Mainstreaming Low Carbon Path in the Transport Sector in the National and Local Levels: Case of the Philippines

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AGENDA

- Overview of the LEDS Global Partnership & Transport Working Group

- Presentation: Mainstreaming Low Carbon Path in the Transport Sector in the National and Local Levels: Case of the Philippines

- Questions and Answers

- Closing Remarks

- Survey
LEDS GLOBAL PARTNERSHIP
Advancing Climate-Resilient Low Emission Development Around the World

Mission
Harness the collective knowledge and resources of governments, donors and international organizations, and practitioners in scaling up and strengthening implementation of climate-resilient low emission development around the world.

Objectives
- Strengthen support for LEDS
- Mobilize capacity and advance peer-to-peer learning and collaboration on LEDS
- Improve coordination of LEDS at the country, regional, and global levels.

Launched in 2011, the LEDS GP now catalyzes action and collaboration across more than 120 countries and international organizations.
LEDS GP ORGANIZATIONAL STRUCTURE

IMPROVED LEDS

REGIONAL PLATFORMS
define priorities, lead peer learning, and support delivery

STEERING COMMITTEE
sets strategic direction

GLOBAL WORK STREAMS
Provide technical support and training

SECRETARIAT
coordinates implementation

Africa LEDS Partnership
Asia LEDS Partnership
Latin America and Caribbean Platform

LEDS Planning
LEDS Analysis Models and Tools
Finance
Sectors
EXAMPLES OF LEDS GP SUPPORT

Peer learning and knowledge sharing

- Global and regional workshops and trainings for more than 800 practitioners on LEDS planning, analysis, finance, and sectoral programs

Technical collaboration

- Transportation and Development Impacts Assessment (DIA) toolkits and country assistance
- National LEDS Finance Strategies with Colombia, Peru, and Chile
- No cost expert assistance available on LEDS analysis, finance, and sector measures to all members
  - e.g. support to Mauritius on solar hot water program, Bhutan on transport options, Indonesia on budget allocation, Cambodia on green fund, and Cote D’Ivoire on bio-energy

Understanding and analysis of LEDS benefits

- Application of DIA visual tool with Ghana, Kenya, and Montenegro
- Broader portfolio of shared LEDS communication resources under development

Learn more at: www.LEDSGP.org
LEDS GP – Transport Working Group

- Leaders:
  - EMBARQ, the sustainable transport and urban development program of the World Resources Institute (WRI)
  - United States National Renewable Energy Laboratory (NREL)
  - United Nations Environment Programme (UNEP)

- What do we do?
  - Knowledge management and diffusion
  - Peer-to-peer training and regional workshops
Philippines Urban Transport Situation

- 7.7 million registered vehicles in 2013
- Motorization is increasing at 6% per year, with motorcycles/tricycles driving growth with 11.6%
- Road subsector dominates both passenger (98%) and freight traffic (58%) in 2006
- In Metro Manila, there are 3 MRT lines, with at least 3 more for implementation soon.
1994 Philippine Greenhouse Gas (GHG) Inventory

- total GHG emissions in equivalent CO$_2$: 102,957 gigagrams (kilotons)
- CO$_2$ emissions from transportation:
  - 33% of the total CO$_2$ emissions from energy sector
  - 29% of the total annual CO$_2$ emission

**1994 CO$_2$ Emissions from Transportation-Philippines**

<table>
<thead>
<tr>
<th></th>
<th>Carbon Dioxide (CO$_2$) Emission, Gg or kton/year</th>
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<tbody>
<tr>
<td>Emission from Transport</td>
<td>15,801.00</td>
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<tr>
<td>Total Emission from the Energy Sector</td>
<td>47,335.00</td>
</tr>
<tr>
<td>Total Emission from All Sectors</td>
<td>55,268.00</td>
</tr>
</tbody>
</table>

*units are in gigagrams per year

Source: Manila Observatory (1999)/Inter-Agency Committee on Climate Change, EMB-DENR
Air Pollution

