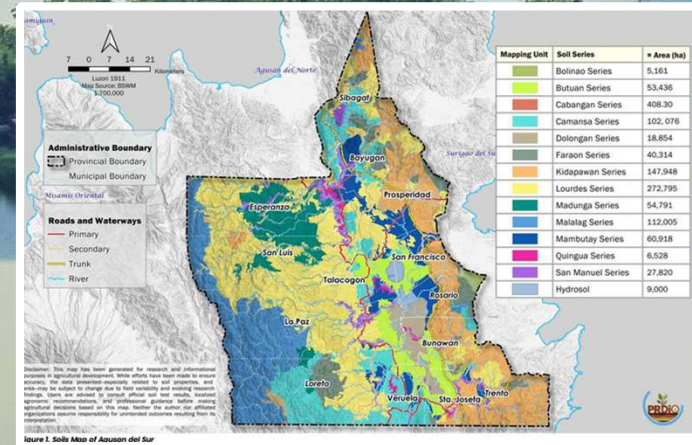




Welcome to the Province of Agusan del Sur!



Current transport issues in Municipalities/ Rural areas in the Philippines: The Case of Agusan del Sur

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DR. TRISHAH FE R. GOLORAN, EnP
Provincial Planning and Development Office
Province of Agusan del Sur

Outline of the Presentation

Province of Agusan del Sur

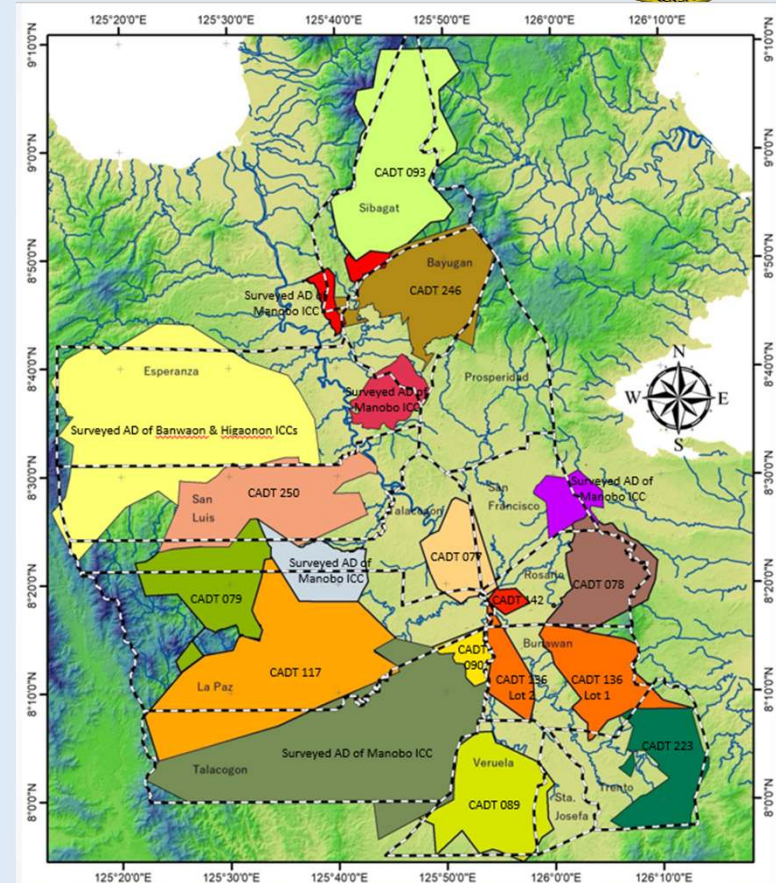


- 1. Provincial Profile**
- 2. Why mobility matters**
- 3. Defining Factors of mobility**
- 4. Area of Focus**
- 5. Key Takeaways**



Basic Profile

- ✓ Landlocked Province
- ✓ 4th Largest Province
- ✓ 1st Class Province
- ✓ Population: 739,367 (as of 2020)
- ✓ Land Area: 896,550 hectares
- ✓ 62% Forestland and 38% A&D Land
- ✓ 549,657 hectares or 61.30% of the Land Area in the Province of Agusan Del Sur are ancestral Domains
- ✓ 39% are Indigenous Peoples (IPs) composed of 4 Tribes – Manobo, Higaonon, Banwaon, Talaandig (as of 2018)



