

1. INTRODUCTION

The Asian Highway was part of the Asian Land Transport Infrastructure Development (ALTID) Project launched in 1992 by the Economic and Social Commission for Asia and the Pacific (ESCAP). The main obligations of the member countries as adopted by the Intergovernmental Agreement on the Asian Highway Network are as follows:

- Adopt the Asian Highway Network as a coordinated plan for the development of highway routes of international importance;
- Bring the network into conformity with the Asian Highway classification and design standards, and
- Place Asian Highway route signs along the network.

As of December 2006, the Asian Highway network comprised of more than 141,000 kilometers of roads passing through the 32 member countries. These Asian routes are classified into four types providing minimum design standards and guidelines for construction, improvement and maintenance. These are: (a) Primary (four or more lanes, access controlled); (b) Class I (four or more lanes); (c) Class II (two lanes, lane=3.5m); and Class III (two lanes, lane=3 to 3.25m).

Philippines is part of the South East Asian sub region together with Cambodia, Indonesia, Lao People's Democratic Republic, Malaysia, Thailand and Vietnam. The Asian Highway route in the Philippines is route number 26 (AH26). The route starts from Laoag City in the northern part of Luzon island, traversing northeast to Tuguegarao connecting to Metro Manila through the Cagayan Valley Road and the North Luzon Expressway then going further to Matnog, Sorsogon.

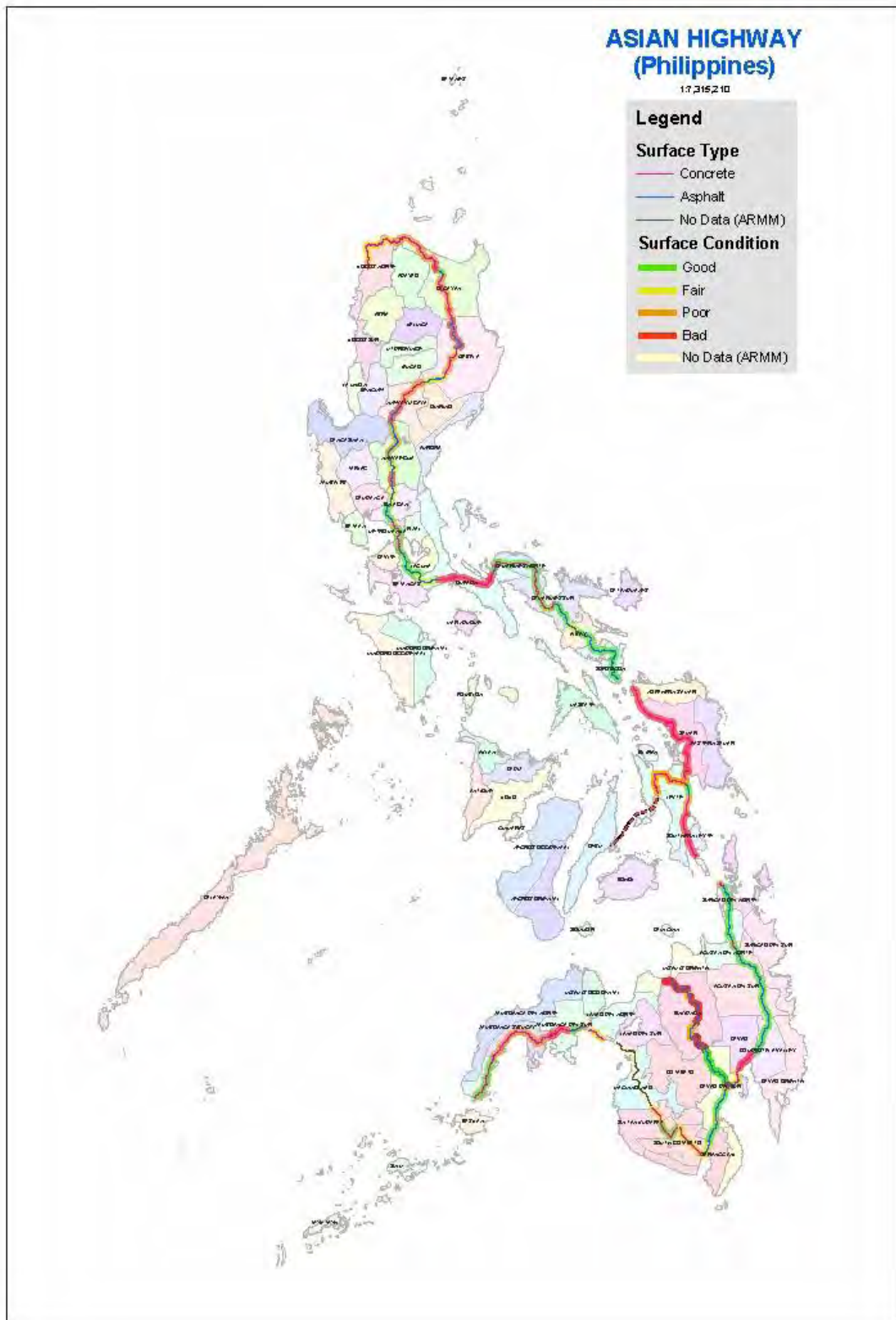
A Roll On Roll Off (RORO) ferry sails from Matnog to Allen, Samar, and a sea route connecting Luzon to Visayas Island. From Allen, it proceeds to Tacloban City and connects Leyte province up to Liloan through the 3.1 km San Juanico Bridge. The route branches off from Tacloban City to Ormoc City and connects Cebu City through a ferry service. From Liloan, Leyte, another RORO ferries to Lipata, Surigao City in Mindanao Island.

