JICA’S Operations in the Philippines
Part 1
JICA’s Overview
ABOUT JICA: OVERVIEW

➢ One Stop Shop of Japan’s ODA
  ✓ Loan & Equity Finance
    (Sovereign Loans, Private Sector Investment Finance)
  ✓ Grant
  ✓ Technical Assistance
  ✓ Development Studies (Master Plan, Feasibility Study)
  ✓ Volunteers
  ✓ Private Sector Partnership etc.

➢ Overseas Network
  JICA has the HQ office in Tokyo, 15 domestic branch offices, and 96 overseas offices. JICA has undertaken projects in more than 150 countries.

➢ Capital
  JPY8,998 Billion (March 2018)

➢ Staff
  1,909 (March 2018)

OUR VISION
Leading the World With Trust

JICA, with its partners, will take the lead in forging bonds of trust across the world, aspiring for a free, peaceful and prosperous world where people can hope for a better future and explore their diverse potentials.

FY 2017 Budget

- Finance and Investment (USD bil.)
  163.1 (1.5) 11%
- Technical Cooperation
  151.0 (1.3) 12%
- Grant Aid
  904.6 (8.1) 77%
**JICA’S ROLES AND FUNCTIONS IN INFRA PROJECT**

**JICA’s Roles**

- *Project Development*
- *Cost sharing*
- *Risk Mitigation*
- *Ensuring Total Quality Infrastructure Services*
- *Ensuring Compliance and Integrity*
  - Safeguard (Environmental/Social Issues)
  - Anti-fraud/corruption

**JICA’s Functions**

- **Pre-Investment Stage**
  JICA can provide the following services on a grant basis:
  - Master Plan
  - Project Development (Feasibility Study, Detailed Engineering Design)
  - Environmental Assessment

- **Project Implementation Stage**
  - ODA Loan
  - Technical Assistance (e.g. Procurement Support, Implementation Support)

- **After-completion Stage**
  - Technical Assistance (to ensure sustainability/effectiveness of the project)
Five Summit Meetings Between PM Abe and President Duterte

- **Prime Minister Abe’s Visit To The Philippines** (Jan 12-13, 2017)
  - Prime Minister Abe expressed “JPY 1 Trillion in the next 5 years”
  - Establishment of “Joint Committee on Infrastructure Development and Economic Cooperation” was announced.

- **President Duterte’s Official Visit To Japan** (Oct 29-31, 2017)
  - Japan-Philippines Joint Statement on Bilateral Cooperation for the Next Five Years was announced.
  - In the “Five Year Cooperation Statement”, infra development in Metro Manila and the Regions was mentioned, which include railway projects such as subway, commuter railway, roads and bridges, as well as urban development master plans (MM, Davao, Cebu).

- **Prime Minister Abe’s Visit to The Philippines** (Nov 12-14)
  - Exchange of Notes for Metro Manila Subway Project, and Plaridel Bypass (Phase 3) were signed.
Priority Areas of Assistance

1. Strengthening a Foundation for Sustainable Economic Growth

2. Ensuring Human Security for Inclusive Growth

3. Peace and Development in Mindanao
**ODA Loans to the Philippines**

**Recent Commitment and Disbursement (JPY bil.)**

- **Japanese Fiscal Year**
  - FY 2011: 7
  - FY 2012: 3
  - FY 2013: 2
  - FY 2014: 2
  - FY 2015: 3
  - FY 2016: 2
  - FY 2017: 3

**Sectoral Distribution of Loan Commitment**

- **Cumulative Amount (JFY1965-2017)**
  - Transport: 47%
  - Communication: 1%
  - Agriculture: 4%
  - Mining & Manufacture: 5%
  - Social Service: 7%
  - Energy: 10%
  - Progamt loan, etc.,: 17%

