Partnership For Quality Infrastructure

Investment for Asia’s Future

From the People of Japan

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 21st 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 joined the Colombo Plan and launched technical cooperation project (Start of Japan’s ODA to the Philippines)

First Yen-Loan Project “The Philippines-Japan Friendship Highway (Pan Philippine Highway)” started under Japan’s ODA

JICA started operations in the Philippines

Japan became world’s top ODA donor

Approval of Japan’s ODA Charter

Japan’s ODA celebrates 60 years

Approval of Japan’s “Development Cooperation Charter” (Revision of ODA Charter)

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.)

<table>
<thead>
<tr>
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<th>2013</th>
<th>2014</th>
<th>2015</th>
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</thead>
<tbody>
<tr>
<td>#1</td>
<td>Japan (256.72)</td>
<td>Japan (473.28)</td>
<td>Japan (541.95)</td>
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<tr>
<td>#2</td>
<td>USA (184.77)</td>
<td>USA (284.29)</td>
<td>USA (274.93)</td>
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<tr>
<td>#3</td>
<td>Australia (143.30)</td>
<td>France (150.89)</td>
<td>Australia (92.50)</td>
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<tr>
<td>#4</td>
<td>Canada (71.17)</td>
<td>Australia (132.05)</td>
<td>Korea (46.53)</td>
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<td>#5</td>
<td>UK (54.84)</td>
<td>UK (95.49)</td>
<td>Germany (38.42)</td>
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</tbody>
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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

Davao City Bypass Construction Project
(South and Center Sections)
Implementing Agency: DPWH
Length: approx. 30km
ODA Loan Amount: 23,906 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.

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 31 minutes
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
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For inclusive, sustainable and resilient “quality growth”