



CONSTRUCTION COUNTRY REPORT 2022_PHILIPPINES



Philippine Iron and Steel Institute
November 15, 2022

Philippines

GDP growth forecast



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Luzon and Mindanao Rail System



- The North-South Railway Project (NSRP) is one of the Philippine government's BBB project to improve economic and urban growth in the most populous regions of the islands by providing critical connectivity through a world-class passenger rail service.
- The NSRP includes two lines, NSRP North and NSRP South wherein a key component of the project is the North-South Commuter Railway (NSCR), a 147km urban rail transit system being built on the island of Luzon with an estimated investment capital of PHP777.55bn (\$15.1bn).

PNR Clark Phase 1 (Tutuban - Malolos)

Contract Package 1: Civil for Elevated Structures & Six (6) Stations and Depot



Contract Package 2: Civil Works for Elevated Structures & Three Stations



- 37.6km commuter railway from Tutuban to Malolos with 9 stations and depot
- Php 149.13B / US\$ 2.98B
- Will be integrated with PNR Clark Ph2 and PNR Calamba
- Will reduce travel time from Tutuban to Malolos from 1hr to just 35 minutes
- Will benefit 300,000 passengers daily
- Japan ODA
- Ongoing construction
- 55.42% complete as of Jan 31, 2022

PNR Clark Phase 2



- 53-km segment with 6 stations
- Php 283.8B / US\$ 5.7B
- Connecting Clark New City, Clark Int'l Airport to Malolos
- Will reduce travel time from 2hrs to 1hr
- Japan ODA and ADB
- Construction started in 2017
- Partial operation on 3Q 2023
- Full operation on 4Q 2024
- 32.58% complete as of Sept 30, 2021

NSCR MALOLOS-MANILA SECTION



- 38-km segment
- Php149.13Bn / US\$2.55Bn
- Groundbreaking held on Feb 2019
- 55.42% complete as of Jan 31, 2022

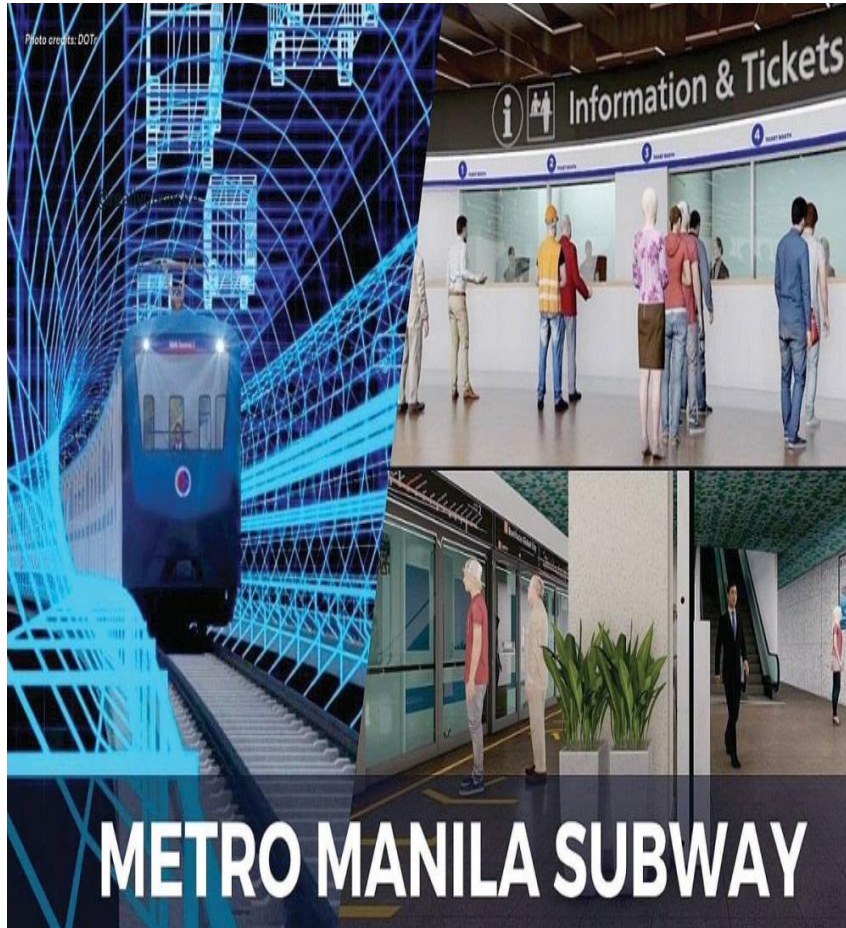


PNR Calamba



- 56-km segment with 19 stations
- Php 344.6B / US\$ 6.9B
- Will benefit 340,000 passengers daily
- Japan ODA and ADB
- Partial operation on 2Q 2025
- Full operation on 4Q 2026

