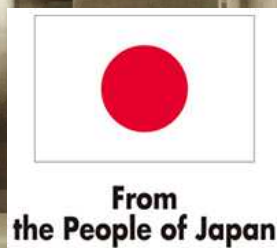


# Partnership For Quality Infrastructure

*- Investment for Asia's Future -*



Embassy of Japan in the Philippines

# *Quality Infrastructure*

From South East and South West Asia to Central Asia, the Asian region needs an immense amount of infrastructure development and financial resources for it to unleash its potential and to continue to be a growth center that leads the world economy of the twenty-first century. In meeting this challenge, it is important for a government to ensure the quality of infrastructure in order to achieve sustainable development and to bring well-being and benefits to its people.

Through the Partnership for Quality Infrastructure announced by Prime Minister Shinzo Abe on 21<sup>st</sup> May, 2015, Japan promotes quality infrastructure investment in collaboration with other countries and international organizations such as the Asian Development Bank and will provide approximately USD 110 billion for quality infrastructure investment in Asia for five years from 2016 to 2020.

- Ensuring effective governance, reliable operation and economic efficiency in view of life-cycle cost as well as safety and resilience against natural disaster, terrorism and cyber-attack risks
- Ensuring job creation, capacity building and transfer of expertise and know-how for local communities
- Addressing social and environmental impacts
- Ensuring alignment with economic and development strategies including aspect of climate change and environment at the national and regional levels
- Enhancing effective resource mobilization including through PPP

## **Japan's Initiative for "Quality Infrastructure Investment"**

May 21, 2015

Partnership for Quality Infrastructure: Investment for Asia's Future

November 21, 2015

The Follow-up Measures of "Partnership for Quality Infrastructure"

May 23, 2016

Expanded Partnership for Quality Infrastructure



# Japan's Official Development Assistance (ODA) to the Philippines

## [History]



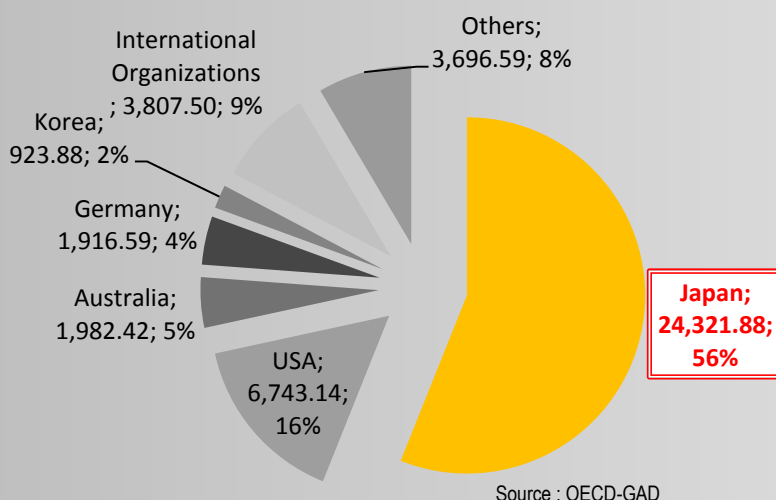
## Japan has been the Top Donor to the Philippines



### ODA Disbursement to the Philippines

Cumulative total: 1966-2013 (USD mil.)

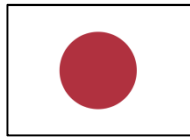
Yearly gross disbursement (USD mil.)



	2013	2014	2015
#1	Japan (256.72)	Japan (473.28)	Japan (541.95)
#2	USA (184.77)	USA (284.29)	USA (274.93)
#3	Australia (143.30)	France (150.89)	Australia (92.50)
#4	Canada (71.17)	Australia (132.05)	Korea (46.53)
#5	UK (54.84)	UK (95.49)	Germany(38.42)

Source : OECD/Development Assistance Committee





# Major Completed Projects with Japan's

## Road



### Subic-Clark-Tarlac Expressway

Year Completed: 2008

Location: Central Luzon

Length: 93.8 km

This expressway connects the provinces of Zambales, Bataan, Pampanga and Tarlac. It revolutionized regional travel in Central and Northern Luzon.