- **18 Million people** are affected
- Economic cost of up to **$2.5 billion a year**.
- at least **65% of pollution load** come from emission from motor vehicles, are the main polluters in the city.
- For Metro Manila, the total suspended particles (TSPs) in the city averaged at **130/90 micrograms per normal cubic meter (ug/Ncm)**.
  - **15% reduction from 2004 to 2008**
- At the country level, TSP level is **99/90 ug/Ncm**
  - **29% reduction from 2004 to 2008**
- PM10 data are **below the guideline value of 60 μg/m3**.
- PM2.5 data **exceed the WHO long term guideline value of 10μg/m3**

Source: EMB
The Institutional and Legal Framework

INTERNATIONAL ACTION

UNFCCC Agreement

LEGISLATIVE ACTION

Philippines Clean Air Act of 199

Climate Change Act of 2009

EXECUTIVE ACTION

Presidential Executive Order 774 – Reorganizing the Presidential Task Force on Climate Change 2008

Presidential Administrative Order 254 – Mandating the Department of Transportation and Communications to Lead in Formulating a National Environmentally Sustainable Transportation for the Philippines 2009

Republic Act No. 8749: Philippine Clean Air Act (CAA) of 1999

• sustainable development
• comprehensive policy and program for air quality management
• policies and measures for addressing pollution from motor vehicles
• prepare and fully implement a national plan consistent with the UNFCCC and other international agreements, conventions and protocols
• Lead agency: Department of Environment and Natural Resources, with other government instrumentalities
Integrated Strategy for Vehicle Pollution Control

Vehicle Technology
With DTI, DENR, DOST

Inspection and maintenance (I/M)
With DTI, DENR,

Transport planning and demand management
With LGUs

Cleaner fuels
With DOE

Adapted from Walsh, M.P. Inspection/Maintenance Issues and Options, Characteristics of an Effective Program, 2002A
The Institutional and Legal Framework

- sustainable development
- cooperation with the global community in the resolution of climate change issues
- strengthen, integrate, consolidate and institutionalize government initiatives to achieve coordination in the implementation of plans and programs
- integrate disaster risk reduction into climate change programs and initiatives.
- systematically integrate the concept of climate change in various phases of policy formulation, development plans, by all agencies and instrumentalities of the government
- creation of Climate Change Commission as the sole policy making body on climate change
The President of the Philippines serves as Chair.

All sectors are directed to cooperate with one another for the fulfillment of the vision and goals of sustainable development.

Creation of 14 Task Groups, including the Task Group on Fossil Fuels

DOTC as lead agency of the Task Group on Fossil Fuels, to reform the transport sector

- DOTC and DPWH to transform roads, so that “those who have less in wheels, must have more in road.”

Conduct of extensive mass media social marketing and mobilization campaign to reduce consumption of fossil fuels.

The Dept of Budget and Management shall make available funds from Road Users’ Tax to transform the transport sector.

The Dept of Interior and Local Govt shall coordinate with local government units and guide them on the plan to transform the transport system to favor those who have no motorized vehicles.
Mandating the Task Group on Fossil Fuels to formulate a National Environmentally Sustainable Transport Strategy for the Philippines

- coordinate various agencies of the government, international organizations, and the private sector pertaining to the task at hand.

- Perform functions indicated in EO 774.

- Review the conformity of existing Philippine laws and regulations with established standards and provisions of EST.

- Identify, classify and prioritize programs towards making EST in the country.

- Identify and establish the institutional and technical infrastructure requirement to implement the National EST Strategy.