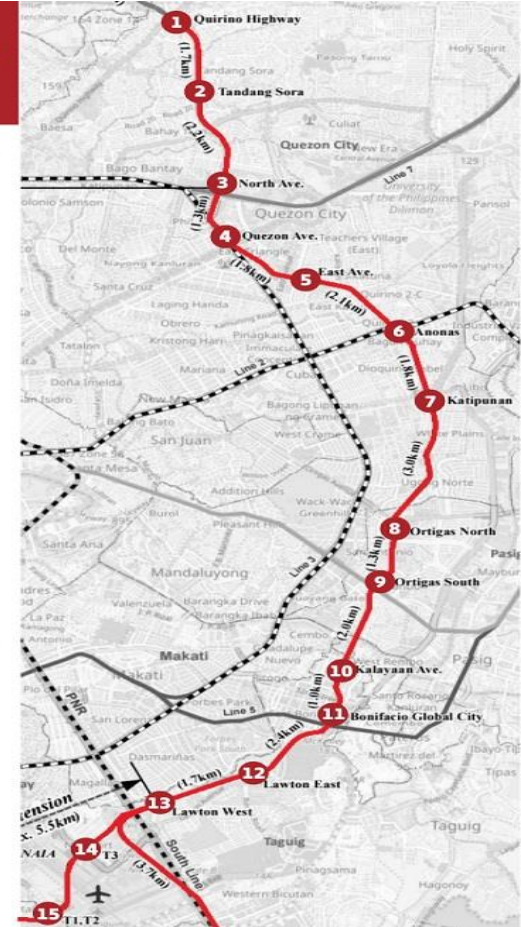
METRO MANILA SUBWAY PROJECT



METRO MANILA SUBWAY

Stations as of October 2018 .
Extends to Bicutan area.

- 1 Quirino Highway
- 2 Tandang Sora
- 3 North Avenue
- 4 Quezon Avenue
- 5 East Avenue
- 6 Anonas
- 7 Katipunan
- 8 Ortigas North
- 9 Ortigas South
- 10 Kalayaan Avenue
- 11 BGC
- 12 Lawton East
- 13 Lawton West
- 14 NAIA T3
- 15 NAIA T1/T2





