



# CDIA VIRTUAL CLINIC 2

## WRAP-UP REPORT

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Federal Ministry  
Republic of Austria  
Finance



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun Svizra  
Swiss Confederation  
Federal Department of Economic Affairs,  
Education and Research EAD  
State Secretariat for Economic Affairs SECO



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The CDIA team has interacted with three dynamic cities in the Philippines, all with bold visions and plans. The combination of presentations from city officials, insights shared by our experts, and the interactive, one-on-one discussions is very stimulating. We have managed to help the cities better formulate their projects by either broadening or narrowing the scope of their project ideas, and better integrating important considerations like bankability, urban resilience and capacity development.

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**Fabienne Perucca**  
CDIA Urban Development Specialist

## About the City Clinics

CDIA Virtual Clinics are a unique capacity development initiative to help city managers in Asia and the Pacific credibly prioritize bankable and climate-focused infrastructure projects that are in line with funder priorities. The clinics are not a typical training activity where discussions are on what other cities have done; instead, they are more focused on finding concrete solutions for the development issues that each city participant is facing.

We would like to thank the [Public-Private Partnership Center of the Philippines](#) for being CDIA's long-standing institutional partner and for their support to the CDIA Virtual Clinic 2.

### 1 Baguio, Philippines

Baguio is a highly-urbanized, mountainous city of 350,000 residents on the Philippine island of Luzon. The city is famous for being the “Summer Capital of the Philippines” due to its cooler mountain weather. As a center for education, trade and family-oriented tourism, Baguio accounts for 41% of the Cordillera Administrative Region's gross domestic product. It has developed a 16-point agenda for the city's development priorities, including a shift to sustainable mobility.

### 2 Tacloban, Philippines

Tacloban City is the commercial and financial center of the Eastern Visayas Region in the Philippines. Like many other cities in the country, it is highly vulnerable to natural hazards and the impacts of climate change. Because of its susceptibility to natural disasters, the city government has relocated 80,000 residents from high-risk coastal areas to higher ground in the north of the city. The resettlement area, however, is lacking in basic services like water and sanitation. Coming into the CDIA Virtual Clinic, Tacloban wished to seek consultation and support for their first wastewater treatment facilities.

### 3 Zamboanga, Philippines

Zamboanga City is located in the Zamboanga Peninsula Region, in the island of Mindanao in southwestern Philippines. It is home to almost one million residents. Known as “Asia's Latin City” because of the Chavacano dialect that resembles Spanish, the city attracts visitors as an economic hub, education center, and ecotourism leader of the region. Officials joined the Virtual Clinic to share their city's plan of a renewable energy project in pursuit of the city's balanced and sustainable development vision and to seek support from CDIA experts to assess the project's feasibility and identify the actions to move forward.

