

Foundation of Economic Freedom (FEF)

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I'll talk from the perspective of 40 years. The discontinuity in the DOT. It's like a young lady who is always looking for the best man to come along until she become spinster and that's what happened in this industry. Now they are talking again of multiple airports.

Being entertained by the private sector with beautiful dreams and looking at it as a sign of strength when in fact that is a sign of frustration of the private sector that the government is unable to deliver. Let me just say this specific example: the Terminal 1 improvement was supposed to be done starting 2012. It was announced. I was helping the DOTr at that time. We said if we developed the bidding document, in 6 months it could start. They wanted to negotiate, so it took them 20 months to negotiate. Now we are here again, for the next whatever decision that you'll make for the new airport, multiple or single, you are stuck with 2 airports in the next 10 years, which are NAIA and Clark. Whatever you talk about Sangley or Bulacan, the growth in airports in the next 10 years will have to happen elsewhere not at NAIA. Just do that in the next 6 years.

That's all I can say John.