

ENVIRONMENTALLY SUSTAINABLE TRANSPORT IN THE PHILIPPINES

Voluntary progress, achievements, major initiatives in implementing the Bangkok 2020 Declaration

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GOAL NO. 1	Formally integrate land-use and transport planning processes and related institutional arrangements at the local, regional, and national levels
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I. Strategies to Avoid unnecessary travel and reduce trip distances

Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Metro Manila Capacity Enhancement Project</i>	Fully Completed	Updating of database for preparation of Metro Manila Transportation Master Plan and Capacity building of staff to perform functions	Restructure public transport routes and services to meet existing and future travel demand (ongoing)
<i>Road Transit Rationalization Study</i>	Largely in Place	Identification of mass transit corridors in Metro Manila. Implementing improved transport services to meet existing demand on identified corridors	Deployment of new public transport services to meet travel demand (like express buses, point to point, limited stop, and airport bus services – ongoing)
<i>Preparation of Regional Transport Models and Urban Development Strategy for Regions outside Metro Manila</i>	Some design	Preparation of transport plans and models for regions outside Metro Manila	Provide more efficient and responsive public transport to reduce private car use and alleviate traffic congestion (ongoing)

GOAL NO. 2 Achieve **mixed-use development** and medium-to-high densities along key corridors within cities through appropriate land-use policies and provide people-oriented local access, and actively promote transit-oriented development (TOD) when introducing new public transport infrastructure

Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Cebu Bus Rapid Transit (BRT) Detailed Engineering Design Stage</i>	Some (design – piloting)	Land acquisition	<ul style="list-style-type: none"> • Detailed Engineering Design to be completed by end of 2015 • Start construction in 2016

GOAL NO. 3	Institute policies, programmes, and projects supporting Information and Communications Technology (ICT) , such as internet access, teleconferencing, and telecommuting, as a means to reduce unneeded travel
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Automatic Fare Collection System (AFCS)</i>	Fully completed – inter-operable among three Metro Rail Transit (MRT) lines and a few buses	<ul style="list-style-type: none"> • Educating people on the use • Inter-operability with other modes of transport (i.e. buses – difficulty is with having thousands of bus operators) 	<ul style="list-style-type: none"> • Full integration in buses • Establishment of a transport database
<i>Public Transport Information Management Center (PTIMC)</i>	Some (design – piloting)		<ul style="list-style-type: none"> • Sustainable data collection and monitoring from public transport services • Provide commuters with real-time public transport information at bus/jeepney stops

GOAL NO. 4	Require Non-Motorized Transport (NMT) components in transport master plans in all major cities and prioritize transport infrastructure investments to NMT, including wide-scale improvements to pedestrian and bicycle facilities, development of facilities for intermodal connectivity, and adoption of complete street design standards, wherever feasible
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II. Strategies to Shift towards more sustainable modes

Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Ortigas Greenway</i>	Fully Completed	Promoting walkability and non-motorized transportation and interconnectivity with MRT in Metro Manila	Demonstrated greenways by June 2016

GOAL NO. 5	Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Cebu BRT</i> <i>MRT Line-3 Capacity Expansion</i> <i>LRT Line-1 South Extension</i> <i>LRT Line-2 Extension</i> <i>North-South Railway Project</i> <i>Integrated Transport System</i> <i>Southwest Terminal</i>	Some (design – piloting)	<ul style="list-style-type: none"> • Land acquisition • Delays from suppliers • Antiquated rail parts • Change of technology 	<ul style="list-style-type: none"> • Upgrade works • Construction of new stations

GOAL NO. 6 Reduce the urban transport mode share of private motorized vehicles through **Transportation Demand Management (TDM)** measures, including pricing measures that integrate congestion, safety, and pollution costs, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl

Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Parking levy</i>	Not yet	Management arrangements with LGUs	LGU managed parking levies by end of 2016
<i>Department Order on Transport Network Companies (TNCs) and Transport Network Vehicles (TNVs)</i>	Fully completed	Initial resistance from taxi and AUVs as competition of TNCs/TNVs	Continuing services of TNCs/TNVs to shift people away from using private cars

GOAL NO. 7	Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport , including priority for high-quality long distance bus, inland water transport, high-speed rail over car and air passenger travel, and priority for train and barge freight over truck and air freight by building supporting infrastructure such as dry inland ports
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Public-Private Partnerships:</i> <ul style="list-style-type: none"> • <i>North-South Railway Project</i> • <i>Regional Airports Development, Operations and Maintenance Project</i> • <i>Davao Sasa Port Modernization Project</i> • <i>Integrated Transport System Projects</i> 	Some (design – piloting)	Land acquisition	Start of construction
<i>Roll-on/Roll-off (RORO) Bus routes</i>	Fully completed	Evaluation of bus routes that complement the RORO routes	Continuing services

GOAL NO. 8	Diversify towards more sustainable transport fuels and technologies , including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas
GOAL NO. 9	Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles

III. Strategies to Improve transport practices and technologies

Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Public Utility Jeepneys (PUJ) modernization</i>	Some (design – piloting)	<ul style="list-style-type: none"> • Resistance from PUJ sector • Public education and acceptance is a big challenge • Understanding modernization as inclusive of vehicle and operations upgrading 	<ul style="list-style-type: none"> • Modernization of vehicles starting 2016 • Voluntary participation for jeepneys to upgrade their vehicles to Euro IV, and providing them with number-coding exemption as incentives to participate

