

Support Large Scale Infrastructure Facilities in the Philippines - Contribution to Human Resource Development, Environment Issues and Regional Disparity -

OECF (The Overseas Economic Cooperation Fund, Japan: President, Chairman of the Board, Akira Nishigaki) and the Republic of the Philippines today signed loan agreements totaling 124,280 million yen for 14 development projects. The agreements were signed by Mr. Akira Nishigaki, President, Chairman of the Board, OECF and H.E. Mr. Alfonso T. Yuchengco, Ambassador Extraordinary and Plenipotentiary of the Republic of the Philippines to Japan and H.E. Mr. Nazario C. Vasquez, President, Philippine National Oil Company- Energy Development Corporation.

This brings to 209 the cumulative number of loans committed by OECF to the Philippines , making the total for OECF loan commitments 1,451,695 million yen.

The 21st Yen Loan Package, overall, aims at removing obstacles, which appear from lack of infrastructure associated with rapid growth, in areas of transportation, energy, water resources, industry, and human resources. At the same time, it aims at enhancing regional economic growth, correcting disparity of wealth by assisting development in Mindanao's region, and taking appropriate measures to environmental issues.

2. Amount and Conditions of the Loan

| Project | Amount (Mil.Yen) | Interest Rate (%) | Repayment Period/ Grace Period (Years) | Tying Status |
|---|------------------|-------------------|--|----------------|
| Metro Manila Strategic Mass Rail Transit Development (Line 2) Project (II) | 26,344 | 2.7 2.3* | 30(10) | General-Untied |
| Engineering Services for Batangas Port Development Project (Phase II) | 876 | 2.3* | 30(10) | General-Untied |
| Social Reform Related Feeder Ports Development Project | 5,746 | 2.7 2.3* | 30(10) | General-Untied |
| Philippine-Japan Friendship Highway Mindanao Section Rehabilitation Project (I) | 7,683 | 2.7 2.3* | 30(10) | General-Untied |
| Second Mandaue-Mactan Bridge (Phase II) and Metro Cebu Road Project | 6,593 | 2.7 2.3* | 30(10) | General-Untied |
| Northern Negros Geothermal Project | 14,460 | 2.7 2.3* | 30(10) | General-Untied |
| Leyte-Bohol Interconnection Project | 8,086 | 2.7 2.3* | 30(10) | General-Untied |
| Luzon Grid Transmission Projects Associated with Private Power Projects | 14,972 | 2.7 2.3* | 30(10) | General-Untied |
| Metro Manila Flood Control Project - West of Mangahan Floodway | 9,411 | 2.5** 2.1*** | 30(10) | General-Untied |
| Lower Agusan Development Project (LADP) (Flood Control Component - Phase II) | 7,979 | 2.5** 2.1*** | 30(10) | General-Untied |
| Provincial Cities Water Supply Project (Phase V) | 7,228 | 2.5** 2.1*** | 30(10) | General-Untied |
| Subic Bay Freeport Environment Management Project | 1,034 | 2.5** 2.1*** | 30(10) | General-Untied |
| Special Economic Zones Environment Management Project | 2,746 | 2.5** 2.1*** | 30(10) | General-Untied |
| Third Elementary Education Project | 11,122 | 2.7 2.3* | 30(10) | General-Untied |
| Total | 124,280 | | | |

*Consulting Service

**Preferential Interest Rate on Environmental Projects.

(***Consulting Service of Preferential Interest Rate on Environmental Projects.)

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3. Project Description

(1) Metro Manila Strategic Mass Rail Transit Development(Line 2) Project (II)

In Metro Manila (city: 17, area: 636 km², population: 791 million), Light Rail Transit (LRT) Line 1 (north-south line) started operation in 1984 to improve the traffic system, which was excessively dependent on road transportation. However, traffic congestion in Metro Manila is currently close to the maximum permissible level, as a result of rapid economic growth. To make the traffic condition better, the Vehicle Volume Reduction Program has been in force since December 1995.

Consequently, there is an urgent need for a mass transit rail network as an alternative to buses and jeepneys. Philippine government is moving towards integrating the metro manila rail network (Lines 1,2,3,4,5,6, and other lines) under LRTA, especially the project of the Line 2 (east-west line in Manila), which is connected to line 1, is included in Flag Ship Projects selected by the President in 1993.

