Semi-annual from July to December; Q4 = 4th quarter of the year ; DD=detailed design; F/S= feasibility study; IEE=initial environmental examination; EIA=environmental impact assessment; PPP = public-private partnership;

	Name of Project		2013	2014		2015		2016		Beyond 2016	Implementing Agency	Remarks	
			Q4	SA-1	SA-2	SA-1	SA-2	SA-1	SA-2				
D. RAILWAYS	1. LRT 1–Cavite Extension (Niog) and Operation & Maintenance		PQ / Tender	Tender	DD /EIS/ ROW	DD / ROW /Construct	Construct	Construct	Construct	till 2017	DOTC	PPP Rebidding Ongoing	
	2. LRT 2–East Extension		Tender	DD / EIS / ROW	ROW	Construct	Construct	Complete			DOTC	PPP for O&M	
	3. MRT 3 Capacity Expansion		Tender	Build Prep.	Build	Deploy	Deploy	Complete			DOTC		
	4. MRT 7 stage1 (Quezon Ave. –Commonwealth Ave.)		Tender	DD / EIS / ROW	ROW	Construct	Construct	Construct	Construct	till 2018	DOTC		
	5. AFCS Common Ticketing System		Tender	System Development	Install	Complete					DOTC	PPP	
	6. System Rehabilitations for LRT Line 1 & Line 2		DD	Construct	Complete						DOTC		
	7. Mega Manila Commuter Line (Malolos – Calamba)		F/S	NEDA Approval	DD/EIS	TBD						NLRC/PNR	
	8. Metro Manila CBD Transit System Project		Study	Study	NEDA Approval	TBD						DOTC	
	9. Mega Manila Subway Study			Preparatory Study	F/S	F/S	TBD					DOTC	
	10. Common Station for LRT 1, MRT 3 and MRT 7 (LRT Line 1 North Extension Project – Common Station)		NEDA Approval	Tender	DD/EIS	Construct	Construct					DOTC	
E. ROAD-BASED PT	1. Integrated Provincial Bus Terminal System (3 Provincial Bus Terminals or Integrated Transport System Project)		NEDA Approval	DD	Construct	Complete						DOTC	
	2. Road-based Public Transport Service Modernization Study			Study	Study	Study	TBD					DOTC	
	3. BRT System 1(Quezon Avenue, C5, Ortigas)		Study	Study	Tender	Construct	Complete					DOTC	PPP candidate
F. TRAFFIC MANAGEMENT	1. Modernization of Traffic Signaling System (Installation of Intelligent Transport System Module A: Traffic Signal System Upgrading and Module B: Communication and Monitoring)		NEDA approved	DD	Install	Install	Install	Complete				MMDA	
	2. Systematic Road Safety Interventions			Study	NEDA Approval	DD	Construct	Construct	Complete			MMDA	
	3. Comprehensive Traffic Management Study			Study	Study							MMDA	
G. AIRPORT S	1. NAIA	a. NAIA Improvement – airside package	DD	Implement	Implement	Complete						MIAA	
		b. NAIA improvement – landside package		Construct	Construct	Complete						MIAA	

	Name of Project		2013	2014		2015		2016		Beyond 2016	Implementing Agency	Remarks
			Q4	SA-1	SA-2	SA-1	SA-2	SA-1	SA-2			
	2. Clark	a. Clark improvement – airside package		Implement	Implement	Implement	Implement	Implement	Complete		CIAC	
		b. Clark improvement – landside package (Clark International Airport Construction of a Budget/ Low Cost Carrier (LCC) Terminal)		DD/EIS	Construct	Construct	Construct	Construct	Complete		CIAC	
	3. Feasibility Study of a New NAIA		Study	Study	TBD						DOTC	
H. PORTS	1. Projects for North Harbor		Construct	Construct	Construct	Construct	Construct	Complete			PPA	
	2. Projects for South Harbor		Construct	Complete	TBD						PPA	Freeze beginning 2014
	3. MICT			TBD							PPA	Freeze beginning 2014
	4. F/S of NH Redevelopment			Study	Study	TBD					PPA	
	5. Other Ports			Construct	Construct	Construct	Construct	Construct	Complete		PPA	

Note: SA 1= Semi-annual from January to June; SA 2= Semi-annual from July to December.

Source: JICA Study Team

3 INDICATIVE INVESTMENT SCHEDULE FOR PROJECTS IN THE SHORT-TERM PROGRAM (2014–2016)




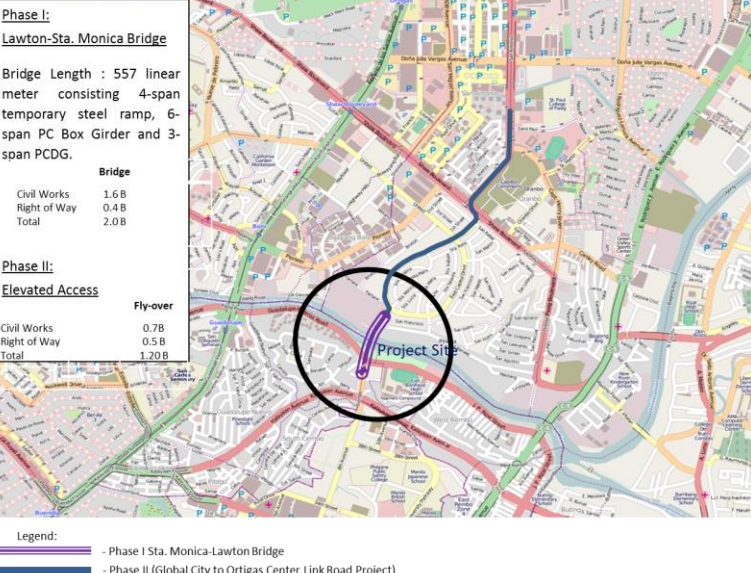
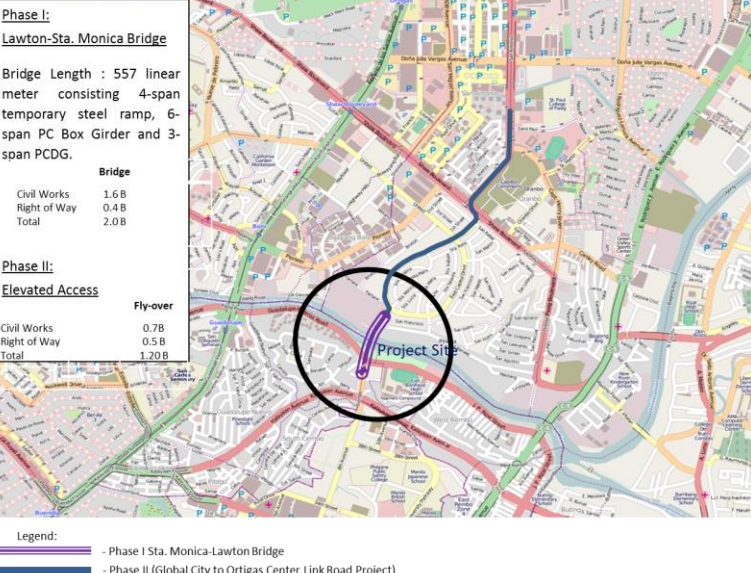
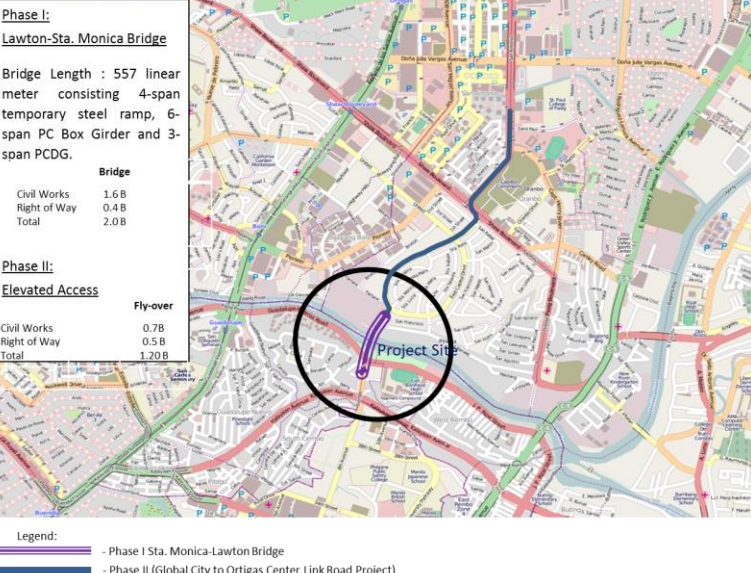
Name of Project		Total (PHP mil.)	2014	2015	2016	Beyond	Implementing Agency	
A. ROADS	1. Missing Links of C5	a. Flyover on C.P. Garcia in Sucat	251	251			DPWH	
		b. Coastal Rd/C5 Ext. South Flyover	210	210			DPWH	
		c. C5 South Extn. Flyover at SLEX	235	235			DPWH	
	2. Global City–Ortigas Link Road		8,120	2,030	4,060	2,030	DPWH	
	3. Skyway/FTI/C5 Link		17,880	5,960	5,960	5,960	DPWH	
	4. C3 Missing Links (S Juan to Makati (Sta. Ana oval)		24,000	4,800	9,600	9,600	DPWH	
	5. EDSA Rehabilitation		3,744	3,744			DPWH	
	6. Plaridel Bypass, packages 3 & 4		3,341	2,227	1,114		DPWH	
	7. C4 (EDSA)–Taft Ave. to Roxas Blvd. Flyover		3,033	455	1,820	758	DPWH	
	8. Metro Manila Interchanges / Flyovers	a. C2 (Gov. Forbes)/ R7 (España)	4,129	620	2,477	1,032	DPWH	
		b. C3 (Araneta Ave.) / E. Rodriguez Sr.						
		c. C4 (EDSA) West Ave./North Ave./ Mindanao Ave and EDSA/Roosevelt Ave.						
		d. C5 Lanuza St - Julia Vargas Ave						
	e. C5 Kalayaan Ave.							
	f. C5: Green Meadows/Acropolis/ Calle Industria							
	g. P. Tuazon / Katipunan							
B. EXPRESSWAYS	1. DaangHari–SLEX Link Tollroad		2,010	2,010			DPWH	
	2. NLEX–SLEX Connectors	a. Link Expressway (Metro Pacific)	25,556		12,778	12,778	DPWH	
		b. Skyway 3 section (Citra) incl. common section	26,500	6,600	13,250	6,650	TRB	
		c. Segments 9 & 10, and connection to R10 (MPDTC)	8,600	4,300	4,300		DPWH	
	3. NAIA Expressway, phase 2		15,520	6,208	6,208	3,104	DPWH	
	4. CALA Expressway, stages 1 and 2		35,420	2,846	5,692	5,692	21,190	DPWH
	5. CLLEX Phase I (La Paz, Tarlac–Cabanatuan)		14,936	4,491	6,416	1,925	2,104	DPWH
	6. Calamba–Los Baños Expressway		8,210		4,105	4,105		DPWH
	7. C6 Extension–Flood Control Dike Expressway		18,590		7,436	3,718	7,436	DPWH
8. Segment 8.2 of NLEX to Commonwealth		7,000		3,500	3,500		DPWH	
9. Southern Tagalog Arterial Road (STAR) Batangas-Lipa		2,320	1,740	580			DPWH	
C. OTHER ROADS	1. Bulacan Road Package 1 and 2 *		3,898	1,283	1,283	1,283	DPWH	
	2. Cavite Secondary Roads *		5,981	1,994	1,994	1,994	DPWH	
	3. Sucat Road Upgrade *		2,117	706	706	706	DPWH	
	4. Quirino Road (Paranaque) *		2,972	991	991	991	DPWH	
	5. Paranaque Road Package *		4,776	1,592	1,592	1,592	DPWH	
	6. Amang Rodriguez–President Quezon *		3,305	1,102	1,102	1,102	DPWH	
	7. Technical Assistance for the Development of Secondary Roads		500	250	250		DPWH	
	8. Other Central Luzon Road Projects		16,000	3,330	7,330	5,340	DPWH	
	9. Other Southern Luzon Road Projects		36,360	10,100	14,130	12,130	DPWH	
D. RAILWAYS	1. LRT 1–Cavite Extension (Niog)		63,550	10,000	10,000	10,000	33,550	DOTC
	2. LRT 2–East Extension		9,759		4,879	4,879		DOTC
	3. MRT 3 Capacity Expansion		8,633.64	2,153	4,317	2,158		DOTC
	4. MRT 7 stage1 (Quezon Avenue–Commonwealth Avenue)		62,698		15,675	15,675	31,348	DOTC
	5. AFCS Common Ticketing System		1,722	688	688	344		DOTC
	6. System Rehabilitation for LRT 1 & 2		6,067	6,067				DOTC
	7. Manila-Malolos Commuter Line (Initial phase of Malolos – Calamba Commuter Rail)		24,800	6,200	6,200	6,200	6,200	NLRC/PNR







Name of Project		Total (PHP mil.)	2014	2015	2016	Beyond	Implementing Agency
	8. Metro Manila CBD Transit System Project	75	75				DOTC
	9. Mega Manila Subway Study	120	120				DOTC
F. ROAD BASED PT	1. Integrated Provincial Bus Terminal System (3 Provincial Bus Terminals or Integrated Transport System Project)	5,080	5,080				DOTC
	2. Road-based Public Transport Service Modernization Study	60	40	20			DOTC
	3. BRT System 1 (Quezon Ave., C5, Ortigas)	3,200	1,167	2,033			DOTC
F. TRAFFIC MGT.	1. Modernization of Traffic Signaling System, Communication and Monitoring (Installation of Intelligent Transport System Module A: Traffic Signal System Upgrading and Module B: Communications and Monitoring)	3,309	1,500	1,500	309		MMDA
	2. Systematic Road Safety Interventions Study	1,000		500	500		MMDA
	3. Comprehensive Traffic Management Study	50	50				MMDA
G. AIRPORTS	1. NAIA	a. NAIA Improvement – airside package	4,249	2,832	1,416		MIAA
		b. NAIA improvement – landside package					MIAA
	2. Clark International Airport Construction of a Budget / LCC Terminal	7,070	2,357	2,357	2,357		CIAC
	3. Feasibility Study of a New NAIA	50	50				DOTC
H. PORTS	1. Projects for North Harbor	6,000	2,000	2,000	2,000		PPA
	2. Projects for South Harbor	1,000	400	400	200		PPA
	3. MICT	4,000		800	1,600	1,600	PPA
	4. F/S of NH Redevelopment	75	75				PPA
	5. Other Ports	1,010	337	337	337		PPA

* Cost reflected is the first tranche for the proposed road packages to start in the short term. Total cost would be PHP 69,100 B.

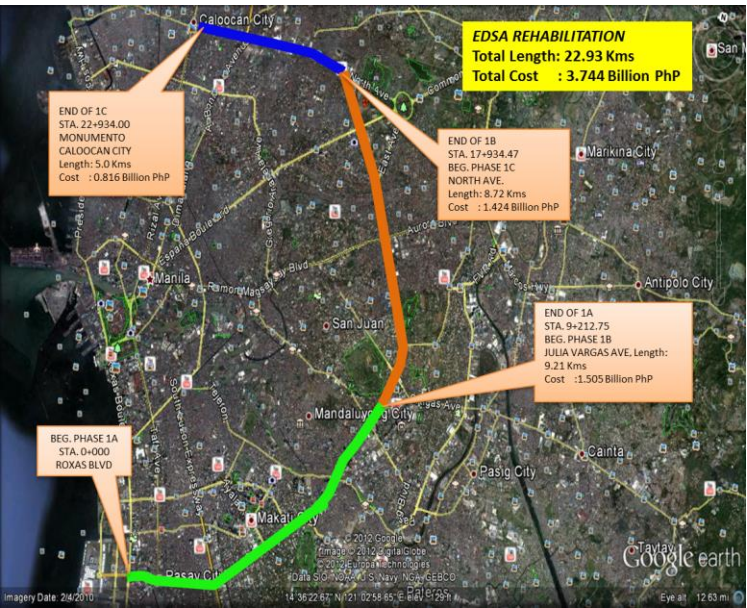
Source: JICA Study Team

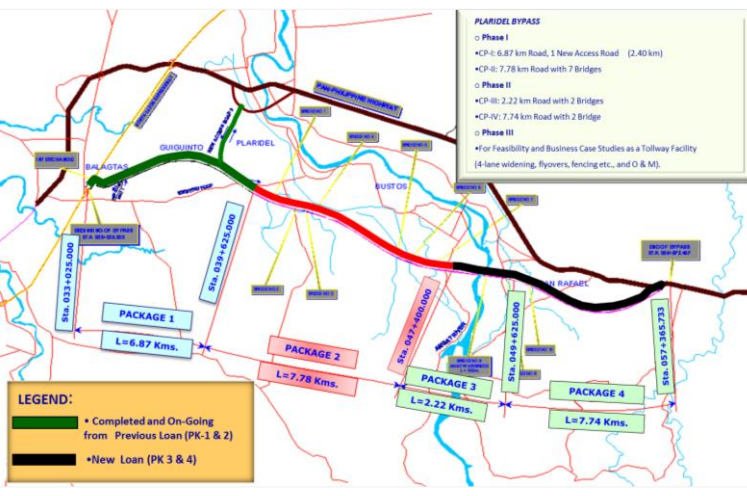
4 PROFILE OF SHORT-TERM PROJECTS

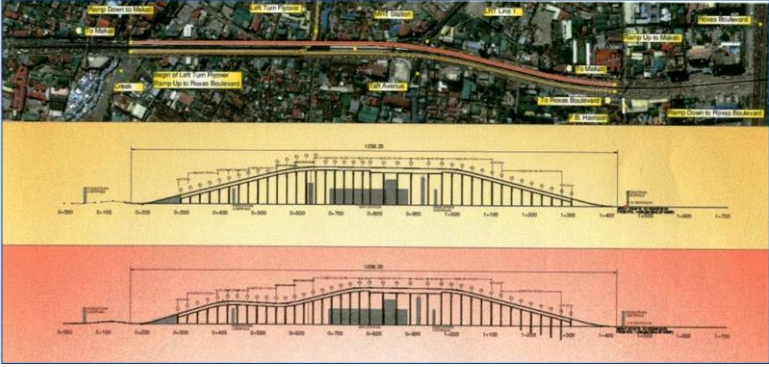
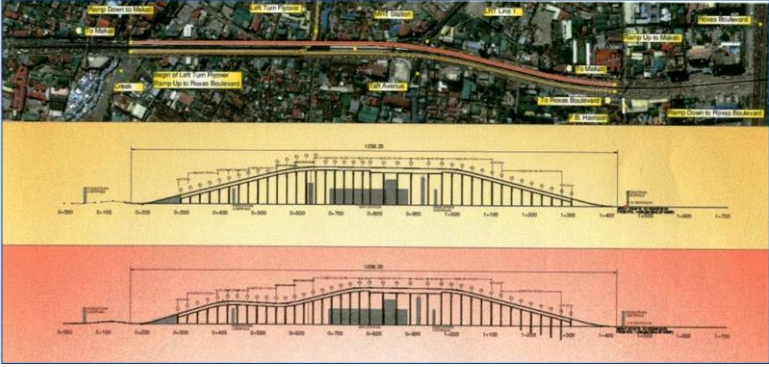
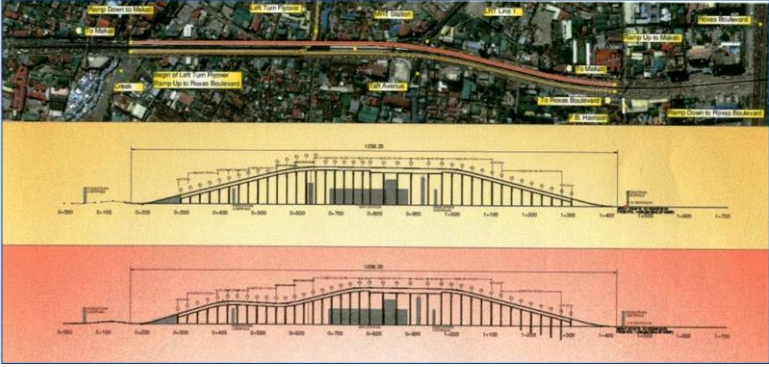
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A1-a/b/c (T-UR-15, T-UT-16)	<table border="1"> <tr> <td data-bbox="229 264 703 293">Category: Urban Roads</td> <td data-bbox="703 264 1481 293"></td> </tr> <tr> <td data-bbox="229 300 703 349">Project Title: C5 Missing Link Southern Section (Flyover on CP Garcia in Sucat, Coastal Rd/C5 Ext. South Flyover, C5 South Extn. Flyover at SLEX)</td> <td data-bbox="703 300 1481 349"></td> </tr> <tr> <td data-bbox="229 356 703 385">Location: Metro Manila</td> <td data-bbox="703 356 1481 385"></td> </tr> <tr> <td data-bbox="229 392 703 689">Description: Construction of 6-lanes roadway with a total length 5.97 kilometer. It is composed of 4.41 kilometer embankment and a structure length of 1.57 kilometer.</td> <td data-bbox="703 356 1481 920" rowspan="5">  </td> </tr> <tr> <td data-bbox="229 696 703 725">Project Cost (PM): 696.00</td> <td data-bbox="703 927 1481 956">Remarks:</td> </tr> <tr> <td data-bbox="229 732 703 761">Funding: TBD</td> <td data-bbox="703 956 1481 1077"> <ul style="list-style-type: none"> ● Cavite Infrastructure Corporation (the new owner of Cavite) has discussed with DPWH the proposed completion of C5 – SLEX – R1 Connector which is part of their concession agreement. The proposal includes the provision of interchange at C5 – SLEX and considering the utilization of the RROW of C5 access road (constructed by DPWH) by adopting an elevated facility with at grade section due to CAAP navigational clearance requirements, then it will terminate at R1 between Pacific Ave. and Toll Plaza. ● The DPWH constructed C5 access which traverses Sucat Road inwards to Quirino Ave. will be completed only up to R1 (without connection to the toll facility) and will construct a service road (parallel to R1) up to Kabihanan so as the C5 access will be functional. ● This proposal is yet to be further discussed with DPWH Secretary for approval. </td> </tr> <tr> <td data-bbox="229 768 703 797">Implementing Agency: DPWH</td> <td data-bbox="703 1077 1481 1128"></td> </tr> <tr> <td data-bbox="229 804 703 833">Status - Schedule: 2014 - 2015</td> <td data-bbox="703 1128 1481 1180"></td> </tr> <tr> <td data-bbox="229 840 703 1128"> Project Readiness: <input checked="" type="checkbox"/> Business Case Study (Year) 2013 <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> <td data-bbox="703 1180 1481 1189"></td> </tr> <tr> <td data-bbox="229 1135 703 1164">Information Source: DPWH</td> <td data-bbox="703 1180 1481 1189"></td> </tr> </table>	Category: Urban Roads		Project Title: C5 Missing Link Southern Section (Flyover on CP Garcia in Sucat, Coastal Rd/C5 Ext. South Flyover, C5 South Extn. Flyover at SLEX)		Location: Metro Manila		Description: Construction of 6-lanes roadway with a total length 5.97 kilometer. It is composed of 4.41 kilometer embankment and a structure length of 1.57 kilometer.		Project Cost (PM): 696.00	Remarks:	Funding: TBD	<ul style="list-style-type: none"> ● Cavite Infrastructure Corporation (the new owner of Cavite) has discussed with DPWH the proposed completion of C5 – SLEX – R1 Connector which is part of their concession agreement. The proposal includes the provision of interchange at C5 – SLEX and considering the utilization of the RROW of C5 access road (constructed by DPWH) by adopting an elevated facility with at grade section due to CAAP navigational clearance requirements, then it will terminate at R1 between Pacific Ave. and Toll Plaza. ● The DPWH constructed C5 access which traverses Sucat Road inwards to Quirino Ave. will be completed only up to R1 (without connection to the toll facility) and will construct a service road (parallel to R1) up to Kabihanan so as the C5 access will be functional. ● This proposal is yet to be further discussed with DPWH Secretary for approval. 	Implementing Agency: DPWH		Status - Schedule: 2014 - 2015		Project Readiness: <input checked="" type="checkbox"/> Business Case Study (Year) 2013 <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RROW <input type="checkbox"/> Others (Pls. Specify): _____		Information Source: DPWH																											
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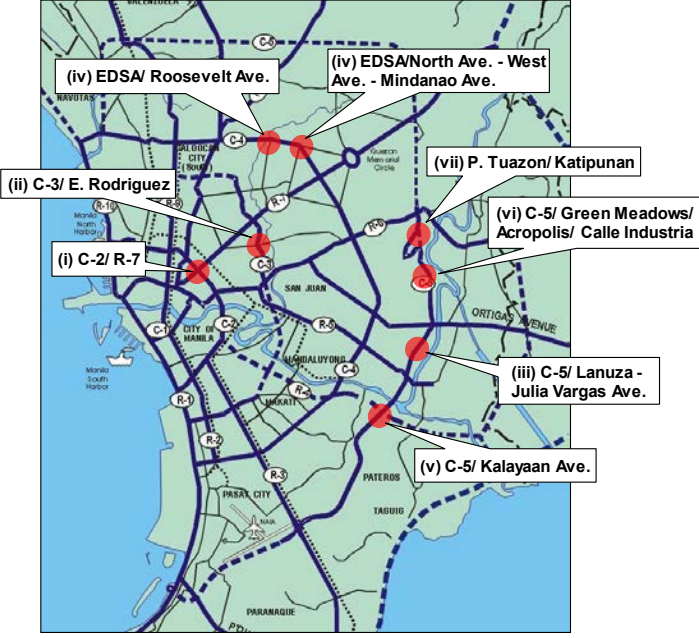
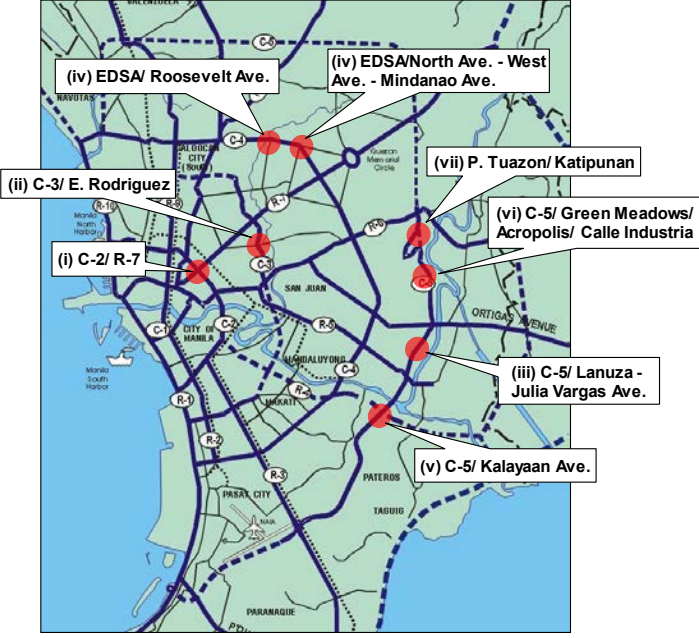
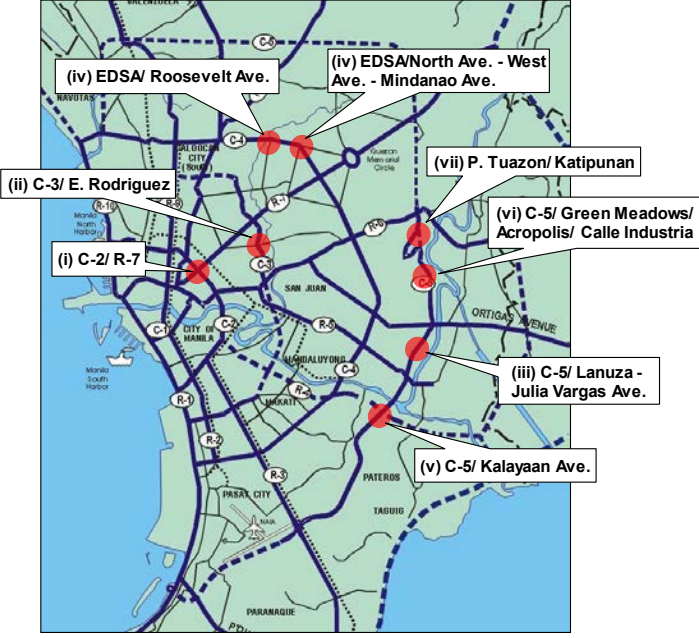
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<p>A4</p>	<table border="1"> <tr> <td colspan="2">Category: Urban Roads</td> </tr> <tr> <td colspan="2">Project Title: C3 Missing Link (San Juan to Makati)</td> </tr> <tr> <td>Location: Metro Manila</td> <td rowspan="5">  </td> </tr> <tr> <td colspan="2">Description:</td> </tr> <tr> <td colspan="2">Construction of 6-lane road with a total length of 5.22 kilometer (considering the Alignment Alternative 4) from N. Domingo to Ayala/Buendia traversing Pasig and San Juan Rivers along the riverbanks. It involves construction of 1.19 kilometer 4-lane elevated double deck, 0.63 kilometer 6-lane at grade, 2.98 kilometer 6-lane elevated single deck and 0.42 kilometer 6-lane over water, second level.</td> </tr> <tr> <td colspan="2">Project Cost (PM): 24,000.00</td> </tr> <tr> <td colspan="2">Funding: ODA</td> </tr> <tr> <td>Implementing Agency: DPWH</td> <td></td> </tr> <tr> <td>Status - Schedule: 2014 - 2016</td> <td></td> </tr> <tr> <td colspan="2">Project Readiness:</td> </tr> <tr> <td><input type="checkbox"/> Business Case Study (Year) _____</td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/> Feasibility Study (Year) <u>2012-2013</u></td> <td></td> </tr> <tr> <td><input type="checkbox"/> Detailed Design (Year) _____</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Concept and Basic Design (Year) _____</td> <td></td> </tr> <tr> <td><input type="checkbox"/> NEDA Board Approval (Year) _____</td> <td></td> </tr> <tr> <td><input type="checkbox"/> ECC (Year) _____</td> <td></td> </tr> <tr> <td><input type="checkbox"/> RROW</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Others (Pls. Specify): _____</td> <td></td> </tr> <tr> <td>Information Source: Revalidated PIP (Nov 2013), DPWH</td> <td></td> </tr> <tr> <td colspan="2">Remarks:</td> </tr> <tr> <td colspan="2"> <ul style="list-style-type: none"> ● Currently the subject of an on-going JICA- assisted preparatory survey study and is expected to be completed (the study) by December 2013. Delays were encountered on engineering surveys and public consultations relative to resettlement action plan due to political implications (election). ● The C3 Missing Link runs parallel to the committed Skyway Stage 3 and NLEX-SLEX Connector and will be assessed in terms of traffic impact. ● The implementation as a non-toll road facility is still for further discussion. </td> </tr> </table>	Category: Urban Roads		Project Title: C3 Missing Link (San Juan to Makati)		Location: Metro Manila		Description:		Construction of 6-lane road with a total length of 5.22 kilometer (considering the Alignment Alternative 4) from N. Domingo to Ayala/Buendia traversing Pasig and San Juan Rivers along the riverbanks. It involves construction of 1.19 kilometer 4-lane elevated double deck, 0.63 kilometer 6-lane at grade, 2.98 kilometer 6-lane elevated single deck and 0.42 kilometer 6-lane over water, second level.		Project Cost (PM): 24,000.00		Funding: ODA		Implementing Agency: DPWH		Status - Schedule: 2014 - 2016		Project Readiness:		<input type="checkbox"/> Business Case Study (Year) _____		<input checked="" type="checkbox"/> Feasibility Study (Year) <u>2012-2013</u>		<input type="checkbox"/> Detailed Design (Year) _____		<input type="checkbox"/> Concept and Basic Design (Year) _____		<input type="checkbox"/> NEDA Board Approval (Year) _____		<input type="checkbox"/> ECC (Year) _____		<input type="checkbox"/> RROW		<input type="checkbox"/> Others (Pls. Specify): _____		Information Source: Revalidated PIP (Nov 2013), DPWH		Remarks:		<ul style="list-style-type: none"> ● Currently the subject of an on-going JICA- assisted preparatory survey study and is expected to be completed (the study) by December 2013. Delays were encountered on engineering surveys and public consultations relative to resettlement action plan due to political implications (election). ● The C3 Missing Link runs parallel to the committed Skyway Stage 3 and NLEX-SLEX Connector and will be assessed in terms of traffic impact. ● The implementation as a non-toll road facility is still for further discussion. 			
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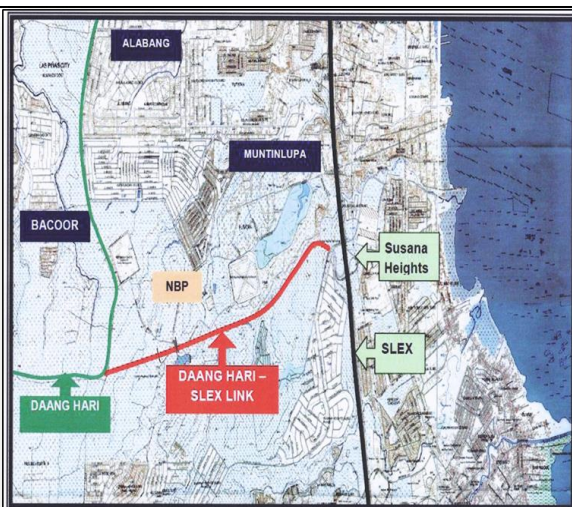