Basic Profile

Province of Agusan del Sur



Political Subdivision

- 2 Congressional Districts
- 1 City and 13 Municipalities

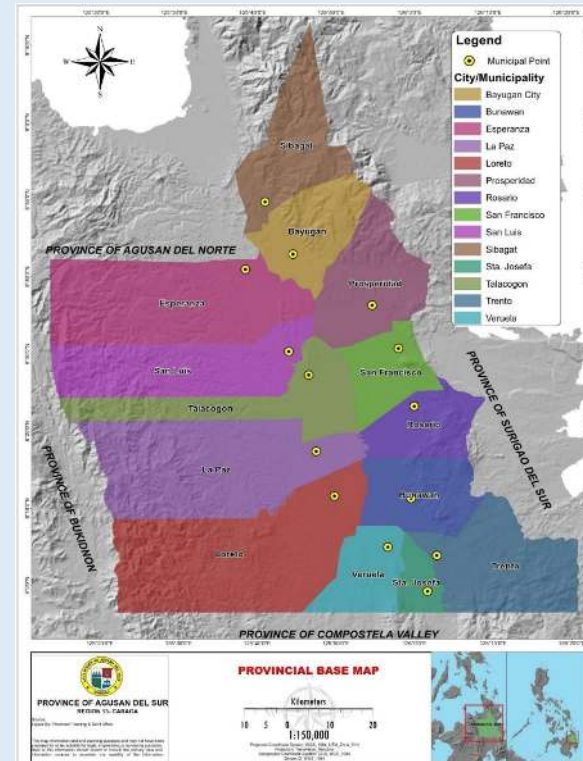
'HIGHWAY TOWNS' 'RIVER TOWNS'

Sibagat	Sta. Josefa
Bayugan City	Veruela
Prosperidad	Loreto
San Francisco	La Paz
Rosario	Talacogon
Bunawan	San Luis
Trento	Esperanza

- Prosperidad is the capital town, where the Government Center is located

- 322 Barangays with 8 Special Brgys

185 Upland Barangays
76 Lowland Barangays
35 Urban Barangays
26 Wetland Barangays



Basic Profile

Province of Agusan del Sur



Location

Located in the Northeastern Mindanao bounded by **Agusan del Norte** on the *North*, **Davao de Oro** on the *South*, **Misamis Oriental & Bukidnon** on the *West*, and **Surigao del Sur** on the *East*.

Topography

Elongated basin formation with **Mount Magdiwata Range** in the eastern and **Pantarong Range** in the western sides forming a valley, which occupies the central longitudinal section of the land.



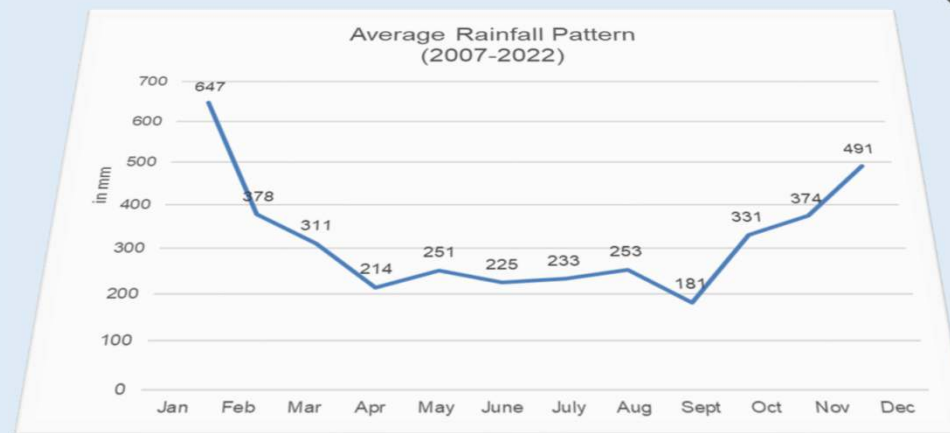
Basic Profile

Province of Agusan del Sur



Climate

- geographically situated below the typhoon belt but usually affected by depressions forming in the Visayas and Surigao del Norte
- under **Type II** climate (*has no dry season with a very pronounced maximum rain period*)



