



Formulation of a National EST Strategy for the Philippines

Part 1: Draft Strategies



National Stakeholders Conference
Crowne Plaza Galleria Manila, Ortigas Center
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Outline

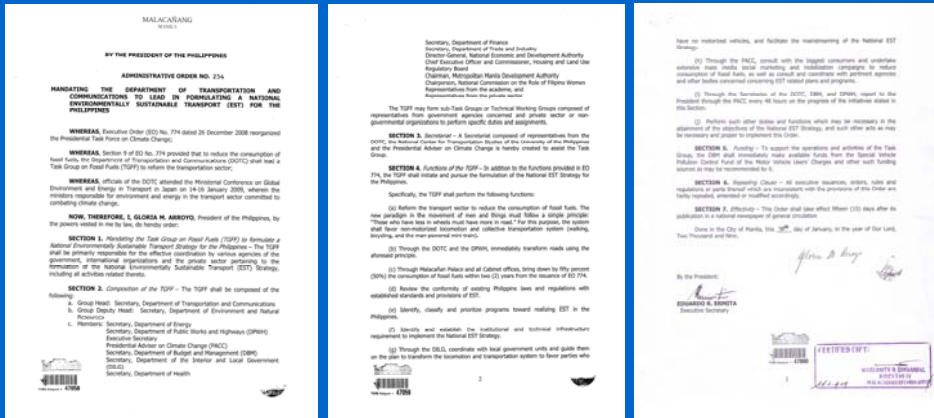
Part 1:

- AO 254 – Formulation of National EST Strategy
- Co-Benefits in transport
- Participatory process
- Draft strategies and descriptors
- DOTC Green Transport Strategy
- Overall EST Strategy

Part 2:

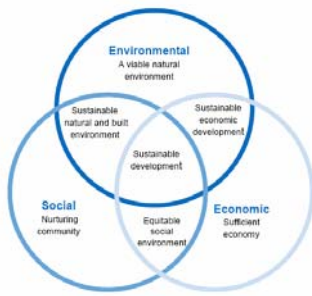
- Indicators
- Resources
- Mainstreaming EST
- EST Web Portal

Presidential Administrative Order No. 254 - Formulation of a National Environmentally Sustainable Transport Strategy for the Philippines -

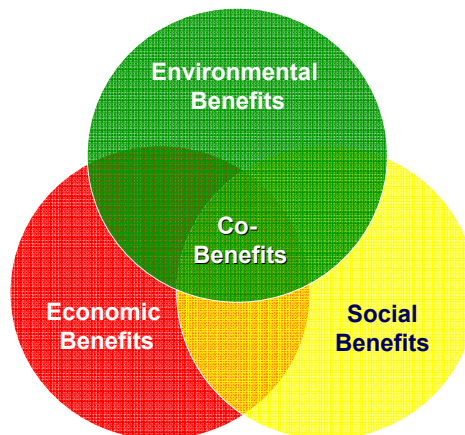


What are co-benefits?

Realisation of multiple objectives within a single strategy



Path to sustainable development



Outcomes of participatory process/ consultations



Planning Horizons:

Immediate: until 2010
Short Term: until 2013

Medium Term: 2016
Long Term: Beyond 2016

Note for the following slides:

- a) Numbers after each Strategy refer to the Descriptor number.
- b) Letters after each Indicator refer to the Strategy

1. Descriptors and Strategies for Public Health

Descriptors	Strategies
(1) Reduced respiratory diseases	(a) Dissemination of Information, Education, and Communication Materials (IEC) on public health hazards thru tri-media [1-5]
(2) Good hearing/visual	(b) Conduct research and extension program to improve public health [1-5]
(3) Enhanced IQ of children	(c) Strengthen public health services [1-5]
(4) Stress free travel	(d) Develop monitoring tools for public health [1-5]
(5) Healthy pregnant women	(e) Formulation and promulgation of Department Administrative Orders on public health [1-5]
	(f) Adoption of EST as a planning paradigm in LGUs [1-5]
	(g) Annual medical check-up of PUV drivers [1]
	(h) Increase green areas [1]
	(i) Mandatory vehicle inspection of PUV (increased to twice a year) [1]