Code ¹	Project Profile
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A5 (T-UR-19)	<p>Category: Urban Roads</p> <p>Project Title: Rehabilitation of EDSA (C-4)</p> <p>Location: Metro Manila</p> <p>Description: Rehabilitation of EDSA for a length of 22.93 kilometer from Roxas Boulevard in Pasay to Monumento in Caloocan City. It involves selective concrete reblocking, drainages due to flooding and high grade asphalt concrete overlay. There is also provision for street lights.</p> <p>Project Cost (PM): 3,744.00</p> <p>Funding: PPP</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: 2014 - 2015</p> <p>Project Readiness:</p> <table style="width:100%; border-collapse: collapse;"> <tr> <td><input type="checkbox"/></td> <td>Business Case Study</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Feasibility Study</td> <td>(Year)</td> <td>2012-2013</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Detailed Design</td> <td>(Year)</td> <td>2012-2013</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Concept and Basic Design</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>NEDA Board Approval</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>ECC</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>RROW</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Others (Pls. Specify):</td> <td></td> <td>_____</td> </tr> </table> <p>Information Source: Revalidated PIP (Nov 2013), DPWH</p>	<input type="checkbox"/>	Business Case Study	(Year)	_____	<input checked="" type="checkbox"/>	Feasibility Study	(Year)	2012-2013	<input checked="" type="checkbox"/>	Detailed Design	(Year)	2012-2013	<input type="checkbox"/>	Concept and Basic Design	(Year)	_____	<input type="checkbox"/>	NEDA Board Approval	(Year)	_____	<input type="checkbox"/>	ECC	(Year)	_____	<input type="checkbox"/>	RROW	(Year)	_____	<input type="checkbox"/>	Others (Pls. Specify):		_____	 <p>EDSA REHABILITATION Total Length: 22.93 Kms Total Cost : 3.744 Billion PHP</p> <p>END OF 1C STA. 22+934.00 MONUMENTO CALOOCAN CITY Length: 5.0 Kms Cost : 0.816 Billion PHP</p> <p>END OF 1B STA. 17+934.47 BEG. PHASE 1C NORTH AVE. Length: 8.72 Kms Cost : 1.424 Billion PHP</p> <p>END OF 1A STA. 9+212.75 BEG. PHASE 1B JULIA VARGAS AVE. Length: 9.21 Kms Cost : 1.505 Billion PHP</p> <p>BEG. PHASE 1A STA. 0+000 ROXAS BLVD</p> <p>Remarks:</p> <ul style="list-style-type: none"> The DPWH has initially considered the full rehabilitation of EDSA by proposing three (3) Contract Packages to undertake reblocking works and high grade asphalt concrete overlays. However, the impact on traffic flow disruption would have significant effect on the heavily traffic congested corridor. Thus, this is deferred. The DPWH is considering selective reblocking on deteriorated segments/sections as part of the maintenance activities as well as addressed some segments encountering flooding problems. The plan is to rehabilitate until 2016 by considering also the timing of other projects to decongest EDSA such as the Integrated Transport System of DOTC, DPWH and MMDA as well as other measures.
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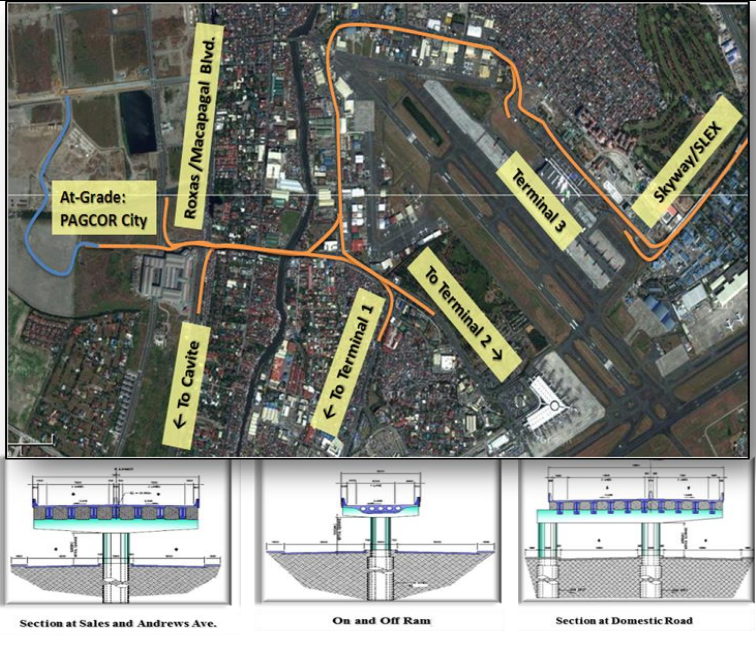
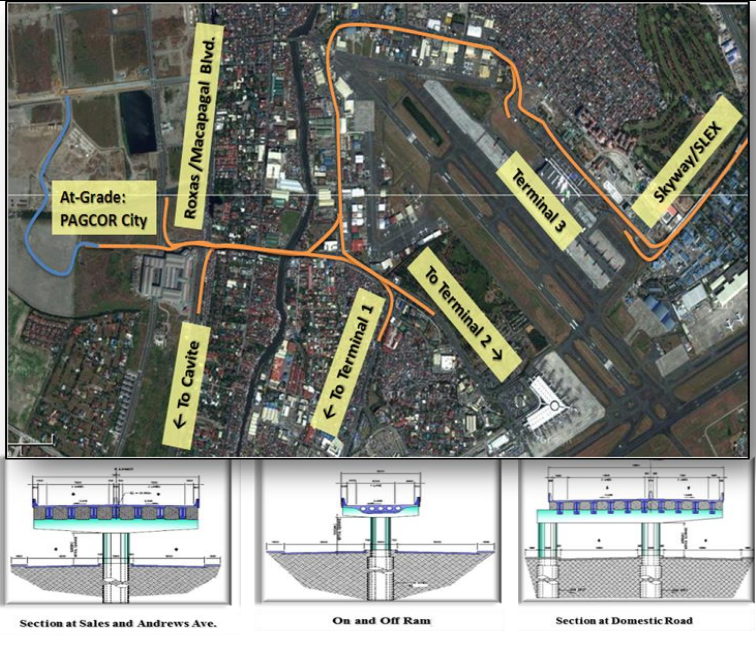
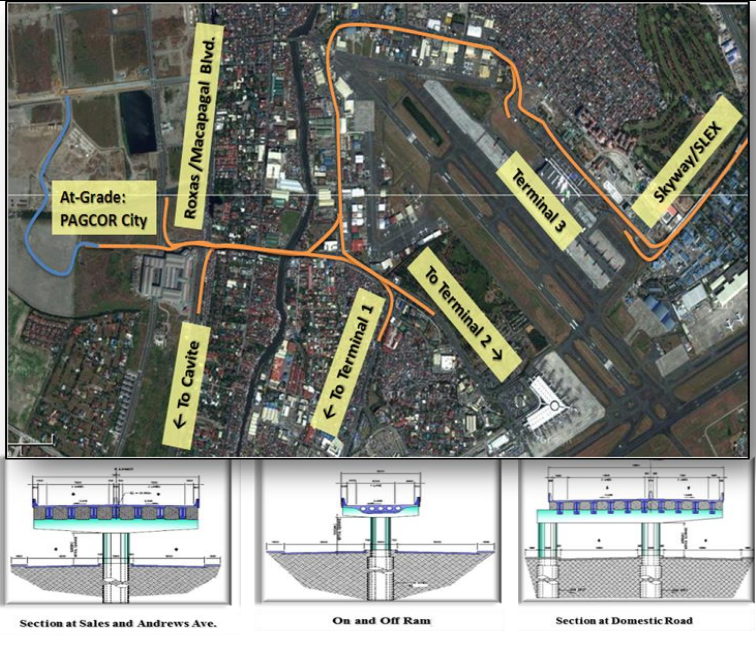
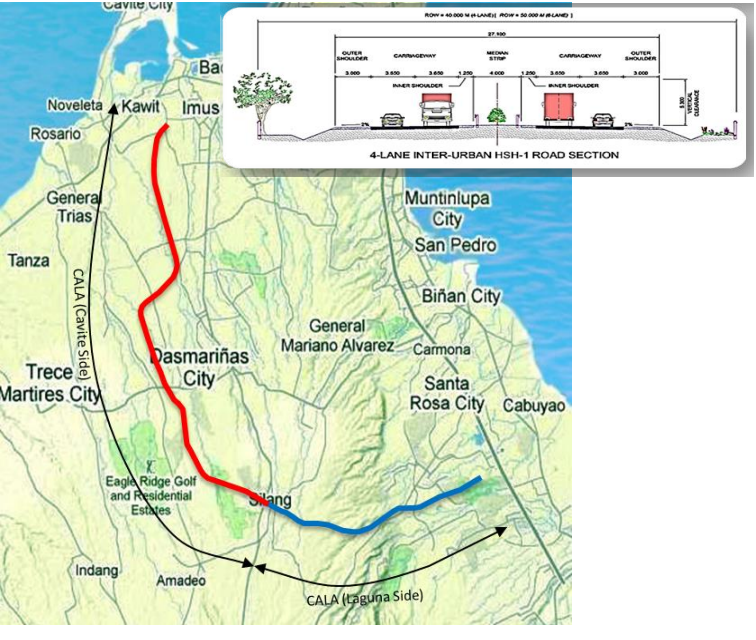
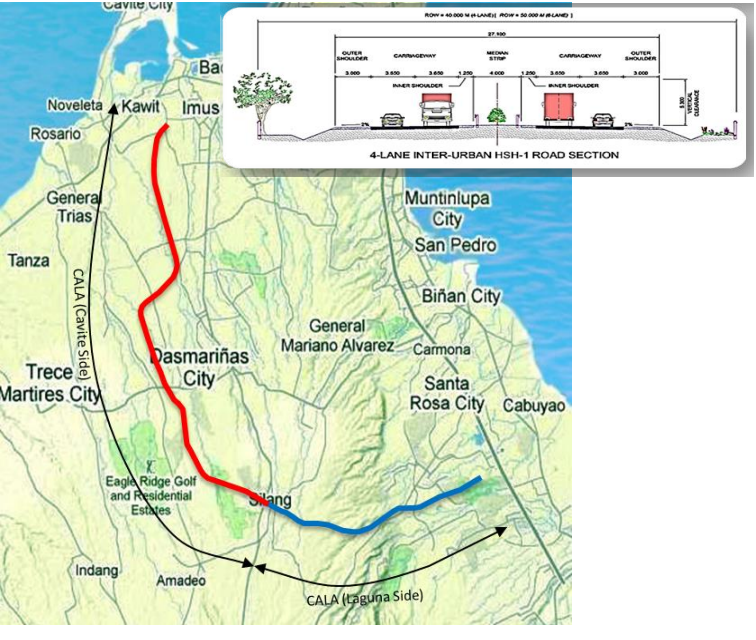
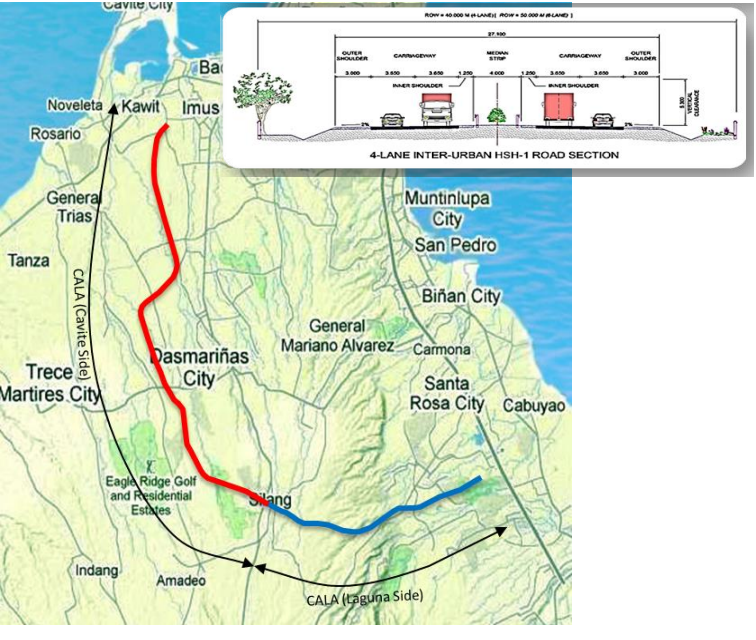
A6 (T-BI-8)	<p>Category: Bridges / Interchange</p> <p>Project Title: Arterial Road Bypass Project Phase II, Plaridel Bypass Road Project</p> <p>Location: Bulacan Province</p> <p>Description: The project involves construction of the 9.96 km road that will function as a bypass or diversion road to the heavily congested Pan-Philippine Highway that traverses Guiguinto, Plaridel, Bustos and San Rafael in Bulacan Province.</p> <p>Project Cost (PM): 3,341.00</p> <p>Funding: JICA</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: 2014 - 2015</p> <p>Project Readiness:</p> <table style="width:100%; border-collapse: collapse;"> <tr> <td><input checked="" type="checkbox"/></td> <td>Business Case Study</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Feasibility Study</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Detailed Design</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Concept and Basic Design</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>NEDA Board Approval</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>ECC</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>RROW</td> <td>(Year)</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Others (Pls. Specify):</td> <td></td> <td>_____</td> </tr> </table> <p>Information Source: Revalidated PIP (Nov 2013), DPWH</p>	<input checked="" type="checkbox"/>	Business Case Study	(Year)	_____	<input checked="" type="checkbox"/>	Feasibility Study	(Year)	_____	<input checked="" type="checkbox"/>	Detailed Design	(Year)	_____	<input checked="" type="checkbox"/>	Concept and Basic Design	(Year)	_____	<input checked="" type="checkbox"/>	NEDA Board Approval	(Year)	_____	<input checked="" type="checkbox"/>	ECC	(Year)	_____	<input checked="" type="checkbox"/>	RROW	(Year)	_____	<input type="checkbox"/>	Others (Pls. Specify):		_____	 <p>PLARIDEL BYPASS</p> <ul style="list-style-type: none"> Phase I <ul style="list-style-type: none"> CP-I: 6.87 km Road, 1 New Access Road (2.40 km) CP-II: 7.78 km Road with 7 Bridges Phase II <ul style="list-style-type: none"> CP-III: 2.22 km Road with 2 Bridges CP-IV: 7.74 km Road with 2 Bridge Phase III <ul style="list-style-type: none"> For Feasibility and Business Case Studies as a Tollway Facility (4-lane widening, flyovers, fencing etc., and O & M). <p>LEGEND:</p> <ul style="list-style-type: none"> Completed and On-Going from Previous Loan (PK-1 & 2) New Loan (PK 3 & 4)
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A7	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td colspan="2">Category: Bridges / Interchange</td> </tr> <tr> <td colspan="2">Project Title: EDSA - Taft Flyover</td> </tr> <tr> <td style="width:35%;">Location: Pasay City</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">  </td> </tr> <tr> <td>Description: Construction of a 4-lane flyover (1.44 km including ramps, 0.96km without) using a combination of Pre-stressed Girders, steel girders and steel truss system.</td> </tr> <tr> <td>Project Cost (PM): 3,033.31</td> </tr> <tr> <td>Funding: GOP (local funds)</td> </tr> <tr> <td>Implementing Agency: DPWH</td> <td rowspan="5"></td> </tr> <tr> <td>Status - Schedule: 2013 - 2015</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td> <input type="checkbox"/> Business Case Study (Year) _____ <input checked="" type="checkbox"/> Feasibility Study (Year) _____ <input checked="" type="checkbox"/> Detailed Design (Year) 2013 <input checked="" type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td>Information Source: Revalidated PIP (Nov 2013), DPWH</td> </tr> <tr> <td colspan="2"> Remarks: <ul style="list-style-type: none"> • DOTC is proposing (still for study) the extension of MRT 3 Extension from Taft Avenue to Mall of Asia. • DPWH as per design has considered the centerline alignment that would result to 3-lanes at-grade section. If the outer lanes will be adopted to give way to MRT 3 Extension at the centerline, the at-grade section will remain to 2-lanes per direction affecting the Level of Service. Note also that the at-grade MRT 3 Extension might affect the LRT 1 substructure at Taft Avenue and the EDSA/Roxas Boulevard flyover. </td> </tr> </table>	Category: Bridges / Interchange		Project Title: EDSA - Taft Flyover		Location: Pasay City		Description: Construction of a 4-lane flyover (1.44 km including ramps, 0.96km without) using a combination of Pre-stressed Girders, steel girders and steel truss system.	Project Cost (PM): 3,033.31	Funding: GOP (local funds)	Implementing Agency: DPWH		Status - Schedule: 2013 - 2015	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____ <input checked="" type="checkbox"/> Feasibility Study (Year) _____ <input checked="" type="checkbox"/> Detailed Design (Year) 2013 <input checked="" type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRW <input type="checkbox"/> Others (Pls. Specify): _____	Information Source: Revalidated PIP (Nov 2013), DPWH	Remarks: <ul style="list-style-type: none"> • DOTC is proposing (still for study) the extension of MRT 3 Extension from Taft Avenue to Mall of Asia. • DPWH as per design has considered the centerline alignment that would result to 3-lanes at-grade section. If the outer lanes will be adopted to give way to MRT 3 Extension at the centerline, the at-grade section will remain to 2-lanes per direction affecting the Level of Service. Note also that the at-grade MRT 3 Extension might affect the LRT 1 substructure at Taft Avenue and the EDSA/Roxas Boulevard flyover. 	
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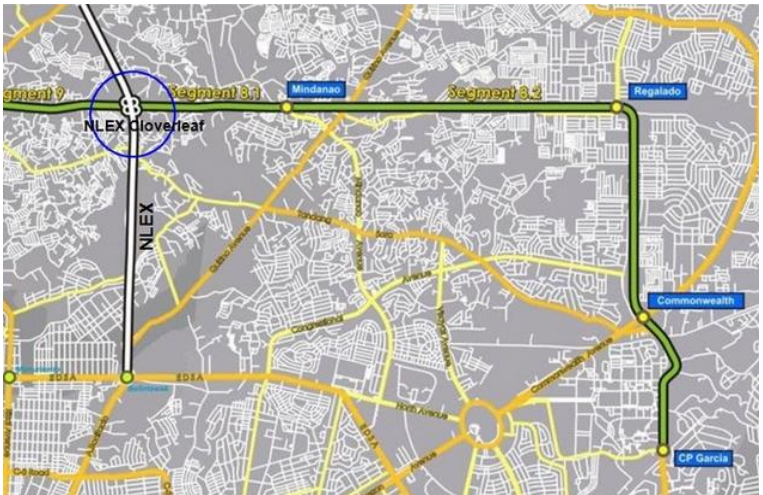
A8-a (T-BI-4,T-BI-7, T-BI-18, T-BI-19,T-BI-21)	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td colspan="2">Category: Bridges / Interchange</td> </tr> <tr> <td colspan="2">Project Title: Metro Manila Interchange Construction Project Phase IV</td> </tr> <tr> <td style="width:35%;">Location: Metro Manila</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">  </td> </tr> <tr> <td>Description: Construction of seven (7) interchanges in Metro Manila at the following locations to decrease travel time in key corridors: (i) C-2 (Gov Forbes Ave.)/ R-7 (España) (ii) C-3 (Araneta Ave.)/ E. Rodriguez Sr. (iii) C-5/ Lanuza St. - Julia Vargas Ave. (iv) EDSA/North Ave. - West Ave. - Mindanao Ave. and EDSA/ Roosevelt Ave. (v) C-5/ Kalayaan Ave. (vi) C-5/Green Meadows/Acropolis/Calle Industria (vii) P. Tuazon/ Katipunan</td> </tr> <tr> <td>Project Cost (PM): 4,129.28</td> </tr> <tr> <td>Funding: Proposed JICA STEP Loan - MMICP IV</td> </tr> <tr> <td>Implementing Agency: DPWH</td> <td rowspan="5"></td> </tr> <tr> <td>Status - Schedule: 2013 - 2015</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td> <input type="checkbox"/> Business Case Study (Year) _____ <input checked="" type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input checked="" type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td>Information Source: Revalidated PIP (Nov 2013), DPWH</td> </tr> <tr> <td colspan="2"> Remarks: </td> </tr> </table>	Category: Bridges / Interchange		Project Title: Metro Manila Interchange Construction Project Phase IV		Location: Metro Manila		Description: Construction of seven (7) interchanges in Metro Manila at the following locations to decrease travel time in key corridors: (i) C-2 (Gov Forbes Ave.)/ R-7 (España) (ii) C-3 (Araneta Ave.)/ E. Rodriguez Sr. (iii) C-5/ Lanuza St. - Julia Vargas Ave. (iv) EDSA/North Ave. - West Ave. - Mindanao Ave. and EDSA/ Roosevelt Ave. (v) C-5/ Kalayaan Ave. (vi) C-5/Green Meadows/Acropolis/Calle Industria (vii) P. Tuazon/ Katipunan	Project Cost (PM): 4,129.28	Funding: Proposed JICA STEP Loan - MMICP IV	Implementing Agency: DPWH		Status - Schedule: 2013 - 2015	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____ <input checked="" type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input checked="" type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRW <input type="checkbox"/> Others (Pls. Specify): _____	Information Source: Revalidated PIP (Nov 2013), DPWH	Remarks:	
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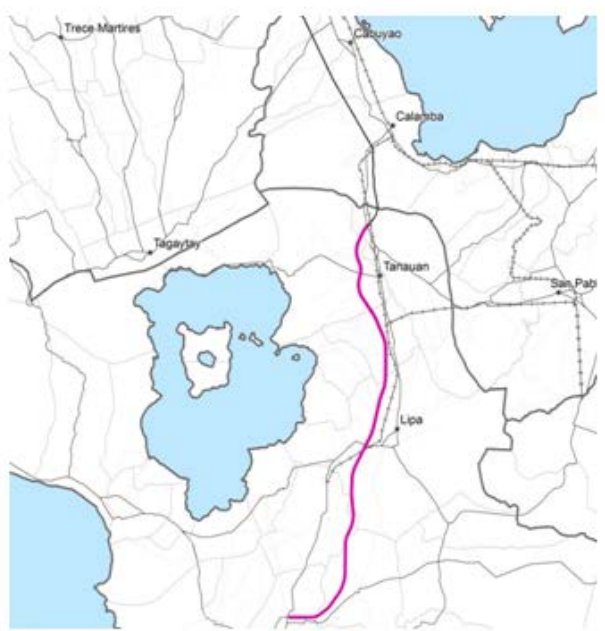
B1 (T-UR-11)	<p>Category: Expressway</p> <p>Project Title: Daang Hari - South Luzon Expressway (SLEx) Link Project</p> <p>Location: Metro Manila / Cavite Province</p> <p>Description: Construction of a 4.00 kilometer, four (4) lane paved toll road that will pass through the New Bilibid Prison Reservation that will connect Bacoor, Cavite to the South Luzon Expressway.</p> <p>Project Cost (PM): 2,010.00</p> <p>Funding: PPP</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: on-going: 2012 - 2015</p> <p>Project Readiness:</p> <table style="width:100%; border-collapse: collapse;"> <tr><td><input type="checkbox"/> Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input checked="" type="checkbox"/> NEDA Board Approval</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> RRROW</td><td></td><td></td></tr> <tr><td><input type="checkbox"/> Others (Pls. Specify):</td><td></td><td>_____</td></tr> </table> <p>Information Source: PIP (Dec 2013), PPP Center, DPWH,</p>	<input type="checkbox"/> Business Case Study	(Year)	_____	<input type="checkbox"/> Feasibility Study	(Year)	_____	<input type="checkbox"/> Detailed Design	(Year)	_____	<input type="checkbox"/> Concept and Basic Design	(Year)	_____	<input checked="" type="checkbox"/> NEDA Board Approval	(Year)	_____	<input type="checkbox"/> ECC	(Year)	_____	<input type="checkbox"/> RRROW			<input type="checkbox"/> Others (Pls. Specify):		_____	  <p>Remarks: Awarded to Ayala Land.</p>
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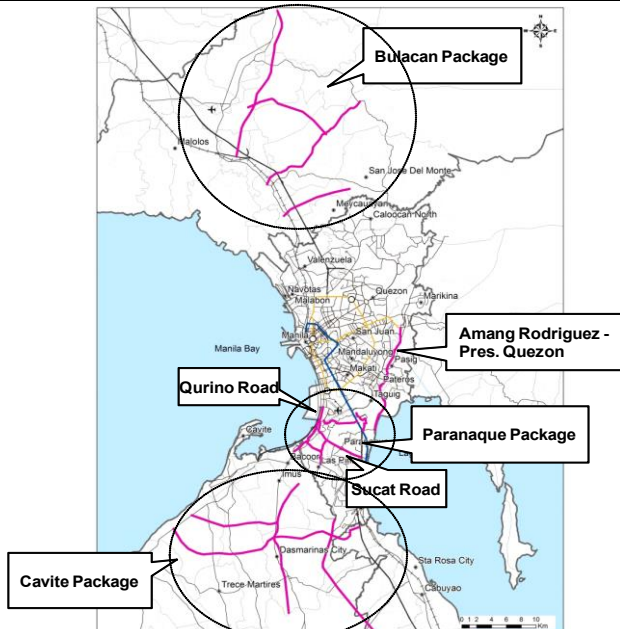
B2-ab/c/d (T-EX-4)	<p>Project Title: North Luzon Expressway (NLEx) - South Luzon Expressway (SLEx) Connector Project</p> <p>Location: Metro Manila</p> <p>Description: Link Expressway (MNTC). Construction of a 13.53 kilometer, four (4) lane elevated expressway to link the existing SLEx and NLEx passing through Metro Manila and utilizing the existing PNR alignment as its route. Includes four (4) interchanges.</p> <p>Skyway Stage3: Connects from Skyway Buendia thru median islands of Osmena Highway and Pres. Quirino Avenue then traverses besides the Nagtahan Link Road, N. Domingo, G. Araneta Avenue, Sgt. Rivera and go down to A. Bonifacio before reaching EDSA.</p> <p>Project Cost (PM): 25,555.99 (Link exressway) 26,500 (Skyway3) 8,600 (Seg. 9 and 10 and Connection to R10)</p> <p>Funding: PPP</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: 2014 - 2016</p> <p>Project Readiness:</p> <table style="width:100%; border-collapse: collapse;"> <tr><td><input type="checkbox"/> Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input checked="" type="checkbox"/> Detailed Design</td><td>(Year)</td><td>2013-2014</td></tr> <tr><td><input checked="" type="checkbox"/> Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input checked="" type="checkbox"/> NEDA Board Approval</td><td>(Year)</td><td>2013</td></tr> <tr><td><input type="checkbox"/> ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> RRROW</td><td></td><td></td></tr> <tr><td><input type="checkbox"/> Others (Pls. Specify):</td><td></td><td>_____</td></tr> </table> <p>Information Source: PIP (Dec 2013), DPWH</p>	<input type="checkbox"/> Business Case Study	(Year)	_____	<input type="checkbox"/> Feasibility Study	(Year)	_____	<input checked="" type="checkbox"/> Detailed Design	(Year)	2013-2014	<input checked="" type="checkbox"/> Concept and Basic Design	(Year)	_____	<input checked="" type="checkbox"/> NEDA Board Approval	(Year)	2013	<input type="checkbox"/> ECC	(Year)	_____	<input type="checkbox"/> RRROW			<input type="checkbox"/> Others (Pls. Specify):		_____	 <p>Remarks:</p> <ul style="list-style-type: none"> ● Unsolicited proposal by Metro Pacific and the common alignment between Buendia and Sta. Mesa has been resolved with CITRA, the operator of Skyway Stage III. ● NLEx Segment 10 is under MNTC and is currently undergoing ROW Acquisition by DPWH and is committed to be completed in 2016. NLEx-SLEx Connector will link NLEx Segment 10 which is an unsolicited proposal by MNTC (subject to swiss challenge) and this is committed to be completed in 2016. ● The Port and connection to R10 connects NLEx Segment 10 and NLEx-SLEx Connector is also a proposal by MNTC (as discussed with DPWH) for possible consideration in the MNTC franchise.
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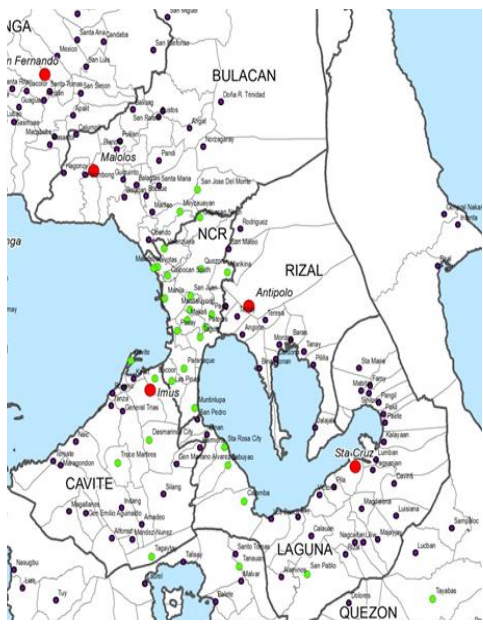
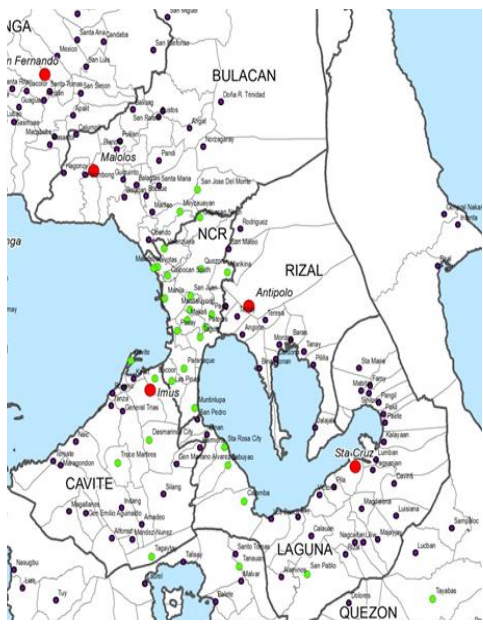
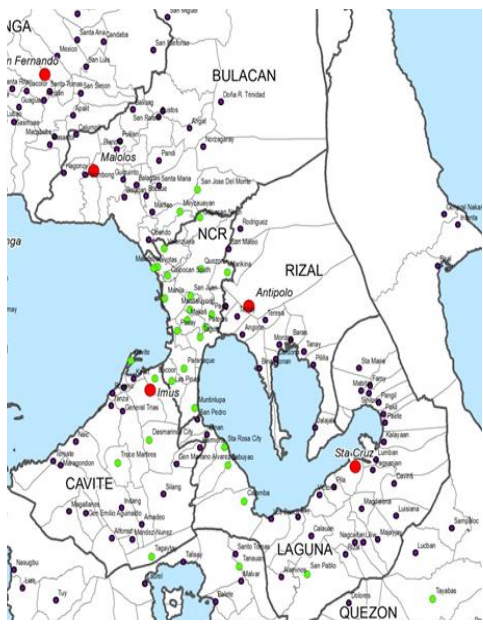
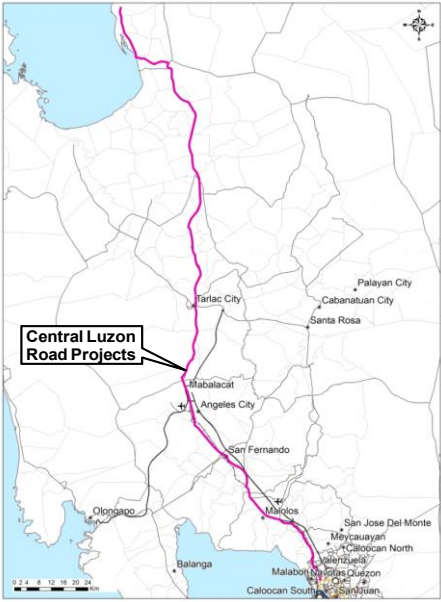
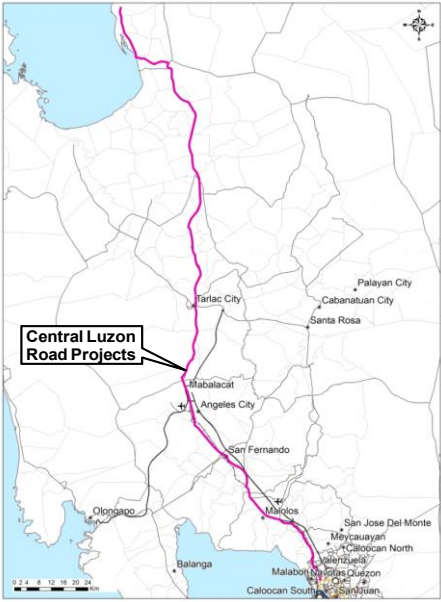
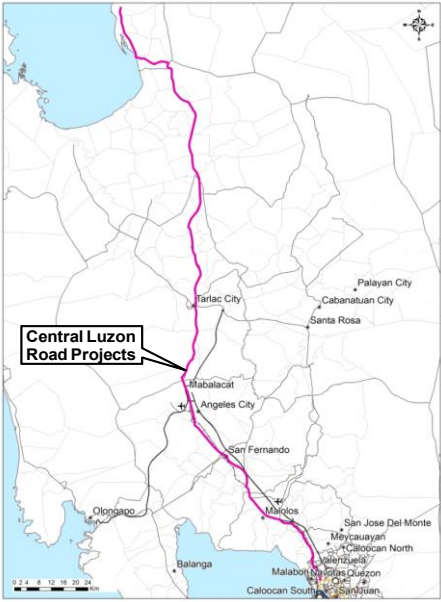
Code ¹	Project Profile																				
B3 (T-EX-2)	<table border="1"> <tr> <td data-bbox="205 185 678 219">Category: Expressway</td> <td data-bbox="678 185 1458 219"></td> </tr> <tr> <td colspan="2" data-bbox="205 230 1458 264">Project Title: NAIA Expressway Project (Phase II)</td> </tr> <tr> <td data-bbox="205 275 678 309">Location: Parañaque City / PAGCOR City</td> <td data-bbox="678 275 1458 309"></td> </tr> <tr> <td data-bbox="205 320 678 622"> Description: The project will link to the elevated NLEX-SLEX Connector Road and to the TRB/CMMTC Metro Manila Skyway (Stage 3) Extension to Araneta Avenue (C-3). It is a four (4) lane elevated expressway with a total length of 7.15 kilometer including ramps starting from Sales St. going to Andrew Ave., Domestic Road, MIA Road and ends at Macapagal Blvd./PAGCOR Entertainment City. It includes construction of toll plaza, six (6) on-ramps and six (6) off-ramps (with one existing off-ramp). </td> <td data-bbox="678 275 1458 925">  </td> </tr> <tr> <td data-bbox="205 633 678 667">Project Cost (PM): 15,520.00</td> <td data-bbox="678 633 1458 667"></td> </tr> <tr> <td data-bbox="205 678 678 712">Funding: PPP</td> <td data-bbox="678 678 1458 712"></td> </tr> <tr> <td data-bbox="205 723 678 757">Implementing Agency: DPWH</td> <td data-bbox="678 723 1458 757"></td> </tr> <tr> <td data-bbox="205 768 678 801">Status - Schedule: 2013 - 2016</td> <td data-bbox="678 768 1458 801"></td> </tr> <tr> <td data-bbox="205 813 678 1048"> Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) 2012 <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRWW <input type="checkbox"/> Others (Pls. Specify): _____ </td> <td data-bbox="678 936 1458 1048"> Remarks: Bidding won by San Miguel Corporation. </td> </tr> <tr> <td data-bbox="205 1059 678 1104">Information Source: PIP (Dec 2013), PPP Center, DPWH,</td> <td data-bbox="678 1059 1458 1104"></td> </tr> </table>	Category: Expressway		Project Title: NAIA Expressway Project (Phase II)		Location: Parañaque City / PAGCOR City		Description: The project will link to the elevated NLEX-SLEX Connector Road and to the TRB/CMMTC Metro Manila Skyway (Stage 3) Extension to Araneta Avenue (C-3). It is a four (4) lane elevated expressway with a total length of 7.15 kilometer including ramps starting from Sales St. going to Andrew Ave., Domestic Road, MIA Road and ends at Macapagal Blvd./PAGCOR Entertainment City. It includes construction of toll plaza, six (6) on-ramps and six (6) off-ramps (with one existing off-ramp).		Project Cost (PM): 15,520.00		Funding: PPP		Implementing Agency: DPWH		Status - Schedule: 2013 - 2016		Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) 2012 <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRWW <input type="checkbox"/> Others (Pls. Specify): _____	Remarks: Bidding won by San Miguel Corporation.	Information Source: PIP (Dec 2013), PPP Center, DPWH,	
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Information Source: PIP (Dec 2013), PPP Center, DPWH,																					
B4 (T-EX-8)	<table border="1"> <tr> <td data-bbox="205 1135 678 1169">Category: Expressway</td> <td data-bbox="678 1135 1458 1169"></td> </tr> <tr> <td colspan="2" data-bbox="205 1180 1458 1214">Project Title: Cavite - Laguna Expressway Project</td> </tr> <tr> <td data-bbox="205 1225 678 1258">Location: Cavite / Laguna Province</td> <td data-bbox="678 1225 1458 1258"></td> </tr> <tr> <td data-bbox="205 1270 678 1561"> Description: <u>Kawit to Aguinaldo Hway at Silang:</u> Construction of a 28.90 km-4 lane highway from Kawit, Cavite to Aguinaldo Highway in Silang, Cavite, with 5 grade separated interchanges and 7,928 m bridges. <u>Aguinaldo Hway at Silang to Mamlasan:</u> Const. of a 18.10 km-4 lane highway from Aguinaldo Highway in Silang, Cavite to SLEX (Mamlasan exit), Laguna, with 4 grade separated interchanges and 7,279 m bridges. </td> <td data-bbox="678 1225 1458 1863">  </td> </tr> <tr> <td data-bbox="205 1572 678 1606">Project Cost (PM): 35,420.00</td> <td data-bbox="678 1572 1458 1606"></td> </tr> <tr> <td data-bbox="205 1617 678 1650">Funding: PPP</td> <td data-bbox="678 1617 1458 1650"></td> </tr> <tr> <td data-bbox="205 1662 678 1695">Implementing Agency: DPWH</td> <td data-bbox="678 1662 1458 1695"></td> </tr> <tr> <td data-bbox="205 1706 678 1740">Status - Schedule: 2014 - 2017</td> <td data-bbox="678 1706 1458 1740"></td> </tr> <tr> <td data-bbox="205 1751 678 1986"> Project Readiness: <input checked="" type="checkbox"/> Business Case Study (Year) 2012 <input checked="" type="checkbox"/> Feasibility Study (Year) 2012 <input type="checkbox"/> Detailed Design (Year) 2013-2014 <input type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) 2012 <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRWW <input checked="" type="checkbox"/> Others (Pls. Specify): EOI of prospective concessionaires </td> <td data-bbox="678 1874 1458 1986"> Remarks: As of Aug. 5 2013, the NEDA Investment Coordination Committee-Cabinet Committee (ICC-CC) changed financing to pure PPP </td> </tr> <tr> <td data-bbox="205 1998 678 2042">Information Source: PIP (Dec 2013), Revalidated PIP (Nov 2013), PPP Center, DPWH</td> <td data-bbox="678 1998 1458 2042"></td> </tr> </table>	Category: Expressway		Project Title: Cavite - Laguna Expressway Project		Location: Cavite / Laguna Province		Description: <u>Kawit to Aguinaldo Hway at Silang:</u> Construction of a 28.90 km-4 lane highway from Kawit, Cavite to Aguinaldo Highway in Silang, Cavite, with 5 grade separated interchanges and 7,928 m bridges. <u>Aguinaldo Hway at Silang to Mamlasan:</u> Const. of a 18.10 km-4 lane highway from Aguinaldo Highway in Silang, Cavite to SLEX (Mamlasan exit), Laguna, with 4 grade separated interchanges and 7,279 m bridges.		Project Cost (PM): 35,420.00		Funding: PPP		Implementing Agency: DPWH		Status - Schedule: 2014 - 2017		Project Readiness: <input checked="" type="checkbox"/> Business Case Study (Year) 2012 <input checked="" type="checkbox"/> Feasibility Study (Year) 2012 <input type="checkbox"/> Detailed Design (Year) 2013-2014 <input type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) 2012 <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRWW <input checked="" type="checkbox"/> Others (Pls. Specify): EOI of prospective concessionaires	Remarks: As of Aug. 5 2013, the NEDA Investment Coordination Committee-Cabinet Committee (ICC-CC) changed financing to pure PPP	Information Source: PIP (Dec 2013), Revalidated PIP (Nov 2013), PPP Center, DPWH	
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Code ¹	Project Profile																
B5 (T-EX-7)	<table border="1"> <tr> <td colspan="2">Category: Expressway</td> </tr> <tr> <td colspan="2">Project Title: Central Luzon Link Expressway (CLLEX) Phase I</td> </tr> <tr> <td>Location: Tarlac and Nueva Ecija Provinces</td> <td rowspan="5">  </td> </tr> <tr> <td>Description: Construction of a 4-lane expressway with a total length of 30.70 kilometers for Phase I from Tarlac City to Cabanatuan City and a construction of a 2-lane highway with a total length of 35.70 kilometers for Phase II from Cabanatuan City to San Jose City.</td> </tr> <tr> <td>Project Cost (PM): 14,936.00</td> </tr> <tr> <td>Funding: PPP</td> </tr> <tr> <td>Implementing Agency: DPWH</td> </tr> <tr> <td>Status - Schedule: 2014 - 2016</td> <td rowspan="5"> Remarks: <ul style="list-style-type: none"> • CLLEX Phase I from Tarlac - Cabanatuan (East-West Link) will connect SCTEx and TPEx. • It is a committed project under JICA loan and is currently undergoing RROW Acquisition. • The project is expected to be completed by 2017. A transaction advisory service will be procured to assist DPWH in bidding for prospective concessionaires for the operation and maintenance of the project as a tollway facility. This will also cover the possible inclusion of CLLEX Phase II from Cabanatuan to San Jose City. </td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td> <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input checked="" type="checkbox"/> Detailed Design (Year) 2012-2013 <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input checked="" type="checkbox"/> ECC (Year) 2010 (amended 2011) <input type="checkbox"/> RROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td>Information Source: Revalidated PIP (Nov 2013), DPWH</td> </tr> <tr> <td></td> </tr> </table>	Category: Expressway		Project Title: Central Luzon Link Expressway (CLLEX) Phase I		Location: Tarlac and Nueva Ecija Provinces		Description: Construction of a 4-lane expressway with a total length of 30.70 kilometers for Phase I from Tarlac City to Cabanatuan City and a construction of a 2-lane highway with a total length of 35.70 kilometers for Phase II from Cabanatuan City to San Jose City.	Project Cost (PM): 14,936.00	Funding: PPP	Implementing Agency: DPWH	Status - Schedule: 2014 - 2016	Remarks: <ul style="list-style-type: none"> • CLLEX Phase I from Tarlac - Cabanatuan (East-West Link) will connect SCTEx and TPEx. • It is a committed project under JICA loan and is currently undergoing RROW Acquisition. • The project is expected to be completed by 2017. A transaction advisory service will be procured to assist DPWH in bidding for prospective concessionaires for the operation and maintenance of the project as a tollway facility. This will also cover the possible inclusion of CLLEX Phase II from Cabanatuan to San Jose City. 	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input checked="" type="checkbox"/> Detailed Design (Year) 2012-2013 <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input checked="" type="checkbox"/> ECC (Year) 2010 (amended 2011) <input type="checkbox"/> RROW <input type="checkbox"/> Others (Pls. Specify): _____	Information Source: Revalidated PIP (Nov 2013), DPWH	
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Information Source: Revalidated PIP (Nov 2013), DPWH																	
B6 (T-EX-15)	<table border="1"> <tr> <td colspan="2">Category: Expressway</td> </tr> <tr> <td colspan="2">Project Title: Calamba - Los Baños Toll Expressway</td> </tr> <tr> <td>Location: Laguna Province</td> <td rowspan="5">  </td> </tr> <tr> <td>Description: Construction of a 4-lane 15.5 km expressway that starts at SLEX Extension (Calamba Exit to Sto. Tomas) traverses along Laguna de Bay and ends up connecting a national road at Bay, Laguna.</td> </tr> <tr> <td>Project Cost (PM): 8,210.00</td> </tr> <tr> <td>Funding: PPP</td> </tr> <tr> <td>Implementing Agency: DPWH</td> </tr> <tr> <td>Status - Schedule: 2014 - 2016</td> <td rowspan="5"> Remarks: </td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td> <input checked="" type="checkbox"/> Business Case Study (Year) 2012 <input checked="" type="checkbox"/> Feasibility Study (Year) 2013 <input type="checkbox"/> Detailed Design (Year) 2014-2016 <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td>Information Source: Revalidated PIP (Nov 2013), DPWH</td> </tr> <tr> <td></td> </tr> </table>	Category: Expressway		Project Title: Calamba - Los Baños Toll Expressway		Location: Laguna Province		Description: Construction of a 4-lane 15.5 km expressway that starts at SLEX Extension (Calamba Exit to Sto. Tomas) traverses along Laguna de Bay and ends up connecting a national road at Bay, Laguna.	Project Cost (PM): 8,210.00	Funding: PPP	Implementing Agency: DPWH	Status - Schedule: 2014 - 2016	Remarks:	Project Readiness:	<input checked="" type="checkbox"/> Business Case Study (Year) 2012 <input checked="" type="checkbox"/> Feasibility Study (Year) 2013 <input type="checkbox"/> Detailed Design (Year) 2014-2016 <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RROW <input type="checkbox"/> Others (Pls. Specify): _____	Information Source: Revalidated PIP (Nov 2013), DPWH	
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Information Source: Revalidated PIP (Nov 2013), DPWH																	