From Lipata, AH26 traverses to Agusan del Norte down to Davao City and branches to Cagayan de Oro City where the international terminal port is located. From Davao City, it then proceeds to General Santos City and finally ends at the international seaport in Zamboanga City. (See Figure 1)

2. HIGHWAY DEVELOPMENT GOALS AND STRATEGIES

The Department of Public Works and Highways (DPWH) implements the policy of the Philippine Government to continuously develop technology for ensuring the safety of all infrastructure facilities and securing for all public works and highways the highest efficiency and the most appropriate quality of construction. As the primary engineering arm of the government, the DPWH is responsible for the planning, design, construction

MAP OF ASIAN HIGHWAY (AH26) ROUTE



and maintenance of national highways, major flood control systems, and other public works.

For national highways, as for other infrastructure, the highest priority should be placed on asset preservation or maintenance of existing facilities, including bridges, drainage and other structures. DPWH is responsible for the construction, rehabilitation, improvement (such as paving with concrete) and new construction (including bypasses and widening) of national roads.

The transport infrastructure shall be provided in pursuit of the following sectoral goals and objectives as spelled out in the Medium Term Philippine Development Plan (MTPDP), 2004-2010:

- Providing easier access to markets to alleviate poverty in the countryside and isolated region;
- Enhancing peace and order in conflict-affected regions through efficient transport and trade;
- Strengthening national unity and tourism by making movement of people faster, cheaper and safer;
- Facilitating the decongestion of Metro Manila via transport logistics system that would ensure efficient linkages between its business centers and nearby provinces; and
- Generating more transport infrastructure with minimal budget cover or contingent liabilities. Private sector-led infrastructure should be deficit-neutral, with minimum government exposure of the project.

To achieve these goals, the following strategies are laid out under the DPWH Medium Term Development Plan, 2005-2010:

- Nautical highway to link the entire archipelago shall be completed following the high priority routes such as: the Western, Central and the Eastern Nautical Highways;
- Decongest Metro Manila by establishing new Government Centers and housing in other areas in the country; developing Subic and Clark including the Southern Luzon corridor; and improving transport within Metro Manila;
- Access to major tourism destinations;
- Affirmative action for peace and development in Mindanao and other highly impoverished areas; and
- Address critical infrastructure bottlenecks along national roads and bridges.

3. STATUS OF THE HIGHWAY NETWORK

As of September 2007, the Philippine road network had a total length of 210,267 km, of which, the national roads accounted for 29,370 km, provincial roads 31,284 km, city roads 11,819 km, municipal roads 15,804 km, and barangay roads 121,989 km.

The existing national road network composed of arterial roads (15,578 kms) and secondary roads (13,791kms). The average paved ratio of the entire network is 70%, while the arterial and secondary paved ratio correspond to 81% and 58%, respectively.

The whole Asean Highway stretches up to 3,412 kms (including sea routes) and 99% paved with either portland cement concrete or asphalt concrete. These are described in Figure 2 reflecting the different surface pavement types. The dominant characteristic of AH26 is in fair to good condition.

