

11TH REGIONAL EST FORUM IN ASIA

2-5 October 2018, Ulaanbaatar, Mongolia

COUNTRY REPORT: PHILIPPINES

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GOAL NO. 1:	Formally integrate land-use and transport planning processes and related institutional arrangements at the local, regional, and national levels
	I. <i>Strategies to Avoid unnecessary travel and reduce trip distances</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	-Bureaucracy
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	1.0 Comprehensive Land Use Plan (CLUP) 1.2 Omnibus Guidelines 1.3 Ongoing National Transport Policy as developed by the National Economic Development Authority since 2017 1.4 Traffic Impact Assessment (TIA) and Traffic Management Plan (TMP)
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	-No official announcements for the National Transport Policy
IMPORTANCE OF EST GOAL	Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable Goal 16: Promote peaceful and inclusive societies for sustainable development

GOAL NO. 2:	Achieve mixed-use development and medium-to-high densities along key corridors within cities through appropriate land-use policies and provide people-oriented local access, and actively promote transit-oriented development (TOD) when introducing new public transport infrastructure
	I. <i>Strategies to Avoid unnecessary travel and reduce trip distances</i>
ACTION TAKEN	Largely in Place
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	-Lack of technical personnel in the local level to implement different spatial plans (e.g. Comprehensive Land Use Plan, and Local Public Transport Route Plan)
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	-HLURB Guidebook 2013, and Local Public Transport Route Plan Manual http://hlurb.gov.ph/services/local-government-unit/clup-guidebook/
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	-Ongoing implementation of the Omnibus Franchising Guidelines for the Public Utility Vehicle Modernization Program
IMPORTANCE OF EST GOAL	- Promotion of Low Carbon Urban Transport System in the Philippines, in partnership with Global Environment Facility, and UN Development Programme

GOAL NO. 3:	Institute policies, programmes, and projects supporting Public Advisory System and Information and Communications Technologies (ICT), such as internet access, teleconferencing, and telecommuting, as a means to reduce unneeded travel
I.	<i>Strategies to Avoid unnecessary travel and reduce trip distances</i>

ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	-DICT is still under the bidding process for the 3rd telecommunications player -Lack of strong and reliable ICT infrastructure to address the demand for improved information flow and connectivity
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	Department of Information and Communications Technology (DICT) Initiatives
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	-Waiting for official announcements
IMPORTANCE OF EST GOAL	-To improve our lives: from governance, to education, transportation and business productivity

GOAL NO. 4:	Require Non-Motorized Transport (NMT) components in transport master plans in all major cities and prioritize transport infrastructure investments to NMT, including wide-scale improvements to pedestrian and bicycle facilities, development of facilities for intermodal connectivity, and adoption of complete street design standards, wherever feasible
II.	<i>Strategies to Shift towards more sustainable modes</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	<ul style="list-style-type: none"> -Integration of various NMT Projects -Improvements of secondary roads such as pavement rehabilitation and drainage and sidewalk improvements -Creating strategies that can be implemented metro-wide with safety and efficiency (connectivity of walkways and bikeways)
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	<ul style="list-style-type: none"> 4.1 The Metro Manila Greenways Project 4.2 Metro Manila Development Authority Initiatives 4.3 Local Government Initiatives
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	
IMPORTANCE OF EST GOAL	

GOAL NO. 5:	Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities
II.	<i>Strategies to Shift towards more sustainable modes</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	<ul style="list-style-type: none"> -The Local Government Units (LGUs) have issues in the preparation of design due to the existing infra or developments in the area which serves as barrier in preparing their Local Public Transport Route Plan and/or Route Rationalization in compliance with the Omnibus Franchising Guidelines -Right-of-way acquisition -Lack of connectivity between various modes of public transportation -Financing of the DNS Transport for Jeepneys thru Cooperative
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	<ul style="list-style-type: none"> 5.1 Department of Trade and Industry Initiatives 5.2 Ongoing national capacity building training to more than 1600 Local Government Units to prepare their respective Local Public Transport Route Plan that can also be complemented with the Comprehensive Land Use Plan (Infrastructure Sector)