Code ¹	Project Profile																									
B7 (T-EX-16)	<p>Category: Expressway</p> <p>Project Title: Flood Control Dike Expressway</p> <p>Location: Laguna Province</p> <p>Description: Construction of a 43.60 kilometer, 4-lane road dike on the coastal area of Laguna de Bay from Taguig, Rizal to Los Baños, Laguna.</p> <p>Project Cost (PM): 18,590.00</p> <p>Funding: PPP</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: 2013 - 2018</p> <p>Project Readiness:</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/></td> <td>Business Case Study</td> <td>(Year) 2012</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Feasibility Study</td> <td>(Year) 2013</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Detailed Design</td> <td>(Year) 2014-2018</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Concept and Basic Design</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>NEDA Board Approval</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>ECC</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>RRROW</td> <td></td> </tr> <tr> <td><input type="checkbox"/></td> <td>Others (Pls. Specify):</td> <td>_____</td> </tr> </table> <p>Information Source: Revalidated PIP (Nov 2013), DPWH</p>	<input checked="" type="checkbox"/>	Business Case Study	(Year) 2012	<input checked="" type="checkbox"/>	Feasibility Study	(Year) 2013	<input type="checkbox"/>	Detailed Design	(Year) 2014-2018	<input type="checkbox"/>	Concept and Basic Design	(Year) _____	<input type="checkbox"/>	NEDA Board Approval	(Year) _____	<input type="checkbox"/>	ECC	(Year) _____	<input type="checkbox"/>	RRROW		<input type="checkbox"/>	Others (Pls. Specify):	_____	 <p>Remarks:</p>
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B8 (T-EX-12)	<p>Category: Expressway</p> <p>Project Title: Segment 8.2 of NLEX to Commonwealth</p> <p>Location: Metro Manila</p> <p>Description: An 8-km road that will link Mindanao Avenue and the C5-Commonwealth connection. Four (4) lane divided, at grade road with two interchange and five vehicular overpass.</p> <p>Project Cost (PM): 7,000.00</p> <p>Funding: TBD</p> <p>Implementing Agency: MNTC</p> <p>Status - Schedule: 2015 - 2016</p> <p>Project Readiness:</p> <table border="0"> <tr> <td><input type="checkbox"/></td> <td>Business Case Study</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Feasibility Study</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Detailed Design</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Concept and Basic Design</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>NEDA Board Approval</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>ECC</td> <td>(Year) _____</td> </tr> <tr> <td><input type="checkbox"/></td> <td>RRROW</td> <td></td> </tr> <tr> <td><input type="checkbox"/></td> <td>Others (Pls. Specify):</td> <td>_____</td> </tr> </table> <p>Information Source: MNTC</p>	<input type="checkbox"/>	Business Case Study	(Year) _____	<input type="checkbox"/>	Feasibility Study	(Year) _____	<input type="checkbox"/>	Detailed Design	(Year) _____	<input type="checkbox"/>	Concept and Basic Design	(Year) _____	<input type="checkbox"/>	NEDA Board Approval	(Year) _____	<input type="checkbox"/>	ECC	(Year) _____	<input type="checkbox"/>	RRROW		<input type="checkbox"/>	Others (Pls. Specify):	_____	 <p>Remarks:</p> <ul style="list-style-type: none"> ● Realignment is under study
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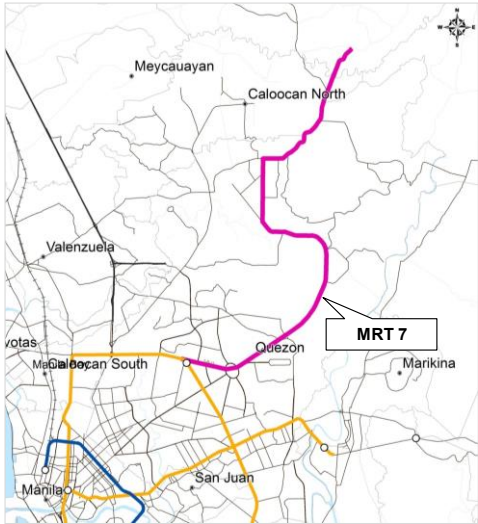
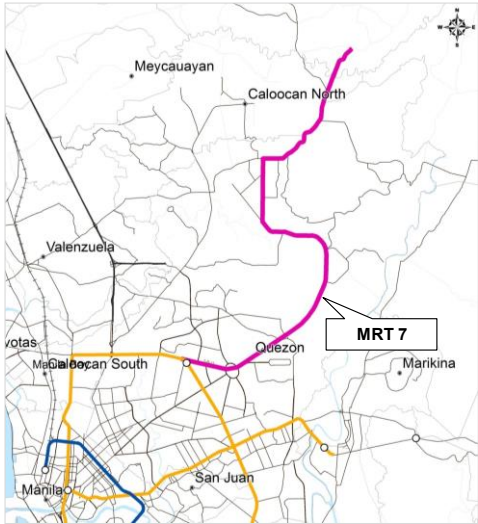
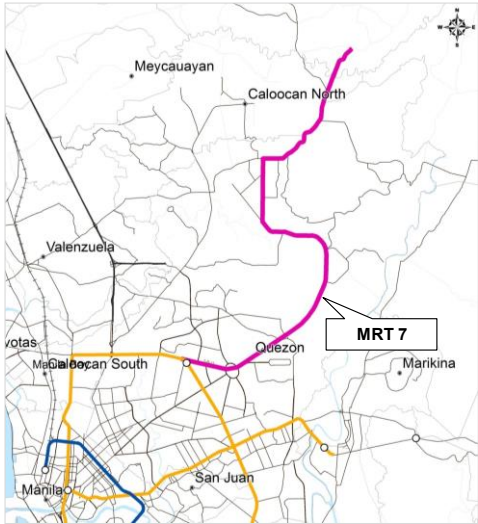
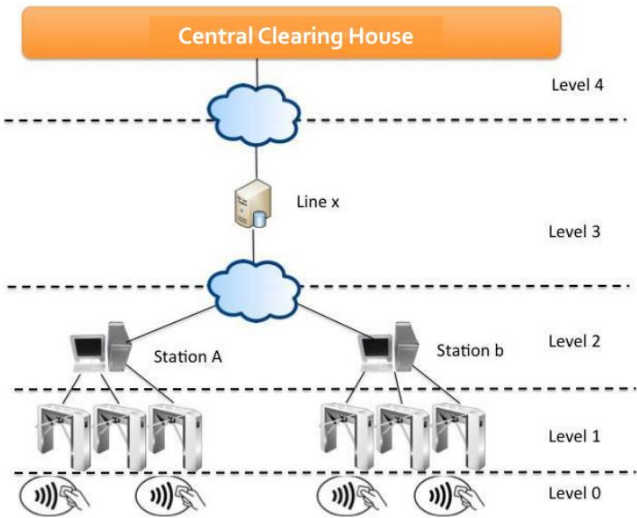
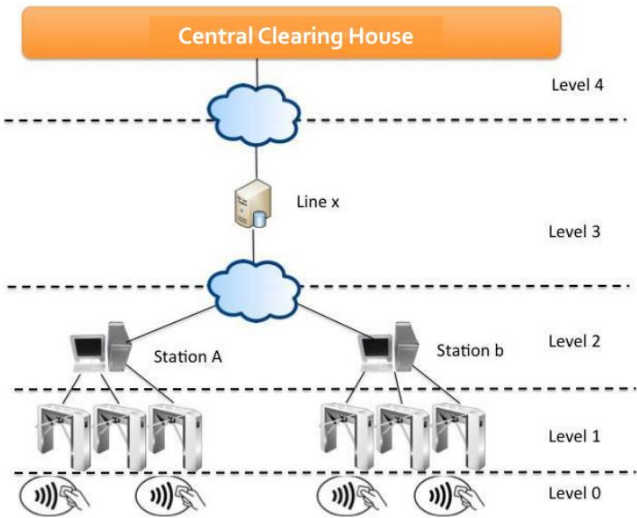
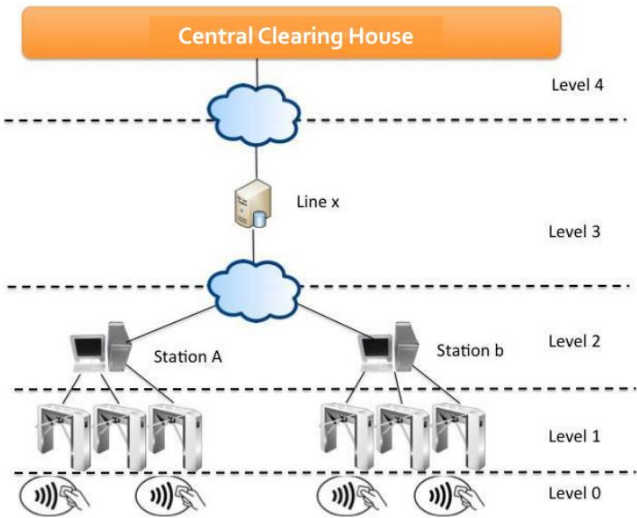
B9	<p>Project Title: Southern Tagalog Arterial Road (STAR) Stage 2 (Phase II)</p> <p>Location: Batangas</p> <p>Description: Construction of additional two (2) lanes with a length of 19.74 km of PCCP; asphalt overlaing of Sto. Tomas to Lipa City Section, Stage I; and implementation of remaining balance of works between the inter connection of SLEX (TR-3) and STAR Tollway</p> <p>Project Cost (PM): 2,320.00</p> <p>Funding: TBD</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: 2013-2015</p> <p>Project Readiness:</p> <table style="width:100%; border-collapse: collapse;"> <tr><td><input type="checkbox"/> Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> NEDA Board Approval</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> RR0W</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Others (Pls. Specify):</td><td></td><td>_____</td></tr> </table> <p>Information Source: Revalidated PIP (Nov 2013), DPWH</p>	<input type="checkbox"/> Business Case Study	(Year)	_____	<input type="checkbox"/> Feasibility Study	(Year)	_____	<input type="checkbox"/> Detailed Design	(Year)	_____	<input type="checkbox"/> Concept and Basic Design	(Year)	_____	<input type="checkbox"/> NEDA Board Approval	(Year)	_____	<input type="checkbox"/> ECC	(Year)	_____	<input type="checkbox"/> RR0W	(Year)	_____	<input type="checkbox"/> Others (Pls. Specify):		_____	 <p>Remarks:</p> <ul style="list-style-type: none"> ● the Star Infrastructure Development Corp. (SIDC) was issued Notice to Proceed in June 2013 by the Department of Public Works and Highways ● Previously indicated for the medium-term, the project is now ongoing (refer to E23 on the Medium-term Projects' Map).
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C1	<p>Category: Other Roads</p> <p>Project Title: Secondary Road Packages for Metro Manila, Bulacan and Cavite</p> <p>Location: Metro Manila, Bulacan and Cavite Provinces</p> <p>Description: This proposed packages are composed of the following project: - Bulacan road package 1 and 2: 40.4-kilometer of road upgrade and 25.0-kilometer of new road construction. - Cavite secondary roads: 6.7-kilometer of road upgrade and 68.6-kilometer of new road construction. - Sucat road upgrade: 7.7-kilometer of road upgrade. - Quirino road (Paranaque): 7.3-kilometer of road upgrade. - Paranaque road package: 13.0-kilometer of road upgrade. - Amang Rodriguez - President Quezon 15.3 kilometers</p> <p>Project Cost (PM): 23,000 (first tranche of total 69,100)</p> <p>Funding: TBD</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: 2013 - 2016</p> <p>Project Readiness:</p> <table style="width:100%; border-collapse: collapse;"> <tr><td><input type="checkbox"/> Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> NEDA Board Approval</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> RR0W</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Others (Pls. Specify):</td><td></td><td>_____</td></tr> </table> <p>Information Source: JICA Study Team</p>	<input type="checkbox"/> Business Case Study	(Year)	_____	<input type="checkbox"/> Feasibility Study	(Year)	_____	<input type="checkbox"/> Detailed Design	(Year)	_____	<input type="checkbox"/> Concept and Basic Design	(Year)	_____	<input type="checkbox"/> NEDA Board Approval	(Year)	_____	<input type="checkbox"/> ECC	(Year)	_____	<input type="checkbox"/> RR0W	(Year)	_____	<input type="checkbox"/> Others (Pls. Specify):		_____	 <p>Remarks:</p> <ul style="list-style-type: none"> ● Proposed by JICA Study Team
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Code ¹	Project Profile																						
D2 (T-R-3)	<table border="1"> <tr> <td colspan="2">Category: Urban Rail</td> </tr> <tr> <td colspan="2">Project Title: Light Rail Transit (LRT) Line 2 East Extension</td> </tr> <tr> <td>Location: Masinag, Antipolo City</td> <td rowspan="10">  </td> </tr> <tr> <td>Description: Extension of LRT Line 2 by 4.19 kilometers from the current terminal station in Santolan, Pasig to Masinag Junction or the intersection of Marcos Highway and Sumulong Highway in Antipolo.</td> </tr> <tr> <td>Project Cost (PM): 9,759.31</td> </tr> <tr> <td>Funding: GOP - Local fund</td> </tr> <tr> <td>Implementing Agency: DOTC - LRTA</td> </tr> <tr> <td>Status - Schedule: 2013 - 2016</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td><input type="checkbox"/> Business Case Study (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Feasibility Study (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Detailed Design (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Concept and Basic Design (Year) _____</td> </tr> <tr> <td><input checked="" type="checkbox"/> NEDA Board Approval (Year) <u>2012</u></td> </tr> <tr> <td><input type="checkbox"/> ECC (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> RRROW</td> </tr> <tr> <td><input type="checkbox"/> Others (Pls. Specify): _____</td> </tr> <tr> <td>Information Source: PIS (Dec 2013), Revalidated PIP (Nov 2013), DOTC</td> <td> Remarks: ● NEDA Board Approval 4 Sept. 2012; Ongoing bidding process for DED and CS. </td> </tr> </table>	Category: Urban Rail		Project Title: Light Rail Transit (LRT) Line 2 East Extension		Location: Masinag, Antipolo City		Description: Extension of LRT Line 2 by 4.19 kilometers from the current terminal station in Santolan, Pasig to Masinag Junction or the intersection of Marcos Highway and Sumulong Highway in Antipolo.	Project Cost (PM): 9,759.31	Funding: GOP - Local fund	Implementing Agency: DOTC - LRTA	Status - Schedule: 2013 - 2016	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____	<input type="checkbox"/> Feasibility Study (Year) _____	<input type="checkbox"/> Detailed Design (Year) _____	<input type="checkbox"/> Concept and Basic Design (Year) _____	<input checked="" type="checkbox"/> NEDA Board Approval (Year) <u>2012</u>	<input type="checkbox"/> ECC (Year) _____	<input type="checkbox"/> RRROW	<input type="checkbox"/> Others (Pls. Specify): _____	Information Source: PIS (Dec 2013), Revalidated PIP (Nov 2013), DOTC	Remarks: ● NEDA Board Approval 4 Sept. 2012; Ongoing bidding process for DED and CS.
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D3 (T-R-13)	<table border="1"> <tr> <td colspan="2">Category: Urban Rail</td> </tr> <tr> <td colspan="2">Project Title: MRT 3 Capacity Expansion</td> </tr> <tr> <td>Location: Metro Manila</td> <td rowspan="10">  </td> </tr> <tr> <td>Description: Procurement of additional 52 coaches to increase system capacity and address overloading problems.</td> </tr> <tr> <td>Project Cost (PM): 8,633.64</td> </tr> <tr> <td>Funding: GOP - Local fund</td> </tr> <tr> <td>Implementing Agency: DOTC - MRT 3</td> </tr> <tr> <td>Status - Schedule: 2013 - 2016</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td><input type="checkbox"/> Business Case Study (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Feasibility Study (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Detailed Design (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Concept and Basic Design (Year) _____</td> </tr> <tr> <td><input checked="" type="checkbox"/> NEDA Board Approval (Year) <u>2012</u></td> </tr> <tr> <td><input type="checkbox"/> ECC (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> RRROW</td> </tr> <tr> <td><input type="checkbox"/> Others (Pls. Specify): _____</td> </tr> <tr> <td>Information Source: PIS (Dec 2013), Revalidated PIP (Nov 2013), DOTC</td> <td> Remarks: ● Pending RDC approval </td> </tr> </table>	Category: Urban Rail		Project Title: MRT 3 Capacity Expansion		Location: Metro Manila		Description: Procurement of additional 52 coaches to increase system capacity and address overloading problems.	Project Cost (PM): 8,633.64	Funding: GOP - Local fund	Implementing Agency: DOTC - MRT 3	Status - Schedule: 2013 - 2016	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____	<input type="checkbox"/> Feasibility Study (Year) _____	<input type="checkbox"/> Detailed Design (Year) _____	<input type="checkbox"/> Concept and Basic Design (Year) _____	<input checked="" type="checkbox"/> NEDA Board Approval (Year) <u>2012</u>	<input type="checkbox"/> ECC (Year) _____	<input type="checkbox"/> RRROW	<input type="checkbox"/> Others (Pls. Specify): _____	Information Source: PIS (Dec 2013), Revalidated PIP (Nov 2013), DOTC	Remarks: ● Pending RDC approval
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Code ¹	Project Profile																
D4 (T-R-7)	<table border="1"> <tr> <td colspan="2">Category: Urban Rail</td> </tr> <tr> <td colspan="2">Project Title: MRT 7 Stage 1 (Quezon Avenue - Commonwealth Avenue)</td> </tr> <tr> <td>Location: Metro Manila</td> <td rowspan="10">  </td> </tr> <tr> <td>Description: Construction and operation of a 22.8-kilometer rail transit system from North Avenue station in EDSA passing through Commonwealth Avenue, Regalado Avenue, and Quirino Highway up to the proposed intermodal transport terminal in San Jose del Monte, Bulacan with 14 stations.</td> </tr> <tr> <td>Project Cost (PM): 62,698.02</td> </tr> <tr> <td>Funding: TBD</td> </tr> <tr> <td>Implementing Agency: DOTC</td> </tr> <tr> <td>Status - Schedule: 2013 - 2018</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td> <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) <u>2013</u> <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td>Information Source: PIP (Dec 2013), DOTC</td> </tr> <tr> <td colspan="2">Remarks: ● Drafting of Implementing Agreement by Proponent and DOF</td> </tr> </table>	Category: Urban Rail		Project Title: MRT 7 Stage 1 (Quezon Avenue - Commonwealth Avenue)		Location: Metro Manila		Description: Construction and operation of a 22.8-kilometer rail transit system from North Avenue station in EDSA passing through Commonwealth Avenue, Regalado Avenue, and Quirino Highway up to the proposed intermodal transport terminal in San Jose del Monte, Bulacan with 14 stations.	Project Cost (PM): 62,698.02	Funding: TBD	Implementing Agency: DOTC	Status - Schedule: 2013 - 2018	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) <u>2013</u> <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____	Information Source: PIP (Dec 2013), DOTC	Remarks: ● Drafting of Implementing Agreement by Proponent and DOF	
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D5 (T-R-6)	<table border="1"> <tr> <td colspan="2">Category: Urban Rail</td> </tr> <tr> <td colspan="2">Project Title: Contactless Automatic Fare Collection System (AFCS)</td> </tr> <tr> <td>Location: Metro Manila</td> <td rowspan="10">  </td> </tr> <tr> <td>Description: The project involves the decommissioning of the old-magnetic-based ticketing system and replacing the same with contactless-based smart card technology on LRT Line a and 2 and MRT Line 3, with the introduction of a centralized back office that will perform apportionment of revenues. The private sector will operate and maintain the</td> </tr> <tr> <td>Project Cost (PM): 1,720.00</td> </tr> <tr> <td>Funding: PPP</td> </tr> <tr> <td>Implementing Agency: DOTC</td> </tr> <tr> <td>Status - Schedule: 2013 - 2016</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td> <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) <u>2012</u> <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td>Information Source: PIS (Dec 2013), Revalidated PIP (Nov 2013), PPP Center</td> </tr> <tr> <td colspan="2">Remarks: ● For Issuance of NOA. Financial proposals opened last 09 December 2013</td> </tr> </table>	Category: Urban Rail		Project Title: Contactless Automatic Fare Collection System (AFCS)		Location: Metro Manila		Description: The project involves the decommissioning of the old-magnetic-based ticketing system and replacing the same with contactless-based smart card technology on LRT Line a and 2 and MRT Line 3, with the introduction of a centralized back office that will perform apportionment of revenues. The private sector will operate and maintain the	Project Cost (PM): 1,720.00	Funding: PPP	Implementing Agency: DOTC	Status - Schedule: 2013 - 2016	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input checked="" type="checkbox"/> NEDA Board Approval (Year) <u>2012</u> <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____	Information Source: PIS (Dec 2013), Revalidated PIP (Nov 2013), PPP Center	Remarks: ● For Issuance of NOA. Financial proposals opened last 09 December 2013	
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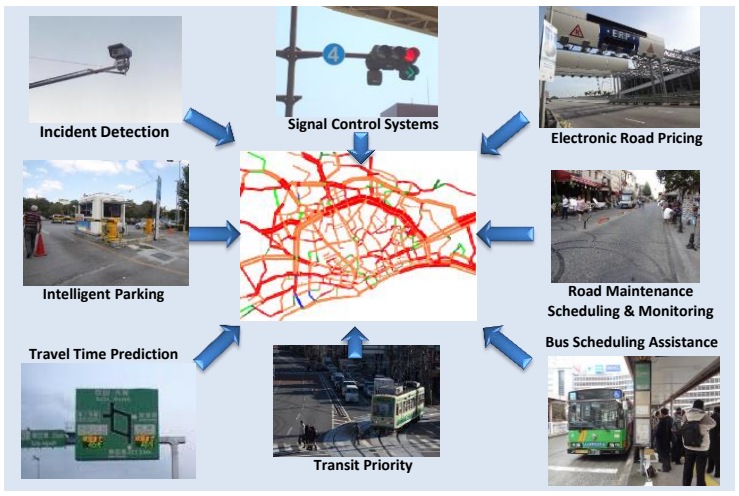

