INFRA LOOK

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A PUBLICATION FOR THE WATERFRONT AGENCIES

JANUARY 2002

P100

Introducing the Waterfront Magazine

Guest Editorial for the DPWH

Some people, we suppose, do not understand what infrastructure is. What does infrastructure really mean?

We asked our editorial staff and they said: Infrastructure – er- is an infra in a structure.

In Webster Dictionary, we find the word i*nfraction*, meaning the act of infringing; *infra* dig means beneath, *infra* relates to invisible heat rays having wavelengths longer than those of red light.

And we would say; the *labor infrastructure*, the *Customs infrastructure*, the *Election infrastructure*, the *Immigration infrastructure* and all the *waterfront government infrastructures* are interrelated for a common goal – that is – to promote the interest of the government.

Specifically however, in the economic terms of *infra structure of the Department of Public Works and Highways*, the word refers broadly to the social overhead capital, that is public works which the central government is called upon to provide an essential support to the business ventures which the private sector undertakes for the promotion of economic growth.

The duty of the DPWH to provide infrastructure for private business investment calls for the construction and proper maintenance of roads and bridges, among others.

Former President Diosdado Macapagal said: "Nothing can more effectively promote the progress of the country than more and well-located roads, particularly farm-to-market roads where the barriofolks can conveniently bring their produce to the marketplace".

Public works, finally, is viewed as a vital segment of the economic programs of the national government, not a concept of the pork barrel.

Therefore, in the release of the funds for public works, it must be stressed that the criterion is not the votes that could be obtained but the support that the infrastructure project will give to the economic ventures of the Arroyo Government.

The introduction of the INFRA LOOK, a waterfront magazine for the Waterfront government agencies is on the right track, having sufficiently sorted out selective reporters with good credentials to promote the mission and objectives of the DPWH including the other Waterfront offices, and also for this purpose, act as an ombudsman for all their operational activities.



DPWH Secretary Simeon A. Datumanong briefs President Gloria Macapagal Arroyo on the scale model infrastructure development plan of the Commonwealth-Batasan Interchange and related projects in Quezon City. The President is joined by QC Mayor Feliciano Belmonte, Sen. Ramon Revilla Sr. 2nd District Rep. Chuck Mathay and DSWD Secretary Dinky Soliman. *(Photo by: Alex Gonzales)*

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THE ROLE OF THE MEDIA IN THE DIRECTION OF THE WATERFRONT GOVERNMENT AGENCIES

So they say, ownership and control of the press by powerful economic interests is not conducive to sound public opinion and to a healthy democracy.

Considering the vital role of the press in the life of the nation, the INFRA LOOK believes that in the same way that changes are needed in the socio-economic order and in public morality, the birth of this magazine should be encouraged.

In this light, reporters covering the Department of Public Works and Highways and all waterfront agencies, the Bureau of Immigration, Bureau of Customs, Department of Labor and Employment, Bureau of Internal Revenue, Philippine Ports Authority, Coast Guard, Philippine Navy, Philippine Senate and the Commission on Elections have decided to come up with its own, a license to publish this magazine coupled by a sense of discipline and responsibility.

Yet the discharge of press responsibility does not include making ourselves an instrument to promote our business interests and a weapon for a selfish purpose.

Former DPWH Secretary Gregorio R. Vigilar has refused to accept that the department has the reputation of being the number 1 in the list of corrupt government agencies but he maintained that the agency is only number 5.

But why do we have to allow the DPWH to join the list. It is our view that in the pursuit of the national goal of enabling the DPWH to share at large in the bounty of the national economy, and in order to develop a more wholesome public opinion, there should be an institutional concentration to establish the true quality of reporting coupled with constant constructive criticism, and with this attitude of correcting we may be able to help mend and erect the graft-prone government agencies.

Toward the same end, we also include among those whom we will take action against, like the unscrupulous suppliers and contractors and erring government officials.

It is time that we may be more mindful of the fact that we owe loyalty to our occupation by way of protecting the people's money as we refuse to be a captive instrument of graft and corruption, by the corruptors and by would-be corruptors and bribers.

The fundamental requirement in the drive against graft and corruption in the waterfront government agencies is to set an example on top. Integrity is not only an important aid to the success of a leader. Without such integrity it would be futile to hope that any of our serious problems would be susceptible to solution.

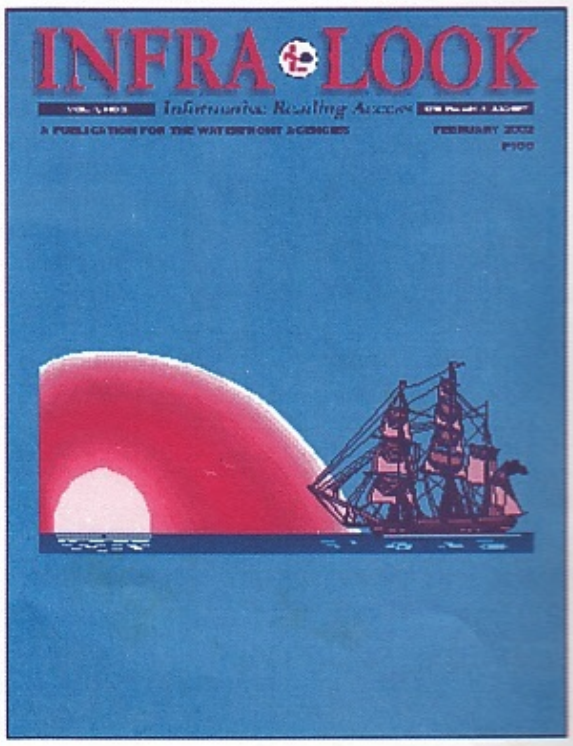
However, by reason of established integrity only then that the DPWH could implement fully well and effectively such a solution.

Corruption in government, like sin in a man, may not be completely eradicated. But it can be minimized to a degree as to be tolerable to the conscience of any of the officials of the government.

Hence, the INFRA LOOK, an informative reading access, as the moving vehicle for a better change.

ED S. LIMCUMPAO
Publisher/Editor-in-Chief


INFRA LOOK
Introducing the Waterfront Magazine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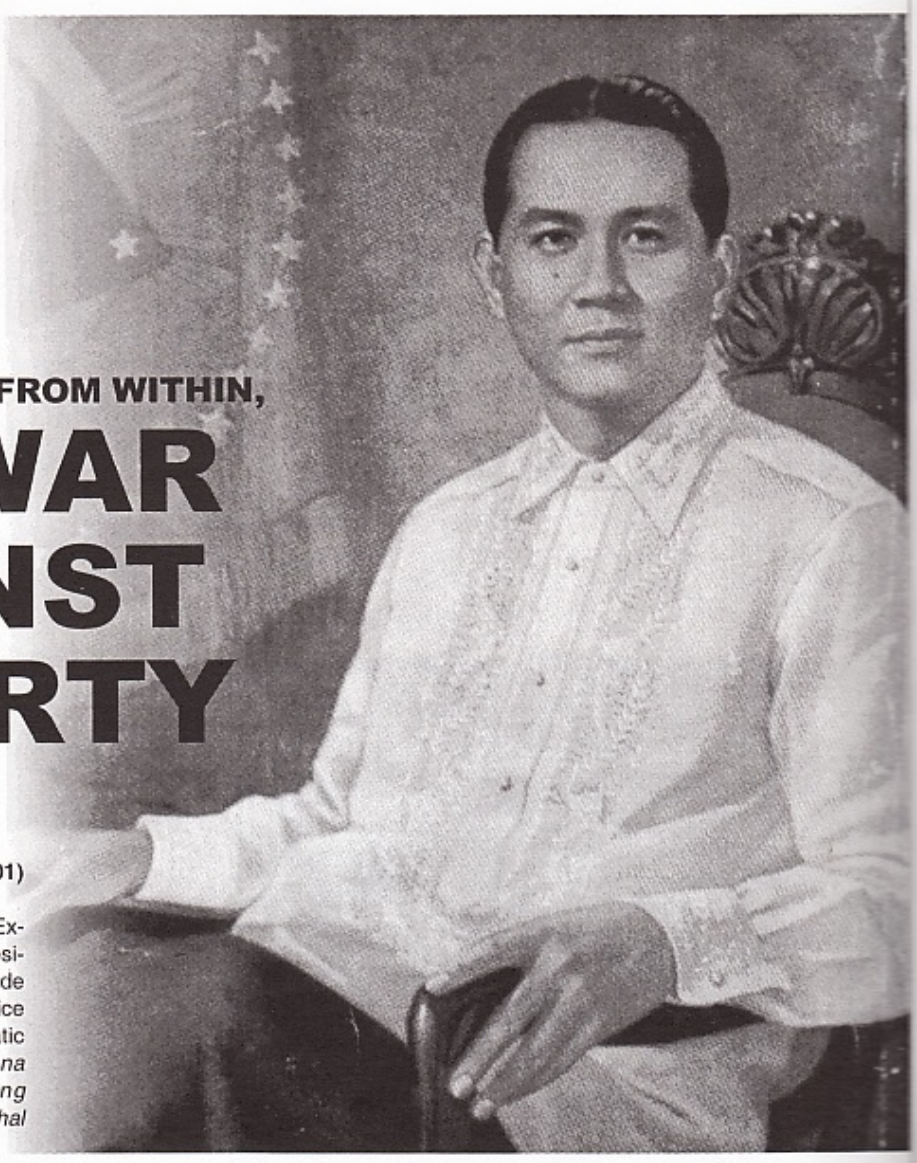
"Every Filipino should have an effective opportunity to have a home for a human being where he can feel as a king because it is his own" -- **Pres. Diosdado Macapagal**



Pres. Gloria Macapagal Arroyo



Fifth President of the Republic and father of land reform

WINNING THE WAR FROM WITHIN,

THE WAR AGAINST POVERTY

(The State-of-the-Nation Address delivered by President GLORIA MACAPAGAL ARROYO, July 23, 2001)

His Excellency President Ramos, Her Excellency President Aquino, Senate President Drilon, at mga senador, Speaker de Venecia at mga kongresista, Chief Justice Davide, the members of the Diplomatic Corps, *mga maralitang tagalungsod na nanonood sa video wall at TV; ang maraming nakikinig sa radyo; mga mahal kong kababayan:*

Kamakailan, may sumulat sa aking tatlong batang taga-Payatas, sina Jayson, Jomar at Erwin. Ginawa nilang paper boats ang liham at pinalutang sa Pasig River patungo sa Malacañang.

Ito ang sinulat ng sampung-taong-gulang na si Jomar Pabalan: "Sana po ay mabigyan ng permanenteng trabaho ang tatay ko para hindi siya mahirapan."

Sabi naman ni Jayson Vann Banogan, sampung-taong-gulang: "Sana po matulungan ninyo ako na makatapos sa pag-aaral ko hanggang kolehiyo, kasi po ang nagpapaaral sa akin ay ang lola ko lamang."

At ang tanging nais ni Erwin Dolera, walong-taong-gulang: Ipasara ang Payatas dumpsite, at bigyan ng lupa ang kanyang pamilya.

Napakalinaw, napakasimple ang hiling

ng mga anak ng Payatas: Trabaho, Edukasyon, Sariling tahanan. Dagdag na rin: pagkain sa bawat mesa. Ito ang mithiin ng masa.

And this, in common sense and plain talk, is the core of my vision.

A vision for the future must be rooted in the past.

A revolution gave birth to the first republic in Asia.

A sense of nationhood was born but also the dream of a better life for all Filipinos. Andres Bonifacio, the poor man, the great plebeian who started this revolution, nurtured this dream.

In 1963, another poor man rose. He rose to the most powerful position in the land and risked everything to fulfill the poor man's dream.