The project involves the construction of a new mass transit rail line (line 2), approximately 14 kilometers in length, from about the halfway point of LRT Line 1 in Recto to Santolan in Pasig City via the Legarda-Nagtahan-Magsaysay-Aurora corridor in order to provide safe, reliable, and environment-friendly mass transportation services to meet the fast-growing demand and to ease current heavy traffic congestion in Metro Manila. The new line is expected to carry 570,000 people per day by four cars, at three minutes intervals, when it begins operation, scheduled in the year 2000.

The loan is for civil works and consulting services.

The executing agency of the project is the Light Rail Transit Authority (LRTA). Address: Administration Building LRTA Compound, Aurora Blvd., Pasay City, Philippines; TEL: 63-2-832-0423; FAX: 63-2-831-6449.

(2) Engineering Services for Batangas Port Development Project (Phase II)

The rapid economic growth in the Philippines during recent years has triggered accelerated growth in the volume of international container cargo, thus giving rise to concern over the capacity of Manila Port. However, expansion of Manila Port proves to be difficult. This is particularly due to constraints related to land acquisition. Moreover, because of heavy traffic congestion overland transportation to Manila Port located at the center of Metro Manila has become quite inefficient. As a matter of fact, traffic originated by Manila Port is itself one of the key factors causing the traffic congestion. Therefore, development of an alternative international seaport to reduce the pressure on Manila Port is a key to achieve efficient transportation system, especially in Metro Manila, as well as balanced national physical development for the country as a whole.

The purpose of the Project is to provide engineering services (E/S) for the development of Batangas Port, which is strategically located in CALABARZON (an industrial area located adjacent to Metro Manila), as an international container terminal to supplement Manila Port. Given its great socio-economic impact, socially acceptable and successful port development will only be possible with preparation of an appropriate regional development plan and promotion of the welfare and livelihood of the people in the area. Consequently, the E/S will be carried out as a collaborative undertaking involving a consultant with expertise in port development (Consultant I), a leading consultant with profound knowledge of the socio-economic conditions in the Philippines (Consultant II) and NGO assistance for Consultant II. The E/S will cover detailed design of Batangas Port (Phase II) and a regional development plan related to Batangas Port, including a development scenario for Batangas City and a social welfare and livelihood program, especially for project-affected families.

The project is based on the Master Plan for the Batangas Port Development (Phase I - Phase IV) prepared by Japan International Cooperation Agency (JICA) in December 1985. For Phase I of the Project, OECF provided a loan (Loan Agreement, July, 1991) amounting to 5,788 million yen.

The loan is for consulting services.

The executing agency of the project is the Philippine Ports Authority (PPA). Address: Muelle de San Francisco Street, Gate 1 South Harbor, Manila, Philippines; Tel: 63-2-530-0875; Fax:63-2- 530-1199.

(3) Social Reform Related Feeder Ports Development Project

Poverty ratio in the Philippines is improving, however, 40% of the population remains poor. To correct the gap between the poor and the middle and upper income groups, the Government of the Philippines launched the Social Reform Agenda (SRA) in 1994 with poverty reduction as its most important goal.

In an island country such as the Philippines which consists of more than 7,000 islands, marine transportation plays an important part in the economy. In 1993, it accounted for 35% of total cargo transportation (carrying 115 M tons of cargo or 56% of domestic cargo) and 8% of total passenger transportation (carrying 36 M persons). Growth in marine transportation started in 1987 after stagnating in the early 80's. Between 1986-1990, the sector grew at an average of 15%. The Government of the Philippines expects the volume of passengers and cargo transportation to expand by 5% until 2010.

In recognition of the above, this project is a follow-up of the concluded Feeder Ports Program. (Loan Agreement dated January 27, 1988 amounting to Y 2,090 million)

The loan consists of construction of ports and related infrastructure such as access roads to activate economic activity and contribute to the Government's poverty reduction program under the SRA. On the other hand, improvement in port management, design plans and project implementation will be provided under the constructing services component.

