



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

2 September 2016

HONORABLE GRACE POE
Senator
Republic of the Philippines

Dear Senator Poe:

We respectfully submit to your Office the list of sectoral projects that the Department of Transportation will implement to address the traffic and congestion crisis, as well as the draft bill which the Senate Committee on Public Services may consider in crafting the law granting the President of the Republic of the Philippines Emergency Powers.

We shall provide additional information, plans and projects that the Committee may require from the Department of Transportation in the succeeding hearings to be conducted on the Emergency Powers Bill.

Very truly yours,

ARTHUR P. TUGADE
Secretary
Department of Transportation

ROAD SECTOR

A. Traffic

1. Motor Vehicle Plates and Driver's License

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
1 a. Procurement of 6.7M Driver's License Cards	Addressing severe backlog of Drivers' Licenses and License Plates	470.00	3-6 months	6-12 months or indefinite period of time due to TRO/ Injunction that maybe being filed by losing bidders
1 b. Procurement of 5.4M License Plates		1,400.00	3-6 months	Indefinite, as SC has a TRO and COA has a Notice of Disallowance on the current contract for the delivery of license plates
1c. MV Plate Making Machine	Will allow LTO to address the backlog in Plate supply problems	25.00	3 -6 months	6-12 months or indefinite period of time

2. Infrastructure

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
2a . Metro Manila BRT Line 1 (Manila-Quezon City)	This BRT Line is 12.3 km from Manila City Hall to Quezon City Hall. The system includes 16 stations with 280 buses in operation.	4,789.00	2016 – Q4 2019	2016 – Q3 2021 or later
2b .Metro Manila BRT Line 2 (EDSA)	This BRT Line is 48.6 km covering EDSA, Ayala Avenue, Ortigas-BGC, up to NAIA. The projected capacity is P1.6M passenger trips/day.	39,440.00	2016 - Q4 2018	2016 - Q2 2020

Handwritten signature/initials

Project Title	Project Description	Estimated Budget (In Million Pesos)	Timelines	
			With Special Power	Without Special Power
3a -Integrated Transport System Southwest Terminal (along Coastal Road in Parañaque)	This is an intermodal terminal facility aimed to facilitate and support efficient, comfortable, reliable, safe, seamless, integrated and multimodal system transportation.	3,152.00	Start of operation June 2018	Start of construction -2016 Completion will be uncertain due to possible TRO's and injunctions by affected stakeholders
3b. -Integrated Transport System South Terminal (FTI compound along SLEX)	The South Terminal of the Integrated Transport System will be constructed within a site area of 5.7 hectares. It will connect passengers coming from the Laguna/Batangas side to other transport systems	2,230.00	Start of operation June 2018	Start of construction -2016 Completion will be uncertain due to possible TRO's and injunctions by affected stakeholders
4. Pedestrianization (Greenways) Project	Construction of pedestrian facilities (i.e. elevated walkways, escalators, walkable roads) along identified high-pedestrian traffic nodes in Metro Manila, promoting accessibility of transit facilities and reducing pedestrian-vehicle conflicts.	500.00	Faster implementation through shorter procurement process	Commencement of construction and completion will be uncertain due to possible TRO's and injunction from affected establishments and stakeholders
5. Road Widening (DPWH)	Improvement of existing national roads	1,590.00	2016 to 2017	Indefinite due to ISF problems

W

2. Structure

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
2 a. Single Traffic Authority	Currently, multiple agencies and government bodies in charge of traffic management has resulted to an uncoordinated implementation and enforcement of traffic rules. Thus the authority is for efficient management of traffic under one chain of command.	*3,300.00	Within 3-6 months DOTr shall be mandated to head the single authority to formulate and enforce uniform traffic rules in MM, including UVVRP, truck ban, fines and penalties; override the LGUs existing parking ordinances in their area of jurisdiction; conduct anti-illegal parking operations.	Indefinite start of implementation as MMDA is in charge with Traffic management in MM, while LGUs are mandated by the Local Government Code to manage traffic in their jurisdiction; LGUs have different UVVRP implementation, truck ban. Possible TROs and injunctions will be filed by affected homeowners, and LGUs and other stakeholders.

*MMDA/ HPG Proposed budget

3. Policies

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
1. Rationalize Public Transport System	Rationalization of routes to improve efficiency of public transport system. Permits and Franchises can be cancelled; bus operators can be consolidated		Within 12-18 months or right after completion of ITS projects.	Indefinite timeline because of TROs and injunctions that will be filed by PUV operators
2 b. Map out Secondary Routes	The establishment of alternate roads in identified private subdivisions to non-resident motorists, which may be opened on a limited time for light vehicles only,	220.00	Within 3-6 months	Indefinite start of implementation due to TROs and injunctions to be filed by affected subdivisions and homeowners

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
2. Omnibus Franchising Policy	This policy document includes the guidelines on the rationalization of public transport, and the procedures for the determination of routes and service plans for road transport services.		Immediate implementation is assured	Indefinite timeline because of TROs and injunctions that will be filed by PUV operators
3. Prohibit bus terminals along major thoroughfares	The Intermodal Transport System will be used to have an efficient public transport services		12 - 18 months or right after the ITS Projects are ready for use	Indefinite timeline because of TROs and injunctions that will be filed by PUV operators
4. PUV Modernization	This project includes linkage with financing institutions, rationalization of route network, introduction of minimum service standards and modernized vehicle fleet to contribute to reducing GHG emission and air pollution	700.00	Immediately start implementation on affected 15 year old PUV units	Indefinite timeline because of TROs and injunctions that will be filed by PUV operators
5. Provision of Enough Parking spaces and reasonable road setbacks for new establishments	All new residential, office, malls and similar establishments shall be required to submit a traffic impact assessment to provide enough parking spaces & traffic management measures within the vicinity of the new establishments. They shall be required to provide reasonable setbacks from the mainroad. Vehicles will be prohibited from loading, unloading and parking along the roads surrounding the establishments.		3 - 6 months	Indefinite implementation because of TROs and injunctions that will be filed by affected establishments.

W

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
6. National Emission Testing Centers	LTO shall establish its own emission testing centers nationwide where all motor vehicles shall be tested for emission compliance as required by the Clean Air Act. This project aims to provide free and annual emission testing for motor vehicles nationwide as mandatory requirement prior to registration.	784.00	within 6 months	Indefinite implementation because of TROs and injunctions that will be filed by affected PETC operators.
7. Transfer of DOTr Central Office to Clark	This is to comply with the directive of the President to transfer government offices outside of Metro Manila to help decongest traffic		Start of Physical transfer: Q1 2017	Uncertain due to possible TROs or Injunction that maybe filed by employees/ union.

4. System

Project Title	Description and Benefits	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
1 . Unified and Enhanced Traffic Signalling System1	The traffic signaling system in 424 intersections in MM is being managed by MMDA. Some LGUs are likewise managing their own traffic signaling system. The Single Traffic Authority to manage, synchronize and coordinate traffic signaling system in MM, including that of the LGUs		3 - 6 months	Indefinite implementation because of different jurisdictions of MMDA & LGUs

Project Title	Description and Benefits	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
2. Point to Point Bus Services/ Premium Airport Shuttle Buses	Service with scheduled trips and designated off-street stops for loading/ unloading passengers. Buses are required to have CCTV, GPS with two-way communication. Drivers under salary; advance ticketing and seat booking via mobile phone and internet, garage sufficient to accomodate all units.		6 mos. - 1 year	Indefinite timeline because of TROs and injunctions that maybe filed by existing bus operators
TOTAL		58,600		

AVIATION SECTOR (MIAA)

1. Infrastructure

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Construction of Two Additional Rapid Exit Taxiways	This will allow immediate exit of Code D aircrafts from the main runway	34.00	Estimated Completion Time (ECT): 16 Months • Shorter period of implementation by ruling out any legal impediments	Estimated Completion Time (ECT): • Completion uncertain • Opposition from airlines as it might affect their operation during construction • May have legal impediments
Overlay of Runway 06/24	This is necessary to prevent occurrence of aircraft accidents and ensure that the facility is safe and comfortable for landing and takeoff	300.00	2016 to 2018 24 Months • Shorter period of implementation by ruling out any legal impediments	• Completion uncertain • Users may oppose the planned overlay as this can cause delay of airline operations • May have legal impediments
CCTV Surveillance Monitoring System	This is necessary for sustaining ICAO, FAA Category 1 status, and EU Safety and Security Ratings	486.00	6 Months • Implementation would easily materialize since it would rule out any legal impediments	Completion uncertain • Procurement takes a long time due to the filing of TRO • With existing TRO, implementation is uncertain losing bidders may resort to legal relief • May have legal impediments
Demolition of Philippine Village Hotel	-reversion of building to MIAA and possession of the land for airport expansion	N/A	• Facilitate resolution and redevelopment of the area which is a non performing asset	A pending legal case remains unresolved. Potential injunction by the previous owner of the building.

