

Project Implementation Monitoring Report (#1)

Reporting Period From 2024/06 To 2024/10

Philippines : Bataan-Cavite Interlink Bridge Project and Tranche 1

1. Project Information

Project ID:	P000724	Instrument ID:	L0724A
Member:	Philippines	Region:	South-Eastern Asia
Sector:	Transport	Sub-sector:	Roads
Instrument type:	<input checked="" type="checkbox"/> Loan:350.00 US Dollar million <input type="checkbox"/> Guarantee	Lead Co-financier (s):	Asian Development Bank
ES category:	A	Borrowing Entity:	Department of Finance, Philippines
Implementing Entity:	Department of Public Works, Philippines		
Project Team Leader:	Anne Ong Lopez		
Responsible DG:	Rajat Misra		
Responsible Department:	PSC1		
Project Team Members:	Christopher Damandl, Project Counsel; Andres Pizarro, Team Member; Jessica Halim, Team Member; Odil Akbarov, SFD - Social Development Specialist; Shodi Nazarov, SFD - Financial Management Specialist; Rizal Rivai, SFD - Procurement Specialist; Victoria Pimkina, Team Member; Kezia Paladina, Alternate Counsel; David Rollinson, SFD - Environment Specialist; Hayoung Kim, Team Member; Shiwen Dong, Project admin		
Completed Site Visits by AIIB:	Mar, 2023 1 Jun, 2023 1		
Planned Site Visits by AIIB:	Feb, 2025 1		
Current Red Flags Assigned:	0		
Current Monitoring Regime:	Regular Monitoring		
Previous Red Flags Assigned:	N/A		
Previous Red Flags Assigned Date:	N/A		

2. Project Summary and Objectives

The Bataan-Cavite Interlink Bridge Project ("BCIB Project") Objective is to contribute to efficiency improvements of road travel in Bataan, Cavite, and the National Capital Region. The Project comprises about 32.15 kilometer (km) fixed crossing over Manila Bay, consisting of (i) 2 climate-resilient cable-stayed navigation bridges with main spans of 900 and 400 meters (m) connecting Mariveles, Bataan to Naic, Cavite; (ii) 24 km of marine viaducts; and (iii) 8 km of approach roads. It will include a U-turn facility near the Corregidor Island for future connection.

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The BCIB Project is expected to be financed in three tranches. Tranche 1 (the “Project”) will finance a segment of the civil works and consultancy service components involving the navigation bridges, marine viaducts, and approach roads. The Project cost is USD1,310.78 million, of which AIIB loan is USD350 million.

3. Key Dates

Approval:	May. 15, 2024	Signing:	Jun. 06, 2024
Effective:	Jul. 25, 2024	Restructured (if any):	
Orig. Closing:	Jun. 30, 2027	Rev. Closing (if any):	

4. Disbursement Summary (USD million)

Contract Awarded:	0.00	Cancellation (if any):	0.00
Disbursed:	0.00	Latest disbursement (amount/date):	0.00
Undisbursed:	350.00	Disbursement Ratio (%) ¹ :	0.00

5. Project Implementation Update

All necessary E&S documentation has been disclosed, with consultations and permit clearances underway for acquisition and resettlement, expected to start by Q2 2025. The ESMP will be implemented by the CSC and contractors, with PIU ensuring required measures are included in bidding documents and TORs. The EdSC contract is expected to be awarded by early Q1 2025, with PMC and CSC awards anticipated by late Q1 and Q2 2025. CP package procurement is progressing: CP1/CP2 awards are expected in Q1 2025, while CP4/CP6 in 2025; and CP3/CP5 is consolidated for continuity and is expected to be awarded in 2025.

Components	Physical Progress	Environmental & Social Compliance	Procurement
\$350.00 New climate resilient road link connecting Bataan and Cavite over Manila Bay constructed: The output involves the construction of about 32.15 km-long bridge comprising two cable-stayed bridges for the navigation channels, 24 km of	Not yet started.	All required E&S documentation is prepared and disclosed. Land acquisition and resettlement process is yet to start, expected by Q2 2025. Consultations and obtaining of permits/clearances are underway. ESMP to be implemented by CSC and contractors; PIU will ensure the measures are included in the bidding documents and TORs for CSC.	The EdSC contract is expected to be awarded by early Q1 2025, with PMC and CSC awards anticipated by late Q1 and Q2 2025. CP package procurement is progressing: CP1/CP2 awards are expected in Q1 2025, CP4/CP6 is expected to be awarded in 2025. CP3/CP5 is consolidated for continuity and is expected to be awarded in 2025.

¹ Disbursement Ratio is defined as the volume (e.g. the dollar amount) of total disbursed amount as a percentage of the net committed volume.

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<p>marine viaducts, and 8 km of approach roads to provide a permanent and direct road link between Bataan Province and Cavite Province. The BCIB will include a U-turn facility at the Corregidor Island to allow the vehicles to change direction and facilitate the future connection to the mainland. The Output also includes consultancy services related to project management, engineering support, and construction supervision. The Bataan-Cavite Interlink Bridge Project – Tranche 1 (the “Project”) will finance a segment of the civil works and consultancy service components involving the navigation bridges, marine viaducts, and approach roads. The scope of the Project is expected to be 29.1 percent of progress towards completion of the BCIB Project.</p>			
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Financial Management:

The DPWH is responsible for maintaining the project’s financial management system and will primarily rely on the GoP’s systems for budgeting, funds flow, accounting, internal control, and external audit. The financial management risk mitigating action plan was prepared, and its status will be checked and updated during the upcoming mission. The loan agreement was signed on June 6, 2024. The audited project financial statements and the auditor’s opinion shall be presented in English within six months from the end of the fiscal year. Therefore, the first audit report for the period ending December 31, 2024 is due by June 30, 2025. The audit report for the project financial

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statements will also include a management letter. If no disbursements are made during 2024, then the first audit period will be extended to the next reporting period, and the extended audit period will be from the loan signing date to December 31, 2025, with due submission of the audit report on June 30, 2026.

6. Status of the Grievance Redress Mechanism (GRM)

The project has established a project-level GRM to receive and resolve project related concerns, complaints, and grievances. All complaints received in writing (or prepared in written form, when received verbally) from the Project-affected people shall be properly documented. The GRM is prepared in accordance with the requirements of ADB's SPS.

7. Results Monitoring (please refer to the full RMF, which can be found on the last page of this PIMR)

Will be updated once implementation progresses.

Remarks:

Project Indicators	Objective	Indicator level	Unit Measure	Cumulative Target Values												Frequency	Responsibility	Comments		
				Baseline		2023		2024		2025		2026		End Target						
				Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Year	Target				Actual	
	• Progress towards two cable-stayed bridges with navigation south and north channels of 900 meters and 400 meters, respectively, constructed with climate change measures integrated.	Project	%	2023	0			10		15					2026	29.1		annual	DPWH	
	• Progress towards 24 km of marine and land viaducts constructed with climate change measures integrated.	Project	%	2023	0			10		15					2026	29.1		annual	DPWH	
	• Progress towards 8 km of approach roads and access ramps constructed with climate change measures and gender responsive and socially inclusive features integrated.	Project	%	2023	0			10		15					2026	29.1		annual	DPWH	
	Percentage of skilled and unskilled labor force hired by civil works contractors are women	Project	Percent	2023	0			20		20					2026	20		annual	DPWH	

Project Intermediate Indicators	Indicator level	Unit Measure	Cumulative Target Values												Frequency	Responsibility	Comments			
			Baseline		2022		2023		2024		2025		2026					End Target		
			Year	Value	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual				Year	Target	Actual