Inspired by the great plebeian, my father, President Diosdado Macapagal, promulgated the land reform law a s a revolution to emancipate the peasant from a feudal bondage to the soil.

More recent event have crystallized our vision.

In 1986, Filipinos peacefully reclaimed their civil liberties in the people power revolution. Under the leadership of Corazon Aquino, we reaffirmed our commitment to freedom and democracy on a mere stretch of highway—with hardly a drop of bloodshed or shot fired in anger.

Six months ago, on that same highway, people rose up to restore morality as the first institution of society and as the animating principle of justice and the rule of law.

Thus, we see the historic pillars of a national vision: prosperity, freedom, justice.

Ito ang mga layuning ipinaglalaban ng bayan nagmula nang ito'y isilang: kasaganaan, kalayaan, katarungan.

We also see in our great revolutions a progressive advancement towards the ultimate goal to transfer power over the state from traditional economic and political bosses to the people.

Last May 1, the poor raised their voices in anger and their fists in fury. Imprisoned in poverty, shackled to shame, denied justice in society, they personally delivered the message that, one hundred years after they revolted to establish this nation, they had yet to partake of the national dream.

Dinig-na-dinig ko ang pahayag nila, at napakumbaba ako. Hinid ba't nasa balikat ko ang tungkuling mamuno ng pakikibaka laban sa salot ng kahirapan? Ako, na siyang ng tinawag na "poor boy from Lubao?"



ON August 8, 1963, a lifelong dream had come true. Republic Act 3844, popularly known as the Agricultural Land Reform Code abolishing tenancy and prescribing a program to transform the farmer tenants into lessees and in due course into landowners.

I take this duty upon my shoulders.

I do so without fear or foreboding of failure.

For I know that the greatest obstacles we as a nation must overcome is inside us. The enemy to beat is ourselves.

When we spread division rather than unity; when we put ourselves above country and profit above fairness; when we think the worst of those with whom we should be working for the common good, and when we wallow in despair rather than rise to achievement. Indeed, when we make politics replace patriotism in our country's hour of need.

Let us, here in the home of democracy, therefore resolve, to grab hold of this enemy within, and beat him, so we can bend our efforts to noble purposes.

The internal enemy engaged, the battle will not be easy. We inherited very difficult problems.

From 2.5 million jobless four years ago, unemployment now stands at 4 million. From a budget surplus in 1997 of more than a billion pesos under President Ramos, my government inherited a deficit exceeding P140 billion. In the same period, poverty incidence rose from 36.8% of the population in 1997 to 40% in the year 2000.

And, unlike the situation in 1997 when a battered Asia could still lean on the strength of the advanced economies, today our main trading partners like Japan and America are slowing down as well.

But we will prevail. We will prevail because the mainstream of our nation is united.

In the May elections, this administration received a solid mandate to carry on with the business of governance and reform.

I do not view this mandate as a choice between personalities of this administration and those of the opposition.

I see it rather as a vote for all of us – administration and opposition – to roll up our sleeves, stop looking back, and move forward, most especially in the fight against poverty.

Hinalal tayo upang labanan ang kahirapan, hindi ang isa't isa.

Our challenge is clear: Sugpuin ang kahirapan.

In this spirit, I appeal to every one here today to undertake something unconventional but much to be desired in these especially hard times.

From today, let us set aside bickering and politicking for at least one year. We may congratulate ourselves on our forbearance at the next state of the nation address.

Sa halip na alitan, isang taon tayong magtulungan sa ikabubuti ng taong bayan.

This is our duty. This is our mandate. This is our mission.

Unity for the country's recovery will set the stage for the national mobilization needed to undertake the great and difficult tasks ahead.

What are these tasks?

When I became President last January, I told the people about my vision of winning the war against poverty within the decade.

To succeed, the template our national agenda must revolve around four components – apat na elemento ng pakikibaka sa kahirapan.

The first is an economic philosophy of free enterprise appropriate to the 21st

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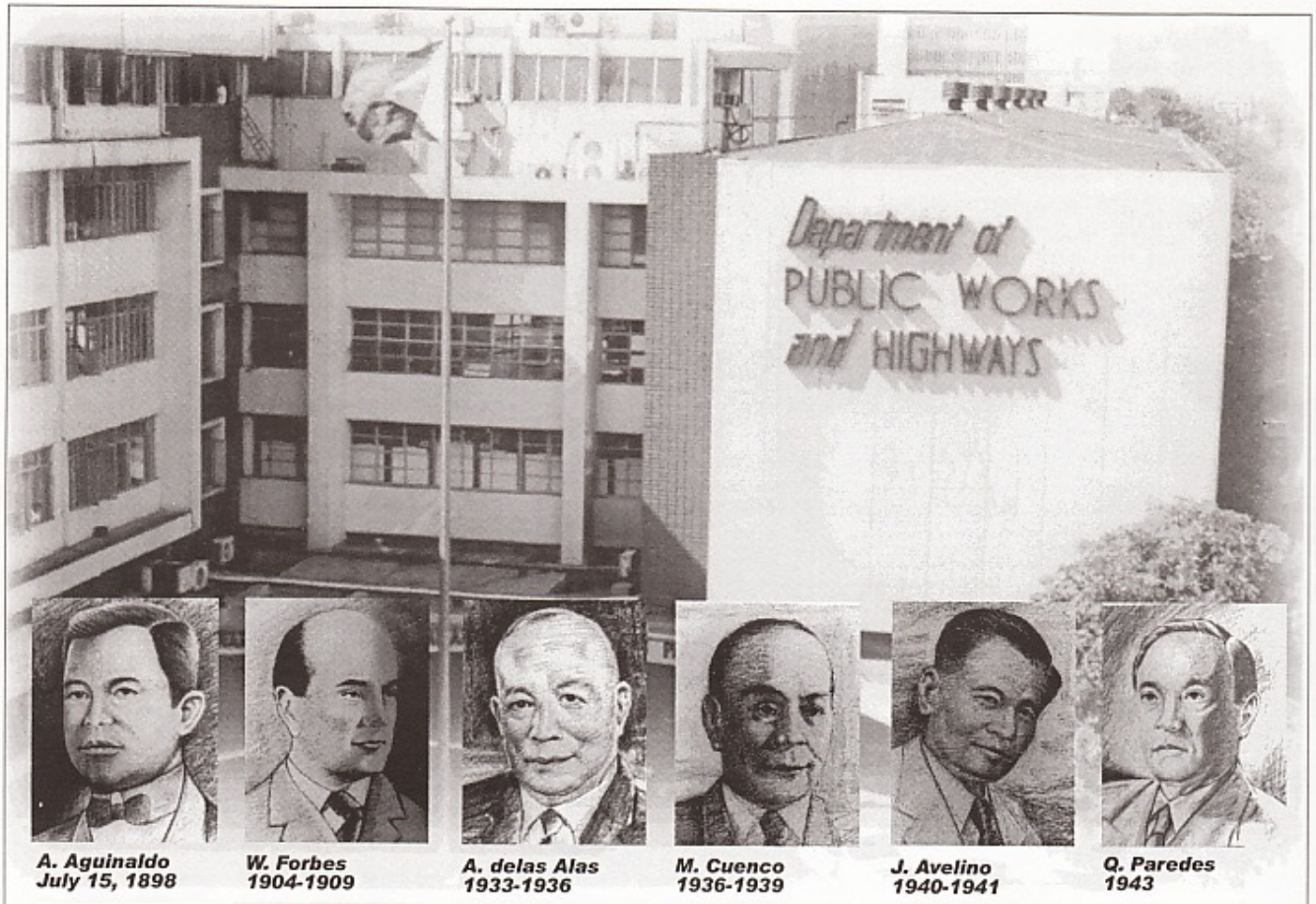


A. Aguinaldo
July 15, 1898

W. Forbes
1904-1909

A. delas Alas
1933-1936

M. Cuenco
1936-1939

J. Avelino
1940-1941

Q. Paredes
1943



B. Valencia
1962-1963



J. Hipolito
1980-1986



F. Estuar
1988-1990



J. de Jesus
1991-1993



G. Vigilar
1993-2001



A. Datumanong
2002- present

The DPWH History

UNDER its present structure, the development of the Department of Public Works and Highways (DPWH) underwent a long process of evolution bridging a century of colorful and significant events in laying the groundwork for the physical foundation of the country.

Considered as old as the Philippine government, the DPWH emerged from its embryonic form in 1565 when the first settlement roads were constructed by forced labor.

During the time of Spanish regime, fortresses were connected by improved trails as supply lines and means of their communications and these were the first manifestation of public works activities.

In its expansion program in the islands, the Spanish regime has resorted to a policy of attraction by way of public works construction. And to pursue their objective, the King of Spain issued a Royal De-

cree in 1867 designating the Spanish Governor General in the country as Chief of Public Works assisted by "Junta Consultiva."

A year after, the Bureau of Public Works and Highways (Obras Publicas) and Bureau of Communications and Transportation (Communicaciones y Meteologia) were organized under a civil engineer known as "Director General."

Since then, the Department underwent various stages of development and evolution that largely depended upon the change in government, shift of administration policies, the reorganization in its structure and responsibilities to suit the demands of the times.

THE CREATION OF THE DEPARTMENT OF WAR AND PUBLIC WORKS

After the Spanish colonization in 1896, Filipinos started the revolutionary movement and on June 12, 1898, Gen. Emilio Aguinaldo declared the Philippine Independence in Kawit, Cavite.

The Organic Decree of the Philippine Revolutionary Government on June 23, 1898 which provided for the creation of four departments in the government, one of which was the Department of War and Public Works.

The Department of War, now Department of National Defense, its functions as builder and maintainer of roads, bridges and other public works structures. The inclusion of public works in the War Department can be explained by the exigencies of the revolutionary period.

The construction of fortifications and trenches was needed in the cause of freedom in which our heroes had fought for.

THE DEPARTMENT OF COMMERCE AND POLICE

After the United States took over the Philippines from the Spain in 1898, the public works activities were placed under the U.S. Army engineers and by virtue of Act No. 83 passed by the Philippine Commission on February 6, 1901, projects were placed under the provincial supervision.

The Philippine Commission passed Act Nos. 222 and 268 in 1902 creating the Department of Commerce and Police which gave birth to the Bureau of Engineering and Construction of public works and the Bureau of Architecture and Construction of public buildings.

The Philippine Commission approved an Act No. 1401 on October 4,1905 which abolishing engineering districts and positions of district engineers.

Then, on October 26 of the same year, however, by virtue of a Reorganization Act, the Bureau of Public Works was created and placed under the Department of Commerce and Police.

Along with the economic growth of the country and the need for a more extensive road network that would penetrate the rural areas, the provincial boards were created in 1907 with authority to collect double "cedula" taxes to finance the construction of provincial roads and bridges.

The national government appropriated P1.7 million as aid to such construction.

THE DEPARTMENT OF COMMERCE AND COMMUNICATION

A significant breakthrough in the growth of the DPWH was the first appearance of motor vehicles in the Philippine Highway in 1910. Roads and bridges had to be kept in good condition at all times. Naturally, there was a need for funds to keep the roads passable and to raise such needed capital, motor vehicles and drivers plying the highways were required to register with fee in 1921.

To keep pace with further development in transportation and communications, the Department



DPWH -Region 7 Director Juanito Abergas confers with DPWH Assistant Secretary Salvador A. Pleyto about the on-going projects in Central Visayas and how they will be completed on time. Pleyto heads operations for the NCR, Region 4-B and the Visayas Region. (Photo courtesy of Alex Gonzales)

of Commerce and Police was transformed into the Department of Commerce and Communications under Reorganization Act No. 2666 of 1916.

