Philippines: Bataan-Cavite Interlink Bridge Project

**Project Name**: Bataan-Cavite Interlink Bridge Project  
**Project Number**: 52310-001  
**Country / Economy**: Philippines  
**Project Status**: Proposed  
**Project Type / Modality of Assistance**: Loan  
**Source of Funding / Amount**: MFF Facility Concept: Bataan-Cavite Interlink Bridge Project  
Ordinary capital resources  
US$ 2,146.00 million

**Operational Priorities**  
OP1: Addressing remaining poverty and reducing inequalities  
OP2: Accelerating progress in gender equality  
OP3: Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability  
OP5: Promoting rural development and food security  
OP6: Strengthening governance and institutional capacity  
OP7: Fostering regional cooperation and integration

**Sector / Subsector**: Transport / Road transport (non-urban)

**Gender**: Effective gender mainstreaming

**Description**: The Bataan-Cavite Interlink Bridge (BCIB) project will provide a permanent road link between the provinces of Bataan and Cavite, the key missing link in the road network of NCR, Central Luzon and Calabarzon Regions. The BCIB will be approximately 32 km long, comprising two cable-stayed bridges with the main spans of 900 and 400 meters for navigation channels, 24 km of marine and land viaducts, and 5 km of approach roads. It will also include access ramps to connect the Corregidor Island to Bataan and Cavite. Under the BCIB project, a capacity building program will be provided to the government to ensure adequate capacity in operation and maintenance and management of the BCIB and future large and complex bridges. Completion of the BCIB, the final link of the loop road around Manila Bay, will (i) provide opportunities for expansion outside the NCR for economic integration and growth, (ii) boost the tourism for Bataan Province and Corregidor Island, and (iii) support the development of Port of Mariveles as a premier international shipping gateway, hence expanding the overall port capacity of Manila Bay. The BCIB will serve as an alternative route from north Luzon to south Luzon without traveling through the heavy congested roadways of NCR, and thus reduce the pressure on the existing north-south corridors. In case of a natural hazard, BCIB may serve as the main evacuation route for the people of Bataan, Cavite, Rizal and south NCR.

**Project Rationale and Linkage to Country/Regional Strategy**  
Despite its large population base and high economic potential, Bataan, from an economic perspective, is not integrated with the southern provinces of Luzon and the NCR due to the lack of land connectivity to the south. Based on the current road network, commuters from Bataan would have to travel through both Pampanga Province and Bulacan Province before reaching Metro Manila, Cavite, and other southern provinces of Luzon. The average travel time per one-way car trip between Bataan and Central Manila is currently over 4 hours (255 minutes) and between Bataan and Cavite is up to 5 hours (291 minutes). Currently, the fastest way to reach Central Manila from Bataan is by ferry, which avoids driving through other provinces. However, ferry services between Bataan and Central Manila are limited to three services a day on weekdays. On average, trips by all modes (road and ferry) take over 230 minutes for one way trip. A direct connection between Bataan and the southern provinces in Luzon and NCR by at least 50%, thus enhancing economic integration of the provinces and regions of Luzon.

**Impact**: Local, national, and international connectivity improved (Philippines Development Plan, 2023-2028)

**Outcome**: Efficiency of road travel in Bataan, Cavite and NCR improved

**Outputs**: New climate resilient road link connecting Bataan and Cavite constructed  
Bridge operation and maintenance capacity enhanced  
Tourist support system established in Bataan and Corregidor Island

**Geographical Location**: Nation-wide

**Summary of Environmental and Social Aspects**

**Environmental Aspects**

**Involuntary Resettlement**

**Indigenous Peoples**

**Stakeholder Communication, Participation, and Consultation**

**During Project Design**

**During Project Implementation**

**Responsible ADB Officer**: Tawisook, Witoon

**Responsible ADB Department**: Southeast Asia Department

**Responsible ADB Division**: Transport and Communications Division, SERD

**Timetable**

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