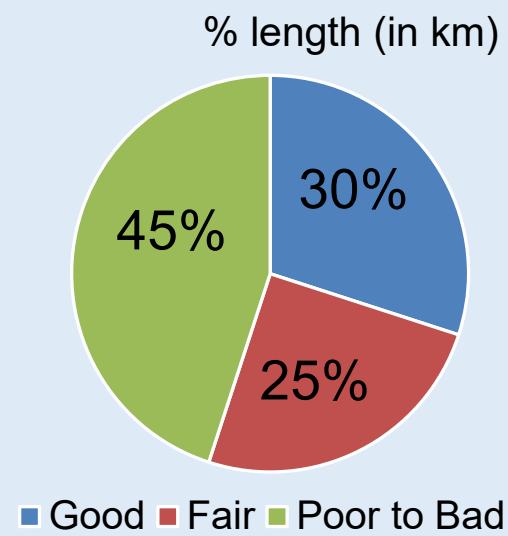
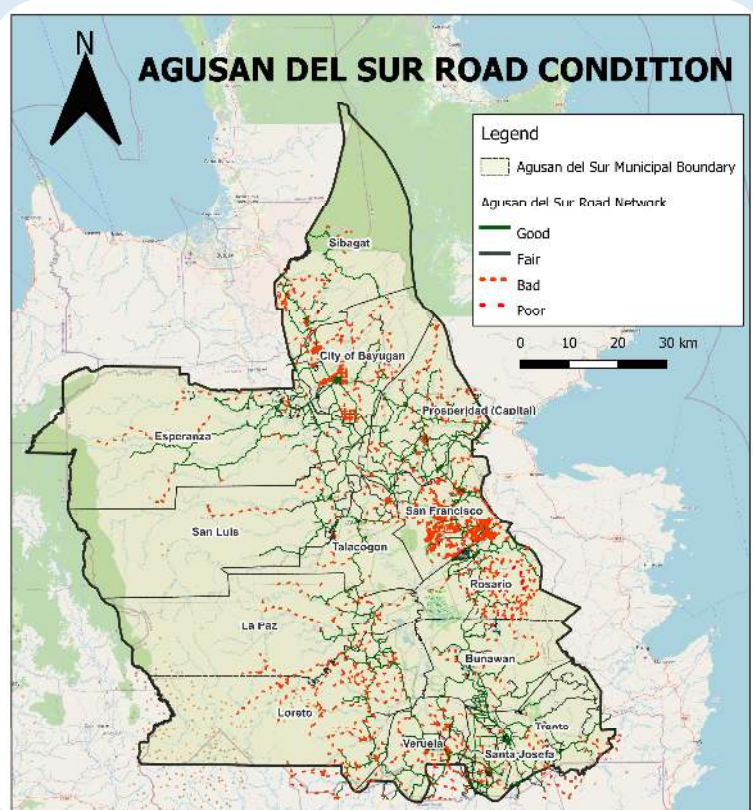
- Monthly average rainfall volume of the province is **315.05 mm**, based on a 16-year pattern
- Rainfall volume is high on the monsoon months, **November-February**

Agusan del Sur Road Network Overview



Road Class	Paved Length (km)	Unpaved Length (km)	% of Total Network	Remarks
National Roads	472.387	17.29	10.63%	Paved; maintained by DPWH
Provincial Roads	482.05	319.89	17.40%	Managed by provincial government
City,Municipal, Barangay and Farm – to – Market Roads	143.29	3,170.17	71.96%	Managed by local governments
Total Road Network	1,097.20 (23.83% of the total network)	3,507.35 (76.17% of the total network)	100%	

