G. DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS

G.1. LIGHT RAIL TRANSIT AUTHORITY

STRATEGIC OBJECTIVES

MANDATE

By virtue of Executive Order No. 603, the Light Rail Transit Authority was created to be primarily responsible for the construction, operation, maintenance and/or lease of LRT Systems in the Philippines.

VISION

The recognized leader and expert in providing integrated urban rail transport systems of the country by 2017.

MISSION

To enhance public mobility and provide vital access to urban centers in the country through the development, design, construction, commissioning, operation and maintenance of world-class and integrated light rail transport systems with continued commitment to excellence in service while maximizing the opportunities for development and welfare of our employees as well as the social, economic and environmental benefits for the nation.

KEY RESULT AREAS

Rapid, Inclusive and Sustained Economic Growth

SECTOR OUTCOME

Access to markets and seamless interconnection of the entire country

ORGANIZATIONAL OUTCOME

Safe, Secure, Responsive and Reliable LRT Services provided

PERFORMANCE INFORMATION

<table>
<thead>
<tr>
<th>ORGANIZATIONAL OUTCOMES (OOs) / PERFORMANCE INDICATORS (PIs)</th>
<th>BASELINE</th>
<th>2015 TARGETS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe, Secure, Responsive and Reliable LRT Services provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of minutes train headway during peak hours sustained</td>
<td>2013 - Line 1 = 3-4 minutes</td>
<td>Line 1 = 3-4 minutes</td>
</tr>
<tr>
<td></td>
<td>2013 - Line 2 = 5-6 minutes</td>
<td>Line 2 = 5-6 minutes</td>
</tr>
<tr>
<td>Average interruption time per incident sustained</td>
<td>2013 - Line 1 = 10.84 minutes</td>
<td>Line 1 = Less than or equal to 13 minutes</td>
</tr>
<tr>
<td></td>
<td>2013 - Line 2 = 15.67 minutes</td>
<td>Line 2 = Less than or equal to 19 minutes</td>
</tr>
<tr>
<td>Average response time per medical emergencies sustained</td>
<td>2013 - Line 1 = 4 minutes</td>
<td>Line 1 = 3 minutes</td>
</tr>
<tr>
<td></td>
<td>2013 - Line 2 = 3 minutes</td>
<td>Line 2 = 2 minutes</td>
</tr>
</tbody>
</table>
G.2. PHILIPPINE NATIONAL RAILWAYS

STRATEGIC OBJECTIVES

MANDATE

The Philippine National Railways, being a factor for socio-economic development and growth, shall be part of the infrastructure program of the government and, as such, shall remain in and under government ownership during its corporate existence. The PNR must be administered with the view of serving the interest of the public by providing them the maximum of service and, while aiming at its greatest utility by the public, the economy of operation must be ensured so that service can be rendered at the minimum passenger and freight prices possible.

VISION

An improved, sustainable railway system running from Manila to Legaspi, carrying cargo to and from North Harbor and Batangas, providing commuter lines from Caloocan to Calamba and in Bicol: poised for a unified rail system in Luzon from Sorsogon to Ilocos branching to Cabanatuan and Tuguegarao. With a perspective study of transnational railroad system covering Luzon, Visayas and Mindanao; enjoying robust ridership and freight, providing accessible means of transport that's comfortable, secure, reliable and affordable to satisfied commuters—all these thru responsive PNR organization engaged in Public-Private-Partnership.

MISSION

The PNR shall provide safe, reliable and affordable railway services as a socio-economic development tool within the framework of the national infrastructure system, while ensuring sustainable operations so that optimum service can be rendered at minimum passenger and freight prices.

KEY RESULT AREAS

Rapid, Inclusive and Sustained Economic Growth

SECTOR OUTCOME

Percentage of days where average suspended particulate level exceeds 90μg/NM in Metro Manila

ORGANIZATIONAL OUTCOME

Safe and Reliable Rail Services Provided

PERFORMANCE INFORMATION

<table>
<thead>
<tr>
<th>ORGANIZATIONAL OUTCOMES (OOs) / PERFORMANCE INDICATORS (PIs)</th>
<th>BASELINE</th>
<th>2015 TARGETS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe and Reliable Rail Services Provided</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase in revenues by:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 115.13% - Bicol Express</td>
<td>32,765</td>
<td>70,487</td>
</tr>
<tr>
<td>- 1.90% - Bicol Commuter</td>
<td>10,624</td>
<td>10,826</td>
</tr>
<tr>
<td>- 18.32% - Metro South Commuter Service</td>
<td>334,164</td>
<td>395,388</td>
</tr>
</tbody>
</table>
Train Trips – reduction in cancellation

- Bicol Express N / A N / A
- Bicol Commuter 14 13

Reduction in interruption
- Metro South Commuter Service 90 80

H. NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY

H.1. PHILIPPINE INSTITUTE FOR DEVELOPMENT STUDIES

STRATEGIC OBJECTIVES

MANDATE

To develop a comprehensive and integrated research program that will provide the research materials and studies required for the formulation of national development plans and policies.

To serve as the common link between the government and existing research institutions wherein various research studies are discussed and evaluated.

To conduct and undertake research requested by government or agencies and to arrange for research to be conducted by other research institutions and individuals, locally and abroad.

To conduct joint studies with domestic research institutions in the academic, government and business sector.

To establish a repository for economic research information and other related activities.

VISION

The PIDS envisions itself to be at the forefront of setting the national agenda in policy research.

MISSION

To serve the interests of Filipino people through the provision of rigorous analyses of policy issues that can guide policymakers and leaders in decision making.

KEY RESULT AREAS

Rapid, Inclusive and Sustained Economic Growth

SECTOR OUTCOME

Effective and transparent governance practiced
Human development status improved
Higher economic growth and lower poverty incidence

ORGANIZATIONAL OUTCOME

Government policies and services, through the aid of policy research, improved