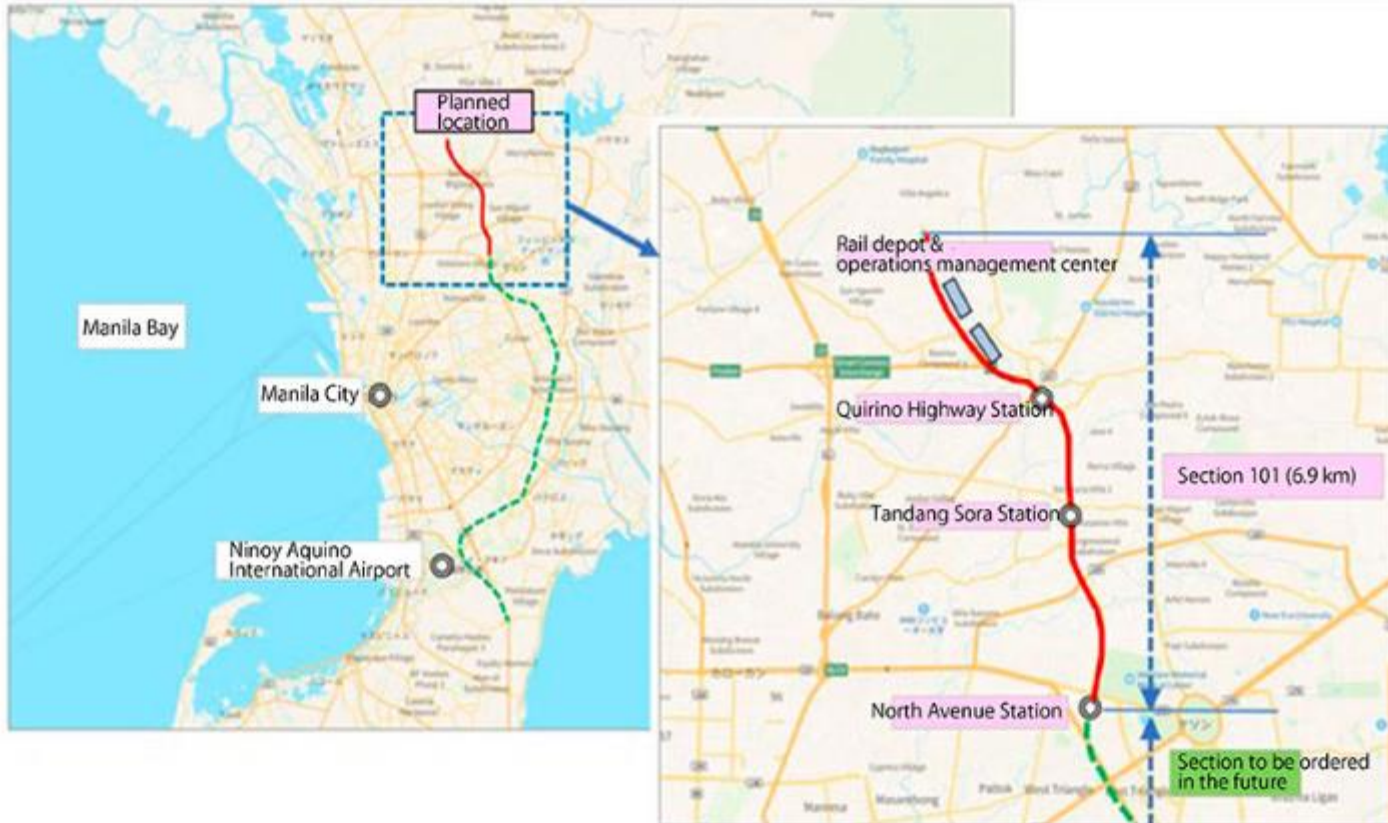
- **Groundbreaking took place in February 2019**

- **Construction started in December 2019**





Metro Manila Subway Project



The Metro Manila Subway Project will provide a total 32.4km of subway lines including 15 stations and one train depot, that connects Mindanao Avenue in the northern Metro Manila and Western Bicutan in southern Manila where the Ninoy Aquino International Airport is located, in order to ease severe traffic congestion.

The Shimizu-led joint venture will build a 6.9 km section of the Project which will be partially operable prior to other sections. It includes three stations (Tandang Sora Station, Quirino Highway Station, and North Avenue Station) , one train depot and six underground running tunnels connecting the stations and depot (3 southbound and 3 northbound with a total length of 9.3km) bored using six tunnel boring machines (TBM) . In November 2019, the first awarded contract includes construction of Tandang Sora Station and the depot and procurement of TBM and cut-and-cover tunnel works. Its contract period is 67months. The second awarded contract this time include major structure works for Quirino Highway Station and North Avenue Station, and procurement for the TBM tunnel segments. Its contract period is 49 months. TBM works and mechanical & electrical works for the two stations will be awarded as the third contract.



President Ferdinand "Bongbong" Marcos Jr. witnessed the contract signing of two Metro Manila Subway Project (MMSP) contract packages in Malacañang on Thursday.

- **Signing of two contract packages for the building of the country's first underground railway system.**
- **Total length of 33km with 17 stations**
- **Will cut an average travel time from 1.5hr to only 35mins**
- **Estimated project cost is ₱227 billion (equivalent to US\$ 4.5 billion)**
- **CP102 was awarded to Nishimatsu-DMCI JV**
- **CP103 was awarded to Sumitomo Mitsui Const. Co. Ltd.**
- **4 underground stations and tunneling works**

DPWH Accelerates Construction of PH First Ever Long-Distance Mountain Tunnel in Davao

Saturday, October 29, 2022



The Department of Public Works and Highways (DPWH) is full speed ahead in the on-going 2.3-kilometer mountain road tunnel at the central portion of Davao City Bypass Construction Project aimed at improving mobility between Davao City and Panabo City.