- Funding – Special Vehicle Pollution Control Fund of the Motor Vehicle Users’ Charge.
Presidential Administrative Order 254 – Mandating the Department of Transportation and Communications to Lead in Formulating a National Environmentally Sustainable Transportation for the Philippines. 2009

Task Group to Formulate National Environmentally Sustainable Transport Strategy

- **Group Head**: Secretary, Department of Transportation and Communications
- **Group Deputy Head**: Secretary, Department of Environment and Natural Resources
- **Members**:
  - Secretary, Department of Energy
  - Secretary, Department of Public Works and Highways
  - Executive Secretary
  - Presidential Adviser on Climate Change
  - Secretary, Department of Budget and Management
  - Secretary, Department of Interior and Local Government
  - Secretary, Department of Health
  - Secretary, Department of Finance
  - Secretary, Department of Trade and Industry
  - Dir.-General, National Economic and Development Authority
  - Chief Executive Officer and Commissioner, Housing and Land-use Regulatory Board
  - Chairman, Metro Manila Development Authority
  - Chairperson, Commission on the Role of Filipino Women
  - Representatives from the academe (National Center for Transport Studies)
  - Representatives from the private sector (NGO’s)
Broad Stakeholder Participation Across the Country

Inception Meeting – September 12, 2008
Partnership Meetings/Workshops – October 24, 2008 and December 12, 2008
Cebu BRT Conference – May 9, 2009
Action Planning Workshop – August 7, 2009
Focus Group Discussions

- **Iloilo City** – May 15, 2009 in cooperation with LTO Region VI and the Metro Iloilo – Guimaras Economic Development Council (MIGEDC)
- **Davao City** – May 22, 2009 in cooperation with the LTO Region XI, City Government of Davao, and the Energy and Clean Air Project (ECAP) of USAID
- **Baguio City** – June 11, 2009 in cooperation with the LTO-CAR, City Government of Baguio, and the Energy and Clean Air Project (ECAP) of USAID
Overall Goal of the National Strategy:

- **Reduction of the annual growth rate of energy consumption and associated GHG emissions** from the transport sector in urban areas of the country

- **Mainstream environmentally sustainable transport (EST)**, which involves, among others, the promotion of transportation systems of low carbon intensity and shift towards the use of more sustainable transport modes

- Establish linkage between the on-going local and national activities, including initiatives of international agencies, in addressing the issues of vehicle pollution and the elements of EST.

- As far as possible build on/complement already existing sectoral plans/strategies/initiatives, in addressing transport related issues.

- Recommend specific, realistic, feasible measures which could stimulate the national policy making bodies and development partners

- Consider funding sources for plan implementation.
Key Elements of Environmentally Sustainable Transport (EST)

“EST is transport development that meets the needs of the present without preventing future generations from meeting their needs.”

Source: UNCRD
2.c. Promote environmentally sustainable and people-oriented transport in the development of strategic transport infrastructure...
Objective: Improve the efficiency of the transport sector through increased uptake of alternative fuels and expansion of mass transport systems

Strategic Priorities

a. Promote models to improve the transport sector’s efficiency and modal shifts
b. Convert of public utility vehicles to LPG and renewable energy sources, and the expansion of/shift to more efficient mass transport systems.
c. Integrate climate change to the formulation of energy and transport policies, e.g., formulation of a national Environmentally Sustainable Transport (EST) strategy.
### National Climate Change Action Plan 2011-2028

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Food security</strong></td>
<td>The objective of the national strategic priority on food security is to ensure the stability, accessibility, and affordability of safe and healthy food.</td>
</tr>
<tr>
<td><strong>2. Water sufficiency</strong></td>
<td>In light of climate change, however, a comprehensive review and restructuring of the entire water sector governance is required. It is important to assess the resilience of major water resources and infrastructures, manage supply and demand, manage water quality, and promote conservation.</td>
</tr>
<tr>
<td><strong>3. Ecological and Environmental stability</strong></td>
<td>Ecosystem resilience and environmental stability during the plan period is focused on achieving one immediate outcome: the protection and rehabilitation of critical ecosystems, and the restoration of ecological services.</td>
</tr>
<tr>
<td><strong>4. Human security</strong></td>
<td>The objective of the human security agenda is to reduce the risks of women and men to climate change and disasters.</td>
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<tr>
<td><strong>5. Climate-friendly industries and services</strong></td>
<td>NCCAP prioritizes the creation of green and eco-jobs and sustainable consumption and production. It also focuses on the development of sustainable cities and municipalities.</td>
</tr>
<tr>
<td><strong>6. Sustainable energy</strong></td>
<td>NCCAP prioritizes the promotion and expansion of energy efficiency and conservation; <strong>environmentally sustainable transport</strong>; and climate-proofing and rehabilitation of energy systems infrastructures.</td>
</tr>
</tbody>
</table>
| **7. Knowledge and capacity development** | The priorities of the NCCAP on knowledge and capacity development are:  
  - Enhanced knowledge on the science of climate change;  
  - Enhanced capacity for climate change adaptation, mitigation and disaster risk reduction at the local and community level; and  
  - Established gendered climate change knowledge management accessible to all sectors at the national and local levels. |