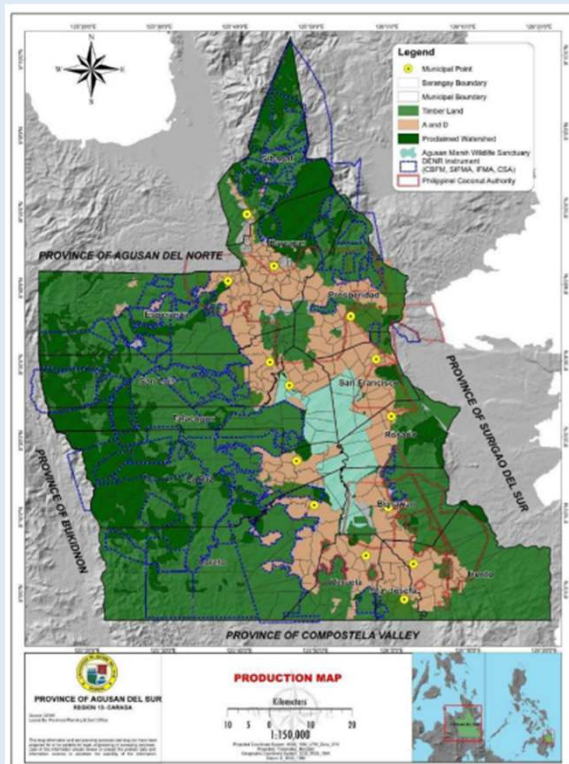
Agusan del Sur Road Condition Summary



Total Road Length: 4,604.55 kms.
Road Density: 0.51 kms per sq. kms.

Resource Significance

Province of Agusan del Sur



HIGH AGRI-FORESTRY SIGNIFICANCE

- Agusan del Sur is the timber corridor and agri-forestry center and food basket of the CARAGA Region
 - The Province largely dominates the production of agricultural products in the Region owing to its expansive cultivable land assets – top rice and corn producer
 - The Agusan Marsh Wildlife Sanctuary is a Key Biodiversity Area and a wetland site designated to be of international importance under the Ramsar Convention.
- (CARAGA Regional Development Plan 2023-2028)

Challenges and Opportunities

Province of Agusan del Sur



Poor Connectivity

45% or 2,063.74 kms. out of the total road network are in poor & bad condition

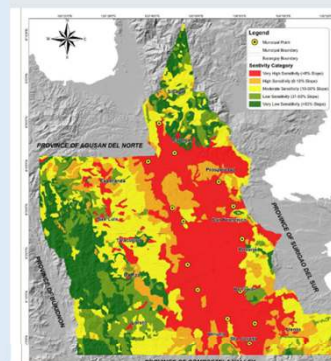
High Geographically Isolated, Disadvantaged and Conflict Affected Areas (GIDCA)

49% are GIDCA barangays (157 GIDCA barangays) out of 322 total barangays

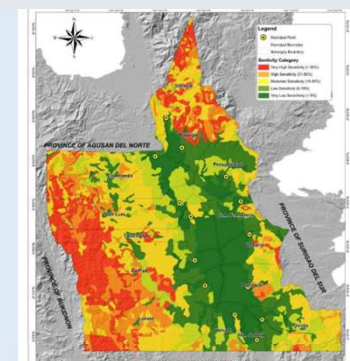
Majority are IPs (278,120 IPs) located in the five (5) river town municipalities

