

DEVELOPMENT COORDINATION

A. Major Development Partners: Strategic Foci and Key Activities

1. The official development assistance (ODA) portfolio in the Philippines totaled \$14.77 billion in December 2017, consisting of 70 loans (\$12.30 billion) and 352 grants (\$2.47 billion). The Japan International Cooperation Agency was the biggest provider of ODA loans in the country, with a 42% share (\$5.17 billion) of the loans portfolio, followed by the World Bank with 25% (\$3.02 billion) and the Asian Development Bank (ADB) with 23% (\$2.87 billion). Infrastructure accounted for the largest share of the active ODA portfolio in the Philippines, at 52% (totaling \$6.42 billion for 36 loans.)¹ Other partners active in the infrastructure area include the Government of Australia, the Millennium Challenge Corporation, and the OPEC Fund for International Development. The governments of the Republic of Korea and the People's Republic of China have also supported the country with transport infrastructure.

Infrastructure Activities of Major Development Partners

Development Partner	Project Name	Duration	Amount (million)
Agriculture, Natural Resources, and Rural Development (Flood management)			
AiIB	Metro Manila Flood Management Project	2017–2024	\$207.60
JICA	Cavite Industrial Area - Flood Risk Management Project	2017–2028	\$144.62
	Flood Risk Management Project for Cagayan de Oro River	2015–2024	\$105.11
	Pasig Marikina River Channel Improvement Project (Phase III)	2012–2019	\$104.85
	National Irrigation Sector Rehabilitation and Improvement Project	2012–2019	\$50.94
	Flood Risk Management Project in Cagayan River, Tagoloan River, and Imus River	2012–2020	\$68.51
	Pasig Marikina River Channel Improvement Project (Phase II)	2007–2015	\$70.22
	Pinatubo Hazard Urgent Mitigation Project III	2007–2015	\$62.61
	Agrarian Reform Infrastructure Support Project III	2007–2017	\$103.40
Republic of Korea	Integrated Disaster Risk Reduction and Climate Change Adaptation measures in Low Lying Areas of Pampanga	2013–2019	\$77.22
	Jalaur River Multipurpose Irrigation Project, Phase II	2012–2018	\$205.15
World Bank	Metro Manila Flood Management Project	2017–2024	\$207.60
	Philippine Rural Development Project	2014–2021	\$501.25
	Participatory Irrigation Development Project	2009–2016	\$70.36
Transport			
ADB	Improving Growth Corridors in Mindanao Road Sector Project	2018–2024	\$380.00
	Infrastructure Preparation and Innovation Facility (TA loan, multisector)	2017–2022	\$100.00
	Market Transformation Through Introduction of Energy-Efficient Electric Vehicles Project	2013–2019	\$40.24
	Road Improvement and Institution Development Project	2012–2019	\$62.00
	Strengthening Transparency and Accountability in the Road Subsector	2009–2015	\$1.00
Australia	Southern Philippines Provincial Road Maintenance Program	2008–	A\$100.00
	Second National Roads Improvement and Management Program (Grant cofinancing for institutional capacity development)	2008–	\$10.50
JICA	New Bohol Airport Construction and Sustainable Environment Protection Project (II)	2018–2026	\$39.73

¹ Government of the Philippines, National Economic and Development Authority. 2018. *CY2017 ODA Portfolio Review Report*. Manila. <http://www.neda.gov.ph/official-development-assistance-page/>

