

Country Reporting Guidelines on the Aichi 2030 Declaration (2021-2030)

I. Introduction

In October 2021, the High-level 14th Regional Environmentally Sustainable Transport (EST) Forum participating countries adopted the Aichi 2030 Declaration (2010-2030), and agreed to report on a regular basis on the implementation of the Declaration. Annex 2 of the Aichi 2030 Declaration explains that reporting by countries on the Aichi 2030 Declaration will focus on policies, programs, and projects adopted and implemented in support of the Aichi 2030 Declaration. The goals of the Aichi Declaration are closely aligned with the SDGs and the Paris Agreement on climate change, among other international agendas and agreements.

In addition, the Asian Transport Outlook, the open data resource knowledge platform that will provide annual status reports on the implementation of the Aichi 2030 Declaration goals (See also Box 1).

Box 1. Role of the Asian Transport Outlook in tracking the implementation of the Aichi 2030 Declaration (2021-2030)

The tracking of the implementation of the Aichi 2030 Declaration is not limited to the reporting by participating countries. In addition, the Goals of the Aichi 2030 Declaration are also tracked by the Asian Transport Outlook (ATO). The ATO was initiated in 2020 by the Asian Development Bank (ADB), with support now also being provided by the Asian Infrastructure and Investment Bank (AIIB) to strengthen the knowledge base on transport in the region. Amongst other objectives, it aims to support Asian governments in transport policy development and delivery and guide their international partners in planning and delivery of assistance. The ATO is available at www.asiantransportoutlook.com.

Prior to the adoption of the Aichi 2030 Declaration the ATO developed the Baseline [Report for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable \(2021-2030\)](#).¹ This report provided an overview of the 2020 baseline status for the goals included in the Aichi 2030 Declaration.

The ATO team, in the annual EST Forums, will provide a status report on each of the Goals that are being discussed. For the High-level 15th Forum 2023 in Malaysia, the ATO team will also provide a status report on the implementation of three selected Goals: Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 - National access and connectivity.

This document describes the annual reporting format that will be used by the EST participating countries to report on the implementation of the Aichi 2030 Declaration.

¹ <https://asiantransportoutlook.com/analytical-outputs/baseline-report/>

II. Phased reporting on Aichi 2030 Declaration Goals

The country reporting process on the Aichi 2030 Declaration is aligned with the proposed review cycle of the goals of the Aichi 2030 Declaration. Each year three of the Goals of the Aichi 2030 Declaration are reviewed in depth. This three-year cycle will be repeated a few times till 2030. The phased reporting will allow countries to go into more depth in their reporting, compared to reporting on the Bangkok 2020 Declaration when countries were asked to report on more than 20 goals each year.

Year 2 (2023): *Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity*

Year 3 (2024): *Goal 1b – Resilience (climate change adaptation), Goal 3 – Economic sustainability (transport infrastructure), Goal 4 – Rural access*

Year 3 (2025): *Goal 1c – Air pollution, Goal 5 – Urban access, and Goal 6 – National Access and connectivity*

IV. Reporting Format

The Annual Aichi 2030 Declaration Implementation Report has the following parts:

1. Overview of transport-related policies and their alignment with the Aichi 2030 Declaration
2. Detailed review of selected Aichi 2030 Declaration Goals.
3. Selected projects in support of the implementation of the Aichi 2030 Declaration

Countries participating in the EST Forum can benefit in their annual reporting on the implementation of the Aichi 2030 Declaration from the work of the Asian Transport Outlook. The ATO contains an annotated overview of transport related policies for 51 economies in the Asia Pacific region, including the 21 EST Forum participating countries that have adopted the Aichi 2030 Declaration. The overview is available at <https://asiantransportoutlook.com/transportpolicy/>.

In addition, the ATO also documents policy targets adopted by the countries participating in the EST Forum. This overview of policy targets is provided to the countries as an Excel Table see box below with an overview of the Table of Content tab where the different policy targets referenced in the form below are explained.