Figure 2 Surface Pavement Type of AH26

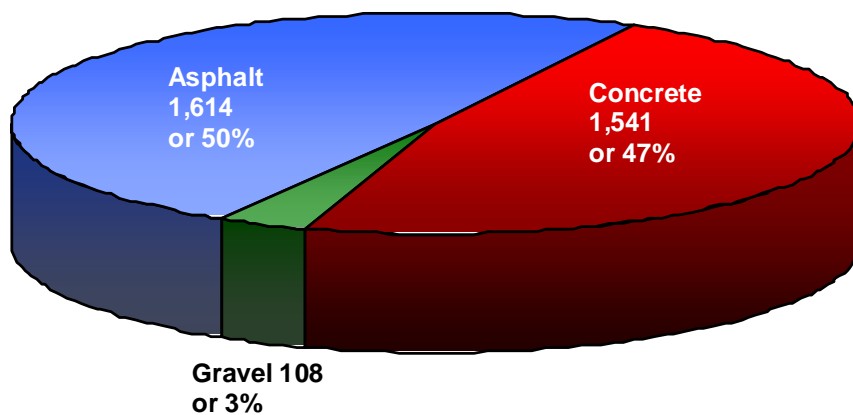


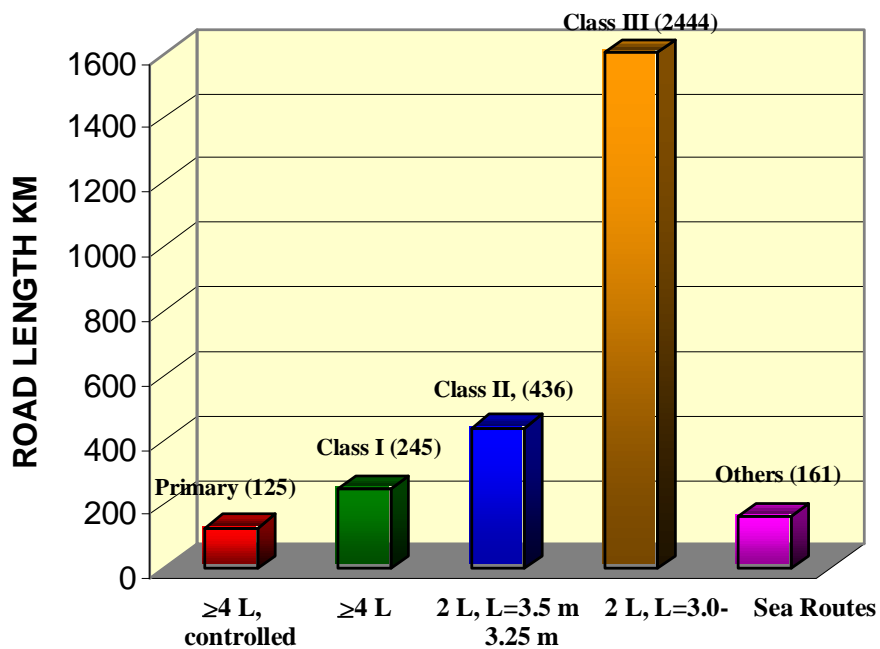
Figure 3 shows the newly completed improvement of the 84 km North Luzon Expressway (NLEX) with 8 lanes (maximum). NLEX was first constructed in 1977 and improved/widened in 2003-2005. The South Luzon Expressway (SLEX) has a total length of 42 km connecting Metro Manila to Laguna province with lanes ranging from 4 to 6. SLEX is proposed to be extended up to the next province of Batangas. This will include the rehabilitation, upgrading and expansion works from 4 to 8 lanes including the 1.2 km Alabang viaduct. Other pictures of the different sections along Asian Highway 26 are shown in the succeeding pages.

