Regional Development Prospects and Demand for Energy

By

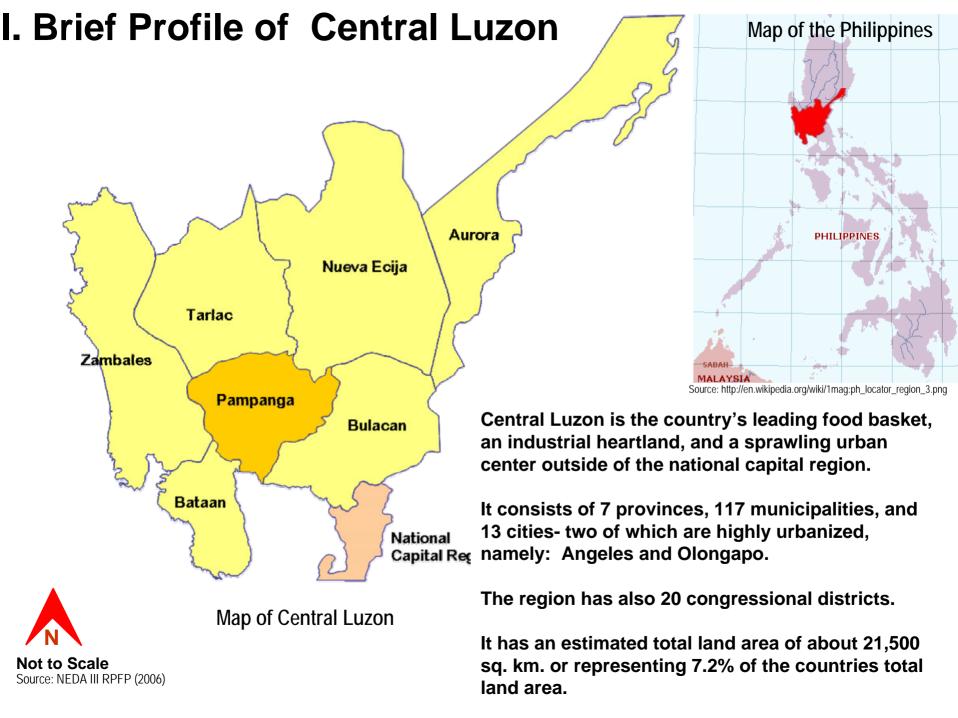
Remigio A. Mercado

Regional Director, NEDA III & Vice-Chairperson, RDC III

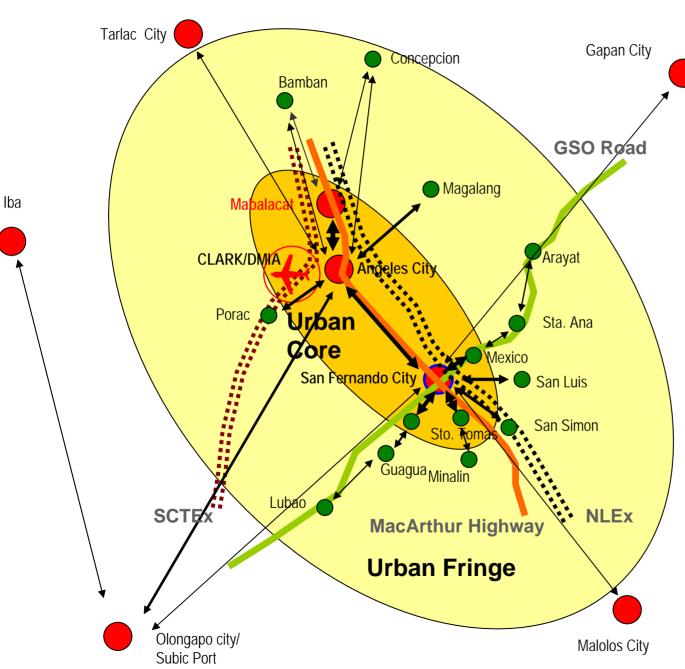
21 August 2008

Outline

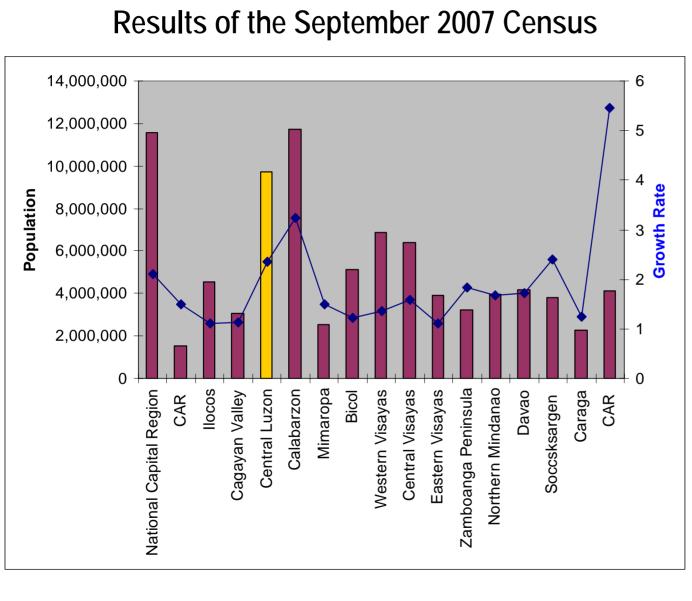
- I. Brief Profile of Central Luzon
- II. Energy Demand Triggers
- III. Summary and Conclusion



I. Brief Profile of Central Luzon Per the emerging hierarchy of the different urban centers in Central Luzon, San Fernando City will remain as the regional urban center and administrative capital because of its strategic location, supported by the rapidly developing Metropolitan Clark Area San Jose City Baler PACIFIC OCEAN NUEVA ECIJA AURORA 0 Palayan City Metropolitan TARLAC Concepcion Cabanatuan City Clark Area Tarlac City Bamban Iba Gapan City \cap LEGEND: Magalang Ω Mabalacat ZAMBALES GSO Road \mathbf{O} Angeles City CLARK/DMLA Arayat deles Cit PAMPANGA Regional Sar Fernando City Porac Urban Sta. Ana BULACAN Center 0 Dinalupihan O Core Baliuag San Pernando City San Luis QUEZONSCTEN Malolos City San Simon Olongapo City Major Urban BATAAN Center Meycauayan Balanga City NLEX MacArthur Highway MANILA METRO RIZAL SOUTH BAY MANILA **Urban Fringe** CHINA Service Urban SEA Mariveles Center



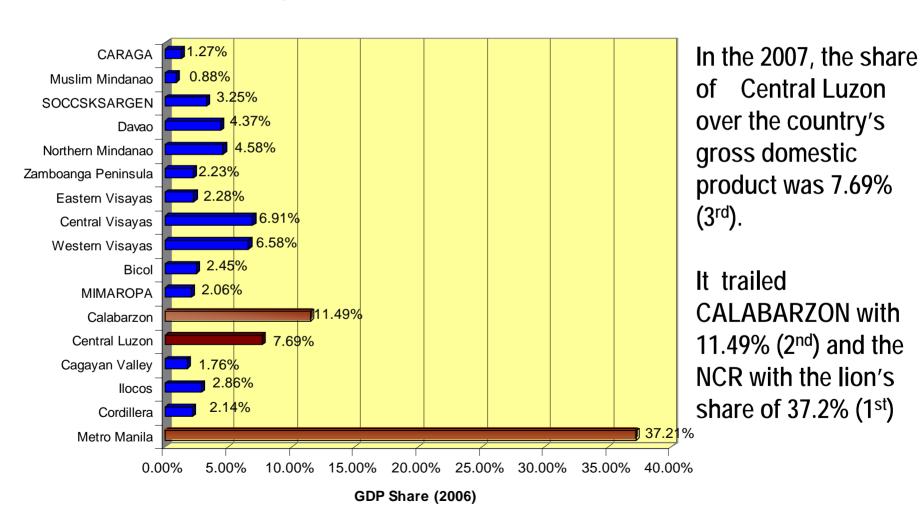
By virtue of the Clark Freeport Zone (CFZ), the **Diosdado Macapagal International Airport** (DMIA), SCTEX, NLEX, McArthur Highway, GSO Road and the economic strength of the urban core (Mabalacat, Angeles City, and San Fernando City) and the urban fringes (Magalang, Arayat, Bacolor, Guagua, etc), the Metro Clark Area in Pampanga will be the most bullish growth center in Central Luzon & the strongest urban development magnet in the country.



