# SHIFTING GEARS IN THE NEW NORMAL: THE PHILIPPINE EXPERIENCE

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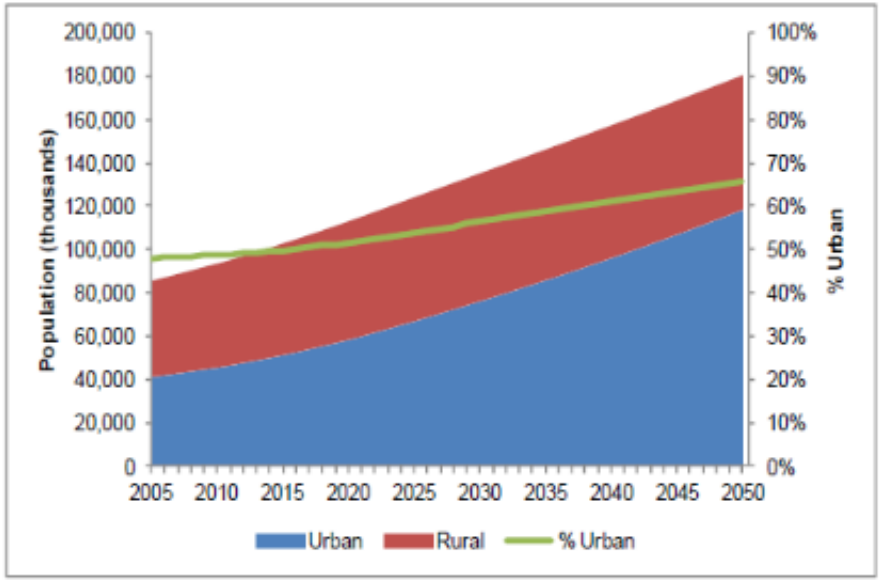
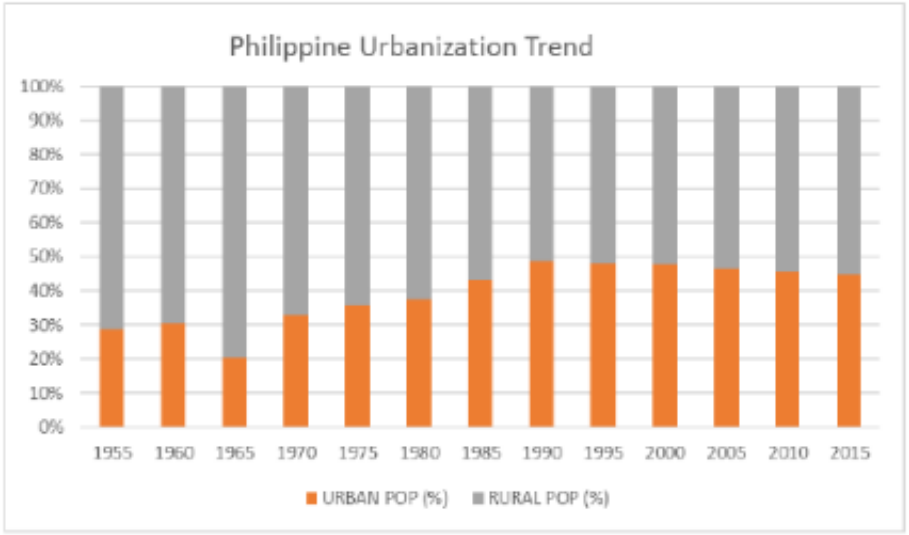
# CONTEXT OF URBAN TRANSPORT DEVELOPMENT




