Planes, Trains and Automobiles
Impact of the Government’s Infrastructure Policy on Real Estate
The daily cost of traffic congestion in the Philippines is estimated at PHP2.4 billion and could go up to PHP6 billion a day by 2030 if infrastructure deficiency remains unresolved.

To improve the quality of infrastructure in the country, President Duterte ordered the streamlining of the approval process for infrastructure projects, particularly those under the public-private partnership (PPP) scheme; and ramping up of infrastructure spending equivalent to about 5% to 6% of the country’s gross domestic product (GDP).

The implementation of infrastructure projects nationwide should provide access to properties that could be redeveloped into mixed commercial, residential, hotel/leisure and industrial estates. The infrastructure plans of the current administration will dictate the direction of real estate developments beyond the term of President Duterte. Consequently, we recommend that developers take advantage of the increased infrastructure spending by:

- Strategic landbanking in areas outside of Metro Manila as spending on infrastructure will enable decentralization from the urban core to the provinces around Metro Manila.
- Expansion of mixed-use developments outside Metro Manila as these offer better value proposition than standalone developments.
- Project differentiation as the market becomes increasingly competitive and consumers are becoming more discerning.
- Development of facilities for meetings, incentives, conferences, and events (MICE) and leisure in provincial hubs given the upgrading of international airports in Visayas and Mindanao.
- Expansion of industrial hubs given the resurgence of the manufacturing sector. Aside from the traditional locations in Cavite, Laguna and Batangas, alternative locations would include Bataan, Bulacan, Tarlac, Pangasinan and La Union in Luzon; Cebu in Visayas; and Davao in Mindanao.

### How the Philippines compares

<table>
<thead>
<tr>
<th>Country</th>
<th>Infrastructure Spending as % of GDP (2011-2014)</th>
<th>Overall Infrastructure Ranking, 2015 (out of 140 countries)</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>9.5</td>
<td>51</td>
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<tr>
<td>Vietnam</td>
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<td>Philippines</td>
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</tbody>
</table>

Sources: World Economic Forum; Respective economies’ statistical agencies
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President Rodrigo Duterte was catapulted to power by a nation hoping that economic growth will be spread across all regions. But fulfilling the president’s commitment to achieve inclusive growth is threatened by a poor infrastructure network brought about by decades of neglect and underspending.

Colliers anticipates developers to be more aggressive in pursuing projects outside Metro Manila as access will be significantly enhanced. The government’s thrust to intensify infrastructure development bodes well for the long-term growth of the economy and this should trickle down to various sectors including real estate. But for private developers to fully reap the benefits of increased spending, the government must ensure that institutional reforms that would support higher infrastructure outlay are also in place. These include the full implementation of the recently-enacted Right-of-Way (ROW) act; introduction of amendments to the current Build-Operate-Transfer (BOT) law; easing of foreign ownership restrictions in key economic sectors; and streamlining of bureaucracy to improve the government agencies’ capacity to implement projects. The government must also ensure that it honors contracts it enters into with the private sector, so as not to discourage investors from taking part in the country’s massive infrastructure development program.

Planes: Impact of Airports

Among the PPP projects that the Duterte administration committed to prioritize are PHP108 billion worth of contracts to develop, operate, and maintain regional airports in Bohol, Cagayan de Oro, Davao, Bacolod, and Iloilo. Colliers is optimistic that the expansion of the five airports, complemented by the construction and rehabilitation of access roads, would ensure ease of travel to key tourist destinations and township developments in Visayas and Mindanao. With upgraded airports, foreign tourists will no longer have to pass through the overloaded Ninoy Aquino International

impact on the hotel and leisure sectors. It should also boost the provinces’ potential as key destinations for meetings, incentives, conferences, and events (MICE). Cebu and Iloilo are poised to become major MICE destinations outside of Metro Manila, having hosted major international events in the past few years, including APEC ministerial meetings in 2015. Meanwhile, Davao’s travel and accommodations industry has been experiencing an uptick in hotel occupancy and rates since former Mayor Duterte assumed office. Over the past few months, the city hosted a number of national conferences that involved heads of national agencies and large businesses in the country. Colliers believes that Davao will remain an attractive location for tourists and business travelers even after the current president’s term due to spillover effects of increased infrastructure spending and renewed investor interest.

