

**MEGAWIDE**

Engineering A First-World Philippines



**UPGRADING  
THE NAIA TO  
WORLD-STANDARD**



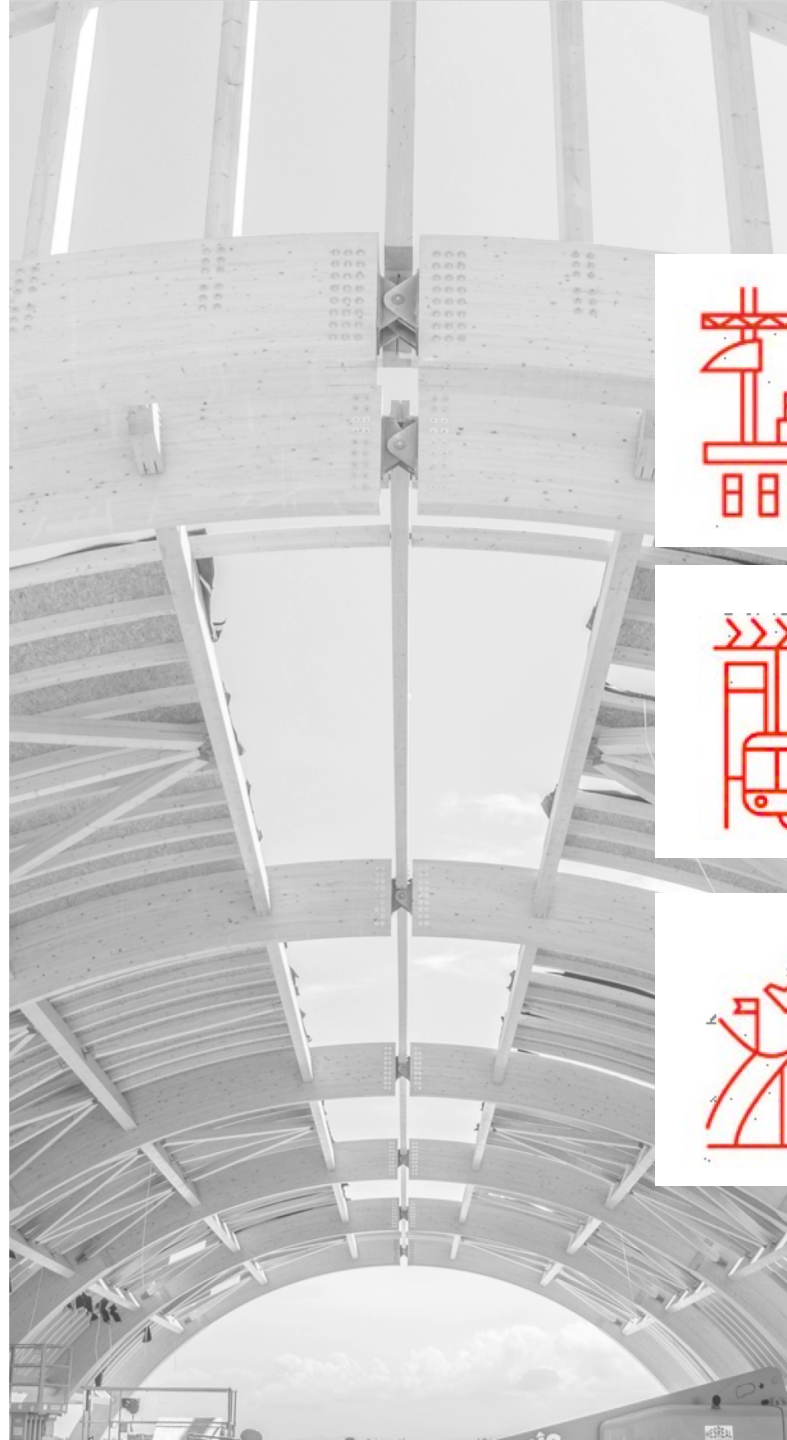
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# WHO WE ARE

- Filipino engineering and infrastructure innovator
- More than two decades of experience in engineering and construction
- More than 4,000 employees nationwide



Engineering  
Procurement  
Construction



Transportation  
Infrastructure  
Developer



Airport  
Infrastructure

# PPP for School Infrastructure Project (PSIP) Phases 1 and 2

Design, financing, and construction of 10,000 classrooms in Luzon

### Location

Over 1500 sites in  
Regions 1, 2, 3, 4A and CAR



# Mactan-Cebu International Airport

- Design, financing, construction and operation of new terminal
- Renovation of exiting terminal
- T2 commissioned in 2018
- T1 renovation completed in 2019

## Location

Lapu-Lapu City, Cebu



# Parañaque Integrated Terminal Exchange

- Operations and management of PITX
- Design, financing and construction of multi-modal terminal
- Commissioned in November 2018

## Location

1 Kennedy Road Tambo,  
Parañaque City



# Clark International Airport

Construction of new terminal that will increase overall capacity from 4 million to 12 million.