THE DEPARTMENT OF PUBLIC WORKS AND COMMUNICATION

On May 1, 1931, the Philippine Legislature created an Act No. 4007 renaming the Department of Commerce and Communications as Department of Public Works and Communications. This Act, however, did not state the proper composition and functions of the DPWC.

During the inauguration of the Commonwealth Government on November 15, 1935, a reorganization of the DPWC was undertaken. It was composed of the Bureau of Public Works, Ports, Aeronautics, Coast and Geodetic Survey, Metropolitan Water District Division of Marine, Railway and Repair Shop,



Mrs. Sigrid DG Datumanong cuts the ribbon with USEC. Mabini Pablo, Secretary Datumanong and Region IV-A Director Nestor Agustin during the 102nd founding anniversary of the DPWH.

National Radio Broadcasting, Irrigation Council and Board of Examiners of Civil, Mechanical, Chemical and Mining Engineers.

The outbreak of World War II in 1941, the DPWC and other government offices were abolished due to dislocation of manpower, lack of funds, materials and equipment, installation of enemy administration and the setting up of resistance movement.

Then in 1946, the DPWC started with limited human re-

sources, funds, materials and equipment. An office of the U.S. Bureau of Public Roads was set up to cooperate with the Philippine Bureau of Public Works in implementing the highway program as authorized by the Philippine Rehabilitation Act of 1946.

THE DEPARTMENT OF PUBLIC WORKS, TRANSPORTATION AND COMMUNICATION

In 1947, the authority of the Department was expanded when the motor vehicles office was placed under its direct supervision.

Under Executive Order, the DPWC was again reconstituted to Department of Public Works, Transportation and Communications (DPWTC) to include the Bureaus of Pubic Works, Posts, Telecommunications, Motor Vehicles Office, Irrigation Council, Flood Control Commission, Radio Control Board, National Transportation Board and Government Quarters Committee.

THE MINISTRY OF PUBLIC WORKS AND HIGHWAYS

By virtue of Executive Order No. 710 dated July 27, 1981, the Ministries of Public Works and of Public Highways were merged to effectively sustain the implementation of infrastructure projects. The agency was known as the Ministry of Public Works and Highways (MPWH) with 14 regional offices, 94 districts and 60 city engineering offices, five bureaus and six service offices, in addition to corporations and councils attached to the Ministry for administrative supervision.

THE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

Finally, under Executive Order No. 124 dated January 30, 1987, the agency is now known as the Department of Public Works and Highways (DPWH) with five bureaus, six services, 16 regional offices, 24 project management offices, 16 regional equipment services and 118 district engineering offices.

As the primary engineering and construction arm of the government, the DPWH is responsible for the planning, design, construction and maintenance of infrastructures such as roads and bridges, flood control systems, water resource development projects and other public works in accordance with national objectives.

Under Executive Order No. 124 dated January 30, 1987, it is stated that the DPWH's primary mission is to provide and manage quality infrastructure facilities and services responsive to the needs of the Filipino people in the pursuit of national development objectives. While its mandate; "To maintain an engineering and construction arm and continuously develop its technology for the purposes of ensuring the safety of all infrastructure facilities and securing for all public works and highways the highest efficiency and the most appropriate quality in construction."

DPWH VISIONS

DPWH will be respected as a highly effective and efficient agency with a lean, well qualified, professional staff that exercises strong internal control over all its resources, has adequate funding to meet its needs, and provides a quality national infrastructure for achieving Philippine's social and economic goals.

DPWH has devolved, whether to local government under the private sector; as appropriate, its operational aspect including financing, design, construction, and maintenance of public works and highways facilities.

DPWH makes use of the appropriate state of the art technology to achieve its mission and does so with minimum administrative costs.



Secretary Datumanong in serious conversation with some of his key men in the DPWH.

Usec. Teodoro T. Encarnacion:

A proud son of the DPWH

THERE can be no doubt that Undersecretary Teodoro T. Encarnacion or T.E. as he was fondly called by friends and peers , has been the most brilliant official the Department of Public Works and Highways has ever produced.

The U.P. Alumni Engineers awarded him as the 2001 Most Distinguished Alumnus for his long, unblemished and continuous service in various positions in DPTC/MPWH/ DPWH from the time he graduated from U.P. Engineering in 1961 to the present -- a 14 years of service as DPWH Undersecretary.

During his college heyday, Encarnacion found a truth inside him that forever changed his life. A God's love which is something that will not be removed from him.

This was the kind of love that can forgive offenses and cover a multitude of scandalous mistakes, according to this writer.

Even as a young man and fresh from passing the board examination for civil engineering (as a first placer in 1961) Encarnacion had been obsessed with public service.

Proof was that in 1961 he entered into the field and held various positions of planning engineer in the defunct Department of Public Works, Transportation and Communications (DPWTC) until he became Undersecretary of the DPWH in 1987.

Tireless T.E. is another example of a young and gifted technocrat whom the department should be proud of. He has a personal gift usually found in a successful professional; a winning personality and a gift of intelligence.

Encarnacion, who inherited a lot from his father who was then a school superintendent in their town while his mother was a school principal, has been a consistent scholar until he graduated a course of civil engineering.



Encarnacion

He considered himself as a lucky man for marrying a proud daughter of Kawit, Cavite, Luzviminda R. Bustamante.

He was the man destined to go places but as for the precise moment when he would be the principal actor on the stage, T.E. opted to play a low profile.

Encarnacion never asked anything but he opted to wait until he is called to perform on a center-stage. Such points of reference are quickly disappearing or are being ignored.

Measurements today are more accurately defined in terms of political connection. Sad to say, this decline of standards goes hand in hand with a callous betrayal of public trust.

If one measures the officials in DPWH history against these criteria one will see that only few will possibly meet them.

But T.E. has no worry. He knows the rise of a leader is not the result of an intentional planning, it is the situation that makes them.

A leader arrives when the time is ripe for his arrival. T.E. may be the exceptional to that saying, he will be a good leader even the time has yet to come.

He believes that the key to leadership is involvement and this he means the leader must be concerned not with issuing commands or orders but with establishing rapport with his subordinates.

Leadership must be synonymous with that of direction and command to attain in a simple way their objectives.

Encarnacion is a kind of a leader with great personal attributes that makes him equal to the challenge of leadership.

It may be said that T.E. was never involved in any controversy. He has always been noted for his honesty, sustained reputation and integrity in the name of public service.

He is supposed to be waiting beneath the wings. But some inevitable circumstances forced him to step on the other's path.

He may not be needed but accidents and activities of other men have to set the stage for him to enter and start the performance.

While performing his tasks, however, T.E. admitted he is not solely implementing the projects, he has a lot of good planning engineers.

But all of these, only one thing the DPWH should be proud of -- they had in their roster the name Teodoro Encarnacion who is destined to assist whoever is occupying the highest seat in the DPWH.

He was the alter ego to seven past DPWH secretaries; Jesus P. Hipolito, Rogaciano Mercado, Vicente Jayme, Juanito Ferrer, Fiorello R. Estuar, Jose "Ping" de Jesus and Gregorio R. Vigilar.

In the meantime, T.E. is happy serving the Lord's Flock. He has had a fanatical faith in a holy cause and he has chosen to remain proud and capable of organizing and running a large-scale undertakings.

It has been extolled as the very essence of the Scripture, a summary of the Christian's duty to his neighbor and a fundamental ethical principle and it is often referred to as the Golden Rule. (ESL)

IN THE early stage of his career in the Department of Public Works and Highways where several experts were haggling for fame, the name Manuel M. Bonoan emerged in the field like a house on fire.

The Man with a mission

He started as an ordinary engineer in the late 70s but due to his dedication and untarnished image in the Department, Bonoan gained respect from his peers that led to his appointment as senior career executive officer for only seven years in the field of engineering and construction.

Despite the complexity in his schedule, he managed to perform his duties and responsibilities, which resulted to his appointment as Undersecretary - - the second highest man in the government's primary constructions arm – DPWH.

Before his appointment as Undersecretary, he was assigned as concurrent Project Director of the Mt. Pinatubo Rehabilitation-Project Management Office (MPR-PMO) based in San Fernando, Pampanga, and at the same time, Assistant Secretary for Planning.

Like any other government employees, Manny started as a civil engineering aide in the then Bureau of Public Highways and rose from the ranks after undergoing the traditional bureaucratic stepladder promotion method.

His stint at DPWH was mostly confined in the planning service which appropriately entitled him the distinction as one of the planners of the government infrastructure projects. His stay in the planning service ended up when he got promoted to his present job as Undersecretary of the Department.

A baptism of fire came after he was assigned to implement the multi-billion pesos construction of flood-deterrent project, Pampanga megadike. The rehabilitation of the megadike sparked the controversy that several engineers were turning the said project as their bread-and-butter. But Bonoan maintained that every work and every assignment is a sacred duty in the name of public service.

Before Bonoan's promotion to Undersecretary, several personalities have expressed negative comments about his designation to handle the MPR-PMO, in a concurrent capacity.

The skeptics were hard to blame since at this stage the DPWH was fiercely criticized especially by disgruntled flood victims who claimed the damages they incurred were due to the sub-standard construction of the high-funded megadike project.

With his skills and experience, Bonoan reversed the public bad perception by rectifying the perceived construction frames to further enhance the safety of the megadike structures. He successfully finished his task in a record time, correcting engineering measures on the destroyed sections of the megadike.

Bonoan was born in Solsona, Ilocos Norte. His romance with engineering career started when he enrolled and graduated at one of the country's prestigious engineering institution, Mapua Institute of Technology (MIT). In his desire to improve his engineering skills, he pursued and obtained a graduate diploma in highway engineering at the University of New South Wales, Sydney, Australia.

Aside from attending numerous seminars and lectures related to his job here and abroad, Bonoan involved himself as an active member or officer in various professional organizations.

Among them were the Philippines Institute of Civil Engineer (PICE); the Association of Government Civil Engineers of the Philippines (AGCEP); and the Road Engineering Association of the Philippines (REAP), wjere he is now the president.



Bonoan

Being relatively young, Bonoan has still many years ahead of him to carry out important engineering and executive mission in the Department of Public Works and Highways.

Under Secretary Simeon A. Datumanong's set-up, Bonoan has the overall supervision of construction operations of the department covering both foreign assisted and locally funded projects in the Visayas and Luzon regional areas.

In addition, he is in-charge with administrative supervision over all Project Management Offices (PMOs) performing construction functions.

With his dedication to his duties and responsibilities, Bonoan's second target is focused on improving the styles and techniques of the government's primary construction arm, the DPWH.

Bonoan's humble achievements had been included in the slab of government officials who received plaques of recognition. His achievements were obtained while maintaining the good image of being the public servant

His next mission as Under-secretary of the DPWH is expected by his peers and believers to be carried

THE Department of Public Works and Highways (DPWH) under the administration of President Gloria Macapagal Arroyo has posted significant accomplishments in the year 2001.

DPWH Secretary Simeon A. Datumanong noted the department has redirected its ongoing and proposed infrastructure programs to attain the administration's goal that will sustain economic growth.

Under its regular program, the department has completed the construction, repair and rehabilitation of some 1,301 kilometers of national roads and 19,771 lineal meters of national bridges with a value of P21,715 million. The DPWH has undertaken about 1,008 units of flood



Secretary Simeon A. Datumanong inspects a construction site in Mindanao

The DPWH 2001 report

By Elizabeth Pilorin
OIC-Chief, PID

control projects and 1,295 related structures which completed portions totalled P3,183 million and P1,939 million, respectively.

The DPWH also constructed infrastructure projects funded under the several agencies concerned. This include the improvement of 1,087 and 180 kilometers of farm-to-market roads under the Department of Agriculture and Agrarian Reform, respectively; and constructed 3,815 schoolrooms with a value of P1,467 million under the Department of Education Culture and Sports.