**Philippine infrastructure allotment, 2011-2017**

*Proposed allotment
Source: Department of Budget & Management
Colliers sees the Duterte administration’s thrust to pursue the implementation of airport PPPs a positive development for a major job-creating sector like tourism. Sufficient infrastructure plays a vital role in attracting both local and foreign tourists. The development of airports is a crucial step in ensuring that the Philippines has adequate infrastructure to absorb the targeted 12 million foreign tourists by 2022, which would then provide the impetus for developers to build more hotels, residential condominiums and other accommodation facilities, as well as entertainment facilities such as integrated resorts and casinos. Colliers sees more established international brands developing hotels in resort destinations over the medium-term. Last year, tourist arrivals in the country reached a record 5.4 million. Despite reaching new highs, the Philippines still lags behind neighboring Thailand (30 million), Malaysia (26 million), Singapore (12 million), Indonesia (10 million) and Vietnam (8 million). The country’s dilapidated airports and unpaved roads were a major impediment in attracting more foreign visitors.

In Metro Manila, the improved access to three airport terminals should be a positive for the casino-hotels in the Manila Bay area. At present, there are about 4,500 hotel rooms in the area and Colliers sees the figure rising to an estimated 9,600 by end-2020. Upcoming hotel supply in the Manila Bay area accounts for more than half of the aggregate number of hotel rooms that will be completed in Metro Manila over the next four years. Aside from the completion of the second section of NAIA Expressway Phase 2 and Southwest Integrated Terminal, the hotel and leisure sector in Manila Bay will directly benefit from the planned upgrading of NAIA. The proposed project will enable the international airport to handle more foreign and domestic tourists which bodes well for casino-hotel developments in the area. The government projects about six million foreign tourists this year. Given that 70% of visitors come through NAIA, the Manila Bay area could capture a significant market share of international tourists. Among the major developers that will benefit from improved transport connectivity and expanded airport capacity are Melco Crown Philippines, Okura Hotels and Resorts, Tiger Resort, Bloomberg, and SM Prime.

### Trains: Impact of Railways

The expansion of Metro Manila’s railway system should unlock underutilized areas for township developments. Ayala’s Vertis North in the northern part of Metro Manila will benefit from the Metro Rail Transit Line 7 (MRT-7) as it is directly connected to the project’s North Avenue station. Vertis North will house three BPO towers with a combined NUA of about 140,000 sq m slated for completion in 2017 and 2018. The infrastructure project will improve the future business hub’s accessibility to the estimated 60,000 college graduates each year from Quezon City, Caloocan and Bulacan. Outlook for the leisure segment in the area is also bullish given the proposed development of a 440-room Seda Hotel, the biggest to be built in the country under the Seda brand. Enrique Razon-led Bloombery Resorts, the operator of Solaire, will also build a casino-hotel in the area that aims to capture the mass-gaming market of Northern Metro Manila and Central Luzon.

MRT-7 will also benefit the 98-hectare Altaraza project, Ayala’s first masterplanned township in San Jose del Monte in Bulacan. The development of the San Jose del Monte station provides opportunities for residential developments within the municipality and its environs. Areas around MRT 7’s stations in Quirino, Mindanao Avenue, Regalado and Don Antonio are feasible locations for residential projects and smaller retail formats. Meanwhile, nodes around the seven stations of Light Rail Transit 6 (LRT-6), namely Niyog, Tirona, Imus, Daang Hari, Salitran, Congressional Avenue and Governor’s Drive in Cavite will become viable locations for new residential and retail projects. Colliers encourages developers to look at these sites as these are feasible locations for mixed-use residential and retail developments.