The executing agency of the project is the Department of Transportation and Communications (DOTC). Address: Columbia Building, Ortigas Avenue, Mandaluyong City, Philippines

(4) Philippine-Japan Friendship Highway Mindanao Section Rehabilitation Project (I)

The Philippine-Japan Friendship Highway which traverses the whole length of the Philippines from north (Luzon Island) to south (Mindanao Island) is the most important trunk line of the Philippines, and plays an important part in Philippine economy and society. After seventeen years since its completion, pavements and shoulders of the highway have rapidly deteriorated due to the growing volume of traffic and natural calamities. Rehabilitation and improvement of the highway have become crucial in order to upgrade road efficiency and safety appropriate to the most important trunk line of the country.

The project aims to promote economic development and social welfare by providing a safe and reliable trunk line, specifically by rehabilitating the Tabon-Tabon - San Francisco segment (about 67km), Langkitaan - Monkayo segment (about 19km) and Tagum-Carmen segment (about 12km) in Mindanao Island. Also included is improving the system of maintenance and management in the Executing Agency, by supporting the study of the national road and plan of the maintenance and management.

The loan is for civil works and consulting services.

The executing agency of the project is the Department of Public Works and Highways (DPWH). Address: Bonifacio Drive, Port Area, Manila, Philippines; TEL:63-2-527-4807; FAX:63-2-527-5635.

(5) Second Mandaue-Mactan Bridge (Phase II) and Metro Cebu Road Project

The Metro Cebu, the second largest metropolitan area in the Philippines by economic scale, has been growing, thanks to the Mactan International Airport and Mactan Export Processing Zone (MEPZ), contributing to the economic growth of the country. As a result, traffic volume on the existing Mandaue-Mactan Bridge which is the only bridge connecting the Cebu and Mactan Islands has been rapidly increasing by 15% annually. Durability of the Bridge is seriously affected by the collision of a ship in 1990 and heavy traffic. Therefore, it is necessary to construct the four-lane Second Mandaue-Mactan Bridge and rehabilitate the existing Bridge. On the other hand, because traffic congestion in the central district of Cebu City is also heavy, it is required to construct a by-pass road which connects the northern area of Cebu City and the southern area of the Metro Cebu and also serve as an access way to a 300-hectare of reclamation land in southern Cebu City. The reclamation land is planned to be designated as another Export Processing Zone.

This project intends to promote the economies of the Metro Cebu and the Philippines through construction of the Second Mandaue-Mactan Bridge, rehabilitation of the existing Bridge, and construction of the Talisay Section of the South Coastal Road. The completion of the Second Bridge will largely reduce travel time by car from the Airport and the

MEPZ in Mactan Island to the center of Cebu City, promoting economic activities in the Metro Cebu. Since it is planned that toll fees will be collected for a portion of the operation and maintenance cost of the two Bridges, the level of the toll fees and the toll collection system will be examined using consulting services

This loan is a follow-up of the Second Mandaue-Mactan Bridge Construction Project (Loan Agreement dated August 19, 1993, amounting to 6,872 million yen), Metro Cebu Development Project (III) - South Coastal Road (Loan Agreement dated August 30, 1995, amounting to 18,391 million yen), and Metro Cebu Development Project (III) - South Cebu Reclamation (Loan Agreement dated August 30, 1995, amounting to 12,315 million yen).

The loan is for civil works of the construction and rehabilitation of the Bridges between Cebu and Mactan Islands, construction of the Talisay Section of the South Coastal Road, and consulting services.

The executing agency of the project is the Department of Public Works and Highways (DPWH). Address: Bonifacio Drive, Port Area, Manila, Philippines; Tel: 63-2-527-4807; Fax: 63-2-527-5625

(6) Northern Negros Geothermal Project

The Philippines depends heavily on imported crude oil, approximately 70%, out of the total energy consumption. The development of domestic energy resources is, therefore, one of the most undertakings. It is, thus, being pursued to increase the percentage of its share out of the total electric power consumption to more than 50% by year 2005.

Geothermal, hydropower, domestic coal and natural gas have been developed so far. The development of geothermal energy, especially, is being advanced actively as it is an indigenous resource in the Philippines. As of the end of 1995, geothermal power plants have a share of about 12% or 1,150MW out of the total power plant capacity of 9,700MW. Power plants, with 940MW capacity, including this project are going to be developed from now until 2005.

The executing agency will develop the geothermal resource in the north-western part of Negros Island, West Negros Occidental. This project aims to develop geothermal resources as domestic energy for base-load electric power to supply stable electricity to the whole Visayas Grid and a part of the South Luzon Grid.