1. Descriptors and Strategies for Public Health (cont.)

Descriptors	Strategies
(1) Reduced respiratory diseases	(j) Strict enforcement of rules/regulations/standard, e.g. enhanced anti-smoke belching operation and PETC [1]
(2) Good hearing/visual	(k) Use of green fuels [1,5]
(3) Enhanced IQ of children	(l) Installation of emission reducing device in vehicles' exhaust system (e.g., catalytic converter) [1]
(4) Stress free travel	(m) Annual audiological check-up of PUV drivers and affected communities [2]
(5) Healthy pregnant women	(n) Installation of noise control device in vehicles [2]
	(o) TSM/TDM measures (e.g., synchronization of traffic lights, road widening and paving, alternate routes) [4]
	(p) Strict enforcement of rules/regulations/standard, e.g. enhanced anti-smoke belching operation and PETC [5]



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2. Descriptors and Strategies for Social Equity and Gender Perspective

Descriptors	Strategies
Equal access to public land transport thru:	(a) Adoption of EST as a planning paradigm in LGUs [1-5]
(1) NMT friendly roads	(b) Provision of pedestrian and bike lanes [1,5]
(2) Gender sensitive public transport	(c) Passenger segregation (M/F, Senior citizens, PWD) [2,3,4]
(3) Senior citizens' friendly transport	(d) Installation of traffic and transport assistive devices [2,3,4]
(4) PWD friendly transport	(e) People-friendly public transport facility [2,3,4]
(5) Affordable transport	(f) Use of cheaper renewable energy for public transport [5]






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3. Descriptors and Strategies for Strengthening Road Side Air Quality Monitoring and Assessment

Descriptors	Strategies
<p>(1) Air quality standards improved</p> <p>(2) Monitoring capacity enhanced</p> <p>(3) Knowledge on assessment and evaluation increased</p> 	<p>(a) Monitor TSP reduction [1]</p> <p>(b) Purchase/Installation of PM, HC, CO, NO2, SO2 (road side) equipment [1,2,3]</p> <p>(c) Develop locally fabricated monitoring instruments [2]</p> <p>(d) Capacitate local government unit and other sector on monitoring and assessment [2]</p> <p>(e) Enhance developmental and enforcement capacity of local government [2]</p> <p>(f) AQM equipment installed/working strategic areas nationwide [2,3]</p> <p>(g) Reporting of air quality indices to the public (website) [3]</p>

4. Descriptors and Strategies for Traffic Noise Management

Descriptors	Strategies
<p>(1) Reduced road side noise levels</p>  	<p>(a) Public awareness on hazards of noise [1]</p> <p>(b) Amendment/updating of noise standards and compliance [1]</p> <p>(c) Strict enforcement of MV noise regulations [1]</p> <p>(d) Increase compliance of MV drivers and owners with noise standards [1]</p> <p>(e) Enhancement of LGU capability/enact local ordinances [1]</p> <p>(f) Installation of noise barriers [1]</p> 

5. Descriptors and Strategies for Vehicle Emission Control, Standards, and Inspection and Maintenance

Descriptors	Strategies
(1) Fully operational national vehicle inspection and management systems	(a) Develop MVIS and made operational in all regions [1,2,3]
(2) MV compliance with standards increased	(b) Establish motor vehicle standards (in-use) [2,3]
(3) Maintenance culture developed	(c) Adopt/harmonize Euro regulations (type approval) [2]
(4) Public participation in enforcement/advocacy strengthened	(d) Strengthen LGU capacity to enforce standards through I/M [2,3,4]
	(e) Strict regulation of PETCs by LGU/ DTI/ DOTC/ DENR [2,3,4]
	(f) Strengthen road side apprehension on smoke-belchers and vehicles [2,3,4]
	(g) Intensify organization of Anti Smoke Belching Units under CENRO office [2,3,4]