Source: UN, 2012




Source: http://www.worldometers.info/world-population/philippines-population/

# The Daily Cost of Metro Manila Congestion*

**2017 PHP 3.5 billion**

**2035 PHP 5.4 billion**

*(assuming no interventions)*

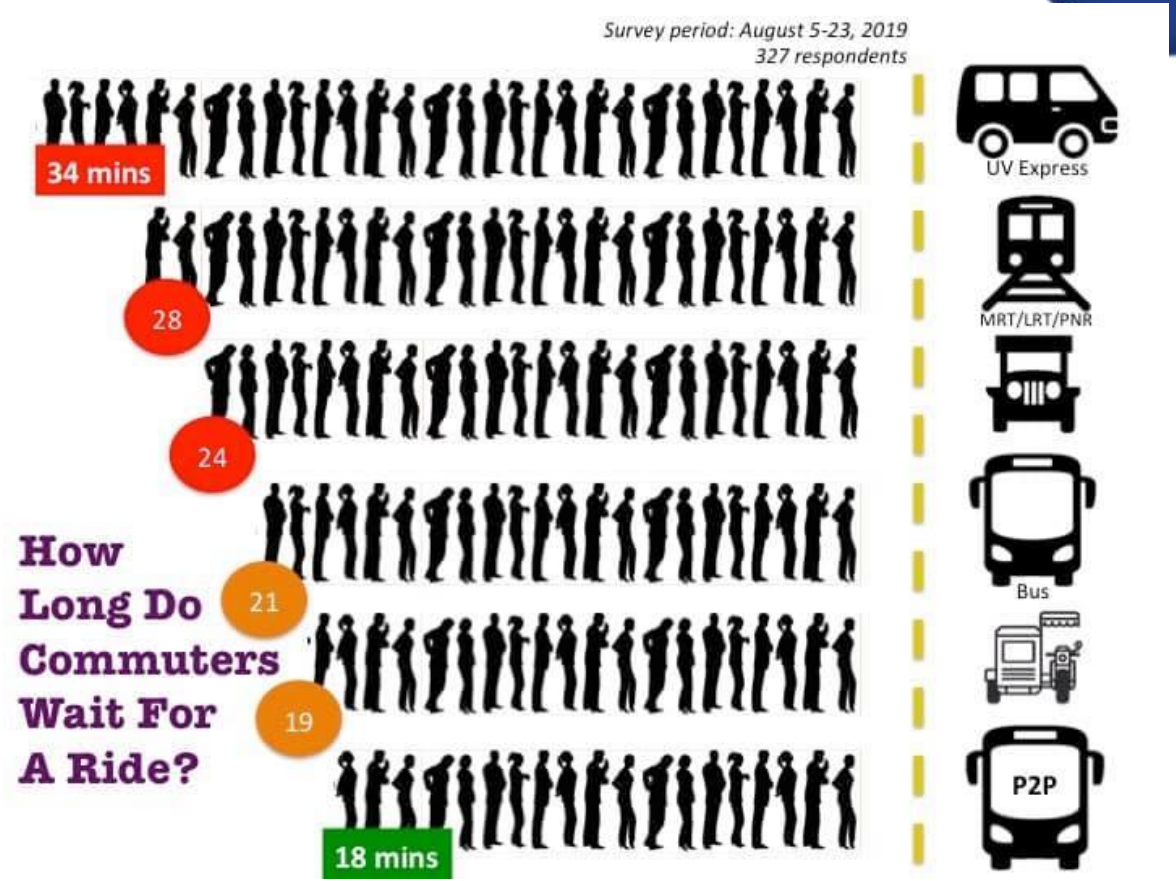
**From Follow Up Survey of the Japan International Cooperation Agency (JICA) on the Roadmap for Transport Infrastructure Development for Greater Capital Region (2017). Cost expressed in terms of fuel cost and lost person-hours in traffic/congestion.*