GOAL NO. 10	Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle inspection and maintenance (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older polluting commercial vehicles being gradually phased-out from the vehicle fleet, as well as testing and compliance regimes for vessels
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Mandating Euro 4 emission standard type engine</i>	Some (design – piloting)	Stakeholder acceptance	Piloting
<i>Emission testing centers</i>	Fully completed	Unscrupulous testing centers	Closer monitoring and more centralized emission testing

GOAL NO. 11	Adopt Intelligent Transportation Systems (ITS) , such as electronic fare and road user charging systems, transport control centres, and real-time user information, when applicable
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Automatic Fare Collection System (AFCS)</i>	Fully completed – inter-operable among three Metro Rail Transit (MRT) lines and a few buses	<ul style="list-style-type: none"> • Educating people on the use • Inter-operability with other modes of transport (i.e. buses – difficulty is with having thousands of bus operators) 	<ul style="list-style-type: none"> • Full integration in buses • Establishment of a transport database

GOAL NO. 12	Achieve improved freight transport efficiency, including road, rail, air, and water, through policies, programmes, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Davao Sasa Port Modernization Project</i>	Some (design – piloting)	Right of way	Clear alignment with Competition Act and Land Use Plan

GOAL NO. 13	Adopt a zero-fatality policy with respect to road, rail, and waterway safety and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance requirements, and better post-accident care oriented to significant reductions in accidents and injuries
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IV. Cross-cutting Strategies

Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Land Transportation Office (LTO) and Land Transportation Franchising Regulatory Board (LTFRB) insurance requirements for accidents</i>	Largely in place	Some small insurance agencies are trying to block the implementation by filing frivolous cases	<ul style="list-style-type: none"> • Cheaper insurance • Educate the public on insurance
<i>Acquisition of breathalyzers</i>	Largely in place	Training Stakeholder acceptance	Implement nationwide

GOAL NO. 14	Promote monitoring of the health impacts from transport emissions and noise, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic impacts of air pollution and noise, and devise mitigation strategies especially aiding sensitive populations near high traffic concentrations
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Special Vehicle Pollution Control Fund (SVPCF)</i>	Largely in place	Access to funding for environmentally sustainable transportation projects	Guidelines and processes for project approval and fund access in place by 2016
<i>Jeepney modernization</i>	Some (design – piloting)	Stakeholder opposition	

GOAL NO. 15	Establish country-specific, progressive, health-based, cost-effective and enforceable air quality and noise standards, also taking into account the WHO guidelines, and mandate monitoring and reporting in order to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<p><i>SVCPF Projects:</i></p> <ul style="list-style-type: none"> • <i>Advanced Traffic and Pollution Monitoring Systems (ATPMS)</i> • <i>Shifting to low emission vehicle(e-tricycles, e-jeepneys, e-buses)</i> • <i>Hybrid electric vehicle</i> • <i>Customized Local Road Vehicle (CLRV) standards</i> 	Some (design – piloting)	Stakeholder acceptance	Institutionalize program nationwide

GOAL NO. 16 Implement sustainable low-carbon transport initiatives to mitigate the causes of **global climate change** and to fortify national **energy security**, and to report the inventory of all greenhouse gases emitted from the transport sector in the National Communication to the UNFCCC

Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<p><i>Bohol Panglao Airport</i> <i>*Green airport – uses solar energy for power source, LED lamps, geotextile fabric to filter water runoffs and is disaster-resilient which can stand 230 kph typhoon and high intensity earthquake</i></p>	Some (design – piloting)	Construction completion	Completion
<p><i>Public Utility Jeepneys (PUJ) modernization</i></p>	Some (design – piloting)	<ul style="list-style-type: none"> • Resistance from PUJ sector • Public education and acceptance is a big challenge • Understanding modernization as inclusive of vehicle and operations upgrading 	<ul style="list-style-type: none"> • Modernization of vehicles starting 2016 • Voluntary participation for jeepneys to upgrade their vehicles to Euro IV, and providing them with number-coding exemption as incentives to participate

GOAL NO. 17	Adopt social equity as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women, universal accessibility of streets and public transport systems for persons with disabilities and elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Discounts for senior citizens and Persons With Disability (PWDs)</i> <i>Designated coaches for women, senior citizens and PWDs</i>	Fully completed	Not applicable to all modes of transport	Apply privileges to all modes of transport

GOAL NO. 18	Encourage innovative financing mechanisms for sustainable transport infrastructure and operations through measures, such as parking levies, fuel pricing, time-of-day automated road user charging, and public-private partnerships such as land value capture, including consideration of carbon markets, wherever feasible
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Various PPP Projects with varying financing mechanisms</i> <ul style="list-style-type: none"> • <i>North-South Railway Project</i> • <i>Integrated Transport System (South and Southwest Terminals) Projects</i> 	Largely in place	Land acquisition Timing with other related PPP infrastructure	Complete rail infrastructure works

GOAL NO. 19	Encourage widespread distribution of information and awareness on sustainable transport to all levels of government and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Public communications campaign</i>	Some (design – piloting)	Continuity and changing community behavior	Continuing release of messages on environmentally sustainable projects for public communications

GOAL NO. 20	Develop dedicated and funded institutions that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good governance through implementation of environmental impact assessments for major transport projects
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Pilot Project	Action Taken	Challenges faced in Implementation	Important actions to be carried out from 2015-2020
<i>Environmentally Sustainable Transportation Initiatives Unit (ESITU)</i>	Largely in place	High turnover of staff due to difficulty in accessing funds *Unit is considered as a “project”, hence yearly approval is needed to ‘create’ the unit itself	<ul style="list-style-type: none"> • Guidelines and processes for project approval and fund access in place by 2016 • Institutionalization of ESITU role in DOTC organization