Source: Climate Change Commission
# National Climate Change Action Plan

## Ultimate Outcomes

<table>
<thead>
<tr>
<th>STRATEGIC PRIORITIES</th>
<th>1.0 Enhanced adaptive capacity of communities, resilience of natural ecosystems, and sustainability of built environment to climate change.</th>
<th>2.0 Successful transition towards climate-smart development.</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTERMEDIATE OUTCOMES</td>
<td></td>
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<tr>
<td>100 Food Security</td>
<td>200 Water Sufficiency</td>
<td>300 Ecosystem and Environmental Stability</td>
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<tr>
<td>Availiability, stability, accessibility, affordability, safe and healthy food ensured amidst climate change.</td>
<td>Water resources sustainably managed and equitable access ensured.</td>
<td>Enhanced resilience and stability of natural systems and communities.</td>
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<tr>
<td>IMMEDIATE OUTCOMES</td>
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<tr>
<td>1000.1 Enhanced CC resilience of agriculture and fisheries production and distribution systems.</td>
<td>2000.1 Water governance restructured towards integrated water resources management in watersheds and river basins.</td>
<td>3000.1 Ecosystems protected, rehabilitated and ecological services restored.</td>
</tr>
<tr>
<td>1000.2 Enhanced resilience of agricultural and fishing communities from climate change.</td>
<td>2000.2 Sustainability of supplies and access to safe water ensured.</td>
<td>4000.2 Health and social sector delivery systems are responsive to climate change.</td>
</tr>
<tr>
<td>2000.3 Knowledge and capacity for CC adaptation in the water sector enhanced.</td>
<td>4000.3 CC-adaptive human settlements and services developed, promoted and adopted.</td>
<td>5000.3 Green cities and municipalities developed, promoted and sustained.</td>
</tr>
</tbody>
</table>
Strategic Actions on Sustainable Energy

Sustainable and renewable energy and ecologically-efficient technologies adopted as major components of sustainable development.

1. Nationwide energy efficiency and conservation program promoted and implemented.
2. Sustainable and renewable energy (SRE) development enhanced.
3. Environmentally sustainable transport promoted and adopted.
4. Energy systems and infrastructures climate-proofed, rehabilitated and improved.

IMMEDIATE OUTCOME

1.2. Increased in the private sector and community participation in energy efficiency and conservation.
2.1. National renewable energy program and technology roadmap based on RA 9513 and its IRR developed and implemented.
2.2. Off-grid, decentralized community based renewable energy system to generate affordable electricity adopted.
3.1. Environmentally sustainable transport strategies and fuel conservation measures integrated in development plans.
3.2. Innovative financing mechanisms developed and promoted.
4.1. Energy systems and infrastructures climate-proofed, rehabilitated and improved.

