



Smart Mobility for Rural Areas

Department of Transportation

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PLANNING AND PROJECT DEVELOPMENT OFFICE

Arriving at a Definition for 'Rurality'

Rural Coastal Community



Sicayab, Dipolog

Rural Outskirts

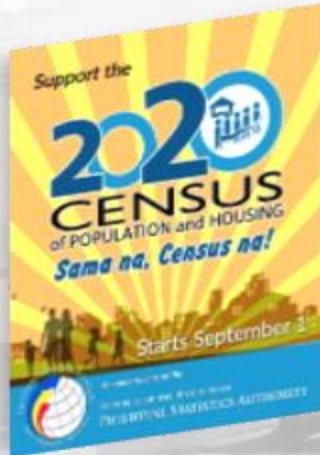


Capiz

Rural Uplands



CAR



A rural area (more specifically, a barangay) is anything that does not meet any of the following criteria per NSCB Board Resolution No. 9, s. 2023:

- 1 Barangay Population of more than 5,000
- 2 At least one (1) establishment with 100 employees, minimum
- 3 5 or more establishments with 10-99 employees, and 5 or more facilities within a 2-km radius from the barangay hall

Note

Among the facilities/services considered, only one (1) pertains to transportation.

Seaport in Operation

Approaching Rural Transportation

Habal-Habal



Type	Informal, Makeshift
Nature	Private O&M
KPIs	Own Service Parameters
Service	Infrequent
Route	No fixed route

Tricycles



Type	Informal, Makeshift
Nature	Private O&M, with franchise
KPIs	Own Service Parameters
Service	Infrequent
Route	No fixed route

'Dyip'



Type	Informal
Nature	Private O&M, with franchise
KPIs	Own Service Parameters
Service	Infrequent
Route	With fixed route

Bangka/Motorbanca



Type	Informal
Nature	Private O&M
KPIs	Own Service Parameters
Service	Infrequent
Route	With fixed route

'Rurality' is diverse, and so its transportation requirements. Solutions, hence, require to be context-based, tailored-fit, and not one-size-fits-all

Directives and Enabling Policies



“We must keep the momentum. And aspire to
BUILD BETTER MORE.”

President Ferdinand “Bongbong” Marcos, Jr.
during his July 2022 SONA

8-POINT SOCIOECONOMIC AGENDA

of the Marcos Administration

NEAR-TERM

Protecting Purchasing Power and Mitigating Socio-economic Scarring

- 1

ENSURE FOOD SECURITY
- 2

REDUCE TRANSPORT AND LOGISTICS COSTS
- 3

REDUCE ENERGY COST TO FAMILIES
- 4

TACKLE HEALTH
- 5

STRENGTHEN SOCIAL PROTECTION
- 6

ADDRESS LEARNING LOSSES
- 7

ENHANCE BUREAUCRATIC EFFICIENCY
- 8

SOUND FISCAL MANAGEMENT

MEDIUM-TERM

Creating More Jobs, Quality Jobs, Green Jobs

- 1

PROMOTE INVESTMENTS
- 2

IMPROVE INFRASTRUCTURE
- 3

ENSURE ENERGY SECURITY
- 4

INCREASE EMPLOYABILITY
- 5

EXPAND & IMPROVE DIGITAL INFRASTRUCTURE
- 6

ENCOURAGE R&D AND INNOVATION
- 7

PURSUDE A GREEN AND BLUE ECONOMY
- 8

ESTABLISH LIVABLE & SUSTAINABLE COMMUNITIES



NATIONAL TRANSPORT POLICY

TRANSPORT VISION

“safe, secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, environmentally sustainable, and people-oriented national transport system that ensures improved quality of life of the people”.

PHILIPPINE DEVELOPMENT PLAN 2023-2028

CHAPTER 12
SUSTAINABLE, RESILIENT, INTEGRATED, AND MODERNIZED INFRASTRUCTURE FACILITIES AND SERVICES DELIVERED

Seamless and inclusive connectivity via local and international linkages achieved	
A National Transportation Master Plan will be formulated and adopted.	Cargo and freight rail infrastructure to connect strategic infrastructure such as ports will be developed and expanded.
Intermodal transport facilities will be constructed and upgraded to achieve seamless connectivity.	Cold chain logistics and management facilities will be developed.
Active transport networks will be developed.	The implementation of the Unified Logistics Pass (ULP) and Transport Accreditation, Permit and Pass for Ports (TAPPP) will be made seamless and well-integrated.
Applicable mass transportation systems (i.e., railways, road-based, and ferry systems) will be developed in metropolitan areas.	Transport safety and security will be ensured.
The nautical highway will be improved.	Gender mainstreaming, inclusion, and accessibility will be main considerations in all stages of transport project implementation.
Existing airports will be improved and new ones will be strategically developed to address future demand.	