As part of its traffic decongestion program, the department constructed the Commonwealth/Batasan Interchange (depressed section), EDSA/Quezon Avenue Interchange (Southbound EDSA flyover) and the rehabilitation of Osmena Bridge (South Superhighway) and Malibay Bridge (EDSA) in Pasay City.

In North Luzon, the Rosario-Pugo-Baguio Road rehabilitation (viaduct and rockshed) project, the main route to Baguio City and the Cordilleras, has been completed and now enhancing prospective tourism and agricultural development opportunities in the area.

Also completed is the structural overlay of Alaminos-Bolinao Road to improve the access roads in East Pangasinan; construction of Bugallion Bridge also in Pangasinan and the rehabilitation of Pan-Philippine Highway in the Cagayan Valley and Bicol Regions.

In the Visayas Region, the 124.3 kilometers Bohol Circumferencial Road (Calape-Candijay) that will provide better access to North Bohol and the 55.8 kilometers West Leyte Project (Malitbog-Tomas Oppus and Baybay-Bato Sections) were completed thru a funding loan agreement with the Japan Bank for International Cooperation (JBIC).

Several development projects in Mindanao regions were also started while others are being vigorously pursued such as the Zamboanga-Pagadian Road, Licomo-Quiniput Road, Quiniput-Zamboanga City Road, Davao-Bukidnon Road, Maramag-Kibawe-Kabacan Road, Surigao-Davao Project, Lower Agusan Flood Control, among others.

While there were occurrences of exceptionally heavy rains causing flashfloods in low-lying areas of Metro Manila, floodwaters along major roads receded faster compared to several days of water stagnation in the past.

"This improvement is the combined result of the installation of more flood control facilities like pumps and drainage pipes, the continuous de-silting and de-clogging of esteros and drains, and the deployment of task force to quickly clear choke points in the drainage systems during heavy rains," said Datumanong.

Likewise, the department speedily undertook the rehabilitation on infrastructures damaged by typhoons, intensed rains and flooding as funded under the quick response fund.

In line with the program of President Arroyo to improve the quality of road services, the DPWH has launched the new procurement (bidding and contracting) system for infrastructure works introducing a simple and fast eligibility screening of the contractor-applicants with the use of a computerized registry and post-qualification of only the lowest bidders.

Datumanong stressed that this allowed greater competition and significantly shortened the bidding process from one year to only two-to-four months.

Meanwhile, Datumanong appealed to the public to bear with the future inconveniences as another construction work worth P664.9 million Epifanio delos

Santos Ave. (EDSA)/Quezon Ave. inter change is being pursued with integrity.

He regretted though, of the DPWH being blamed and criticized for the monstrous traffic along EDSA, and other critical areas in Metro Manila but all these are for the benefit of the public.

While admitting that there are temporary traffic jams near the construction sites especially during rush hours, Datumanong pointed out that the situation will further worsen if no implementation of structures like the interchange, flyover and road expansion projects will be made.

Datumanong has pointed out that the completion of the interchange facilities will significantly reduce the traffic snarl along the intersection of EDSA and Quezon Avenue.

DPWH Assistant Secretary Salvador Pleyto has assessed that of the 150,000 vehicles plying the EDSA/Quezon Ave. intersection, 43 percent or 64,000 are motorists who are expected to ply the route of EDSA flyover while 37 percent or 55,000 vehicles are expected to pass Quezon Ave. depressed route, and the remaining 20 percent will take the at-grade roadway for turning movements.

These are all designed to improve the flow of traffic and exact solution for the motorists' perennial problem – traffic.

Financed under the JBIC Loan No. PH-P186 with local GOP fund, the project involves the construction of two viaduct structures on EDSA with three lanes each adjacent the Metro Rail Transit (MRT). An underpass on Quezon Ave. with two lanes on both sides for eastbound and westbound traffic and an at-grade roadway consisting of two to five lanes on EDSA and three to five lanes on Quezon Ave. will also be built. The expected completion date of the EDSA/Quezon Ave. interchange project is set on May 2002.

To further relieve the traffic congestion on EDSA and nearby areas, the DPWH will soon start the construction of interchanges along the intersections of EDSA/North Ave./West Ave., EDSA/ Roosevelt Ave., C-5/Ortigas Ave., C-5/ Boni Serrano and C-5/Kalayaan Ave./ Julia Vargas.

Urban Road Project Office (URPO) Project Director Lope Adriano will play key role in this undertaking and all related flyover projects within Metro Manila. After several finished projects in 2001,

The DPWH will continue its development program in 2002 by conducting more on feasibility studies on highly-prioritized projects suitable for official development assistance (ODA) financing.

Datumanong emphasized that the department will prepare into project packages identified in the medium-term program for ODA funding.

"We will try to pursue vigorously foreign funded infrastructure projects that directly support our President in her development programs," said Datumanong.

The infrastructure projects funded by ODA will be sponsored directly by JBIC, World Bank (WB) and Asian Development Bank (ADB).

Among the projects with loans negotiated and signed with foreign financing institutions in the year 2001 were the 24th yen loan package with JBIC, Metro Manila Urban Transport Integration Project (MMURTRIP) with World Bank loan financing, and United Kingdom-financed bridges along national secondary roads.

Projects under the 24th yen loan package with JBIC loan financing includes Phase 5 of Arterial Road Links Development Project covering the provinces of Albay, Ilocos Norte, Ilocos Sur, Benguet, Mt. Province, Samar and Iloilo; Metro Manila Interchanges, Phase 5 consists of EDSA/North-West Avenue, EDSA/Roosevelt, C-5/Kalayaan, C-5/ Lanuza/Vargas.

Other projects under the 24th JBIC loan are Rural Roads Network Development involving 12 provinces namely Catubig (Samar) Agricultural Roads; Northern Palawan Tourism Roads, Phase I; Laoag River Basin Flood Control and Sabo Project; and Agno River Control, Phase II-B.

Under the World Bank loan financed MMURTRIP are the Marikina-Pasig-Rizal Access Improvements covering Marikina Bridge, Marcos Highway and Ortigas Avenue Extension; traffic management along the EDSA/LRT 3, Aurora Boulevard/LRT 2, South Expressway/Bicutan/ Alabang corridors and secondary roads program.

In line with his development programs, Datumanong together with the National Economic and Development Authority (NEDA) has negotiating with ODA financing projects under the 25th yen loan package with JBIC that includes Phase 6 of the Arterial Road Links Development covering the Pan-Philippine Highway and North Cebu, Coastal Roads; Iloilo City Flood Control; and Pasig-Marikina Flood Control.

Also included in the 25th yen loan package discussion are 200 urgent rural bridges under the JBIC special yen loan; Austrian-financed urgent bridges in rural areas; and 40 Japan International Cooperative Agency (JICA)-funded rural bridges in Northern Luzon.



DPWH Assistant Sec. Florante Soriquez and DPWH Region 3 Director Alfredo Tolentino present to Secretary Datumanong a document pertaining to additional work on Mt. Pinatubo's Rehabilitation Project in Pampanga. From left are: MPRP Project Director Amando Ramirez, Soriquez, Tolentino and Pampanga Governor Lito Lapid.

Proposed projects for ODA funding under the 26th yen loan package are Phase 7 of Arterial Road Links Development Project; Cavite-Laguna roads, busway, and traffic management; Cordillera Road Improvement Project, Phase II; construction of urban three bypasses along Pan-Philippine (Bulacan and Nueva Ecija); Central Visayas Highway Project, Phase II; Mindanao Road Package; Northern Palawan Tourism Development Project, Phase II; Pasig-Marikina Flood Control Project, Phase II; and Cagayan River Flood Control Project.



Undersecretary Manuel Bonoan and Urban Roads Project Office Director Lope Adriano discuss with Datumanong the ongoing construction of the EDSA/Quezon Ave., interchange project.

DPWH strategic moves towards globalization

By Cherry Belmonte

OVER the past two decades, globalization has brought tremendous opportunities with serious challenges to many countries around the world. Many developing countries were able to benefit greatly experiencing high economic growth rates and significant reduction of poverty. Other countries however, saw their economic opportunities diminished.



One of Datumanong's speaking engagement as DPWH secretary

As our country, the Philippines comes closer to transition period, it is important to assess how far have we gone gearing towards globalization and what the government agencies have contributed in ensuring global competitiveness.

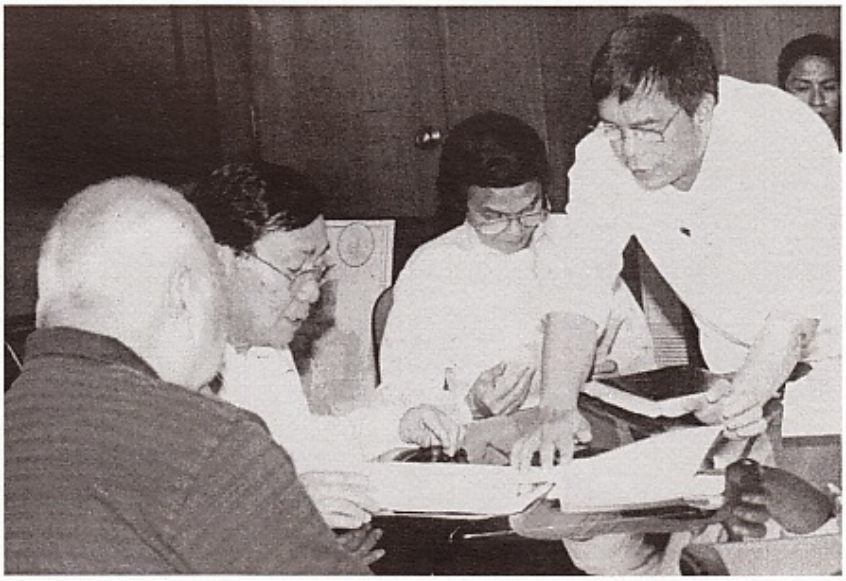
Let us take a look at the strategic moves of the Department of Public Works and Highways (DPWH) - the engineering arm of the bureaucracy.

Research shows the department has taken a more flexible, dynamic and responsive moves to efficiently implementing infrastructure programs of the department. More complex structures required improved management systems, strategic human resource development, better economic and policy management and stronger financial strategies to be able to change the negative image of the department.

He ordered an increased transparency and accountability in the decision-making process by utilizing traditional tri-media and electronic media to disseminate information to the public particularly on procurement procedures and bidding process . .

Furthermore, the use of computerized Road Information and Management Support System (RIMMS) project was created to improve the delivery of road services without sacrificing the quality of work and thus, ensure the best road infrastructure at the most economical price.

This only means one thing, if these moves as planned well and will be implemented there is absolutely an assurance that ... we Filipinos can already globally compete and hope for a better life that awaits in the future!