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Third Runway		2,400.00	<ul style="list-style-type: none"> In the next two years, it would be easier for us to start implementation of the project since legal impediments will be avoided in the acquisition of right of way 	<ul style="list-style-type: none"> ECT uncertain due to expropriation proceedings of private dwellers and structures Will have oppositions from land owners which may result to legal impediments

2. Policies

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Rationalization of Terminals or Airline Accommodation in Terminals	<p>To rationalize airline assignments in the terminals to maximize effective usage taking into consideration its support service</p> <p>Assumptions: Terminal 1 – Domestic Terminal 2 – PAL flights Terminal 3 – International Terminal 4 – Other Domestic Flights</p>	N/A	<ul style="list-style-type: none"> Any legal impediments will be ruled out Completion is certain 	<ul style="list-style-type: none"> Rationalization of Terminals is uncertain and subject to delay since affected stakeholders may take legal actions Will definitely expect strong opposition from current operators and may resort to legal remedy
Relocation of Informal Settlers	<p>-Poses a threat to security and safety of airport operations</p> <p>Areas Occupied by Informal Settlers: 96.6 Hectares</p>	7,000.00	<ul style="list-style-type: none"> Immediate clearing of area can be achieved without resistance from informal settlers Prevent unauthorized access to airport facilities 	<ul style="list-style-type: none"> ECT is uncertain due to risk of injunction by informal settlers. Tedious process to relocate the informal settlers Informal settlers will be difficult to relocate and may resort to legal remedies The presence of informal settlers poses a security threat in our perimeter area

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Plan to Remove Bird Sanctuary at the Flight Approach at Runway 06	Existence of birds poses risk during landing and takeoff	N/A	• The immediate removal of its bird sanctuary will be easier as this will become a safety issue raised by IATA and ICAO	• ECT is uncertain due to expected legal suits and injunctions arising from the city government and environmentalists
Termination of General Aviation Contracts	This is in order for the concessionaires to vacate the General Aviation Area	N/A	• The government can easily direct to vacate the area and to transfer to Sangley on Clark	• ECT is uncertain. It is difficult to terminate contract • Legal remedies will easily be enjoined by owners as they are prominent people in society

3. Systems

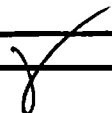
Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Computerization of Processes	– Specifically Automation of Financial Processes	310.00	Less than 3 years.	3 years May take an arduous bidding process due to the government procurement law

4. Organization

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Implementation of the MIAA Rationalization Plan and Compensation and Position Classification System (CPCS)	To ensure that the organization has the right people, with the right skills	3.00	Less than 8 Months with intervention of the Office of the President	Uncertain due to legal suits and injunctions

5. Personnel

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Contract Status of Job Order Personnel	Number of Manpower: 1,196	375.00	Immediate implementation and stability of employment	ECT is uncertain due to legal suits and injunction
TOTAL		10,908		



CAAP

1. Infrastructure

A. Infrastructure Requirements for the following Airports to qualify for night rating

Airports	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
a. Roxas	Construction of control tower; communication system	55.00	1 year	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; and (iii) possible suits by losing bidders.
b. Dipolog	Reflectorized runway markings; Runway strip width expansion Land acquisition for strip width and runway widening	160.00	2 years	Project completion is uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) difficulty in the legal procedure for expropriation; (v) affected lot owners may contest the expropriation in court.
c. Ozamis	Procurement of lot for the relocation of the control tower, construction of new control tower and runway widening as a prerequisite for night rating	230.00	2 years	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; and (iv) difficulty in the legal procedure for expropriation.

Airports	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
d. Tuguegarao	To qualify for night rating: -runway and strip width improvements - construction of Tower -installation of communication system and DVOR/DME (CAAP)	340.00	9 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; and (iv) difficulty in the legal procedure for expropriation.
e. Cauayan	-runway improvements -strip width improvements (DOTr) -land acquisition for strip width and runway widening (DOTr) -Air field lighting system and radio communication equipment (CAAP)	270.00	1 year	Project completion is uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) difficulty in the legal procedure for expropriation; (v) affected lot owners may contest the expropriation in court
f. Pagadian	-runway improvements -strip width expansion -airfield lighting and communication system -Installation of DVOR/DME	360.00	1 year	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; and (iii) possible suits by losing bidders.

Airports	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
g. Catarman	-runway improvements -strip width expansion -construction of control tower and power plant -communication and airfield lighting system	285.00	1 year	Project completion is uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) difficulty in the legal procedure for expropriation; (v) affected lot owners may contest the expropriation in court
h. Masbate	-runway improvements -strip width expansion	150.00	1 year	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; and (iii) possible suits by losing bidders.
i. Calbayog	-runway improvements -strip width expansion 365 days -construction of control tower and power plant -communication and airfield lighting system	125.00	1 year	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; and (iii) possible suits by losing bidders.

Airports	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
j. Dumaguete	Land expropriation/police power to clear approach path prior to night rating	Undetermined/would depend on the Fair Market Value and the properties to be affected after final survey	1 year	Project completion is uncertain due to: (i) difficulty in the legal procedure for expropriation; and (ii) affected lot owners may contest the expropriation in court
k. Naga	Installation of navigational aid to qualify for night rating	70.00	8 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; and (iii) possible suits by losing bidders.

B. Infrastructure requirement for the Transfer of NAIA General Aviation operations to Sangley Airbase

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
Development of Sangley Airbase for General Aviation	This initiative will effectively decongest NAIA operations	1,000.00	10 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; and (iii) possible suits by losing bidders.

C. Air Navigational Facilities of various CAAP Airports

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
a. Replacement of two (2) units of Very High Frequency Omni Range Equipment/Distance Measuring Equipment (VOR/DME)	replace aging Air navigational equipment in Tacloban and Butuan Airports	130.00	4 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) issuance of TRO and/or injunction by lower courts.
b. Provision of Very High Frequency radios for Control Towers at Surigao, Siargao, Camiguin, Ormoc and Romblon Airports	To replace aging air navigational equipment	50.00	4 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) issuance of TRO and/or injunction by lower courts.
c. Provision of HF/SSB for Oceanic Operations	To monitor operations in areas not covered by the existing radar system	145.00	1 year	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) issuance of TRO and/or injunction by lower courts.

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
d. Replacement of two (2) units of Instrument Landing System (ILS) and airfield lighting system for Zamboanga International Airport and General Santos Airport		270.00	1 year	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) issuance of TRO and/or injunction by lower courts.
e. Surveillance Equipment	Provision of CCTV Security Cameras for various airports. Provide security visibility to CAAP security personnel for the heightened security of the riding public	210.00	8 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) issuance of TRO and/or injunction by lower courts.

2. SYSTEM

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
a. Instrument Approach Procedure	Required for airport night operations; Ensures safe landing even during night time as this relies on equipment accuracy on landing and approach Instrument approach procedure design for ongoing and proposed airports for night operations (Roxas, Dipolog, Ozamis, Tugegarao, Cauayan, Pagadian, Catarman, Masbate, Calbayog, Dumaguete and Naga)	165.00	6 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) issuance of TRO and/or injunction by lower courts.
b. Air Traffic Flow Management System	Ensures that CAAP can cope with growing air traffic demand, reduce airborne delay and carbon emissions from air traffic congestion; and assist in the implementation of cross-border air traffic flow management with other Asian countries.	380.00	8 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) issuance of TRO and/or injunction by lower courts.

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
c. Airport Collaborative Decision Making (A-CDM) for Air Navigation Service Provider (ANSP)	Intended to reduce fuel burn from queues and have an improved runway and capacity planning due to more accurate aircraft push back and runway take-off time predictions.	20.00	8 months	Completion date uncertain due to (i) legal and time limitations of the procurement process under R.A. No. 9184; (ii) possibility of bid failure; (iii) possible suits by losing bidders; (iv) issuance of TRO and/or injunction by lower courts.

3. Policy Revisions

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
a. Simplified and expedited "Compromise Settlement" of major accounts receivables currently, CAAP has almost Php10B receivables from various airlines due to unpaid navigational and other charges			365 days. The strict requirements of COA will not strictly apply and can be relaxed, hence, negotiations and collections for payments can be facilitated	Project completion is uncertain due to (i) COA restrictions on the way to compromise accounts receivables; (ii) issues arising from protracted negotiations; and (iii) possible court TRO and/or injunctions

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
b. Expedited Procurement procedures for faster delivery of services & project completion	All necessary procurements shall be prioritized by CAAP's Bids and Awards Committee to ensure that acquisitions and procurements will be within the 14 calendar days timeline		14 working days	Completion date uncertain due to (i) oppositions from losing bidders who may prefer strict interpretation of the requirements under the procurement law (R.A. No 9184) to substantiate their oppositions; and (ii) possible TRO and/or injunction by lower courts.

4. Organizational change

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
a. Implementing functional and administrative transfer of OTS to CAAP	Will streamline and centralize airport screening function within one agency		With the emergency power, implementation of the intended transfer can be expedited.	Date of completion is uncertain due to (i) the Strict legal and procedural requirements for the issuance of the appropriate implementing guidelines directing the transfer; and (ii) Possible court actions, i.e. injunction and/or TRO from affected OTS personnel

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
b. Transfer of CAAP's proprietary functions to a proposed government owned National Airport Corporation	This will address the inherent conflict of regulatory agency performing proprietary functions. With the proposed transfer to a separate GOCC, CAAP airports will be substantially improved. CAAP can now focus on its regulatory functions.		365 days	Without special powers, the completion date of this project is uncertain due to protracted legislation since an enabling law amending CAAP charter (R.A. No. 9497) is required to strip CAAP of its proprietary functions
c. Transfer of CAAP's Air Traffic Control functions to a newly created GOCC Air Traffic Control Corporation (similar to the Canadian model)	This will allow an ATC Corporation to enjoy certain exceptions from civil service salary standardization rules so that highly technical position of air traffic controllers can be encouraged to remain the Philippines		365 days	Completion date is uncertain due to difficulties in amending CAAP's charter and passing another law creating Air Traffic Control Corporation

5. Personnel Matters

Projects	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Emergency Power	Without Emergency Power
Rationalization/Reorganization of CAAP structure	This will address the disparity between the available plantilla positions and the actual manpower requirement; J.O.'s can already be hired as regular to the newly created plantilla positions; restructured compensation for technical positions		180 days after relaxing GCG requirements	Completion date is uncertain due to the strict requirement of GCG regarding reorganization
TOTAL		4,415		

OTS

1. Infrastructure

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Procurement of Facial Recognition System	<p>Four (4) Server, License for cameras and Database</p> <p>Purpose of the Project:</p> <ul style="list-style-type: none"> Standardized risk-based approach to threats, risks, surveillance and system-based risk management program; Anticipation of future risks and threats; Allows a more flexible option and scenario analysis to prevent acts of unlawful interference against the transport system; <p>Concept of Operation:</p> <ul style="list-style-type: none"> Identification, assessment, and communication of risk to deal with any threat to transport systems in order to minimize, monitor and control the probability and/or impact of unlawful acts against the security of country's transport systems. <p>Features of the System</p> <ul style="list-style-type: none"> Detection of Unwanted Individuals VIP Identification Secure Area Monitoring and Access Control Analytics <p>Quantity: Fifty (50) Units</p> <p>Deployment: Fifty (50) Airports (principal class 1, 2, community and international airports category)</p> <p>Justification:</p> <ul style="list-style-type: none"> Doc 8973/8 Aviation Security Manual (App. 18 Intrusion Detection and CCTV Systems) ICAO New Technology Working Group Part 1 of ICAO Doc 9303 (Face Image Data) National Civil Aviation Security Program 2013 (Section 7.6.7 Airport Security) 	625.00	Within 2 to 3 years	<p>Completion of procurement is uncertain.</p> <p>It will undergo the regular bidding process in accordance with RA9184.</p> <p>Injunction may ensue if the bidding is contested.</p>
Subscription of Fiber Optic Leased Line	<p>Twenty (20) Megabits per Second (Mbps) Monthly recurring charges X minimum contract terms is 24 months</p> <p>Quantity: Fifty (50) Units</p> <p>Deployment: Fifty (50) Airports (principal class 1, 2, community and international airports category)</p>	68.00	Within 2 to 3 years	<p>Completion of procurement is uncertain.</p> <p>It will undergo the regular bidding process in accordance with RA9184.</p> <p>Injunction may ensue if the bidding is contested.</p>