**Location**

Clark Freeport Zone, Pampanga



# Our NAIA Proposal







- 1. Airside congestion** - causes flight delays
- 2. Terminal congestion** - not enough space to comfortably accommodate all passengers
- 3. Poor connectivity between terminals**
- 4. Insufficient facilities** for passengers/well-wishers

# WHY NOT DEVELOP NAIA?

1/10

## "without a doubt the worst travel experience"

1 reviews  C Lee (China) 29th January 2020

 **Trip Verified** | Terminal 2 is without a doubt the worst travel experience I've had in a very long time. We were stuck there for seven hours in transit due to PAL delaying our flight three times for no reason that they cared to explain to us. Anyway where to begin? First, there's no free wifi, none at all, which is almost unheard of these days at international airports. So if you are there for an extended period bring a book or something else to do. Second, the announcements are loud and never-ending, bring earplugs. Third, there aren't many decent cafes or snack shops and some of them only take cash, which is nonsensical these days. I only saw one cafe that actually had seats where you could sit down and eat whatever you bought, the rest were all takeaway. Fourth, the terminal is small and can't handle the number of people that pass through. When a flight is boarding the only aisle to walk down is completely filled with passengers lined up for boarding. To sum up this terminal is a disgrace to aviation and should be avoided at all costs, even for short transits.

1/10

## "Absolutely horrendous"

A Midg (South Korea) 21st March 2020

**Not Verified** | Absolutely horrendous, and that's putting it lightly. I landed at Manila on a flight from Korea, and had a long transit (14hr) before the next leg of my journey. I was told that the city is in lockdown at the moment, so it isn't possible to book hotels outside the airport. My transit was in Terminal 1. I was made to sit in the most uncomfortable metallic chairs with nothing to do. There are no restaurants, save for a Jollibee with a limited menu and only take out service available (no restaurant seating). The floors in the transit waiting area looked like they hadn't been mopped or cleaned in days, with visible dirt and suspicious yellow liquid on the floor. The lines were ridiculously long for security, immigration, and check-in. There was limited seating, with most people sprawled out on chairs taking up 2-3 seats per person sleeping. Felt more like a refugee center than an international airport terminal. I asked about the terminal shuttle, thinking I would go to Terminal 3 (hearing there were lounges one could pay for). The staff told me the first shuttle was at 4:30. I show up at 4:20, and they said it left 10 minutes prior and there would not be another until 6am. Worst transit I have every experienced in my life, and by far the worst airport in Asia I have been to. Avoid at all costs if you can!

THE STRAITS TIMES

ASIA

## US warns travellers over security at Manila airport

## NAIA IS CONSIDERED ONE OF THE "WORST AIRPORTS IN THE WORLD"!

1. Filipinos suffer because of poor service and poor facilities
2. Reputation as one of the "worst Airports in the World affecting the Philippines

## Still the world's worst airport

posted April 23, 2019 at 12:10 am by

Erwin Tulfo



# WHY NOT DEVELOP NAIA?



## NAIA IS AT THE HEART OF THE NATIONAL CAPITAL REGION

NAIA is the centrally located in Metro Manila, offering ease of access to both north and south Luzon.