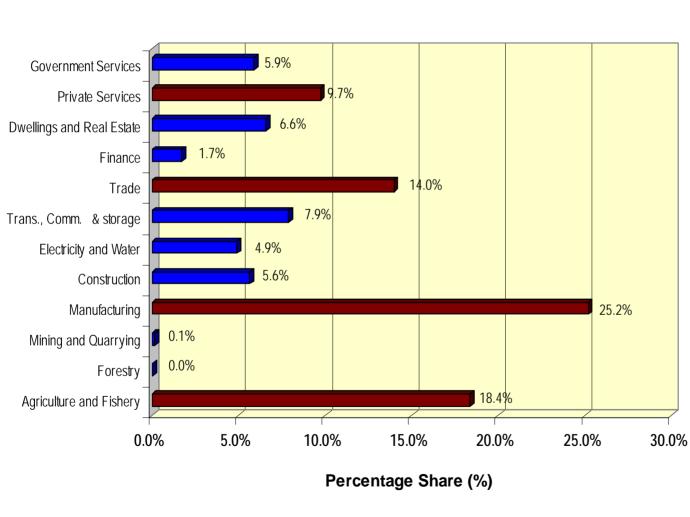
In the 2007 census, Central Luzon registered a population of 9.7 million (3rd rank) representing 11% of the country's total population of 88.57 million

CLABARZON had the most number of population at 11.74 (1st), followed by NCR at 11.55 million (2nd)

Region III's population growth rate between 2000 and 2007 was 2.36%, and it is expected to double in 30 years



Shares of Regions to the GDP (2006)



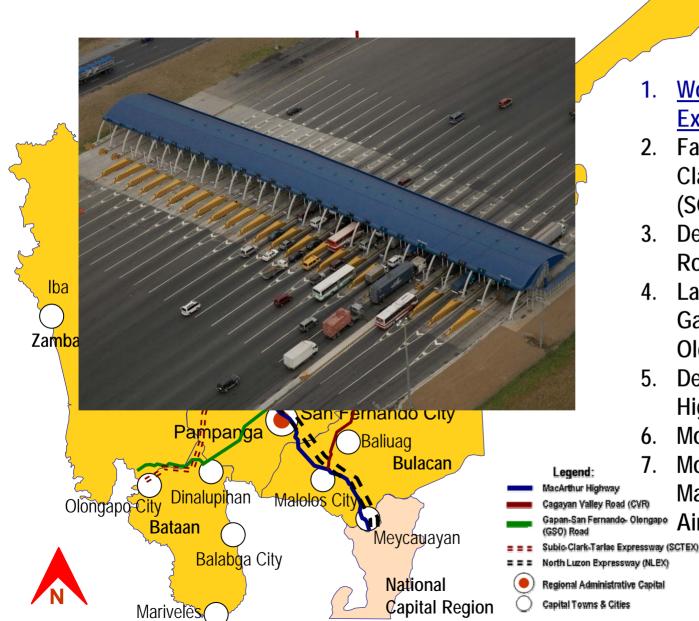
Central Luzon GDP Sectoral Distribution (2006)

In terms of sectoral distribution of Central Luzon's gross domestic product, manufacturing came at 1st posting a 25.2% share.

Agriculture and Fishery is still a major contributor to the regional economy as it had a share of 18.4%

Trading came in double digits with a share of 14%

Private Services are closing in with a share of 9.7%



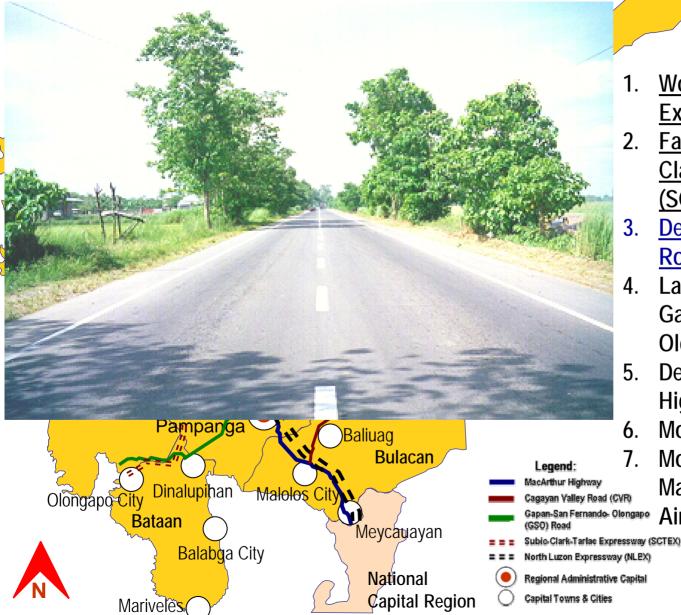
- 1. <u>World Class North Luzon</u> Expressway (NLEx)
- 2. Fast and Reliable Subic-Clark-Tarlac Expressway (SCTEx)
- 3. Dependable Cagayan Valley Road (CVR)
- 4. Lahar and flood free Gapan-San fernando-Olongapo (GSO) road
- 5. Decongested MacArthur Highway
- 6. Modernized Subic Port
- 7. Modernized Diosdado Macapagal International Airport (DMIA)