Figure 3 Primary Class - North Luzon Expressway



Based on the Asian Highway classification, the following information are obtained along AH26: Primary Class (125 kms); Class I (245 kms); Class II (436 kms); Class III (2,444 kms) and others (161 kms) belong to other categories such as sea routes. (See Figure 4)

Figure 4 AH26 Road Classification



AH26 is also defined as the North-South backbone of the country. Because of its strategic importance, DPWH focused its development program on this route as the main trunkline. Annex 1 presents the status of major projects along AH26. Three (3) road sections in Mindanao totaling 482 km are already improved and upgraded costing more than P10 Billion, while 72 km in Visayas Section is undergoing rehabilitation works. Under the Medium-Term Program, around 1,926 km are proposed for asset preservation and upgrading of existing surface pavement requiring an investment cost of P17.68 Billion.



**Asian Highway (AH26)
South Luzon Expressway Extension
Project**

**Length = 41.961 KM
No. of Lanes = 4
Year Completed = 1970s
Propose for improvement**

**Asian Highway (AH26)
Cagayan Valley Section, Luzon**

**Length = 16.33 M
No. of Lanes = 2 Lanes
Year Completed = 1978**



**Asian Highway (AH26)
Bicol Section, Luzon**

**Length = 89 KM
No. of Lanes = 2 Lanes
Year Completed = 2003**

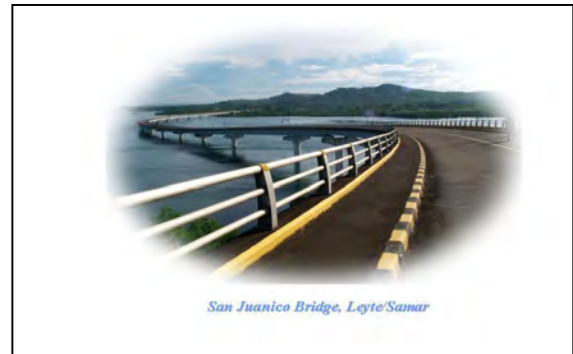


**Asian Highway (AH26)
Southern Leyte Section, Visayas**

**Length = 40.82 KM
No. of Lanes = 2 Lanes
Status = 98.32% as of September 2007**

**Asian Highway (AH26)
San Juanico Bridge, Leyte/Samar**

**Length 2.79 KM
No. of Lanes = 2 Lanes
Year Constructed = 1980
Year Rehabilitated = 2004**



**Asian Highway (AH26)
Agusan del Sur Section, Mindanao**

**Length = 36.0 KM
No. of Lanes = 2 Lanes
Year Completed = 2006**

**Asian Highway (AH26)
Davao Section, Mindanao**

**Length = 18.35 KM
No. of Lanes = 2 Lanes
Year Completed = 2004**



4. INFRASTRUCTURE NEEDS

Over the long term, the DPWH desires to realize the following end-results:

- All national roads must be maintained in good condition, based on DPWH standards, e.g. International Roughness Index;
- All national roads must be safe, i.e., free from major accident-prone areas;
- All national roads must be protected from overloading, i.e., more than the permissible maximum axle load of 13.5 tons;
- All national roads must be paved with concrete or asphalt in accordance with AASHTO standards;
- All national roads must be free from severe congestion to allow average vehicle speeds of 40 kph in urban areas and 60 kph in rural areas; and
- All bridges along national roads must be permanent (concrete/steel) and strong according to AASHTO standards.

The most pressing needs in the national roads are summarized below:

Table 3 Summary of National Road Needs and Costs

	Infrastructure Needs	Cost (Php B)
a.	Preventive Maintenance (asphalt overlay) of 5,475 km of roads in poor condition and 4,675 km of roads in fair condition	54.7
b.	Rehabilitation/reconstruction of 6,192 km of paved roads in bad condition	130
c.	Routine Maintenance of 416 km of paved roads in good condition and 2,033 km of unpaved roads in good condition	1.0/year
d.	Road Safety measures of 2,000 black spots and 30 additional weighbridges	4.1
e.	Paving of 8,508 km of unpaved roads	204.2
f.	Construction of 16,000 meters of permanent bridges, strengthening of 57,000 m of existing bridges, construction of 2,000 km of new roads including widening, bypasses and 15 interchanges	129.0

The asset preservation needs (items a to d) is about Php 180 billion while the construction needs (item e and f) about Php 330 billion is required. Obviously, the funds required exceeds the government resources that can be mobilized in the medium term.