The construction of the Southern Luzon line of the North-South railway project and the planned revival of a rail cargo line from Manila to Laguna should play a vital role in funneling major manufacturing investments to the Cavite-Laguna-Batangas corridor. The Cavite-Laguna-Batangas area remains as the Philippines’ major industrial hub with the provinces’ manufacturing output accounting for half of the Cavite-Laguna-Batangas-Rizal-Quezon (CALABARZON) region’s GDP and close to 40% of the country’s annual manufacturing output. Manufacturing investors are drawn to the CALABARZON region because of its high labor productivity (ratio of gross regional output to corresponding employment).
which indicates that it has enough skilled manpower to handle higher-value manufacturing such as electronics. Aside from Japanese and Chinese investors’ decision to transfer manufacturing operations to the Philippines from China, the CALABARZON region will also benefit from the growing interest among Taipei-based manufacturing firms to put up facilities in the country.

The proposed Southern Luzon line of the North-South Railway Project will cover Calamba in Laguna; Batangas City in Batangas; and Matnog, Sorsogon and Legazpi, Albay in the Bicol region. The railway project is envisioned as the primary rail backbone that would connect the country’s capital to the underserved areas in Southern Luzon, particularly the Bicol region.

Meanwhile, the PHP10 billion rail cargo project will initially connect the Manila port and an inland container terminal facility in Calamba, Laguna. MRAIL, the railway subsidiary of Manila Electric Co. (Meralco), is planning to extend the rail cargo line to Clark and Subic in the north and to Batangas in the south. The company is still waiting for the transportation department’s approval but we are optimistic that the project will be given the green light as it is in line with the current administration’s objective of pursuing rail projects throughout the country.

Colliers believes that the two projects will further fuel the revival of industrial park development in the south, particularly in the areas of Sto. Tomas, Malvar and Tanauan in Batangas.

The completion of the 82-km Clark railway project, along with the Northern Luzon sections of the MRAIL-proposed rail cargo should enable Central Luzon to capture more investments in terms of food manufacturing, chemical products, and non-metallic products. The demand for these will partly be driven by a growing consumer base and intensified private construction activities in Central and Northern Luzon. Both projects will directly benefit the 9,450-ha Clark Green City, which allots more than 300 ha for agro-industrial developments. Central Luzon, particularly the Clark-Subic corridor, also appears as a viable hub for automotive manufacturing while additional demand for industrial space that will come from low-end manufacturing activities will spillover to nearby Bataan and Bulacan. The projects should enable the region to corner a greater fraction of higher-value manufacturing investments such as electronics. Among the country’s 17 regions, Central Luzon is in the top quartile in terms of labor productivity and its ranking should improve given the completion of key infrastructure projects.

Visayas and Mindanao won’t be left behind in terms of industrial activities given the planned development of Cebu and Mindanao railways and the modernization of the Davao Sasa Port. This integrated transportation network should unlock the Vis-Min areas’ potential as agro-industrial hubs. The Davao Sasa Port Modernization program, for instance, will not only improve Mindanao’s trade access to neighboring countries such as Brunei, Indonesia, and Malaysia but will also support the development of Davao region’s agro-industrial sector. This should support the growth of agro-processing zones across the region and its neighboring provinces, propelling the demand for agro-industrial space and supporting logistics facilities.

The manufacturing sector has been experiencing resurgence and its growth will be sustained by improved infrastructure. Central bank data shows that much of the foreign investments that flowed in into the country for the first six months of the year was channeled into manufacturing. The sector also remains the biggest recipient of foreign investment pledges based on the latest report released by the country’s investment promotion agencies (IPAs).

Colliers expects the industrial sector to remain bullish and continue to be a major driver of the country’s economy. This will be supported by a strong manufacturing sub-segment which currently accounts for nearly a quarter of the country’s GDP. Manufacturing is a major job-generating segment of the economy and promoting it is a key pillar of the current administration’s economic agenda to generate more employment opportunities especially in the countryside.