A. Well Established Infrastructure Facilities



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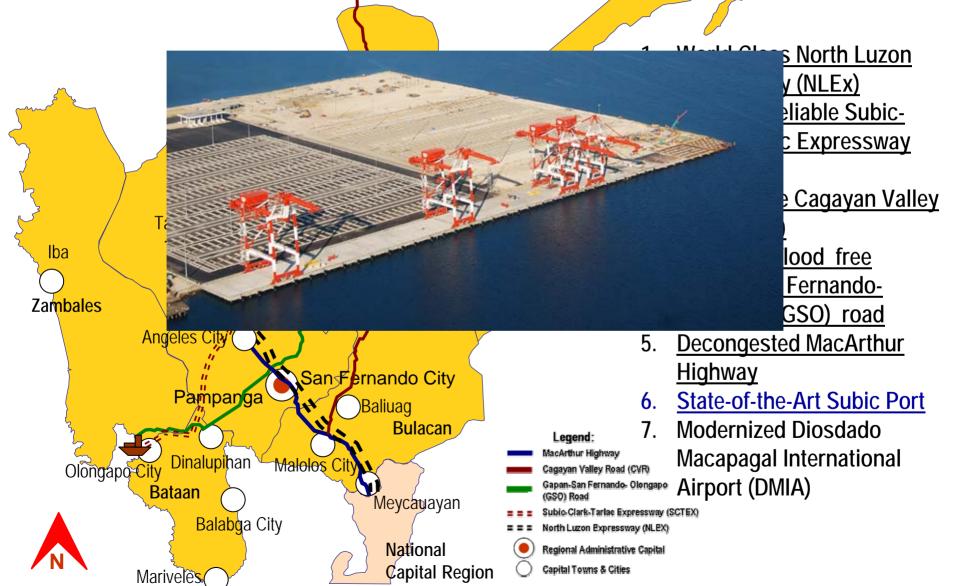
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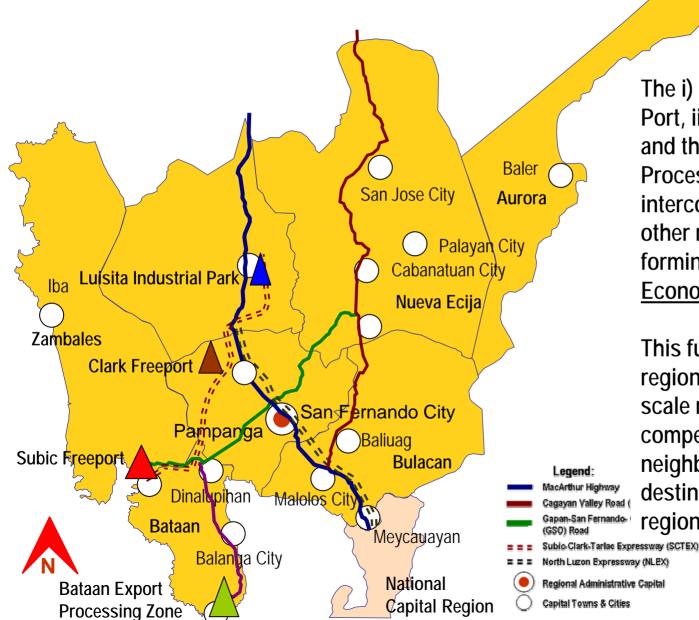
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CLARK AIRPORT - DMIA - FACILITIES AND FUTURE GROWTH