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Procurement of Simulated IED's Training Kit	<p>1. Electrical Devices 2. Postal Items 3. Concealed in articles of clothing 4. Initiating mechanism kit 5. Advance explosives 6. Basic x-ray screener</p> <p>Quantity: Twelve (12) Units</p> <p>Deployment: OTS Central Office (Six (6) units for TSOCS, Six (6) units for TSATMS)</p> <p>Justification: ICAO Annex 17 Standards: 3.4.4, 3.4.5, 3.4.6, 3.4.7 (a) (b) (c) (d) EO 311 Sec 2 (e)</p>	6.00	Within 2 to 3 years	<p>Completion of procurement is uncertain.</p> <p>It will undergo the regular bidding process in accordance with RA9184.</p> <p>Injunction may ensue if the bidding is contested.</p>
Procurement of Computer Based Training (CBT)	<ul style="list-style-type: none"> • Computer- based software is used to effectively train for personnel on the operation of the x-ray machine equipment. These interactive, self-paced programs contained a tutorial course and a system simulator. • The representation of real-world threats is used to assist the operator in understanding the importance of careful examination of every item or person. • Programs use to assess an operator's proficiency in core skill areas and then tailor exams to match aptitude levels. • For certification purposes <p>Quantity: Yearly licenses 3 XRT –CBS 2 XRT HBS 2 XRT –Cargo/ YEARLY Licenses x 1,990EUR/YR 2,000 EUR – Installation = 15,930 EUR</p> <p>Unlimited Licenses 2 XRT –CBS 2 XRT HBS 2 XRT Cargo x 7,960 2,000 EUR – Installation 49,760 EUR</p>	6.00	Within 2 to 3 years	<p>Completion of procurement is uncertain.</p> <p>It will undergo the regular bidding process in accordance with RA9184.</p> <p>Injunction may ensue if the bidding is contested.</p>

Project Title	Project Description	Estimated Budget (In Million Pesos)	Timelines	
			With Special Power	Without Special Power
Training Room	<p>Training Room Description:</p> <p>a. Classroom (8) b. Simulation room (2) c. Faculty room (1) d. Library (1) e. Administrative Office (1) f. Comfort room (4)</p> <p>Benefit: Improvement of Training Facility and teaching methodologies. OTS to have its own lot, building and facilities.</p>	30.00	Within 2 to 3 years	<p>Completion of procurement is uncertain.</p> <p>It will undergo the regular bidding process in accordance with RA9184.</p> <p>Injunction may ensue if the bidding is contested.</p>
Procurement of X-ray Equipment	<p>X-ray Equipment (TSA Qualified Dual View)</p> <p>1. X-ray Initial Check Type 2. X-ray Final Check Type 3. X-ray Cargo Type</p> <p>Quantity: Twenty four (24) Units</p> <p>Deployment: Luzon Airports – 8 Units Visayas Airports – 4 Units Mindanao Airports – 12 Units Total: 24 Units</p> <p>Justification: • Replacement of aging x-ray equipment (10+ years) • Replacement of x-ray equipment beyond economic repair (BER) • Modernization of Basic Airport Screening equipment</p>	150.00	Within 2 to 3 years	<p>Completion of procurement is uncertain.</p> <p>It will undergo the regular bidding process in accordance with RA9184.</p> <p>Injunction may ensue if the bidding is contested.</p>

*Note: All proposed activities will be included in the CY 2018 and the funding source is still uncertain. Implementation and approval may be included in 2019 but still subject to the regular bidding process.

2. Policies

Project Title	Project Description	Estimated Budget (In Million Pesos)	Timelines	
			With Special Power	Without Special Power
a. Passage of new OTS law	<p>Passage of new law for OTS, delineating the roles and functions of different agencies i.e airport authorities, police and CAAP. It intends to harmonize and clarify existing laws on civil aviation, maritime and land and rail security and provide for imposition of fines and penalties for non-compliance.</p> <p>To comply with international commitment (ICAO Annex 17 and IMO Chapter XI-2 ISPS Code) and national requirements through issuance of legislation.</p> <p>Effective Implementation of Standards, Rules and Regulations by having the ff:</p> <ul style="list-style-type: none"> • Power to issue regulations • Power to issue security directives • Power to exact fees and charges • Power to impose fines and penalties for non-compliance with the security regulations and directives 	5.00	While waiting for the passage of the new law, an Executive Order may be issued to empower OTS to issue regulation providing for power of sanction i.e fines and penalties for non-compliance.	Passage of the law is uncertain.

*Note: This power will clarify the jurisdictional issues with CAAP (re: ICAO Annex 17) and MARINA (IMO SOLAS Chapter XI-2, ISPS Code).

Project Title	Project Description	Estimated Budget (In Million Pesos)	Timelines	
			With Special Power	Without Special Power
b. Establish Maritime and Land and Rail Security Fund	To provide for the development and improvement of the existing security/protocol for seaports, bus and rail terminals and infrastructure.	5.00	Within 2 years	<p>More than three (3) years</p> <p>Subject to lengthy and tedious administrative and procedural processes</p> <p>Request creation of source of revenue from Congress</p>

3. Systems

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Procurement of Design, Development, Configuration, and Technical Maintenance of Risk Management Data Center	<p>1. Design, set-up, configuration and testing of the hardware systems</p> <p>2. Design and development of two (2) Software Systems namely: Risk Management Information Systems and Certification and Compliance Information System(C2IS)</p> <p>3. Training and Technology Transfer</p> <p>4. Technical Maintenance for 12 months</p> <p>Quantity: One (1) Lot</p> <p>Deployment: OTS Central Office</p> <p>Justification:</p> <ul style="list-style-type: none"> • Approved Information Systems Strategic Plan (ISSP) 2015-2017 • Doc 8973/8 Aviation Security Manual (App. 38 Risk Assessment, App. 38 Threat Assessment and App. 39 Risk Management Model) • Derived from OTS Mission, Mandate and Core Functions • OTS 2015-2017 Major Final Output 	10.00	Within 2 to 3 years	<p>Completion of procurement is uncertain.</p> <p>It will undergo the regular bidding process in accordance with RA9184.</p> <p>Injunction may ensue if the bidding is contested.</p>

4. Organization

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Reorganization and staffing modifications	<p>1. Attune with the DOTr organizational structure (from functional to sectoral)</p> <p>2. Implement Department Order 2016-014 on the transfer of screening functions to airport authorities</p> <p>3. Strengthen audit, inspection, testing and risk assessment functions through the creation of satellite offices</p>	15.00	Within 1 year	Approval and implementation of reorganization uncertain.
Creation of additional plantilla positions for transportation security regulatory officers to man eight (8) satellite offices nationwide		35.00	Within 1 year	Approval and implementation of reorganization uncertain.

6. Personnel

Project Title	Project Description	Estimated Budget (In Million Pesos)	Timelines	
			With Special Power	Without Special Power
Regularization of 140 Job Order Security Screening Officers (SSOs) position and hiring of 1632 additional SSOs (SGs)		500.00	Does not apply to OTS if screening functions (operations and administration) is transferred. Airport authorities may instead request the immediate release of funds for SSOs	Dependent on the authority to be granted by the DBM Fund 152 is not sufficient to cover the requirement
TOTAL		1.455		

CLARK INTERNATIONAL AIRPORT

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
AIRFIELD EQUIPMENT				
Upgrading of Airfield Ground Lighting System.	CAT 1-Precision Approach Lighting System with LED Type Runway/ Taxiway Lightings, Microprocessor Type CCR in Computer-based Remote-Control Monitoring System, Dual Type Stand-by Power System, Relocated AGLS Substation	450.00	Replacement of the 20 years old AGL System for better reliability and functionality. January 2017 to December 2017	Uncertain
Taxiway connecting Main Runway and FBO area	<ul style="list-style-type: none"> • Category E Taxiway • 23m width x 800m length (concrete) with 10.5m shoulder (asphalt) 	185.00	January 2017 to December 2017	Uncertain

8

EMERGENCY EQUIPMENT

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Fire Trucks (2 unit)	<p>The fire trucks should have the following features:</p> <ul style="list-style-type: none"> • Anti Lock Brake System (ABS) • Automatic Transmission • Apparatus Mounted Video Camera • Vehicle Rear View Back Up Camera System <p>Performance:</p> <ul style="list-style-type: none"> - Top Speed: 115 km/h - Acceleration: 0-80 km/h in under 28 sec. • Pump & Roll Operation • Off Road Driving Operation • Extendable Turret & Piercing Nozzle 	100.00	October 2016 to March 2017	Uncertain
Type III Ambulance	<p>Can accommodate three (3) casualties simultaneously and must contain basic equipment such as:</p> <ul style="list-style-type: none"> - Bag valve mask (ambubag) - Cervical Collar - Automated External Defibrillation (AED) - Kendrick's Extrication Device (KED) - Nebulizer Kit 	15.00	October 2016 to March 2017	Uncertain

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Ground Power Unit DC Power (5 units)	<ul style="list-style-type: none"> • Highly reliable Deutz / Cummins / Detroit Diesel / equivalent diesel engines • Digital system – Microcontroller based • Secure power supply to aircraft • Operations via GUI touch screen • Total Digital Monitoring of engine and output parameters • Fault Diagnosis – Standard Scope • Meets latest EPA norms • Walk Away – Protection and Control (Unattended Operation) • Low Noise level • Meets MIL and ARP Standards MAK's Remote Diagnosis and Monitoring System (RDMS) (Optional)	7.00	October 2016 to March 2017	Uncertain