Code ¹	Project Profile																																	
D6 (T-R-4)	<p>Category: Urban Rail</p> <p>Project Title: Line 1 and Line 2 System Rehabilitation</p> <p>Location: Metro Manila, Lines 1 & 2</p> <p>Description: Rehabilitation of Line 1 and Line 2, including repainting stations, retrofitting viaducts, replacement of gantry, rail replacement, rehabilitation of down trains, etc.</p> <p>Project Cost (PM): 6,066.88</p> <p>Funding: Local Government</p> <p>Implementing Agency: DOTC - LRTA</p> <p>Status - Schedule: 2012 - 2016</p> <p>Project Readiness:</p> <table border="0"> <tr><td><input type="checkbox"/></td><td>Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>NEDA Board Approval</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>RRROW</td><td></td><td></td></tr> <tr><td><input type="checkbox"/></td><td>Others (Pls. Specify):</td><td></td><td>_____</td></tr> </table> <p>Information Source: Revalidated PIP (Nov 2013)</p>	<input type="checkbox"/>	Business Case Study	(Year)	_____	<input type="checkbox"/>	Feasibility Study	(Year)	_____	<input type="checkbox"/>	Detailed Design	(Year)	_____	<input type="checkbox"/>	Concept and Basic Design	(Year)	_____	<input type="checkbox"/>	NEDA Board Approval	(Year)	_____	<input type="checkbox"/>	ECC	(Year)	_____	<input type="checkbox"/>	RRROW			<input type="checkbox"/>	Others (Pls. Specify):		_____	 <p>Remarks: Project cost subject to results of structural study</p>
<input type="checkbox"/>	Business Case Study	(Year)	_____																															
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<input type="checkbox"/>	RRROW																																	
<input type="checkbox"/>	Others (Pls. Specify):		_____																															
D7-a/b/c (T-R-17, T-R-18)	<p>Category: Urban Rail</p> <p>Project Title: Maninla - Malolos Commuter Line</p> <p>Location: Metro Manila</p> <p>Description: Construction of a railway system to serve commuters travelling from Manila to Malolos.</p> <p>Project Cost (PM): 24,800.00</p> <p>Funding: TBD</p> <p>Implementing Agency: DOTC</p> <p>Status - Schedule: 2013 - 2018</p> <p>Project Readiness:</p> <table border="0"> <tr><td><input type="checkbox"/></td><td>Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>NEDA Board Approval</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>RRROW</td><td></td><td></td></tr> </table> <p>Information Source: Revalidated PIP (Nov 2013), DOTC</p>	<input type="checkbox"/>	Business Case Study	(Year)	_____	<input type="checkbox"/>	Feasibility Study	(Year)	_____	<input type="checkbox"/>	Detailed Design	(Year)	_____	<input type="checkbox"/>	Concept and Basic Design	(Year)	_____	<input type="checkbox"/>	NEDA Board Approval	(Year)	_____	<input type="checkbox"/>	ECC	(Year)	_____	<input type="checkbox"/>	RRROW			 <p>Remarks: ● Project will showcase Filipino capability by incorporating R&D outputs of DOST on rail transport, thru local manufacture/fabrication of railcars and reverse engineering of other electromechanical components. A parallel feasibility study (to be supervised by DOTC) for Stages 2 and 3 shall be undertaken.</p>				
<input type="checkbox"/>	Business Case Study	(Year)	_____																															
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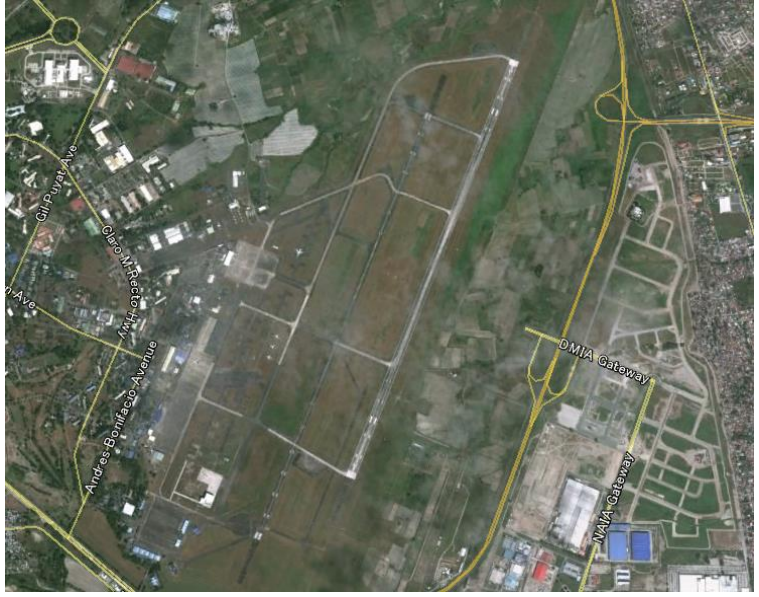
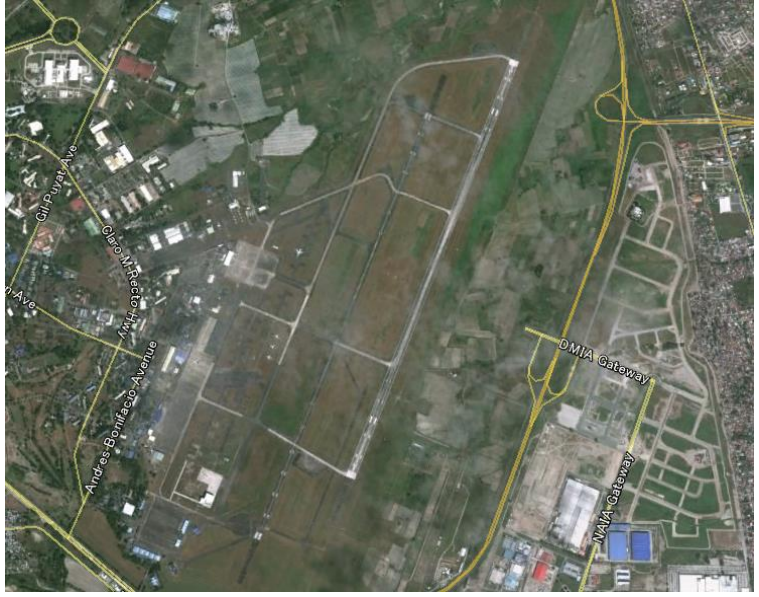
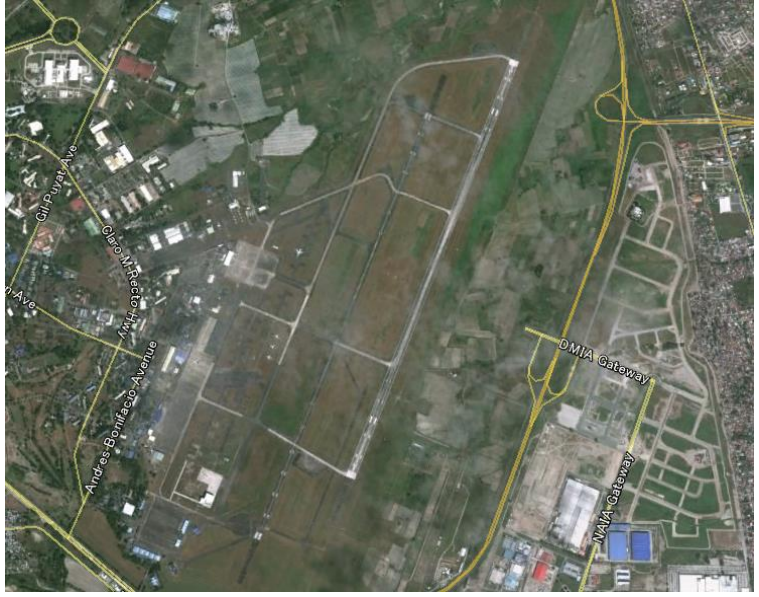
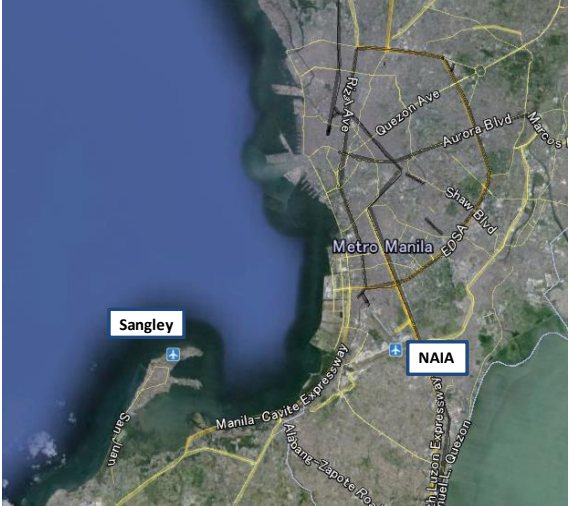
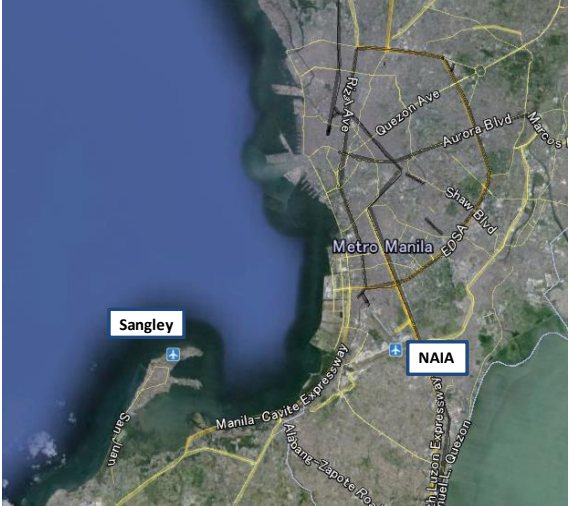
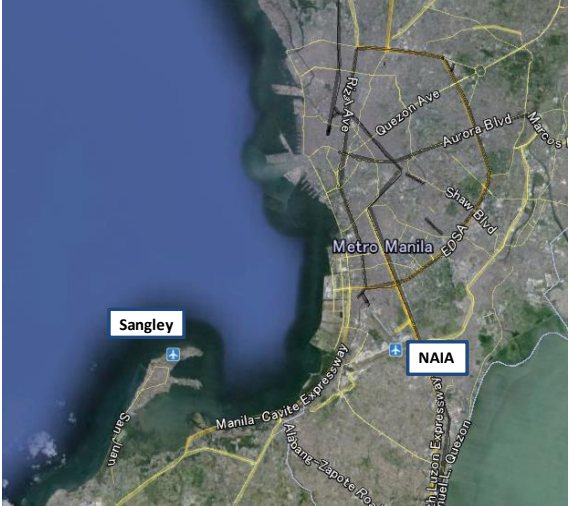
Code ¹	Project Profile																	
D8	<table border="1"> <tr> <td colspan="2">Category: Urban Rail</td> </tr> <tr> <td colspan="2">Project Title: Metro Manila CBD Transit System Project</td> </tr> <tr> <td>Location: Metro Manila</td> <td rowspan="10">  </td> </tr> <tr> <td>Description:</td> </tr> <tr> <td>Several mass transit lines have been proposed in the medium-term. None of them have pre-existing studies. Therefore, their realization would hinge on line-specific feasibility studies. To ensure that they do not emerge into fragmented lines, a railway network development plan should be articulated with particular focus on common stations.</td> </tr> <tr> <td>Project Cost (PM): 75.00</td> </tr> <tr> <td>Funding: TBD</td> </tr> <tr> <td>Implementing Agency: BCDA/DOTr</td> </tr> <tr> <td>Status - Schedule: 2013 - 2014</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td> <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td>Information Source: JICA Study Team</td> </tr> <tr> <td colspan="2"> Remarks: <ul style="list-style-type: none"> ● Proposed by JICA Study Team ● New transport system includes monorail system, AGT, and others. </td> </tr> </table>	Category: Urban Rail		Project Title: Metro Manila CBD Transit System Project		Location: Metro Manila		Description:	Several mass transit lines have been proposed in the medium-term. None of them have pre-existing studies. Therefore, their realization would hinge on line-specific feasibility studies. To ensure that they do not emerge into fragmented lines, a railway network development plan should be articulated with particular focus on common stations.	Project Cost (PM): 75.00	Funding: TBD	Implementing Agency: BCDA/DOTr	Status - Schedule: 2013 - 2014	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____	Information Source: JICA Study Team	Remarks: <ul style="list-style-type: none"> ● Proposed by JICA Study Team ● New transport system includes monorail system, AGT, and others. 	
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D9	<table border="1"> <tr> <td colspan="2">Category: Urban Rail</td> </tr> <tr> <td colspan="2">Project Title: Mega Manila Subway Study</td> </tr> <tr> <td>Location: Metro Manila</td> <td rowspan="10">  </td> </tr> <tr> <td>Description:</td> </tr> <tr> <td>This study will explore the viability of an underground metro system for Metro Manila, given the densification of urban activities, the limits to road buildings, and the optimistic prospects for funding. The time may have come to address the growing commuting requirements of major CBDs (such as the Bay Area, Makati, BGC, Ortigas, North Triangle, FTI, Alabang) with an underground mass transit solution for a large metropolis like Metro Manila.</td> </tr> <tr> <td>Project Cost (PM): 120.00</td> </tr> <tr> <td>Funding: TBD</td> </tr> <tr> <td>Implementing Agency: DOTr</td> </tr> <tr> <td>Status - Schedule: 2014</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td> <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td>Information Source: JICA Study Team</td> </tr> <tr> <td colspan="2"> Remarks: <ul style="list-style-type: none"> ● Proposed by JICA Study Team </td> </tr> </table>	Category: Urban Rail		Project Title: Mega Manila Subway Study		Location: Metro Manila		Description:	This study will explore the viability of an underground metro system for Metro Manila, given the densification of urban activities, the limits to road buildings, and the optimistic prospects for funding. The time may have come to address the growing commuting requirements of major CBDs (such as the Bay Area, Makati, BGC, Ortigas, North Triangle, FTI, Alabang) with an underground mass transit solution for a large metropolis like Metro Manila.	Project Cost (PM): 120.00	Funding: TBD	Implementing Agency: DOTr	Status - Schedule: 2014	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____	Information Source: JICA Study Team	Remarks: <ul style="list-style-type: none"> ● Proposed by JICA Study Team 	
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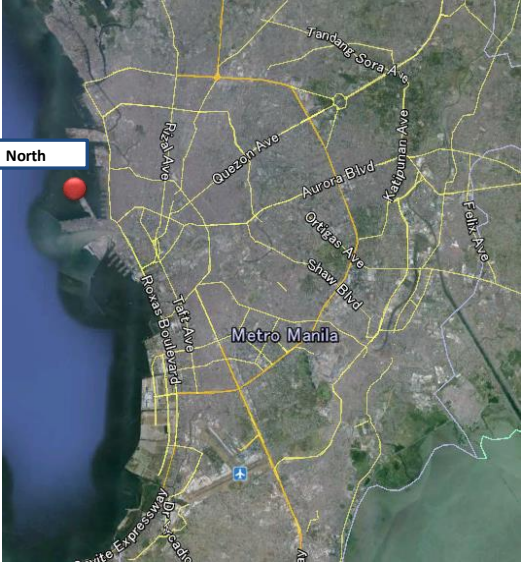

Code ¹	Project Profile																																
D10	<p>Category: Urban Rail</p> <p>Project Title: Common Station for LRT 1, MRT 3 and MRT 7</p> <p>Location: Metro Manila</p> <p>Description: To achieve optimal load factor, the Project will involve construction of an integrated rail terminal for easy passenger transfer among LRT/MRT lines 1, 3, and 7 at the North Avenue and EDSA intersection.</p> <p>Project Cost (PM): 1,399.65</p> <p>Funding: GOP - Local fund</p> <p>Implementing Agency: DOTC</p> <p>Status - Schedule:</p> <p>Project Readiness:</p> <table border="0"> <tr><td><input type="checkbox"/></td><td>Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>NEDA Board Approval</td><td>(Year)</td><td>2013</td></tr> <tr><td><input type="checkbox"/></td><td>ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>RRROW</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Others (Pls. Specify):</td><td></td><td>_____</td></tr> </table> <p>Information Source: PIS (Dec 2013), Revalidated PIP (Nov 2013)</p>  <p>Remarks:</p>	<input type="checkbox"/>	Business Case Study	(Year)	_____	<input type="checkbox"/>	Feasibility Study	(Year)	_____	<input type="checkbox"/>	Detailed Design	(Year)	_____	<input type="checkbox"/>	Concept and Basic Design	(Year)	_____	<input checked="" type="checkbox"/>	NEDA Board Approval	(Year)	2013	<input type="checkbox"/>	ECC	(Year)	_____	<input type="checkbox"/>	RRROW	(Year)	_____	<input type="checkbox"/>	Others (Pls. Specify):		_____
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E1 (T-PT-4)	<p>Category: Road-based Public Transport</p> <p>Project Title: Integrated Transport System Project</p> <p>Location: Metro Manila</p> <p>Description: Establishment of three (3) integrated terminals in order to make transportation within Metro Manila simpler and more efficient.</p> <p>North Terminal: North - Ali (beside Trinoma)</p> <p>South Coastal Road Terminal: South - Coastal Road (PRA)</p> <p>South SLEX Terminal: South - SLEx (FTI) with 5.6 has.</p> <p>Project Cost (PM): 5,080.00</p> <p>Funding: PPP</p> <p>Implementing Agency: DOTC</p> <p>Status - Schedule: 2013 - 2014</p> <p>Project Readiness:</p> <table border="0"> <tr><td><input type="checkbox"/></td><td>Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input checked="" type="checkbox"/></td><td>NEDA Board Approval</td><td>(Year)</td><td>2013</td></tr> <tr><td><input type="checkbox"/></td><td>ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/></td><td>RRROW</td><td>(Year)</td><td>_____</td></tr> </table> <p>Information Source: PIS (Dec 2013), Revalidated PIP (Nov 2013), PPP Center, DOTC</p>  <p>Remarks:</p>	<input type="checkbox"/>	Business Case Study	(Year)	_____	<input type="checkbox"/>	Feasibility Study	(Year)	_____	<input type="checkbox"/>	Detailed Design	(Year)	_____	<input type="checkbox"/>	Concept and Basic Design	(Year)	_____	<input checked="" type="checkbox"/>	NEDA Board Approval	(Year)	2013	<input type="checkbox"/>	ECC	(Year)	_____	<input type="checkbox"/>	RRROW	(Year)	_____				
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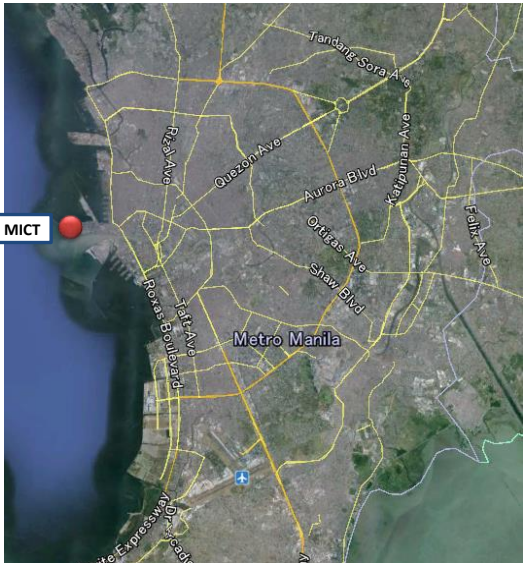
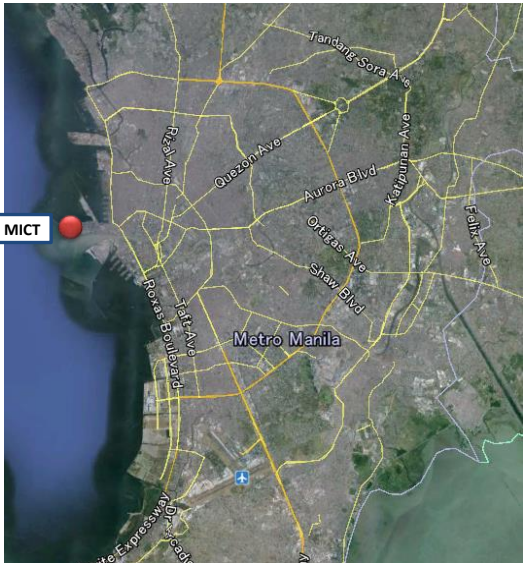
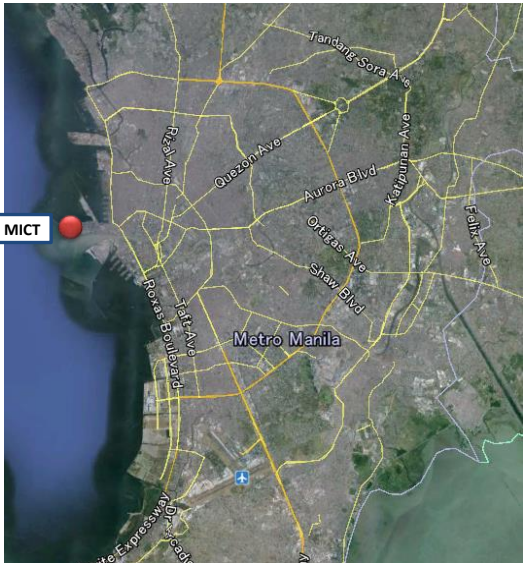
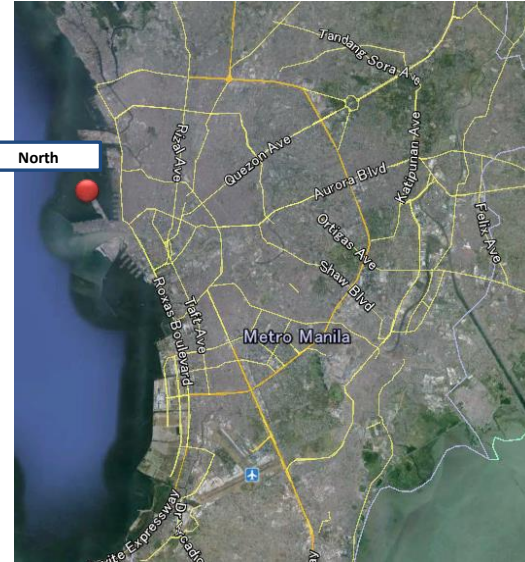
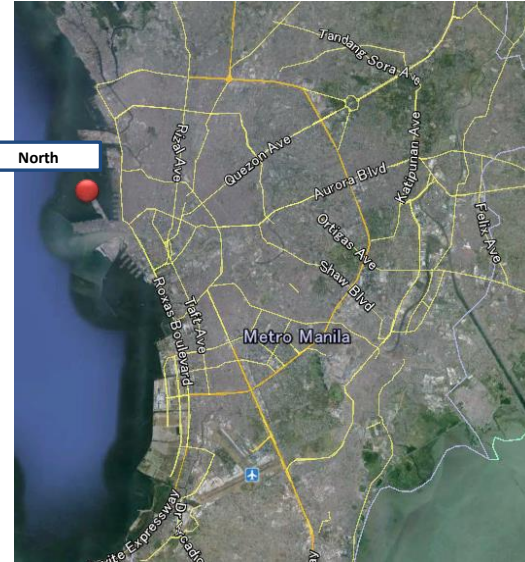
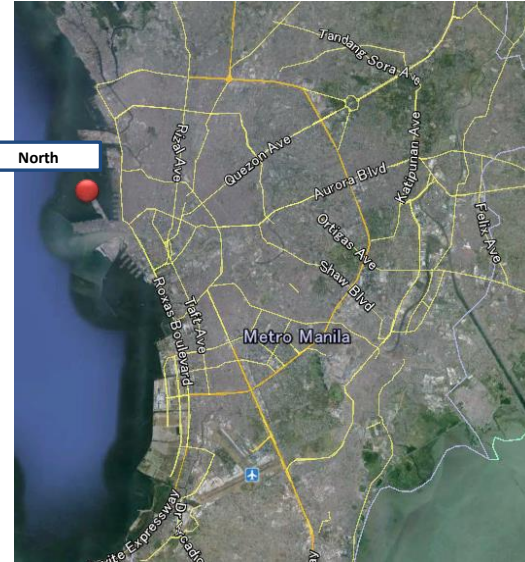
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E2	<table border="1"> <tr> <td colspan="2" data-bbox="207 179 1460 212">Category: Urban Rail</td> </tr> <tr> <td colspan="2" data-bbox="207 224 1460 257">Project Title: Public Road Passenger Transport Reform Study</td> </tr> <tr> <td data-bbox="207 268 678 302">Location: Metro Manila</td> <td data-bbox="678 268 1460 302">Example of modern public transport system</td> </tr> <tr> <td data-bbox="207 313 678 548">Description: This study shall formulate a comprehensive plan of action to make operations of more than 60,000 jeepneys and 10,000 buses in NCR more efficient, lower their carbon footprints, and attractive to car users, without losing their role as big employment generators. The MMDA has attempted to put some sanity and order in the operations of buses on EDSA, but is stymied by many factors outside its control.</td> <td data-bbox="678 313 1460 593"> <table border="0"> <tr> <td data-bbox="686 324 1093 347">Bus exclusive Lane</td> <td data-bbox="1093 324 1452 347">CNG buses</td> </tr> <tr> <td data-bbox="758 369 1093 582"></td> <td data-bbox="1101 369 1444 582"></td> </tr> <tr> <td data-bbox="686 616 1093 638">Electric vehicle</td> <td data-bbox="1093 616 1452 638">Modern bus and facilities</td> </tr> <tr> <td data-bbox="758 649 1021 840"></td> <td data-bbox="1101 649 1444 840"></td> </tr> </table> </td> </tr> <tr> <td colspan="2" data-bbox="207 560 1460 593">Project Cost (PM): 60.00</td> </tr> <tr> <td colspan="2" data-bbox="207 604 1460 638">Funding: TBD</td> </tr> <tr> <td colspan="2" data-bbox="207 649 1460 683">Implementing Agency: DOTC/MMDA</td> </tr> <tr> <td colspan="2" data-bbox="207 694 1460 728">Status - Schedule: 2014 - 2015</td> </tr> <tr> <td colspan="2" data-bbox="207 739 1460 985">Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td colspan="2" data-bbox="207 996 1460 1030">Information Source: JICA Study Team</td> </tr> <tr> <td colspan="2" data-bbox="678 862 1460 929">Remarks: ● Proposed by JICA Study Team</td> </tr> </table>	Category: Urban Rail		Project Title: Public Road Passenger Transport Reform Study		Location: Metro Manila	Example of modern public transport system	Description: This study shall formulate a comprehensive plan of action to make operations of more than 60,000 jeepneys and 10,000 buses in NCR more efficient, lower their carbon footprints, and attractive to car users, without losing their role as big employment generators. The MMDA has attempted to put some sanity and order in the operations of buses on EDSA, but is stymied by many factors outside its control.	<table border="0"> <tr> <td data-bbox="686 324 1093 347">Bus exclusive Lane</td> <td data-bbox="1093 324 1452 347">CNG buses</td> </tr> <tr> <td data-bbox="758 369 1093 582"></td> <td data-bbox="1101 369 1444 582"></td> </tr> <tr> <td data-bbox="686 616 1093 638">Electric vehicle</td> <td data-bbox="1093 616 1452 638">Modern bus and facilities</td> </tr> <tr> <td data-bbox="758 649 1021 840"></td> <td data-bbox="1101 649 1444 840"></td> </tr> </table>	Bus exclusive Lane	CNG buses			Electric vehicle	Modern bus and facilities			Project Cost (PM): 60.00		Funding: TBD		Implementing Agency: DOTC/MMDA		Status - Schedule: 2014 - 2015		Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____		Information Source: JICA Study Team		Remarks: ● Proposed by JICA Study Team	
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F1	<table border="1"> <tr> <td colspan="2" data-bbox="205 183 1458 219">Category: Traffic Management</td> </tr> <tr> <td colspan="2" data-bbox="205 237 1458 273">Project Title: Installation of Intelligent Transport System: Module A Traffic Signal System Upgrading, Module B Communication and Monitoring</td> </tr> <tr> <td data-bbox="205 291 678 327">Location: Metro Manila</td> <td data-bbox="678 291 1458 327">Image of modern Traffic Command Center</td> </tr> <tr> <td data-bbox="205 331 678 654"> Description: Module A (Phase I) System upgrading of control center facilities (Phase II) System upgrading of field facilities (Phase III) Signalization of additional 200 warranted intersections, upgrading equipment, etc. Module B Installation of (i) road safety surveillance system and wireless communication system, (ii) RFID traffic information collection system, (iii) video traffic information collection system, (iv) LED boards to convey traffic related messages. </td> <td data-bbox="678 331 1458 958">   </td> </tr> <tr> <td colspan="2" data-bbox="205 658 1458 694">Project Cost (PM): 3,309.00</td> </tr> <tr> <td colspan="2" data-bbox="205 698 1458 734">Funding: TBD</td> </tr> <tr> <td colspan="2" data-bbox="205 739 1458 775">Implementing Agency: MMDA</td> </tr> <tr> <td colspan="2" data-bbox="205 779 1458 815">Status - Schedule: 2013 - 2016</td> </tr> <tr> <td colspan="2" data-bbox="205 819 1458 1093"> Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td colspan="2" data-bbox="205 1084 1458 1133">Information Source: Revalidated PIP (Nov 2013), MMDA</td> </tr> <tr> <td colspan="2" data-bbox="678 958 1458 1133">Remarks:</td> </tr> </table>	Category: Traffic Management		Project Title: Installation of Intelligent Transport System: Module A Traffic Signal System Upgrading, Module B Communication and Monitoring		Location: Metro Manila	Image of modern Traffic Command Center	Description: Module A (Phase I) System upgrading of control center facilities (Phase II) System upgrading of field facilities (Phase III) Signalization of additional 200 warranted intersections, upgrading equipment, etc. Module B Installation of (i) road safety surveillance system and wireless communication system, (ii) RFID traffic information collection system, (iii) video traffic information collection system, (iv) LED boards to convey traffic related messages.	 	Project Cost (PM): 3,309.00		Funding: TBD		Implementing Agency: MMDA		Status - Schedule: 2013 - 2016		Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____		Information Source: Revalidated PIP (Nov 2013), MMDA		Remarks:			
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F2	<table border="1"> <tr> <td colspan="2" data-bbox="205 1171 1458 1207">Category: Traffic Management</td> </tr> <tr> <td colspan="2" data-bbox="205 1216 1458 1252">Project Title: Systematic Road Safety Interventions Study</td> </tr> <tr> <td data-bbox="205 1261 678 1296">Location: Metro Manila</td> <td data-bbox="678 1261 1458 1296">Example of road safety intervention</td> </tr> <tr> <td data-bbox="205 1301 678 1601"> Description: As a part of traffic management, traffic safety is important. Through the study, the components of the systematic road safety interventions will be identified. The study scope shall cover 3Es (engineering, education and enforcement). - Engineering: Signalling, intersection improvement, safety facilities, pedestrian facilities, flyover, parking facilities, others. - Education: Safety education, safety campaign, others. Enforcement: Traffic surveillance, traffic control, vehicle inspection, others. </td> <td data-bbox="678 1301 1458 1601"> <div style="display: flex; justify-content: space-around;"> <div data-bbox="689 1301 1024 1574"> Foot bridge  </div> <div data-bbox="1098 1301 1433 1574"> Fence  </div> </div> </td> </tr> <tr> <td colspan="2" data-bbox="205 1606 1458 1641">Project Cost (PM): 1,000.00</td> </tr> <tr> <td colspan="2" data-bbox="205 1646 1458 1682">Funding: TBD</td> </tr> <tr> <td colspan="2" data-bbox="205 1686 1458 1722">Implementing Agency: MMDA</td> </tr> <tr> <td colspan="2" data-bbox="205 1727 1458 1762">Status - Schedule: 2014 - 2016</td> </tr> <tr> <td colspan="2" data-bbox="205 1767 1458 2031"> Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____ </td> </tr> <tr> <td colspan="2" data-bbox="205 2036 1458 2072">Information Source: JICA Study Team</td> </tr> <tr> <td colspan="2" data-bbox="678 1606 1458 2031"> <div style="display: flex; justify-content: space-around;"> <div data-bbox="689 1606 1024 1892"> Traffic academy  </div> <div data-bbox="1040 1606 1433 1892"> CCTV  </div> </div> </td> </tr> <tr> <td colspan="2" data-bbox="678 1897 1458 2031">Remarks: ● Proposed by JICA Study Team</td> </tr> </table>	Category: Traffic Management		Project Title: Systematic Road Safety Interventions Study		Location: Metro Manila	Example of road safety intervention	Description: As a part of traffic management, traffic safety is important. Through the study, the components of the systematic road safety interventions will be identified. The study scope shall cover 3Es (engineering, education and enforcement). - Engineering: Signalling, intersection improvement, safety facilities, pedestrian facilities, flyover, parking facilities, others. - Education: Safety education, safety campaign, others. Enforcement: Traffic surveillance, traffic control, vehicle inspection, others.	<div style="display: flex; justify-content: space-around;"> <div data-bbox="689 1301 1024 1574"> Foot bridge  </div> <div data-bbox="1098 1301 1433 1574"> Fence  </div> </div>	Project Cost (PM): 1,000.00		Funding: TBD		Implementing Agency: MMDA		Status - Schedule: 2014 - 2016		Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW <input type="checkbox"/> Others (Pls. Specify): _____		Information Source: JICA Study Team		<div style="display: flex; justify-content: space-around;"> <div data-bbox="689 1606 1024 1892"> Traffic academy  </div> <div data-bbox="1040 1606 1433 1892"> CCTV  </div> </div>		Remarks: ● Proposed by JICA Study Team	
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Remarks: ● Proposed by JICA Study Team																									

Code ¹	Project Profile																									
F3	<p>Category: Traffic Management</p> <p>Project Title: Comprehensive Traffic Management Study</p> <p>Location: Metro Manila</p> <p>Description: The MMDA urgently needs technical assistance to strengthen the following important component; - the installation of computerized and coordinated traffic signaling systems; and, - geometric improvements and other traffic engineering measures. Economic analysis would show that traffic engineering measures would win over any new road project.</p> <p>Project Cost (PM): 50.00</p> <p>Funding: TBD</p> <p>Implementing Agency: MMDA</p> <p>Status - Schedule: 2014</p> <p>Project Readiness:</p> <table border="0"> <tr><td><input type="checkbox"/></td><td>Business Case Study</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>Feasibility Study</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>Detailed Design</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>Concept and Basic Design</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>NEDA Board Approval</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>ECC</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>RRROW</td><td></td></tr> <tr><td><input type="checkbox"/></td><td>Others (Pls. Specify):</td><td>_____</td></tr> </table> <p>Information Source: JICA Study Team</p>	<input type="checkbox"/>	Business Case Study	(Year) _____	<input type="checkbox"/>	Feasibility Study	(Year) _____	<input type="checkbox"/>	Detailed Design	(Year) _____	<input type="checkbox"/>	Concept and Basic Design	(Year) _____	<input type="checkbox"/>	NEDA Board Approval	(Year) _____	<input type="checkbox"/>	ECC	(Year) _____	<input type="checkbox"/>	RRROW		<input type="checkbox"/>	Others (Pls. Specify):	_____	<p>Example of Traffic Management System</p>  <p>Remarks: ● Proposed by JICA Study Team</p>
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G1-a/b (T-AP-1, T-AP-8, T-AP-11)	<p>Category: Airport</p> <p>Project Title: NAIA Improvement (airside package and landside package)</p> <p>Location: Metro Manila</p> <p>Description: Project composed of the followings; - Retrofitting/Renovation of Terminal 1 - Continuous Repair of Terminal CRs - Repair and Rehabilitation of Terminal 1 Apron - Construction of Rapid Exit Taxiway and Widening of Taxiway Echo 1 - Construction of Taxiway November Extension - Expansion of Arrival and Departure Areas at Terminal 4 - Supply and Installation of Primary Line Conduit of AFL System (Phase 2)</p> <p>Project Cost (PM): 4,249.00</p> <p>Funding: TBD</p> <p>Implementing Agency: MIAA</p> <p>Status - Schedule: 2014 - 2015</p> <p>Project Readiness:</p> <table border="0"> <tr><td><input type="checkbox"/></td><td>Business Case Study</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>Feasibility Study</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>Detailed Design</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>Concept and Basic Design</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>NEDA Board Approval</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>ECC</td><td>(Year) _____</td></tr> <tr><td><input type="checkbox"/></td><td>RRROW</td><td></td></tr> </table> <p>Information Source: DOTC</p>	<input type="checkbox"/>	Business Case Study	(Year) _____	<input type="checkbox"/>	Feasibility Study	(Year) _____	<input type="checkbox"/>	Detailed Design	(Year) _____	<input type="checkbox"/>	Concept and Basic Design	(Year) _____	<input type="checkbox"/>	NEDA Board Approval	(Year) _____	<input type="checkbox"/>	ECC	(Year) _____	<input type="checkbox"/>	RRROW		 <p>Remarks:</p>			
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G2 (T-AP-10, T-AP-12)	<table border="1"> <tr> <td colspan="2" data-bbox="205 185 1458 219">Category: Airport</td> </tr> <tr> <td colspan="2" data-bbox="205 230 1458 264">Project Title: Clark International Airport Construction of a Budget/ Low Cost Carrier (LCC) Terminal</td> </tr> <tr> <td data-bbox="205 275 678 320">Location: Clark Free Port Zone</td> <td data-bbox="678 275 1458 902" rowspan="7">  </td> </tr> <tr> <td data-bbox="205 331 678 600"> Description: Provision of a dedicated airport terminal and terminal facilities for budget/low cost carriers with an annual terminal capacity of 10 to 30 million passengers. </td> </tr> <tr> <td data-bbox="205 611 678 645">Project Cost (PM): 7,069.63</td> </tr> <tr> <td data-bbox="205 656 678 689">Funding: TBD</td> </tr> <tr> <td data-bbox="205 701 678 734">Implementing Agency: DOTC - CIAC</td> </tr> <tr> <td data-bbox="205 745 678 779">Status - Schedule: 2014 - 2016</td> </tr> <tr> <td data-bbox="205 790 678 1014"> Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRWW </td> </tr> <tr> <td colspan="2" data-bbox="205 1025 1458 1059">Information Source: Revalidated PIP (Nov 2013)</td> </tr> <tr> <td colspan="2" data-bbox="678 913 1458 1059">Remarks:</td> </tr> </table>	Category: Airport		Project Title: Clark International Airport Construction of a Budget/ Low Cost Carrier (LCC) Terminal		Location: Clark Free Port Zone		Description: Provision of a dedicated airport terminal and terminal facilities for budget/low cost carriers with an annual terminal capacity of 10 to 30 million passengers.	Project Cost (PM): 7,069.63	Funding: TBD	Implementing Agency: DOTC - CIAC	Status - Schedule: 2014 - 2016	Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRWW	Information Source: Revalidated PIP (Nov 2013)		Remarks:	
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G3	<table border="1"> <tr> <td colspan="2" data-bbox="205 1090 1458 1124">Category: Airport</td> </tr> <tr> <td colspan="2" data-bbox="205 1135 1458 1169">Project Title: Feasibility Study of a New NAIA</td> </tr> <tr> <td data-bbox="205 1180 678 1214">Location: Cavite and other provinces</td> <td data-bbox="678 1180 1458 1774" rowspan="7">  </td> </tr> <tr> <td data-bbox="205 1225 678 1460"> Description: It is proposed that a new study be initiated to find a replacement for NAIA within a short radius of 50 km, and to examine the full-range of costs. Re-developing Sangley combined with a new Causeway Road, or expropriating land to create a second runway on NAIA, may turn out to be cheaper. It needs to evaluate also another site proposed by a private conglomerate. </td> </tr> <tr> <td data-bbox="205 1471 678 1505">Project Cost (PM): 50.00</td> </tr> <tr> <td data-bbox="205 1516 678 1550">Funding: TBD</td> </tr> <tr> <td data-bbox="205 1561 678 1594">Implementing Agency: DOTC</td> </tr> <tr> <td data-bbox="205 1606 678 1639">Status - Schedule: 2014</td> </tr> <tr> <td data-bbox="205 1650 678 1874"> Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRWW </td> </tr> <tr> <td colspan="2" data-bbox="205 1886 1458 1919">Information Source: DOTC</td> </tr> <tr> <td colspan="2" data-bbox="678 1785 1458 1919">Remarks: ● Proposed by JICA Study Team</td> </tr> </table>	Category: Airport		Project Title: Feasibility Study of a New NAIA		Location: Cavite and other provinces		Description: It is proposed that a new study be initiated to find a replacement for NAIA within a short radius of 50 km, and to examine the full-range of costs. Re-developing Sangley combined with a new Causeway Road, or expropriating land to create a second runway on NAIA, may turn out to be cheaper. It needs to evaluate also another site proposed by a private conglomerate.	Project Cost (PM): 50.00	Funding: TBD	Implementing Agency: DOTC	Status - Schedule: 2014	Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRWW	Information Source: DOTC		Remarks: ● Proposed by JICA Study Team	
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Remarks: ● Proposed by JICA Study Team																	