- **Past 5 Fys (FY2013-2017)**
  - Transport: 80%
  - Agriculture: 1%
  - Social Service: 3%
  - Irrigation, Flood management: 6%
  - Progamt loan, etc.,: 10%
<table>
<thead>
<tr>
<th>L/A No.</th>
<th>Project Name</th>
<th>Implementing Agency</th>
<th>L/A Signing Date</th>
<th>L/A Amount (in JPY Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PH-P228</td>
<td>New CNS/ATM Systems Development</td>
<td>DOTC</td>
<td>2002/03/28</td>
<td>22,049</td>
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<tr>
<td>PH-P247</td>
<td>Road Upgrading and Preservation Project</td>
<td>DPWH</td>
<td>2011/03/31</td>
<td>40,847</td>
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<td>PH-P248</td>
<td>Forestland Management Project</td>
<td>DENR</td>
<td>2012/03/30</td>
<td>9,244</td>
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<tr>
<td>PH-P249</td>
<td>Central Luzon Link Expressway Project</td>
<td>DPWH</td>
<td>2012/03/30</td>
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<tr>
<td>PH-P250</td>
<td>Arterial Road Bypass Project (Phase II)</td>
<td>DPWH</td>
<td>2012/03/30</td>
<td>4,591</td>
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<tr>
<td>PH-P251</td>
<td>Mindanao Sustainable Agrarian &amp; Agriculture Development Project</td>
<td>DAR</td>
<td>2012/03/30</td>
<td>6,063</td>
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<tr>
<td>PH-P252</td>
<td>Pasig-Marikina River Channel Improvement Project (Phase III)</td>
<td>DPWH</td>
<td>2012/03/30</td>
<td>11,836</td>
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<tr>
<td>PH-P253</td>
<td>Flood Risk Management Project for Cagayan, Tagoloan and Imus Rivers</td>
<td>DPWH</td>
<td>2012/03/30</td>
<td>7,546</td>
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<td>PH-P254</td>
<td>National Irrigation Sector Rehabilitation Project</td>
<td>NIA</td>
<td>2012/03/30</td>
<td>6,187</td>
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<td>PH-P255</td>
<td>Capacity Enhancement of Mass Transit Systems in Metro Manila Project</td>
<td>DOTr</td>
<td>2013/03/27</td>
<td>43,252</td>
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<td>PH-P256</td>
<td>New Bohol Airport Construction and Sustainable Environment Project</td>
<td>DOTr</td>
<td>2013/03/27</td>
<td>10,782</td>
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<td>PH-P257</td>
<td>Maritime Safety Capability Improvement Project for PCG</td>
<td>DOTr</td>
<td>2013/12/14</td>
<td>18,732</td>
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<td>PH-P258</td>
<td>Metro Manila Interchange Construction Project (Phase VI)</td>
<td>DPWH</td>
<td>2015/03/26</td>
<td>7,929</td>
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<tr>
<td>PH-P259</td>
<td>Flood Risk Management Project for Cagayan de Oro River</td>
<td>DPWH</td>
<td>2015/03/26</td>
<td>11,576</td>
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<td>PH-P260</td>
<td>Metro Manila Priority Bridges Seismic Improvement Project</td>
<td>DPWH</td>
<td>2015/08/25</td>
<td>9,783</td>
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<td>PH-P261</td>
<td>Davao City Bypass Construction Project (South and Center Sections)</td>
<td>DPWH</td>
<td>2015/08/25</td>
<td>23,906</td>
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<td>PH-P262</td>
<td>North-South Commuter Railway Project</td>
<td>DOTr</td>
<td>2015/11/27</td>
<td>241,991</td>
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<td>PH-P263</td>
<td>Maritime Safety Capability Improvement Project for PCG (Phase II)</td>
<td>DOTr</td>
<td>2016/10/26</td>
<td>16,455</td>
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<td>PH-P264</td>
<td>Harnessing Agribusiness Opportunities through Robust and Vibrant Entrepreneurship Supportive of Peaceful Transformation (HARVEST)</td>
<td>LBP</td>
<td>2017/01/12</td>
<td>4,928</td>
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<td>PH-P265</td>
<td>Cavite Industrial Area Flood Risk Management Project</td>
<td>DPWH</td>
<td>2017/11/13</td>
<td>15,930</td>
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<tr>
<td>PH-P266</td>
<td>Arterial Bypass Road Project (Phase III)</td>
<td>DPWH</td>
<td>2018/02/28</td>
<td>9,399</td>
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<tr>
<td>PH-P267</td>
<td>Metro Manila Subway Project (Phase I) (I)</td>
<td>DOTr</td>
<td>2018/03/16</td>
<td>104,530</td>
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<tr>
<td>PH-P268</td>
<td>New Bohol Airport Construction and Sustainable Environment Protection Project (II)</td>
<td>DOTr</td>
<td>2018/10/08</td>
<td>4,376</td>
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<tr>
<td>PH-P269</td>
<td>Metro Rail Transit Line 3 Rehabilitation Project</td>
<td>DOTr</td>
<td>2018/11/08</td>
<td>38,101</td>
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<td>PH-P270</td>
<td>North South Commuter Railway Extension Project</td>
<td>DOTr</td>
<td>2019/01/21</td>
<td>167,199</td>
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<td>PH-P271</td>
<td>Pasig-Marikina River Channel Improvement Project, Phase IV</td>
<td>DPWH</td>
<td>2019/01/21</td>
<td>37,905</td>
</tr>
</tbody>
</table>

**TOTAL** 897,933
Part 2

Railway Sector Portfolio
Capacity Enhancement of Mass Transit Systems in Manila

Objective
To enhance capacities of LRT Line 1 and Line 2 by procuring new rolling stock, expansion and rehabilitation of the existing depot, and development of new satellite depot (for Line 1) and installation electro-mechanical system for Line 2 extension.