# Old Normal: Inadequate PT Capacity


Photo credit: Regin Regidor, 2020

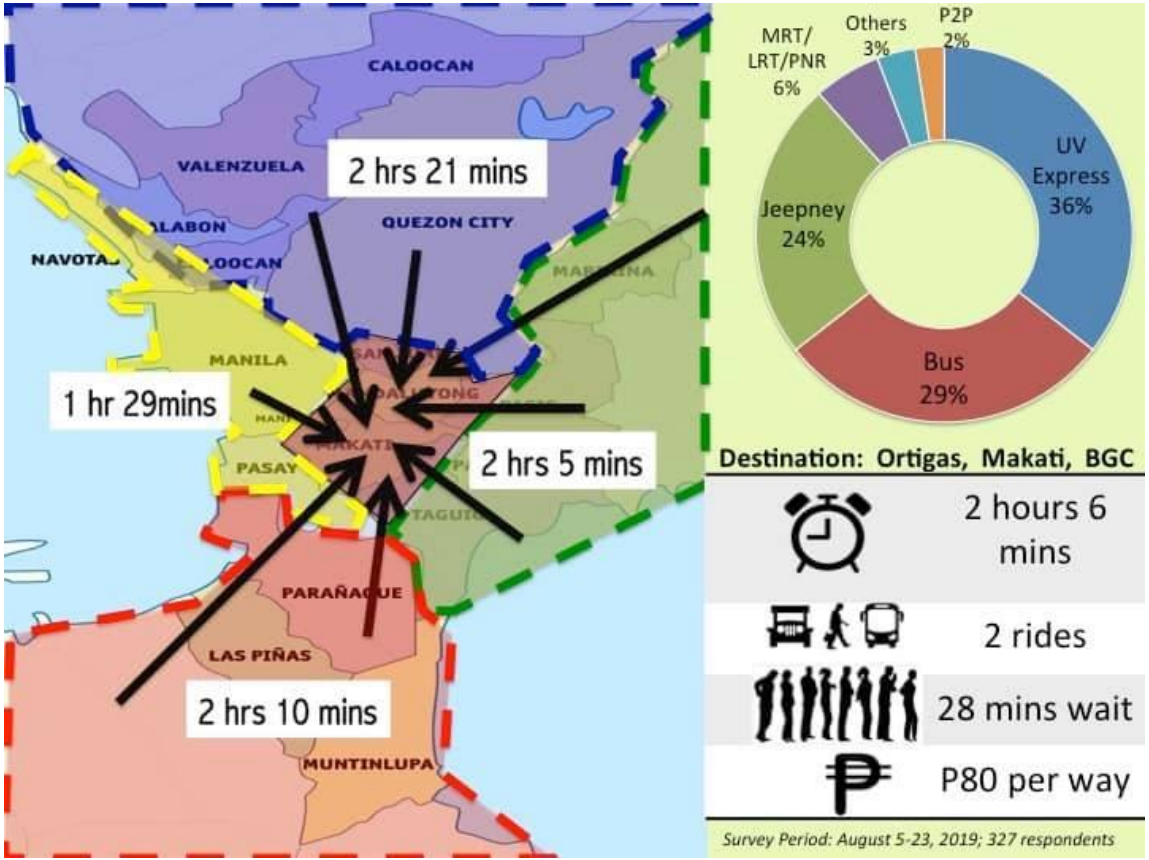
Photo credit: Robbie Siy, 2020

# The Old Normal: Long Waiting Times




*Reference: Cerna, 2019 (grabbed from NAST Presentation of Dr. Regin Regidor, 06July2020)*

# The Old Normal: Long Travel Times




*Reference: Cerna, 2019 (grabbed from NAST Presentation of Dr. Regin Regidor, 06July2020)*

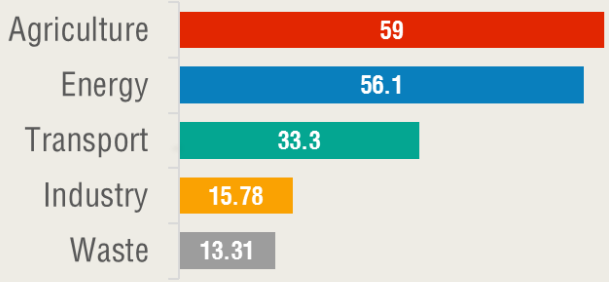
# The Old Normal: Public Transport Operations

- Drivers earned based on passengers carried (non-salaried)
- Competition for passengers
- Drivers work for 13-15 hours per day