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Ground Power Unit AC Power (5 units)	<ul style="list-style-type: none"> • Highly reliable Deutz / Cummins Equivalent diesel engines • Digital System – Micro controller based • Secure power supplies to aircraft • Operations through GUI touch screen • Total digital monitoring of engine and output parameters • Meets latest EPA norms • Walk Away – Protection and Control (Unattended Operation) • Low Noise level • Meets MIL and ARP Standards MAK's Remote Diagnosis and Monitoring System(Optional) 	9.00	October 2016 to March 2017	Uncertain
Motorized Passenger Boarding Steps/Stairs (5 units)	Height: 2,35 m up to 5,75 m.	17.00	January 2017 to December 2017	Uncertain

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
Surveillance Equipment				
Supply and Installation of IP Based CCTV Cameras (High Definition CCTV Cameras, 10 Fixed and 5 PTZ, with NVR System).	Find scene changes, missing objects and events with quickest high-definition video search. Gives control over surveillance video playback allowing quickly retrieve evidence and speed up response times and investigation	5.00	January 2017 to June 2017	Uncertain
Airport Screening Equipment				
Hitrax System (for Old X-ray Machine).	Computer main brain of x-ray machine	1.50	January 2017 to June 2017	Uncertain
Advance Dual-View X-Ray Machine (for Domestic and International Transit).	Provides security screening with dual view from different angles (Top/side)	13.00	January 2017 to June 2017	Uncertain

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
System				
Geographical Information System (ARCGIS)	<p>ArcGis is a complete system for designing and managing solutions through the application of geographic knowledge. It enables you to do deep analysis, gain a greater understanding of your data, and perform high-level decision making; ArcGIS is flexible, customizable, and easy-to-use GIS solutions deployable on desktops, servers, mobile devices and Internet.</p> <ul style="list-style-type: none"> • Planning and Analysis – Improve the ability to anticipate and manage change by using spatial analysis. • Asset/Data Management – Enable better use of resources by making data available to those who need it. • Operational Awareness - Get a comprehensive understanding of the activities affecting your organization. • Field Work Force - Experience better and more coordinated decision making as well as faster and more efficient field operations 	12.00	January 2017 to December 2017	Uncertain
TOTAL		814.5		

CIVIL AERONAUTICS BOARD

OVERCONCENTRATION OF TRAFFIC AT NAIA

1. Policies

Project Description	Estimated Budget (in Million Pesos)	Timelines	
		With Special Power	Without Special Power
<p>Overconcentration of traffic at NAIA results to air traffic congestion in Manila, while other developmental or alternative gateways remain unutilized or are operating below their capacity, thereby depriving other economic centers with adequate air connectivity essential to their growth and development.</p> <p>Thus, the need to adopt traffic distribution policies and other measures that would allow government agencies to redistribute traffic to other developmental routes, thereby relieving air traffic congestion in Manila and at the same time promote air connectivity to other developmental or alternative gateways</p>		<p>Estimated Completion time: Legislation is needed empowering the President or CAB to immediately formulate, issue and implement a national policy that will direct the redistribution of air traffic through a forced-market distribution, define the authority of the CAB to impose traffic distribution policies, and task different government agencies to undertake the necessary measures in support of the development of other economic centers. Possible traffic distribution scheme may be patterned after the following:</p> <ul style="list-style-type: none"> • London Air Traffic Distribution Rules - banned airlines that did not already operate international scheduled air services in Heathrow and would have to use Gatwick for all their London-based operations; banned from Heathrow and Gatwick all new all-cargo, business and general aviation flights • Tokyo system Narita airport: all international operations (except for China Airlines) were transferred from HND to NRT in line with Government policy. <p>The Philippines can adopt these systems, and may, assign or designate a specific type of operations for some airports, for example:</p> <ul style="list-style-type: none"> • NAIA: domestic flights • Clark: international flights • Sangley: general aviation operations • SBMA: cargo operations • Cebu and Davao: long-haul flights with domestic connections 	<p>Estimated Completion time: Uncertain</p> <p>Challenges/Issues: A policy must be clearly laid down by legislation that would define the authority of the CAB to impose traffic distribution policies that may involve the allocation of certain market segments to specific airports.</p>

8

AMENDMENT OF PENALTIES UNDER R.A. 776

Project Description	Estimated Budget (in Million Pesos)	Timelines	
		With Special Power	Without Special Power
<p>Grant CAB, the power to impose more severe scale of penalties under its charter, CAB is authorized to impose a civil penalty or fine against any air carrier or person who violates or fails to comply with the provisions of RA 776 or rules and regulations issued thereunder. Such fine shall not exceed P5,000 for each violation and P200 per day for every day of default.</p> <p>The current rates, however, are no longer relevant and do not anymore serve its purpose to deter or discourage non-compliance with the law, and rules and regulations of CAB.</p>		<p>Estimated Completion time: Through the emergency powers, the President may be granted the prerogative to immediately amend the penalty provisions under R.A. 776.</p>	<p>Estimated Completion time: Uncertain</p> <p>Challenges/Issues:</p> <p>The rates of penalties under R.A. 776 are specifically fixed by the legislature, hence, only the legislature can amend such rates.</p> <p>Considering that R.A. 776 was enacted on 1952, and no amendments were made with regard to the imposition of penalties, the rates therein have long been overtaken by inflation and has lost its deterrent effect.</p>

INSURANCE COVERAGE OF AIRLINES

Project Description	Estimated Budget (In Million Pesos)	Timelines	
		With Special Power	Without Special Power
To date, there is no law mandating aviation liability insurance. Operators of aircraft or airline should be required by law to have certain minimum levels of insurance in order to ensure that airlines will have sufficient assets to cover potential liabilities against passengers or victims.		<p>Estimated Completion time: With the grant of emergency powers, the President can be authorized to require aircraft operators to have minimum but adequate levels of insurance in accordance with current global levels, which will cover:</p> <ul style="list-style-type: none"> • Passengers • Baggage • Third party liability • Cargo • Other risks 	Estimated Completion time: will depend on legislative process

SUBIC BAY INTERNATIONAL AIRPORT

Project	Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
A. Structure				
1. Instrument Landing System (ILS)	Supply, install, and commission an Instrument Landing System (ILS) for both Runways 07 and 25.	150	2017	2017 or beyond
2. Ground to Air Communication Radio and Voice Switch	Replace the old and unreliable VHF Ground to Air Communication Radio and Voice Switch.	85	2017	2017 or beyond
3. Airport Weather Observation System	Replacement of obsolete equipment inclusive of integration to CNS-ATM	60	2017	2017 or beyond
4. Supply and Services for the Rehabilitation of Aircraft Movement Area Guidance Signs (MAGS) Inclusive of Upgrading of Various Airfield Lighting System	-Additional MAGS and replacement of old unserviceable signs -Dedicated CCR (2) for MAGS -Upgrade of PAPI CCR (2) -Replacement of 4 Circuit Selectors	60	2017	2017 or beyond
5. Sequence Flashing Lights for Runway 07	Upgrade of existing sequence flashing lights for runway 07	15	2017	2017 or beyond
6. Six (6) Units Service Vehicles	Acquisition of new service vehicle units to support the airport operations and maintenance requirements.	8	2017	2017 or beyond
7. Rehabilitation of Bldg 8050 ATC Tower Cab	Rehabilitation of air traffic control tower cab	2	2017	2017 or beyond
8. Rehabilitation of Rubble Mound for Barrette Light of Runway 07	Rehabilitation and enhancement of protective substructure of on-shore approach light barrettes at runway 07 end.	4	2017	2017 or beyond
9. One Unit Fire Truck	Acquisition of additional new fire truck to replace unserviceable unit which is beyond economical repair and maintenance	50	2017	2017 or beyond
10. One Unit Ambulance	Acquisition of new additional ambulance unit	12	2017	2017 or beyond
11. Sweeper Truck	Acquisition of additional new sweeper truck	10	2017	2017 or beyond
12. Repair & Rehabilitation of SW Apron	Secure the services of a consultant for study and implementation of necessary corrective repair and rehabilitation of SW apron pavement	15	2017	2017 or beyond
13. Replacement of old SW Apron (4 units) Floodlights with lowering mechanism high mast towers	Replacement of old floodlights mast towers without lowering mechanism utilizing existing foundation / pedestal.	12	2017	2017 or beyond
14. Refurbishment of Perimeter Fences and Gates	Repainting and necessary repair of airport perimeter fences and gates	2	2017	2017 or beyond
15. Enhancement of Off-Shore Approach Light Barrette Steel Piles of Runway 07	Enhancement of offshore approach light barrette steel pile of runway 07	2.5	2017	2017 or beyond

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
16. Communications Service Monitor	Acquisition of new communications service monitor.	2	2017	2017 or beyond
17. X-Ray Machines & Metal Detectors	Acquisition of new X-ray machines and metal detectors to replace obsolete and unserviceable equipment	11	2017	2017 or beyond
18. CCTV & Integrated Systems	Supply and installation of new CCTV and integrated system to upgrade old system.	12	2017	2017 or beyond
19. Flight Information Display System (FIDS)	Supply and installation of new FIDS for passenger terminal building.	6	2017	2017 or beyond
20. Two Units Passenger Boarding Bridge	Acquisition of new units to replace old and unserviceable 2 units passenger boarding bridges.	100	2017	2017 or beyond
21. Installation of Welcome signage at SBIA entry point inclusive of PTB road network signage	Installation of Welcome signage at SBIA entry point and passenger terminal road network signage	1	2017	2017 or beyond
B. Policies				
1. Creation of a Separate Airport Administration, Authority or SBIA, Inc.	The operation of SBIA should be separated from that of SBMA with its own Board of Directors, separate set of accounts, staff, and financial responsibility. It is recommended that this be done through a separate administration, authority or on the basis of a wholly-owned subsidiary of SBMA such as SBIA, Inc.			
C. System				
1. Area Navigation (RNAV)	Secure services of a Consultant / Designer to establish new ICAO PANS-OPS RNAV Approach Design procedures.	8	2017	2017 or beyond
D. People				
1. Trainings	-Basic AGLS Course -NAVAIDs Equipment Course -Airport Engineering -Airport Operations & Management -Civil Aviation Management -Air Law & Aviation Insurance - Safety Management - Runway Safety - Crisis & Emergency Planning - Aviation Security	8	2017	2017 or beyond
TOTAL		635.5		