GOAL NO. 5:	Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities
	II. <i>Strategies to Shift towards more sustainable modes</i>
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	<p>5.3 Point-to-Point Buses (P2P)</p> <p>5.4 Parañaque Integrated Terminal Exchange Project (Paranaque ITx)</p> <p>5.5 Taguig Integrated Terminal Exchange Project (South ITx)</p> <p>5.6 North Integrated Terminal Exchange Project (North ITx)</p> <p>5.7 LRT Line 2 West Extension</p> <p>5.8 LRT Line 4 Project</p> <p>5.9 MRT Line 7</p>
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	<p>-Full compliance of all Local Government Units, as complemented by the Joint Memorandum Circular 001 issued by the Department of Transportation and Department of Interior and Local Government</p> <p>http://www.dilg.gov.ph/PDF_File/issuances/joint_circulars/dilg-joincircular-2017719_433697831c.pdf</p> <p>-Incorporated intermodal and last mile connectivity to ensure safe and convenient travels</p>

GOAL NO. 5:	Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities
II.	<i>Strategies to Shift towards more sustainable modes</i>
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	<ul style="list-style-type: none"> -Additional GPS and wifi connections in public transportation vehicles and terminals for Modern Jeepneys (Class 1 and 4)
IMPORTANCE OF EST GOAL	<p>This EST Goal will particularly address this EST goal are:</p> <ul style="list-style-type: none"> -GOAL 3: Target 3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents -GOAL 9: Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation -GOAL 11: Make cities and human settlements inclusive, safe, resilient and sustainable -GOAL 13: Take urgent action to combat climate change and its impacts*

GOAL NO. 6:	Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures, including pricing measures that integrate congestion, safety, carbon emission and pollution costs, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl
II.	<i>Strategies to Shift towards more sustainable modes</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	<ul style="list-style-type: none"> - MMDA assigning rush-hour lanes on EDSA for multiple passenger - MMDA Expanded Vehicular Volume Reduction Program (UVVRP) or Number Coding scheme http://www.mmda.gov.ph/2-uncategorised/2241-expanded-uvvrp.html - Ongoing collaboration with a consultant for a Feasibility Study for Intelligent Transport System - Memorandum Circular 2018-011 an Order lifting http://ltfrb.gov.ph/wp-content/uploads/2018/06/MC-2018-011.pdf

<p>GOAL NO. 6:</p>	<p>Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures, including pricing measures that integrate congestion, safety, carbon emission and pollution costs, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl</p>
<p>II.</p>	<p><i>Strategies to Shift towards more sustainable modes</i></p>
<p>EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR</p>	<ul style="list-style-type: none"> -DOTR Department Order (Omnibus Franchising Guidelines (OFG) -New LTFRB guidelines on: <ul style="list-style-type: none"> A. Franchise issuance for road-based public transportation services B. DOTr / LGUs: Local public transport route planning & route rationalization. C. Modernized PUV fleet compliant with safety & environmental laws/ standards D. Fleet/ industry consolidation for efficient operation
<p>IMPORTANCE OF EST GOAL</p>	<p>GOAL 11: Make cities and human settlements inclusive, safe, resilient and sustainable</p>

GOAL NO. 7:	Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport, including priority for high-quality long distance bus, inland water transport, high-speed rail over car and air passenger travel, and priority for train and barge freight over truck and air freight by building supporting infrastructure such as dry inland ports
II.	<i>Strategies to Shift towards more sustainable modes</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	<p>7.1 (for passenger transport), ongoing Public Utility Modernization Program to meet the passenger demand, promoting industry consolidation for proper fleet management, an off street terminals, and other significant indications stated in the Omnibus Franchising Guidelines</p> <p>7.2 PNR North 1 and 2 (Northrail Project/North-South Commuter Railway and Malolos-Clark Railway)</p> <p>7.2 PNR North 1 and 2 (Northrail Project/North-South Commuter Railway and Malolos-Clark Railway)</p> <p>7.3 Mindanao Railway</p> <p>7.4 Central Spine RORO Alignment Project (CSR)</p>