Photo credit: Robbie Siy

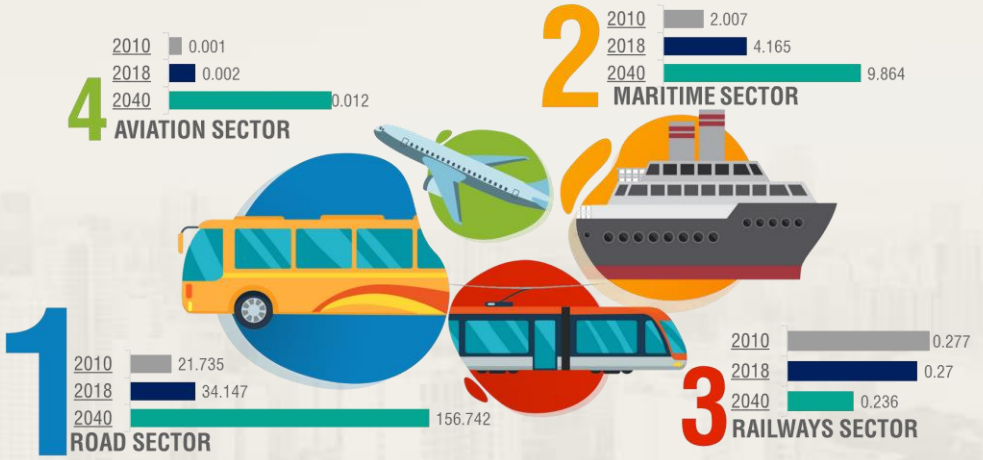
# 3RD

largest contributor of the Philippines' greenhouse gas emissions, next to **Agriculture Sector** and **Energy Sector.**




**Greenhouse gas emissions by sector, Philippines, 2016**
**In million tons of carbon dioxide-equivalents ($MtCO_2e$).**

*Source: CAIT Climate Data Explorer via. Climate Watch*
*OurWorldInData.org/co2-and-other-greenhouse-gas-emissions*