The loan is for drilling of production and reinjection wells, construction of Fluid Collection and Disposal System and a 40MW power plant, and consulting services.

The executing agency of the project is the Philippine National Oil Company - Energy Development Corporation (PNOC-EDC). Address: Merritt Road, Fort Bonifacio, Makati City, Philippines; TEL: 63-2-893-1320; FAX: 63-2-815-2747.

(7) Leyte-Bohol Interconnection Project

The Philippines has overcome the power shortage crisis. The high power demand based on the favorable economic development in the future necessitates continuing development of power generation and distribution facilities. On the other hand, the achievement of reliable electricity supply is one of the important objectives so that plans to connect main islands with transmission lines with one grid are being developed. Based on these plans, main interconnection lines like Luzon-Samar-Leyte and so on are completed or are being developed. Two main routes which have not started work are Leyte-Bohol and Leyte-Mindanao.

Bohol is one of the poor provinces identified by the World Bank. The Philippine and Bohol Province Government is making preparations to invite both domestic and foreign companies to help raise the income level of the people in the island. Obtaining stable electric power supply to cope with the increase of the electric power demand due to the influx of companies is needed to develop Bohol at a faster rate and to entice more investments as well.

For this project, the executing agency will construct a submarine cable between south of Leyte island and east of Bohol Island and an overhead transmission line and expand substation facilities in each of the islands. A study for the maintenance of the Visayas Grid to improve the reliability of electricity supply grid between Leyte and Bohol Island will be undertaken through consultancy services.

The loan is for the construction and expansion of transmission lines and substations including consulting services.

The executing agency of the project is the National Power Corporation (NPC). Address: Quezon Avenue cor. Agham Rd. Diliman, Quezon City, Philippines; TEL: 63-2-921-8450; FAX: 63-2-921-2468.

(8) Luzon Grid Transmission Projects Associated with Private Power Projects

In the Philippines, high power demand, based on the favorable economic development in the future needs continuing development of power generation and expansion of transmission lines and substation facilities. Currently, several private companies participate in the power station development (Private-owned companies has a share of about 34% or 3,400MW out of 8,700MW of total generation capacity as of 1995). Maintenance of power transmission and transformer substation which is the most important aspect from the viewpoint of management of grid equipment with high reliance, should be carried out. NPC will develop about 2,500km transmission lines and 20,000 MVA transformer substations in main grids more than 230kv including extra high voltage and transmission lines, interconnection cables and those associated with new power plants, by 2005.

The Luzon Grid Power Demand is expected to grow by about 11% annually. MW-based by year 2005. This project consists of construction of transmission lines between the existing grids and two BOT-scheme-constructed power plants, the Batangas-Gas and Casencan-Hydropower, and the expansion of substations aimed at supplying stable electricity to the Luzon Grid particularly Metro Manila.

The loan is for the supply & installation of equipment of transmission lines and substation including consulting services.

The executing agency of the project is the National Power Corporation (NPC). Address: Quezon Avenue cor. Agham Road, Diliman, Quezon City, Philippines; Tel: 63-2-921-3450; Fax: 63-2-921-2468.

(9) Metro Manila Flood Control Project - West of Mangahan Floodway

Metro Manila is the economic and political core of the Philippines. One of the most serious problems in Metro Manila is frequent flooding brought about by typhoon and torrential rain. OECF have extended several loans to flood control and drainage projects in Metro Manila in consideration of its importance in economy and politics and has been contributing to the mitigation of flood / inundation damages.

West Mangahan area in Metro Manila, by the northern lakeshore of the Laguna de Bay, is expected to be developed as residential area considering its proximity to business center. But the area has been suffering from frequent flooding damages caused by high water of the Laguna Lake. In this connection, it has been recommended to carry out a flood control project in the area to protect the area from flooding and to improve the living environment.

The project aims to mitigate flooding damages by constructing lakeshore dike and drainage facilities, and to contribute to the better living environment in the project area. In addition, a study on land development in the area will be carried out in order to develop the area in an orderly manner with an appropriate master plan which gives high priority to public use.

The project is an environment project since it improves the residential environment of the beneficiaries.

The project is based on the Feasibility Study conducted by JICA in March 1990, and Detailed Design conducted by Philippines Government under OECF Loan in December 1992.

The loan is for civil works and consulting services.

