

5.0 Transportation, Access and Circulation

5.1 External Linkages

5.1.1 External Linkages of the Province

The Province has a total of 6,023.525 kilometer of roads. The national roads approximately have 737.576 kilometers while the provincial roads have a total length of 447.856 kilometers. The rest are classified as Barangay, Municipal and NIA roads.

The main external linkage is Cotabato City -Davao City route (Cotabato-Davao Road) with 226 kilometers fully paved with concrete and asphalt with many sections already deteriorated that need to be repaired. This route is the most important and busiest linkage because it is used as access to major services. Davao City is the most proximate metropolitan urban center to Cotabato Province which offers the following services: tertiary educational institutions, advanced medical facilities, shopping and recreational facilities. Airport and shipping services are also provided there.

Another important linkage is the Cotabato-Koronadal and General Santos City through Matalam-Mlang-Bagontapay Road; Makilala-Allah Road; with an estimated road length of 130 kilometers of asphalt and concrete road wherein many sections are also dilapidated. The said route connects the province to Koronadal City being designated regional center of Region 12 which plays the role as the administrative center of the region. The linkage is also supportive to tourism activities in Lake Sebu as among tourism sites in the region. The route further connects the province to General Santos City which serves as an alternate transshipment of people and products of Cotabato Province.

Other external linkages are Cotabato Province-Bukidnon-Cagayan De Oro (Sayre Highway); Cotabato Province-Davao City-Bukidnon-Cagayan De Oro (Davao-Bukidnon Road); and General Santos City-Tacurong/Digos City-Cotabato Province-Bukidnon-Cagayan De Oro City linkage through Sayre Highway transport route, with 254 kilometers of concrete and asphalt road with some unpaved sections while large portions need to be improved, repaired and rehabilitated. This route is being used by Bukidnon and CDO as among the consumers of the rice from Cotabato Province, while marine resources from GSC Fishport passes this route towards Bukidnon. These roads are paved with concrete and asphalt with portions unpaved and need to be improved, repaired and rehabilitated.

The province's potential external linkages are Datu Piang-Midsayap-Carmen-Bukidnon; Cotabato City-Carmen-Bukidnon passing Sayre Highway; Datu Piang-Midsayap-Davao via Davao-Cotabato Road; Tacurong City-Mlang-Matalam-Antipas-Arakan-Davao City; Cotabato City-Matalam-Tacurong City; and Datu Piang-Libungan-Banisilan-Lanao del Sur. These serve as alternative routes and are considered passable but seldom used due to unstable peace and order situation. The roads also need improvement.

5.1.2 Linkages/facilities that should be given highest priority

Of all the external linkages, the Davao City–Cotabato City route must be given highest priority for improvement considering that it traverses through Kidapawan City, Kabacan and Midsayap which are major growth centers for commercial, industrial, institutions and other services. These serve as productive centers for economic activities serving as communication and transport hubs linking the province with other areas of the country. These areas play a critical role of economic growth-inducing activities which will radiate to other secondary growth centers in the province.

On the other hand, proposed routes are being considered to be utilized for better access to other provinces such as the use of Mlang Airport; Tacurong-Mlang-Matalam-Antipas-Arakan-Davao City/ Bukidnon; Tacurong-Makilala-Kidapawan City-Pres. Roxas-Antipas-Arakan-Davao City/Bukidnon route. The utilization of these routes will improve economic activities and income generation among local folks.

5.2 Internal Circulation

5.2.1 One of the main internal circulation route traverses from Poblacion Pikit-Gokotan-Kibayao-Pob.Carmen-Malapag-Tinimbakan-Pob. Banisilan-Guiling-Rangayen-Pob. Alamada-Nicaan-Pob. Libungan-Pob. Midsayap-Pob. Aleosan-Pikit. This route serves as circumferential road connecting the different municipalities of District 1 & 3 from production areas to market centers and educational institutions, agri-trading purposes and access to basic services, and vice-versa with Midsayap being the major growth center and as the key destination. The mode of transportation in these areas varies according to road classification prevailing in the area. These include 2-wheel vehicles, 4-wheel vehicles and draft animals.

The other main route traverses from Poblacion M'lang-La Esperanza-Bulacanon-Garsika-Indangan-Manongol-Meohao-Bongolanon-Pob. Magpet-Temporan-Pob. Arakan-Bangbang-Kabulacan-New Abra-Bangilan-Pob.Kabacan-Pob. Matalam-Pob. M'lang. This circumferential route provides convenient access to and from agro-production areas, market trading centers, educational centers and basic services among the municipalities in District 2 & 3 with Kidapawan City as the main destination. Public and private type of vehicle/draft animals are used as mode of transportations in these areas.

Kidapawan City and Midsayap being the major urban centers of the province can be accessed by all modes of land transportation. Meanwhile, other municipalities playing as secondary growth centers or major agro production areas are also generally accessible through all modes of land transportation.

These internal circulation roads are combinations of national, provincial, city or municipal and barangay roads.

5.2.2 Other than the two main circulation routes, there are also other road networks that serve the province, these are: Kibudtungan-Misupa-Salama-Tinimbakan connecting Carmen and Banisilan; Kimagango-Pentil, New Panay-Poblacion Aleosan connecting Midsayap and Aleosan; Bagumbayan-Camasi-Magsaysay Antipas connecting Magpet-Pres. Roxas-Antipas; Villaflores-Daig-Bunawan connecting Makilala and Tulunan; Palacat-Kitubud-Bao-Guiling connecting Aleosan, Libungan and Alamada; Buluan-Nangaan-Tamped-Arakan connecting Kabacan and Matalam.

These roads are identified and being prioritized in its aim to promote and accelerate rural development thereby propelling an improved socio-economic and cultural well-being of its people.

Proposed new routes include the waterways of Ligawasan Marsh that would connect the municipalities of Midsayap and Pikit and pave the way for the construction of access routes and at the same time provide a drainage system. Pump boats and bancas will be used as mode of transportation in these areas. The linkage along Ligawasan Marsh pose no threat to the protection zones, instead it will provide flood control mechanisms to the surrounding areas. Environmental protection programs in the marsh have been implemented like the Kennedy Round 2 (KR2), a joint effort by the governments of Japan and the Philippines.

Sumalili-White Kulaman-Kabalantian-Datu Inda-Sundungan is likewise proposed to be opened as a new route to connect Arakan and Pres. Roxas, so that the residents of these areas will have access to services and have the opportunity to develop their rich agricultural resources.