5. Descriptors and Strategies for Vehicle Emission Control, Standards, and Inspection and Maintenance (Cont.)

Descriptors	Strategies
(1) Fully operational national vehicle inspection and management systems	(h) Enactment of local ordinances providing incentives for enforcers [2]
(2) MV compliance with standards increased	(i) Intensify advocacy for conduct of Preventive maintenance [2,3,4]
(3) Maintenance culture developed	(j) Health monitoring of enforcers and drivers [2,3,4]
(4) Public participation in enforcement/advocacy strengthened	(k) Transport groups capacity to comply with MV standards improved [1,2,3,4]



6. Descriptors and Strategies for Cleaner Fuels

Descriptors	Strategies
<p>(1) Use of clean alternative fuels/vehicles increased</p> <p>(2) Fuel quality improved</p>	<p>(a) Intensify promotion of alternative fuels/vehicles such as CNG, biofuels, AutoLPG, hybrid vehicles and EVs [1]</p> <p>(b) Provision of fiscal and non-fiscal incentives for producers and users [1]</p> <p>(c) Access to financial assistance [1]</p> <p>(d) Fuel with less organic vapor and sulphur on the formulation [2]</p> <p>(e) Adoption of harmonized fuel quality standards (Euro regulations) [2]</p> <p>(f) Identify sources of cleaner fuels [1,2]</p> <p>(g) More accessible green fuels [1,2]</p> <p>(h) Enhanced safety handling of cleaner fuels [1,2]</p>



7. Descriptors and Strategies for Public Transport Planning and Travel Demand Management

Descriptors	Strategies
<p>(1) Fast and reliable transport services</p> <p>(2) Developed mass transport network</p> <p>(3) Higher PT mode share</p> <p>(4) Formalized/improved PT terminals</p> <p>(5) Rationalized PT routes</p> <p>(6) Operational BRT in urban areas</p> <p>(7) Converted transport organizations to cooperatives</p> <p>(8) Rationalized truck routes</p> <p>(9) Reduced number of low-occupancy vehicles</p>	<p>(a) Transport modernization (thru financing) for PUV's [1]</p> <p>(b) Promoting mass transport to policy makers [1,2,3,5,6,7]</p> <p>(c) PT network integration [1,2,3,4,5,6]</p> <p>(d) Promote use of PT over private transport [1,2,3,6]</p> <p>(e) Promote high-occupancy vehicles [9]</p> <p>(f) Promote park-and-ride facilities [3,4,5,9]</p> <p>(g) Assess spatial & temporal dimension of truck flows [8]</p> <p>(h) Capacity building for PT sector [1,4,5,7]</p>



8. Descriptors and Strategies for Non-Motorized Transport

Descriptors	Strategies
(1) Walkable cities	(a) Promote walking as a utilitarian mode [1,2]
(2) Dedicated routes for NMTs	(b) Promote cycling as a utilitarian mode [2,3]
(3) Available parking spaces for NMVs in public places	(c) Develop NMT facilities [1,2,3]
(4) Rationalized NMT PT	(d) Assess NMT PT services [4]



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9. Descriptors and Strategies for Environment and People Friendly Infrastructure Development



Descriptors	Strategies
(1) People friendly cities	(a) Improve, enhance enforcement of traffic rules and regulations [1,4]
(2) Inclusive transport services and facilities	(b) Incorporate green architecture principles in the design of transportation infrastructure [1,3,4]
(3) Green transport infrastructure and vehicles	(c) Incorporate "inclusive transport" principles in transportation infrastructure and vehicle design [1,2,4]
(4) Safe streets and roads	(d) Promote effective accessibility and efficient mobility for all (elderly, children, women, persons with disabilities, poor) [1,2,3,4]
	(e) Promote the use of green fuels or energy sources for vehicles [1,3]



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10. Descriptors and Strategies for Land Use Planning