## Attendance

### CDIA experts:



**Neil Chadder**  
Program Manager



**Fabienne Perucca**  
Urban Development Specialist



**Chee Anne Roño**  
Urban Development Specialist



**Brian Capati**  
Urban Development Specialist



**Kathleen G. Jovellanos**  
Capacity Development Specialist



**An Rubenecia**  
Communications and Outreach Specialist

### Baguio Officials:



**Liza Bulayungan**  
Asst. CSWDO

**Marlene E. Ferreol**  
Engineer IV

**Rogelio P. Wasian**  
Social Welfare Aide  
CSWDO

**Homer M. Soriano**  
Architect IV

**Betty F. Fangasan**  
Department Head 11,  
City Social Welfare & Development Office

**Stephen Capuyan**  
Engineer IV



**Donna R. Tabangin**  
City Planning and Development Coordinator

**Micaela Gay Garcia**  
Development Management Officer III

**Samuel P. Salvador**  
Engineer IV

**Johnny Degay**  
Department Head  
City Buildings and Architecture Office



**George Ngolab**  
Economist III,  
City Planning and Development Office

**Cynthia B. Langagan**  
Social Welfare Officer III

**Nestor A. Mestito**  
Administrative Officer IV

**Rhenan G. Diwas**  
CEPMO Department Head

**Edgar Victorio Olpindo**  
City Engineer



## Attendance

### Tacloban Officials:



**Janis Claire Canta**  
City Planning and Development Coordinator, Planning and Development Office

**Aubrey Justimbaste**  
Legal Consultant, City Mayor's Office

**Ryan Ibañez**  
Internal Auditor, Planning and Development Office



**Forester Jonathan R. Hijada**  
City Environment and Natural Resources Officer

**Alexis Azzi Ariza**  
Economist, Planning and Development Office

**Irene De Venecia**  
Administrative Officer II

### Zamboanga Officials:



**Maria Isabelle Climaco**  
City Mayor

**Wilfredo Aporongao**  
Administrative Officer II  
GAD Focal,  
Office of the City Mayor

**Ma. Luz Agbayani**  
Asst. CPDC, City Planning and Development Office

**Criselda S. Francisco**  
Project Development Officer I,  
City Planning and Development Office

**Jonathan I. Caguat**  
Agricultural Technologist, City Agriculturist Office

**Maria Gracia Concepcion E. Sanson**  
PDO 4, City Planning and Development Office

**Jessie Christopher B. Lapinid**  
PEO IV, City Planning and Development Office

**Jayson D. Bustamante**  
Statistician II, City Planning and Development Office

**Marie Angelique C. Go**  
City Administrator  
concurrent LEDIPO

**Liesel Tan**  
PDO II, City Planning and Development Office

**Gerry R. Pollisco**  
Supervising Environmental Management Specialist, Office of the City Environment and Natural Resources

**Rosalie Molina Aquino**  
Administrative Officer III,  
Office of the City Veterinarian

**Reynaldo S. Gonzales**  
Department Head, Office of the City Environment and Natural Resources

**Claire Pesebre**  
AAIV, Investment Promotion Services

**Efren Y Wee**  
Member, Zamboanga Chamber of Commerce and Industry and Chairman of the Philippine Development Corporation



### Key Takeaways

- Checklist of what a Project Preparation Study (PPS) contains.
- Prioritized list of sectors to focus on.
- Draft application for potential PPS support and advice to bring the project forward.

### Key Learning Objectives

- An overview of how to ensure a successful project preparation process.
- The importance of climate resilience factors and institutional readiness in planning and developing infrastructure projects, including those for public private partnership considerations.
- A pathway to prioritize city development projects to have realistic, feasible roadmaps to achieve the cities' infrastructure goals.

# Baguio, Philippines

## Project Brief

Baguio's downtown streets are congested, and the city has no public parking facilities. Officials from the Baguio City Planning and Development Office are exploring options to improve the traffic flow in its Central Business District (CBD) and create low-carbon transportation routes into and throughout

the city. They have proposed a range of city-wide investments, including intermodal transport hubs, three cable car lines, a tram network, new parking structures, wider roads and better cycling and walking facilities.

## Barriers & Hurdles

- The roads in Baguio's CBD are narrow and constricted due to private car parking.
- The city's high volume of tourists (about 1.7 million per year) and commuters make it crucial to provide public mass transport solutions.
- It is a very disaster-prone territory, with high risks and vulnerabilities. Natural and climate hazards such as earthquake, flood and landslides will have to be considered in project investment plans.
- Public transport measures must also preserve and enhance the city's heritage sites and parks.



## Steps taken for Implementation

1. The proposed Local Public Transportation Route Plan is under completion and aims to (i) reduce the number of existing public transport routes to maximum of 30, (ii) reorganize the public transport routes in the city's outer/inner rings, and (iii) improve the inter-modal shift from motorized to non-motorized modes.
2. Baguio has completed an initial risk assessment study to determine the major risks for infrastructure development.
3. Funding for sidewalk improvement (Php 78M) and parking facilities (Php 125M) is currently secured, but it is still insufficient for a larger network investment. The city is considering public-private partnerships (PPP) to support the development of the gondola lines, the intermodal transport terminal and additional public parking structures.
4. Baguio is working to create a dedicated City Transport Office, but this will require upskilling.
5. City officials can count on existing partnerships with engineering departments of major Metro Manila universities for advisory services.

## Key recommendations:

- CDIA recommends the development of short-, medium-, and long-term infrastructure planning and programming based on a menu of low-carbon mobility options under consideration.
- An analysis of origins/ destinations and a review of the attraction nodes (e.g. market, university, convention center, tourist spots, etc.) is needed, as well as a development plan for identified growth nodes of the city.
- The implementation of an integrated multi-modal transport network will require further work to determine the transport system hierarchy, the fleet needs (possibly electric vehicles) and an integrated ticketing system.
- CDIA encourages further engagement with neighboring municipalities constituting the informal Metro Baguio (BLISTT: Baguio, La Trinidad, Itogon, Sablan, Tuba, Tublay) to increase cooperation for integrated transport systems at the agglomeration level.