Rail Sector

Project	Description	Project Cost (PHP billion)	Special Powers Budget '17-'18 (PHP billion)	With Special Powers					Without Special Powers				
				Quarter	Year	to	Quarter	Year	Quarter	Year	to	Quarter	Year
				Completion can be earlier if procurement is fast tracked through direct contracting					(Timelines uncertain due to possible TRO's and injunctions by losing bidders)				
A. Infrastructure													
Line 1	32 Km line from North EDSA to Niyog, Cavite. PPP investor to extend the line by 12 km.												
ROW/Utilities		6	1	Q4	2016	-	Q4	2017	Q4	2016	-	Q1	2018
Design and Construction	Construction of Cavite Ext.			Q1	2017	-	Q4	2020	Q1	2017	-	Q4	2021
LRV Delivery + Depot (JICA)	Procurement of Light Rail Vehicles and Satellite Depot	18	18	Q1	2017	-	Q3	2020	Q1	2017	-	Q2	2021
Common Station	Construction of station for Lines 1, 3, and 7. Located between SM North EDSA and Trinoma.	3	3	Q1	2017	-	Q2	2019	Q1	2017	-	Q1	2020
Line 2 East Extension	Extension of Line 2 to Masinag												
Design and Construction		10	10	Q3	2016	-	Q4	2018	Q3	2016	-	Q2	2019
Line 2 West Extension	Extension of Line 2 to Pier 4												
PPP Tender				Q3	2016	-	Q2	2017	Q3	2016	-	Q2	2017
ROW/Utilities		1	1	Q1	2017	-	Q1	2018	Q1	2017	-	Q3	2018
Design and Construction		10	3	Q3	2017	-	Q3	2020	Q3	2017	-	Q4	2020
Line 3 (MRT)	Increase of Line 3 capacity												
Dalian LRVs		4		Q3	2016	-	Q1	2017	Q3	2016	-	Q1	2017
Double Capacity		1		Q4	2016	-	Q3	2017	Q4	2016	-	Q1	2018
General Overhaul (43 CKD LRVs)		1		Q3	2016	-	Q4	2018	Q3	2016	-	Q4	2018
General Overhaul (30 CKD LRVs)		1		Q1	2017	-	Q4	2018	Q1	2017	-	Q3	2019
Signaling (Renewal)		1		Q3	2016	-	Q4	2018	Q3	2016	-	Q4	2019
Signaling (Upgrade)		0.06		Q3	2016	-	Q3	2016	Q3	2016	-	Q3	2016
Signaling (Dalian)		0.30					N/A		Q3	2018	-	Q4	2019
Line 4	19 Km line from Taytay, Rizal to Pureza via Ortigas Ave., Shaw Blvd.												
FS/GEOTECHNICAL			1	Q3	2016	-	Q1	2017	Q3	2016	-	Q2	2017
PPP Tender				Q4	2016	-	Q1	2018	Q1	2017	-	Q4	2018
ROW/Utilities		4	4	Q1	2017	-	Q1	2019	Q3	2017	-	Q4	2019
Design and Construction		80		Q2	2018	-	Q1	2022	Q1	2019	-	Q3	2023

Project	Description	Project Cost (PHP billion)	Special Powers Budget '17-'18 (PHP billion)	With Special Powers					Without Special Powers											
				Quarter	Year	to	Quarter	Year	Quarter	Year	to	Quarter	Year							
				Completion can be earlier if procurement is fast tracked through direct contracting					(Timelines uncertain due to possible TRO's and injunctions by losing bidders)											
Line 5a	Spur line to Makati CBD utilizing existing tunnel																			
FS/LEGAL			1	Q3	2016	-	Q2	2017	Q3	2016	-	Q4	2017							
PPP Tender				Q2	2017	-	Q3	2018	Q1	2018	-	Q2	2019							
ROW/Utilities				Q2	2017	-	Q4	2018	Q2	2017	-	Q2	2019							
Design and Construction		15		Q4	2018	-	Q2	2021	Q3	2019	-	Q3	2023							
Line 5	14 Km subway connecting business districts																			
FS/GEOTECHNICAL			5	Q3	2016	-	Q1	2017	Q3	2016	-	Q3	2017							
PPP Tender				Q1	2017	-	Q2	2018	Q4	2017	-	Q3	2019							
ROW/Utilities		2	2	Q1	2017	-	Q2	2018	Q4	2017	-	Q3	2019							
Design and Construction		217		Q3	2018	-	Q2	2023	Q4	2019	-	Q3	2024							
Line 6	19 Km line from Niyog, Cavite to Dasmariñas, Cavite via Aguinaldo Hwy.																			
FS/GEOTECHNICAL			2	Q3	2016	-	Q1	2017	Q3	2016	-	Q1	2017							
PPP Tender				Q1	2017	-	Q4	2017	Q2	2017	-	Q3	2018							
ROW/Utilities		3	3	Q1	2017	-	Q2	2018	Q2	2017	-	Q3	2018							
Design and Construction		65		Q1	2018	-	Q4	2021	Q4	2018	-	Q2	2022							
Line 7	23 Km line from North EDSA to San Jose Del Monte, Bulacan via Commonwealth Ave																			
Design and Construction		95	2	Q3	2016	-	Q3	2019	Q3	2016	-	Q3	2019							
PNR North Commuter	35 Km line from Tutuban to Malolos Bulacan																			
Design				Q3	2016	-	Q2	2017	Q3	2016	-	Q3	2017							
ROW/Utilities		2	2	Q3	2016	-	Q2	2017	Q3	2016	-	Q3	2017							
Construction (ODA)		105		Q3	2017	-	Q3	2021	Q4	2017	-	Q1	2022							
PNR South Commuter	72 Km line from Tutuban to Los Banos, Laguna																			
FS/GEOTECHNICAL			4	Q3	2016	-	Q1	2017	Q3	2016	-	Q2	2017							
PPP Tender				Q2	2017	-	Q2	2018	Q3	2017	-	Q3	2018							
ROW/Utilities		7	10	Q2	2018	-	Q2	2018	Q3	2017	-	Q2	2019							
Design and Construction		143		Q3	2018	-	Q4	2022	Q4	2018	-	Q1	2023							
Mindanao Rail	20 Km line in Mindanao																			
FS/GEOTECHNICAL			2	Q3	2016	-	Q2	2017	Q3	2016	-	Q2	2017							
PPP Tender				Q3	2017	-	Q3	2018	Q3	2017	-	Q4	2018							
ROW/Utilities		10	10	Q3	2018	-	Q3	2018	Q3	2017	-	Q4	2018							
Design and Construction		69		Q4	2018	-	Q2	2022	Q1	2019	-	Q4	2022							

Project	Description	Project Cost (PHP billion)	Special Powers Budget '17-'18 (PHP billion)	With Special Powers					Without Special Powers					
				Quarter	Year	to	Quarter	Year	Quarter	Year	to	Quarter	Year	
				Completion can be earlier if procurement is fast tracked through direct contracting					(Timelines uncertain due to possible TRO's and injunctions by losing bidders)					
Cebu Rail 1	25 Km line in Cebu													
FS/GEOTECHNICAL			4	Q3	2016	-	Q1	2017	Q3	2016	-	Q1	2017	
PPP Tender				Q2	2017	-	Q3	2018	Q2	2017	-	Q3	2018	
ROW/Utilities		12	12	Q2	2017	-	Q3	2018	Q2	2017	-	Q3	2018	
Design and Construction		86		Q4	2018	-	Q4	2021	Q4	2018	-	Q2	2022	
Central Philippine Rail	25 Km line in Central Philippines													
FS/GEOTECHNICAL			4	Q3	2016	-	Q1	2017	Q3	2016	-	Q1	2017	
PPP Tender				Q2	2017	-	Q3	2018	Q2	2017	-	Q3	2018	
ROW/Utilities		12	12	Q2	2017	-	Q3	2018	Q2	2017	-	Q3	2018	
Design and Construction		86		Q4	2018	-	Q4	2021	Q4	2018	-	Q2	2022	
PNR North (Clark)	55 Km line from Malolos, Bulcan to Clark, Pampanga													
FS/GEOTECHNICAL			4	Q3	2016	-	Q1	2017	Q3	2016	-	Q1	2017	
PPP Tender				Q2	2017	-	Q2	2018	Q2	2017	-	Q2	2018	
ROW/Utilities		10	10	Q2	2017	-	Q2	2018	Q2	2017	-	Q2	2018	
Design and Construction		89		Q3	2018	-	Q2	2022	Q3	2018	-	Q2	2023	
TOTAL		1,070.36	114											

Rail Sector

Project	Description	Estimated Budget		Timelines	
		(In Million Pesos)	With Special Power	Without Special Power	
B. Policies and Systems					
Strategic Procurement of Spare Parts	The GAA and DBM and COA rules currently have a general restriction on stocking spare parts beyond an agency's one year requirements. Due to the peculiar nature of the rail industry (i.e., very few manufacturers and suppliers, very long delivery lead times, OEM parts for certain trains, and the Philippines' small rail market), Philippine rail operators should be able to stock up on certain critical rail spare parts beyond the one year limit imposed by current laws and rules.		(1) Operators will be able to keep an appropriate amount of spare parts in inventory, minimizing down time of rolling stock, and minimizing disruptions to train service. (2) Rail system operators will be able to form strategic relationships with OEM manufacturers to ensure continuous supply of spare parts over a long-term (15 years) period. (3) Larger, strategic orders of spare parts will lead to cost savings.		(1) Current laws and rules only permit stocking of spare parts that will be used within one year. (2) If spare parts run out, trains will be put out of service, decreasing the capacity of the system and leading to congestion. (3) Small orders make it more difficult and expensive for the operator to obtain spare parts. (4) Rail system spare parts have a delivery lead time of 6 months to 1 year.
Strategic landbanking for future rail projects	DOTr intends to build a transportation network with rail being an important component. To strategically plan and develop future rail corridors, minimize ROW acquisition cost, and maximize value capture opportunities for ROP, DOTr should start acquiring land and property along rail corridors as early as possible.		(1) Minimize delays to project due to ROW acquisition. (2) Maximize value capture opportunities for government (3) Lower costs over the long-term due to earlier acquisition of land and property. (4) Lower costs due to acquisition before growth and spread of built-up areas along rail corridors.		(1) Delays to project implementation due to long acquisition period of ROW. (2) Higher cost of acquisition due to higher compensation demanded by land or property owners along identified alignment. (3) Higher cost of acquisition due to growth of built-up areas and accompanying increase of property values. (4) Few opportunities for value capture for government. (5) Unable to optimize alignment due to built-up areas.