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II.	<i>Strategies to Shift towards more sustainable modes</i>
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	-Continuous implementation of the Omnibus Franchising Guidelines (Department Order No. 2017-011) to rationalize all possible routes from operator driven to passenger driven demand
IMPORTANCE OF EST GOAL	-GOAL 11: Make cities and human settlements inclusive, safe, resilient and sustainable

GOAL NO. 8:	Diversify towards more sustainable transport fuels and technologies, including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas
III.	<i>Strategies to Improve transport practices and technologies</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	<ul style="list-style-type: none"> - Resistance from some PUV drivers/operators - Public acceptance
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	<p>8.1 Public Utility Vehicle Modernization Program (PUVMP)</p> <p>8.2 Department of Transportation (DOTr) Department Order 2011-16</p> <p>8.3 Department of Energy (DOE) Initiatives</p>
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	-Implementation of the Biofuels Act of 2006 (RA 9367) requiring Coco Methyl Ester (CME) 2% bio-diesel blend in automotive diesel & 5% bio-ethanol in gasoline.

GOAL NO. 8:	Diversify towards more sustainable transport fuels and technologies, including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas
III.	<i>Strategies to Improve transport practices and technologies</i>
IMPORTANCE OF EST GOAL	<p>GOAL 7: Ensure access to affordable, reliable, sustainable and modern energy for all</p> <p>GOAL 9: Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation</p> <p>GOAL 11: Make cities and human settlements inclusive, safe, resilient and sustainable</p> <p>GOAL 12: Ensure sustainable consumption and production patterns</p> <p>GOAL 13: Take urgent action to combat climate change and its impacts*</p>

GOAL NO. 9:	Set progressive, appropriate, affordable and monitorable progressive standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles
III.	<i>Strategies to Improve transport practices and technologies</i>
ACTION TAKEN	Fully Completed
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	9.1 Department of Environment and Natural Resources (DENR) Initiatives
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	<ul style="list-style-type: none"> - Implementation of Department Administrative Order 2015-04 (DAO 2015-04) for the use of EURO4 fuels. - This DAO 2015-04 highlights the (a) corresponding emission limits/standards for a specific type of vehicle loaded with Euro 4 fuel; (b) issuance of Certificates of Conformity (COC) for new vehicles that are equipped with Euro 4 engine and

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III.	<i>Strategies to Improve transport practices and technologies</i>
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	compliant with the Euro 4 limits/emission standards; (c) availability of Euro 4 fuels; and (d) comparative quality of Euro 4 and fuel and Euro 2 fuels.
IMPORTANCE OF EST GOAL	This EST Goal will particularly address an important health-related SDG target 3.9. By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals, and air, water and soil pollution and contamination.

<p>GOAL NO. 10:</p>	<p>Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle inspection and maintenance (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older polluting commercial vehicles being gradually phased-out from the vehicle fleet, as well as testing and compliance regimes for vessels</p>
<p>III.</p>	<p><i>Strategies to Improve transport practices and technologies</i></p>
<p>ACTION TAKEN</p>	<p>Some progress (design – piloting)</p>
<p>BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION</p>	<p></p>
<p>EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT</p>	<ul style="list-style-type: none"> -- Motor Vehicle Inspection System - Current Motor Vehicle Inspection for renewal of registration in LTO with VIR as basis for actual inspection of motor vehicles.
<p>EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR</p>	<ul style="list-style-type: none"> - The Motor vehicle Inspection system is part of the public private partnership center with the Department of Transportation (DOTr) and Land Transportation Office (LTO) as implementing agency. The project involves the financing, design, construction, operations and maintenance of

