

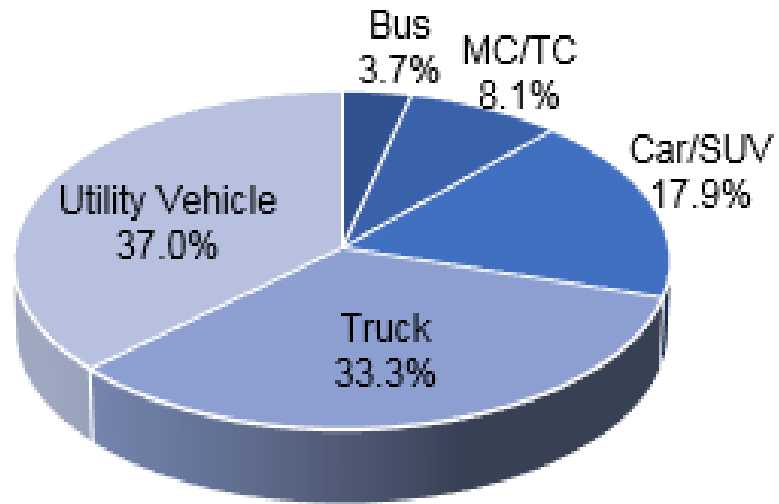


*Road-based public  
transport reform  
program*  
PROPOSED TRANSPORT NAMA

*UNEP Regional NAMA Workshop  
5-7 May 2015*



# Why propose a transport NAMA on public transport reform?



*GHG emissions from road transport by vehicle type, 2007*

*Source: TTPI, 2010*



- Based on the Philippine 2<sup>nd</sup> National Communication to UNFCCC, **37% of GHG emissions came from transport sector**, of which **~80% came from road-based transport**
- **Utility vehicles and buses** contribute **~40%** of GHG emissions from road-based transport
- They are also major sources of **air pollution**
- Mitigation action in transport sector targeting public transport reform will reduce GHG emissions, improve air quality and improve quality of public transport system



# What's the situation of the current public transport system



- **Pilot case in Metro Manila**
- **No matching of supply and demand**
- **Unsafe and inefficient on-road competition** between transport operators
- **Poor quality and insufficient public transport leads to greater preference to use private cars and motorcycles, exacerbating congestion**



# What's the goal - Delivering a New Model



- **Enough supply** to meet changing demand
- **Low emission, safe and comfortable**
- **Affordable** yet financially sustainable
- **Reliable and convenient**--so that car and motorcycle users choose public transport
- **Integrated fare system between rail and bus**

# Target reforms

## What we have

Poor quality, unsafe, and supply driven public transport services

Mismatch of supply and demand of road transport services

Uncoordinated and disorganized private bus and jeepney operators

## What we want

Safe, 'green', reliable and convenient road transport services

Rationalization of services based on analysis of travel demand and supply

Accountable public transport agency to manage services

## What we need to do

Introduce BRT lines and high quality bus service in major corridors

Modernize jeepney fleet

- Technology options (eg Evs, hybrid); scrapping program for old and not road worthy jeepneys; social acceptance of transition to low carbon options; reskilling of drivers; viable financing mechanism