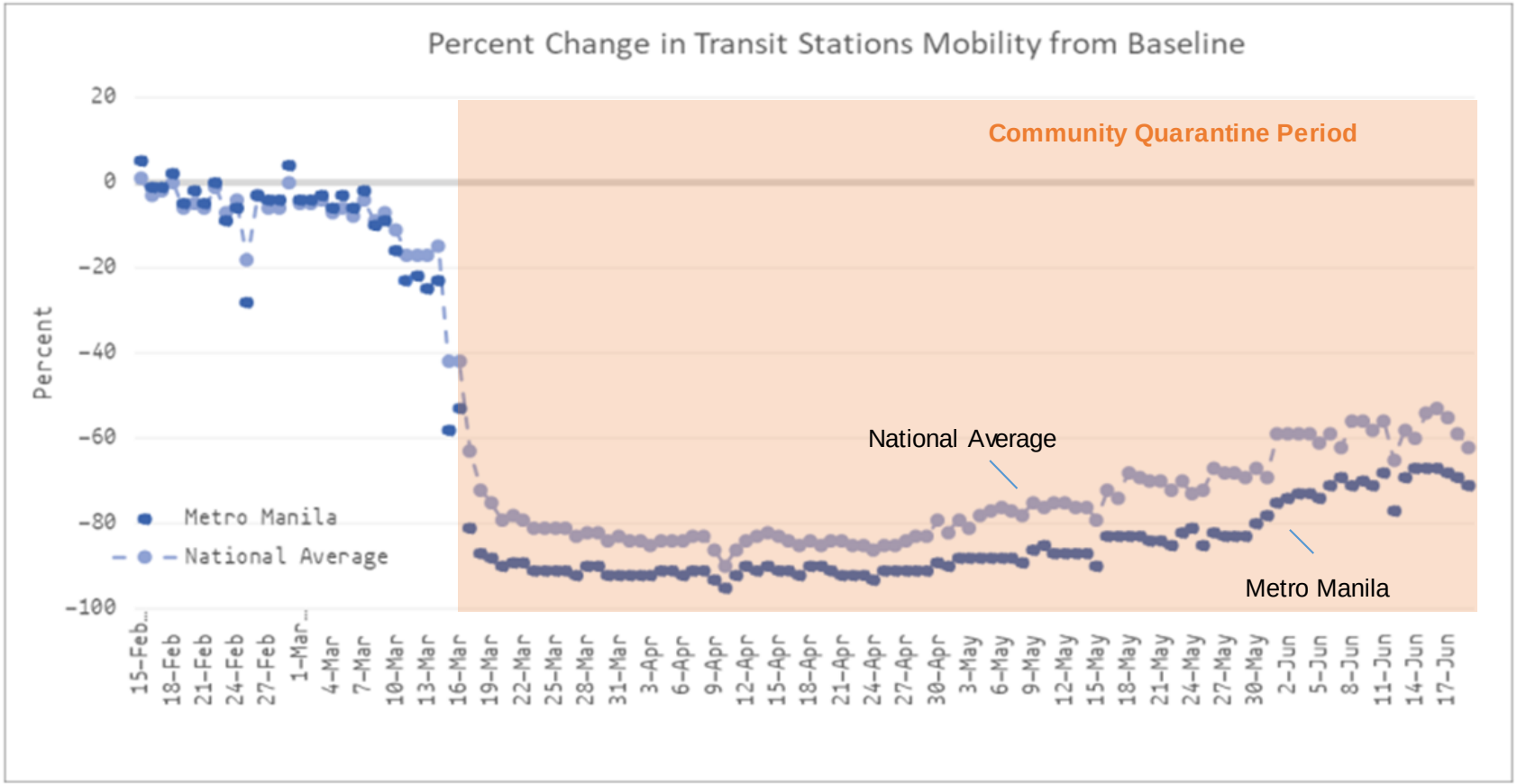

**PHILIPPINE TRANSPORT SECTOR BASELINE GHG EMISSIONS IN MILLION TONS OF CARBON DIOXIDE-EQUIVALENTS ($MTCO_2E$)**

The baseline and projections were estimated considering the economic growth targeted under the **Medium-Term Philippine Development Plan – Ambisyon 2040,** and the expected growth in population.

# While we were sleeping …

- On 11 March 2020, the World Health