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<p>III.</p>	<p><i>Strategies to Improve transport practices and technologies</i></p>
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<p>EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR</p>	<p>centralized, automated and national network of Motor Vehicle Inspection Centers (MVICs) for road worthiness testing. It aims to improve the efficiency, effectiveness, reliability and transparency of motor vehicle inspection, thereby ensuring roadworthy and environmentally-sustainable vehicles.</p> <ul style="list-style-type: none"> - Proposed Joint Administrative Order (JAO) with DOTR, DENR, and DTI on National Motor Vehicle Inspection & Maintenance Program. (on-going)
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<p>IMPORTANCE OF EST GOAL</p>	<p>This will help achieve the following SDG Targets:</p> <ul style="list-style-type: none"> • SDG Target 3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents. • SDG target 3.9. By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.
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GOAL NO. 11:	Adopt Intelligent Transportation Systems (ITS), such as electronic fare and road user charging systems, transport control centres, and real-time user information, when applicable
III.	<i>Strategies to Improve transport practices and technologies</i>

ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	- Ongoing Feasibility Study for possible adoption of an Intelligent Transport System with the Singapore Government
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	- Waiting for the final report of the consultant
IMPORTANCE OF EST GOAL	GOAL 9: Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation

GOAL NO. 12:	Achieve improved freight transport efficiency, including road, rail, air, and water, through policies, programmes, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management
III.	<i>Strategies to Improve transport practices and technologies</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	12.1 National Economic and Development Authority (NEDA) Initiatives 12.2 Department of Trade and Industry (DTI) Initiative
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	- Efficient Freight Management (ICT) System
IMPORTANCE OF EST GOAL	GOAL 13: Take urgent action to combat climate change and its impacts*

GOAL NO. 13:	Adopt a zero-fatality policy with respect to road, rail, and waterway safety and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance requirements, and better post-accident care oriented to significant avoidance and reductions in accidents and injuries
IV.	<i>Cross-cutting strategies</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	Full implementation of the Philippine Road Safety Action Plan 2017-2022 for road vehicles http://www.aseancap.org/wp-content/uploads/2017/05/AASF-2017-007-2-Road-Safety-Initiatives-by-DOTr_opt.pdf
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	Ongoing collaboration with different stakeholders for the implementation of the Philippine Road Safety Action Plan
IMPORTANCE OF EST GOAL	GOAL 3: Ensure healthy lives and promote well-being for all at all ages

GOAL NO. 14:	Promote monitoring of the health impacts and risks from transport emissions and noise, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic impacts of air pollution and noise, and devise mitigation strategies, especially aiding sensitive populations near high traffic concentrations
IV.	<i>Cross-cutting strategies</i>
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	<ul style="list-style-type: none"> - Lack of mechanism to generate, utilize, and disseminate the air quality and the air pollution-related diseases data; - Not all air quality monitoring stations (AQMS) in the Philippines monitor PM2.5, which are the fine particles affecting more seriously the respiratory system; - Based on international guidelines/standards, the country lacks the appropriate number of AQMS as well as compliance with the correct siting requirement; and - There are no indoor air quality standards in existence in the country. <p>Source: National Environmental Health Action Plan (NEHAP) Philippines (2017-2022)</p>

<p>GOAL NO. 14:</p>	<p>Promote monitoring of the health impacts and risks from transport emissions and noise, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic impacts of air pollution and noise, and devise mitigation strategies, especially aiding sensitive populations near high traffic concentrations</p>
<p>IV. <i>Cross-cutting strategies</i></p>	
<p>EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT</p>	<p>Philippine National Environmental Health Action Plan (NEHAP) 2010-2013 http://www.wpro.who.int/philippines/areas/environmental_health/philippine_nehap_2010-2013_07.07.10.pdf</p>
<p>EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR</p>	<p>- Formulation of the National Environmental Health Action Plan (NEHAP) through the Department of Health (DOH) & World Health Organization (WHO).</p>

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Promote monitoring of the health impacts and risks from transport emissions and noise, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic impacts of air pollution and noise, and devise mitigation strategies, especially aiding sensitive populations near high traffic concentrations

IV. *Cross-cutting strategies*

EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR

- Formulation of the National Environmental Health Action Plan (NEHAP) through the Department of Health (DOH) & World Health Organization (WHO). The current NEHAP covers six (6) years (2017-2022) and it highlights HEALTH-IN-ALL-POLICY Approach. The action plan has the following Sectoral Task Forces:

- Water Supply, Sanitation, and Health
- • Air Quality and Health
- • Solid Waste Management and Health
- • Chemical Safety and Health
- • Food Safety and Health
- • Occupational Health and Safety

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IV. *Cross-cutting strategies*

IMPORTANCE OF EST GOAL

This EST Goal will particularly address an important health-related SDG target 3.9. By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.

