SHIFTING GEARS IN THE NEW NORMAL: THE PHILIPPINE EXPERIENCE

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CONTEXT OF URBAN TRANSPORT DEVELOPMENT
The Daily Cost of Metro Manila Congestion*

2017 PHP 3.5 billion

2035 PHP 5.4 billion

(assuming no interventions)

Old Normal: Inadequate PT Capacity

Photo credit: Regin Regidor, 2020

Photo credit: Robbie Siy, 2020
The Old Normal: Long Waiting Times

Survey period: August 5-23, 2019
327 respondents

34 mins
28
24

How Long Do Commuters Wait For A Ride?
21
19

18 mins

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 Sly
The third largest contributor of the Philippines’ greenhouse gas emissions, next to the Agriculture Sector and Energy Sector.

Greenhouse gas emissions by sector, Philippines, 2016
In million tons of carbon dioxide-equivalents (MtCO₂e).

Source: CAIT Climate Data Explorer via Climate Watch
OurWorldInData.org/co2-and-other-greenhouse-gas-emissions
While we were sleeping …

- 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
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.

Time series data of PM$_{2.5}$ in 3 Manila sites (21 Jan to 16 Sept 2020)

Source: Clean Air Asia
Social Impact on the Transport Sector
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

**SANITARY MEASURES**

- Wearing of face mask at all times
- Cashless payments
- Use of thermal scanners
- Alcohols/sanitizers in PUVs
- Disinfection of high-touch surfaces
- Disinfecting facilities
- Contact tracing
## Transition from Old normal to New normal

### Transportation

<table>
<thead>
<tr>
<th></th>
<th>ECQ</th>
<th>MECQ</th>
<th>GCQ</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail (PNR, LRT, MRT)</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
</tr>
<tr>
<td>Bus</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
</tr>
<tr>
<td>Jeepney</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
</tr>
<tr>
<td>Taxi</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
</tr>
<tr>
<td>TNVS</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
</tr>
</tbody>
</table>
| Tricycle | ✗ | ✗ | ✓ | Limited load factor (varies by mode of transport)
| Public shuttle | ✓ | For front-liners | ✓ |
| **Private** |     |      |     |
| Company shuttle | ✓ | Special permit from LTRFB for rented shuttles | ✓ | Special permit from LTRFB for rented shuttles (50% Capacity) |
| Personal vehicle | ✓ | Person/Workers in permitted sectors/activities | ✓ | Person/Workers in permitted sectors/activities (2 persons per row) |
| Bicycle | ✗ | ✓ | 1 person max |
| Motorcycle | ✗ | ✓ | 1 person max |
| E-scooter | ✗ | ✓ | 1 person max |

Source: IATF
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.

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
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

- 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

**PROTECTED BIKE LANES ON EDSA**

- 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

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

• IEC for promoting road sharing: online, through manuals and brochures, on electronic billboards in train stations and along the road
## Users’ Perspective

<table>
<thead>
<tr>
<th>Interventions to encourage to bike more</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of a safe, connected cycling route</td>
<td>205</td>
<td>89%</td>
</tr>
<tr>
<td>Amenity improvements (e.g. night lighting, covered walk, signage) of areas with intense pedestrian activity</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Enforcing lower speed limits and other traffic safety policies (1m distance between drivers and cyclists, give priority to cyclists/pedestrians)</td>
<td>140</td>
<td>61%</td>
</tr>
<tr>
<td>Availability of bicycle skills training program</td>
<td>37</td>
<td>16%</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Interventions to walk more</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of safe, well-connected walking route network with supporting infra</td>
<td>167</td>
<td>72%</td>
</tr>
<tr>
<td>Amenity improvement (night light, covered walk, signages)</td>
<td>129</td>
<td>56%</td>
</tr>
<tr>
<td>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</td>
<td>46</td>
<td>20%</td>
</tr>
<tr>
<td>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</td>
<td>86</td>
<td>37%</td>
</tr>
</tbody>
</table>

Source: Women on the go! Tipping the hidden gender data gap in (active and public) transport webinar, Women in Transport Leadership, 26 January 2021
• Transit-oriented development
  o compact, walkable, mixed-use communities around a mass transportation system
  o 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 😊