Organization (WHO) declared the novel Coronavirus Disease 2019 (COVID-19) a global pandemic
- On 16 March 2020, the President of the Philippines imposed Enhanced Community Quarantine (ECQ) and Stringent Social Distancing Measures in Luzon
- Suspension of all modes of public transportation in land, air and water for the duration of the ECQ

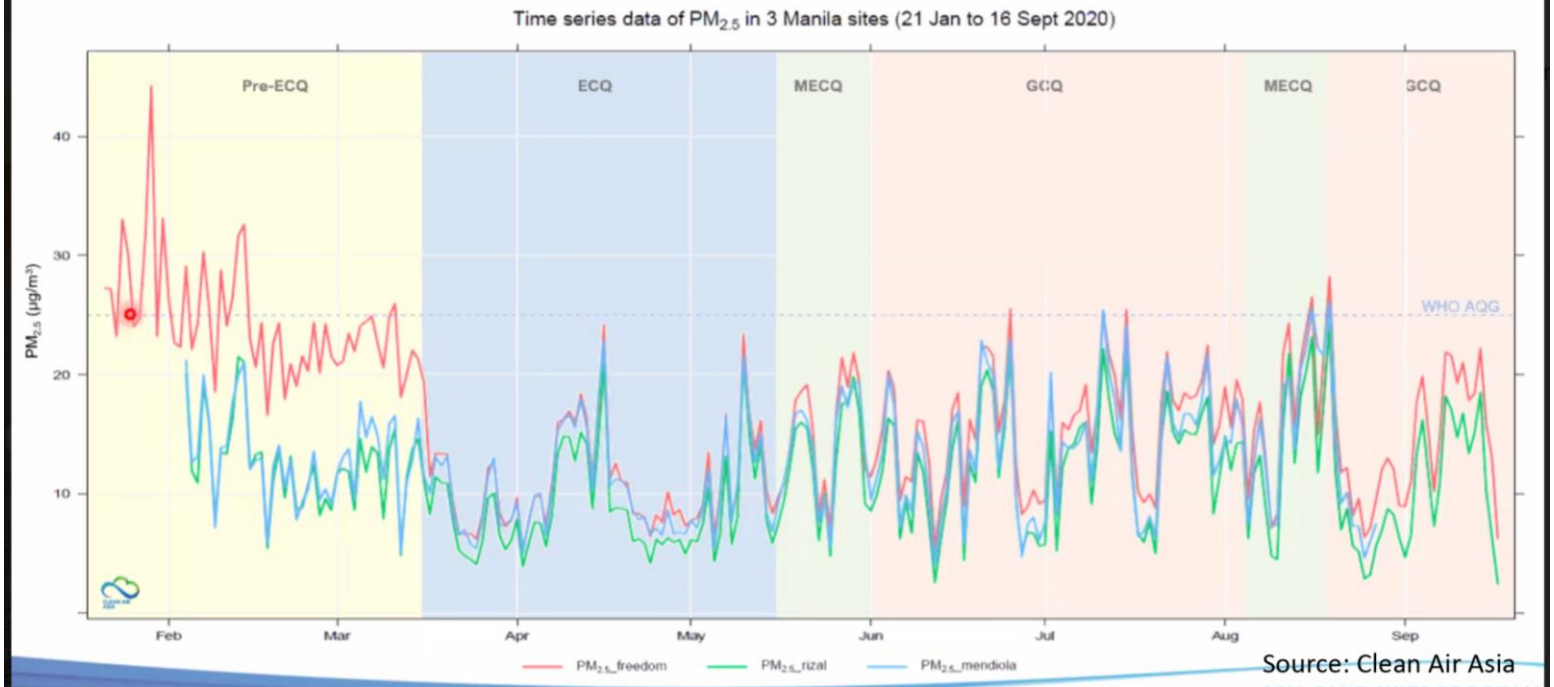
# Transition from Old Normal to New Normal