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H1 (T-P-3, T-P-21)	<p>Category: Port</p> <p>Project Title: Projects for North Harbor</p> <p>Location: Metro Manila</p> <p>Description: The project components include the following: - Terminal 1: wharf structure at Pier 14, Terminal 16 and Marine Slipway; - Terminal 2: wharf structure at Piers 6 to Pier 12; - Terminal 3: construction of a new alignment of berthing spaces at Piers 2 and 4, and reclamation of an area in Pier 2 extension; and, - the construction of Passenger Terminal Buildings.</p> <p>Project Cost (PM): 6,000.00</p> <p>Funding: TBD</p> <p>Implementing Agency: PPA</p> <p>Status - Schedule: 2014 - 2016</p> <p>Project Readiness:</p> <table border="0"> <tr><td><input type="checkbox"/> Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> NEDA Board Approval</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> RROW</td><td></td><td></td></tr> </table> <p>Information Source: PPA</p>	<input type="checkbox"/> Business Case Study	(Year)	_____	<input type="checkbox"/> Feasibility Study	(Year)	_____	<input type="checkbox"/> Detailed Design	(Year)	_____	<input type="checkbox"/> Concept and Basic Design	(Year)	_____	<input type="checkbox"/> NEDA Board Approval	(Year)	_____	<input type="checkbox"/> ECC	(Year)	_____	<input type="checkbox"/> RROW			 <p>Remarks:</p>
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H2 (T-P-5, T-P-22)	<p>Category: Port</p> <p>Project Title: Projects for South Harbor</p> <p>Location: Metro Manila</p> <p>Description: The port operator, ATI, has a commitment to PPA to invest in rail and quay cranes to improve its throughput capacity to 24 million metric tons and 1.6 million TEUs annually.</p> <p>Project Cost (PM): 1,000.00</p> <p>Funding: TBD</p> <p>Implementing Agency: PPA</p> <p>Status - Schedule: 2014 - 2016</p> <p>Project Readiness:</p> <table border="0"> <tr><td><input type="checkbox"/> Business Case Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Feasibility Study</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Detailed Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> Concept and Basic Design</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> NEDA Board Approval</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> ECC</td><td>(Year)</td><td>_____</td></tr> <tr><td><input type="checkbox"/> RROW</td><td></td><td></td></tr> </table> <p>Information Source: PPA</p>	<input type="checkbox"/> Business Case Study	(Year)	_____	<input type="checkbox"/> Feasibility Study	(Year)	_____	<input type="checkbox"/> Detailed Design	(Year)	_____	<input type="checkbox"/> Concept and Basic Design	(Year)	_____	<input type="checkbox"/> NEDA Board Approval	(Year)	_____	<input type="checkbox"/> ECC	(Year)	_____	<input type="checkbox"/> RROW			 <p>Remarks:</p>
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H3	<table border="1"> <tr> <td colspan="2">Category: Port</td> </tr> <tr> <td colspan="2">Project Title: MICT</td> </tr> <tr> <td>Location: Metro Manila</td> <td rowspan="10">  </td> </tr> <tr> <td>Description: The port operator ICTSI is preparing to build Berth 7 within five years.</td> </tr> <tr> <td>Project Cost (PM): 4,000.00</td> </tr> <tr> <td>Funding: TBD</td> </tr> <tr> <td>Implementing Agency: PPA</td> </tr> <tr> <td>Status - Schedule: 2015 - 2016</td> </tr> <tr> <td>Project Readiness:</td> </tr> <tr> <td><input type="checkbox"/> Business Case Study (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Feasibility Study (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Detailed Design (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> Concept and Basic Design (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> NEDA Board Approval (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> ECC (Year) _____</td> </tr> <tr> <td><input type="checkbox"/> RROW</td> </tr> <tr> <td>Information Source: PPA/ DOTC</td> <td>Remarks:</td> </tr> </table>	Category: Port		Project Title: MICT		Location: Metro Manila		Description: The port operator ICTSI is preparing to build Berth 7 within five years.	Project Cost (PM): 4,000.00	Funding: TBD	Implementing Agency: PPA	Status - Schedule: 2015 - 2016	Project Readiness:	<input type="checkbox"/> Business Case Study (Year) _____	<input type="checkbox"/> Feasibility Study (Year) _____	<input type="checkbox"/> Detailed Design (Year) _____	<input type="checkbox"/> Concept and Basic Design (Year) _____	<input type="checkbox"/> NEDA Board Approval (Year) _____	<input type="checkbox"/> ECC (Year) _____	<input type="checkbox"/> RROW	Information Source: PPA/ DOTC	Remarks:
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Code ¹	Project Profile																
H5	<table border="1"> <tr> <td data-bbox="205 188 678 219">Category: Port</td> <td data-bbox="678 188 1458 219"></td> </tr> <tr> <td colspan="2" data-bbox="205 232 1458 264">Project Title: Other Ports</td> </tr> <tr> <td data-bbox="205 277 678 309">Location: Greater Capital Region</td> <td data-bbox="678 277 1458 309"></td> </tr> <tr> <td data-bbox="205 322 678 591"> Description: Investments in other small ports are being programmed for Regions III and IV-A. However, the investment amounts pale in comparison to those for MICT, South and North Harbors for which no information is available. </td> <td data-bbox="678 277 1458 904" rowspan="6">  </td> </tr> <tr> <td data-bbox="205 604 678 636">Project Cost (PM): 1,010.00</td> <td data-bbox="678 904 1458 936" rowspan="5">Remarks:</td> </tr> <tr> <td data-bbox="205 649 678 680">Funding: TBD</td> </tr> <tr> <td data-bbox="205 694 678 725">Implementing Agency: DOTC</td> </tr> <tr> <td data-bbox="205 739 678 770">Status - Schedule: 2015 - 2016</td> </tr> <tr> <td data-bbox="205 784 678 1008"> Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW </td> </tr> <tr> <td data-bbox="205 1021 678 1052">Information Source: JICA Study Team</td> <td data-bbox="678 936 1458 1061"></td> </tr> </table>	Category: Port		Project Title: Other Ports		Location: Greater Capital Region		Description: Investments in other small ports are being programmed for Regions III and IV-A. However, the investment amounts pale in comparison to those for MICT, South and North Harbors for which no information is available.		Project Cost (PM): 1,010.00	Remarks:	Funding: TBD	Implementing Agency: DOTC	Status - Schedule: 2015 - 2016	Project Readiness: <input type="checkbox"/> Business Case Study (Year) _____ <input type="checkbox"/> Feasibility Study (Year) _____ <input type="checkbox"/> Detailed Design (Year) _____ <input type="checkbox"/> Concept and Basic Design (Year) _____ <input type="checkbox"/> NEDA Board Approval (Year) _____ <input type="checkbox"/> ECC (Year) _____ <input type="checkbox"/> RRROW	Information Source: JICA Study Team	
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Source: JICA Study Team, compilation from NEDA, DPWH, DOTC, MMDA, PPP Center.

¹ Project codes in parenthesis correspond with the code in Appendix to Chapter 4 (2) Project Listings By Status.

B

MEDIUM- AND LONG-TERM PROGRAM

1 LIST OF MEDIUM AND LONG-TERM PROGRAM

(1) Highway and Expressway

	Code	Project	Plan	Area	Status	New/ Upgrade	Length (km)	Existing Lanes	Proposed Lanes	Total Cost (PHP mil.)
Hi-way	R-8	Navotas/ Malabon/ Valenzuela Package	Medium	NCR	Proposed	New	8.5	-	2x2	2,380
	R-9	Navotas/ Malabon/ Valenzuela Package	Medium	NCR	Proposed	New	2.3	-	3x3	960
	R-10	Navotas/ Malabon/ Valenzuela Package	Medium	NCR	Proposed	New	9.1	-	3x3	3,930
	R-11	Navotas/ Malabon/ Valenzuela Package	Medium	NCR	Proposed	Upgrade	31.0	1x1	2x2	5,890
	R-12	Navotas/ Malabon/ Valenzuela Package	Medium	NCR	Proposed	Upgrade	34.7	1x1	3x3	10,760
	R-13	Marikina Package	Medium	NCR	Proposed	New	10.6	-	2x2	2,230
	R-14	Marikina Package	Medium	NCR	Proposed	Upgrade	5.0	1x1	2x2	750
	R-15	Marikina Package	Medium	NCR	Proposed	Upgrade	25.1	1x1	2x2	4,020
	R-16	Marikina Package	Medium	NCR	Proposed	Upgrade	7.3	2x2	2x2	800
	R-17	Marikina Package	Medium	NCR	Proposed	Upgrade	1.9	1x1	3x3	510
	R-18	Marikina Package	Medium	NCR	Proposed	Upgrade	1.9	2x2	3x3	410
	R-44	Ortigas Avenue Upgrade	Medium	NCR	Proposed	Upgrade	9.5	1x1/2x2	3x3	8,910
	R-24	Amang Rodriguez Ave. & Pres. Manuel Quezon	Long	NCR	Proposed	Upgrade	15.3	1x1	2x2	9,930
	R-28	Alabang-Zapote	Medium	NCR/BRLC	Proposed	Upgrade	2.4	2x2	4x4	2,960
	R-29	Alabang-Zapote	Medium	NCR/BRLC	Proposed	Upgrade	9.0	3x3	4x4	6,510
	R-30	Rosario Package	Long	BRLC	Proposed	Upgrade	13.4	1x1	2x2	4,010
	R-31	Sta. Rosa-Tagaytay-Nasugbu	Long	BRLC	Proposed	Upgrade	66.6	1x1	2x2	11,330
	R-32	Marcos Highway	Medium	BRLC	Proposed	Upgrade	1.7	1x1	3x3	420
	R-33	Marcos Highway	Long	BRLC	Proposed	Upgrade	5.2	2x2	3x3	1,030
	R-34	Calamba Package	Medium	BRLC	Proposed	Upgrade	12.4	1x1	3x3	3,090
	R-35	Bay-Antipolo	Medium	BRLC	Proposed	Upgrade	86.4	1x1	2x2	11,230
	R-36	Sto Tomas-San Pablo-Lucena	Medium	BRLC	Proposed	Upgrade	68.0	1x1	2x2	8,840
	R-37	San Pablo-Majayjay	Medium	BRLC	Proposed	Upgrade	26.4	1x1	2x2	3,440
	R-40	San Simon (Bulacan)-Gapan (Nueva Ecija)	Long	GCR	Proposed	Upgrade	44.9	1x1	2x2	6,740
	R-41	Other Central Luzon Roads	Medium	GCR	Proposed	-	-	-	-	30,000
	R-42	Other CALABARZON Roads	Medium	GCR	Committed	-	-	-	-	60,000
R-43	Preparatory Studies	Medium	GCR	Committed	-	-	-	-	4,774	
Total Cost										205,854
Expressway	E-7	Pasay-Makati-BGC	Medium	NCR	Proposed	New	9.3	-	2-2	24,180
	E-8	Sta. Mesa-Pasig (Shaw Boulevard) R-4 Expressway	Medium	NCR	Proposed	New	7.1	-	2-2	23,430
	E-9	Manila City-Quezon City (Quezon Av.) R-7 Expressway	Long	NCR	Proposed	New	10.2	-	2-2	24,480
	E-10	MRT-7 Access Link (C-6)-Bocaue-San Jose Del Mote	Medium	BRLC	Proposed	New	10.5	-	2-2	4,330
	E-11	CAVITEX-C-5-San Jose Del Monte (Bulacan)	Medium	BRLC	Proposed	New	46.7	-	2-2	13,640
	E-15	CALA Expressway	Medium	BRLC	Committed	New	47.2	-	3-3	30,210
	E-16	CAVITEX Extension West to Rosario	Long	BRLC	Proposed	New	10.5	-	2-2	12,710
	E-18	Guginto-Bustos Expressway	Long	BRLC	Proposed	New	24.6	-	2-2	10,140
	E-19	NLEX Extension West (Subic-San Fernando)	Long	GCR	Proposed	New	29.0	-	2-2	11,950
	E-21	North Luzon Expressway (San Jose Del Monte-Cabanatuan-San Jose)	Medium	GCR	Proposed	New	99.4	-	2-2	24,850
	E-22	SLEX Extension East (Calamba-Lucena)	Long	GCR	Proposed	New	47.8	-	2-2	12,520
	E-23	STAR-(Batangas-Lipa)	Medium	GCR	Proposed	Upgrade	18.8	1x1	3-3	4,360
	E-24	SLEX (Lipa-Sta Tomas)	Medium	GCR	Proposed	Upgrade	28.8	2-2	3-3	4,490
	E-25	NLEX North (Sta. Rita-Dau)	Medium	GCR	Proposed	Upgrade	53.0	2-2	3-3	8,270
	E-26	SCTEX (Subic-)	Medium	GCR	Proposed	Upgrade	12.3	1x1	3-3	2,840
	E-27	SCTEX-North	Long	GCR	Proposed	Upgrade	83.9	2-2	3-3	13,080
	Total Cost									

(2) Railways

	Code	Project	Section	Plan	Area	Status	Length (km)	Total Cost (PHP mil.)
LRT1	1-2	LRT-1 South Ext. - Ph-II	Niyog–Dasmarinas	Long	NCR	Proposed	18.4	69,440
	1-3	LRT-1 North Ext.	Monumento–Malabon	Medium	NCR	Proposed	2.7	9,960
LRT2	2-2	LRT-2 East Ext. Ph-II	Masinag–Antipolo (U-Ground)	Long	NCR	Proposed	3	17,640
	2-2	LRT-2 East Ext. Ph-II	Masinag–Antipolo	Long	NCR	Proposed	6	32,000
	2-3	LRT-2 West Ext.	Recto–MM North Harbour	Medium	NCR	Proposed	4.7	30,840
MRT3	3-1	MRT-3 Ext. - South	Taft–Mall of Asia (Underground)	Medium	NCR	Proposed	2.2	21,880
	3-2	MRT-3 Ext. - West	Monumento–Malabon	Long	NCR	Proposed	7.2	46,720
MRT7	7-1	MRT-7 (Underground)	Recto–Blumentritt	Long	NCR	Proposed	2.1	23,440
	7-2	MRT-7 (Elevated)	Blumentritt–Comm. Ave–Banaba	Long	NCR	Proposed	24	104,920
MRT-NS	NS	Mega Manila Subway	San Jose Del Monte- Dasmarinas	Medium	NCR	Proposed	74.6	390,000
Secondary Route	M-1	Ortigas	Ortigas–Angono	Medium	NCR	Proposed	13.7	31,720
	M-4	Marikina Line	Marikina Area	Medium	NCR	Proposed	16.8	31,480
	M-5	Alabang	Alabang–Zapote	Medium	BRLC	Proposed	9.3	13,400
	M-6	Cavite	Zapote–Cavite–Gen. Trias	Long	BRLC	Proposed	20.6	25,560
NS-Commuter	P-2	South Ext.	Calamba–Batangas	Long	GCR	Proposed	47.7	18,880
	P-3	North Ext.	Malolos–Angeles–Tarlac	Long	GCR	Proposed	81.1	28,800
Total Cost								935,188

(3) Road-based Public Transport

Code	Project	Status	Total Cost (PHP mil.)
E-3	BRT System 2 (EDSA–Binagunan)	Proposed	3,500
E-4	Bus Modernization Project	Proposed	25,000
E-5	Jeepney Modernization Project	Proposed	30,000
Total Cost			58,500

(4) Traffic Management

Code	Project	Status	Total Cost (PHP mil.)
F-1	Smart Signalization Phase 6	Proposed	3,500
F-4	ITS: Traffic Management	Proposed	1,000
F-5	ITS: Public Transport	Proposed	750
Total Cost			5,250

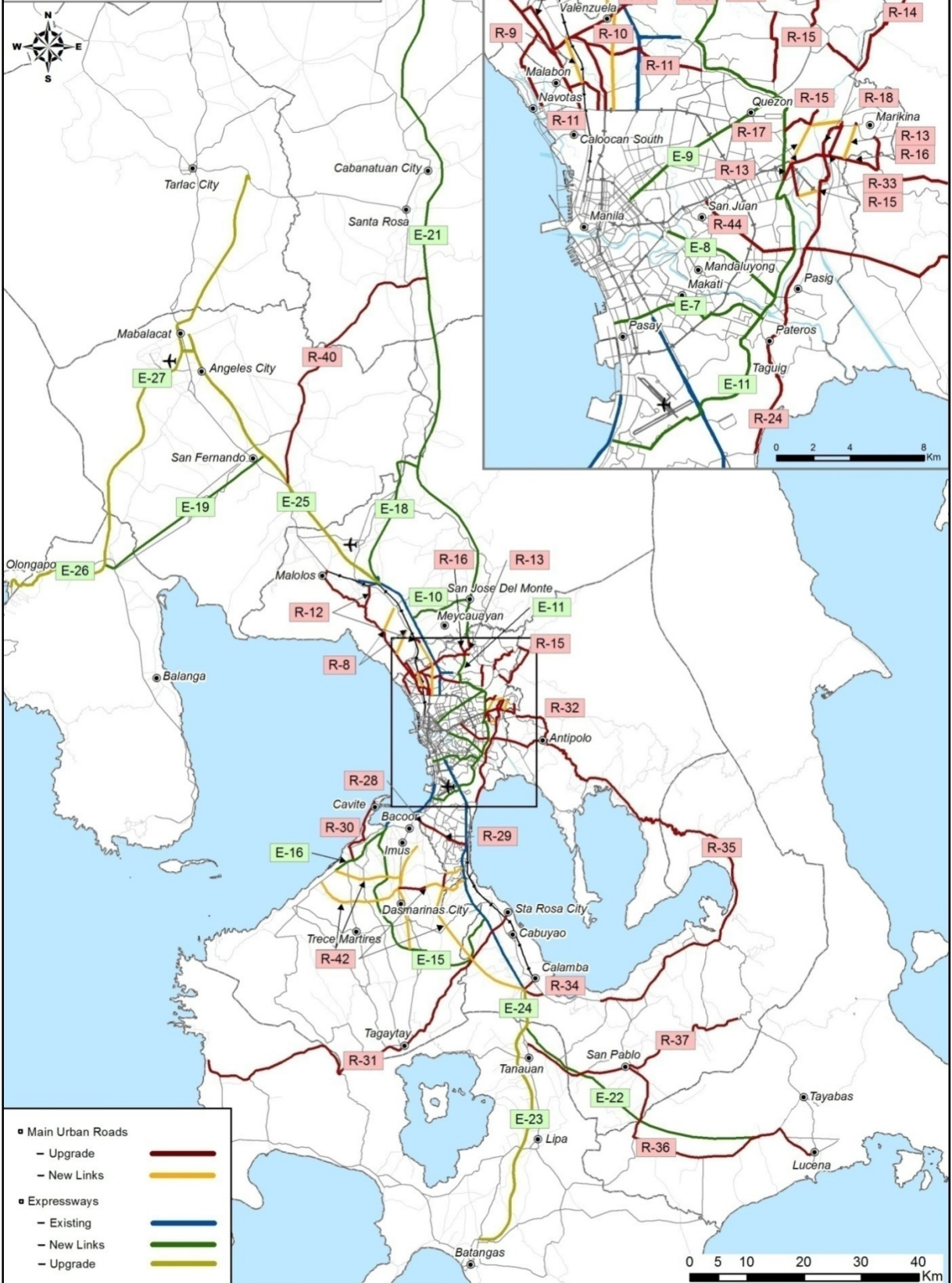
(5) Airports

Code	Project	Status	Total Cost (PHP mil.)
G-1	New NAIA Airport	Proposed	435,900
G-2	Clark Airport	Proposed	40,000
Total Cost			475,900

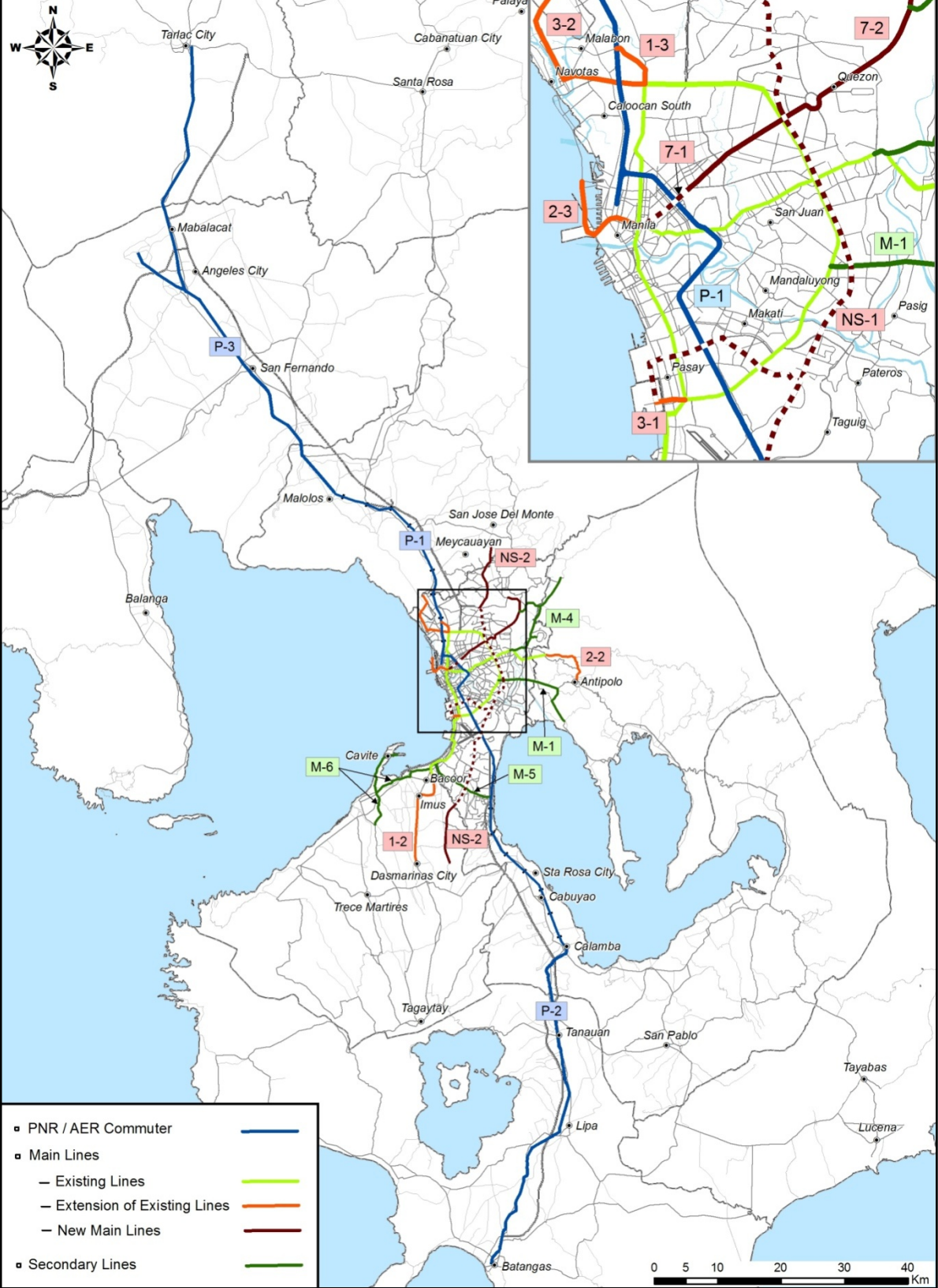
(6) Ports

Code	Project	Status	Total Cost (PHP mil.)
H-1	North Harbor Port Conversion	Proposed	15,000
H-2	South Harbor (capacity capped)	Proposed	0
H-3	MICT (capacity capped)	Proposed	0
Total Cost			15,000

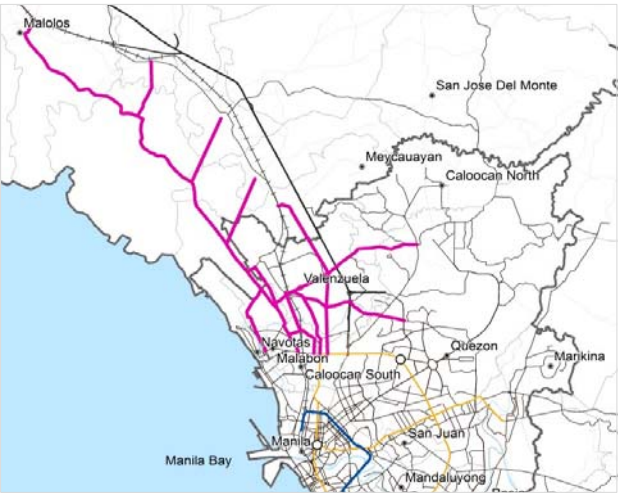
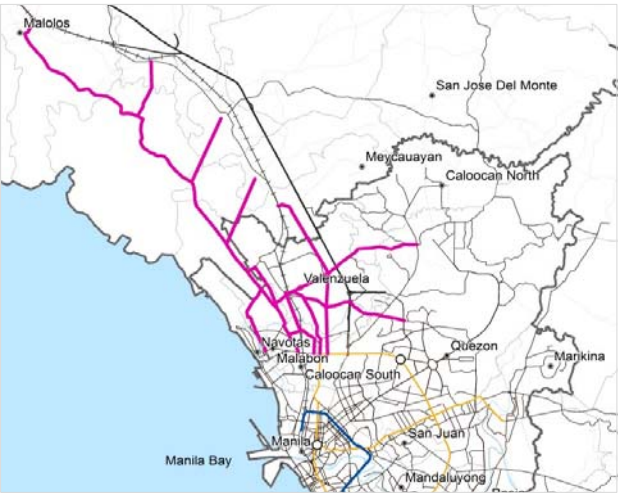
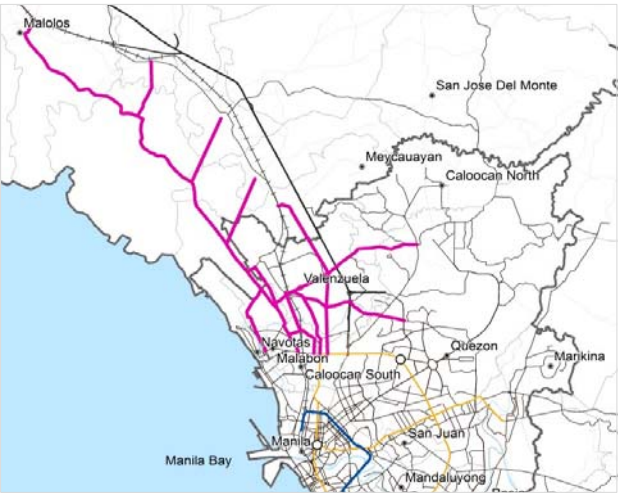



Medium to Long-Term Projects Roads & Expressways















Medium to Long-Term Projects Railways












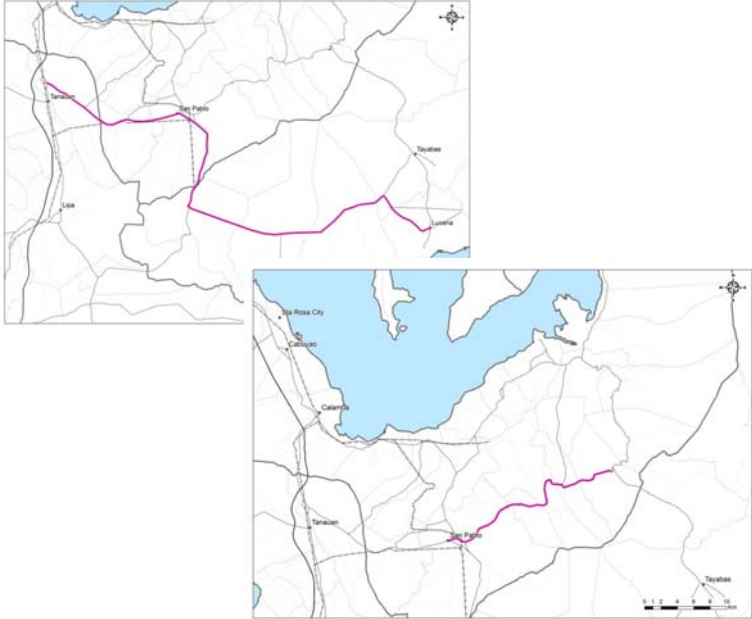
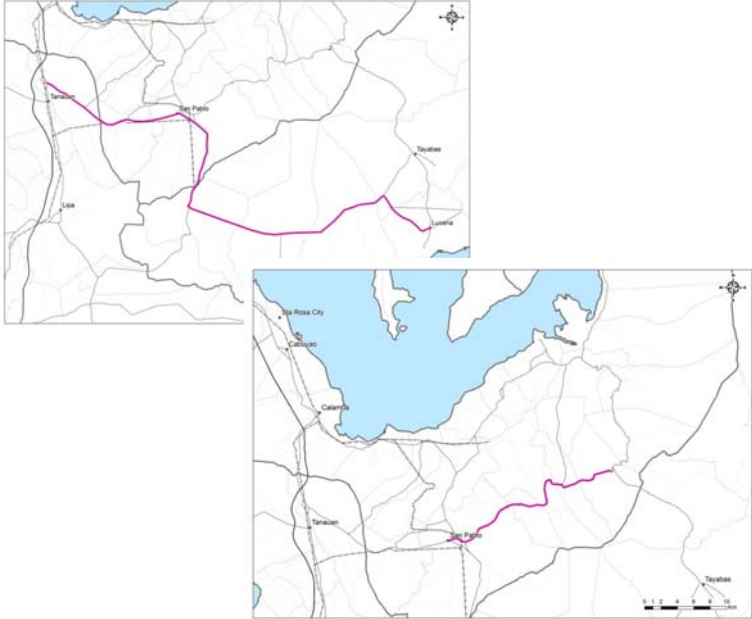
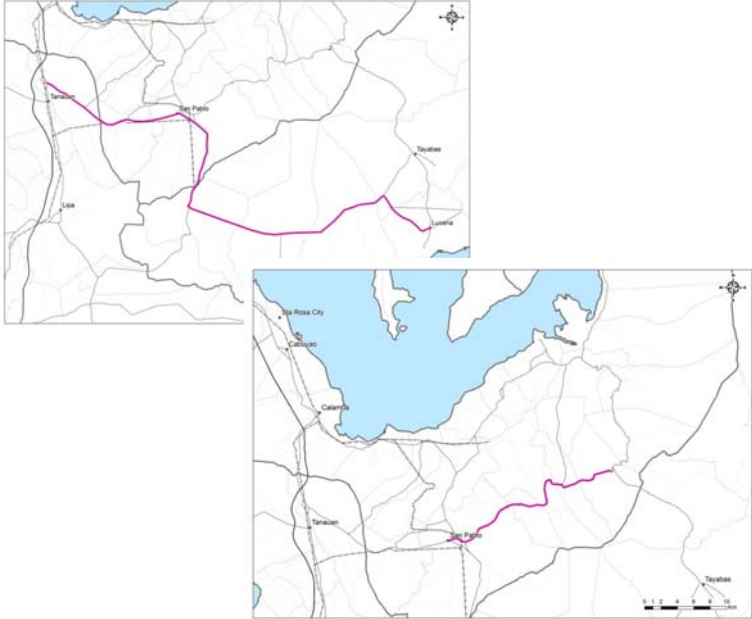
2 PROFILE OF MEDIUM AND LONG-TERM PROJECTS