Included in the Top 20 most vulnerable to climate change Provinces, nationwide

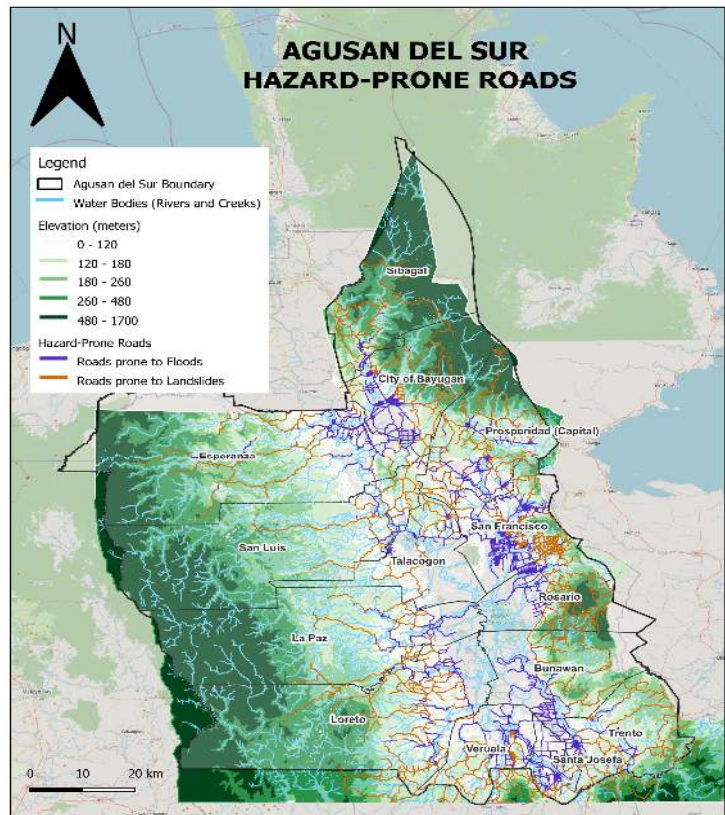
Vulnerability to Flood



Vulnerability to Landslides



Why Mobility Matters in Agusan del Sur



- Terrain: Mostly mountainous and rivers, traversed by the Agusan River Basin
- Rivers defines rural settlement and movement
- Upland and river terrains shape access to markets and services

Why Mobility Matters in Agusan del Sur



Landslide kills 6 in Agusan del Sur

By Chris V. Panganiban | September 15, 2025 - 3:55 pm

SAN FRANCISCO, Agusan del Sur — Rescuers have recovered two bodies after a landslide buried six people near a girder bridge at Kilometer 31 in the remote village of Mahayahay, San Luis town on Sunday evening, September 14.



A bridge in the remote Mahayahay village in San Luis, Agusan del Sur is nearly covered by debris in this photo from a netizen's Facebook post.



Friday's flooding in Agusan del Sur: rainfall in 10 hours from 129 mm to 490 mm 2

Vehicles move through a flooded Maharlika highway in Rosario town in Agusan del Sur on Friday, December 18, 2020. Heavy rains brought about by tropical depression 'Vicky' triggered the flash floods. Photo courtesy of NAPOLEON MALLARI

Why Mobility Matters in Agusan del Sur



<https://pulitzercenter.org/stories/philippines-dirt-bikes-emerge-method-timber-hauling>



TRANSPORT ISSUES:



1. Transport modes, routes

- Limited public transport along secondary & tertiary roads, and local roads due to expired or revoked franchise particularly in rural areas;
- LPTRP of some cities/municipalities (8 out of 14) are not yet approved/implemented, which is the basis of issuance of Franchise to Public Utility Vehicle (PUV) and only 6 are approved (Sibagat, Trento, Talacogon, Loreto, La Paz, and San Francisco)
- Proliferation of informal transport modes in primary and secondary highway such as tricycles, tri-wheeled vehicle (Bao2x/Tok2x) despite prohibition;



TRANSPORT ISSUES:



2. Laws/Policies

- Poor enforcement of traffic/transport policies/laws;
- Improper use of Road Right of Way (RROW) (e.g., log pond, garage and drying pavement of rice and corn;
- No standard vehicle life span and condition (too old/poor condition of vehicle use);
- No fix tariffs tricycle/Habal2x) for goods and commuters;
- Increase of transportation cost due to the presence of dispatcher and canvasser;
- Overloading and over speeding; and
- Unregulated waiting/travel time.



TRANSPORT ISSUES:

3. Transport Infra facilities

- No proper designated loading/unloading area;
- Not all C/MLGUs in the province has terminal for PUBs/PUVs as shown below.