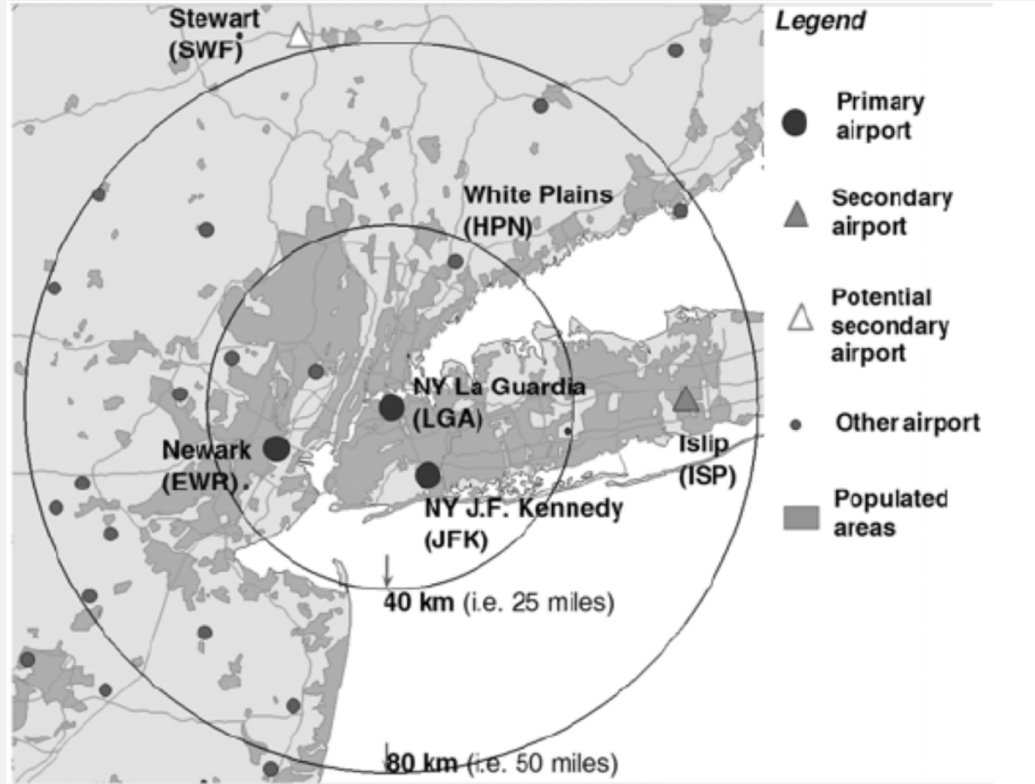
# WHY **NOT** DEVELOP NAIA?



## NAIA IS THE MAIN PHILIPPINE GATEWAY

NAIA has established domestic and international routes & infrastructure.

It has a community of stakeholders within the vicinity supporting its operations and development.



**Fig. 2.** Multi-airport system serving the New York metropolitan region

## MULTI-AIRPORT STRATEGY FOR GREATER MANILA

A multi-airport strategy will be needed for the Greater Manila Area

Other airports will take time to develop and rehabilitating NAIA will give government time to decide their future capacity strategy

# SUMMARY OF EVENTS

DATE	ACTIVITY
08 JUL 2020	DOTr/MIAA inquired if Megawide interested to pursue NAIA as a second-in-time proponent based on terms and conditions approved by NEDA ICC
15 JUL 2020	Megawide was granted Original Proponent Status (“OPS”)
29 JUL 2020	MIAA endorsed Megawide’s updated proposal to NEDA
AUG TO OCT 2020	Negotiations
19 NOV 2020	Joint letter of DOF & NEDA addressed to DOTr <i>Requested DOTr to “kindly ensure that all requisite documents ... are complied with by the private proponent ... prior to endorsement or RESUBMISSION of the unsolicited proposal for ICC/NEDA Board action.”</i>
20 NOV 2020	Megawide-GMR submitted additional documents on financial capability, including GMR's audited financial statements
15 DEC 2020	OPS termination

- **P109 Billion**
- **Concession period of 25 years**
  - Same terms as former proponent
- **Immediately address airside and landside congestion**
- **2 proposed transportation modes for Passenger**