Source: DOTr- Management Information Service

# Silver Lining

**Air quality significantly improved during the ECQ in the three monitoring sites in Manila, with up to 54% reduction in $PM_{2.5}$ in the roadside area, and 21 to 30% decrease in non-roadside sites.** Post-ECQ, levels start to increase again, similar to pre-ECQ air quality.




Source: Clean Air Asia

ASIA BLUE SKIES PROGRAM



**Social Impact on the Transport Sector**

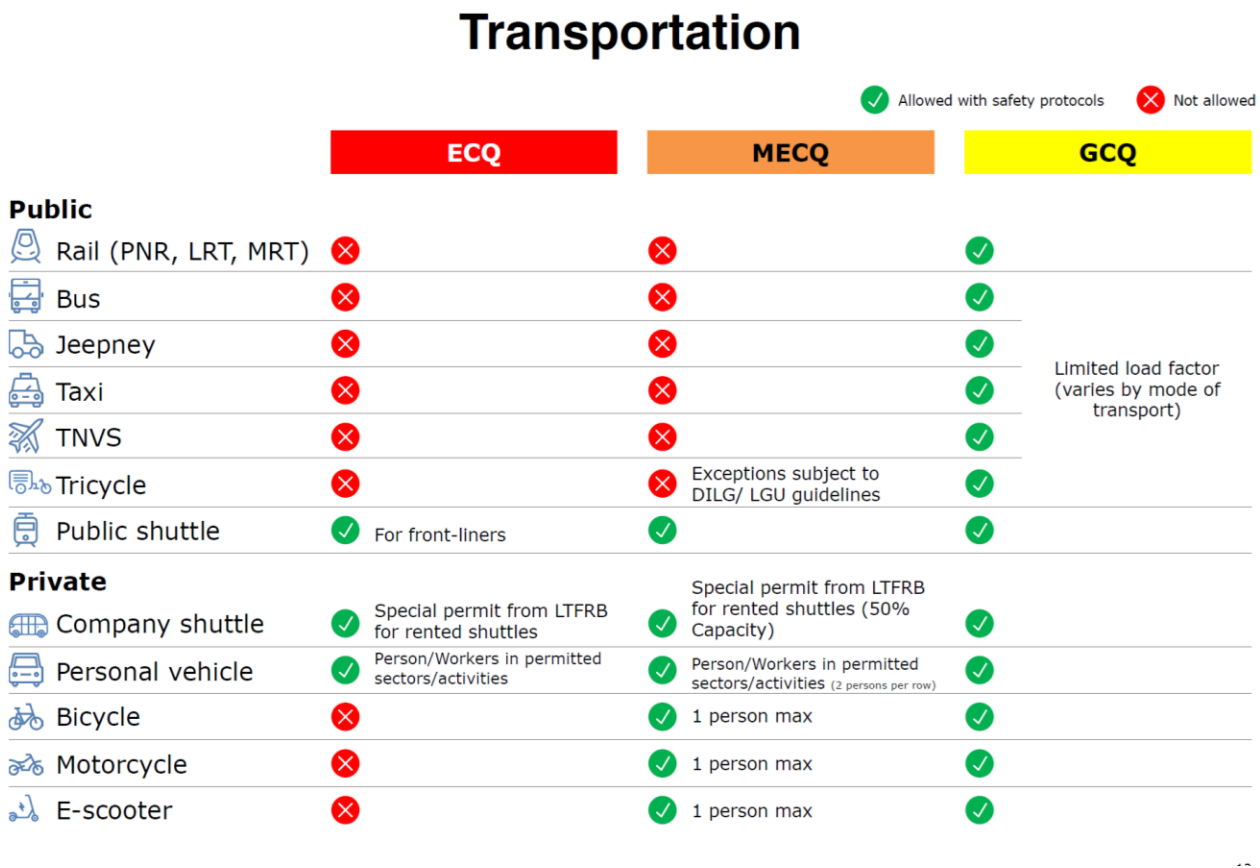
# Transport Operations: New Normal

**Two-pronged objective:**

***Efficiency:*** Meet mobility requirements of the commuting public and ensure unhampered movement of goods to support economic activities;

***Safety:*** Control the spread of the virus through the reduction of transmission through the implementation of stringent health and sanitary protocols as well as reduction of contact

# Transition from Old normal to New normal




Source: IATF


**PERFORMANCE-BASED CONTRACT**

**a. vehicle-kilometer operated**

**b. reliability (regularity and punctuality of services based on headway)**

**c. driver and vehicle quality**

**d. passenger & staff security**

**e. customer/end-user satisfaction**

Service Contracting of Public Transportation

**Government will contract operators/drivers to render public transportation services based on vehicle-kms, compared to the status quo of earning based on passenger-kms**

# BENEFITS OF SERVICE CONTRACTING

**For the Operators/Drivers**

- Stable income despite the reduction in load factor
- Reasonable working hours

**For Commuters**

- Predictable service (based on headways or the time between two succeeding PT mode)
- Safe travel due to standards for driver behavior as condition of the contract
- Availability of feedback mechanism for improvement of service

# Promotion of Active Transport

## PROTECTED BIKE LANES ON EDSA

- The DOTr, MMDA, and the Department of Public Works and Highways (DPWH) have started the construction of the bike lanes in EDSA last 13 June 2020
- 1.5 meters of space for bikers and will be done in two (2) phases – interim and long-term

### SAVES LIVES

- Maximize productivity of road infrastructure
- Reduce load on public transport systems
- Provide basic/fundamental social justice
- Solve traffic by encouraging shift from car to bicycle

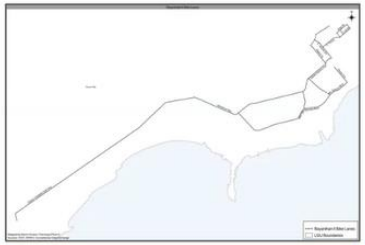
*Existing Bicycle Lane with Flexible Bollards in Julia Vargas Avenue, Pasig City*

# Active Transport

- 561 km of bike lanes built across Metropolitan areas of Manila, Cebu, and Davao as of April 27, 2022

**Metro Cebu**

**129.66 kms**



**Metro Davao**

**54.74 kms**

**Metro Manila**

**377.12 kms**

- Bike lanes range from Class 1 (separated from carriageway), 2 (protected with bollards, curbs, pavement markings), and 3 (prioritization in mixed traffic)

**Class 1**

**Class 2 - Physical Separator**

**Class 2 - Pavement Markings**

**Class 3**


- IEC for promoting road sharing: online, through manuals and brochures, on electronic billboards in train stations and along the road