**A centralized and well-equipped Transport Planning Unit will:**

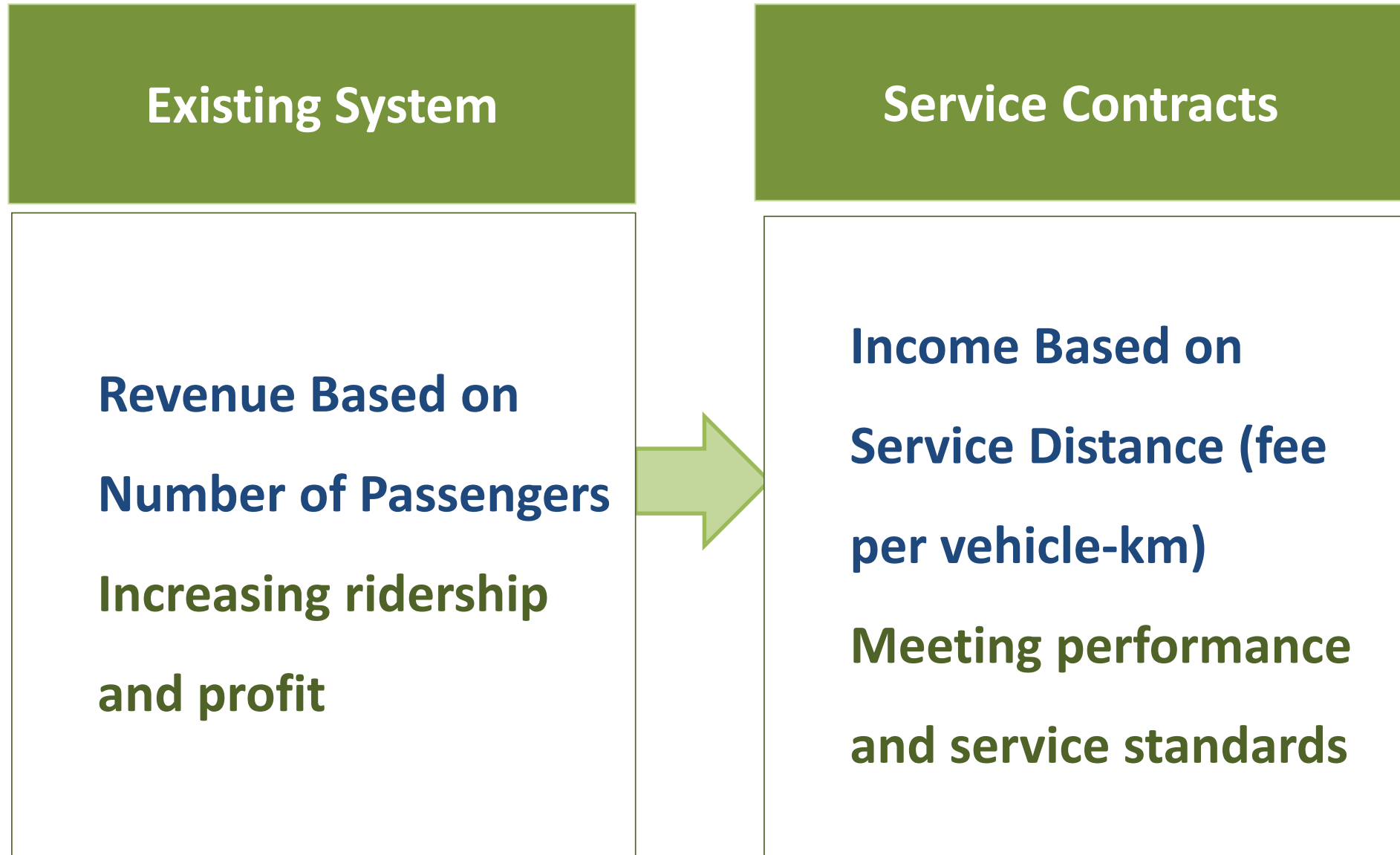
- Plan routes and modes of transport based on constantly updated data, with aid of technology (e.g. control center, mobile phone apps, smart card system)

**Consolidate jeepney and bus operators**

**Establish a Greater Manila Public Transport Authority that will:**

- Manage service contracts
- Develop related infrastructure

# Transitioning Public Transport Services



# Phased Implementation of DOTC Plan (2015-2024)

**Phase I (2015-2017):** Work on 2-3 corridors (C5, Ortigas, Quezon Avenue, EDSA, Commonwealth Avenue, etc.) Build institutional capacity and supportive policies. Demonstrate service contracting. Learn what works. Generate public support with communications program.

**Phase II (2017-2020):** Expand to major corridors in Metro Manila

**Phase III (2021-2024):** Complete the network

Proposed NAMA will complement DOTC Plan

# DOTC working with GIZ to develop NAMA

DOTC identified the **Road-based Public Transport Reform (initially for Metro Manila)** as an area for **TRANSfer support in NAMA development**



TCC and TRANSfer team with Asec. Bonifacio and Asec. Patdu of DOTC last November 2014

**Scope of NAMA Activities:** FS on how to consolidate jeepney and bus operators and how service contracting works with modernized fleets; establish a framework to measure, report and verify (MRV) GHG reduction

**Seed fund:** using SVPCF

**Target:** apply for external support from NAMA Facility; engage other potential development partners (e.g. ADB, WB, JICA, etc)



# Some activities leading to transport NAMA development

## Upcoming Workshop on Service Contracting



DOTC and GIZ led Planning Workshop on Road Reforms



Robie Siy, DOTC Advisor presenting the public transport reform plans in Metro Manila

Proposed date: 29 May 2015  
 Venue: DOTC  
 Proposed agenda

TIME	ITEM	RESOURCE SPEAKER
7:30 - 8:30 AM	Registration	
8:31 - 8:45 AM	Opening Remarks	DOTC
8:46 - 9:30 AM	Keynote presentation: Public Transport Reform and Role of Service Contracting	Walter Hook, ITDP
9:31 - 10:00 AM	<b><u>Presentation 1</u></b> BRT and the Public Transport Transition Plan for EDSA	Karl Fjellstrom, ITDP
10:01 - 10:30 AM	<b><u>Presentation 2</u></b> International experience on public transport service contracting in London and Hong Kong	Richard Meakin, GIZ-TRANSfer consultant
10:31 - 10:45 AM	Coffee Break	
10:46 - 11:15 AM	<b><u>Presentation 3</u></b> Public Transport Industry Transition, Consolidation and the Variants of Service Contracting	Lloyd Wright, ADB
11:16 - 11:30 AM	<b><u>Presentation 4</u></b> Philippine Experience on Bus Service Contracting: The BGC Experience	Jaime Galvez, BGC Bus
	<b><u>Presentation 5</u></b> Philippine Experience on	

**Thank you**