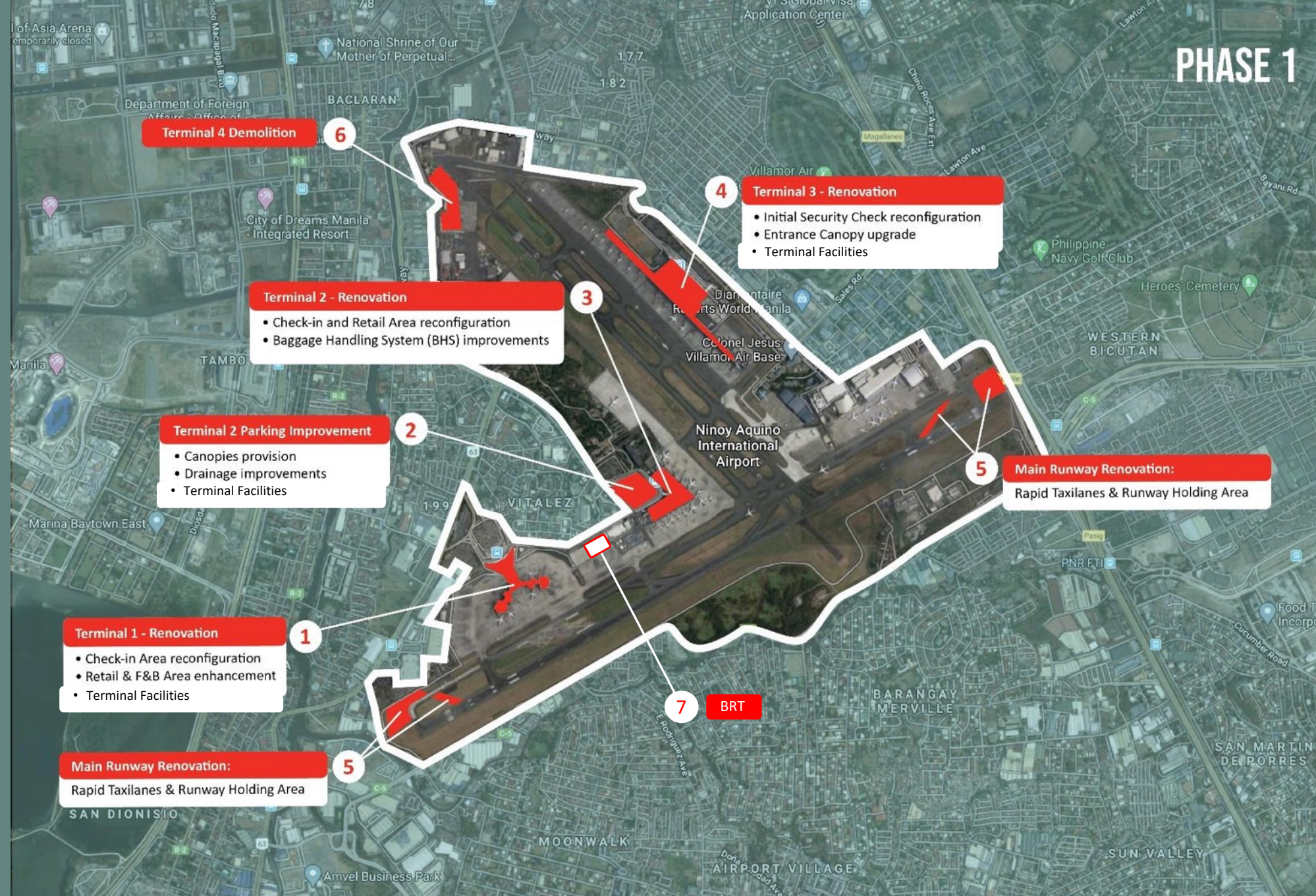
**Terminal Transfers:**

- Bus Rapid Transit
- Elevated Railway

- Immediate improvements to airside & landside
- Lessen airside congestion to lessen/eliminate delays
- Terminal improvements to lessen congestion and improve passenger experience



# PHASE 1



### Terminal 4 Demolition

6

### Terminal 3 - Renovation

4

- Initial Security Check reconfiguration
- Entrance Canopy upgrade
- Terminal Facilities

### Terminal 2 - Renovation

3

- Check-in and Retail Area reconfiguration
- Baggage Handling System (BHS) improvements

### Terminal 2 Parking Improvement

2

- Canopies provision
- Drainage improvements
- Terminal Facilities

### Main Runway Renovation:

5

Rapid Taxilanes & Runway Holding Area

### Terminal 1 - Renovation

1

- Check-in Area reconfiguration
- Retail & F&B Area enhancement
- Terminal Facilities