Southwest Terminal of the Integrated Transport System (ITS) Under pre-construction as of September 2016

Source: Megawide Construction Corporation
Colliers sees the sustained flow of manufacturing investments into the country resulting in increased demand for industrial space in key locations such as Calamba, Laguna and Clark, Pampanga. We encourage property firms to develop industrial estates in alternative hubs where infrastructure support is accessible such as Batangas, Bataan, Bulacan, Tarlac, Pangasinan, Cebu and Davao to keep up with the projected exponential growth in manufacturing investments over the medium term.

**Automobiles: Impact of Roads**

According to a study released by the Japan International Cooperation Agency (JICA), the country loses about PHP2.4 billion daily due to traffic congestion. The aid agency added that if the traffic situation remains unresolved, the country could lose as much as PHP6 billion a day by 2030. Road projects play a major role in easing traffic in the country’s capital and improving the flow of people, goods, and services within Metro Manila’s major business districts.

The demand for office space in the metropolitan’s business hubs will be sustained by both BPO firms that prefer to locate in the country’s capital and knowledge process outsourcing (KPO) companies that offer higher-value outsourcing services such as software engineering, animation, and finance and accounting. The development of road infrastructure projects within Metro Manila will help connect the business centers of Makati, Pasay, Ortigas and Taguig. Colliers sees more outsourcing firms especially KPOs expanding in emerging CBDs such as Manila Bay area and Arca South in the near-term following the completion and expansion of road infrastructure projects near these CBDs. These locations are viable alternatives to the established business districts:

- A number of BPO and KPO locators are gravitating towards the Manila Bay area due to the tight office markets in other CBDs such as Makati and Ortigas; surging lease rates in Fort Bonifacio; and its proximity to the airport and skilled workforce from Cavite, Laguna and Parañaque. The ample supply of land in the area also enables developers to offer larger floor plates to outsourcing locators, enabling BPO companies to conveniently expand operations. These will be complemented by the development of major infrastructure projects under the government’s public-private partnership (PPP) program including the second section of NAIA Expressway Phase 2 and Southwest Integrated Transport Terminal Systems. As of end-2015, total office stock in the Bay area reached nearly 260,000 sq m of net useable area (NUA). Colliers projects this to rise to about 765,000 sq m by end-2020, making the Bay Area one of the fastest growing office sub-markets. Vacancy rate remains below 1%. Colliers expects vacancies to remain at current level over the next 12 months as strong take-up from outsourcing firms will temper the additional office space. Among the major office developers that will benefit from improved infrastructure in the emerging hub are SM Prime, Filinvest, Double Dragon and D.M. Wenceslao.

- Another major business district being planned south of Metro Manila is Ayala’s Arca South. The project will transform the former Food Terminal Incorporated (FTI) complex in Taguig City. The construction of South Intermodal Transport Terminal System will have a significant impact on the 74-ha mixed-use development. The business district will house six BPO towers and a Seda Hotel. The South terminal will connect these facilities to an estimated 200,000 daily commuters coming from key growth areas in Southern Luzon such as Laguna, Batangas, Quezon and Bicol. Outsourcing firms that will set up offices in the...
planned community are expected to tap into the labor pool in Laguna and Batangas which is estimated to produce about 28,000 college graduates annually with degrees in business administration, engineering, and information technology. Other infrastructure projects that will drive major office, retail and leisure developments around Metro Manila are the Bonifacio Global City (BGC)-Ortigas Link Bridge, Bus Rapid Transit (BRT) system and the 20-km Manila Subway. The three are among the Duterte administration’s priority projects and should improve connectivity between the major business districts in Makati, Taguig, and Ortigas. The projects’ completion should further raise the established CBDs’ attractiveness as outsourcing locations as they improve the mobility of employees. The BGC-Ortigas bridge, for instance, is expected to absorb up to 25% of EDSA’s (Metro Manila’s main thoroughfare) daily traffic volume.