Meanwhile, the maintenance and construction needs along AH26 are estimated to be as follows:

Table 4 Infrastructure Needs of AH26

Infrastructure Needs		Cost (Php B)
a.	Asset Preservation (Asphalt Overlay (592 km)	2.96
b.	Rehabilitation/reconstruction (412 km)	8.03
c.	Routine Maintenance (228 km)	.30
d.	Road Safety Measures	.50
e.	Paving (65 km)	1.56
f.	Bridges, widening, bypasses and interchanges	20.00
Total		33.35 B

5. GOVERNMENT EFFORTS TO ADDRESS ROAD SECTOR ISSUES

To meet the vast needs for roads and other infrastructure in the medium term as indicated above, the government is pursuing a three-pronged approach:

1. Provide for a significant increase in the DPWH infrastructure budget for 2008 of Vehicles Users Charge (MVUC) Special Funds and sustain the increased funding over the medium term;
2. Provide for improved quality in the DPWH infrastructure budget by allocating funds to strategic programs and projects that will yield the greatest returns to the economy, with priority to asset preservation; and
3. Provide for greater absorptive capacity and efficiency in performance of the DPWH through institutional and process improvements in fund utilization and project implementation.

5.1 Increasing Budget levels for 2008-2010

The medium term highway investments are shown in the table showing an increase allocation from 2008 onwards.

Table 5 Medium Term Highway Investment Program, 2005-2010

	2005	2006	2007	2008	2009	2010	Total
Highways	26.2	35.6	37.2	56.6	64.6	76.0	296.2
Total	38.7	47.7	62.7	74.3	85.4	98.3	407.1
% of Highway Investment	67.70%	74.63%	59.33%	76.18%	75.64%	77.31%	72.75%

The government aims to develop a “user’s pay” culture whereby the road users pay at least for the maintenance of the roads. The MTPDP also provides that the Special Road Fund from vehicle registration fees will be expanded through an amendment of the MVUC law by including a fuel levy which is more closely related to the actual use of the roads by vehicles.

To encourage more private investments on toll roads, the government seeks to develop a robust pipeline of priority feasible projects suitable for public-private participation (PPP) and solicit proposals for these, in lieu of the past practice of relying on unsolicited proposals, some of which are of doubtful viability and require heavy government subsidies and liabilities.

5.2 Providing for Improved Quality in Budget Allocation for Strategic Programs/Projects

The DPWH will pursue the following measures to improve the efficiency in the allocation of funds.

- Hierarchy in Resource Allocation – following hierarchy of priority activities (a) maintenance of existing assets; (b) rehabilitation of damaged sections, (c) improvement and widening of heavily traveled roads, and (d) construction of new roads and missing links in the road network.
- Priority to On-going/Unfinished Projects – over starting new projects
- Multi-Criteria Analysis – to assess or confirm the feasibility and ranking of major projects in terms of
 - project preparedness (approval status, design, economic viability, environmental clearance, social acceptability)
 - road network importance
 - economic and social development impact
- Integrated Inter-Modal Transport Master Plan – to address the weak linkages among transport modes and avoid fragmented investments.
- Modern Planning and Programming Systems – institutionalize the application of IT-based technical planning systems and tools, to systematically generate priority lists of road construction and maintenance projects based on objective criteria using life cycle cost-benefit analyses under alternative budget scenarios. These are enumerated as follows:
 - a) Pavement Management System (PMS) and Highway Development and Management Version 4 (HDM-4) – to produce optimized maintenance work programs

- b) Multi-Year Programming and Scheduling (MYPS) – handles rationalized programming of high priority projects that passed through the Multi-Criteria Analysis Screening which can generate multi-year program of projects rationalize.
- c) Road and Bridge Information Application (RBIA) – is a repository of road and bridge data including traffic data and linked to GIS inventory and condition.
- d) Bridge Management System (BMS) – handles the analysis of bridge needs using a standard and systematized bridge condition rating procedures and guidelines.
- e) Routine Maintenance Management System (RMMS) – systematized tool for road maintenance planning. DPWH is now preparing for the nationwide roll-out of the RMMS.