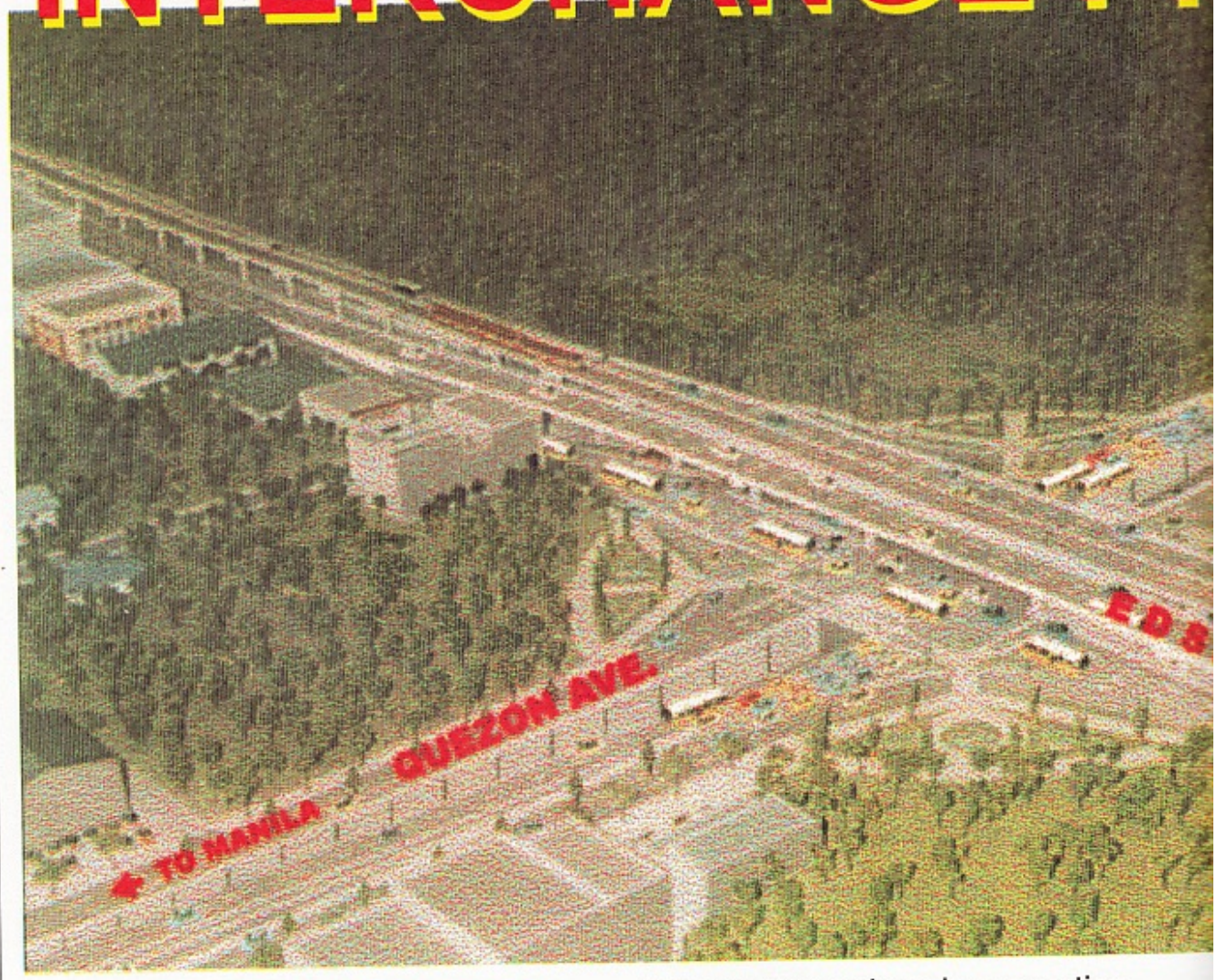


DPWH Region III Director Freddie Tolentino presents the status of all the on-going projects in Central Luzon to Sec. Datumanong. Also in photo is Assistant Secretary Florante Soriquez.

control.

The department is continuously building up and strengthening its capability to develop and implement comprehensive anti-corruption reform

EDSA-QUEZON A
INTERCHANGE PR



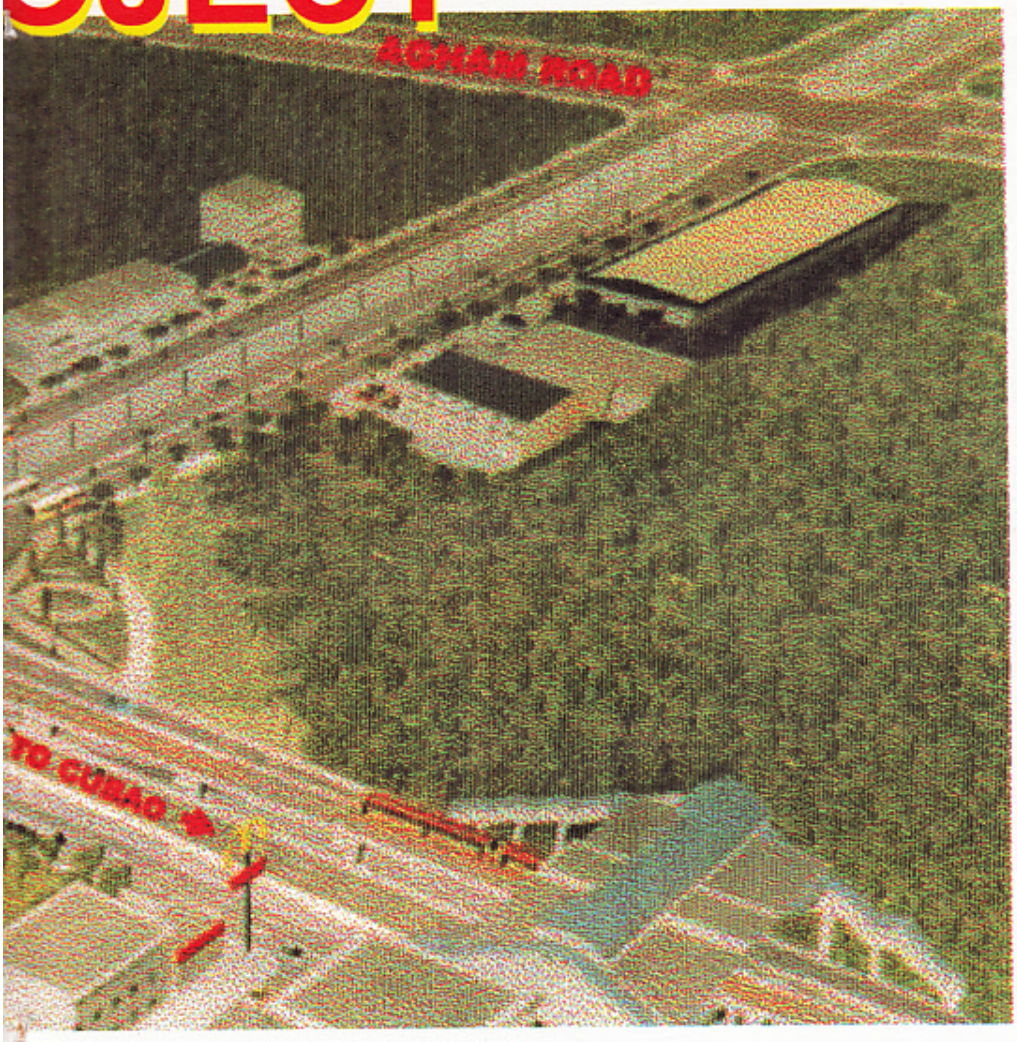
OVER-ALL PROJECT PROFILE

The Epifanio delos Santos Avenue (EDSA) is the most heaviy congested highway in the entire Metro Manila. To relieve traffic congestion, the DPWH has constructed grade separation projects at the major intersection along EDSA. With its completion, traffic along ESDA and Quezon Avenue will now flow unimpeded and will be improved significantly. Pedestrian access at the intersection has been provided to the convenience of the commuters.

VENUE OJECT

consisting of two to five lanes along EDSA and three to five lanes along Quezon Avenue.

The revised project coast of P664.9 million includes the 300 meter extension of the Quezon Avenue depressed level structure.



OVER ALL IMPACT

Of the 150,000 vehicles passing daily through the present intersection, around 64,000 vehicles will be utilizing the EDSA Flyovers while 55,000 will be cruising the Quezon Avenue depressed structure as the remaining 20 percent will be using the at-grade roadway for the turning movements.

The project involves the construction of two viaduct structures along EDSA (Northbound and Southbound) with three (lanes) each along side the Metro Manila Rail Transit (MRT); an underpass along Quezon Avenue with two lanes each for Eastbound and Westbound traffic; at-grade roadways

At present, the intersection is fully saturated due to the 10 minute (average) time delay. This will be significantly reduced to less than a minute for the turning movement while the underpass and the flyover will be uninterrupted and free flowing.

IN FRAmes...com

"So Help Me God"

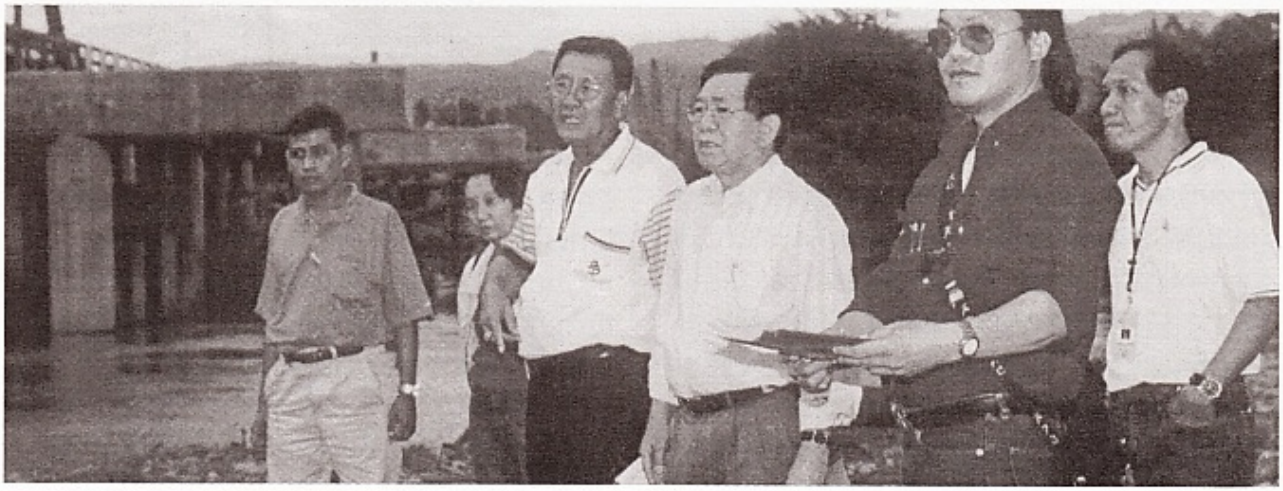


Asst. Sec. Salvador Pleyto leads a solemn prayer for the success of the Commonwealth-Batasan Interchange Project in Quezon City. Joining him are President Arroyo, Sen. Revilla, Sec. Datumanong, QC Mayor Feliciano Belmonte and DSWD Sec. Dinky Soliman (top photo).

Sec. Datumanong confers with the farmers during his project inspection also in Mindanao (right photo).

DPWH Regional Director Robert Lala accompanies Sec. Datumanong in Northern Mindanao (below photo).