Outside of Metro Manila, road projects are not only expected to spur the development of townships in Northern and Southern Luzon, but also provide employment opportunities to a large segment of the country’s population. Projects linking Metro Manila to Northern Luzon should significantly benefit Bulacan, Pampanga, and Tarlac which have a combined population of 6.4 million while Cavite, Laguna, and Batangas, which have an aggregate population of 9.4 million, will reap the most benefits from Southern Luzon projects. The six provinces account for about 16% of the country’s population and capture nearly a quarter of the country’s working-age group. At present, Central Luzon, which is comprised of provinces such as Pampanga, Bulacan, Bataan, and Tarlac, accounts for 9% of the country’s economic output. Southern Luzon, composed of Cavite, Laguna, Batangas, Rizal and Quezon contributes about 17% to the country’s GDP. The development of infrastructure projects in Central and Southern Luzon will not only improve the mobility of people and goods, but will also broaden the regions’ share to the country’s GDP. This effectively decentralizes economic development and spreads the benefits of economic growth to a wider segment of the population. With rising purchasing power, a greater fraction of the country’s population is now able to buy houses and spend on food and non-food items, which should lend support to the residential and retail sectors in the rural-urban fringes.

Among the recently-completed infrastructure projects in Southern Luzon is the Muntinlupa Cavite Expressway (MCX). The four-kilometer, four-lane paved toll road helps decongest traffic in major growth areas in in the south such as Cavite, Las Piñas and Muntinlupa. The expressway also provides an access to the National Bilibid Prison property in Muntinlupa, opening opportunities for residential and retail developments in the area. Its catchment area, covering the municipalities of Imus, Dasmariñas and Bacoor in Cavite; San Pedro in Laguna; and Las Piñas and Muntinlupa, has an estimated population of 3 million growing at 3.3% per annum, almost double the national average. These features make MCX’s catchment area an ideal location for new retail and residential projects.

Colliers recommends the development of more township projects in Metro Manila’s fringes given the planned improvement of transport infrastructure. Aside from the MCX, Cavite will also benefit from the construction of the Cavite-Laguna Expressway (Calax). Townships that are close to these infrastructure projects, such as Ayala Land’s Vermosa Estate and Profriends’ Lancaster New City shall benefit significantly. The MCX and Calax projects are among the priority road links in Southern Luzon identified by JICA.
Up north, the proposed Plaridel Bypass Toll Road in Bulacan will unlock land for more residential and mass-based retail opportunities in five key municipalities of Bulacan. The project traverses Balagtas, Guiguinto, Plaridel, Bustos and San Rafael.

**Conclusion**

Overall, the development of vital infrastructure projects throughout the country should provide access to properties that could be redeveloped into mixed commercial, residential, hotel, leisure and entertainment, and industrial estates. Colliers recommends developers to take advantage of the increased infrastructure spending with the following:

- **Strategic landbanking.** Colliers believes that these projects will ease some of the pressure of congestion from the urban core and into the suburban areas. Major developers already have a significant landbank in key areas outside of the country’s capital and smaller players need to intensify efforts in terms of strategic landbanking to maximize the development of infrastructure projects in the outskirts. Within Metro Manila, developers are now looking at Makati fringe, Manila Bay area, Manila North (Binondo), Quezon City North (Fairview, San Jose del Monte, Novaliches and Commonwealth), Marikina and Pasig. Outside of Metro Manila, provincial opportunities are in Pampanga, Bulacan, Pangasinan, Naga, La Union, Iloilo, Davao and Cagayan de Oro.

- **Expansion of mixed-use developments outside Metro Manila.** Colliers expects developers to aggressively pursue township projects outside Metro Manila as these offer a better value proposition than standalone developments. Developers are also compelled other issues plaguing the country’s capital such as overpopulation; worsening traffic and to develop in the rural-urban fringes due to dearth of developable land in Metro Manila and flooding. The development of townships outside of Metro Manila is in line with the Duterte administration’s goal to decentralize and bring economic growth to the other areas of the country. With the shift of the political center of gravity to Davao City, we expect that the infrastructure developments in Mindanao will be pursued with more vigor. Major developers should revisit their landbanking and construction efforts in Davao city.