The executing agency of the project is the Department of Public Works and Highways (DPWH). Address: Bonifacio Drive, Port Area, Manila, Philippines; Tel: 63-2-527-4807; Fax: 63-2-527-5635.

(10) Lower Agusan Development Project (LADP) (Flood Control Component - Phase II)

Butuan City is a center city in the northern Mindanao island. It is suffering from frequent flooding damages as it is located in the lower reaches of the Agusan river, the third biggest river basin in the Philippines. Because of this, the necessity of carrying out flood control project as soon as possible has been pointed out.

The objective of the project is to mitigate flood damages in the Lower Agusan river basin by improving river channel, reinforcing the existing Magsaysay bridge substructures and construction of viaduct to protect the area from flooding and to improve the living environment. Moreover, it aims to improve the level of river engineering in the Philippines through study on watershed management and transfer of knowledge and experience.

The Project is intended both to secure people's welfare and improve living circumstances. At the same time, it will support the development efforts in Mindanao island.

The project is based on the Feasibility Study conducted by Philippines Government in May 1981, and Detailed Design conducted by Philippines Government under OECF Loan in March 1984, and is a follow-up to the ongoing Lower Agusan Development Project (Flood Control Component - Phase I) (Loan Agreement, dated January 27, 1988, 3,372 million yen).

The loan is for civil works and consulting services.

The executing agency of the project is the Department of Public Works and Highways (DPWH). Address: Bonifacio Drive, Port Area, Manila, Philippines; Tel: 63-2-527-4807; Fax: 63-2-527-5635.

(11) Provincial Cities Water Supply Project (Phase V)

The ratio of population served with water in the Philippines as of 1993 is less than 70%. The target of Government of the Philippines is to raise the ratio up to 90% by 2000.

The project aims to expand the water service area and to provide safe and potable water to the residents in 11 provincial cities and municipalities (7 in Luzon, 2 in Mindanao, 1 each in Mindoro and Panay). OECF provides loans to Water Districts in each city, through Local Water Utilities Administration, to upgrade and integrate the water supply systems. These 11 cities are in urgent need of assistance to meet the future expansion of water demand, in view of disaster rehabilitation, development thrusts such as boosting tourism, supporting urban poor, Mindanao development and etc. The served population will increase 600,000 by this project.

The water supply project, while seeking to provide good quality service to people, must prepare systems to collect appropriate fees as well as to train employees. From this point of view, this project seeks to improve accounting systems, tariff collection systems, training programs for both Water Districts and LWUA, by providing consulting services.

The loan is for civil works, procurement of equipment/materials and consulting services.

The executing agency of the project is the Local Water Utilities Administration (LWUA). Address: MWSS-LWUA Complex, Katipunan Road, Balara, Diliman, Quezon City, Philippines; Tel: 63-2-920-5449; Fax: 63-2-920-5433.

(12) Subic Bay Freeport Environment Management Project

The former US Naval Base at Subic, which was turned over to the Philippines in 1992, was designated the "Subic Special Economic and Freeport Zone" together with near-by areas of Local Government Units (LGUs) through the Base Conversion Act (1992). The Subic Bay Metropolitan Authority (SBMA), in cooperation with the LGUs, is developing the area with a view to making the Zone an international industrial, commercial, financial and tourism center for "post-Hong Kong".

It is anticipated that solid waste from the former Base and near-by Olongapo City will be rapidly increased due to investment and population growing in the Zone; therefore, it is necessary to urgently prepare appropriate disposal sites in order to attract more investment and enhance living conditions of people in the Zone. In addition, because the Zone is endowed with rich marine and forestry natural environment, it is essential to draw up land use and environment management plans in order to cope with both conservation of the environment and development of the Zone.

This project intends to prevent environmental pollution, enhance people's welfare, and promote investment in the Zone, through remediation of existing dump sites for solid wastes from the former Base and Olongapo City as well as conservation of the marine and forestry natural environment. In particular, the consulting services include training on operation and maintenance of dumping sites, integrated solid waste management institutional study, and Subic Bay protected areas management study.

The loan is for remediation of existing dump sites, procurement of landfill and collection equipment, and consulting services.

The executing agency of the project is the Subic Bay Metropolitan Authority (SBMA). Address: Building 229, Waterfront Road, Subic Bay Freeport Zone, Philippines; Tel: 63-47-222-3572; Fax: 63-47-252-3434.