Project	Description	Estimated Budget		Timelines	
		(In Million Pesos)	With Special Power	Without Special Power	
Maximize use of subterranean ROW	Unobstructed and free use of subsurface or subterranean portions of private and government lands for infrastructure projects such as subways is currently limited to 50 meters below from the surface. DOTr will have more design and implementation flexibility, and cost savings, if this depth threshold is reduced to 15 meters.		(1) Lower costs and faster implementation of excavation and tunneling. (2) Easier evacuation of passengers during an emergency or incident. (3) Flexible determination of optimal alignment. (4) More convenient transfers to above-ground modes of transportation.		(1) Higher costs and longer implementation period due to deeper excavation and tunneling. (2) Safety concern due to more challenging evacuation of passengers. (3) Less optimal alignments of rail network. (4) Less convenient interfaces with above-ground transportation modes (buses, jeepneys, tricycles, at-grade and elevated railways).

Project	Description	Estimated Budget (In Million Pesos)	Timelines	
			With Special Power	Without Special Power
Acquisition of ROW for ISF resettlement	While the new ROW Act permits DOTr to acquire possession upon paying the zonal value of land and property needed for a national infrastructure project, this does not apply to land required for the resettlement of Informal Settler Families (ISFs) that are affected by the project. Hence, while DOTr can immediately acquire the land for the project itself, it cannot immediately acquire the land where affected ISFs will be relocated. It is therefore proposed to extend the application of the ROW Act to land necessary for ISF resettlement.		(1) Minimize delays by relocating ISFs in advance to clear ROW.	(1) Delayed project implementation due to search for relocation areas for affected ISF.
Reclamation of PNR ROW	PNR's most valuable asset is its ROW which intersects and interfaces with current and planned Metro Manila rail lines, and extends north and south, connecting Greater Metro Manila with other highly urbanized cities. Currently, there are third parties that occupy the ROW (private parties, other government agencies, and ISFs), obstructing projects and limiting the utilization of the ROW.		(1) Minimize delays to project implementation. (2) Flexibility to determine optimal route, alignment, and interfaces for the rail network. (3) Ensure safety of passengers and rail assets.	(1) Delayed project implementation due to prolonged reclamation of PNR property from third parties. (2) Inability to optimize alignment of rail network. (3) Safety hazard to passengers and trains running at average speeds of over 50 kilometers per hour. (4) Security risk to life and property. (5) Greater construction cost to avoid obstacles.
C. Structure				
LRTA as Independent Rail Regulator	LRTA to evolve from being an operator-regulator to an independent regulator with powers to set and enforce fares, safety standards, and service levels, and manage the implementation of PPP concession agreements.		(1) LRTA can focus on being an independent entity which sets, enforces, and monitors rail systems' compliance to safety standards, service levels, contractual obligations. (2) Minimizes conflicts of interest.	(1) LRTA continues to regulate its own operations, limiting its ability to independently enforce, monitor, verify compliance to standards and rules.

Project	Description	Estimated Budget (In Million Pesos)	Timelines	
			With Special Power	Without Special Power
D. People				
LRTA Rationalization	In line with its intended new role, LRTA has to build its core competence through professional staff that have special skills in fares setting that ensures the long term viability of the lines financed by government; safety regulation that ensures passenger safety above all, with competence to investigate rail accidents; and concession/contract monitoring and management.		(1) A rationalized plantilla consistent with the LRTA's new role will contribute to its effective and efficient performance of its new role.	(1) Current plantilla structure is not sufficient and is not designed to enable LRTA to perform its new role

MARITIME SECTOR

PHILIPPINE PORTS AUTHORITY

Project	Description	Estimated Budget	Timelines	
		(In Million Pesos)	With Special Power	Without Special Power
Pasig River Inland Ferry System	The project aims to establish a sustainable ferry service along the stretch of Pasig River from Plaza Mexico to San Joaquin. It involves rehabilitation and/or complete redevelopment of existing 5 ferry terminals and construction of 3 new ones. An estimated 20 ferry vessels will be utilized to transport an initial projected volume of 5.8 million passengers/year within 14 operating hours from 5 A.M. to 7 P.M. The government is expected to fully shoulder the cost of development/ redevelopment, equipment and operation during the first 3 years during which period a comprehensive marketing and promotion program will be implemented to prepare for the privatization of the Inland Ferry System.	2,900.00 Total Estimated Costs covers ferry terminals, vessels, capital dredging, equipment and start-up operating expenses.	1. September 2016 to July 2017 2. Eleven (11) months is projected to implement the project. 3. Emergency powers will address the need to (a) redefine the Port Zone Delineation of the Port of Manila to include specific locations along the Pasig River, (b) Firm up institutional arrangement for the delineation of responsibilities and roles of agencies with overlapping jurisdiction over Pasig River, (c) Lift NEDA approval requirement for budgetary amount exceeding the present prescribed ceiling, (d) Facilitate procurement process, and (e) Authority to clear obstruction along the Pasig River including demolition of permanent public and private structures.	Uncertain due to possible TROs and uinjuctions by losing bidders
TOTAL		2,900		

MARITIME INDUSTRY AUTHORITY

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
A. Policies				
1. Phase out of wooden-hulled vessels.	The phase out applies to all Philippine registered wooden-hulled ships carrying passengers.		six (6) months to one (1) year	Indefinite due to resistance from the stakeholders because of lack of financial assistance.
2. Vessel Retirement/Replacement Program (VRRP) Towards Modernization of RORO Fleet	<p>This project aims to explore the following aspects of vessel retirement/replacement of RORO ships in the country, to wit: Age restriction</p> <p>1. Age restriction on the importation of RORO vessels 2. Mandatory retirement age of RORO vessels 3. Incentives to encourage the retirement/replacement of old RORO vessels for brand new ships or ships below 20 years old</p>	Estimated Budget for the replacement of ships covered by the mandatory Vessel Retirement/Replacement Program (VRRP) to be Assisted by the MARINA through othe government financing institutions (GFIs) - <u>280</u> .	two (2) years	Indefinite due to resistance from the stakeholders because of lack of financial assistance.
B. Systems				
1. Efficiency of Inspection System Safety	Training, Certification of Inspectors, Auditors, and Investigators.	10.00	one (1) month	Indefinite, subject to availability of budget.
C. People				
1. Creation of additional Regional Offices	There should be MARINA office in every area where there is a PCG office.		one (1) to two (2) years	Indefinite, subject to availability of budget.

Project Title	Project Description	Estimated Budget (in Million Pesos)	Timelines	
			With Special Power	Without Special Power
2. Reorganization of MARINA	To ensure good governance and efficient delivery of public services, the re-organization of the MARINA is in context with its broad mandate, i.e, promotion and development as well as regulation and supervision of the four major maritime sectors, the domestic shipping, overseas shipping, ship building/ship repair and manpower development. The re-organization mainly features the (1) clustering of services into one office and (2) transfer of divisions to appropriate service units and (3) create new ones for rationalized structure.	600.00	three (3) to six (6) months	indefinite, subject to availability of budget.
D. Procurement				
Computerization	<ul style="list-style-type: none"> · STCW · Vessel Inspection and Certification · SIRB and SID · SRS · MARINA System 	25.00	one (1) to two (2) months	Indefinite, subject to availability of budget.
Watercraft	<ul style="list-style-type: none"> · Watercraft 12m x 2 · 40% Operation and Maintenance. 	40.00	one (1) month	Indefinite, subject to availability of budget.
Quick Reaction and Coordination Office Radio Station	<ul style="list-style-type: none"> · SSB – 1 · VHF – 2 · AIS – 1 · Antenna Assembly · TV 36" – 6 · UHF/VHF/FM/AM/Radio – 2 · Tables – 6 · Chair – 12 · Mini Conference Table – 8 · 35% Maintenance · Portable Marine Radios - 40 	4.00	one (1) month	Indefinite, subject to availability of budget.
TOTAL		959		

Policy Issues Concerning Transportation

POLICY ISSUES	WITH SPECIAL POWERS	WITHOUT SPECIAL POWERS
<p>1.Establish a Single Authority to Manage Traffic</p>	<p>The law granting special powers shall provide legal basis in establishing a Single Authority that will effectively formulate and coordinate enforcement of traffic rules.</p>	<p>Without the special powers, a Single Authority that will manage traffic cannot be established. Local Government Units (LGUs) have authority and control over traffic management in their respective localities, as provided in Republic Act (RA) 7160. On the other hand, Metro Manila Development Authority (MMDA) is mandated to formulate, coordinate, and monitor policies as regards traffic management in Metro Manila, pursuant to RA 7924. While the Department of Transportation is the primary policy, planning, programming, coordinating, implementing arm of the government to promote, develop, and regulate a national dependable and coordinated network of transportation, as well as fast, safe, efficient and reliable transportation services. These multiple agencies and government bodies in charge of traffic management has resulted in an uncoordinated implementation and enforcement of traffic rules.</p>