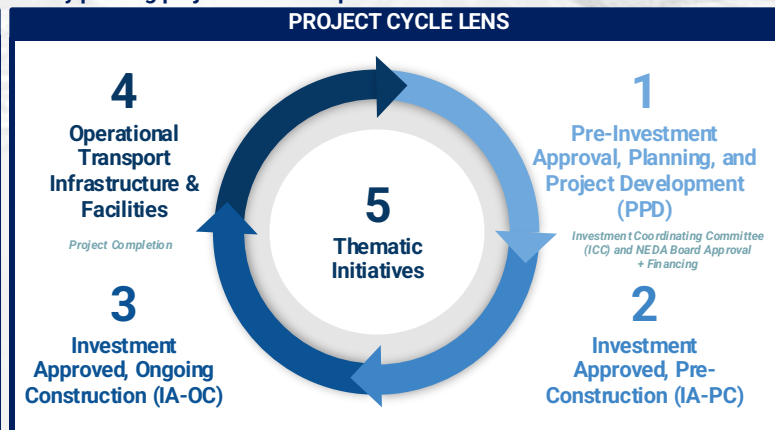
DOTr Pipeline Through Multiple Lens

Pursuant to the marching orders of the President, DOTr will bridge the gap from where we are now towards the vision for an efficient and good transportation system...

through the four transportation SECTORS...



by pushing projects from one phase of the PROJECT CYCLE to another...



by developing projects across HORIZONS and diversifying FUNDING strategy to keep the investments coming...



Enhancing our Anchors

Social and Tourism Ports



Farm-to-Market Ports



RO-RO Network Upgrade



Type	Feasibility Study & DED
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Funder	Asian Development Bank
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Area	Entire country
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Description of the Project

Aims to develop a network that would facilitate the movement of people and goods from ports to farms, and vice versa, including GIDA areas.

Type	Feasibility Study
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Funder	Asian Development Bank
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Area	Entire country
------	----------------

Description of the Project

Aims to come up with a network of nautical routes for Roll-On Roll-Off services across the different islands, regions of the country.

Laying the tracks outside the capital

OVERVIEW	
Location	NCR: Manila, Makati, Taguig, Parañaque, Muntinlupa, Caloocan, and Valenzuela City Region III: Bulacan and Pampanga Region IV-A: Laguna
Scope	147-kilometer length and 35 stations, will connect 3 regions, 17 cities, and 6 municipalities across Luzon.
Projected Users	800,000 Daily Passengers
Impact	Reduce travel time from 4 hours (by road) to 2 hours (by rail)

STATUS
Ongoing Project Implementation; Overall Weighted Physical Accomplishment: 31.82%

NORTH SOUTH COMMUTER RAILWAY SYSTEM

NORTH SOUTH COMMUTER RAILWAY SYSTEM

DEPARTMENT OF TRANSPORTATION PHILIPPINE NATIONAL RAILWAYS

DESCRIPTION

The NSCR System is a 147-kilometer railway line that will connect Metro Manila to the regional centers of Pampanga and Laguna and is expected to reduce CO₂ emissions by 473,256 tons annually. NSCR System consists of the following segments: NSCR Phase 1: PNR Clark 1 (Manila-Malolos), NSCR Extension: PNR Clark 2 (Malolos-Clark), and PNR Calamba (Manila-Calamba)

Laying the tracks outside the capital

OVERVIEW

Location

Region I, II and III, National Capital Region

Scope

882.10-kilometer length, 23 passenger and 11 freight stations, from Laoag and Tuguegarao to Manila.

Projected Users

7,542,000 annual passengers
4,350,646 annual freight (tons)