Development Partner	Project Name	Duration	Amount (million)
	Metro Rail Transit Line 3 Rehabilitation Project	2018–2026	\$345.94
	North–South Commuter Railway Extension Project	2019–2029	\$1518.10
	Metro Manila Subway Project Phase I	2018–2025	\$949.09
	Support for Rehabilitation and Reconstruction of Marawi City and its Surrounding Areas	2018–2025	¥2,000.00
	Arterial Road Bypass Project, Phase III	2018–2025	¥9,399.00
	Davao City Bypass Construction Project (Southern and Center Section)	2015–2023	\$217.06
	North–South Commuter Railway Project	2015–2025	\$2197.18
	Metro Manila Priority Bridges Seismic Improvement Project	2015–2023	\$88.83
	Metro Manila Interchange Construction Project Phase VI	2015–2022	\$71.99
	New Bohol Airport Construction and Sustainable Environment Protection Project	2013–2020	\$97.90
	Capacity Enhancement of Mass Transit Systems in Metro Manila	2013–2020	\$392.71
	Arterial Road Bypass Project, Phase II	2012–2019	\$41.68
	Central Luzon Link Expressway Project	2012–2019	\$206.98
	Road Upgrading and Preservation Project	2011–2023	\$370.83
MCC	Secondary National Roads Development Project	2008–	\$214.40
OFID	Road Improvement and Institutional Development Project	2012–2019	\$30.00
Republic of Korea	New Cebu International Container Port	2018–2023	\$172.64
	Panguil Bay Bridge	2016–2021	\$100.13
	Samar Pacific Coastal Road Project	2013–2020	\$20.63
	Modernization of Palawan’s Puerto Princesa Airport	2017–2022	\$71.71
	Dumaguete Airport	2017–2022	\$100.00
	Cebu Bus Rapid Transit Project	2015–2021	\$57.81
	Puerto Princesa Airport Development Project	2012–2018	\$71.61
	Laguindingan Airport Air Navigation System and Support Facilities Supply Project	2011–2020	\$12.89
	Gapan–San Fernando–Olongapo Road Project, Phase II	2009–2016	\$29.05
	Bacolod–Silay Airport Access Road Project	2009–2015	\$13.46
United Kingdom	United Kingdom–Tulay ng Pangulo sa Kaunlaran (Bridge for Progress) ^a	2004–	\$168.40
World Bank	Regional Infrastructure for Growth Project	2011–2015	\$50.00
	Traffic and Transport Management for Philippine CDS Cities	2011–2015	\$0.44
	Second National Roads Improvement and Management Program	2008–2016	\$232.00
World Bank and AFD	Cebu Bus Rapid Transit Project	2014–2021	\$141.00
	Metro Manila BRT Line 1 Project	2019–2022	\$64.60

^a Nationwide installation of rapidly erected permanent urban flyover system and long-span bridges.

ADB = Asian Development Bank, AFD = Agence Française de Développement, AIIB = Asian Infrastructure Investment Bank, BRT = Bus Rapid Transit, CDS = City Development Strategy, JICA = Japan International Cooperation Agency, MCC = Millennium Challenge Corporation, OFID = OPEC Fund for International Development, TA = technical assistance.

Sources: Asian Development Bank; and Government of the Philippines, National Economic and Development Authority. 2018. *CY 2017 ODA Portfolio Review Report*. Manila. <http://www.neda.gov.ph/official-development-assistance-page/>

2. To support the government’s commitment to tackle the country’s growing infrastructure deficit, the proposed additional financing of the Infrastructure Preparation and Innovation Facility (IPIF) will provide a short- to medium-term solution to meet the near-term need for access to international expertise and innovation in preparing public infrastructure projects. The proposed project’s consultants will seek opportunities to establish better coordination with development partners working in the infrastructure area as they build capacity in the government’s two key

agencies responsible for national public infrastructure projects—the Department of Public Works and Highways and the Department of Transportation. Since IPIF aims to provide not only ensuring ADB financing projects but projects to be financed under other sources. Preparation of processing requirements by other development partners will take place in pre-investment activities to be carried out under the additional financing.

B. Institutional Arrangements and Processes for Development Coordination

3. Development partner coordination in transport subsectors such as Road Transport (Non-urban) and Water Transport (Non-urban) is mainly conducted at the project level, with the objective to align pre-investment activities to the requirements of potential financiers.

C. Achievements and Issues

4. Coordination with development partners also takes place during country programming through individual and collective meetings with such development partners as the European Union, Japan International Cooperation Agency, the United States Agency for International Development, and the World Bank.

D. Summary and Recommendations

5. Coordination with development partners will continue during the implementation of the additional financing of the project to support the timely involvement of development partners in the preparation of projects. This will promote proper preparation of the development partners' economic, fiduciary, safeguard, and other requirements in the work of the proposed project-financed consultants, resulting in the timely provision of ODA funding for the infrastructure projects generated from the additional project financing. Close policy and project coordination will continue with development partners, including through participation in sector-wide coordination platforms led by the Department of Finance and the National Economic Development Authority. The coordination will take place through (i) annual country programming discussions; (ii) meetings during the project administration missions; and (iii) participation in project, policy, and other stakeholder consultation events and discussions organized by the government.