POLICY ISSUES	WITH SPECIAL POWERS	WITHOUT SPECIAL POWERS
<p>2. Expedite Procurement Process for Transportation Projects</p>	<p>With special powers, procurement for major transportation and traffic management projects can be made more efficient and responsive to urgent needs by entering into direct contracting procurement, without sacrificing transparency and accountability.</p>	<p>Without special powers, procurement of transportation projects will have to undergo the rigid and lengthy process of competitive bidding under RA 9184 and RA 7718 (BOT Law). This hampers the urgent need to procure quality goods and services related to major transportation and traffic management projects.</p> <p>Although Annex "C" (Period of Action on Procurement Activities) of the Revised IRR of RA 9184 provides for a period of 113 to 144 calendar days for infrastructure, 124 calendar days for goods, and 170 calendar days for consulting, the Department's experience on various projects proves that procurement process takes more than the periods provided in Annex "C".</p>
<p>3. Limit the Issuance of Temporary Restraining Orders (TROs) and Injunctions to the Supreme Court</p>	<p>Under the law granting special powers, it is proposed that only the Supreme Court can issue TROs and injunctive writs against all transportation projects.</p>	<p>Without special powers, trial courts can inordinately issue TROs and writs of injunction that impair the procurement process and timely implementation of important and major transportation projects.</p>

POLICY ISSUES	WITH SPECIAL POWERS	WITHOUT SPECIAL POWERS
<p>4. Exempt Key Transportation Projects from Restrictive Commission on Audit (COA) Rules</p>	<p>With the law granting special powers, the necessary advance purchase of spare parts for rails and light rail vehicles, needed for the upkeep of the rail system, can be made.</p>	<p>Without special powers, COA shall insist on applying the provisions of RA 9184 as regards procurement of transport-related parts and equipment. A case in point is on advance procurement of spare parts for rail and light rail vehicles needed to ensure the upkeep of the rail system. COA's restrictive rules prevent the procurement of long-term supply contracts with Original Equipment Manufacturers. Thus, the needed spare parts to maintain the country's rail systems are no longer available in the market when the need arises.</p>
<p>5. Expedite Expropriation Process</p>	<p>The passage of the law granting special powers will pave the way for an enhanced and expeditious right-of-way (ROW) acquisition process for present and future infrastructure projects.</p>	<p>The Department's past experience shows that the process of acquiring land for its major projects is protracted and tedious. The delay in the delivery of right-of-way has caused the government a significant amount of money as payment for damages in its existing concession agreements.</p>
<p>6. DOTr's Reorganization Plan</p>	<p>With the law granting special powers, the Department can promptly implement a Reorganization Plan, which will provide the required manpower to effectively implement its planned reforms. The Reorganization Plan will adjust the existing positions and enhance the Department's role as the primary planning and implementing agency for transportation. The Reorganization Plan can provide plantilla positions to long-time job order personnel and end the prevailing contractualization in the Department.</p>	<p>Currently, 11,163 of the 35,445 positions in the Department, including its sectoral and attached agencies, are job order personnel. This only shows that the Department's existing manpower complement is no longer appropriate and responsive to current needs and demands. Without the special powers, it will take years before the Department can implement its Reorganization Plan.</p>

Traffic and Congestion Crisis Act of 2016

SECTION 1. *Short Title.* - This Act shall be known as the "Traffic and Congestion Crisis Act of 2016."

SECTION 2. *Declaration of the Existence of Traffic and Congestion Crisis.* - The traffic and congestion crisis in Greater Metro Manila and other highly urbanized cities and areas in the country have assumed the nature and magnitude of a national emergency. With the increasing volume of motor vehicles plying inadequate roads and highways in the metropolis and in other growing cities, increasing air passenger traffic beyond the capacity of the country's existing terminals, and heavy congestion of ports, Philippine transportation infrastructure has been unable to keep up with the demands of a rising economy and growing population. These result in severe disruption of the normal Filipino family life and in billion-peso losses in terms of overall productivity, health risks and social costs.

Thus, the existence of a traffic and congestion crisis in Greater Metro Manila, other highly urbanized cities, and other areas in the country is hereby declared.

SECTION 3. *Declaration of Policy.* It is hereby declared a State policy to adopt adequate and effective measures that will immediately address the crisis brought about by land, air, and sea traffic congestion and mass transportation shortage in Greater Metro Manila, other highly urbanized cities, and other areas around the country.

Consistent with the Constitutional mandate to promote the general welfare and social justice in all phases of national development, the State shall promote a shift towards safe, secure, efficient, viable, competitive, dependable, integrated, environmentally sustainable, people-oriented, seamless, and inclusive transportation system for the benefit of all citizens, the economy, and society.

Towards this end, the State shall adopt a strong system of accountability and transparency in the pursuit of its objectives, as well as rationalize and strengthen existing institutions and adopt responsive measures to address

the traffic and congestion crisis. The State shall also properly plan infrastructure projects that will respond to this paradigm shift in the transportation system, increase mobility options of the general public, and promote the use of alternative modes of transportation to address the crisis and increase economic productivity and tourism appeal.

The extraordinary remedy of granting emergency powers to the President or Executive Branch is for the purpose of addressing this national emergency and is limited to the period specified in this Act. In line with this, the State shall, after the period of the emergency, adopt short-term, mid-term, and long-term development plans for the efficient and cheaper transport of people and delivery of goods and services, as well as a comprehensive long-term national transport policy, in order to sustain the significant gains and to meaningfully reduce the risk of a traffic and congestion crisis from happening again in the future.

SECTION 4. *Definition of Terms.* - For purposes of this Act, the following terms shall mean:

- a. "Emergency Powers" - The authority granted by Congress to the President under Section 23 (2), Article VI of the 1987 Philippine Constitution, to exercise, for a limited period and subject to such restrictions as the former may prescribe, powers necessary and proper to carry out a declared policy.
- b. "Traffic and Congestion Crisis" - The current traffic situation, both land and air-based, the nature of which constitutes a national emergency.
- c. "Greater Metro Manila" - The National Capital Region (NCR) of the Philippines and the provinces of Rizal, Bulacan, Cavite, Laguna, and Batangas;
- d. "Other Highly Urbanized Cities" - Identified cities in the Philippines, such as but not limited to Metro Cebu and Metro Davao, which are on the threshold of full urbanization and motorization, with the carrying capacities of the road network in urban centers, notably at

the city centers or Central Business Districts (CBDs), on the verge of being unable to cope with the increasing volume of vehicles;

- e. "Other Areas" or "Areas" - Other areas which, while not being part of Greater Metro Manila and Other Highly Urbanized Cities, are also experiencing a high level of traffic congestion or where such congestion is imminent.
- f. "Procuring Entity" - Any branch, department, office, agency, or instrumentality of the government procuring goods, infrastructure, and consulting services for Transportation Projects, as hereinafter defined.
- g. "Transportation Project" - A project involving the construction, repair, rehabilitation, improvement, operation, or maintenance of any public transportation facility to ensure the safety and convenience of the commuting public, including all projects aimed at reducing traffic congestion in Greater Metro Manila and Other Highly Urbanized Cities and Areas.

SECTION 5. *Grant of Emergency Powers to the President/Executive Branch.* - The President is hereby authorized to exercise all powers necessary and proper to carry out the above-declared State policy. As such, the President, along with the heads of the departments and agencies under the Executive Branch involved in transportation and traffic management projects and issues, is hereby granted Emergency Powers to urgently utilize all necessary government resources, exercise police power, and employ executive actions and measures to ensure the effective implementation, reconfiguration, and harmonization of national and local government projects intended to address the traffic and congestion crisis, unhampered by existing laws, agreements, regulations, court orders, and procedures that may cause delay in addressing the crisis.

SECTION 6. *Creation, Reorganization and Abolition of Offices.* - The President may reorganize and rationalize the existing structure of the Department of Transportation (DOTr), Land Transportation Office (LTO), Land Transportation Franchising and Regulatory Board (LTFRB), Civil Aviation

Authority of the Philippines (CAAP), Civil Aeronautics Board (CAB), Metro Manila Development Authority (MMDA), the Highway Patrol Group of the Philippine National Police, and all other agencies in the transportation sector.

To this end, the President may abolish, merge, split, or create agencies, offices and positions; realign funds for the purpose; adopt a rationalization plan, transfer functions, equipment, properties, records and personnel; institute drastic cost-cutting measures; and take such other related actions necessary to carry out the declared State policy. As far as practicable, and to ensure the effective implementation of the programs pursuant to this Act, the reorganization and rationalization of these departments and agencies must be implemented within six (6) months from the passage of this Act.

Nothing in this Section shall result in the diminution of the present salaries and benefits of the personnel of agencies that may be affected by such reorganization and rationalization: Provided, That any official or employee whose employment is terminated by reason thereof shall be entitled to such benefits as may be determined by the Office of the President, in coordination with the Commission on Audit (COA) and the Civil Service Commission (CSC).

SECTION 7. *Formulation of the Decongestion and Transportation Network Reform Plan.* - The Executive Branch shall adopt a comprehensive, integrated and sustainable Decongestion and Transportation Network Reform Plan (hereinafter the "Plan").

The Plan shall provide a roadmap and list of projects for the national and local intermodal transport system aimed at decongesting Greater Metro Manila and Other Highly Urbanized Cities and Areas, with the end in view of spurring development in all regions in the country, providing sufficient transport infrastructure and linkages, and ensuring transport safety and security.

SECTION 8. *Appointment of a Traffic Crisis Manager.* - The Secretary of the DOTr is hereby designated as the Traffic Crisis Manager. As such, he shall

exercise overall traffic management and control, as well as oversee the implementation of the Plan.

SECTION 9. *Single Authority over Traffic Management.* - For the duration of the emergency powers herein granted, all the powers, authority, and functions over land traffic management of the Metro Manila Development Authority (MMDA) under Section 3 (b), Section 5 (e) and (f) and other related provisions of Republic Act No. 7924, Local Government Units under Sec 447 (4) (vi) and Sec 458 (5) (v) of the Local Government Code of 1991, Land Transportation Office (LTO), Land Transportation Franchising and Regulatory Board (LTFRB), Philippine National Police (PNP), Toll Regulatory Board (TRB), and the Philippine Ports Authority (PPA); the powers, authority and functions over air route and airway facilities, air traffic service and air navigation of the Civil Aviation Authority of the Philippines (CAAP), Civil Aeronautics Board (CAB), Manila International Airport Authority (MIAA) and other agencies and instrumentalities involved in air transportation; and the powers, authority and functions over seaports of the Philippine Ports Authority (PPA) shall all be vested in the Traffic Crisis Manager.