### Main Runway Renovation:

5

Rapid Taxilanes & Runway Holding Area

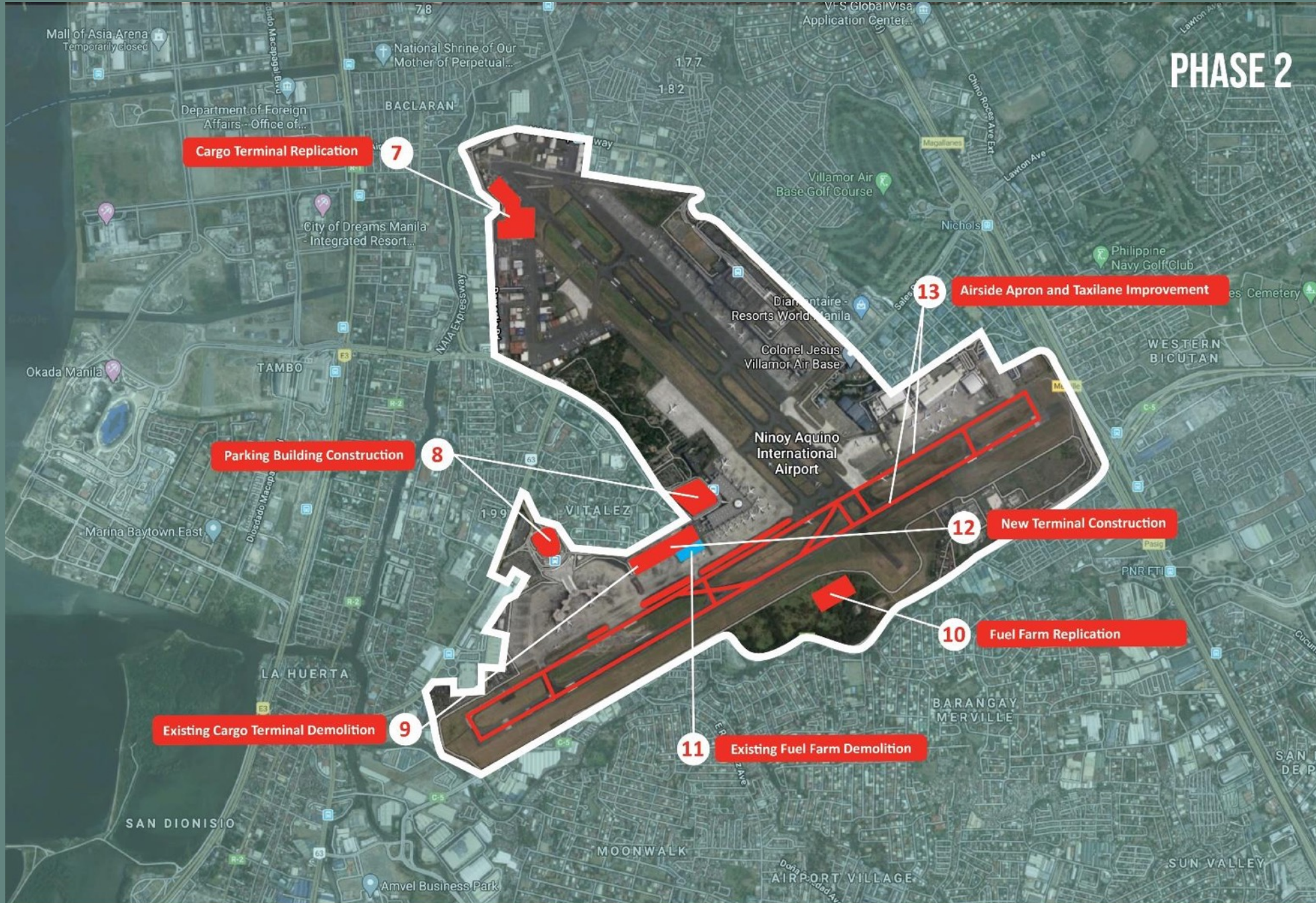
### BRT

7

## PHASE 2

- Construction of new passenger terminal building (PTB)
- Apron and taxiway improvements to allow access to new PTB
- Relocation of cargo terminal and fuel farm to accommodate new PTB and prevent disruption in operations

# PHASE 2



**Cargo Terminal Replication**

7

**Parking Building Construction**

8

**Existing Cargo Terminal Demolition**

9

**Existing Fuel Farm Demolition**

11

**New Terminal Construction**

12

**Airside Apron and Taxiway Improvement**

13

## Capacity augmentation with rail-based People Mover System (PMS)

- Passenger terminals enhancement to increase capacity
- Rail-based PMS for faster and more efficient transfers between terminals

# CAPACITY AUGMENTATION



# Architectural Concept





Inspiration:  
**Banaue Rice Terraces**















Engineering  
A First-World Philippines

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