In his briefing to DPWH Secretary Manuel M. Bonoan, Senior Undersecretary Emil K. Sadain said that an expert tunneling team from Japan together with Filipino engineers and skilled workers are expediting civil works for the on-going contract package 1 which covers the construction of a twin-tube 10 meter-diameter mountain road tunnel, the longest in the Philippines and an important component of the 45.5-kilometer Davao City Bypass Construction Project.

Davao City Bypass Construction Project is among the priority large-scale infrastructure project started during the term of former President Rodrigo Roa Duterte and continued as planned under the administration of President Ferdinand Romualdez Marcos Jr.

Senior Undersecretary Sadain reported that progress of the on-going tunnel civil works at the north portal covering tunnel excavation, shotcrete works for excavation face, installation of steel ribs, wiremesh and final shotcrete, drilling and installation of rockbolts simultaneously at the northbound and southbound directions are at 196-meter and 237-meter, respectively.

Secretary Bonoan together with Senior Undersecretary Sadain; Undersecretaries Eugenio R. Pipo Jr. and Carlos G. Mutuc; Project Directors Benjamin A. Bautista, Ramon A. Arriola III, and Rodrigo I. Delos Reyes of the Unified Project Management Office (UPMO) Operations; and DPWH Region XI Director Rey Peter Gille inspected the on-going package 1 particularly the road tunnel's north portal at Barangay Waan.

“I am thrilled to see this project come to fruition, and really amazed to the tunneling technologies and innovations using state-of-the-art equipment now applied here in the Philippines”, Secretary Bonoan said.

Meanwhile, progress of the tunneling activities from the opposite end at the south portal is at 264-meter for northbound direction and 203-meter at southbound direction.

“People can see that this infrastructure project is making progress and the government is building something that is very exciting”, added Senior Undersecretary Sadain.

The project is also expected to develop Filipino engineers and skilled workers with a new technical know-how on tunneling.

Other than the mountain road tunnel, contract package 1 costing ₱13.230 Billion awarded to Shimizu – Ulticon - Takenaka joint venture involves the construction of four (4)-lane road with a length of 7.9 kilometers; three (3) bridges including the 200 meters Davao River Bridge; two (2) underpasses and two (2) overpasses; 12 box culverts (waterways); and four (4) at-grade intersection.

Implemented by DPWH UPMO Operations - Roads Management Cluster I (Bilateral) headed by Project Director Bautista, the on-going project is under the on-site supervision and monitoring by Project Manager Joselito B. Reyes and Engrs. Juan M. Diña Jr. and Earl Nicholas F. Rada with Nippon Koei – Katahira - Nippon Engineering - Philkoei as engineering consultants.

The Davao City Bypass Construction Project starting from Davao-Digos section of the Pan-Philippine Highway in Brgy Sirawan, Davao City going to Davao-Panabo section of the Pan-Philippine Highway in Brgy J.P. Laurel, Panabo City is expected to ease traffic situations along the areas.

To optimize the construction schedule, the entire bypass road with a total length of 45.5 kilometer costing ₱46.8 Billion is divided into six (6) packages.

The on-going CP 1-1 covering a 10.7 kilometers of 4-lane highway; CP 1-3 with a length of 6.1 kilometers with civil works procured and to start early next year after the concurrence of contract; and CP 1-2 with a length of 12.8 kilometers are financed by Official Development Assistance (ODA) with the Japan International Cooperation Agency (JICA) thru the Special Terms for Economic Partnership (STEP) Loan Agreement Nos. PH-P261 and PH-P273 amounting ₱27.73 Billion and Government of the Philippines counterpart funds of ₱5.7 Billion.

CP 2-1 (2.7 kilometers), CP 2-2 (3.5 kilometers), and CP 2-3 (9.7 kilometers) for civil works procurement will be implemented through funds of the Philippine government amounting ₱13.37 Billion.

Once completed by 2027, the bypass road will slash travel time between Toril, Davao City and the northern Panabo City, Davao Del Norte to under 49 minutes from the usual travel time of 1 hour and 44 minutes via Maharlika Highway.

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