<p>GOAL NO. 15:</p>	<p>Establish country-specific, progressive, health-based, cost-effective, and enforceable air quality and noise standards, also taking into account the WHO guidelines, and mandate monitoring and reporting in order to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations</p>
<p>IV. Cross-cutting strategies</p>	
<p>ACTION TAKEN</p>	<p>Largely in Place</p>
<p>BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION</p>	<p></p>
<p>EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT</p>	<p>15.1 DAO No. 2001-81 - Implementing Rules and Regulations for RA 8749 http://air.emb.gov.ph/wp-content/uploads/2016/04/DAO-2000-81.pdf</p> <p>15.2 Web-based AQI reporting of Air Quality Monitoring Stations http://denr-dashboard.herokuapp.com/ https://www.screenleap.com/embncr_aqmnet</p>

<p>GOAL NO. 15:</p>	<p>Establish country-specific, progressive, health-based, cost-effective, and enforceable air quality and noise standards, also taking into account the WHO guidelines, and mandate monitoring and reporting in order to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations</p>
<p>IV. <i>Cross-cutting strategies</i></p>	
<p>EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR</p>	<ul style="list-style-type: none"> - Implementation of the National Ambient Air Quality Guideline Values and DAO 2001-81 of RA 8749. - Implementation of Air Quality Index (AQI) web based platform in EMB website.
<p>IMPORTANCE OF EST GOAL</p>	<p>This EST Goal will particularly address an important health-related SDG target 3.9. By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.</p>

GOAL NO. 16:	Implement sustainable low-carbon transport initiatives to mitigate the causes of global climate change and to fortify national energy security, and to report the inventory of all greenhouse gases including black carbon emitted from the transport sector in the National Greenhouse Gas Inventory Report and the National Communication to the UNFCCC
IV.	<i>Cross-cutting strategies</i>
ACTION TAKEN	Largely in Place
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	16.1 Department of Environment and Natural Resources (DENR) Initiatives Implementation of Vehicle Emission Limits for Euro 4/IV, and In-Use Vehicle Emission Standards 16.2 Climate Change Commission (CCC) Initiatives <ul style="list-style-type: none"> - National Climate Change Action Plan for 2011 – 2028 - Community-Level GHG Inventory for Local Government Units in the Philippines: User’s Manual

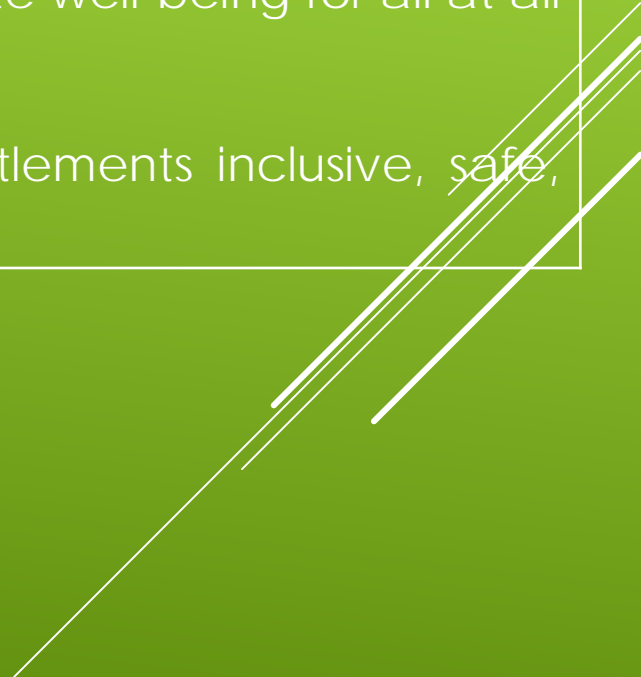
<p>GOAL NO. 16:</p>	<p>Implement sustainable low-carbon transport initiatives to mitigate the causes of global climate change and to fortify national energy security, and to report the inventory of all greenhouse gases including black carbon emitted from the transport sector in the National Greenhouse Gas Inventory Report and the National Communication to the UNFCCC</p>
<p>IV.</p>	<p><i>Cross-cutting strategies</i></p>
<p>EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR</p>	<p>- Implementation of Department Administrative Order 2015-04 (DAO 2015-04) for the use of EURO4 fuels.</p>
<p>IMPORTANCE OF EST GOAL</p>	<p>GOAL 13: Take urgent action to combat climate change and its impacts*</p>