### EDSA-Pasay Road-Ayala Avenue Interchange

Year Completed: 2000

Location: Metro-Manila

This project addressed traffic congestion at the Makati Central Business District.



### Second Magsaysay Bridge

Year Completed: 2007

Location: Butuan City, Agusan del Norte

Length: 450 m

This bridge facilitated regional transport of people and goods in Northern Mindanao.

## Port

### Subic Bay Port

Year Completed: 2008

Location: Subic Bay, Zambales

Capacity: 600,000 TEUs (2 terminals)

This port serves as an alternate to the Port of Manila to serve Central and Northern Luzon.



# Assistance in the Philippines



## Railway



### Light Rail Transit (LRT) Line 1 Capacity Expansion

Year Completed: 2004

Location: Metro-Manila

Design Capacity: 600,000 passengers per day

This project provided new trains to increase the capacity of LRT Line 1, the oldest LRT line in Manila.

### Light Rail Transit (LRT) Line 2

Year Completed: 2003

Location: Metro-Manila

Design Capacity: 500,000 passengers per day

This line passes through the University Belt of Manila and is widely used by students.



## Airport



### Mactan-Cebu Airport

Year Completed: 1998

Location: Mactan Island, Cebu

Design Capacity: 4.0 million passengers / year (domestic)  
0.5 million passengers / year (international)

This airport is the alternate international gateway to the Philippines.

### New Iloilo Airport

Year Completed: 2007

Location: Iloilo

Design Capacity: 1.5 million passengers / year

This airport facilitated domestic and international air travel to Iloilo Province.







## **North-South Commuter Railway Project** **(Malolos-Tutuban)**

Implementing Agency: DOTr

Length: 38km

Stations: 10 stations

Operational Speed: 60km/h

ODA Loan Amount: 241,991 mil JPY



## **New Bohol Airport Construction and** **Sustainable Environment Protection Project**

Implementing Agency: DOTr

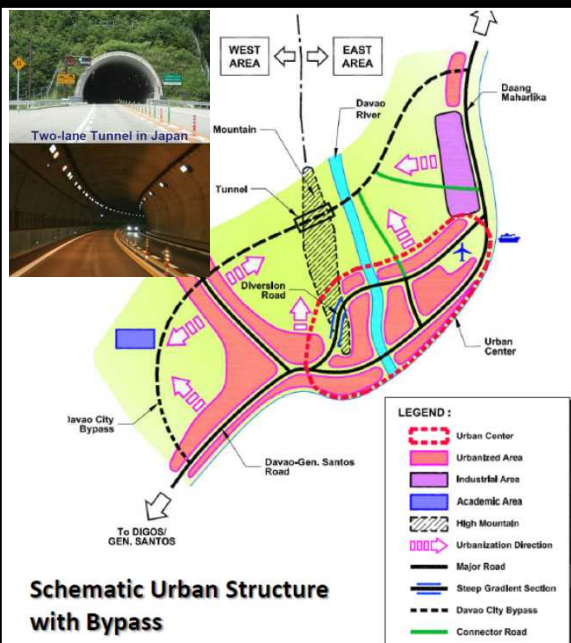
Location: Panglao Island, Bohol

Design Capacity: 1.5 million passengers/year

ODA Loan Amount: 10,782 mil JPY

The project features the "Eco-Airport" concept that uses Japanese technology.

In order to mitigate negative impacts on the natural environment, a technical cooperation project is implemented.



