



Formulation of a National EST Strategy for the Philippines

Defining EST in the Philippine Context



National Stakeholders Conference
Crowne Plaza Galleria Hotel, Ortigas Center
22 April 2009

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EST from OECD Perspective

- Originally adopted by the nations belonging to the Organization for Economic Cooperation and Development
- Main objective: to decouple transportation system development from the negative impacts of transportation

Key characteristics of EST

- Goals of EST are consistent with sustainable development
- Views negative externality/impact of transport in its entirety
- Pro-active in nature, thus policy recommendations are aimed at restricting growth in the most environmentally damaging transport forms of transport activities

Traditional planning vs. EST approach

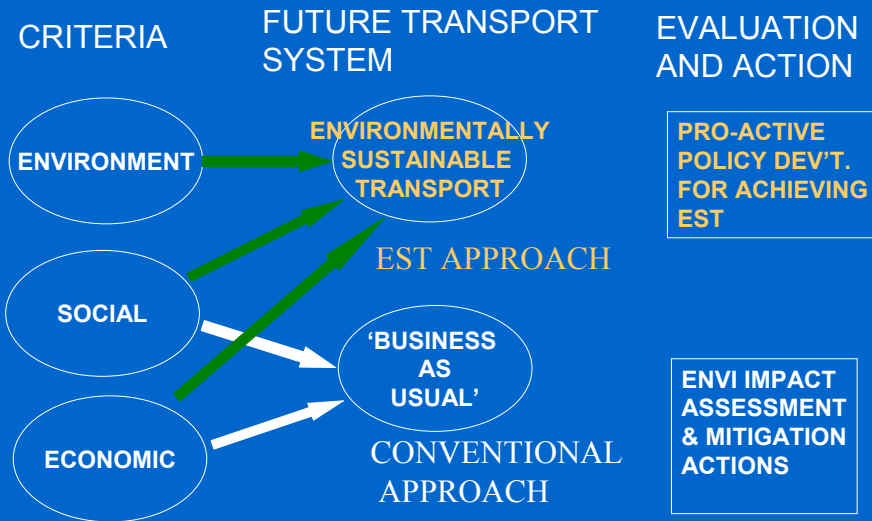
Traditional

- PREDICT AND PROVIDE
- MITIGATION MEASURES AFTER PLANS
- ENVIRONMENT TAKES THE BACK SEAT TO MOBILITY
- FOCUS ON EFFICIENCY

EST

- VIEW OF THE FUTURE
- ALL STRATEGIES WORK TOWARD THIS VISION OF THE FUTURE
- ENVIRONMENT IS AN EQUALLY IMPORTANT CONCERN
- EQUITY AND EFFICIENCY

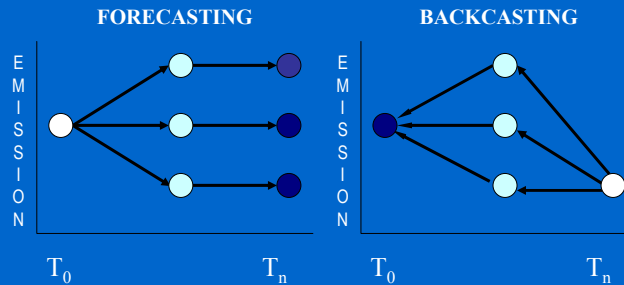
Traditional vs. EST approach



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Core to the EST approach is the **development of long-term desirable scenarios** and **undertaking policies that will make these scenarios a reality** using *'backcasting exercise'*.

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Forecasting – based on current trends, providing the bases for determining policy actions to accommodate or counteract trends.

Backcasting – “ a concern not with likely futures, but with how desirable futures can be attained ” (Robinson, 1982)