OUTCOMES

1.1.1. Mandatory implementation of AO 110 and AO 126 directing the institutionalization of Government Energy Management Program (GEMP).
1.2.1. Create enabling policies and stable policy environment for energy efficiency and conservation (EE&C).
1.2.2. Forge public-private-civil society partnership (PPCSOP) on EE&C and other programs promoting sustainable energy.
1.2.3. Promote market driven demand-side management.
2.1.1. Develop a national RE program.
2.1.2. Increase generation capacities of RE systems.
2.1.3. Increase R&D on RE.
2.2.1. Increase rate of use of RE systems in the national electrification program.
2.2.2. Increase financing for poverty reduction and conservation in RE host communities.
3.1.1. Implement clean fleet program.
3.1.2. Formally adopt a socially equitable and integrated land-use and transport planning processes at the national and local levels.
3.1.3. Implement energy efficiency labeling for new vehicles.
3.2.1. Implement appropriate innovative financing to encourage new investments in EST.
4.1.1. Energy and transport systems infrastructures assessed for CC-risk vulnerability.
4.2.1. Implement program for climate-proofing energy and transport systems infrastructures.
## National Environmentally Sustainable Transport Strategy

### Sustainable Transport Goals for 2010 - 2020

<table>
<thead>
<tr>
<th>Name of Policy or Strategy</th>
<th>SHIFT</th>
<th>IMPROVE</th>
<th>CROSS-CUTTING STRATEGIES</th>
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<tbody>
<tr>
<td></td>
<td>Goal 4</td>
<td>Goal 5</td>
<td>Goal 6</td>
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<tr>
<td>National EST Strategy</td>
<td>X</td>
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<tr>
<td>- Promotion of BRT system for metro cities</td>
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<tr>
<td>- Expansion of urban rail in Metro Manila</td>
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<tr>
<td>- Replacement of 2-stroke tricycles</td>
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<tr>
<td>- Bike on Bike off - LRT</td>
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<td>Alternative Fuels</td>
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<tr>
<td>- Biofuels as transport fuels</td>
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<tr>
<td>- Natural gas for public transport</td>
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<tr>
<td>- Autogas (LPG) program</td>
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<td>- Jeepney engine replacement to LPG</td>
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<tr>
<td>Fuel Efficiency</td>
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<tr>
<td>- Road Transport Patrol</td>
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<tr>
<td>Nautical Highway System (RRTS)</td>
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<tr>
<td>Tricycle Management</td>
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<tr>
<td>Bikeways and Walkways Program in Metro Manila</td>
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<tr>
<td>Road User’s Tax Law – Special fund for air pollution control</td>
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<td>Public transport strategic plan for Metro Cebu</td>
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</tbody>
</table>
## National Environmentally Sustainable Transport Strategy

### Sustainable Transport Goals for 2010 - 2020

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<td>Goal 6</td>
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<tr>
<td>Mega Manila Public Transport Plan</td>
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<tr>
<td>Motor vehicle inspection system program: Phase1 and 2</td>
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<td>Adoption of Euro regulations</td>
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<td>Development of an integrated road accident database system</td>
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<td>Toll Roads</td>
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<tr>
<td>Integrated Luzon Railway</td>
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<tr>
<td>Inland Water Transport</td>
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<tr>
<td>Intelligent Transport System</td>
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<tr>
<td>High Standard Highway Development Plan</td>
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<td>Automated Fare Collection System</td>
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<td>Davao Sustainable Urban Transport</td>
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<td>National Communications on Climate Change</td>
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LOCAL PLANNING AND DEVELOPMENT MODEL

LONG-TERM FRAMEWORK PLAN

COMPREHENSIVE LAND USE PLAN

Settlements Policies | Protection Policies | Protection Policies | Infrastructure Policies

Zoning Ordinance

OTHER REGULATORY MEASURES

MULTI-YEAR, MULTI-SECTORAL DEVELOPMENT PLAN

COMPREHENSIVE DEVELOPMENT PLAN

Social | Economic | Environmental Management | Infrastructure | Institutional

TERM-BASED AGENDA

EXECUTIVE & LEGISLATIVE AGENDA

IMPLEMENTATION INSTRUMENTS

LOCAL DEVELOPMENT INVESTMENT PROGRAM | LEGISLATIVE SUPPORT MEASURES

ANNUAL INVESTMENT PROGRAM | ANNUAL/ SUPPLEMENTAL BUDGET

OUTPUTS

- IMPROVED PUBLIC SERVICES
- NEW OR IMPROVED PUBLIC FACILITIES / INFRASTRUCTURE
- INCREASED PUBLIC AWARENESS & PARTICIPATION