5.3 Increasing Absorptive Capacity and Performance Efficiency through Institutional and Process Improvements

DPWH will intensify policy, institutional and process improvements including governance through the following measures:

- a) Financial Management System – an automated electronic New Government Accounting System (e-NGAS) to streamline the processing of payments.
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- c) Value Engineering – to ensure most cost-efficient design in selected thereby avoiding over-designing.
- d) Cost Estimation System (CES) – to provide reliable database for preparing realistic Approved Budget for the Contract (ABC)
- e) Data Base Management System – interconnecting Central, Regional and District Offices through local area network and wide area network systems and posting information through the websites.
- f) Bantay Lansangan (Road Watch) – a partnership to improve the delivery of quality services responsive to the needs of the road users in an efficient and corruption-free manner. It uses Report Card to monitor and analyze sources and uses of public funds, implementation and delivery and institutional performance.



Republic of the Philippines
Department of Public Works and Highways



REGIONAL WORKSHOP ON UPGRADING OF THE ASIAN HIGHWAY PRIORITY ROUTES

DEVELOPMENT AND UPGRADING OF ASIAN HIGHWAY AND
INVESTMENT NEEDS IN THE PHILIPPINES

By:

MARIA CATALINA E. CABRAL, PhD.
OIC-Director, Planning Service

Updated as of
September 2007



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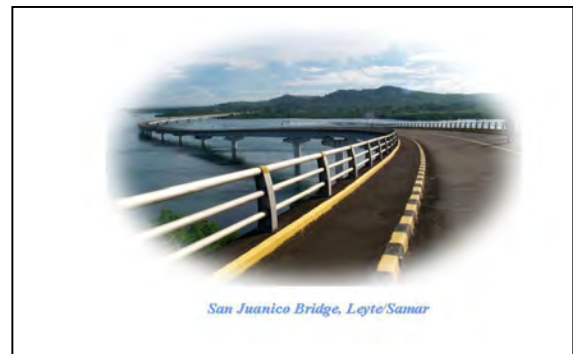


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ANNEX 1
ASIAN HIGHWAY NETWORK
(Projects under the Medium Term)

PROJECTS	Length (Km)	Cost (PM)	Status
<u>A. Completed</u>			
- 1) Mindanao Section - Tabon-Tabon (Subagat)- Bayugan-Awa - San Francisco-Langkilaan - Monkayo-Tagum-Carmen	232.8	3,795.0	100% Completed
- 2) Zamboanga-Pagadian Road	200.60	4,726.0	100% Completed
- 3) Cotabato-Pagadian Road Dobliston-Sultan Gumander- Malabang	49.10	1,566.0	100% Completed
Sub-Total	482.5	10,087.0	
<u>B. On-going</u>			
1) Calbayog -Catanguit Section (Including Tizon Bridge)	72.50	4,045.5	On-going JBIC- Assisted Project
Sub-Total	72.50	4,045.5	
<u>C. Proposed</u>			
1) Sta. Rita-Bulacan-Nueva Ecija	160.00	2,006.6	Proposed under REAPMP
2) South Luzon Package			Proposed under NRIMP 2
- Tiaong-Lucena City	37.00	185.0	
- Pagbilao-Sta. Elena , Camarines Norte	123.00	615.0	
3) Sipocot-Baao, Camarines Sur	100.00	733.7	Proposed under REAPMP
4) Allen-Calbayog Road	71.83	1,383.8	Proposed under

			REAPMP
5) Calbiga-Tacloban-Abuyog Road	62.00	862.5	Proposed under REAPMP
6) Surigao-Davao Road (Lipata-Davao City)	161.00	3,213.0	Proposed under REAPMP
7) Digos-Gen. Santos -Cotabato City	161.30	329.3	Proposed under NRIMP 2 (Roadslip)
8) Tagum-Mati Road	133.00	665.0	Proposed under NRIMP 2
9) Cotabato City-Marawi Road (Parang-Malabang-Marawi)	129.00	424.7	Proposed under NRIMP 2
10) Laoag-Allacapan Section	101.00	505.0	Proposed
11) Cagayan Valley Road (Cagayan-Isabela-Nueva Vizcaya)	472.00	2,360.0	Proposed
12) Zamboanga City-Pagadian City-Cotabato City Road	135.00	2,632.0	Proposed
a) Zamboanga City-Pagadian City Road			
b) Pagadian City-Tukuran-Karomatan Section	80.00	1,760.0	ARMM
Sub-Total	1,926.13	17,675.60	
Grand Total	2,481.13	31,808.10	

NOTE :

REAPMP - Road Enhancement and Asset Preservation Management Program under JBIC **Assisted**

NRIMP - National Roads Improvement Management Program under **World Bank**