GOAL NO. 17:	Adopt social equity as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women and children, universal accessibility of streets and public transport systems for persons with disabilities and the elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport
IV. <i>Cross-cutting strategies</i>	
ACTION TAKEN	Some progress (design – piloting)
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	<ul style="list-style-type: none"> - Lack of user-friendly access for people with disabilities in public transport systems - Degree of acceptance within a society of the citizenship entitlements of people with disabilities
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	17.1 Assistance 17.2 Modernized Vehicles
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	Apply privileges to all modes of transport

GOAL NO. 17:	Adopt social equity as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women and children, universal accessibility of streets and public transport systems for persons with disabilities and the elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport
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IV.	<i>Cross-cutting strategies</i>
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IMPORTANCE OF EST GOAL	<p>GOAL 3:Ensure healthy lives and promote well-being for all at all ages</p> <p>GOAL 11: Make cities and human settlements inclusive, safe, resilient and sustainable</p>
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<p>GOAL NO. 18:</p>	<p>Encourage innovative financing mechanisms for sustainable transport infrastructure and operations through measures, such as parking levies, fuel pricing, time-of-day automated road user charging, and public-private partnerships such as land value capture, including consideration of carbon pricing and market-based mechanisms, wherever feasible</p>
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<p>IV.</p>	<p><i>Cross-cutting strategies</i></p>
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<p>ACTION TAKEN</p>	
<p>BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION</p>	
<p>EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT</p>	
<p>EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR</p>	
<p>IMPORTANCE OF EST GOAL</p>	

GOAL NO. 19:	Encourage widespread distribution of information and awareness on sustainable transport to all levels of government and to the public through outreach, promotional campaigns, timely public advisory and reporting of monitored indicators, and participatory processes
IV.	<i>Cross-cutting strategies</i>
ACTION TAKEN	Largely in Place
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	Updating of websites for the information of the public
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	19.1 Executive Order No. 2, s. 2016 19.2 Public Information Campaign of Government Agencies
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	
IMPORTANCE OF EST GOAL	GOAL 16: Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels

GOAL NO. 20:	Develop dedicated and funded institutions that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good governance through implementation of environmental impact assessments for major transport projects
IV.	<i>Cross-cutting strategies</i>
ACTION TAKEN	Largely in Place
BARRIERS / CHALLENGES FACED IN THE IMPLEMENTATION	
EXAMPLES OF INITIATIVES, PILOT PROJECTS, MAJOR POLICIES OR PROGRAMMES DEVELOPED OR UNDER DEVELOPMENT	<p>20.1 Updated DOTr Directory (as of 17 May 2018) https://drive.google.com/file/d/1AGd-yRxejCR-M6tzjcl9HD8fjvGothKZ/view</p> <p>20.2 Revised Procedural Manual of the Department of Environment and Natural Resources Administrative Order No. 30, series of 2003 (DAO 03-30) http://eia.emb.gov.ph/wp-content/uploads/2016/06/Revised-Procedural-Manual-DAO-03-30.pdf</p>

GOAL NO. 20:	Develop dedicated and funded institutions that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good governance through implementation of environmental impact assessments for major transport projects
IV.	<i>Cross-cutting strategies</i>
EXAMPLES OF IMPORTANT ACTIONS TO CARRY OUT NEXT YEAR	
IMPORTANCE OF EST GOAL	