(13) Special Economic Zones Environment Management Project

In recent years, investment in national and private "Export Processing Zones" (EPZs) has been growing because of the recovery of the Philippine economy and increasing foreign direct investment. The Philippine Government, by the Special Economic Zone Act (1995), reorganized the Export Processing Zone Authority and established the Philippine Economic Zone Authority (PEZA) to further promote foreign and domestic investment. PEZA has jurisdiction over Special Economic Zones (ECOZONES) including Export Processing Zones and ordinary industrial estates. The four national EPZs under PEZA, namely, Baguio, Bataan, Cavite and Mactan EPZs, were already fully occupied and registered.

Sewage and solid waste from the EPZs are anticipated to increase due to more investments to the EPZs. Therefore, it is required to construct sewage treatment and solid waste disposal facilities to prevent environmental pollution, and water reuse system to address future water shortage problems. By the Act, environment management functions related to the ECOZONES were transferred from the Department of Environment and Natural Resources to PEZA; therefore, institutional capacity building of PEZA in relation to the environment management is important. Furthermore, it is necessary to assist PEZA in urgently planning additional ECOZONES to meet investment needs.

This project intends to prevent environmental pollution, enhance people's welfare, and promote investment in the four EPZs through establishment of sewage treatment, water reuse and solid waste management facilities as well as consulting services, including urgent planning of additional ECOZONES and capacity building of PEZA regarding environment management.

The loan is for construction of sewage treatment and water reuse facilities, procurement of environment management equipment, and consulting services.

The executing agency of the project is the Philippine Economic Zone Authority (PEZA). Address: Roxas Boulevard corner San Luis St., Pasay City, Philippines; Tel: 63-2-891-6380; Fax: 63-2-527-4687.

(14) Third Elementary Education Project

Education in the Philippines had been well known for its high level of achievement, particularly in English. However, the 1980's witnessed a decline in the provision of access as well as in the quality of science and math education, mainly due to political and economic difficulties during the decade. Entering into the 1990's, the Government of the Philippines (GOP) started focusing its resources to the education sector through measures such as free for all education and budget increase. This direction was triggered by the expectation of "mega competition age" in Asia. Improved access as well as quality teaching is required starting from elementary education level, in order to provide workforce who can respond positively to international competition. The OECF assisted this effort by constructing 26,000 school buildings throughout the country in the Elementary Education Project (Loan Agreement: July, 1991; Amount: 20,020 million yen; Co-financing with the International Bank for Reconstruction and Development (IBRD)).

Despite such efforts, the completion rate in the Philippines is low compared to that of other neighboring nations. In particular, the rates in the poor provinces lag behind. The core policies to address this issue is to decentralize planning and to distribute the resources according to assessed needs. At the same time, the role of Local Government Units (LGUs) in education will be strengthened. Focusing efforts into elementary education in poor provinces has thus become a top priority of the Ramos administration. This policy direction is expected contribute to poverty alleviation as well as provisions of opportunities to the children in poor provinces. It is also expected to support the formation of high skilled workforce servicing the next wave of investments.

The project, in the form of co-financing with the IBRD, aims at both quantity and quality improvement of elementary education in the 26 poor provinces related to SRA. The project includes improvement and construction of school buildings, distribution of textbooks and instructional materials, and teachers training. Each provincial level DECS formulates Divisional Education Development Plans, along which the project is implemented with close coordination with the concerned LGUs and the community in such form as Education Committee. Sustainable school management is ensured by strengthening the capacity of school principals and Parents and Teachers Association (PTA), and enhancing the dialogue with families and communities. The Consulting Services will assist in the overall project's implementation. To enhance the self-help effort of the Philippines, the 60 % of the project's cost will be shared by the GOP and 40% will be assisted by the OECF and the IBRD. The GOP will finance, totally with its budget, the rest of the provinces which are not targeted in this project.

The project is expected to increase the completion rate from 54% to 76%, number of pupils from 1.8 million to 2.4 million, and ratio of text books to pupils from 1:4 to 1:2 in the 26 poor provinces.

The loan is for part of improvement and construction of school buildings and for the consulting services.

The executing agency of the project is the Department of Education, Culture and Sports (DECS). Address: UL Complex, Meralco Avenue, Pasig City, Philippines; TEL: 63-2-633-7256; FAX: 63-2-631-8492.