C/MLGUs	Name of Existing Terminals (Bus, PUJ, Van)	Location	Status (Temporary/ Permanent)
Veruela	Loading and unloading area for PUB	Sampaguita, Veruela	Temporary
Loreto	Loading and unloading area for PUB	Pob. Public Market, Loreto	Temporary
San Luis	Loading and unloading area for PUB	Municipal Gym, San Luis	Temporary
	PUJ Terminal	Doña Flavia, San Luis	Temporary, poor condition
Esperanza	Loading and unloading area for PUB	Rotunda, Esperanza	Temporary
	PUJ Terminal	Public Market, Esperanza	Used as Tricycle terminal

Source: MLGUs/MPDOs; CY 2019 -2020



TRANSPORT ISSUES:



4. Transport Infra facilities

- Insufficient Illumination (Street Lights);
- Inadequate road safety design (signage, markings, railings, etc.);
- Some sections of National Highways still have two lanes carriage way;
- Some barangays do not have access to land transportation, especially those situated in river towns (Barangay Tandang Sora, Oro, Bakingking, Agsabu, Kalabuan and Barangay Guibonon All of Mun. of Esperanza, and Katipunan, Loreto); and
- Inadequate Water Transportation Facilities, including boat landings and commuter's sheds, particularly in remote barangays of river municipalities



DEFINING FACTORS OF MOBILITY IN AGUSAN DEL SUR



Seasonal Disruptions

Province of Agusan del Sur



The region's weather has a major influence on mobility.

- **Floods and landslides:** During the rainy season, heavy downpours can cause widespread flooding and landslides, damaging roads and bridges, and cutting off access to affected communities.
- **Impact on livelihood:** Since Agusan del Sur's economy is dominantly agricultural, these disruptions hinder the transport of goods, limiting farmers' access to markets and increasing transportation costs.



Transportation Infrastructure

Province of Agusan del Sur



- **Public transport:** Standard provincial buses and jeepneys operate on main roads, connecting municipalities and cities like Butuan and Davao. However, their fixed routes and schedules are not efficient for those in more remote barangays.
- **Informal and localized transport:** Informal modes like tricycles and habal-habal (motorcycles for hire) are crucial for "last-mile" connectivity in areas not served by formal public transport. This is a common characteristic of rural mobility in the Philippines.



Mobility Challenges and Gaps

Province of Agusan del Sur



- **Access to essential services:** The lack of reliable transportation poses significant challenges for accessing healthcare, education, and social services, particularly for those in remote areas. Limited road access and damaged roads impede the timely delivery of emergency services and patient transport.
- **Economic disadvantages:** The difficulty of transport to and from markets leads to limited economic opportunities for small-scale farmers and entrepreneurs. High transportation costs further constrain the growth of rural enterprises



AREA OF FOCUS

There is a disproportionate impact of poor mobility on fundamental human needs and the systemic effects on economic and social development in rural areas. While urban mobility issues often concern convenience and efficiency, rural mobility issues—especially in a context like Agusan del Sur—are about access, resilience, and survival.



Why Focus on Rural Mobility?



1. In rural areas, mobility is a human rights issue:

- **Healthcare access**
- **Food Security**



Why Focus on Rural Mobility?



2. Investing in rural mobility offers a greater return on investment

- **Livelihood Creation**
- **Reduced rural-urban migration**



Why Focus on Rural Mobility?



3. Rural mobility challenges are compounded by climate change

- **Infrastructure vulnerability**
- **Disproportionate impact on vulnerable populations**



Why Focus on Rural Mobility?



3. Rural mobility addresses the issue of inequity at its source

- **Bridging the access gap**
- **Empowering communities**



Key Takeaways



Moving from Plans to Implementation



Treat rural mobility as
a national
development priority



Use Agusan del Sur as
a pilot site for scalable
models



Focus on measurable,
implementable results



Shift from studies to
tangible impact.



Key Takeaways



Toward Smart, Inclusive, and Resilient Rural Mobility

Smart mobility ensures every barangay has reliable access to opportunity.

Support Agusan del Sur in transforming transport into a tool for inclusive growth and poverty reduction.





Thank you!

Let's work together!