Code	Project Profile		
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<p>Category: Highway & Roads</p> <p>Project Title: Navotas/ Malabon/ Valenzuela Package</p> <p>Location: Metro Manila, Bulacan Province</p> <p>Description:</p> <p>Upgrade of 41.2km of local single carriageway 2 or 4 lanes roads to 4 or 6 lane roads.</p> <p>Addition of a new 10.6km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.</p> <p>Project Cost (PM): 23,920.00 (Total package)</p> <p>Funding: TBD - Likely to be Local</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: Medium to Long term</p> <p>Project Need & Initial Assessment:</p> <p>Analysis of 2030 travel demand analysis of the area shows major congestion today, and much worst situation by 2030, when the average travel speed would drop to below 10kph. However, with the upgrades and addition of new roads the traffic speed would increase to 24kph.</p> <p>Source: Proposed by JICA Roadmap Study</p>	 <p>Remarks:</p> <p>The addition of Segment 9 & 10 expressways in the area would add road capacity, which would suffice for the short term need. However, in the long run further road capacity expansion is required in the north/south corridor to relieve MacArthur Highway and NLEX - as no further capacity expansion of these roads would be possible. Local roads would also need major capacity expansion as population increases in the area. This could only be provided through widening of existing roads as shown in the above Figure.</p>		
R13 to R18	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 45%; vertical-align: top;"> <p>Category: Highways & Roads</p> <p>Project Title: Marikina Package</p> <p>Location: Metro Manila</p> <p>Description:</p> <p>Upgrade of 41.2km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads.</p> <p>Addition of a new 10.6km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.</p> <p>Project Cost (PM): 8,720.00 (Total package)</p> <p>Funding: TBD - Likely to be Local</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: Medium to Long term</p> <p>Project Need & Initial Assessment:</p> <p>Current there are only two road (Marcos Highway & A. Bonifacio/ Sumulong H'way) crossings over the Marikina river which connect the entire Marikina valley with MM. Analysis of 2030 travel demand show that the existing two river crossings would reach capacity well before 2030, causing severe congestion across major primary roads linking Marikina and MM. After the addition of Marikina River crossings and local road improvements the traffic speeds in the area are estimated to increase from just under 6kph to be around 22kph by 2030.</p> <p>Source: Proposed by JICA Roadmap Study</p> </td> <td style="width: 55%; vertical-align: top;">  <p>Remarks:</p> <p>The traffic situation within Marikina valley and to the north to San Mateo/ Rodriguez and to NE of Quezon city would require road widening from the single 2 lane carriageway to 4 lane roads. The traffic situation within Marikina is not much better and would require additional road capacity expansion of primary and secondary roads both in the N/S and E/W directions. The roads requiring additional capacity are shown on the above map.</p> </td> </tr> </table>	<p>Category: Highways & Roads</p> <p>Project Title: Marikina Package</p> <p>Location: Metro Manila</p> <p>Description:</p> <p>Upgrade of 41.2km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads.</p> <p>Addition of a new 10.6km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.</p> <p>Project Cost (PM): 8,720.00 (Total package)</p> <p>Funding: TBD - Likely to be Local</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: Medium to Long term</p> <p>Project Need & Initial Assessment:</p> <p>Current there are only two road (Marcos Highway & A. Bonifacio/ Sumulong H'way) crossings over the Marikina river which connect the entire Marikina valley with MM. Analysis of 2030 travel demand show that the existing two river crossings would reach capacity well before 2030, causing severe congestion across major primary roads linking Marikina and MM. After the addition of Marikina River crossings and local road improvements the traffic speeds in the area are estimated to increase from just under 6kph to be around 22kph by 2030.</p> <p>Source: Proposed by JICA Roadmap Study</p>	 <p>Remarks:</p> <p>The traffic situation within Marikina valley and to the north to San Mateo/ Rodriguez and to NE of Quezon city would require road widening from the single 2 lane carriageway to 4 lane roads. The traffic situation within Marikina is not much better and would require additional road capacity expansion of primary and secondary roads both in the N/S and E/W directions. The roads requiring additional capacity are shown on the above map.</p>
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R24	<table border="1"> <tr> <td data-bbox="220 255 708 282">Category: Highways & Roads</td> <td data-bbox="708 255 1501 282"></td> </tr> <tr> <td colspan="2" data-bbox="220 304 1501 331">Project Title: Amang Rodriguez Av. & Pres. Manuel Quezon</td> </tr> <tr> <td data-bbox="220 353 708 380">Location: Metro Manila</td> <td data-bbox="708 353 1501 380"></td> </tr> <tr> <td data-bbox="220 392 708 418">Description:</td> <td data-bbox="708 353 1501 875" rowspan="6">  </td> </tr> <tr> <td data-bbox="220 434 708 689"> <p>Upgrade of 41.2 km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads.</p> <p>Addition of new 10.6 km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.</p> </td> </tr> <tr> <td data-bbox="220 701 708 728">Project Cost (PM): 9,930.00</td> </tr> <tr> <td data-bbox="220 745 708 772">Funding: TBD - Likely to be Local</td> </tr> <tr> <td data-bbox="220 790 708 817">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="220 835 708 862">Status - Schedule: Long term</td> </tr> <tr> <td data-bbox="220 873 708 900">Project Need & Initial Assessment:</td> <td data-bbox="708 900 1501 927">Remarks:</td> </tr> <tr> <td data-bbox="220 918 708 1070"> <p>This N/S link east of C-5 would be congested by 2030, despite the addition of C-5 expressway (Project E-11). Upgrade of this existing road would improve traffic speeds in this N/S link from below 6 kph to about 20 kph after the upgrade by 2030.</p> </td> <td data-bbox="708 918 1501 1070"> <p>This is the only N/S link east of C-5 that would be congested despite the addition of C-5 expressway (Project E-11). Upgrade of this existing road would improve the traffic condition in this N/S corridor and would eliminate the need for a new and expensive major N/S road link C-6.</p> </td> </tr> <tr> <td data-bbox="220 1075 708 1102">Source: Proposed by JICA Roadmap Study</td> <td data-bbox="708 1075 1501 1102"></td> </tr> </table>	Category: Highways & Roads		Project Title: Amang Rodriguez Av. & Pres. Manuel Quezon		Location: Metro Manila		Description:		<p>Upgrade of 41.2 km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads.</p> <p>Addition of new 10.6 km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.</p>	Project Cost (PM): 9,930.00	Funding: TBD - Likely to be Local	Implementing Agency: DPWH	Status - Schedule: Long term	Project Need & Initial Assessment:	Remarks:	<p>This N/S link east of C-5 would be congested by 2030, despite the addition of C-5 expressway (Project E-11). Upgrade of this existing road would improve traffic speeds in this N/S link from below 6 kph to about 20 kph after the upgrade by 2030.</p>	<p>This is the only N/S link east of C-5 that would be congested despite the addition of C-5 expressway (Project E-11). Upgrade of this existing road would improve the traffic condition in this N/S corridor and would eliminate the need for a new and expensive major N/S road link C-6.</p>	Source: Proposed by JICA Roadmap Study	
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R30	<table border="1"> <tr> <td data-bbox="217 255 715 293">Category: Highways and Roads</td> <td data-bbox="715 255 1501 293"></td> </tr> <tr> <td colspan="2" data-bbox="217 300 1501 344">Project Title: Rosario Package</td> </tr> <tr> <td data-bbox="217 351 715 389">Location: Cavite province</td> <td data-bbox="715 351 1501 994" rowspan="8">  </td> </tr> <tr> <td colspan="2" data-bbox="217 396 715 689">Description: Upgrade of 41.2 km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads. Addition of new 10.6 km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.</td> </tr> <tr> <td colspan="2" data-bbox="217 696 715 734">Project Cost (PM): 4,010.00</td> </tr> <tr> <td colspan="2" data-bbox="217 741 715 779">Funding: TBD - Likely to be Local</td> </tr> <tr> <td colspan="2" data-bbox="217 786 715 824">Implementing Agency: DPWH</td> </tr> <tr> <td colspan="2" data-bbox="217 831 715 869">Status - Schedule: Long term</td> </tr> <tr> <td colspan="2" data-bbox="217 875 715 1048">Project Need & Initial Assessment: The Cavite area has been the fastest growing area of Mega Manila, but the road infrastructure did not keep pace with the development. Assessment showed that the upgrade would increase the low speed from just over 6 kph to 37 kph with upgrade by 2030.</td> </tr> <tr> <td colspan="2" data-bbox="217 1055 715 1093">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="715 1001 1501 1093">Remarks: This isolated road in the Single peninsula would benefit from the upgrade of this single 2 lane road to improve traffic conditions in the future.</td> </tr> </table>	Category: Highways and Roads		Project Title: Rosario Package		Location: Cavite province		Description: Upgrade of 41.2 km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads. Addition of new 10.6 km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.		Project Cost (PM): 4,010.00		Funding: TBD - Likely to be Local		Implementing Agency: DPWH		Status - Schedule: Long term		Project Need & Initial Assessment: The Cavite area has been the fastest growing area of Mega Manila, but the road infrastructure did not keep pace with the development. Assessment showed that the upgrade would increase the low speed from just over 6 kph to 37 kph with upgrade by 2030.		Source: Proposed by JICA Roadmap Study		Remarks: This isolated road in the Single peninsula would benefit from the upgrade of this single 2 lane road to improve traffic conditions in the future.	
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R31	<table border="1"> <tr> <td data-bbox="217 1151 715 1189">Category: Highways and Roads</td> <td data-bbox="715 1151 1501 1189"></td> </tr> <tr> <td colspan="2" data-bbox="217 1196 1501 1234">Project Title: Sta. Rosa - Tagaytay - Nasugbu</td> </tr> <tr> <td data-bbox="217 1240 715 1279">Location: Laguna, Cavite and Batangas Provinces</td> <td data-bbox="715 1240 1501 1778" rowspan="8">  </td> </tr> <tr> <td colspan="2" data-bbox="217 1285 715 1464">Description: This 67 km East-West road is from Sta. Rosa City on the edge of Laguna-de-Bay through Tagaytay to Nasugbu in the west coast of Cavite.</td> </tr> <tr> <td colspan="2" data-bbox="217 1471 715 1509">Project Cost (PM): 11,330.00</td> </tr> <tr> <td colspan="2" data-bbox="217 1516 715 1554">Funding: TBD - Likely to be Local</td> </tr> <tr> <td colspan="2" data-bbox="217 1561 715 1599">Implementing Agency: DPWH</td> </tr> <tr> <td colspan="2" data-bbox="217 1606 715 1644">Status - Schedule: Long term</td> </tr> <tr> <td colspan="2" data-bbox="217 1650 715 1852">Project Need & Initial Assessment: There are limited through east-west links in the south of Cavite province. With the increase in development, upgrade of this major existing road would be essential, as it is estimated that without upgrade the speeds on the road would drop to below 25 kph, and after the upgrade estimated speeds would be around 50 kph.</td> </tr> <tr> <td colspan="2" data-bbox="217 1859 715 1897">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="715 1785 1501 1897">Remarks: The upgrade offers to open up the areas in the west of Tagaytay for development and improved access to beaches on the west coast for tourism</td> </tr> </table>	Category: Highways and Roads		Project Title: Sta. Rosa - Tagaytay - Nasugbu		Location: Laguna, Cavite and Batangas Provinces		Description: This 67 km East-West road is from Sta. Rosa City on the edge of Laguna-de-Bay through Tagaytay to Nasugbu in the west coast of Cavite.		Project Cost (PM): 11,330.00		Funding: TBD - Likely to be Local		Implementing Agency: DPWH		Status - Schedule: Long term		Project Need & Initial Assessment: There are limited through east-west links in the south of Cavite province. With the increase in development, upgrade of this major existing road would be essential, as it is estimated that without upgrade the speeds on the road would drop to below 25 kph, and after the upgrade estimated speeds would be around 50 kph.		Source: Proposed by JICA Roadmap Study		Remarks: The upgrade offers to open up the areas in the west of Tagaytay for development and improved access to beaches on the west coast for tourism	
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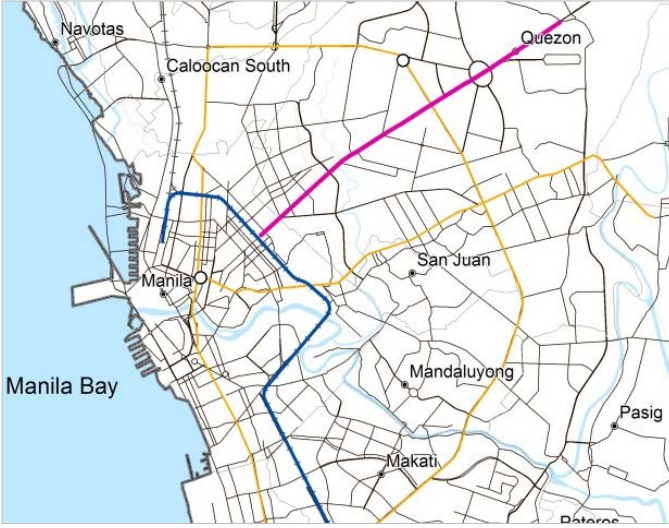
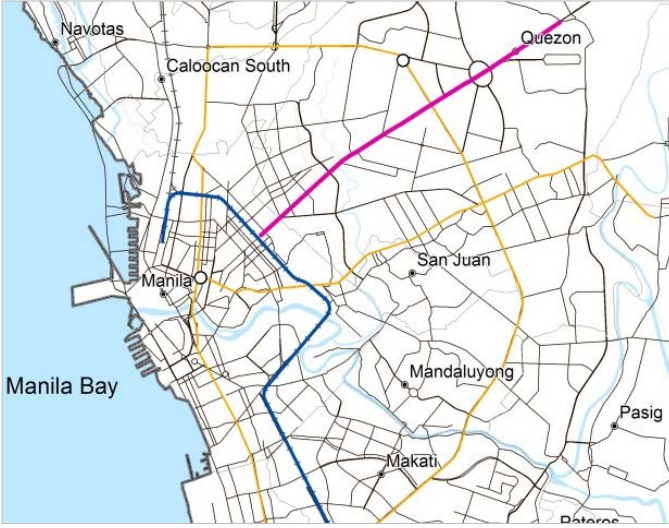
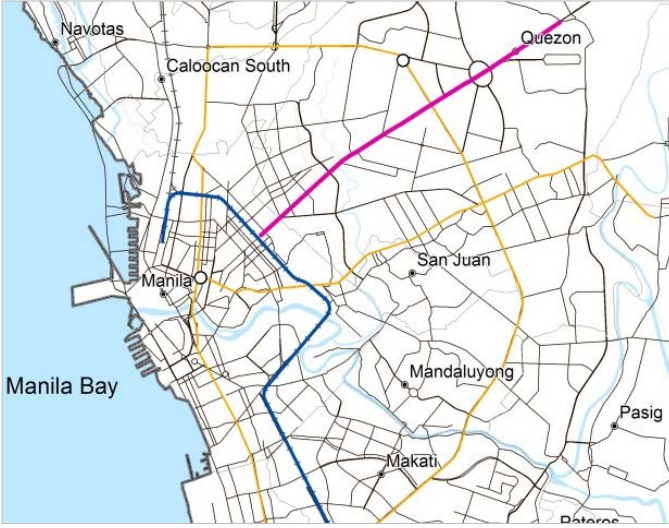
Code	Project Profile																				
R32, R33	<table border="1"> <tr> <td data-bbox="225 259 703 293">Category: Highways and Roads</td> <td data-bbox="703 259 1485 293"></td> </tr> <tr> <td data-bbox="225 304 703 338">Project Title: Marcos Highway</td> <td data-bbox="703 304 1485 338"></td> </tr> <tr> <td data-bbox="225 349 703 383">Location: Rizal Province</td> <td data-bbox="703 349 1485 383"></td> </tr> <tr> <td data-bbox="225 394 703 685">Description: Upgrade of 6.9 km section of Marcos Highway from Masingag to Antipolo to be a single six lane carriageway.</td> <td data-bbox="703 349 1485 909" rowspan="6">  </td> </tr> <tr> <td data-bbox="225 696 703 730">Project Cost (PM): 1,450.00</td> <td data-bbox="703 909 1485 943">Remarks:</td> </tr> <tr> <td data-bbox="225 741 703 775">Funding: TBD - Likely to be Local</td> <td data-bbox="703 943 1485 1010">This road is a south-east extension of Marcos highway, which is a dual 3-lane up to Masingag up to the edge of MM boundary. Beyond that the road is a single carriageway of 2/4 lanes, which is inconsistent for a primary road to be of such standard by 2030.</td> </tr> <tr> <td data-bbox="225 786 703 819">Implementing Agency: DPWH</td> <td data-bbox="703 1010 1485 1043"></td> </tr> <tr> <td data-bbox="225 831 703 864">Status - Schedule: Medium to Long term</td> <td data-bbox="703 1043 1485 1077"></td> </tr> <tr> <td data-bbox="225 864 703 1043">Project Need & Initial Assessment: The 2030 traffic demand analysis showed that this section of the road from Antipolo to Masingag would be extremely congested if no upgrades are applied, and travel speeds would drop to below 6 kph. Upgrades would help bring speeds to about 22 kph.</td> <td data-bbox="703 1077 1485 1111"></td> </tr> <tr> <td data-bbox="225 1043 703 1077">Source: Proposed by JICA Roadmap Study</td> <td data-bbox="703 1111 1485 1111"></td> </tr> </table>	Category: Highways and Roads		Project Title: Marcos Highway		Location: Rizal Province		Description: Upgrade of 6.9 km section of Marcos Highway from Masingag to Antipolo to be a single six lane carriageway.		Project Cost (PM): 1,450.00	Remarks:	Funding: TBD - Likely to be Local	This road is a south-east extension of Marcos highway, which is a dual 3-lane up to Masingag up to the edge of MM boundary. Beyond that the road is a single carriageway of 2/4 lanes, which is inconsistent for a primary road to be of such standard by 2030.	Implementing Agency: DPWH		Status - Schedule: Medium to Long term		Project Need & Initial Assessment: The 2030 traffic demand analysis showed that this section of the road from Antipolo to Masingag would be extremely congested if no upgrades are applied, and travel speeds would drop to below 6 kph. Upgrades would help bring speeds to about 22 kph.		Source: Proposed by JICA Roadmap Study	
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R34	<table border="1"> <tr> <td data-bbox="225 1140 703 1173">Category: Highway & Local Roads</td> <td data-bbox="703 1140 1485 1173"></td> </tr> <tr> <td data-bbox="225 1184 703 1218">Project Title: Calamba Local Area Roads Package</td> <td data-bbox="703 1184 1485 1218"></td> </tr> <tr> <td data-bbox="225 1229 703 1263">Location: Laguna Province</td> <td data-bbox="703 1229 1485 1263"></td> </tr> <tr> <td data-bbox="225 1274 703 1576">Description: Upgrade of 12.4 km of various sections of secondary roads around Calamba City from 2 lane single carriageways to six lanes.</td> <td data-bbox="703 1274 1485 1868" rowspan="6">  </td> </tr> <tr> <td data-bbox="225 1576 703 1610">Project Cost (PM): 3,090.00</td> <td data-bbox="703 1868 1485 1912">Remarks:</td> </tr> <tr> <td data-bbox="225 1621 703 1655">Funding: TBD - Likely to be Local</td> <td data-bbox="703 1912 1485 1980">The whole of the secondary roads around Calamba city area needs upgrade, and a comprehensive traffic management study is required to improve access to Calamba station and the N/S expressways.</td> </tr> <tr> <td data-bbox="225 1666 703 1700">Implementing Agency: DPWH</td> <td data-bbox="703 1980 1485 2013"></td> </tr> <tr> <td data-bbox="225 1711 703 1744">Status - Schedule: Medium term</td> <td data-bbox="703 2013 1485 2047"></td> </tr> <tr> <td data-bbox="225 1744 703 1980">Project Need & Initial Assessment: The Calamba area local roads in 2030 would be highly congested forcing local area traffic speeds to below 10 kph. Upgrades to local roads would be required to improve accessibility to Calamba railway station and regional N/S expressways. This would reduce congestion and increase average speeds to about 21 kph.</td> <td data-bbox="703 2047 1485 2080"></td> </tr> <tr> <td data-bbox="225 1980 703 2013">Source: Proposed by JICA Roadmap Study</td> <td data-bbox="703 2080 1485 2080"></td> </tr> </table>	Category: Highway & Local Roads		Project Title: Calamba Local Area Roads Package		Location: Laguna Province		Description: Upgrade of 12.4 km of various sections of secondary roads around Calamba City from 2 lane single carriageways to six lanes.		Project Cost (PM): 3,090.00	Remarks:	Funding: TBD - Likely to be Local	The whole of the secondary roads around Calamba city area needs upgrade, and a comprehensive traffic management study is required to improve access to Calamba station and the N/S expressways.	Implementing Agency: DPWH		Status - Schedule: Medium term		Project Need & Initial Assessment: The Calamba area local roads in 2030 would be highly congested forcing local area traffic speeds to below 10 kph. Upgrades to local roads would be required to improve accessibility to Calamba railway station and regional N/S expressways. This would reduce congestion and increase average speeds to about 21 kph.		Source: Proposed by JICA Roadmap Study	
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R35	<table border="1"> <tr> <td data-bbox="220 253 695 286">Category: Highway & Local Roads</td> <td data-bbox="695 253 1485 286"></td> </tr> <tr> <td colspan="2" data-bbox="220 297 1485 342">Project Title: Bay - Antipolo</td> </tr> <tr> <td data-bbox="220 353 695 387">Location: Laguna and Rizal Provinces</td> <td data-bbox="695 353 1485 387"></td> </tr> <tr> <td data-bbox="220 398 695 689">Description: Upgrade of the Laguna-de-Bay circumferential road from Antipolo in Rizal to the southern tip of Laguna up to the Bay from the current 2 lane single carriageway to 4 lanes.</td> <td data-bbox="695 353 1485 992" rowspan="6">  </td> </tr> <tr> <td data-bbox="220 701 695 734">Project Cost (PM): 11,230.00</td> </tr> <tr> <td data-bbox="220 745 695 779">Funding: TBD - Likely to be Local</td> </tr> <tr> <td data-bbox="220 790 695 824">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="220 835 695 869">Status - Schedule: Medium term</td> </tr> <tr> <td data-bbox="220 880 695 992">Project Need & Initial Assessment: This is the only main/primary road around the great lake - Laguna-de-Bay. Currently it is already congested, and if not improved by 2030, speeds would drop to below 15 kph. Upgrade to 4-lane single carriage would reduce congestion, increasing average speed to about 44 kph.</td> </tr> <tr> <td data-bbox="220 1059 695 1093">Source: Proposed by JICA Roadmap Study</td> <td data-bbox="695 1003 1485 1093"> Remarks: The only road connecting Rizal and Laguna province is of strategic importance and it is imperative that the average speed on the road does not drop below 30 kph. </td> </tr> </table>	Category: Highway & Local Roads		Project Title: Bay - Antipolo		Location: Laguna and Rizal Provinces		Description: Upgrade of the Laguna-de-Bay circumferential road from Antipolo in Rizal to the southern tip of Laguna up to the Bay from the current 2 lane single carriageway to 4 lanes.		Project Cost (PM): 11,230.00	Funding: TBD - Likely to be Local	Implementing Agency: DPWH	Status - Schedule: Medium term	Project Need & Initial Assessment: This is the only main/primary road around the great lake - Laguna-de-Bay. Currently it is already congested, and if not improved by 2030, speeds would drop to below 15 kph. Upgrade to 4-lane single carriage would reduce congestion, increasing average speed to about 44 kph.	Source: Proposed by JICA Roadmap Study	Remarks: The only road connecting Rizal and Laguna province is of strategic importance and it is imperative that the average speed on the road does not drop below 30 kph.
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R36, R37	<table border="1"> <tr> <td data-bbox="220 1153 695 1187">Category: Highway & Local Roads</td> <td data-bbox="695 1153 1485 1187"></td> </tr> <tr> <td colspan="2" data-bbox="220 1198 1485 1243">Project Title: Sto. Tomas - San Pablo - Lucena in Laguna and Quezon Provinces</td> </tr> <tr> <td data-bbox="220 1254 695 1288">Location: Laguna and Quezon Provinces</td> <td data-bbox="695 1254 1485 1288"></td> </tr> <tr> <td data-bbox="220 1299 695 1579">Description: Upgrade of this single carriageway 2-lane east-west 68 km long road connects the SLEX from near Laguna to San Pablo to the regional centre of Quezon province - Lucena City [R-36] and from San Pablo to Majajay 26.4km [R-37] = in total 94.4 km to 4-lanes.</td> <td data-bbox="695 1254 1485 1870" rowspan="6">  </td> </tr> <tr> <td data-bbox="220 1590 695 1624">Project Cost (PM): 12,280.00</td> </tr> <tr> <td data-bbox="220 1635 695 1668">Funding: TBD - Likely to be Local</td> </tr> <tr> <td data-bbox="220 1680 695 1713">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="220 1724 695 1758">Status - Schedule: Medium term</td> </tr> <tr> <td data-bbox="220 1769 695 1960">Project Need & Initial Assessment: These are major east-west roads which connect Quezon province to SLEX via Laguna province. Currently these roads have light to heavy traffic, but by 2030 would experience congestion, and upgrade would be needed. Widening to 4-lane single carriageway would increase the average speed to over 50 kph by 2030.</td> </tr> <tr> <td data-bbox="220 1971 695 2004">Source: Proposed by JICA Roadmap Study</td> <td data-bbox="695 1881 1485 2004"> Remarks: The roads outside the Mega Manila areas require further studies for the need to be upgraded at a later date. Some of these roads would experience localised traffic congestion due to ribbon developments and encroachments, which could be easily avoided through better planning and enforcement of traffic rules. </td> </tr> </table>	Category: Highway & Local Roads		Project Title: Sto. Tomas - San Pablo - Lucena in Laguna and Quezon Provinces		Location: Laguna and Quezon Provinces		Description: Upgrade of this single carriageway 2-lane east-west 68 km long road connects the SLEX from near Laguna to San Pablo to the regional centre of Quezon province - Lucena City [R-36] and from San Pablo to Majajay 26.4km [R-37] = in total 94.4 km to 4-lanes.		Project Cost (PM): 12,280.00	Funding: TBD - Likely to be Local	Implementing Agency: DPWH	Status - Schedule: Medium term	Project Need & Initial Assessment: These are major east-west roads which connect Quezon province to SLEX via Laguna province. Currently these roads have light to heavy traffic, but by 2030 would experience congestion, and upgrade would be needed. Widening to 4-lane single carriageway would increase the average speed to over 50 kph by 2030.	Source: Proposed by JICA Roadmap Study	Remarks: The roads outside the Mega Manila areas require further studies for the need to be upgraded at a later date. Some of these roads would experience localised traffic congestion due to ribbon developments and encroachments, which could be easily avoided through better planning and enforcement of traffic rules.
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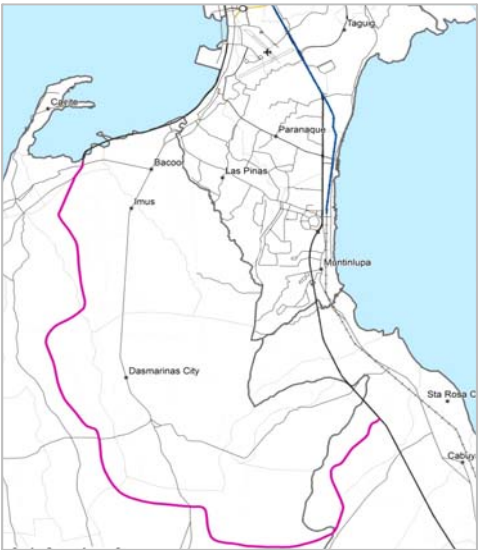

Code	Project Profile																
R40	<table border="1"> <tr> <td data-bbox="220 253 703 286">Category: Highway & Local Roads</td> <td data-bbox="703 253 1501 286"></td> </tr> <tr> <td colspan="2" data-bbox="220 297 1501 342">Project Title: San Simon (Pampanga) - Gapan (Nueva Ecija)</td> </tr> <tr> <td data-bbox="220 353 703 387">Location: Pampanga and Nueva Ecija Provinces</td> <td data-bbox="703 353 1501 387"></td> </tr> <tr> <td data-bbox="220 398 703 667"> Description: From San Simon (NLEX) interchange to San Antonio-San Isidro Gapan city. Upgrade of this east-west single carriageway 2-lane 44.9 km road to 4-lanes. </td> <td data-bbox="703 353 1501 969" rowspan="5">  </td> </tr> <tr> <td data-bbox="220 678 703 712">Project Cost (PM): 6,740.00</td> <td data-bbox="703 969 1501 1003" rowspan="5"> Remarks: A key strategic primary route needs to be a minimum of 4-lanes wide to provide long distance travel at speeds of around 55 kph or better, between two major provinces in Region-III. </td> </tr> <tr> <td data-bbox="220 723 703 757">Funding: TBD - Likely to be Local</td> </tr> <tr> <td data-bbox="220 768 703 801">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="220 813 703 846">Status - Schedule: Long term</td> </tr> <tr> <td data-bbox="220 857 703 1059"> Project Need & Initial Assessment: The traffic analysis showed that it is vital link between NLEX and the proposed second N/S expressway from Jose Del Monte to Cabanatuan/San Jose. In order to keep this primary road functioning at good average speed of over 55 kph, it is essential for this road to be upgraded to 4-lanes single carriageway and ribbon development is kept at bay. </td> </tr> <tr> <td colspan="2" data-bbox="220 1070 1501 1104">Source: Proposed by JICA Roadmap Study</td> </tr> </table>	Category: Highway & Local Roads		Project Title: San Simon (Pampanga) - Gapan (Nueva Ecija)		Location: Pampanga and Nueva Ecija Provinces		Description: From San Simon (NLEX) interchange to San Antonio-San Isidro Gapan city. Upgrade of this east-west single carriageway 2-lane 44.9 km road to 4-lanes.		Project Cost (PM): 6,740.00	Remarks: A key strategic primary route needs to be a minimum of 4-lanes wide to provide long distance travel at speeds of around 55 kph or better, between two major provinces in Region-III.	Funding: TBD - Likely to be Local	Implementing Agency: DPWH	Status - Schedule: Long term	Project Need & Initial Assessment: The traffic analysis showed that it is vital link between NLEX and the proposed second N/S expressway from Jose Del Monte to Cabanatuan/San Jose. In order to keep this primary road functioning at good average speed of over 55 kph, it is essential for this road to be upgraded to 4-lanes single carriageway and ribbon development is kept at bay.	Source: Proposed by JICA Roadmap Study	
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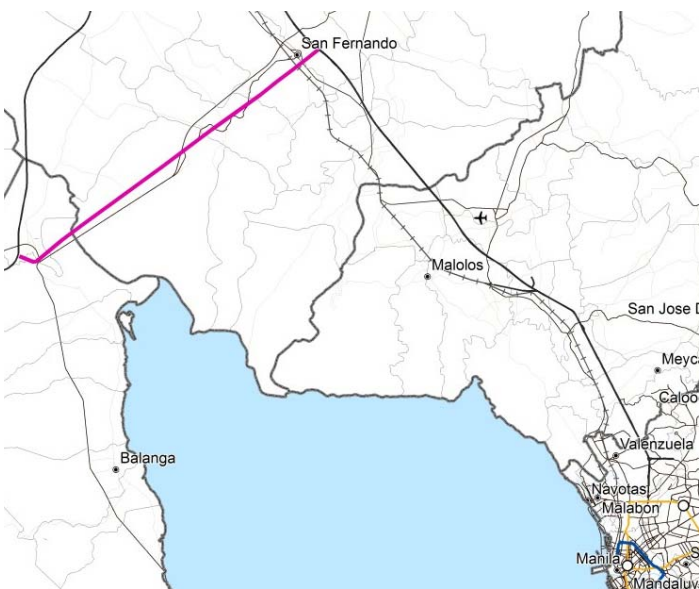
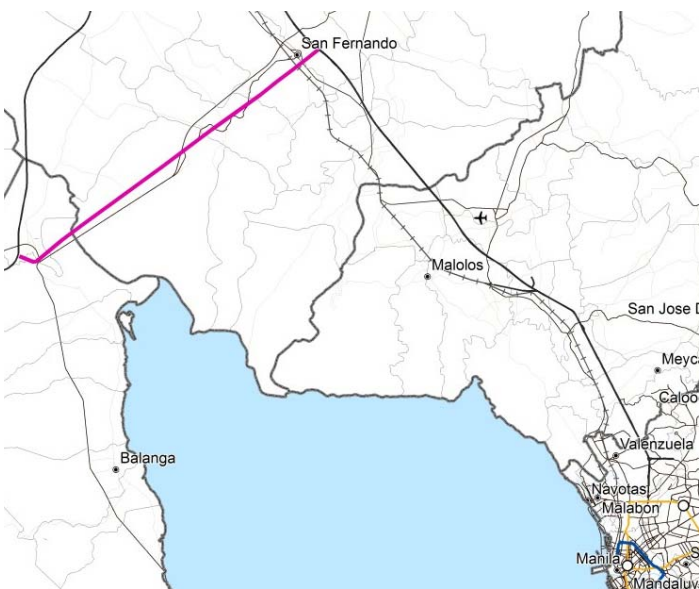
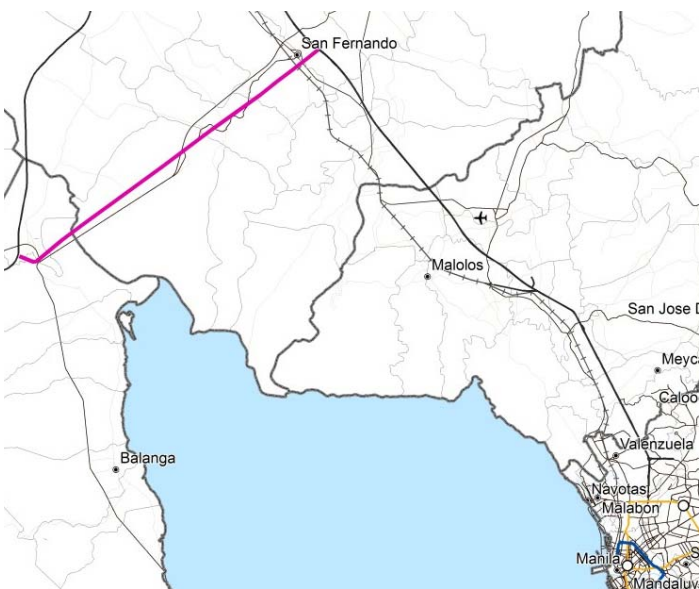
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R42	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Category: Highway & Local Roads</td> <td style="width: 50%;">Project Code: R-42</td> </tr> <tr> <td colspan="2">Project Title: Other CALABARZON Roads</td> </tr> <tr> <td>Location: South Luzon - Calabarzon Roads</td> <td rowspan="6" style="text-align: center; vertical-align: middle;">  </td> </tr> <tr> <td>Description: A block allocation for upgrade and good up-keep of other primary / secondary/ tertiary roads in Calabarzon Region of Luzon province.</td> </tr> <tr> <td>Project Cost (PM): 60,000.00</td> </tr> <tr> <td>Funding:</td> </tr> <tr> <td>Implementing Agency: DPWH</td> </tr> <tr> <td>Status - Schedule: Medium term</td> </tr> <tr> <td colspan="2">Project Need & Initial Assessment: The traffic analysis showed that there are numerous roads in Central Luzon which need upgrading or good upkeep. For such improvements of secondary/tertiary roads in GCR southern provinces, this block allocation is proposed.</td> </tr> <tr> <td colspan="2">Source: Proposed & Committed Project List.</td> </tr> <tr> <td colspan="2">Remarks: These projects could be identified by local authorities in other provinces in GCR in Region IV-A.</td> </tr> </table>	Category: Highway & Local Roads	Project Code: R-42	Project Title: Other CALABARZON Roads		Location: South Luzon - Calabarzon Roads		Description: A block allocation for upgrade and good up-keep of other primary / secondary/ tertiary roads in Calabarzon Region of Luzon province.	Project Cost (PM): 60,000.00	Funding:	Implementing Agency: DPWH	Status - Schedule: Medium term	Project Need & Initial Assessment: The traffic analysis showed that there are numerous roads in Central Luzon which need upgrading or good upkeep. For such improvements of secondary/tertiary roads in GCR southern provinces, this block allocation is proposed.		Source: Proposed & Committed Project List.		Remarks: These projects could be identified by local authorities in other provinces in GCR in Region IV-A.	
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R43	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Category: Highway & Local Roads</td> <td style="width: 50%;"></td> </tr> <tr> <td colspan="2">Project Title: Preparatory Studies of Highway & Roads projects</td> </tr> <tr> <td>Location: GCR</td> <td rowspan="6" style="text-align: center; vertical-align: middle;">  </td> </tr> <tr> <td>Description: A block allocation for a number of studies that will be required for further justification of transport infrastructure projects under block allocations previously described under projects R-41 & R-42; or any other studies required to justify other medium to long term projects in the GCR the future.</td> </tr> <tr> <td>Project Cost (PM): 4,774.00</td> </tr> <tr> <td>Funding: ODA or Local</td> </tr> <tr> <td>Implementing Agency: DPWH/ DOTC/ PNR/ NEDA etc</td> </tr> <tr> <td>Status - Schedule: Short-Medium term</td> </tr> <tr> <td colspan="2">Project Need & Initial Assessment: There is a serious lack of data for the development, planning and justification of transport infrastructure projects. In the recent past there has been a number of studies either with limited objectives or for localised areas. This study fulfils this gap in terms of providing an overall framework for the development and implementation of future transport infrastructure projects, but further justification would still be needed to secure funding and for the timely implementation of proposed projects.</td> </tr> <tr> <td colspan="2">Source: Proposed & Committed Project List.</td> </tr> <tr> <td colspan="2">Remarks: These projects to be further studied could be identified from this project list based on their proposed implementation period. Almost all of the long-term and expensive medium term projects would need further studies.</td> </tr> </table>	Category: Highway & Local Roads		Project Title: Preparatory Studies of Highway & Roads projects		Location: GCR		Description: A block allocation for a number of studies that will be required for further justification of transport infrastructure projects under block allocations previously described under projects R-41 & R-42; or any other studies required to justify other medium to long term projects in the GCR the future.	Project Cost (PM): 4,774.00	Funding: ODA or Local	Implementing Agency: DPWH/ DOTC/ PNR/ NEDA etc	Status - Schedule: Short-Medium term	Project Need & Initial Assessment: There is a serious lack of data for the development, planning and justification of transport infrastructure projects. In the recent past there has been a number of studies either with limited objectives or for localised areas. This study fulfils this gap in terms of providing an overall framework for the development and implementation of future transport infrastructure projects, but further justification would still be needed to secure funding and for the timely implementation of proposed projects.		Source: Proposed & Committed Project List.		Remarks: These projects to be further studied could be identified from this project list based on their proposed implementation period. Almost all of the long-term and expensive medium term projects would need further studies.	
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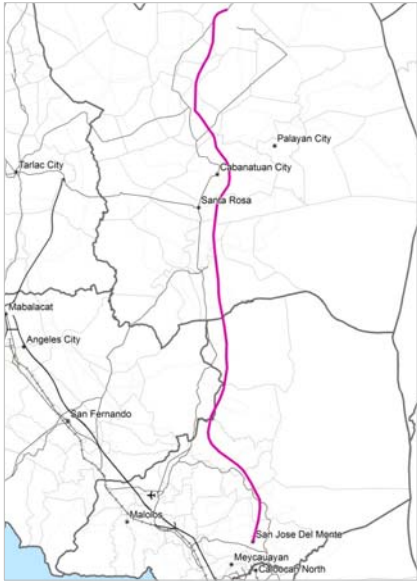
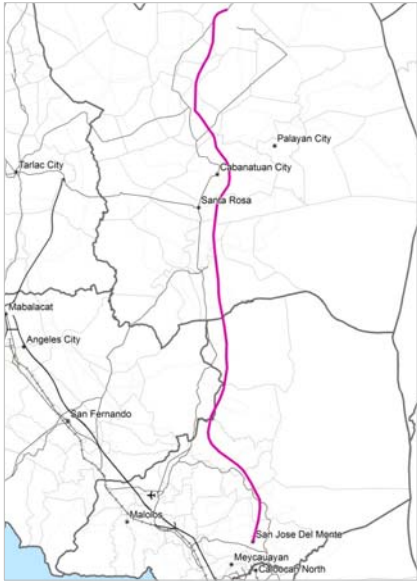
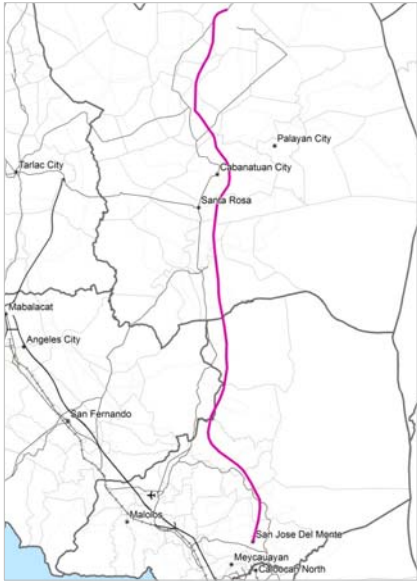