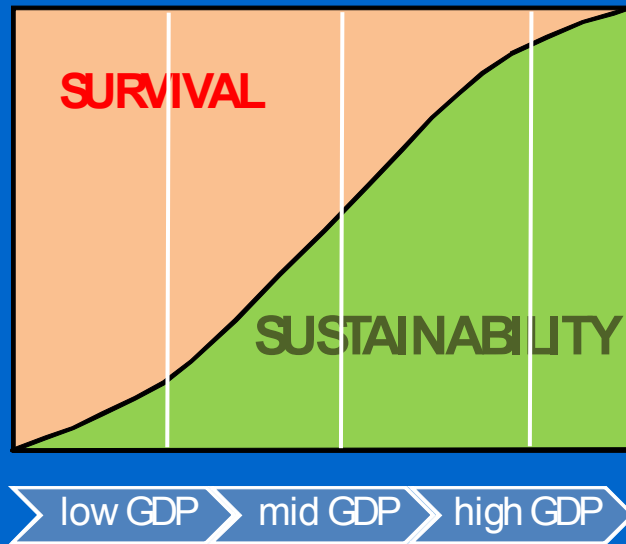
Source: 3. Geurs (2003) Backcasting as a Tool for Sustainable Transport Policy Making, International Conference of EST in the Asian Region

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Developing Countries' Situation

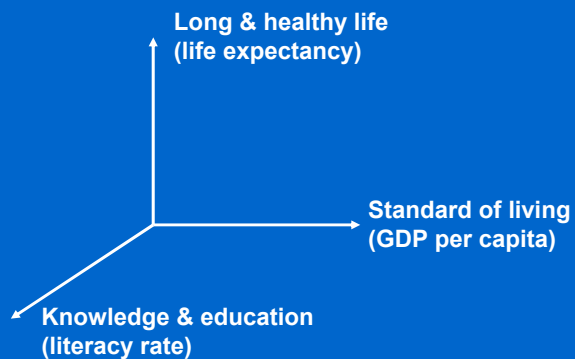
- Transportation is largely aimed at satisfying the basic need for mobility
 - *survival and coping with the present needs*
- Presence of 'environmentally-damaging' transport modes in areas where there is a considerable inadequacy in transport service

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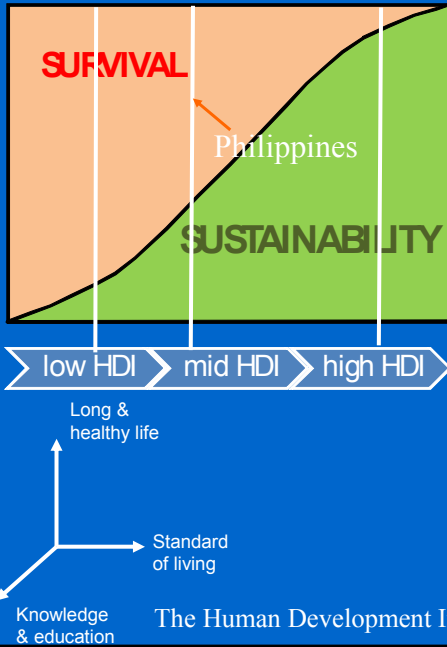
The HDI

measures the average achievements in a country in three basic dimensions of human development:



The index was developed in 1990 by Indian Nobel prize winner (1998) Amartya Sen, Pakistani economist Mahbub ul Haq and Sir Richard Jolly, with help from Gustav Ranis of Yale University and Lord Meghnad Desai of the London School of Economics and has been used since then by the UNDP in its annual Human Development Report.

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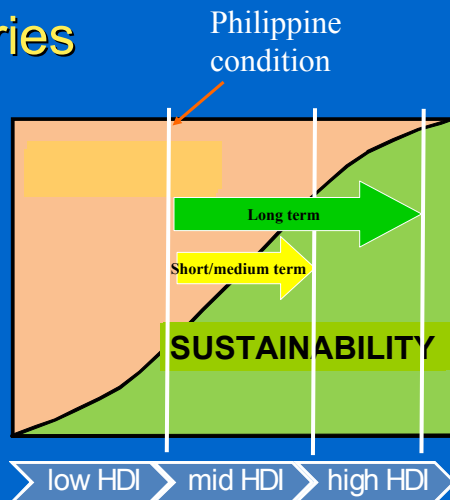
Ranking of 177 countries based on HDI (2006)

Rank	Country	Human Dev't.
1	Iceland	high
2	Norway	-do-
3	Canada	-do-
...
8	Japan	-do-
11	Finland	-do-
15	US	-do-
...
81	Thailand	medium
102	Philippines	medium

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The Challenge for EST in Developing Countries

- Policies/strategies for the short and medium term: address fiscal survival while raising awareness of the need for environmentally sustainable transport



End of presentation

Thank you for your attention.