- **Project differentiation.** Developers are aggressively acquiring large parcels of land that could be developed into masterplanned communities. In the increasingly competitive environment, developers need to distinguish their projects from others. Apart from the typical land uses such as office, residential, retail, and leisure/hotel, developers are now incorporating institutional uses such as education and healthcare. Developers should also explore creative and affordable leasing business models to attract a greater fraction of employees staying near the established business districts such as Makati, Ortigas and Fort Bonifacio to move to their residential developments.

- **Development of MICE facilities and leisure developments.** Colliers believes that the upgrading of international airports in Visayas and Mindanao will attract more foreign and local tourists. Consequently, these areas could be attractive MICE destinations. Developers should pursue MICE facilities outside of Metro Manila with sufficient space for functions and meeting facilities.

- **Expansion of alternative industrial hubs.** The resurgence of the country’s manufacturing sector coupled with the improved infrastructure connectivity brought about by railways and expanded highways should enable the country to attract more investments. While Cavite, Laguna and Batangas remain as popular locations for manufacturers, developers are looking at other viable locations across the country. Alternative locations would include Bataan, Bulacan, Tarlac, Pangasinan and La Union in Luzon; Cebu in Visayas; and Davao in Mindanao.
## Real estate impact of infrastructure projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Major Developers Positioned to Take Advantage of New Infrastructure</th>
</tr>
</thead>
</table>
| **Regional Airports** | Ayala Land  
Double Dragon  
Filinvest Land  
Megaworld  
Primary  
SM  
Sta. Lucia  
Vista Land |
| Includes the operation and maintenance of the New Bohol (Panglao), Cagayan de Oro (Laguindingan), Bacolod, Iloilo, and Davao airports. |  
Status: For bid submission | Target completion: To be determined (TBD) | Cost: PHP108b |
| **Real Estate Impact**: Improve access to tourist destinations. Direct impact on hotel and leisure developments. |  
NAIA Expressway (Phase 2) | Anchor Land  
Aya Land  
Bloombery Resorts  
D.M. Wenceslao  
Double Dragon  
Federal Land  
Filinvest Land  
Megaworld  
Okada Manila  
SM |
| Provides access to NAIA Terminals 1, 2, and 3, and links the Skyway and the Manila-Cavitex Toll Expressway. |  
Target completion: Phase 2A - Completed; Phase 2B - December 2016 | Cost: PHP17.93b |
| **Southwest Integrated Transport System (ITS)** |  
Aya Land  
P.A. Alvarez  
SM  
Sta. Lucia  
Vista Land |
| Connects passengers from the Cavite side to other transport systems serving Metro Manila. |  
Status: Contract Awarded to Megawide Construction Corporation | Target Completion: 2018 | Cost: PHP2.5b |
| **NAIA Development Project** |  
NAIA Expressway (Phase 2) | Anchor Land  
Double Dragon  
Filinvest Land  
Megaworld  
SM  
Sta. Lucia  
Vista Land |
| Upgrading of all existing terminals of Ninoy Aquino International Airport (NAIA). |  
Status: Approved by the NEDA Board | Target completion: TBD | Cost: PHP74.56b |
| **Real Estate Impact**: Improve access to office, residential, retail, and hotel projects in the Bay Area. |  
South ITS |  
Aya Land  
Century Properties  
P.A. Alvarez  
SM  
Sta. Lucia  
Vista Land |
| Connects passengers from the Laguna/Batangas side to other transport systems serving Metro Manila. |  
Status: Contract awarded to Ayala Land | Target completion: 2018 | Cost: PHP5.2b |
| **MRT Line 7** |  
Ayala Land  
8990 Housing  
D.M. Wenceslao  
Megaworld  
Ortigas & Co.  
Robinsons  
KooK Properties  
SM |
| Stations: Quezon City (North Avenue, Quezon Memorial, University Avenue, Tandang Sora, Don Antonio, Batasar, Mangahan, Doña Carmen, Regalado Highway, Mindanao Avenue, Quiro), Caloocan City (Sacred Heart, Tala), Bulacan (San Jose Del Monte) |  