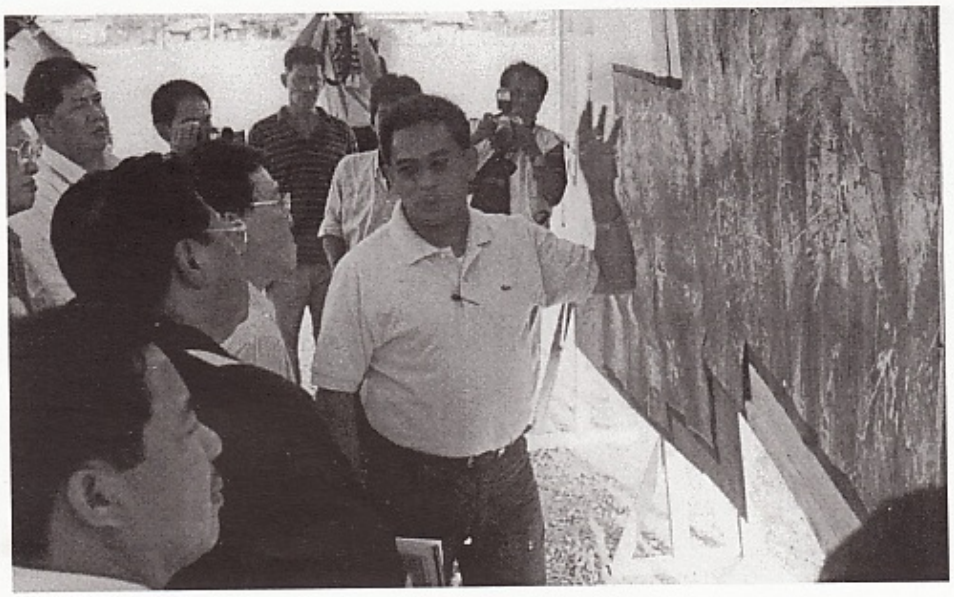




Secretary Datumanong gives instructions to ADB Project Director Subair Diron, Asst. Director Gil Villanueva while Assistant Secretary Bashir D. Rasuman and NCR Director Antonio Sta. Elena listen.



The secretary and officials of the DPWH gratefully acknowledged the launching of the official website of the agency.



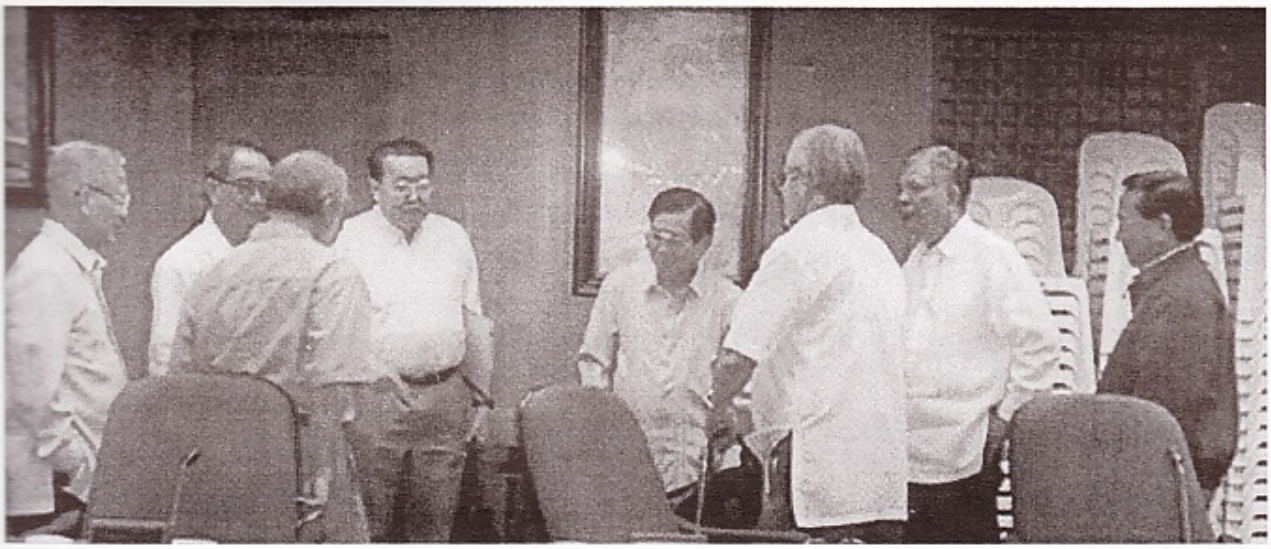
Major Flood Control Project Director Philip Meñez explains to Secretary Datumanong the scale model of the Cagayan River Basin Development Project in MIndanao. The project is now being pursued also with high intensity.



Datumanong, in serious talks on Mindanao projects with Asst. Secretary Rasuman and PJHL Director Danilo Trajano.



The four top guns of the DPWH Region IV-A. They are (from left) District Engineers Ruben Quiambao, Bobby Nicolas, Jaime Martinez and Juanito Marasigan.



A serious conversation emerges during the meeting of past DPWH secretaries with Datumanong and Raul Concepcion (above photo).



DPWH Undersecretary Edmundo V. Mir during his usual inspection tour in Pangasinan with DPWH-Region I Assistant Director Ramon Aquino.



Batangas Gov. Hermilando Mandanas was seen conferring with DPWH Region IV-A Dir. Nestor Agustin after the inauguration of the Southern Tagalog Access Road. Also in photo is Assistant Secretary Jesus P. Camayo.

Historical records show that the Philippine Customs Service started many centuries long before the Philippines was discovered by the eastern and western expeditionaries. The Philippines had already a flourishing trade with countries of South East Asia, but since money at that time was not yet the medium of exchange, people then resorted to the barter system of commodities. The rulers of the barangays known as the "datus" or "rajahs" collected tributes from the people before they were allowed to engage in their trade.

The History of THE BUREAU OF CUSTOMS

The practice of collecting tributes became part of their culture and was then observed and followed as the Customs Law of the Land.

A. The Spanish Regime

After Spain had taken full control of almost all the trades of the country, it passed three important statutes:

1. Spanish Customs Law which was similar to that of the Indies enforced in the country from 1582 to 1828. It was a concept of ad valorem levied on import and export.

2. A Tariff Board was established which drew up a tariff of fixed values for all imported articles on which ten percent (10%) ad valorem duty was uniformly collected.

3. Another Tariff Law was introduced in 1891, which established the specific duties on all imports and on certain exports and this lasted till the end of the Spanish rule in the Philippines.

B. The American Regime

When the Americans came to the Philippines, the Military Government continued to enforce the Spanish Tariff Code of 1891, which remained in effect until the Philippine Commission enacted the Tariff Revision Law of 1901.

On October 24, 1900, the Philippine Commission passed Act No. 33 abolishing and changing the position of Captain of the Port to Collector of Customs in all ports of entry except the Port of Manila. The designation of the Captain of the Port in the Port of Manila was retained.

When the Civil Government was established in the Philippines, the most important laws passed be the Philippine Commission were the following:

1. Tariff Revision Law of 1902 based on the theory that the laws of Spain were not as comprehensive as the American Customs Laws to conform with the existing conditions of the country.

2. *Philippine Administrative Act No. 355 passed by the Philippine Commission on February 6, 1902. The full implementation of this Act, however, was considered inadequate and incomplete, so the Customs Service Act No. 355, called the* Philippine Customs Service Act *was passed to amend the previous laws. After several modifications and amendments, the Philippine Customs Service finally became a practical counterpart of the American Customs Service.*

3.Act No. 357 reorganized the Philippine Customs Service and officially designated the Insular Collector as Collector of Customs for the Port of Manila.

4. Act No. 625 abolished the Captain of the Port for the Port of Manila.

5. Public Act No. 430 transformed the Philippine Customs Service to a Bureau of Customs and Immigration under the su-

pervision and control of the Department of Finance and Justice.

When the Department of Justice became a separate office from the Department of Finance, the Customs Service remained under the umbrella of the latter which set-up remained up to this time.

C. The Commonwealth Government

After the Commonwealth Government was established in the country, the Philippine Legislature enacted Commonwealth Act No. 613 forming the Bureau of Immigration as a separate office from the Bureau of Customs.

On May 1, 1947, the Bureau of Customs has as its head the Insular Collector of Customs. He was assisted by the Deputy Insular Collector of Customs. Both officials were concurrently Collector of Customs and the Deputy Collector of Customs of the Port of Manila.

D. The Republic

Pursuant to the Executive Order No. 94 of Republic Act No. 52, the President of the Philippine reorganized the different departments, bureaus, offices and agencies of the government of the Republic of the Philippines. Consequently, the Insular Collector of Customs was changed to Collector of Customs was changed to Collector of Customs for the Port of Manila. The reorganization took effect on July 1, 1947.

In 1957, Congress enacted the Tariff and Customs Code of the Philippines known as Republic Act No. 1937, otherwise known as the "Tariff Law of the Republic of the Philippines". This took effect on July 1, 1957. The passage of this act by the defunct Congress of the Philippines subject to the provisions of the Laurel-Langley Agreement, became the first official expression of an authonomous Philippine Tariff Policy.

Before the passage of Republic Act No. 1937, all importations from the United Stated enjoyed full exemptions pursuant to the Tariff Act No. 1902 which was adopted by Republic Act No. 3 as the Tariff Laws of the Philippines.

E. The Reorganization of the Bureau of Customs

On February 4, 1965, the Bureau of Customs was reorganized pursuant to Customs Administrative Order No. 4-65 by authority of Sec. 550 and 551 of the Revised Administrative Code of Republic Act 4164. During the reorganization, offices under the direct supervision and control of the Commissioner were elevated to Department Level with ranks higher than Division Level. These Departments were the following: Public Relations, Personnel, Legal, Administrative Service, Budget and Finance, and the Management Improvement. Likewise, three (3) ranking Customs positions were created, namely: Assistant Commissioner for Revenue, Assistant Commissioner for Security, and Director for Operations.

Later, Customs Administrative Order No. 4065 was amended abolishing the position of Assistant Commissioner for Security and creating the position of Director for Administration.

In 1972, Congress passed the law revising the Tariff and Customs Code of the Philippines. However, before it can be implemented, the President of the Republic of the Philippines issued Proclamation No. 1081 on September 21, 1972 declaring Martial Law in the country.

On October 27, 1972, President Ferdinand E. Marcos signed Presidential Decree No. 34 amending the Tariff and Customs Code of the Philippines. The new Code took effect on November 26, 1972 except for Section 104 thereof which became effective only on January 1, 1973.

Another reorganization of the Bureau of Customs took effect on September 24, 1972, pursuant to Presidential Decree No. 1 creating six (6) Customs Services under the Office of the Commissioner and creating jurisdictional limits of twelve (12) collection districts with the Principal Ports and Sub-ports of entry under the supervision and control of the Collector of the Principal Port of Entry.

As a result of this reorganization, the designation of heads of different services were called Customs Service Chiefs, and heads of offices with rank of division were designated Customs Operations Chiefs and the Head of the National Customs Police as Director. It was in this reorganizational setup that the Directors for Administration and Operations, and the Assistant Commissioner for Revenue were abolished.

In 1975, the Bureau undertook another reorganization under Presidential Decree No. 689 and the result is what you see now in the Organization Chart, except for some slight changes and modifications.

On June 11, 1978, the Tariff and Customs Code was further amended, modified and supplemented by new positions to make it a responsive code in keeping with the developmental programs of the New Society. The new Code was embodied in Presidential Decree No. 1464.

With the accession of the Philippines to the Customs Co-Operation Council (CCC), the Tariff and Customs Code has to be revised anew in order to align our tariff system with the CCC. Nomenclature,

and the result is the presently enforced Tariff and Customs Code of 1982, revised by virtue of Executive Order No. 688. This new Code also assimilated various amendments to the Customs Code under P.D. 1628 and 1980 as well as reprints of the tariff concessions under the General Agreement on Tariff Multilateral Agreement Negotiations as provided in Executive Order No. 578, series of 1980, and the tariff concessions granted to ASEAN member countries as embodied in various Executive Orders from 1978 to 1981.

The last major reorganization of the Bureau took place in 1986 after the EDSA Revolution with the issuance of Executive Order No. 127 which expanded the organization umbrella of the Central Office by providing offices that will monitor and coordinate assessment and operations of the Bureau and provided for a staff of about 5,500 customs personnel.