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It was very encouraging to hear the city officials talk about their current initiatives in creating a livable city, including ongoing efforts to provide affordable housing to their residents. I am particularly impressed with how much Baguio City wants to 'do the right thing' in developing their long-term urban mobility plans and at the same time put urgent measures in place to promote low-carbon public transport and encourage walking and cycling.

**Chee Anne Roño**  
Urban Development Specialist, CDIA

“When we work by ourselves and we have an ambitious plan, sometimes we are scared if it's going to work or be a legacy worth leaving to the people of Baguio. But CDIA has made us realize that we don't have to do it alone. I am more assured now that this is a plan that will work out. It might take a generation for us to implement this, but we just have to start. CDIA helped us see how we could prioritize and pace this ambitious plan into parts that are manageable, viable and implementable. Baguio is very thankful for this interaction because whatever happens in the future, somewhere, there is already a blueprint in terms of urban mobility for our city.

**Donna R. Tabangin**  
City Planning and Development Coordinator

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## Sectors of concern



Transport



Urban Renewal

## Development impact pillars



Good Governance



Environmental Improvement



Climate Mitigation and/or Adaptation



# Tacloban, Philippines

## Project Brief

The city as a whole has no wastewater collection and treatment infrastructure. The combination of indiscriminate domestic sludge disposal and the lack of commercial wastewater treatment facilities is polluting the five bays surrounding the city. The project therefore aims to protect the marine waters from

being the receiver of untreated wastewater generated from domestic sources and economic enterprises. The proposed project will also ensure that sanitation services will be made available to residents living in the north Tacloban resettlement area to improve their health and well-being.

## Barriers & Hurdles

- Wastewater service provision falls under the responsibility of both the Leyte Metro Water District and the local government, yet, no concrete program has been established so far.
- City residents use on-site facilities with faecal sludge being collected by private contractors, after which it is indiscriminately dumped at multiple locations.
- Basic infrastructure services such as water and sanitation are lacking in the North Tacloban resettlement area, which is now home to about 40% of the city population.
- While the Tacloban City Supermarket, Tacloban City Fish Port and Tacloban Convention Center have been established, no wastewater collection and treatment infrastructure has been put in place to support these enterprises.



## Steps taken for Implementation

- At the local level, Tacloban has put in place the following, each of which identify wastewater and related services as a top priority: (1) Comprehensive Land Use Plan (approved in 2018), (2) Comprehensive Development Plan (approved in 2018), and (3) Disaster Risk Reduction and Management – Local Climate Action Plan.
- The government plans to establish wastewater treatment facilities for 1) supermarket and fish port, and 2) Convention Center, with the financing of their day-to-day operations sourced from user fees.

## Key recommendations:

- There is a need for a broad review of the water supply and sanitation situation in Tacloban City to establish the basis for longer-term sectoral planning and provide the rationale for the project investments. Tacloban also needs to identify appropriate schemes for faecal sludge management in the city together with treatment mechanisms for commercial wastewater generated in the port area.
- Priority works will be identified and tender documents will be prepared on the design-build (DB) or design-build-operate (DBO) mechanism.
- The project will include capacity building and institutional preparation to operationalize the project, which may include city-to-city learning with Zamboanga City, which is a front runner in successfully applying for the National Septage and Sewerage Management Program (NSSMP).
- The concepts of pro-poor, urban resilience, climate-change mitigation and integrated capacity development need to be mainstreamed into all aspects of the project.

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Tacloban City has taken an important step to be ahead of the curve in developing their sanitation infrastructure because they have a full grasp of the opportunities it presents for improving their environment and public health. Having experienced the wrath of the strongest typhoon in modern history, they also know that pursuing sanitation solutions has a huge climate benefit. CDIA is keen to help make the project happen for Tacloban!