SECTION 10. *Powers of the Traffic Crisis Manager.*- The Traffic Crisis Manager shall have the following powers:

A. Land-based transportation.

The Traffic Crisis Manager may modify, amend, or expand the functions of the MMDA, LTO, LTFRB, PNP and TRB, as well as override the permits and licenses issued by the said agencies, the traffic ordinances of affected Local Government Units, and other relevant rules and procedures.

He/She may also implement such measures as exigencies may require, including, but not limited to, the following:

- a. Integration of different transportation modes to the public transport infrastructure network;
- b. Takeover and operation of public transport systems and

infrastructures;

- c. Rationalization of public transport routes, intermodal terminals, and rail alignments;
- d. Transfer and relocation of transport terminals;
- e. Modernization of common carriers and standardization of prescribed specifications for them;
- f. Adoption of regulatory policies on vehicle ownership and parking;
- g. Issuance and revocation of driver's licenses;
- h. Construction of structures or implementation of roadworks that improve traffic flow;
- i. Rapid response to road safety and traffic-blocking accidents and incidents;
- j. Implementation of the number coding scheme and other traffic volume reduction schemes;
- k. Opening up of private roads, whether or not with the imposition of toll fees, as additional access points for motorists;
- l. Implementation of emission testing for motorists, free of charge;
- m. Implementation of staggered work hours in government offices; and
- n. Mandating of ride-sharing and other transportation demand management programs, with the establishment of carpool lanes on main thoroughfares.

B. Rail Transportation and Toll Roads.

The Traffic Crisis Manager may override the LRTA, PNR, TRB, and other

pertinent government agencies or instrumentalities, with respect to regulations, permits, and licenses issued by them, as well as other relevant rules and procedures, and implement such other measures as exigencies may require. These include, but are not limited to, the following:

- a. When necessary for the development in the subsurface or subterranean portion of any private or government lands of such infrastructure projects as subways and any other transport conveyances, the Traffic Crisis Manager, through the LRTA or the PNR, or his/her authorized representative, shall not be prevented from entering into, using perpetually, and exercising other necessary rights over such subsurface or subterranean portions. If such portions are located fifteen (15) meters or more from the surface, the entry and use shall be free of charge;
- b. The Traffic Crisis Manager, through the PNR, or his/her authorized representative, shall have the authority to reclaim and eject the current occupants, free of charge, but subject to applicable resettlement laws and policies, of all properties owned by or forming part of the right of way of PNR, which are currently being occupied by third parties without any valid written contract with the PNR that is supported by sufficient consideration: Provided, That the current occupier may continue using the concerned PNR property if such occupier delivers to PNR ownership or perpetual usufruct over equivalent land, and/or enter into a written agreement with PNR for its continued use of the concerned property, supported by sufficient consideration;
- c. The Traffic Crisis Manager and the LRTA shall have the authority to procure rail system spare parts which are of limited availability (due to being Original Equipment Manufacturer [OEM] parts, limited supply chain, or the suppliers' unwillingness to supply in small quantities) in numbers or volumes that exceed the relevant rail system's inventory requirements for one year, as may be determined by the Traffic Crisis Manager or the LRTA. The type of spare parts covered by this authority and the number or volume thereof

that may be procured shall, in any case, be consistent with international best practices; and

The Traffic Crisis Manager, through the LRTA or PNR, or his/her authorized representative shall have the authority to acquire any land or property for the purpose of developing future rail projects, in order to minimize cost of acquisition, and maximize value capture opportunities for government.

C. Air-based Transportation.

The Traffic Crisis Manager may override regulations, permits, and licenses, as well as relevant rules and procedures.

He/She may also implement such measures as exigencies may require, including, but not limited to, the following:

- a. Comprehensive evaluation of the airports, current airspace, runway, and terminal capacities, air traffic and surface operation, and runway access points;
- b. Optimization of existing airports and transfer to alternative airports;
- c. Development of new airports;
- d. Augmentation of the air and land-side facilities;
- e. Relocation of general aviation activities;
- f. Grant of exemption from travel tax and excise tax on aviation fuel for Clark International Airport and other airports to increase utilization thereof; and
- g. Hastening of ground servicing of aircrafts and adjustment of passenger loading times.

D. Seaports

The Traffic Crisis Manager may modify, amend, or expand the functions of Philippine Ports Authority (PPA) and Maritime Industry Authority (MARINA), and override their permits and licenses, as well as relevant rules and procedures.

He/She may also implement such measures as exigencies may require, including, but not limited to, the following:

- a. Expansion of the capacity of the Port of Manila to receive cargo;
- b. Shifting of international container traffic to Batangas and Subic ports;
- c. Staffing of Batangas and Subic ports with sufficient Bureau of Customs (BOC) and PPA personnel;
- d. Provision of cargo handling equipment, berth capacity, and container yard capacity that are commensurate to the volume of cargo and transaction targeted to be diverted from the Port of Manila;
- e. Construction of a new and large deep-sea port outside Metro Manila to be identified under the Plan; and
- f. Adoption of a rationalization plan for future port development and investment programs for ports in the National Capital Region, Central Luzon, and the Southern Tagalog Region.

SECTION 11. *Power of Eminent Domain.* - All concerned government agencies shall coordinate and jointly work with the Traffic Crisis Manager for the immediate resolution of congestion and other issues on transport and traffic infrastructure. This shall include the exercise of the power of eminent domain for right-of-way acquisitions necessary for infrastructure projects or public convenience.

The definition of "national government projects" under Republic Act No. 10752 shall be deemed to include projects for the resettlement of informal settlers or other persons or families affected by any national government infrastructure project implemented pursuant to Republic Act No. 6957, as amended by Republic Act No. 7718;

SECTION 12. *Special Modes of Procurement for Transportation Projects.*

- The Traffic Crisis Manager, is hereby authorized to adopt the following modes of procurement for goods, infrastructure, and consulting services for Transportation Projects aimed at the reduction of traffic congestion in Greater Metro Manila and Other Highly Urbanized Cities and Areas:

- a. **Direct Contracting**, which involves directly requesting a contractor, supplier or consultant, who meets the financial, technical and legal qualifications set by the Procuring Entity, to submit a price quotation or a pro-forma invoice together with the contractual terms and conditions;
- b. **Repeat Order**, which involves a direct procurement of goods from a previous supplier whenever there is a need to replenish goods as needed and determined by the Procuring Entity; and
- c. **Direct Negotiation of Contracts**, which involves direct negotiation with a project proponent who complies with all the pre-qualification requirements as set forth under R.A. No. 7718 otherwise known as the Build-Operate-Transfer Law.

Exemption shall be granted from all taxes and fees due on the transfer of assets, whether nominally or beneficially, from the government to a private sector concessionaire of a rail PPP project, and from the private sector concessionaire back to the government at the end of the concession period: Provided, That this exemption shall only apply to rail PPP projects signed and executed after the effectivity of this Act.

SECTION 13. *Prohibition on the Issuance of Temporary Restraining Orders and Preliminary Injunctions.* - In the implementation of this Act, no court, except the Supreme Court, may issue any temporary restraining order or preliminary injunction against the government or any of its subdivisions, official or any person or entity, whether public or private, acting under government direction, to restrain, prohibit or compel the following acts:

- a. Acquisition, clearance, and development of the right-of-way, site or location of any transportation project identified by the Traffic Crisis Manager;
- b. Procurement of transportation projects, including infrastructure projects, goods, and consulting services;
- c. Commencement, prosecution, execution, implementation, operation of any transportation project;
- d. Termination or rescission of any Transportation Project; and
- e. Undertaking or authorization of any other lawful activity necessary for any Transportation Project.

SECTION 14. *Right to Information.* - Upon perfection of each contract entered into by the Government pursuant to Section 12 hereof, the terms and conditions of the same, with the name and qualification of the contractor, together with the description, the budgetary estimates involved and other salient features, shall be published in a website created for this purpose.

SECTION 15. *Duration of Powers.* - The authority granted to the Executive Branch under this Act shall be valid and effective for a period of three (3) years from the effectivity hereof, unless sooner withdrawn by a joint resolution of Congress, without prejudice to rights and benefits that may have been vested and liabilities that may have been incurred in the meantime.

SECTION 16. *Oversight Committees.* - There is hereby created an Oversight Committee in each House of Congress, which shall monitor the implementation of this Act and the exercise of the powers herein granted. Each Committee shall be composed of five (5) members, to be designated by the Senate President, in the case of the Senate, and the Speaker, in the case of the House of Representatives .

The Oversight Committees shall periodically submit reports, evaluations, and recommendations to the Senate and the House of Representatives.

SECTION 17. *Report to Congress.* - The Executive Branch shall submit a quarterly report to Congress on the implementation of this Act.

SECTION 18. *Private Legal Assistance and Indemnification.* - The Traffic Crisis Manager and his subordinates may, at costs to the government, engage the legal services of private lawyers whenever criminal or civil cases are filed against them in connection with the lawful exercise of their functions and duties hereunder, and shall be indemnified for all other costs and expenses incurred in connection with such cases.

SECTION 19. *Funding.* - The amount needed for the implementation of this Act shall be sourced from the following:

- a. The Motor Vehicle Users Charge Fund under RA 8794;
- b. Ten per centum of the Philippine Amusement and Gaming Corporation annual aggregate gross earnings; and
- c. Current fiscal year's appropriation of the agencies involved in the implementation of this Act.

SECTION 20. *Transitory Provision.* - As far as practicable, the provisions of this Act shall apply to all procurements which have already commenced but with no Notice of Award yet issued.

SECTION 21. *Separability Clause.* - In the event that any provision of this Act is declared unconstitutional, invalid, or illegal, the constitutionality,

validity, or legality of the remainder of the provisions of this Act shall not be affected thereby.

SECTION 22. *Repealing Clause.* - All laws, presidential decrees, letters of instructions, executive orders, rules, regulations, and other issuances or parts thereof which are contrary to or inconsistent with the provisions of - this Act are hereby revoked, repealed, amended or modified accordingly.

SECTION 23. *Effectivity.* - This Act shall take effect fifteen (15) days following the completion of its publication in two (2) newspapers of general circulation.