The implementation of the computerization program also necessitated the creation of a new Group to ensure its continuous development and progress. The creation of the Management Information System and Technology Group (MISTG) under a new Deputy Commissioner with 92 positions was authorized under Executive Order NO. 463 dated January 9, 1998. The Insular Collectors of the Port of Manila (1902-1946) and the Commissioners (1947-present)

Commissioners (1902-present)

1902 – 1916	MORGAN ANHISTER
1916 – 1918	J.S. STANLEY
1918 – 1937	VICENTE ALDENESE
1937 – 1945	GUILLERMO GOMEZ
1945 – 1946	MELENCIO FABROS
1947 – 1950	ALFREDO DE LEON
1950 – 1954	ALFREDO V. JACINTO
1954 – 1955	JAIME VELASQUEZ
1955 – 1957	MANUEL P. MANAHAN
1957 – 1960	ELEUTERIO CAPARAS
1960 – 1960	TIMOTEO Y. ASERON
1960 – 1961	ELEUTERIO CAPARAS
1960 – 1961	ROLANDO G. GEOTINA
1962 – 1962	CESAR C. CLIMACO
1962 – 1963	NORBERTO ROMUALDEZ
1963 – 1964	RODRIGO D. PEREZ, JR.
1964 – 1964	JOSE D. LINGAD
1964 – 1965	ALFREDO D. DE JOYA
1965 – 1965	PABLO C. MARIANO
1965 – 1966	JACINTO T. GAVINO
1965 – 1968	JUAN PONCE ENRILE
1968 – 1975	ROLANDO G. GEOTINA
1975 – 1977	ALFREDO PIO DE RODA, JR.
1977 – 1986	RAMON J. FAROLAN
1986 – 1987	WIGBERTO F. TANADA
1987 – 1987	ALEXANDER A. PADILLA
1987 – 1991	SALVADOR M. MISON
1991 – 1992	TOMAS V. APACIBLE
1992 – 1998	GUILLERMO L. PARAYNO, JR.
1998 – 1998	PEDRO C. MENDOZA, JR.
1998 – 1999	NELSON A. TAN
1999 – Present	RENATO A. AMPIL

A look at the Department of Labor and Employment

THE Department of Labor and Employment (DOLE) started as a small bureau in 1908. It became a department on December 8, 1933 with the passage of Act 4121. In 1978, it became a Ministry, and was expanded into the Ministry of Labor and Employment in 1980. In 1986, it was again made a Department. More recent legislation gave the DOLE, through its NWPC, authority to determine wages on regional basis aside from its mandated function to formulate policies, implement programs and serve as the policy coordinating arm of the Executive Branch in the field of labor and employment.

Vision/Objectives

The DOLE envisions and directs all its efforts, towards the liberation of the Filipino worker, from exploitation and adverse conditions of work and poverty.

The DOLE's mission of improving the lot of Filipino workers is based on the national goals of social justice and equity.

Its ultimate objective is to protect, empower, and improve workers' capability to contribute to the development.

Under the present Arroyo administration, the DOLE will continue to put premium on assisting displaced and vulnerable workers.

Specifically, the DOLE shall prioritize the following: Promotion of labor based programs as job alternatives. Further strengthening of the Public Employment Service Offices, Enhancement of the PHIL-Jobnet to hasten matching of jobs and applicants, Intensify settlement and disposition of cases to attain zero backlog. Strict labor standard enforcement and work productivity enhancement and stronger pre-departure training for OFWs and install additional safety nets for returning migrants.

Mission

The Department shall promote social justice and protect human rights and respect for human dignity through the ensurance of workers' protection and welfare, promotion of full employment and manpower development, the maintenance of industrial peace, and enhancement of workers' participation in policy making.

To carry out its mission, the DOLE pursues three main programs areas:

-The promotion of gainful employment opportunities and the optimization of the development and utilization of the country's manpower resources;

-The advancement of workers welfare by providing for just and humane working conditions and terms of employment; and

-The maintenance of industrial peace by promoting harmonious, equitable and stable employment relations that assure equal protection for the rights of all concerned parties.

Structure

The DOLE is composed of the Office of the Secretary, headed by Patricia Sto. Tomas, which is supported by three undersecretaries and three assistant secretaries. It has six bureaus namely; Bureau of Labor Relations, Bureau of Local Employment, Bureau of Working Conditions, Bureau of Rural Workers, Bureau of Labor and Employment Statistics and Bureau of Women and Young Workers, seven services such as Administrative Service, Financial Management Service, Planning Service, Information and Publication Service, Legal Service and International Labor Affairs Service, including 11 attached agencies and 26 Philippine Overseas Labor Offices (POLOs).

DOLE 2001 in Retrospect

More workers found employment than those who lost their jobs during the year 2001, according to the Department of Labor and Employment (DOLE).

Data from the DOLE's Bureau of Local Employment (BLE) indicated that 230,535 workers were placed in local jobs in the first six months of 2001.

In addition, the Philippine Overseas Employment Administration (POEA) data showed that a total of 538,509 overseas Filipino workers (OFWs) were deployed in the first 7 months of the past year.

These figures indicated that employment picture remains robust amidst layoffs and retrenchments, the DOLE noted.

About 41,785 workers were laid off or retrenched from January to September 2001. Another 37,239 workers were temporarily laid off or placed on job rotation.

BLE data also showed that there were more vacancies than placements made during the same period. Vacancies solicited reached 313,519 while workers referred to these vacancies totaled 308,535.

The figures could mean that workers still lacked the proper skills to fill up all vacancies, DOLE said adding that only 230,535 workers were qualified and placed.

DOLE also noted that its regional offices have set up quick reaction teams (QRT) to assist displaced workers including those who were about to be displaced to mitigate the impact of displacements to the individual worker and the economy.

Assistance included the retraining and retooling of the displaced workers for new jobs and the DOLE is continuing to solicit job vacancies and provide employment facilitation services to help the affected workers find new job opportunities.

Livelihood assistance, on the other hand, is also being extended to enable the displaced start micro enterprises.

PRIORITY PROJECTS OF DPWH-NCR

DESPITE the successful implementation of rehabilitation projects being undertaken by the Department of Public Works and Highwaysin the National Capital Region, newly installed NCR Regional Director Antonio A. Sta. Elena changed gear and focused on the immediate completion of the Kalahi projects of Preisident Arroyo to develop depressed areas in Metro Manila.

In response to the sincere effort of President Arroyo, Sta. Elena has conceptualized the renovation of the 15 kilometers Access Road otherwise known as the Gravel Pit Road Package III from Litex in Quezon City to Rodriguez town in Rizal.

The said renovation project will also benefited the Metro Manila Development Authority (MMDA) as their official trajectory in disposing solid wastes from Metro Manila.

The project will also concentrate on the immediate completion of the Litex in Quezon City-Rodriguez town in Rizal – the official use of MMDA Solid Wastes Disposal Facilities.

Assisted by the Armed Forces of the Philippines' 51st Engineering Brigade led by a certain Col. Bravo, the former Virgin forest was levelled down to as another access road.

The estimated project cost is pegged at P136 million with P21 million as partial renovation cost for the National Capital Region. The contract was awarded to Toledo Construction Company.

Another project is the access road to Ninoy Aquino International Airport (NAIA) Terminal III in Pasay City – the Sales and Andrew Ave.Streets.

The DPWH Task Force on Relocation headed by Engr. Patrick Gatan was able to displace the 97 squatter families who are the main cause of delay in the widening project.

Sta. Elena noted that the road will be widened from four to six lanes so to accommodate heavy trucks and other international transportation facilities with international standard.

The region is also working for the immediate representation of the Maynilad Waterworks Systems Inc. (MWSI) regarding the 418 leaks in Metro Manila road.



Sec. Datumanong during his surprised visit in one of the multi-million projects in Quezon City.

Likewise, the premier region has been consistently conducting assistance in terms of services and government equipment on all Kalahi activities to uplift the status of communities in Metro Manila.

Sta. Elena has already instructed the seven District Engineering Offices to assist the Kalahi activities in their respective areas of responsibilities.

War against poverty
From Page 7

century, pagnenegosyo upang dumami ang trabaho, not a pitiless free-for-all but free enterprise with a social conscience.

The second component is modernized agricultural sector founded on social equity, palalaguin ang kita at ani ng maraming tagabukid.

The third component is a social bias toward the disadvantaged to balance our guiding economic development plan, pagkalinga sa mga bahagi ng lipunan na naiiwan ng kaunlaran.

And the fourth component is to raise the moral standards of government and society, moralidad sa gobyerno at lipunan bilang saligan ng tunay na kaunlaran.

Pagnenegosyo, pagpapaunlad ng agrikultura, kalinga sa nagigipit na sector, at moralidad sa gobyerno at lipunan – ito ang mga sandata natin sa digmaang-bayan laban sa kahirapan.

I have therefore organized my interpretation of the state-of-the nation along these four components of our anti-poverty ideology.

1.The first is an economic philosophy for the 21st century, the way to fight poverty is to create jobs, not destroy them.

To create jobs, we will attract investments. To attract investments, we will attend to macro measures and concerns.

In addressing macro concerns, we will focus on long-term structural issues. We started with the reform of the power sector, and I congratulate those of you who were in the previous Congress for this accomplishment. Now, we will focus on infrastructure, productivity and the saving rate.

In providing infrastructure we will harness the private sector via the build-operate-and-transfer law. Our priorities include telecommunications facilities for high-speed connectivity at low cost. Roads to target tourist destinations, infrastructure for the modernization of agriculture, light rail mass transit to address the traffic problem in the national capital region, and commuter and transport systems towards Subic-Clark and Calabarzon to decongest Manila.

We will minimize bottlenecks to productivity, such as the high cost of power, deterrents to investments in agriculture overly confrontational and local government levels.

To reduce the cost of power, we will begin implementing the power sector reform law.



President Arroyo is being interviewed in public pertaining to the distribution of land titles to hundreds of squatter families in Baseco Compound, Port Area.

To reduce unnecessary labor-management friction, we will go the extra mile to maintain industrial peace, and we will work with labor and business to retrain workers for the fast-changing technologies of the new economy.

To reduce corruption in the executive branch, Cabinet secretaries will have to deliver tangible results within twelve months in fighting graft. Our new procurement program will save billions and minimize anomalies. I gave the re-inforced presidential antigraft added teeth to investigate and prosecute moto propio corrupt in high places. And we will make the BIR and Customs showcases in this fight against graft and corruption.

To reduce corruption among elective officials, we will help honest people get elected by financing the full computerization of elections. We have released P2 billion of the 3.4 needed for computerization. I ask Congress to add another P50 million in the 2002 budget. Let us make the polls of May 14, the last national elections that use primitive methods of voter identification and ballot tabulation.

To reduce red tape in the national government, within 12 months, all government agencies will implement measure to cut in half the number of signatures required for their service, housing permits shall only need 45 approvals, instead of 188. If legislation is required to effect this efficiency, the agencies concerned will draft appropriate bills for my endorsement to Congress.

I congratulate the L.T.O for issuing licenses in half an hour, I congratulate the N.B.I. for issuing clearance in one day.

I ask our local governments likewise to streamline their operations and slash red tape. There must be continuity between national and local governments in their efforts to be investor-friendly.

We will address issues related to the savings rate, so that the cost of domestic capital can be reduced. These issues are tied up with the strength of the financial and fiscal sectors.

With regard to the financial sector, I ask Congress to amend the BSP charter and the banking act to improve supervision and promote financial prudence. These amendments should take us out of the money laundering list.

We adhere to a freely convertible peso and market exchange rates. However, we support the Central Bank's measures to cure speculation.

To those speculating against the peso, I have only this to say: Have you no pity for the common people, no love for your country?

Instead of speculating, let us further strengthen the financial sector. We will innovative policies to develop our capital market. We will set up a secondary housing mortgage market by the end of 2002, an asset management company and, and a provident fund for overseas Filipinos, we will simplify and clarify the system of

incentives, we will interpret investment laws in favor of the investor.