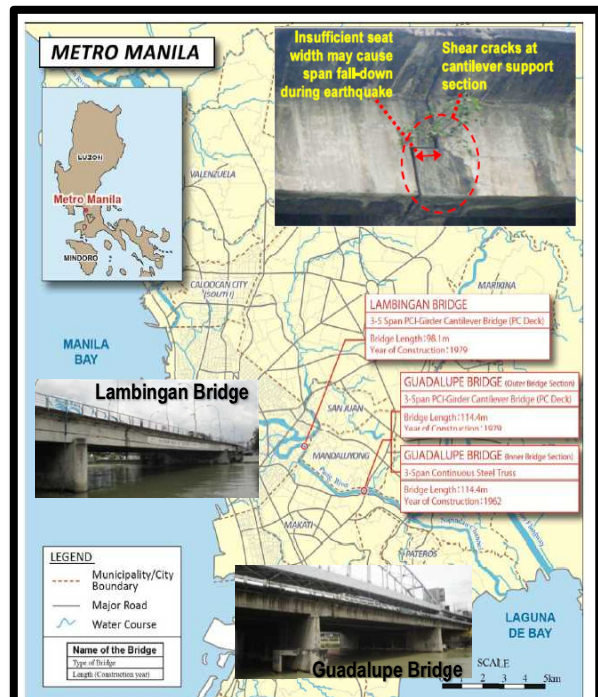
## **Schematic Urban Structure** **with Bypass**

## **Davao City Bypass Construction Project** **(South and Center Sections)**

Implementing Agency: DPWH

Length: approx. 30km

ODA Loan Amount: 23,906 mil JPY



## **Metro Manila Priority Bridges** **Seismic Improvement Project**

Implementing Agency: DPWH

ODA Loan Amount: 9,783 mil JPY

# RECENT COOPERATION FOR FUTURE DEVELOPMENT

## - Cooperation for Formulating Development Master Plan -

### Roadmap for Transport Infrastructure Development for Metro Manila and Its Surrounding Areas

Target: Transport Sector - Metro Manila and its Surrounding Areas (Region III and IV-A) –

Output: Roadmap (Mid-Term Plan for 2016-2020 & Long-Term Plan towards 2030) / Priority Projects

[Proposed Major Projects]

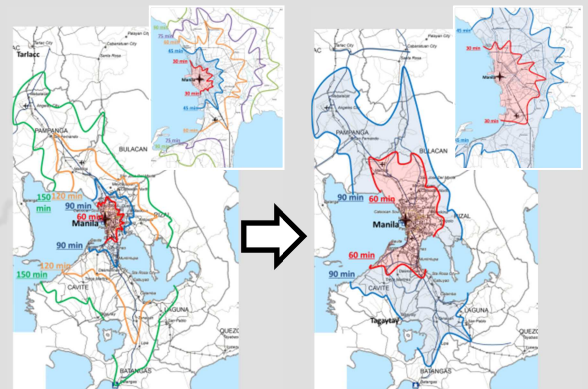
- North-South Commuter Railway Project (Malolos-Tutuban)
- Mega Manila Subway Project
- New Manila International Airport Project
- Circumferential Road 3 (C-3 Missing Link) Project

[Estimated Major Impacts]

Economic benefit for Mega Manila area: Php 4 billion per day  
(reduction in transportation cost (vehicle operating cost and travel time cost) )

Average Travel Time: Reduced from 80 minutes per trip to 31minutes

GHG Reduction: From 34,033 t/day to 23,800 t/day



### Roadmap Study for Sustainable Urban Development in Metro Cebu

[Scope of the Study]

- Long-term roadmap (up to 2030, hence up to 2050)
- Detailed action plans consisting of priority projects for the short and medium term
- Hazard map covering Metro Cebu and the northern part of Cebu Province



### Davao City Infrastructure Development Plan & Capacity Building Project

Objectives: To formulate “Infrastructure Development Plan” for Davao City

Target Years of the Plan: 6 Years for Mid-Term / 30 Years for Long-term

Key Sectors: Roads, transport, drainage, water supply, sewage, waste management and disaster prevention





For inclusive, sustainable and resilient “quality growth”

Embassy of Japan in the Philippines

2627 Roxas Boulevard, Pasay City, Metro Manila 1300

TEL: +63-2-551-5710

FAX: +63-2-551-5783

<http://www.ph.emb-japan.go.jp>

Japan International Cooperation Agency (JICA) Philippines Office

40<sup>th</sup> floor, Yuchengco Tower, RCBC Plaza, 6819 Ayala Avenue, Makati City

P.O. Box: 1026 Makati Central Post Office

TEL: +63-2-889-7119

FAX: +63-2-889-6850

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