Loan Agreement Signing
March 27, 2013

Loan Amount
JPY 43,252 million

Project Cost
JPY 60,764 million

Completion Date
2021-2022

Status
1. Rolling Stock (Line 1): Bid awarded
2. E&M (Line 2): Bid awarded
3. Depot (Line 1): Bid awarded
### North – South Commuter Railway (Malolos - Tutuban)

#### Objective
To construct 38 km railway from Malolos (Bulacan) to Tutuban (Manila)

#### Loan Agreement Signing
November 27, 2015

#### Loan Amount
JPY 241,991 Million

#### Project Cost
JPY 287,929 Million

#### Completion Date
2021-2022

#### Status
Civil works package: Bid awarded  
Conducted Groundbreaking of contract package for elevated structure and 3 stations  
Rolling stock packages: Bid ongoing  
E/M: Bid docs under preparation
# North - South Commuter Railway Extension
(Malolos - Clark, Solis - Calamba)

**Objective**
To construct Malolos-Clark (approx. 51km) and Solis-Calamba (approx. 56km, replacement of current PNR service) railway, supply of rolling stocks.

**Loan Agreement Signing**
January 21, 2019

**Loan Amount**
L/A Signed for 1st tranche: JPY167.2 Bil.

**Project Cost**
PhP777.6B

**Completion Date**
2022 onwards

**Status**
JICA is supporting supplemental F/S and detailed design and preparation of bid documents; ongoing procurement for civil works, and consulting services.
Metro Manila Subway Project (Phase 1)

Objective
To construct 25 km railway (subway) and supply rolling stocks which connects Mindanao Ave. to FTI (Consider extension to NAIA).

Loan Agreement Signing
First quarter of 2018

Loan Amount
(Projected) JPY 600 billion
(L/A signed in Mar 2018 for 1st tranche: JPY104.5 bil.)

Project Cost
(Projected) JPY 800 billion

Completion Date
2025, Partial Operability by 2022 is being discussed by both sides

Status (JICA Funding Portion)
Groundbreaking last February 27, 2019
# Metro Rail Transit Line 3 (MRT-3) Rehabilitation

| **Objective** |  
|---|---|
| To improve the safety and service level of MRT 3 and to promote the use of it, thereby contributing to alleviate serious traffic congestion in Metro Manila |  

| **Loan Agreement Signing** |  
|---|---|
| November 8, 2018 |  

| **Loan Amount** |  
|---|---|
| JPY 38,101 Million |  

| **Target Completion Date** |  
|---|---|
| 2022 |  

| **Status** |  
|---|---|
| Contract for Rehabilitation and Maintenance has been signed |
# Project to Establish the Philippines Railway Institute

## Objective

To establish Philippines Railway Institute (PRI) as an authority on human resource development for the railway system.
To set up PRI as a training center which provides line-common knowledge.
To establish regulation system including laws and guidelines on the human resource capacity of railway operators.

## Lead implementing agencies

DOTr

## Implementation Schedule

April 2018 to March 2023

## Status

On-going preparation on institutional arrangements for PRI
Part 3

MODE OF PROCUREMENT FOR JICA PROJECTS
**Procurement Method for Projects by JICA**

- **ODA Loans**
  - Recipient govt. handles the procurement process using JICA’s Procurement Guideline.
  
  - Both tied and untied loans are available depending on project nature
  
  - In case of untied loan, International Competitive Bidding is applied
  
  - In case of tied loan;
    - Contractor has to be Japanese Company or Japanese led J/V (i.e. J/V composed of Japanese company and recipient country’s company)
    - Subcontractors are open to any country
    - 30% of total contract amount has to be sourced from Japan

Procurement Method for Projects by JICA

- **Grant Aid**
  - JICA assists procurement on behalf of the recipient govt.
  - Japan Tied
  - Procurement in Japan, in Japanese, for Japanese Contractors

- **Technical Cooperation**
- **Development Studies (Master Plans, Feasibility Studies, etc.)**
  - JICA itself procures consultants for the project
  - Untied
  - Procurement in Japan, in Japanese, mainly for Japanese consultants
  (Needs to be accredited for Japanese govt. procurements, or by JICA)
Thank You!

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