Descriptors	Strategies
<p>(1) Compatible land uses/compatibility of land uses and transport for safe & orderly communities</p> <p>(2) Compact urban development</p> <p>(3) Adequate access to services</p> <p>(4) Sufficient transport infrastructure facilities/support</p> <p>(5) Proactive land use policies and planning guidelines</p>	<p>(a) Designation of vehicle free zones [1,2,5]</p> <p>(b) Implementation of traffic calming strategies [1]</p> <p>(c) Promote mixed use development [2,5]</p> <p>(d) Promote efficient use of idle lands [1,2,5]</p> <p>(e) Integration of EST in CLUP/CDP and other planning guidelines [5]</p> <p>(f) Capability building on integration of land use and transport policies [5]</p> <p>(g) Participatory process in stakeholder consultation [5]</p>

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11. Descriptors and Strategies for Road Safety

Descriptors	Strategies
<p>SAFER VEHICLES</p> <p>(1) Vehicles conforming to safety standards</p> <p>SAFER ROADS</p> <p>2) Planning and design of roads with high regard for road safety</p> <p>(3) Improvement of hazardous locations (no black spots)</p> <p>(4) Nation aware of costs due to accidents</p> <p>EFFECTIVE ROAD SAFETY MANAGEMENT</p> <p>(5) Existence of a road safety coordinating body</p> <p>(6) Existence of accurate road accident database</p> <p>(7) Budget allocated for road safety enhancement</p>	<p>(a) Develop a comprehensive inspection and maintenance program for all vehicles (1)</p> <p>(b) Motor vehicle inspection system program (MVIS program) [1]</p> <p>(c) Road safety audit [2,3]</p> <p>(d) Highway Engineering manuals and standards for road safety [2,3]</p> <p>(e) Implementation and funding of blackspot program [3,13]</p> <p>(f) Research on accident costs [4]</p> <p>(g) Clear designation and empowerment of a national body serving as coordinator/manager for road safety [5]</p> <p>(h) Road accident database system (including TARAS, MMARAS, and health sector data collection system) [6,13,15]</p>



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11. Descriptors and Strategies for Road Safety (Cont.)

Descriptors	Strategies
(8) Research support	(i) Road safety research center [8]
(9) Involvement of private sector and community	(j) Road safety forum/ workshops/ conferences [8,9,13]
EFFECTIVE ROAD SAFETY SUPPORT SYSTEM	(k) Harmonization traffic laws [10]
(10) Promulgation of laws that enhance road safety	(l) Capability building on road safety at the LGU level [11]
(11) Strict enforcement for road safety	(m) Establish traffic courts [10, 11]
(12) Presence of quick and reliable emergency road accident victim assistance	(n) Traffic discipline zones (TDZ) [11, 13]
SAFER ROAD USERS	(o) Capability-building on emergency response system for LGUs [12]
(13) Citizens free from road accidents	(p) Trauma units in tertiary hospitals [12]
(14) "Road safety" culture among citizens	(q) Road safety education program for vulnerable users (children, etc.)
	(r) Integration of road safety education in curriculum
	(s) Improved driver licensing / driver training system

DOTC's GREEN TRANSPORT STRATEGY

V- Vehicle Inspection and Maintenance Program

- MVICs

E- Emission reduction

- Euro 2 -> Euro 4
- 2-stroke -> 4 stroke MCs

H- High capacity vehicles

- BRTs, buses, LRTs, Railways

I - Improved road safety

C- Cleaner fuels

- Alternative fuels (biofuels, LPG, CNG, etc)

L- Low pollution, low carbon transportation system

- Integration of land use and transport planning
- NMT's (bikeways, pathways)
- Energy efficient vehicles
- ITS

E- EST advocacy and mainstreaming in the LGUs

- Social marketing of EST in LGUs, especially highly urbanized areas

OVERALL EST STRATEGY

- C**apability Building – including institutional strengthening for mainstreaming EST at local and national levels
- L**egal Instruments – including institutional and financial mechanisms
- I**nfrastructure – including both environment and people friendly facilities and vehicle design
- M**obility Management – including TDM and TSM strategies covering both private & public transport as well as logistics
- A**lliances – linkages among organizations/entities/agencies to promote/advocate/implement EST at local and national levels
- T**echnology – including development of tools and innovations to enable EST
- E**mpowerment of Communities – including public involvement/ participation for ownership of EST initiatives

End of presentation

Thank you for your attention.