I ask Congress to enact laws on capital market reform such as the personal equity retirement act, the investment company act, the securitization act, and amendments to the securities regulation code.

With regard to the fiscal sector, we will control the budget deficit by collecting taxes vigorously and spending public money prudently, for the longer term, I ask Congress to enact a law providing for a gross income tax.

Alisin na natin ang mga tax deduction na nagiging sanhi lamang ng katakuttakot na corruption.

The strength of the financial and fiscal sectors partly lies in how we use realities in the global and regional environment to our benefit. Thus, we will enhance our relations with the United States, whose economic and military power continues to make it an important factor in the affairs of the region and the nation . We will also strengthen bilateral economic and political relations with Japan, our biggest source of development assistance and a major trading partner, and more and more. We will design foreign policy and foreign trade policy in the context of Asean. And I ask Congress to enact a law giving overseas Filipinos, who continue to play a critical role in the country's economic and social stability, the right to vote.

Preparing our growth sectors of the future enables us to tap the opportunities of the 21st century.

We will promote fast-growing industries where high value jobs are most plentiful. One of them is information and communications technology or I.C.T. Our English literacy, our aptitude and skills give us a competitive edge in I.C.T. Filipino workers are ranked No. 1 in the field, No. 1 among knowledge workers. Analysts point to two developing countries as the likely world centers for software development and data management in this decade. India and the Philippines. We will live up to that forecast.

As a first step, let us declare that technology is the foundation of future economic development as China did in 1998. I.C.T. will jump start our old stalling economy and make it leapfrog into the new economy.

High-speed connectivity at low cost will increase the use of I.C.T. It is also the way for Smart and Globe to properly interconnect. Then we will finally hear the last of those annoying words, "network busy

Our rules will promote rather than regulate I.C.T. In turn, I ask cellular phone companies to stop charging on dropped calls.

I ask Congress to enact laws to address Internet privacy and security, allow for multimedia convergence, and create a department of telecommunications and information technology.

To prepare our youth to be the next generation of knowledge workers, we will upgrade and science teaching in basic education.

We will take a hard look at education and ask: Is it preparing hr youth for the job of the new economy? Or is it just keeping them off the streets until they are thrown there jobless after graduation? If they finish school at all.

To increase the chances of Filipino children finishing school, we will minimize the cost of going to school. When we stopped the collection of miscellaneous fees last enrollment day, 900,000 more students enrolled than anticipated. To reduce the time and money spent to actually travel to school, I want a schoolbuilding in every barangay by 2004.

To improve the quality of education, as required by the new economy, we will increase the number of textbooks per student as well as the quality of instruction. This year all public school students will have textbooks for priority subjects in grades one to four and in the first and second years of high school. And they will have better pay and therefore better motivated teaching because sound fiscal management enabled us to provide a supplemental budget to increase the teacher's pay without increasing our deficit.

Aside form I.C.T., we also have the competitive edge in tourism in the natural wonders of our country and the natural warmth of our people. We will provide the roads to those wonders and the means to take the tourists there. Thus, we will continue liberalizing the airline industry.

II. The second component of our national agenda to fight poverty is the Modernization of agriculture founded on social equity.

Nasa bukid ang nakararaming maralita, kaya pagyayamanin natin ang pagsasaka at pangingisda.

There can be a million new jobs in agriculture and fisheries, within the year.



Manila Mayor Lito Atienza confers with NCR Director Antonio Sta. Elena during his visit at Baseco Compound, 2nd Street, Port, Area , Manila.

The Department of Agriculture shall begin to implement the program to generate them. We will approach this with a sense of urgency. I don't want to one million new jobs to come in the long term. I want a timetable. I want to identify accountabilities. I want milestones.

Hindi ito pangakong mapapako dahil naksalalay rito ang kabuhayan ng milyung-milyung maralitang Pilipino. Mga kababayan kong magsasaka, and inyong Pangulo mismo ang magbabantay sa kagalingan ninyo.

I will hold office at the Department of Agriculture, until we can demonstrate our first 100 day's accomplishments in agriculture, until we can see the million new jobs get off the ground, and until I can

ensure the short-term goals are in sync with the goals of the farmer groups and agribusiness.

Upang lumikha ng isang milyong trabahos sa kanayunan, tutuparin natin sa wakes ang Agricultural and Fisheries Modernization Act or AFMA. Taun-taon, hindi bababa sa dalawampung bilyong piso ang gagastusin upang palakas ang kit, ani at huli ng magsasaka at mangingisda. Kasama na rito ang mga sumusunod: anim na bilyong sa patubig; dalawang bilyon sa postharvest facilities; dalawang bilyon sa imfrastruktura; dalawang bilyon sa research and development.

There is money and there will be money, and the Department of Agriculture shall demonstrate its capacity to use these funds.

Sa anim na bilyongpiso sa patubig sat dalawang bilyon sa post-harvest mula Aparri hanggang Jolo, makakalikha tayo ng walundaang libong trabaho . Sa pagbukas ng dalawang libong ektarya ng bagong lupang magsasaka, makakalikha ito ng dalawang daang libong trabaho. Sa ganitong paraan, malilikha ang isang milyong bagong trabaho sa kanayunan.

Ngunit dapat tiyaking ng D.A. ang merkado ng produksyon ng mga baong magta-trabaho sa agrikultura at pangingisda, pati rin sa kasalukuyang magsasaka at mangingisda.

Para sa kaginhawaang ng taumbayan, dapt hindi nagkukulang ang bigas, Sabi ng AFMA ay sikapin natin magkaroon ng rice self-sufficiency. We will remove the monompoly of N.F.A so that if a shortage seems likely, we will allow the private sector to import rice, basta magbayad sila ng Customs duties. Gagamitin naman ang binayarang buwis para sa modernisasyon ng rice production.

Murang bigas at masaganag magsasaka – ito ang hangad natin parasa masa.

Mas malaki pa ang matutulong ng gobyerno sa mga magsasaka ng niyog oras na maresolba ang kaso ng coconut levy ng pabor sa gobyerno. Kapag mangyarito, gagamitin ang pondo para sa mondernisasyon ng mga niyugan . Pinawalang bias ko ang kautusan sa co levy mula sa dating administrasyon upang hindi madehado ang magsasaka. Hindi tayo hihinto habing hindi nakikinabang ang magsasaka ng niyog sa Coco Levy Fund.

To fight poverty, agricultural modernization will be socially equitable. We shall redeem in earnest the promise of land reform, a commitment that spans several presidents. Isa pa ito pangakong



Sec. Datumanong is welcome by his field engineers during his projects inspection in Central Mindanao.

hindi dapat mapako.

Bawat taon, mamahagi ang gobyerno ng dalawang libong ektarya para sa reporma sa lupa: 100,000 of private private land and 100,000 of public land, including 100 ancestral domain titles for indigenious peoples.

We will bring our war against poverty to rural Mindanao, especially the areas most affected by the past conflicts. We have helped more than half of the 27,000 evacuee families return to their farms and rehabilitate their homes. The rest will go back home this year. In the next 12 months, we will spend P500 million from the OPEC Fund for community projects in their areas.

If the long-delayed Malmar Irrigation Dam is not completed by September, I will transfer the construction to the Army Engineering Brigade. I want this dam to be completed at last because it will irrigate 3,000 hectares immediately with another 10,000 follow next year.

We will make Mindanao our Gateway to ASEAN by putting back on track the East Asean Growth Area.

Inshala, mahimo tinu-od ang saad sa Mindanao ubos sa akong administrasyon.

III. The third component of our national agenda is a social bias to balance economic development

This social bias consists in immediate measure for the poor as well as improving and ensuring the quality of life of the masses.

Bukod sa magbubukid, maralitang tagalungsod ang malaking sector na kailang ang dagliang tulong.

Upang agad silang matulungan, naibibigay ang ating administrasyon ang karapating bumili ng lupang tinitirahan sa mahigit walumpung libong pamilyang maralita . And we will work double time to give security of land tenure to 150,000 urban poor families every year.Saandaang at limampung libong pamilya taun-taon ang magkakaroon ng sariling tirahan. Ginagawa ko ito dahil ayokong Makita ang Pilipinong squatter sa sariling bayan.

Dapat din tugunan ang karaingan ng madla sa mahal na bilihin at kulang na sahod. Umaasa akong magpapsya ang Kongreso o Wage Board sa nararapat na suweldo. Pansamantal, nanawaagan ako sa mga negosyanteng may kakayahan: magbigay na agd kayo ng emergency cost of living allowance. Maarin naman itong ikredit kapag may sahod o allowance mula sa batas o Wage board.

Sa kabilang dako, kumikilos ang gobyerno upang mapigilan ang pagtaas ng presyo ng mga pangunahing pangangailangan ng mangagawa. Binabantayan ang presyo ng langis, at nagpapasalamat ako na bumababa ito noong Biyernes. Pinagsisikap din ng gobyernong huwag itaas ang pasahe, lalo na ng LRT.

Dahil sa presyo ng bigas ay napakaimportante sa mga mangagawa, magpasada tayo ng sanlibong rolling stores.

Bababa din ang presyo ng gamot. Sa loob ng isang taon hahatiin natin ang presyo ng mga gamut na madalas. Sa loob ng isang taon hahatiin natin ang presyo ng mga gamut na madalas bilhin ng madla.

Upang maiwasan ang malaking gastos sa pagpapagamot, itong taon, ilalahok sa National Health Insurance ang kalahating milyong maralitang tagalungsod. Sa ganitong paraan, ang insurance ang magbabayad ng





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Department of Trade and Industry
NATIONAL CAPITAL REGION
Makati, Metro Manila

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EDGARDO S. LIMCUMPAO

which will expire on ~~JANUARY 17, 2007~~ ***, in accordance with the provisions of Act No. 3883 of the Philippine Legislature approved on November 14, 1931, as amended by Act. No. 4147, approved November 28, 1934, and Republic Act No. 863, approved June 16, 1953, and in compliance with the rules and regulations prescribed by the Department of Trade and Industry.***

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DEPARTMENT OF
TRADE & INDUSTRY
PHILIPPINES

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the seal of the DEPARTMENT OF TRADE & INDUSTRY to be affixed at Makati, Metro Manila, Philippines, this 17TH ***day of*** JANUARY ***, in the year of our Lord,*** ~~2002~~

LUWINA S. ENECIO
Director, DTI-NCR



CENSE TO ENGAGE IN ANY KIND OF BUSINESS,
(E BUSINESS ADDRESS INDICATED HEREIN)

ORIGINAL



The Quintos Bridge along A.B. Fernandez, Dagupan City, the Flagship project of the Arroyo Administration, connecting the major towns and adjacent municipalities in Northern Luzon was completed during the tenure of DPWH Simeon A.,Datumanong. The P114 million rehabilitation projects pushed through with the combined efforts of Speaker Jose D. Venecia, DPWH Undersecretary Edmundo V. Mir, Bureau of Construction Director Clarita Bandonillo and DPWH Region I Director Josefino N. Rigor. (Photos by Pete Lucena, DPWH-PID)

JAPAN
Official Development Assistance



THE EDSA-QUEZON AVENUE INTERCHANGE PROJECT

IMPLEMENTING OFFICE

Urban Roads Project Office (URPO)
Project Management Office
Department of Public Works and Highways

FUNDING SOURCE:

JAPAN BANK FOR INTERNATIONAL COOPERATION (JBIC)

THE GOVERNMENT OF THE PHILIPPINES

CONTRACTORS:

William Uy Construction Company (WUCC)

J.H. Pajara Construction Company (JHPCC)

Philippine National Construction Corporation (PNCC)

JOINT VENTURE

CONSULTANTS:

Katahira and Engineers International

In association with

Proconsult, Inc.

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