**Neil Chadder**  
Program Manager, CDIA

“ We wanted to initially focus on our economic enterprises. But during the discussion, one insight was the realization that we need to look at the bigger picture, to have a broader scope. In order to do this, we need to tell the compelling story of Tacloban City - the hazards that happened to us, the relocation of families and why we needed to build new facilities. It is also very good that during this session, we had Zamboanga City on board because we had the opportunity to learn from other cities that have already embarked on similar projects.

**Janis Claire Canta**  
City Planning and Development Coordinator  
Planning and Development Office

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## Sectors of concern



**Wastewater Management**



**Water Supply**

## Development impact pillars



**Climate Mitigation and/or Adaptation**



**Environmental Improvement**



**Poverty Reduction**

# Zamboanga, Philippines

## Project Brief

Zamboanga City is among the highly urbanized cities in the Philippines that experiences power interruptions. It is looking for a sustainable and environment-friendly alternative power source to provide a long-term solution to this problem. Following a notable example of the Ivanpah Solar Electric Generating System in

the Mojave Desert in California, Zamboanga City is planning a Solar Electric Generating System Project to adopt solar power as an alternative energy source. The city needs feasibility study support to determine the economic, social and environmental impacts as well as the viability of the project.

## Barriers & Hurdles

- Power shortages and fluctuations.
- Dependence on power allocation from power suppliers [Zamboanga City Electric Cooperative (ZAMCELCO) and National Grid Corporation of the Philippines (NGCP)].
- Recurrent electricity blackouts affecting households, industries and services.
- Absence of regulator for the energy sector at the local level.



## Steps taken for Implementation

1. The project is in line with the city and regional development plans, and it is included in the Environmental Code of the city. It is also aligned with the investment priority areas under the Board of Investments, Department of Trade and Industry of the Philippines.
2. The city has identified the Zamboanga City Special Economic Zone and Freeport Authority (ZAMBOECOZONE) as the possible location for the project with sufficient land availability.
3. ZAMCELCO is recognized as the potential key player in this project as it is focused on the power generation and feeding the generated power in the national grid. ZAMCELCO has recently entered into a management contract with a private company (Crown) to provide quick interventions to the current power problems.
4. The city has identified the joint venture (JV) model as the most practical structure for this project given the city's limitations in energy technical expertise and operational management.
5. The city provides incentives to attract investors under the identified preferred areas of investment.

## Key recommendations:

- Consider adjusting the timeline of the project. A typical project preparation process entails approximately 9-12 months which is a needed step before moving on to the financial agreement and implementation.
- Make an inventory of the power stations and sub-feeders and their coverage within the Central Business District to determine the power requirement for the proposed project and establish the need and phasing for the project. This in turn will inform potential downstream financiers of the gap in infrastructure as well as the beneficiaries.
- Apart from land requirements (like suitability of the land, easement, shading status, pollution status, etc.), determine the detailed requirements of the solar power to establish the scope of the proposed project and its implementation phasing.
- Initiate discussion with relevant national government agencies such as: (i) the PPP Center of the Philippines for advisory support on the specifics of PPP arrangements on energy projects (JV) and prior due diligence in terms of legal and institutional arrangements and preparedness, and ii) the NGCP and ZAMCELCO on the concrete steps on the integration of the power generated and the resource requirement in doing so.

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The city has full cognizance of the needs and benefits of the project and dedicates its focus and priority to the social and environmental benefits brought about by a renewable and alternative energy source. Zamboanga City has also demonstrated an admirable sense of initiative and leadership, despite the national elections next year. A project that helps improve the quality of life and the economic integrity of the city simply can't wait! The city is aware of this and that is why they are surveying and taking the next steps to move forward with this project immediately.

**Brian Capati**  
Urban Development Specialist, CDIA

Zamboanga City is a promising city in terms of development, but one of our major problems right now is power interruption. On the positive side, Zamboanga City is seriously promoting environmental programs to help address the impact of greenhouse gas emissions. That is why our officials are really looking forward to this project, and we are very thankful that Brian and Kathleen are really helpful in guiding us step by step and trying to give an input on how we can realize this project.

**Gerry R. Pollisco**  
Supervising Environmental Management Specialist,  
Office of the City Environment and Natural Resources

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## Sectors of concern



**Power & Energy Efficiency**

## Development impact pillars



**Climate Mitigation and/or Adaptation**



**Environmental Improvement**

## GET IN TOUCH WITH US

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