Code	Project Profile																				
R-44	<table border="1"> <tr> <td data-bbox="225 253 699 286">Category: Highway & Roads</td> <td data-bbox="727 253 1477 286"></td> </tr> <tr> <td colspan="2" data-bbox="225 297 1477 342">Project Title: Ortigas Avenue</td> </tr> <tr> <td data-bbox="225 353 699 387">Location: Metro Manila, Rizal Province</td> <td data-bbox="727 353 1477 387"></td> </tr> <tr> <td data-bbox="225 398 699 689"> Description: Upgrade of 9.5 kilometer local single carriageway 1 or 2 lane roads to 3 lane roads. </td> <td data-bbox="727 398 1477 689">  </td> </tr> <tr> <td data-bbox="225 701 699 734">Project Cost (PM): 8,910.00</td> <td data-bbox="727 701 1477 734"></td> </tr> <tr> <td data-bbox="225 745 699 779">Funding: TBD - Likely to be Local</td> <td data-bbox="727 745 1477 779"></td> </tr> <tr> <td data-bbox="225 790 699 824">Implementing Agency: DPWH</td> <td data-bbox="727 790 1477 824"></td> </tr> <tr> <td data-bbox="225 835 699 869">Status - Schedule: Medium term</td> <td data-bbox="727 835 1477 869"></td> </tr> <tr> <td data-bbox="225 880 699 913">Project Need & Initial Assessment:</td> <td data-bbox="727 880 1477 913"></td> </tr> <tr> <td data-bbox="225 925 699 1037">Source: Proposed by JICA Roadmap Study</td> <td data-bbox="727 925 1477 1037"> Remarks: </td> </tr> </table>	Category: Highway & Roads		Project Title: Ortigas Avenue		Location: Metro Manila, Rizal Province		Description: Upgrade of 9.5 kilometer local single carriageway 1 or 2 lane roads to 3 lane roads.		Project Cost (PM): 8,910.00		Funding: TBD - Likely to be Local		Implementing Agency: DPWH		Status - Schedule: Medium term		Project Need & Initial Assessment:		Source: Proposed by JICA Roadmap Study	Remarks:
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E7	<table border="1"> <tr> <td data-bbox="225 1086 699 1120">Category: Expressway</td> <td data-bbox="727 1086 1477 1120"></td> </tr> <tr> <td colspan="2" data-bbox="225 1131 1477 1176">Project Title: Pasay - Makati - BGC</td> </tr> <tr> <td data-bbox="225 1187 699 1220">Location: Metro Manila</td> <td data-bbox="727 1187 1477 1220"></td> </tr> <tr> <td data-bbox="225 1232 699 1512"> Description: From the intersection of Roxas Boulevard and Sen. Gil J. Puyat Avenue to the intersection of C-5 and Kalayaan Avenue. Construction of 9.3-kilometer expressway with 4-lanes along Sen. Gil J. Puyat Avenue and Kalayaan Avenue to connect Pasay, Makati and Bonifacio Global Cities. </td> <td data-bbox="727 1232 1477 1512">  </td> </tr> <tr> <td data-bbox="225 1523 699 1556">Project Cost (PM): 24,180.00</td> <td data-bbox="727 1523 1477 1556"></td> </tr> <tr> <td data-bbox="225 1568 699 1601">Funding: TBD</td> <td data-bbox="727 1568 1477 1601"></td> </tr> <tr> <td data-bbox="225 1612 699 1646">Implementing Agency: DPWH</td> <td data-bbox="727 1612 1477 1646"></td> </tr> <tr> <td data-bbox="225 1657 699 1691">Status - Schedule: Medium term</td> <td data-bbox="727 1657 1477 1691"></td> </tr> <tr> <td data-bbox="225 1702 699 1736">Project Need & Initial Assessment:</td> <td data-bbox="727 1702 1477 1736"></td> </tr> <tr> <td data-bbox="225 1747 699 1960">Source: Proposed by JICA Roadmap Study</td> <td data-bbox="727 1747 1477 1960"> Remarks: </td> </tr> </table>	Category: Expressway		Project Title: Pasay - Makati - BGC		Location: Metro Manila		Description: From the intersection of Roxas Boulevard and Sen. Gil J. Puyat Avenue to the intersection of C-5 and Kalayaan Avenue. Construction of 9.3-kilometer expressway with 4-lanes along Sen. Gil J. Puyat Avenue and Kalayaan Avenue to connect Pasay, Makati and Bonifacio Global Cities.		Project Cost (PM): 24,180.00		Funding: TBD		Implementing Agency: DPWH		Status - Schedule: Medium term		Project Need & Initial Assessment:		Source: Proposed by JICA Roadmap Study	Remarks:
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Code	Project Profile																						
E8	<table border="1"> <tr> <td data-bbox="233 253 700 282">Category: Expressway</td> <td data-bbox="700 253 1477 282"></td> </tr> <tr> <td colspan="2" data-bbox="233 297 1477 327">Project Title: Sta. Mesa - Pasig (Shaw Boulevard) R-4 Expressway</td> </tr> <tr> <td data-bbox="233 342 700 371">Location: Metro Manila</td> <td data-bbox="700 342 1477 371"></td> </tr> <tr> <td data-bbox="233 387 700 656"> Description: A dual 2 lane elevated expressway from SLEX-NLEX connector expressway near Sta. Mesa, over Shaw Boulevard (R-5) through Pasig to connect with C-5. </td> <td data-bbox="700 342 1477 936" rowspan="6">  </td> </tr> <tr> <td data-bbox="233 667 700 696">Project Cost (PM): 23,430.00</td> <td data-bbox="700 667 1477 696"></td> </tr> <tr> <td data-bbox="233 707 700 736">Funding: TBD - likely to be local/PPP</td> <td data-bbox="700 707 1477 736"></td> </tr> <tr> <td data-bbox="233 748 700 777">Implementing Agency: DPWH</td> <td data-bbox="700 748 1477 777"></td> </tr> <tr> <td data-bbox="233 788 700 817">Status - Schedule: Medium term</td> <td data-bbox="700 788 1477 817"></td> </tr> <tr> <td data-bbox="233 828 700 936"> Project Need & Initial Assessment: The expressway would provide connectivity between the N/S major expressways (NLEX-SLEX connector & C-5) along one of the major congested radial roads (R-5) of Metro Manila with average travel speed of about 53 kph. </td> <td data-bbox="700 936 1477 936"></td> </tr> <tr> <td colspan="2" data-bbox="233 1059 1477 1088">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="700 936 1477 1088"> Remarks: The expressway is scheduled to be built in the medium term (around 2020). However, it is advised that its interchange with the SLEX-NLEX connector road should be built at the same time the connector road is built, which is scheduled to be built in the near future. The interface between the committed project R-8 is essential from the launch of connector road project. </td> </tr> </table>	Category: Expressway		Project Title: Sta. Mesa - Pasig (Shaw Boulevard) R-4 Expressway		Location: Metro Manila		Description: A dual 2 lane elevated expressway from SLEX-NLEX connector expressway near Sta. Mesa, over Shaw Boulevard (R-5) through Pasig to connect with C-5.		Project Cost (PM): 23,430.00		Funding: TBD - likely to be local/PPP		Implementing Agency: DPWH		Status - Schedule: Medium term		Project Need & Initial Assessment: The expressway would provide connectivity between the N/S major expressways (NLEX-SLEX connector & C-5) along one of the major congested radial roads (R-5) of Metro Manila with average travel speed of about 53 kph.		Source: Proposed by JICA Roadmap Study		Remarks: The expressway is scheduled to be built in the medium term (around 2020). However, it is advised that its interchange with the SLEX-NLEX connector road should be built at the same time the connector road is built, which is scheduled to be built in the near future. The interface between the committed project R-8 is essential from the launch of connector road project.	
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E9	<table border="1"> <tr> <td data-bbox="233 1149 700 1178">Category: Expressway</td> <td data-bbox="700 1149 1477 1178"></td> </tr> <tr> <td colspan="2" data-bbox="233 1193 1477 1223">Project Title: Manila City - Quezon City (Quezon Av.) R-7 Expressway</td> </tr> <tr> <td data-bbox="233 1238 700 1267">Location: Metro Manila</td> <td data-bbox="700 1238 1477 1267"></td> </tr> <tr> <td data-bbox="233 1283 700 1574"> Description: A dual 2 lane 10.2 km elevated expressway from inside of Manila City along R-7 to Quezon City </td> <td data-bbox="700 1238 1477 1877" rowspan="6">  </td> </tr> <tr> <td data-bbox="233 1585 700 1615">Project Cost (PM): 24,480.00</td> <td data-bbox="700 1585 1477 1615"></td> </tr> <tr> <td data-bbox="233 1626 700 1655">Funding: TBD - likely to be local/PPP</td> <td data-bbox="700 1626 1477 1655"></td> </tr> <tr> <td data-bbox="233 1666 700 1695">Implementing Agency: DPWH</td> <td data-bbox="700 1666 1477 1695"></td> </tr> <tr> <td data-bbox="233 1706 700 1736">Status - Schedule: Long term</td> <td data-bbox="700 1706 1477 1736"></td> </tr> <tr> <td data-bbox="233 1747 700 1877"> Project Need & Initial Assessment: The expressway would provide additional capacity along this major radial road (R-7) from Quezon City to the heart of Manila. The demand analysis showed that the new road would carry over 436,000 pcu-km, of which 78% are private cars and about 21% public transport vehicles at an average speed of 50 kph. </td> <td data-bbox="700 1877 1477 1877"></td> </tr> <tr> <td colspan="2" data-bbox="233 2000 1477 2029">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="700 1877 1477 2029"> Remarks: The expressway is scheduled to be built in the long term (around 2030). However, it is advised that its interface with the proposed railway project would be needed. </td> </tr> </table>	Category: Expressway		Project Title: Manila City - Quezon City (Quezon Av.) R-7 Expressway		Location: Metro Manila		Description: A dual 2 lane 10.2 km elevated expressway from inside of Manila City along R-7 to Quezon City		Project Cost (PM): 24,480.00		Funding: TBD - likely to be local/PPP		Implementing Agency: DPWH		Status - Schedule: Long term		Project Need & Initial Assessment: The expressway would provide additional capacity along this major radial road (R-7) from Quezon City to the heart of Manila. The demand analysis showed that the new road would carry over 436,000 pcu-km, of which 78% are private cars and about 21% public transport vehicles at an average speed of 50 kph.		Source: Proposed by JICA Roadmap Study		Remarks: The expressway is scheduled to be built in the long term (around 2030). However, it is advised that its interface with the proposed railway project would be needed.	
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E10	<table border="1"> <tr> <td colspan="2" data-bbox="240 255 1469 286">Category: Expressway</td> </tr> <tr> <td colspan="2" data-bbox="240 300 1469 331">Project Title: MRT-7 Access Link (C-6) - Bocaue - SJose Del Monte</td> </tr> <tr> <td data-bbox="240 344 703 376">Location: Bulacan Province</td> <td data-bbox="703 344 1469 943" rowspan="6">  </td> </tr> <tr> <td data-bbox="240 383 703 663">Description: A dual 2 lane 10.5 km east-west elevated expressway in the north of Metro Manila to connect NLEX with the MRT-7 northern terminus and also to the newly proposed Expressway E-11.</td> </tr> <tr> <td data-bbox="240 669 703 701">Project Cost (PM): 4,330.00</td> </tr> <tr> <td data-bbox="240 707 703 739">Funding: TBD - Likely to be local/PPP</td> </tr> <tr> <td data-bbox="240 745 703 777">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="240 784 703 815">Status - Schedule: Medium term</td> </tr> <tr> <td data-bbox="240 822 703 943">Project Need & Initial Assessment: The expressway would provide additional capacity in the east-west corridor in the north of Metro Manila. The demand analysis showed that the new road would carry over moderate traffic of about 350,000 pcu-km, at an average speed of 75 kph.</td> </tr> <tr> <td colspan="2" data-bbox="240 949 1469 981">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="703 949 1469 1099"> Remarks: The expressway is scheduled to be built in the medium term (around 2020), because it would provide direct east west connection between the existing NLEX and newly proposed med expressways (E-11). </td> </tr> </table>	Category: Expressway		Project Title: MRT-7 Access Link (C-6) - Bocaue - SJose Del Monte		Location: Bulacan Province		Description: A dual 2 lane 10.5 km east-west elevated expressway in the north of Metro Manila to connect NLEX with the MRT-7 northern terminus and also to the newly proposed Expressway E-11.	Project Cost (PM): 4,330.00	Funding: TBD - Likely to be local/PPP	Implementing Agency: DPWH	Status - Schedule: Medium term	Project Need & Initial Assessment: The expressway would provide additional capacity in the east-west corridor in the north of Metro Manila. The demand analysis showed that the new road would carry over moderate traffic of about 350,000 pcu-km, at an average speed of 75 kph.	Source: Proposed by JICA Roadmap Study		Remarks: The expressway is scheduled to be built in the medium term (around 2020), because it would provide direct east west connection between the existing NLEX and newly proposed med expressways (E-11).	
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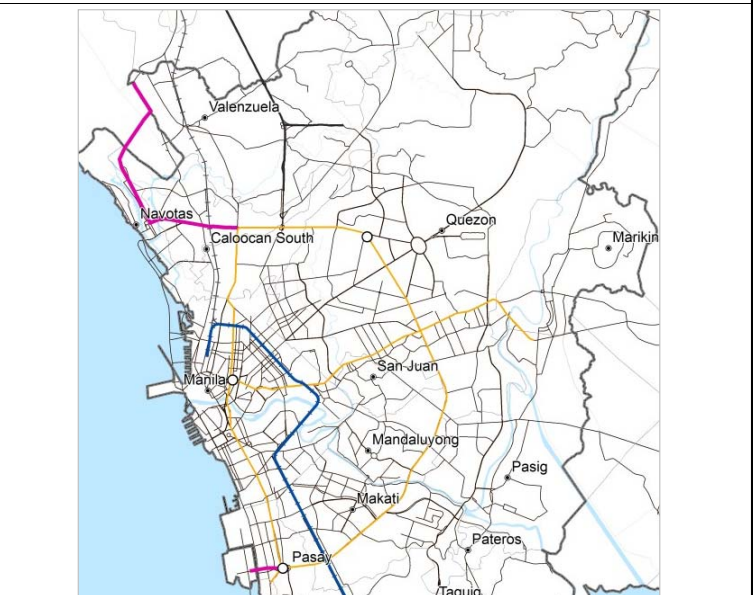
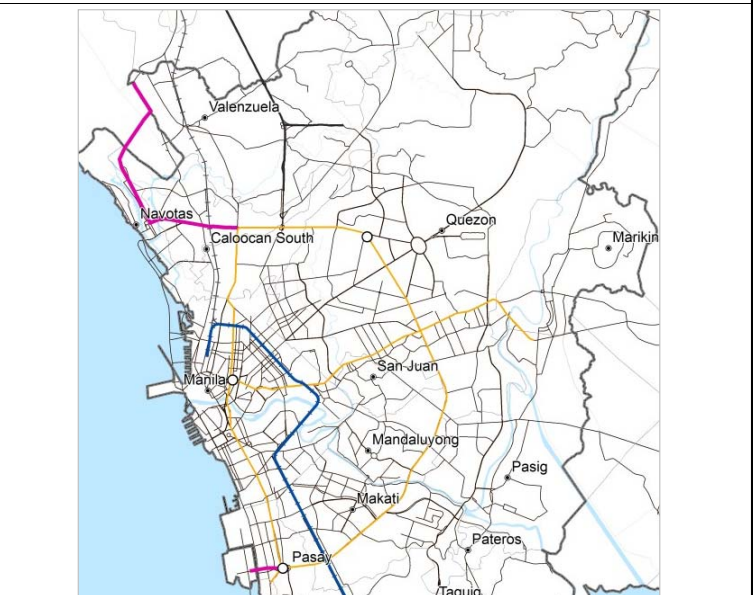
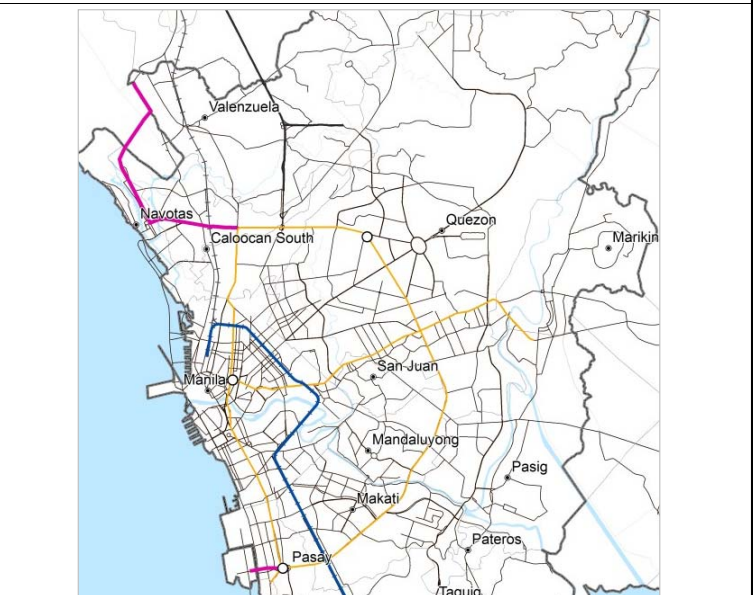
Code	Project Profile	
E15	<p>Category: Expressway</p> <p>Project Title: CALA Expressway</p> <p>Location: Cavite and Laguna Provinces</p> <p>Description: From CAVITEx in Kawit, Cavite to Cabuyao City, Laguna. Construction of 47.2-kilometer expressway with 6-lanes.</p> <p>Project Cost (PM): 30,210.00</p> <p>Funding: PPP</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: Medium term</p> <p>Project Need & Initial Assessment: The expressway would provide absolutely necessary east-west connection between Cavite and Laguna and additional capacity in Cavite. The project is part of the short-term program with construction activities continuing till the medium-term.</p> <p>Source: Proposed by JICA Roadmap Study</p>	 <p>Remarks: The project is a committed project of DPWH. The JICA study team analysis show that the project must be implemented before 2020.</p>
E16	<p>Category: Expressway</p> <p>Project Title: CAVITEX Extension West to Rosario</p> <p>Location: Cavite Province</p> <p>Description: From the southern end of CAVITEX in Kawit, Cavite to Tanza/Rosario. Construction of 10.5-kilometer expressway with 4-lanes. Alignment of CAVITEX extension follows Antero Soriano Highway.</p> <p>Project Cost (PM): 12,710.00</p> <p>Funding: TBD</p> <p>Implementing Agency: DPWH</p> <p>Status - Schedule: Long term</p> <p>Project Need & Initial Assessment: As the Cavite area develops, it would expand in the west/south west direction. This would require additional capacity in that corridor. The ideal way is to extend the Cavite to west south-west direction. Initial assessment of the extension suggests that the project should be taken up in the latter part of 2020-2013 as the demand builds up</p> <p>Source: Proposed by JICA Roadmap Study</p>	 <p>Remarks: A natural extension of CAVITEX as the demand builds up in the long term future.</p>

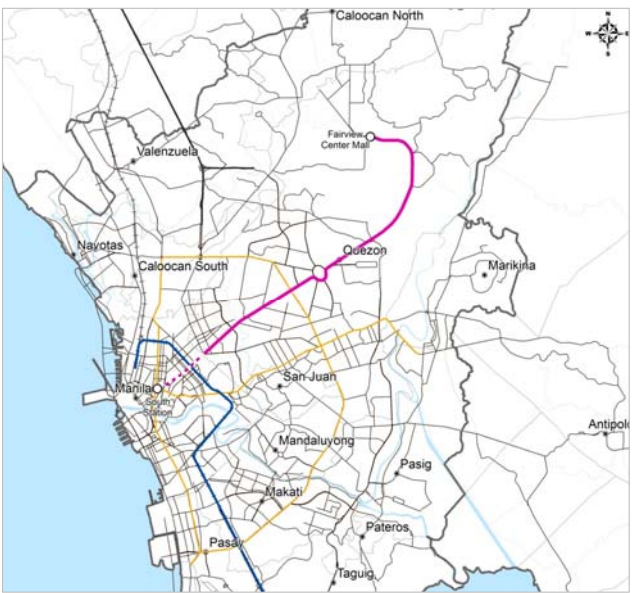
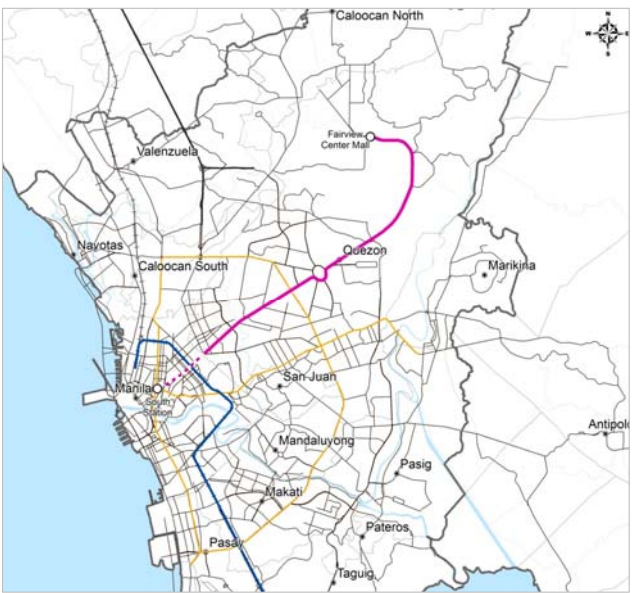
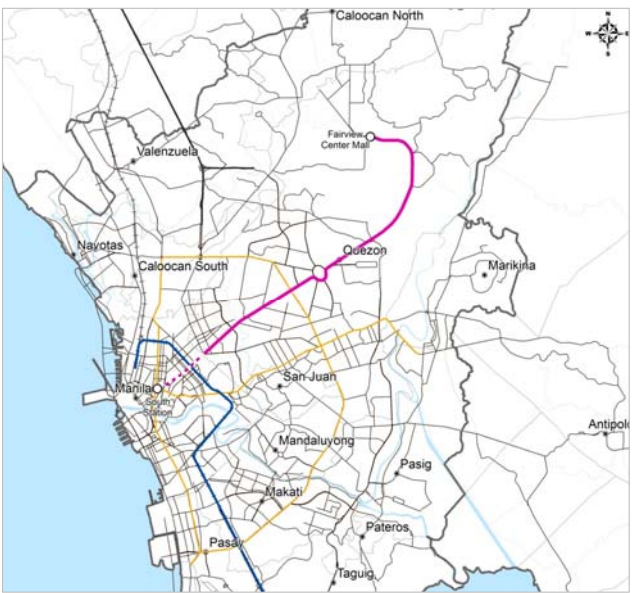