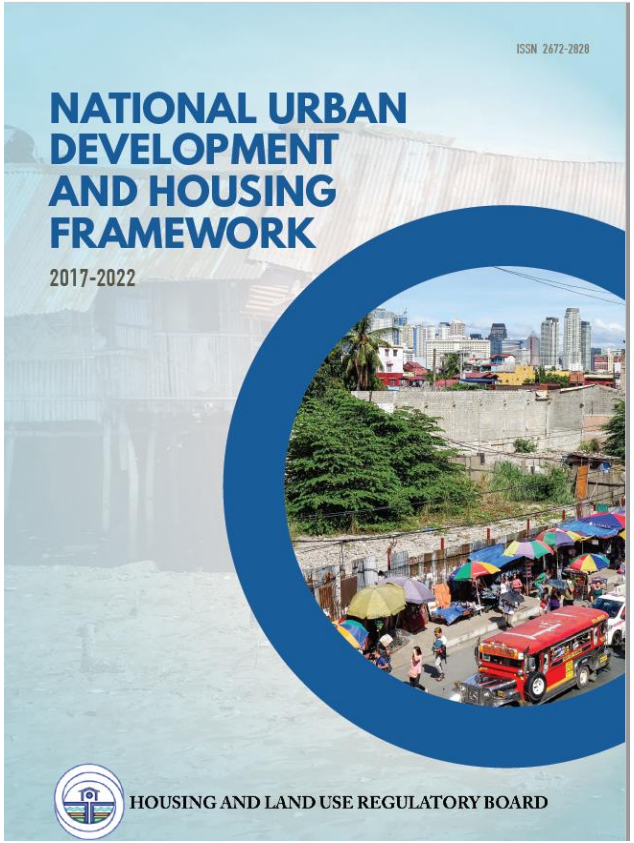
# Users' Perspective

| Interventions to encouraage to bike more | | |
|---|---|---|
| Provision of a safe, connected cycling route | 205 | 89% |
| Amenity improvements (e.g. night lighting, covered walk, signage) of areas with intense pedestrian activity | 1 | 0% |
| Enforcing lower speed limits and other traffic safety policies (1m distance between drivers and cyclists, give priority to cyclists/pedestrians) | 140 | 61% |
| Availability of bicycle skills training program | 37 | 16% |

| Interventions to walk more | | |
|---|---|---|
| Provision of safe, well-connected walking route network with supporting infra | 167 | 72% |
| Amenity improvement (night light, covered walk, signages | 129 | 56% |
| Enforcing lower speed limits (15-30kph) in areas that attract high pedestrian/cyclist use;Amenity improvements (e.g. night lighting, covered walk, signage) of areas with intense pedestrian activity | 46 | 20% |
| Add more footbridge for crossing pedestrian strategically along CBD areas and highways with heavy vehicle traffic volume;Amenity improvements (e.g. night lighting, covered walk, signage) of areas with intense pedestrian activity | 86 | 37% |

*Source: Women on the go! Tipping the hidden gender data gap in (active and public) transport webinar, Women in Transport Lead ership, 26 January 2021*

# LINKING LAND USE TO TRANSPORTATION




- Transit-oriented development
  - compact, walkable, mixed-use communities around a mass transportation system
  - well-developed pedestrian and cycling facilities connected to transport terminals and high-density, walkable districts within a 10-minute walk circle around the transport station
- Locally, this strategy can be pursued by integrating transportation planning in the development of the Comprehensive Land Use Plan (CLUP) when mapping out a locality's various land uses.

# Moving towards a better future

- Build on gains in improving public transportation operations
  - Service contracting
  - Strengthen digital platform for Automatic Fare Collection System (AFCS)
  - Connecting micro-mobility modes to main PT stations
- Sustain development of infrastructure and supportive culture for Active Transportation
  - Connected and protected cycle lanes
- Support for environment-friendly transportation systems through the use of clean and energy efficient transport technology and fuels
  - ➢ Inclusive and people-oriented mobility such as TOD, prioritization of pedestrians
- Adopt alternative working schemes (i.e., 4-day work week, flexible working hours)

# THANK YOU FOR YOUR ATTENTION ☺