Status: Contract awarded to San Miguel Corporation | Target completion: 2020 | Cost: PHP63b |
| **Real Estate Impact**: Unlocks underutilized areas from North Avenue (Quezon City) to San Jose Del Monte (Bulacan); opens more opportunities for residential and retail developments. |  
LRT Line 4 |  
Ayala Land  
Century Properties  
P.A. Alvarez  
SM  
Sta. Lucia  
Vista Land |
| Stations: EDSA (transfer station with the MRT), Meralco Avenue, Pasig, Bonifacio Avenue, L. Wood Road, SM Taytay |  
Status: Under development (procurement of consultants/conceptualization) | Target completion: TBD | Cost: PHP42.89b |
| **Real Estate Impact**: Improves access to office, residential, and retail developments in Ortigas Center, Pasig, and municipalities of Cainta and Taytay (Rizal). |  
LRT Line 1 Cavite Extension |  
Ayala Land  
Double Dragon  
D.M. Wenceslao  
Megaworld  
Pro Friends  
SM  
Vista |
| Stations: Bacoor, Redemptorist, Manila International Airport, Asia World, Ninoy Aquino, Dr. Santos, Las Piñas, Zapote, Nong |  
Status: Contract awarded to Light Rail Manila Corporation | Target completion: 2021 | Cost: PHP64.9b |
| **Cavite-Laguna Expressway (CALAX)** |  
Ayala Land  
8990 Housing  
D.M. Wenceslao  
Megaworld  
Pro Friends  
SM  
Vista |
| Tolled expressway connecting CAVITEx and SLEX. |  
Status: Contract awarded to Metro Pacific | Target completion: 2020 | Cost: PHP35.42b |
| **Real Estate Impact**: Unlock underutilized areas, particularly in Cavite and Laguna; opportunities for residential, retail, and industrial developments. |  
Clark Railway Project |  
Ayala Land  
Double Dragon  
Filinvest Land  
Robinsons  
SM  
Sta. Lucia  
Vista Land |
| Stations in: Meycauyan City, Bocaue, Guiguinto, Malolos City, Calumpit, Apalit, San Fernando City, Angeles City, Mabalacat |  
Status: For NEDA approval | Target completion: TBD | Cost: PHP177b |
<p>| <strong>Real Estate Impact</strong>: Opens opportunities for new townships and urban centers in Northern Luzon such as Bataan, Bulacan, and Pampanga. To support industrial growth in Central and Northern Luzon. |</p>
<table>
<thead>
<tr>
<th>North-South Railway Project (South Line)</th>
<th>Ayala Land</th>
<th>Cathay Land</th>
<th>Eton Properties</th>
<th>Filinvest Land</th>
<th>Greenfield Development Corp.</th>
<th>Megaworld</th>
<th>SM</th>
<th>Vista Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consists of commuter railway operations between Tutuban and Calamba and long haul railway operations between Tutuban and Legazpi, Albay.</td>
<td>Status: For NEDA approval</td>
<td>Target completion: TBD</td>
<td>Cost: PHP213.99b</td>
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<td><strong>Real Estate Impact:</strong></td>
<td>Opens opportunities for new townships and urban centers in Laguna, Batangas, and Bicol. To support industrial growth in Southern Luzon.</td>
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<td>Cebu LRT</td>
<td>Aboitiz Land</td>
<td>Ayala Land</td>
<td>Double Dragon</td>
<td>Filinvest Land</td>
<td>SM</td>
<td>Taft Properties</td>
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<td>Stations in: Carcar City to Danao City (traversing Talisay City, Cebu City, Mandaue City)</td>
<td>Status: Under development (procurement of consultants/conceptualization)</td>
<td>Target completion: TBD</td>
<td>Cost: PHP98b</td>
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<tr>
<td><strong>Real Estate Impact:</strong></td>
<td>Improves access to office, residential, and retail developments in the cities of Carcar, Talisay, Cebu, Mandaue, and Danao.</td>
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<td>Cebu Bus Rapid Transit (BRT)</td>
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<td>Federal Land</td>
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<td><strong>Real Estate Impact:</strong></td>
<td>Opens opportunities for transit-related developments; office, residential, and retail.</td>
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<td>Connects major cities of Cagayan de Oro, Iligan, Zamboanga, Butuan, Surigao, Davao, and General Santos.</td>