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B. Physically Interconnected Economic Zones



The i) Clark Freeport, ii) Subic Port, iii) Luisita Industrial Park, and the Bataan Export Processing Zone are now interconnected by SCTEx and other road improvement works forming a unified <u>MEGA</u> <u>Economic Zone</u>

This further improves the region's external economies of scale making it more competitive compared to our neighboring investment destinations in the ASEAN region

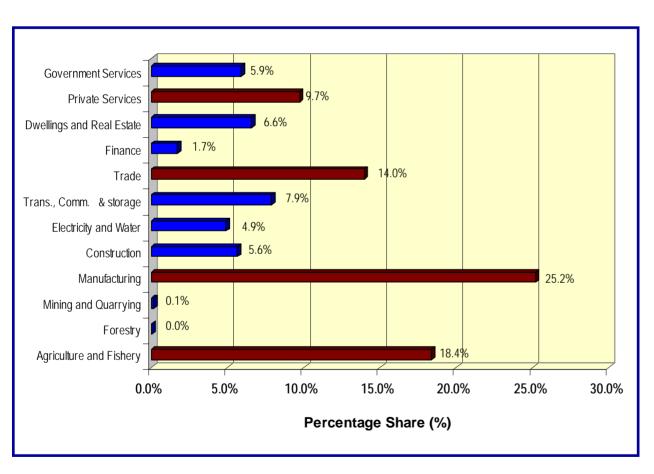
C. CL has 9.7 million People With Relatively High Purchasing Power

TABLE 4b Average Income, Expenditure, and Savings of Families by Region (at 2000 Prices): 2003 and 2006

Region	2006 (Thousand Pesos)			2003 (Thousand Pesos)		
		Expenditure		•		
Philippines	125	107	19	122	102	20
National Capital Region Cordillera Administrative	221	183	38	217	177	39
Region	137	108	30	124	103	21
I - Ilocos Region	102	89	14	100	83	18
II - Cagayan Valley	108	89	19	107	84	23
III - Central Luzon	147	127	20	132	114	18
IVA - Calabarzon	153	136	17	154	132	22
IVB - Mimaropa	82	70	12	87	71	16
V - Bicol Region	92	81	11	90	78	12
VI – Western Visayas	97	86	10	94	82	12
VII - Central Visayas	101	87	14	102	86	16
VIII - Eastern Visayas	94	78	16	87	71	16
IX – Zamboanga Peninsula	93	73	20	76	62	15
X - Northern Mindanao	102	84	18	89	74	15
XI – Davao Region	96	82	14	94	80	14
XII - Soccsksargen	85	72	14	95	71	24
XIII - Caraga Autonomous Region	86	73	13	73	64	10
in Muslim Mindanao	61	52	10	65	53	12

The average family Income, Expenditure, and Savings in Central Luzon is one of the highest in the country

D. Strong Performance in Agriculture, Manufacturing, Trade, Services, and Investments



Ongoing and Upcoming Investments in CL:

- 1. Hanjin Heavy Industries – US\$1.0 billion
- 2. Texas Instruments US\$1.0 billion
- 3. Korean Semi-conductor Company – US\$3 billion

- **D. Emerging Price Equilibrium of Rice and Oil**
 - From Php17.50/ Kilo, commercial rice price spiked to Php40.00/ kilo.
 - Similarly, the price of gasoline also spiked as high as Php60.00 per liter because the world price of crude oil breached the US\$100.00/barrel mark.
 - Food production requires energy inputs. And if the cost of energy keeps on rising, we cannot expect a drop in the prices of food.
 - The issue on the affordability of energy is a major factor that will affect demand and the overall economic growth and energy demand of the region.

III. Summary and Conclusion

- It was shown in the discussion that Central Luzon has the potential to utilize more energy as it continue to sustain its economic gains.
- The necessary ingredients that will trigger more demand for energy are already established and in place.
- However, in the light of rising prices of fossil fuel coupled by the price spike in rice, food, and other commodities, the <u>Cost of Living</u> and the Cost of Doing Business in Central Luzon also moved up possibly affecting the region's positive economic outlook.
- In order to mitigate this scenario, the Philippines must adopt policies and implement programs and projects that will make energy available and affordable.
- The country must ensure its energy security and ideally, energy sufficiency

Thank You ③