- INCREASED PRIVATE SECTOR INVESTMENT IN LOCAL ECONOMIC & SOCIAL DEVELOPMENT

OUTCOMES

- CHANGE IN ECONOMIC & SOCIAL WELL-BEING OF RESIDENTS
- CHANGE IN CONFIGURATION & QUALITY OF THE PHYSICAL ENVIRONMENT
- CHANGE IN LOCAL INSTITUTIONAL CAPACITIES

Chart designed by Prof. Ernesto M. Seroie
Capacity-Building and Social Marketing for Environmentally Sustainable Transport (EST)

Case studies

- Marikina City – promotion of NMTs
- Metro Cebu - integrating Land Use and Transport Development
- San Fernando La Union – Tricycle Sector Management
- Cagayan de Oro City – Traffic management administration

Source: NCTS
Marikina City
Promoting Non-motorized Transport

- Sidewalk management
- Promotion of Non-motorized transport (NMT) through its Bikeways Project
  - 49.7 kms of segregated bikeways on existing roads and 16.6 kms of bikeways along Marikina river connecting to the LRT station
  - Traffic calming and pedestrian facilities around schools and market areas
- Lighting to ensure safety
- Construction of parking facilities for bicycles
- Public awareness campaign
- Bicycle safety program
- Monitoring and evaluation program
Metro Cebu
Integration of Land Use and Transport Development

- Metropolitan Planning and Development
  - Metro Cebu Land Use and Transport Study (MCLUTS), 1978 – 1981
  - Metro Cebu Development Project, 1992 – to Present
  - Metro Cebu Road Improvement
  - Traffic Control System
  - Cebu South Bus Terminal
  - Cebu South Reclamation and Coastal Road

- Traffic Management Institutions
  - Cebu City Traffic Management Coordination Committee
  - Adaptive Traffic Control System
  - Traffic enforcement for drivers and passengers

- Public Transport Improvement and Promotion
  - Establishment of Public Transport Terminals
  - Ordinance on Designation of Travel Lines for Public Transport Vehicles
  - Mass Transit Initiatives
    - Cebu City BRT – Talamban-Central Business District
    - Coastal North-South BRT – Minglanilla-Mactan Export Processing Zone
San Fernando City in La Union
Tricycle Sector Management

- Local Transportation Management
  - Organization of Transport Cooperatives
  - Developmental public transport services
  - Tricycle regulation
  - Public Assistance Complaints Unit

- Tricycle Conversion Program
  - Information and Awareness Campaign
  - Technical information verification
  - Driver’s health check-up
  - Financing Program
Cagayan de Oro City
Revival of the City Center

- Creation of Roads and Traffic Administration for an efficient traffic management, through a City Ordinance
- Programs and Initiatives:
  - Land Use Strategy to Decongest the CBD
  - Terminal Development to handle inter-city traffic
  - Revitalization of the traditional CBD area, to become pedestrian-friendly
  - Strengthening of Road and Traffic Administration, including Capacity-building for its personnel
  - River taxi
KEY SUCCESS FACTORS

• Commitment of top leadership
• Clear Mandate/ Legal basis
• Inter-agency/multi-sectoral stakeholders consultation, collaboration and support
• Technical experts from the academe
• Assistance of international and multilateral organizations, and development partners
• Social marketing for local government units
CHALLENGES AND LIMITATIONS

Funding for
- technical skills set development and improvement;
- awareness and information campaign

Financing low carbon transportation infrastructure and facilities;

Capability and competence build-up

Sustainability of programs

Monitoring and Evaluation of Programs, Projects and Outcomes

Collection and management of data across countries
Thank You!
TIME FOR Q&A

Questions ?
SURVEY

- How did we do?
- Your feedback is important!
YOUR PARTICIPATION IS APPRECIATED

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