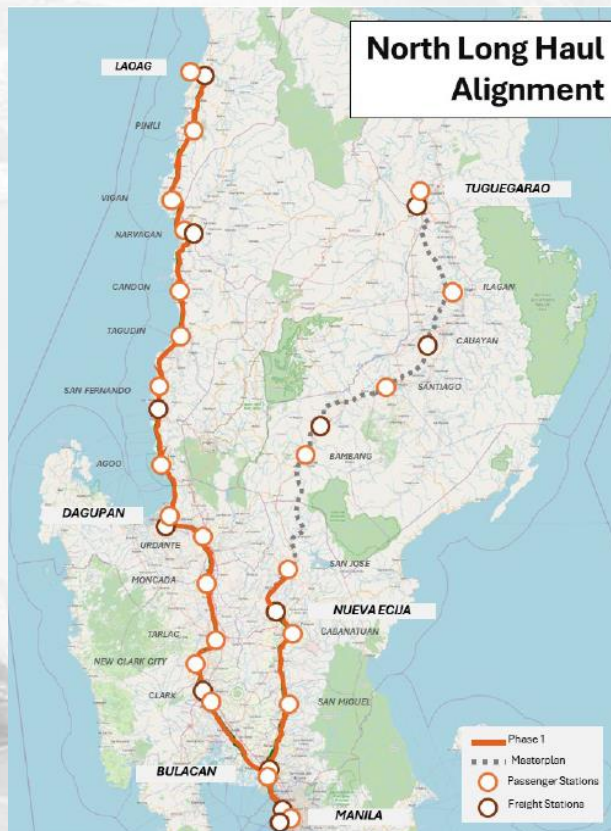
Impact

Passenger travel time: MNL – Laoag from 10 – 12 hrs to 5 hrs
Freight travel time: Port of Manila – Talavera from 3 – 4 hrs to 2.5 hrs

STATUS

Ongoing Feasibility Study in preparation for approval process

NORTH LONG HAUL PROJECT



DESCRIPTION

Aims to provide better transportation and logistics services and improve interconnectivity between urban centers and regional hubs in the north and northeastern parts of Luzon through a series of inter-regional railway line that will traverse the National Capital Region (NCR), Region I (Ilocos Region), Region II (Cagayan Valley), and Region III (Central Luzon).

Laying the tracks outside the Capital

OVERVIEW	
Location	Region X
Scope	55.8-kilometer length, 9 passenger and 1 freight stations, from Languindingan to Villanueva.
Projected Users	406,476 daily passengers
Impact	Travel time reduction Vehicle operating cost savings Emission reduction

MINDANAO RAILWAY PROJECT PHASE 3



STATUS	
Completed pre-feasibility study; For the conduct of feasibility study to secure approval for implementation	

DESCRIPTION
The Project involves the financing, design, construction, and operations and maintenance (O&M) of an approximately 54.8-kilometer high-capacity, initially inter-city passenger railway system that will span across the highly urbanized city of Cagayan de Oro City (CDO), connecting the Municipalities of Languindingan and Villanueva, Misamis Oriental.

Building the Road Ahead

OVERVIEW

Location	Region XI: Davao del Sur
Scope	673-kilometer length and 1,074 stops, will connecting the more than 2,000 sq.km land area of Davao City and Panabo City.
Projected Users	823,730 Daily Passengers
Impact	Reduce travel time of 6 mins. (PT) and 1.09 mins. (PV) GHG emission reduction of 4.5 Mn tCO2e throughout the operation

STATUS

Ongoing Project Implementation

DAVAO PUBLIC TRANSPORT MODERNIZATION PROJECT



DESCRIPTION

A proposed bus-based public transport system for the city, which includes (by hierarchy): (i) MetroDavao – on the highest demand corridor to/from and within the city center; (ii) DavaoInter – operating on secondary corridors leading from periphery centers to/from the city center; (iii) DavaoFeeder – complement the MetroDavao and DavaoInter routes; and (iv) DavaoLocal – operating in lower-density areas to/from periphery centers such as Bunawan, Buhangin, Calinan, and Toril.

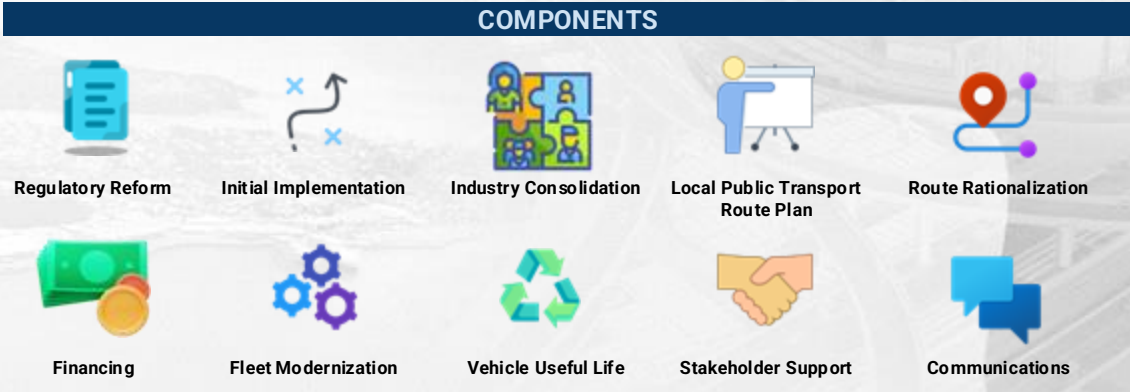
Public Transport Modernization Program (PTMP)

**DOTr Department
Order No. 2017-
011**

**Omnibus Franchising
Guidelines**
Served as the **foundation**
for **reforming the** road-
based public transport
service industry and
enabler for the
modernization program.