<td>Status: For NEDA approval</td>
<td>Target completion: 2022</td>
<td>Cost: PHP78b</td>
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<tr>
<td><strong>Real Estate Impact:</strong></td>
<td>Improves access to residential, retail, and agro-industrial developments in Zamboanga, Cagayan De Oro, and Davao.</td>
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<tr>
<td>Links the business centers of Makati, Pasay, and Taguig.</td>
<td>Status: Pre-feasibility study completed; for NEDA approval</td>
<td>Target completion: 2023</td>
<td>Cost: PHP375b</td>
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<tr>
<td>Metro Manila Bus Rapid Transit (BRT)</td>
<td>DMCI</td>
<td>Double Dragon</td>
<td>Megaworld</td>
<td>Vista Land</td>
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<tr>
<td>Covers Monumento up to Diosdado Macapagal Avenue/Roxas Boulevard, with integrated routes between Ortigas Center, Bonifacio Global City, and the Makati CBD.</td>
<td>Status: Approved by the NEDA Board</td>
<td>Target completion: 2020</td>
<td>Cost: PHP27.80b</td>
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<tr>
<td><strong>BGC-Ortigas Bridge Project</strong></td>
<td>Ayala Land</td>
<td>Filinvest Land</td>
<td>ICCP</td>
<td>SM</td>
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<tr>
<td>Links Bonifacio Global City to the Ortigas business district.</td>
<td>Status: For bid submission</td>
<td>Target completion: TBD</td>
<td>Cost: PHP5.72b</td>
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<tr>
<td><strong>Real Estate Impact:</strong></td>
<td>Opens opportunities for transit-related developments in major CBDs in Metro Manila.</td>
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<tr>
<td>Cebu-Cordova Bridge</td>
<td>Ayala Land</td>
<td>Filinvest Land</td>
<td>ICCP</td>
<td>SM</td>
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<tr>
<td>Connects Cebu City with Mactan Island.</td>
<td>Status: Contract awarded to Metro Pacific</td>
<td>Target completion: 2020</td>
<td>Cost: PHP27.9b</td>
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<tr>
<td><strong>Real Estate Impact:</strong></td>
<td>Improves access to township developments: office, residential, retail, and industrial.</td>
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<tr>
<td>Davao City By-Pass Construction Project</td>
<td>DMCI</td>
<td>Double Dragon</td>
<td>Megaworld</td>
<td>Vista Land</td>
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<tr>
<td>Starts along the Davao-Digos section of the Philippine Highway in Barangay Sirawan, Toril and will end at the Barangay Tugbok (Davao City).</td>
<td>Status: Contract awarded to Japan International Cooperation Agency</td>
<td>Target completion: 2022</td>
<td>Cost: PHP16.82b</td>
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<tr>
<td><strong>Real Estate Impact:</strong></td>
<td>Improves access to residential, retail, and hotel developments from Digos City to Davao City.</td>
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<td>Davao Sasa Port Modernization Project</td>
<td>Ayala Land</td>
<td>Megaworld</td>
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<td><strong>Real Estate Impact:</strong></td>
<td>Raises demand for industrial zones.</td>
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</table>

Note: Infrastructure project details may be subject to change. Developers that were identified to take advantage of these infrastructure projects were selected based on the locations of their landbanks and projects vis-à-vis the infrastructure projects above. This is not considered as a complete listing.

Sources: Department of Public Works & Highways, Public-Private Partnership Center, Colliers International Philippines Research
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United States: 153
Canada: 34
Latin America: 24
Asia Pacific: 231
EMEA: 112

$2.5 billion in annual revenue
2 billion square feet under management
16,000 professionals and staff

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