Code	Project Profile																
E18	<table border="1"> <tr> <td colspan="2" data-bbox="264 255 1449 286">Category: Expressway</td> </tr> <tr> <td colspan="2" data-bbox="264 300 1449 331">Project Title: Guiginto - Bustos Expressway</td> </tr> <tr> <td data-bbox="264 344 711 376">Location: Bulacan and Pampanga Provinces</td> <td data-bbox="711 344 1449 943" rowspan="7">  </td> </tr> <tr> <td data-bbox="264 383 711 663">Description: From Guiginto to Bustos, Bulacan Province. Construction of 24.6-kilometer expressway with 4-lanes. This expressway will connect NLEX to the proposed San Jose Del Monte to Cabanatuan expressway.</td> </tr> <tr> <td data-bbox="264 672 711 703">Project Cost (PM): 10,140.00</td> </tr> <tr> <td data-bbox="264 712 711 743">Funding: TBD</td> </tr> <tr> <td data-bbox="264 752 711 784">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="264 792 711 824">Status - Schedule: Long term</td> </tr> <tr> <td data-bbox="264 833 711 1055">Project Need & Initial Assessment: The expressway would provide a strategic connection between the two major expressways in the long term</td> </tr> <tr> <td colspan="2" data-bbox="264 1064 1449 1095">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="719 952 1449 1016">Remarks: Current road network distinctly lacks east west connections between the N/S roads. This expressway will fulfill that role.</td> </tr> </table>	Category: Expressway		Project Title: Guiginto - Bustos Expressway		Location: Bulacan and Pampanga Provinces		Description: From Guiginto to Bustos, Bulacan Province. Construction of 24.6-kilometer expressway with 4-lanes. This expressway will connect NLEX to the proposed San Jose Del Monte to Cabanatuan expressway.	Project Cost (PM): 10,140.00	Funding: TBD	Implementing Agency: DPWH	Status - Schedule: Long term	Project Need & Initial Assessment: The expressway would provide a strategic connection between the two major expressways in the long term	Source: Proposed by JICA Roadmap Study		Remarks: Current road network distinctly lacks east west connections between the N/S roads. This expressway will fulfill that role.	
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Funding: TBD																	
Implementing Agency: DPWH																	
Status - Schedule: Long term																	
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E19	<table border="1"> <tr> <td colspan="2" data-bbox="264 1155 1449 1187">Category: Expressway</td> </tr> <tr> <td colspan="2" data-bbox="264 1200 1449 1232">Project Title: NLEX Extension West (Subic - San Fernando)</td> </tr> <tr> <td data-bbox="264 1245 711 1276">Location: Pampanga and Bataan Provinces</td> <td data-bbox="711 1245 1449 1843" rowspan="7">  </td> </tr> <tr> <td data-bbox="264 1283 711 1563">Description: From San Fernando (Pampanga) at NLEX to Dinalupihan at SCLEx. Construction of 24.6-kilometer expressway with 4-lanes.</td> </tr> <tr> <td data-bbox="264 1572 711 1603">Project Cost (PM): 11,950.00</td> </tr> <tr> <td data-bbox="264 1612 711 1644">Funding: TBD</td> </tr> <tr> <td data-bbox="264 1653 711 1684">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="264 1693 711 1724">Status - Schedule: Long term</td> </tr> <tr> <td data-bbox="264 1733 711 1955">Project Need & Initial Assessment: This expressway shortens the expressway distance between Subic and MM considerably and would not require the MM-Subic travellers to use the local San Fernando to Subic road. The development of Subic as a port would attract much of the goods vehicle traffic.</td> </tr> <tr> <td colspan="2" data-bbox="264 1964 1449 1995">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="719 1852 1449 1944">Remarks: It is obvious that one side of a triangle is shorter than the sum of the other two. Therefore, it is important to save time and travel less distance on this express than to travel from MM-San Fernando-Angeles Subic than MM-San Fernando-Subic.</td> </tr> </table>	Category: Expressway		Project Title: NLEX Extension West (Subic - San Fernando)		Location: Pampanga and Bataan Provinces		Description: From San Fernando (Pampanga) at NLEX to Dinalupihan at SCLEx. Construction of 24.6-kilometer expressway with 4-lanes.	Project Cost (PM): 11,950.00	Funding: TBD	Implementing Agency: DPWH	Status - Schedule: Long term	Project Need & Initial Assessment: This expressway shortens the expressway distance between Subic and MM considerably and would not require the MM-Subic travellers to use the local San Fernando to Subic road. The development of Subic as a port would attract much of the goods vehicle traffic.	Source: Proposed by JICA Roadmap Study		Remarks: It is obvious that one side of a triangle is shorter than the sum of the other two. Therefore, it is important to save time and travel less distance on this express than to travel from MM-San Fernando-Angeles Subic than MM-San Fernando-Subic.	
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E21	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" data-bbox="252 255 1461 286">Category: Expressway</td> </tr> <tr> <td colspan="2" data-bbox="252 300 1461 331">Project Title: North Luzon Expressway (SJ Del Monte-Cabanatuan-San Jose)</td> </tr> <tr> <td data-bbox="252 344 708 376">Location: Nueva Ecija and Bulacan Provinces</td> <td data-bbox="708 344 1461 965" rowspan="6" style="text-align: center; vertical-align: middle;">  </td> </tr> <tr> <td data-bbox="252 383 708 674"> Description: From San Jose Del Monte at the north end-point of CAVITEX - C-5 - San Jose Del Monte Expressway (proposed) to San Jose, Nueva Ecija Province through the regional center of Cabanatuan. Construction of 99.4-kilometer dual-2 land expressway. </td> </tr> <tr> <td data-bbox="252 680 708 712">Project Cost (PM): 24,850.00</td> </tr> <tr> <td data-bbox="252 719 708 750">Funding: TBD</td> </tr> <tr> <td data-bbox="252 757 708 788">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="252 795 708 826">Status - Schedule: Medium term</td> </tr> <tr> <td data-bbox="252 833 708 1077"> Project Need & Initial Assessment: The current west side of North Luzon province is served by NLEX and SCTEX, yet the east side has no similar road. 2030 traffic demand analysis shows that by 2030 the expressway would attract about 900,000 pcu-km and average speed would be about 70 kph. </td> </tr> <tr> <td colspan="2" data-bbox="252 1084 1461 1115">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="708 965 1461 996">Remarks:</td> </tr> </table>	Category: Expressway		Project Title: North Luzon Expressway (SJ Del Monte-Cabanatuan-San Jose)		Location: Nueva Ecija and Bulacan Provinces		Description: From San Jose Del Monte at the north end-point of CAVITEX - C-5 - San Jose Del Monte Expressway (proposed) to San Jose, Nueva Ecija Province through the regional center of Cabanatuan. Construction of 99.4-kilometer dual-2 land expressway.	Project Cost (PM): 24,850.00	Funding: TBD	Implementing Agency: DPWH	Status - Schedule: Medium term	Project Need & Initial Assessment: The current west side of North Luzon province is served by NLEX and SCTEX, yet the east side has no similar road. 2030 traffic demand analysis shows that by 2030 the expressway would attract about 900,000 pcu-km and average speed would be about 70 kph.	Source: Proposed by JICA Roadmap Study		Remarks:			
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Remarks:																			
E22	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" data-bbox="252 1169 1461 1200">Category: Expressway</td> </tr> <tr> <td colspan="2" data-bbox="252 1214 1461 1245">Project Title: SLEX Extension East (Calamba - Lucena)</td> </tr> <tr> <td data-bbox="252 1258 708 1290">Location: Batangas, Laguna and Quezon Provinces</td> <td data-bbox="708 1258 1461 1861" rowspan="6" style="text-align: center; vertical-align: middle;">  </td> </tr> <tr> <td data-bbox="252 1296 708 1576"> Description: From Sto. Tomas Exit of SLEX to Lucena City. Construction of 47.8-kilometer expressway with 4-lanes. </td> </tr> <tr> <td data-bbox="252 1583 708 1615">Project Cost (PM): 12,520.00</td> </tr> <tr> <td data-bbox="252 1621 708 1653">Funding: TBD</td> </tr> <tr> <td data-bbox="252 1659 708 1691">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="252 1697 708 1729">Status - Schedule: Long term</td> </tr> <tr> <td data-bbox="252 1736 708 1973"> Project Need & Initial Assessment: The expressway would link the eastern sections of south Luzon region (Quezon Province) to the main expressway network providing direct expressway travel to MM and to north Luzon. It would also link this remote regional centre of Lucena to Laguna and MM. The project is placed in the Long term as initially the upgraded Calamba-San Pablo-Lucena road would be sufficient for the prevailing traffic demand. </td> </tr> <tr> <td colspan="2" data-bbox="252 1980 1461 2011">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="708 1861 1461 1892">Remarks:</td> </tr> <tr> <td colspan="2" data-bbox="708 1892 1461 2011"> In the long term, as the demand builds up, it is better to provide a new expressway than to widen the existing road. This would thus provide both choice of toll/non-toll road and relieve congestion on the upgraded road. </td> </tr> </table>	Category: Expressway		Project Title: SLEX Extension East (Calamba - Lucena)		Location: Batangas, Laguna and Quezon Provinces		Description: From Sto. Tomas Exit of SLEX to Lucena City. Construction of 47.8-kilometer expressway with 4-lanes.	Project Cost (PM): 12,520.00	Funding: TBD	Implementing Agency: DPWH	Status - Schedule: Long term	Project Need & Initial Assessment: The expressway would link the eastern sections of south Luzon region (Quezon Province) to the main expressway network providing direct expressway travel to MM and to north Luzon. It would also link this remote regional centre of Lucena to Laguna and MM. The project is placed in the Long term as initially the upgraded Calamba-San Pablo-Lucena road would be sufficient for the prevailing traffic demand.	Source: Proposed by JICA Roadmap Study		Remarks:		In the long term, as the demand builds up, it is better to provide a new expressway than to widen the existing road. This would thus provide both choice of toll/non-toll road and relieve congestion on the upgraded road.	
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Code	Project Profile																
E24	<table border="1"> <tr> <td colspan="2" data-bbox="240 253 1474 286">Category: Expressway</td> </tr> <tr> <td colspan="2" data-bbox="240 297 1474 331">Project Title: SLEX (Lipa - Sto Tomas)</td> </tr> <tr> <td data-bbox="240 342 703 376">Location: Laguna and Batangas Provinces</td> <td data-bbox="703 342 1474 958" rowspan="10">  </td> </tr> <tr> <td data-bbox="240 387 703 667"> Description: From Batino Exit of SLEX to Sto. Tomas Exit of SLEX. Upgrade of existing SLEX (28.8-kilometer) from 4-lanes to 6-lanes. </td> </tr> <tr> <td data-bbox="240 678 703 712">Project Cost (PM): 4,490.00</td> </tr> <tr> <td data-bbox="240 723 703 757">Funding: TBD</td> </tr> <tr> <td data-bbox="240 768 703 801">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="240 813 703 846">Status - Schedule: Medium term</td> </tr> <tr> <td data-bbox="240 857 703 1070"> Project Need & Initial Assessment: A natural expansion of the existing capacity as the traffic builds up and reduces speeds. It is estimated that by 2030, the speeds would drop to below 70 kph and, with upgrade, would be back to near free-flow conditions. It is estimated that with capacity expansion the speeds would increase from 65 kph (before expansion) to about 90 kph in 2030. </td> </tr> <tr> <td colspan="2" data-bbox="240 1081 1474 1115">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="703 958 1474 1115"> Remarks: It is only a matter of time before traffic builds up and speeds are reduced. That is why this capacity expansion is recommended to be taken up in the medium term. </td> </tr> </table>	Category: Expressway		Project Title: SLEX (Lipa - Sto Tomas)		Location: Laguna and Batangas Provinces		Description: From Batino Exit of SLEX to Sto. Tomas Exit of SLEX. Upgrade of existing SLEX (28.8-kilometer) from 4-lanes to 6-lanes.	Project Cost (PM): 4,490.00	Funding: TBD	Implementing Agency: DPWH	Status - Schedule: Medium term	Project Need & Initial Assessment: A natural expansion of the existing capacity as the traffic builds up and reduces speeds. It is estimated that by 2030, the speeds would drop to below 70 kph and, with upgrade, would be back to near free-flow conditions. It is estimated that with capacity expansion the speeds would increase from 65 kph (before expansion) to about 90 kph in 2030.	Source: Proposed by JICA Roadmap Study		Remarks: It is only a matter of time before traffic builds up and speeds are reduced. That is why this capacity expansion is recommended to be taken up in the medium term.	
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E25		<table border="1"> <tr> <td colspan="2" data-bbox="240 1171 1474 1205">Category: Expressway</td> </tr> <tr> <td colspan="2" data-bbox="240 1216 1474 1249">Project Title: NLEX North (Sta. Rita - Dau)</td> </tr> <tr> <td data-bbox="240 1261 703 1294">Location: Pampanga and Bulacan Provinces</td> <td data-bbox="703 1261 1474 1865" rowspan="10">  </td> </tr> <tr> <td data-bbox="240 1305 703 1585"> Description: From Guiguinto, Bulacan to Sta. Ines Exit in Mabalacat, Pampanga. Upgrade of existing north section of NLEX (53.0-kilometer) from 4-lanes to 6-lanes. </td> </tr> <tr> <td data-bbox="240 1597 703 1630">Project Cost (PM): 8,270.00</td> </tr> <tr> <td data-bbox="240 1641 703 1675">Funding: TBD</td> </tr> <tr> <td data-bbox="240 1686 703 1720">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="240 1731 703 1765">Status - Schedule: Medium term</td> </tr> <tr> <td data-bbox="240 1776 703 1989"> Project Need & Initial Assessment: The southern section of NLEX is already at capacity, and the congestion is moving up towards the northern sections. Therefore it is recommended to expand the expressway to standard dual-3 configuration before serious congestion sets in. The 2030 traffic analysis shows that the speeds could drop below 65 kph if the expansion is not carried out. </td> </tr> <tr> <td colspan="2" data-bbox="240 2000 1474 2033">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="703 1865 1474 2033"> Remarks: The project is placed in the Medium term development plan as it is a vital N/S link where further reduction of speeds would not be conducive to the natural growth and development of the northern Luzon regions. </td> </tr> </table>	Category: Expressway		Project Title: NLEX North (Sta. Rita - Dau)		Location: Pampanga and Bulacan Provinces		Description: From Guiguinto, Bulacan to Sta. Ines Exit in Mabalacat, Pampanga. Upgrade of existing north section of NLEX (53.0-kilometer) from 4-lanes to 6-lanes.	Project Cost (PM): 8,270.00	Funding: TBD	Implementing Agency: DPWH	Status - Schedule: Medium term	Project Need & Initial Assessment: The southern section of NLEX is already at capacity, and the congestion is moving up towards the northern sections. Therefore it is recommended to expand the expressway to standard dual-3 configuration before serious congestion sets in. The 2030 traffic analysis shows that the speeds could drop below 65 kph if the expansion is not carried out.	Source: Proposed by JICA Roadmap Study		Remarks: The project is placed in the Medium term development plan as it is a vital N/S link where further reduction of speeds would not be conducive to the natural growth and development of the northern Luzon regions.
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Code	Project Profile																
E26, E27	<table border="1"> <tr> <td colspan="2" data-bbox="264 248 1445 282">Category: Expressway</td> </tr> <tr> <td colspan="2" data-bbox="264 293 1445 327">Project Title: SCTEX (Subic-)</td> </tr> <tr> <td data-bbox="264 338 708 371">Location: Tarlac, Pampanga and Bataan Provinces</td> <td data-bbox="708 338 1445 938" rowspan="6">  </td> </tr> <tr> <td data-bbox="264 371 708 656"> Description: The entire SCTEX from Tarlac City Interchange to Subic will be upgraded 2 or 4-lanes to 6-lanes. </td> </tr> <tr> <td data-bbox="264 656 708 696">Project Cost (PM): 2,840.00</td> </tr> <tr> <td data-bbox="264 696 708 736">Funding:</td> </tr> <tr> <td data-bbox="264 736 708 777">Implementing Agency: DPWH</td> </tr> <tr> <td data-bbox="264 777 708 817">Status - Schedule: Medium and long term</td> </tr> <tr> <td data-bbox="264 817 708 1055"> Project Need & Initial Assessment: The expressway is currently operating at an average speed of around 80-100 kph. With the development of Subic and Clark airport the growth of traffic would not be at above average rate, leading to congestion. This is not conducive to the growth and development of the special economic zones. Therefore it is recommended that the entire expressway should be widened to standard dual-3 high standard expressway. </td> </tr> <tr> <td colspan="2" data-bbox="264 1055 1445 1095">Source: Proposed by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="708 938 1445 1095"> Remarks: As the land (additional land required for RoW) for expressway widening is already within its RoW - there is no reason that the expressway widening cannot be taken up in the medium term and stretching into the long term to be complete by 2030. </td> </tr> </table>	Category: Expressway		Project Title: SCTEX (Subic-)		Location: Tarlac, Pampanga and Bataan Provinces		Description: The entire SCTEX from Tarlac City Interchange to Subic will be upgraded 2 or 4-lanes to 6-lanes.	Project Cost (PM): 2,840.00	Funding:	Implementing Agency: DPWH	Status - Schedule: Medium and long term	Project Need & Initial Assessment: The expressway is currently operating at an average speed of around 80-100 kph. With the development of Subic and Clark airport the growth of traffic would not be at above average rate, leading to congestion. This is not conducive to the growth and development of the special economic zones. Therefore it is recommended that the entire expressway should be widened to standard dual-3 high standard expressway.	Source: Proposed by JICA Roadmap Study		Remarks: As the land (additional land required for RoW) for expressway widening is already within its RoW - there is no reason that the expressway widening cannot be taken up in the medium term and stretching into the long term to be complete by 2030.	
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Implementing Agency: DPWH																	
Status - Schedule: Medium and long term																	
Project Need & Initial Assessment: The expressway is currently operating at an average speed of around 80-100 kph. With the development of Subic and Clark airport the growth of traffic would not be at above average rate, leading to congestion. This is not conducive to the growth and development of the special economic zones. Therefore it is recommended that the entire expressway should be widened to standard dual-3 high standard expressway.																	
Source: Proposed by JICA Roadmap Study																	
Remarks: As the land (additional land required for RoW) for expressway widening is already within its RoW - there is no reason that the expressway widening cannot be taken up in the medium term and stretching into the long term to be complete by 2030.																	
1-1, 1-2	<table border="1"> <tr> <td colspan="2" data-bbox="264 1146 1445 1180">Category: Railway</td> </tr> <tr> <td colspan="2" data-bbox="264 1191 1445 1225">Project Title: LRT-1 South Extension (Phase II)/ LRT-1 North Extension</td> </tr> <tr> <td data-bbox="264 1236 708 1270">Location: Metro Manila, Cavite Province</td> <td data-bbox="708 1236 1445 1883" rowspan="6">  </td> </tr> <tr> <td data-bbox="264 1270 708 1599"> Description: The proposed project has three main components: i) Capacity Expansion (cape) - it proposed that Capex should be done as early as possible, but some components may take longer are likely to be in the mid-term, these encompass major upgrade of existing stations to improve Pax accessibility/ movements within station and concourse areas- which provide access to both platforms. ii) Extend the Line from Monumento to North to Malabon - thereby giving up section from Monumento to Common station to MRT Line-3 iii) Further southward extension from Bocor (Niyog) to Dasmarinas. </td> </tr> <tr> <td data-bbox="264 1599 708 1639">Project Cost (PM): 79,400.00</td> </tr> <tr> <td data-bbox="264 1639 708 1680">Funding: TBD ODA and/or Local or both.</td> </tr> <tr> <td data-bbox="264 1680 708 1720">Implementing Agency: DOTC</td> </tr> <tr> <td data-bbox="264 1720 708 1760">Status - Schedule: Capex Now, Extensions Medium to Long term</td> </tr> <tr> <td data-bbox="264 1760 708 1998"> Project Need & Initial Assessment: Initial 2030 demand forecast with full proposed network justifies both the Capex and Line-1 north south extensions. Patronage is expected to reach 1.7million Pax daily, with max line volume of just over 26,000 PPHPD (Maximum Pax on line during average peak hour, well within the max capacity of Line-1) and could be further enhanced with better integration with other lines. </td> </tr> <tr> <td colspan="2" data-bbox="264 1998 1445 2031">Source: Propose by JICA Roadmap Study</td> </tr> <tr> <td colspan="2" data-bbox="708 1883 1445 2031"> Remarks: The Line-1 north extension from Monumento to Malabon would require major and complex decisions by higher authorities to change the existing situation. But this would allow Line-3 to be extended to the west and serve South Caloocan, Navotas and Malabon cities - keeping the lines 1 & 3 as it would deprive the three cities west of MM from mass transit for ever. </td> </tr> </table>	Category: Railway		Project Title: LRT-1 South Extension (Phase II)/ LRT-1 North Extension		Location: Metro Manila, Cavite Province		Description: The proposed project has three main components: i) Capacity Expansion (cape) - it proposed that Capex should be done as early as possible, but some components may take longer are likely to be in the mid-term, these encompass major upgrade of existing stations to improve Pax accessibility/ movements within station and concourse areas- which provide access to both platforms. ii) Extend the Line from Monumento to North to Malabon - thereby giving up section from Monumento to Common station to MRT Line-3 iii) Further southward extension from Bocor (Niyog) to Dasmarinas.	Project Cost (PM): 79,400.00	Funding: TBD ODA and/or Local or both.	Implementing Agency: DOTC	Status - Schedule: Capex Now, Extensions Medium to Long term	Project Need & Initial Assessment: Initial 2030 demand forecast with full proposed network justifies both the Capex and Line-1 north south extensions. Patronage is expected to reach 1.7million Pax daily, with max line volume of just over 26,000 PPHPD (Maximum Pax on line during average peak hour, well within the max capacity of Line-1) and could be further enhanced with better integration with other lines.	Source: Propose by JICA Roadmap Study		Remarks: The Line-1 north extension from Monumento to Malabon would require major and complex decisions by higher authorities to change the existing situation. But this would allow Line-3 to be extended to the west and serve South Caloocan, Navotas and Malabon cities - keeping the lines 1 & 3 as it would deprive the three cities west of MM from mass transit for ever.	
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Code	Project Profile														
2-2, 2-3	<table border="1"> <tr> <td colspan="2" data-bbox="240 241 1477 282">Category: Railway</td> </tr> <tr> <td colspan="2" data-bbox="240 282 1477 322">Project Title: LRT-2 East Extension (Phase II)/ LRT-2 West Extension</td> </tr> <tr> <td data-bbox="240 322 703 362">Location: Metro Manila, Rizal Province</td> <td data-bbox="703 322 1477 846" rowspan="7">  </td> </tr> <tr> <td data-bbox="240 362 703 600">Description: This entails two extensions for the existing LRT 2 line. The first is the extension is further east from Cainta (Masinag, assuming Santolan - Masinag extension is done in the short term) to Antipolo with 3kms underground section and 6 kms elevated to Antipolo. The other extension is to the west from Recto to Manila to the North Harbour.</td> </tr> <tr> <td data-bbox="240 600 703 640">Project Cost (PM): 80,480.00</td> </tr> <tr> <td data-bbox="240 640 703 680">Funding: ODA</td> </tr> <tr> <td data-bbox="240 680 703 721">Implementing Agency: DOTC</td> </tr> <tr> <td data-bbox="240 721 703 761">Status - Schedule: Medium to Long Term</td> </tr> <tr> <td data-bbox="240 761 703 1016">Project Need & Initial Assessment: To enhance the current utilisation of Line-2 Santolan to Masinag extension is required immediately, as the current Line-2 capacity is under utilised. West extension will further improve the existing capacity utilisation. In the long term it is natural to extend the line to Antipolo. The 2030 forecast patronage would reach 760,000 Pax at around 18,000PPHPD.</td> </tr> <tr> <td data-bbox="240 1016 703 1057">Source: Propose by JICA Roadmap Study</td> <td data-bbox="703 891 1477 1057"> Remarks: A precursor to this project is the Phase 1 east extension of the line from Santolan to Masinag. The current load factor in the peak period around 65% and extension to Masinag would improve it by about 10%. </td> </tr> </table>	Category: Railway		Project Title: LRT-2 East Extension (Phase II)/ LRT-2 West Extension		Location: Metro Manila, Rizal Province		Description: This entails two extensions for the existing LRT 2 line. The first is the extension is further east from Cainta (Masinag, assuming Santolan - Masinag extension is done in the short term) to Antipolo with 3kms underground section and 6 kms elevated to Antipolo. The other extension is to the west from Recto to Manila to the North Harbour.	Project Cost (PM): 80,480.00	Funding: ODA	Implementing Agency: DOTC	Status - Schedule: Medium to Long Term	Project Need & Initial Assessment: To enhance the current utilisation of Line-2 Santolan to Masinag extension is required immediately, as the current Line-2 capacity is under utilised. West extension will further improve the existing capacity utilisation. In the long term it is natural to extend the line to Antipolo. The 2030 forecast patronage would reach 760,000 Pax at around 18,000PPHPD.	Source: Propose by JICA Roadmap Study	Remarks: A precursor to this project is the Phase 1 east extension of the line from Santolan to Masinag. The current load factor in the peak period around 65% and extension to Masinag would improve it by about 10%.
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3-1, 3-2	<table border="1"> <tr> <td colspan="2" data-bbox="240 1086 1477 1126">Category: Railway</td> </tr> <tr> <td colspan="2" data-bbox="240 1126 1477 1167">Project Title: MRT-3 Extension - South and West</td> </tr> <tr> <td data-bbox="240 1167 703 1207">Location: Metro Manila, Bulacan Province</td> <td data-bbox="703 1167 1477 1780" rowspan="7">  </td> </tr> <tr> <td data-bbox="240 1207 703 1489">Description: The proposed project is to extend existing MRT3 to the south from Taft station to Mall of Asia on the Reclamation Area by underground section of 2.2km. The second part is to extends the line west from North Avenue to Monumento (taking over common station/ Roosevelt & Balintawak from Line-1) and from Monumento to west, to Caloocan South to interchange with proposed N/S PNR commuter line and then to Navotas and Malabon cites with total length of 7.2 km from Monumento to west..</td> </tr> <tr> <td data-bbox="240 1489 703 1529">Project Cost (PM): 101,800</td> </tr> <tr> <td data-bbox="240 1529 703 1570">Funding: Local Funds</td> </tr> <tr> <td data-bbox="240 1570 703 1610">Implementing Agency: DOTC</td> </tr> <tr> <td data-bbox="240 1610 703 1650">Status - Schedule: Medium to Long Term</td> </tr> <tr> <td data-bbox="240 1650 703 1921">Project Need & Initial Assessment: The south extension is essential to tap into the Mall of Asia demand. The west extension from North Avenue to Navotas/ Malabon cities would extend the line into the high growth area. The 2030 forecast patronage after capacity expansion (with 120/130m long trains) and the two extensions is estimated to be just over one million daily passengers, and max line volume would reach around 20,000PPHPD. It should be noted that the proposed N/S underground line would be running parallel with LRT-3 along the Busy EDSA section.</td> </tr> <tr> <td data-bbox="240 1921 703 1962">Source: Propose by JICA Roadmap Study</td> <td data-bbox="703 1780 1477 1962"> Remarks: The extension to the south can start in the Medium Term (2017 to 2022) while the west extension is for the long term implementation. </td> </tr> </table>	Category: Railway		Project Title: MRT-3 Extension - South and West		Location: Metro Manila, Bulacan Province		Description: The proposed project is to extend existing MRT3 to the south from Taft station to Mall of Asia on the Reclamation Area by underground section of 2.2km. The second part is to extends the line west from North Avenue to Monumento (taking over common station/ Roosevelt & Balintawak from Line-1) and from Monumento to west, to Caloocan South to interchange with proposed N/S PNR commuter line and then to Navotas and Malabon cites with total length of 7.2 km from Monumento to west..	Project Cost (PM): 101,800	Funding: Local Funds	Implementing Agency: DOTC	Status - Schedule: Medium to Long Term	Project Need & Initial Assessment: The south extension is essential to tap into the Mall of Asia demand. The west extension from North Avenue to Navotas/ Malabon cities would extend the line into the high growth area. The 2030 forecast patronage after capacity expansion (with 120/130m long trains) and the two extensions is estimated to be just over one million daily passengers, and max line volume would reach around 20,000PPHPD. It should be noted that the proposed N/S underground line would be running parallel with LRT-3 along the Busy EDSA section.	Source: Propose by JICA Roadmap Study	Remarks: The extension to the south can start in the Medium Term (2017 to 2022) while the west extension is for the long term implementation.
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7-1, 7-2	<table border="1"> <tr> <td data-bbox="245 241 703 275">Category: Railway</td> <td data-bbox="703 241 1469 275"></td> </tr> <tr> <td colspan="2" data-bbox="245 286 1469 320">Project Title: MRT-7</td> </tr> <tr> <td data-bbox="245 331 703 365">Location: Metro Manila</td> <td data-bbox="703 331 1469 365"></td> </tr> <tr> <td data-bbox="245 376 703 689">Description: The line is one of the committed project of DOTC. The committed section is from Fairview Center Mall to North Avenue. It is proposed that line-7 should be extended to inside EDSA along Quezon Avenue to Recto. The section from Recto to Espan is intended to be underground, and elevated from Espan to North Avenue and continue elevated northwards up to fairview center Mall as planned in the committed proposal. The total length from Recto to Fairview Mall is estimated to be 17.5km. In the north the line is shortened as the newly proposed N/S Subway line catchment area would cover the Line-7 catchment area.</td> <td data-bbox="703 331 1469 689" rowspan="6">  </td> </tr> <tr> <td data-bbox="245 701 703 734">Project Cost (PM): 98,800.00</td> <td data-bbox="703 701 1469 734"></td> </tr> <tr> <td data-bbox="245 745 703 779">Funding: ODA/PPP</td> <td data-bbox="703 745 1469 779"></td> </tr> <tr> <td data-bbox="245 790 703 824">Implementing Agency: DOTC</td> <td data-bbox="703 790 1469 824"></td> </tr> <tr> <td data-bbox="245 835 703 869">Status - Schedule: Long Term</td> <td data-bbox="703 835 1469 869"></td> </tr> <tr> <td data-bbox="245 880 703 1081">Project Need & Initial Assessment: The proposed section of Line-7 is proposed to be extended to RECO providing a mass transit line along one of the busiest radial corridor (R-7) inside EDSA. Initial assesment shows that the corridor suitable for a mass trasit system all the from North Avenue to Recto. the patronage on the line is estimated to be over 700,000 daily Pax with 20,000PPHPD.</td> <td data-bbox="703 992 1469 1081"> <p>Remarks: Precursor to this project is a BRT line that is expected to run along Quezon Avenue and Commonwealth Ave. The BRT should be designed that one-gay it be a temorary phase until the LRT-Line-7 is built.</p> </td> </tr> <tr> <td data-bbox="245 1093 703 1126">Source: Propose by JICA Roadmap Study</td> <td data-bbox="703 1093 1469 1126"></td> </tr> </table>	Category: Railway		Project Title: MRT-7		Location: Metro Manila		Description: The line is one of the committed project of DOTC. The committed section is from Fairview Center Mall to North Avenue. It is proposed that line-7 should be extended to inside EDSA along Quezon Avenue to Recto. The section from Recto to Espan is intended to be underground, and elevated from Espan to North Avenue and continue elevated northwards up to fairview center Mall as planned in the committed proposal. The total length from Recto to Fairview Mall is estimated to be 17.5km. In the north the line is shortened as the newly proposed N/S Subway line catchment area would cover the Line-7 catchment area.		Project Cost (PM): 98,800.00		Funding: ODA/PPP		Implementing Agency: DOTC		Status - Schedule: Long Term		Project Need & Initial Assessment: The proposed section of Line-7 is proposed to be extended to RECO providing a mass transit line along one of the busiest radial corridor (R-7) inside EDSA. Initial assesment shows that the corridor suitable for a mass trasit system all the from North Avenue to Recto. the patronage on the line is estimated to be over 700,000 daily Pax with 20,000PPHPD.	<p>Remarks: Precursor to this project is a BRT line that is expected to run along Quezon Avenue and Commonwealth Ave. The BRT should be designed that one-gay it be a temorary phase until the LRT-Line-7 is built.</p>	Source: Propose by JICA Roadmap Study	
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NS-1, NS-2	<table border="1"> <tr> <td data-bbox="245 1160 703 1193">Category: Railway</td> <td data-bbox="703 1160 1469 1193"></td> </tr> <tr> <td colspan="2" data-bbox="245 1205 1469 1238">Project Title: NS Line</td> </tr> <tr> <td data-bbox="245 1249 703 1283">Location: Metro Manila, Bulacan and Cavite Provinces</td> <td data-bbox="703 1249 1469 1283"></td> </tr> <tr> <td data-bbox="245 1294 703 1574">Description: This line is totally on a new line alignment. It stretches from Cavite in the south to just north of MM border in Bulacan. It is estimated that there will 48 stations along its length of 68.8km. A substantial length (about 65% -43.5km) will be underground in the Center of MM and in Makati/ BGC area</td> <td data-bbox="703 1249 1469 1574" rowspan="6">  </td> </tr> <tr> <td data-bbox="245 1585 703 1619">Project Cost (PM): 514,160</td> <td data-bbox="703 1585 1469 1619"></td> </tr> <tr> <td data-bbox="245 1630 703 1664">Funding: TBD</td> <td data-bbox="703 1630 1469 1664"></td> </tr> <tr> <td data-bbox="245 1675 703 1709">Implementing Agency: DOTC</td> <td data-bbox="703 1675 1469 1709"></td> </tr> <tr> <td data-bbox="245 1720 703 1753">Status - Schedule: Medium Term</td> <td data-bbox="703 1720 1469 1753"></td> </tr> <tr> <td data-bbox="245 1765 703 1933">Project Need & Initial Assessment: This N/S line through the heart of MM, and connecting very dense high-rise building areas of Makati/ Ortigas would generate around 1.9million Pax daily with average Peak hour line volume of about 25,000 PPHPD. The line will be a backbone for N/S travel in Mega Manila.</td> <td data-bbox="703 1865 1469 1933"> <p>Remarks: The line is an ambitious project for MM, particularly with major section underground along EDSA and its branch extension to Makati.</p> </td> </tr> <tr> <td data-bbox="245 1944 703 1977">Source: Propose by JICA Roadmap Study</td> <td data-bbox="703 1944 1469 1977"></td> </tr> </table>	Category: Railway		Project Title: NS Line		Location: Metro Manila, Bulacan and Cavite Provinces		Description: This line is totally on a new line alignment. It stretches from Cavite in the south to just north of MM border in Bulacan. It is estimated that there will 48 stations along its length of 68.8km. A substantial length (about 65% -43.5km) will be underground in the Center of MM and in Makati/ BGC area		Project Cost (PM): 514,160		Funding: TBD		Implementing Agency: DOTC		Status - Schedule: Medium Term		Project Need & Initial Assessment: This N/S line through the heart of MM, and connecting very dense high-rise building areas of Makati/ Ortigas would generate around 1.9million Pax daily with average Peak hour line volume of about 25,000 PPHPD. The line will be a backbone for N/S travel in Mega Manila.	<p>Remarks: The line is an ambitious project for MM, particularly with major section underground along EDSA and its branch extension to Makati.</p>	Source: Propose by JICA Roadmap Study	
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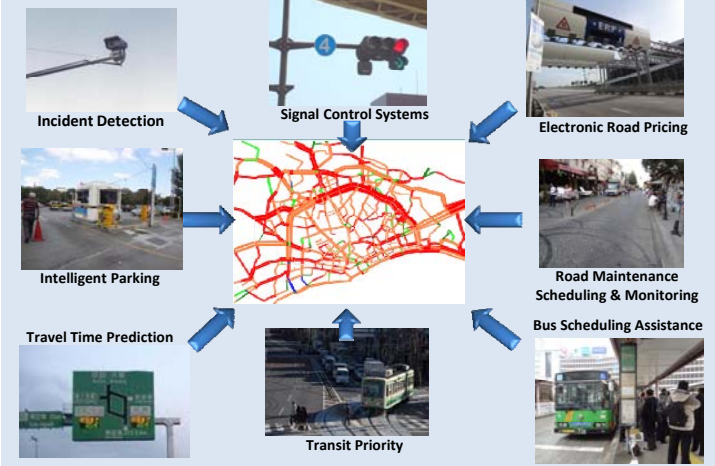
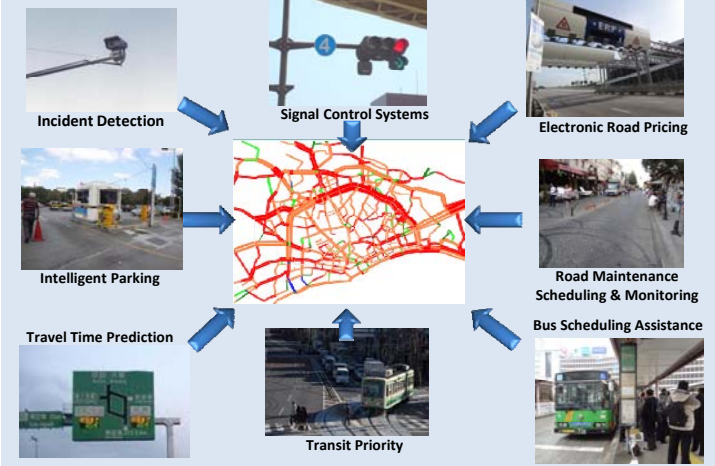
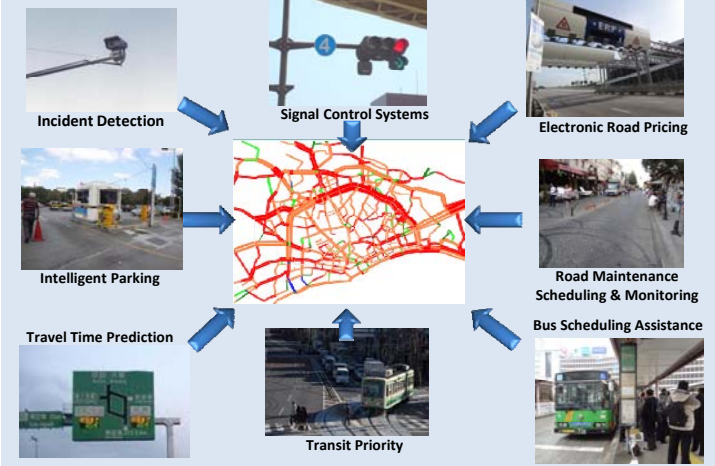



Code	Project Profile	
M1, M4, M5, M6	<p>Category: Railway</p> <p>Project Title: Secondary Line</p> <p>Location: Metro Manila, Rizal and Cavite Provinces</p> <p>Description: There are five secondary lines 3 in Metro Manila and two Cavite. The Marikina Line does extend to Rizal province for short distance. These lines would have dual role of serving the local areas for short distance local trip and to act feeder lines to the main lard/MRT Lines in Metro Manila. The total length of five lines is estimated to be about 72km and 67 stations, providing good accessibility through high density of stations. Line-2 Paco--Makati--Pasig-Pateros line has been considered in the Short Term projects due to patronage is given higher priority.</p> <p>Project Cost (PM): 102,160.00 (4-lines, 60.4km)</p> <p>Funding: TBD ODA/ PPP/ Local</p> <p>Implementing Agency: DOTC</p> <p>Status - Schedule: Medium to Long Term</p> <p>Project Need & Initial Assessment: The project need is essential on two counts: i) The surrounding areas of MM like Marikina/ Cavite need their own high capacity mass transit systems, but the demand is not enough to warrant LRT or MRT system. ii) The lines will act as feeder services to the proposed Do-Maximum plan LRT/MRT/Commuter lines. Total patronage on these four lines is estimated to be about one million Pax daily with line volumes varying between 4,000 and 10,000pphd.</p> <p>Source: Propose by JICA Roadmap Study</p>	 <p>Remarks: It is good plan to get one line (Line-2 Paco-Makati-JPRizal-BGC-Pateros) to start in the short term, and build other lines at later dates as the demand builds up.</p>
P-2, P-3	<p>Category: Railway</p> <p>Project Title: NS Commuter South Extension and North Extension</p> <p>Location: Tarlac, Pampanga, Bulacan, Laguna and Batangas Provinces</p> <p>Description: This is an extension of the Suburban Railway (or Commuter Line) , which takes advantage of the PNR alignment. These will traverse Calamba to Batangas in the south for 48 km length with about 12 stations. In the north, it will run from Malolos to Tarlac an 81 km long extension with about 20 stations.</p> <p>Project Cost (PM): 47,680</p> <p>Funding: ODA</p> <p>Implementing Agency: DOTC</p> <p>Status - Schedule: Long Term</p> <p>Project Need & Initial Assessment: It is estimated that the patronage on two lines would be around 1/2 million Pax by 2030. Detailed feasibility study with proper station locations is need to further assess their feasibility.</p> <p>Source: Propose by JICA Roadmap Study</p>	 <p>Remarks: This north-south service will open up areas to afford opportunities for developing new towns with sub-urban railway in the peri-urban areas of Metro Manila. This can also serve as an avenue to integrated efforts for the resettlement of families, residing in flood prone areas, from Metro Manila to the new towns. Likewise, it will provide opportunities for families who need affordable housing and good living environment in the suburbs.</p>

Code	Project Profile
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E3	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td colspan="2">Category: Road-based Public Transport</td> </tr> <tr> <td colspan="2">Project Title: BRT System 2 (EDSA-Binagonan)</td> </tr> <tr> <td style="width:40%;">Location: Metro Manila, Rizal Province</td> <td rowspan="7" style="text-align: center; vertical-align: middle;">  <p>Proposed route of BRT System (tentative)</p> </td> </tr> <tr> <td>Description:</td> </tr> <tr> <td>The project detail will be defined in the project of BRT System 1 in short term projects. However, one of the suggested route is from EDSA to Binagonan in Rizal Province (24.24-kilometer). This route is a partial same as the proposed BRT system by the Word Bank Feasibility Study.</td> </tr> <tr> <td>Project Cost (PM): 3,500.00</td> </tr> <tr> <td>Funding: TBD</td> </tr> <tr> <td>Implementing Agency: DOTC</td> </tr> <tr> <td>Status - Schedule: Medium term</td> </tr> <tr> <td>Project Need & Initial Assessment:</td> <td rowspan="2" style="vertical-align: top;">Remarks:</td> </tr> <tr> <td>The BRT System will function as a feeder services from Rizal Province to Metro Manila. This area needs their own mass transit system, however, there is not enough demand to introduce LRT or MRT system.</td> </tr> <tr> <td colspan="2">Source: Propose by JICA Roadmap Study</td> </tr> </table>	Category: Road-based Public Transport		Project Title: BRT System 2 (EDSA-Binagonan)		Location: Metro Manila, Rizal Province	 <p>Proposed route of BRT System (tentative)</p>	Description:	The project detail will be defined in the project of BRT System 1 in short term projects. However, one of the suggested route is from EDSA to Binagonan in Rizal Province (24.24-kilometer). This route is a partial same as the proposed BRT system by the Word Bank Feasibility Study.	Project Cost (PM): 3,500.00	Funding: TBD	Implementing Agency: DOTC	Status - Schedule: Medium term	Project Need & Initial Assessment:	Remarks:	The BRT System will function as a feeder services from Rizal Province to Metro Manila. This area needs their own mass transit system, however, there is not enough demand to introduce LRT or MRT system.	Source: Propose by JICA Roadmap Study	
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