**DOTr Department
Order No. 2023-
022**

PTMP Guidelines
Improved road-based
public transport
regulatory framework
anchored on service
provision while
integrating transport
electrification and
industry reform.



COMPONENT	OBJECTIVE	ACCOMPLISHMENTS
Industry Consolidation	Pursue cooperation over competition , departure from profit-oriented to service provision .	77.74% and 73.37% of PUJ, UVE, and PUB units and routes consolidated, respectively
Financing	Cushion financial burden inherent from the transition.	PHP 1.86 Billion released subsidy ¹ PHP 20.4 Billion approved loan ¹ 264 Cooperatives and 80 Corporations ² 6 PNS on PUV dimensional limits ³
Fleet Modernization	Transition to sustainable public transport conveyances .	10,917 operational modernized units ⁴ 64.2% are locally manufactured ⁵
Stakeholder Support	Livelihood support program for displaced individuals in the transport sector.	34,000+ beneficiaries of Tsuper Iskolar Program ⁶ 6,358 beneficiaries of Entsupreneur Program ⁷
Communications	Ensure appropriate public reception to the program and foster constructive public discourse .	1,085 post engagements 104,138 post reach

[1] Released from 2 Government Financing Institutions (Landbank and DBP) and 24 Private Financing Institutions as of 31 December 2023.
[2] As of 31 December 2023 with additional 385 cooperatives and 105 corporations currently in various stages of loan application.
[3] PNS 2016-2017 [Class 2 and 3]; PNS 2131:2018 [Class 1]; PNS 2144:2019 [Accessibility]; PNS 2157:2021 [Class 4]; PNS 2160:2021 [Minibus]; PNS 2165:2022 [PUB].

[4] Operational modern and OFG-compliant PUV (2018 to 2023)
[5] 4,819 of 7,505 operational modern PUJ and UVE units.
[6] Number of beneficiaries since 2019.
[7] From 2021 to 2023.

Philippine Transportation System Masterplan

Masterplan Policy

To harmonize and rationalize the formulation of infrastructure sector master plans across the government ensuring that master plans are coordinated, synergistic, responsive to the emerging issues and consistent with the priority development strategies.

Transport Vision

Safe, secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, environmentally sustainable, and people-oriented national transport system that ensures improved quality of life of the people.

OBJECTIVES

It shall serve as the core strategic framework for the development of the passenger and cargo transportation system of the Philippines.

The final output is envisioned to be a transportation infrastructure investment program for the country aligned with its sustainable development goals.

GEOGRAPHICAL COVERAGE



GOALS



COMPONENTS

- | | | | |
|---|---|----|--|
| 1 | INTRODUCTORY ACTIVITIES | 6 | SUB SECTOR MASTER PLANS |
| 2 | CATALOGING OF EXISTING INSTITUTIONAL CONDITIONS | 7 | STRATEGIC ENVIRONMENTAL AND SOCIAL ASSESSMENT |
| 3 | ASSESSMENT OF THE LOCAL TRANSPORT ENVIRONMENT | 8 | ENHANCING IMPLEMENTATION COMPETENCIES |
| 4 | TRANSPORT SYSTEM MODEL DEVELOPMENT | 9 | ENSURING AMPLE COMMUNICATIONS AND VISIBILITY |
| 5 | MASTER PLAN DEVELOPMENT (NATIONWIDE) | 10 | DATA INFORMATION MANAGEMENT SYSTEM AND OBSERVATORY |

The long journey ahead

While investing in big projects, the DOTr looks to collaborate with LGUs in improving the flow of **people** and, especially, **goods**



R.A. 7160

Sets the roles and responsibilities of LGUs, though limited when it comes to transportation

Mandanas Ruling

Ensures higher share for LGUs through their NTA, and signals the devolution of more services

Planning

Capacity to define need services based on prevailing demand.

Ex. Formulation of LPTRPs

Monitoring & Evaluation

Ability to record performance and to make the necessary adjustments as needed.

Ex. Tools to Account for Performance

Financing

Capacity to sustain the operating and maintenance costs of a system.

Ex. NG-LGU Cost-Sharing; Apportioning funds in the AIP

Maintenance

Technical knowhow to do the upkeep for sustainable use.

Ex. Setting the necessary funding for maintenance costs



In the future, possibly, **depending** on the rural context

App-Based Mobility Services



1

Demand Responsive Transport (DRT)



2

App-Connected Tricycles



3



THANK YOU.

PLANNING AND PROJECT DEVELOPMENT OFFICE