Snapshot of Table of Content Tab Asian Transport Outlook Policy Targets



TRANSPORT POLICY

Subcategory	Policy/Target/Instrument	ATO CODE	Scope	Mode	Sector	Sheet
Vision Statements (VIS)	Development Vision Statement	POL-VIS-001	National	NA	NA	POL-VIS-001
	Transport Vision Statement	POL-VIS-002	National	NA	NA	POL-VIS-002
Transport Policies (POL)	Transport Policy Overview	POL-POL-001	National	NA	NA	POL-POL-001
	Transport Policy Documents	POL-POL-002	National	NA	NA	POL-POL-002(1) POL-POL-002(2)
	Road Policy Documents	POL-POL-003	National	Road	Combined	POL-POL-003
	Logistics Policy Documents	POL-POL-004	National	All Modes	Freight	POL-POL-004
	Automotive Policy Documents	POL-POL-005	National	Road	NA	POL-POL-005
	Rail Policy Documents	POL-POL-006	National	Rail	Combined	POL-POL-006
Transport Targets (TAR)	Transport Targets Overview	POL-TAR-001	National	NA	NA	POL-TAR-001
	Road Expansion Targets	POL-TAR-002	National	Road	Combined	POL-TAR-002
	Road Maintenance Targets	POL-TAR-003	National	Road	NA	POL-TAR-003
	Rail Targets	POL-TAR-004	National	Rail	Combined	POL-TAR-004
	ICT Targets	POL-TAR-005	National	NA	NA	POL-TAR-005
	Road Safety Targets	POL-TAR-006	National	Road	Passenger	POL-TAR-006
	Air Pollution Targets	POL-TAR-007	National	All Modes	Combined	POL-TAR-007
	Climate Change Targets	POL-TAR-008	National	All Modes	Combined	POL-TAR-008
	E-mobility Targets	POL-TAR-009	National	NA	NA	POL-TAR-009
	Mode Share Targets	POL-TAR-010	National	All Modes	Combined	POL-TAR-010
	Other Targets	POL-TAR-011	National	NA	NA	POL-TAR-011
Transport Institutions (INS)	Transport Ministry	POL-INS-001	National	NA	NA	POL-INS-001
	Special Institutional Structures	POL-INS-002	National	NA	NA	POL-INS-002
	Minister of Transport	POL-INS-003	National	NA	NA	POL-INS-003
	Vertical Coordination	POL-INS-004	National	NA	NA	POL-INS-004
	Existence of seatbelt law	POL-INT-001	National	Road	Combined	POL-INT-001
	Existence of helmet law	POL-INT-002	National	Road	Passenger	POL-INT-002
	Existence of helmet law by occupants	POL-INT-003	National	Road	Passenger	POL-INT-003
	Existence of speed limit	POL-INT-004	National	Road	Combined	POL-INT-004

For assistance in filling in the Country Report Format please contact Stefanie Sohm (sohm@makingofmobility.com), ADB Consultant to the EST Forum Process, and supporting the EST Secretariat in the UNCRD for organizing the High-level 15th Regional EST Forum.

Please state the name of the country for which you are reporting:

Philippines

A. General Policy Overview

Transportation acts as the enabler and driver of socioeconomic development towards achieving inclusive and sustainable growth, and attaining the national development goals and objectives. With this, the transport vision of the Philippines is a safe, secure, reliable, efficient, integrated intermodal, affordable, cost-effective, environmentally sustainable, and people-oriented national transport system that ensures the quality of life of the people,

In support of the goals of the Aichi 2030 Declaration, the Philippine Development Plan (PDP) 2023-2028 is committed to steering the nation on a path of sustainable growth, transforming the transport sector into a beacon of environmentally responsible and economically beneficial development. This vision aligns with Goal 1a of the Aichi 2030 Declaration, focusing on low-carbon initiatives for climate change mitigation, as environmental sustainability is integrated in the National Transport Policy of the Philippines. Pursuant to the Goal 2 - Road Safety, the NTP also emphasizes measures like the urban truck ban, infrastructure enhancements, data-driven monitoring, and public awareness campaigns, aligning with global efforts to reduce road traffic fatalities and promote safer roads. Responsive to Goal 6, which emphasizes the importance of achieving National access and Connectivity, Philippine transport plans and policies underscores a commitment to creating a transportation system that ensures efficient access and connectivity for all citizens, across urban and rural areas. It leverages a multi-modal network, a comprehensive Transport Logistics Network, infrastructure development, inclusivity, and data-driven decision-making. These strategic initiatives collectively represent the Philippines' dedication to sustainable, efficient, and environmentally-conscious transportation solutions.

Aside from the National Transport Policy, the Philippines also includes transportation targets and goals in different programs such as the Comprehensive Roadmap for the Electric Vehicle Industry, the Philippine Road Safety Action Plan, and even the Philippine Energy Plan 2020-2040 of the Department of Energy (DOE) also incorporates transportation policies, all for the development of transportation efficiency of the country.

The succeeding table presents the adopted policies of the Philippines, rooted from the Philippine Development Plan towards the realization of *Ambisyon 2040*, in line with the focused goals of the Aichi 2030 Declaration.

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a	Goal 2	Goal 6
Philippine Development Plan 2023-2028	2023	https://pdp.neda.gov.ph/philippine-development-plan-2023-2028/	Chapter 15 - Accelerate Climate Action and Strengthen Disaster Resilience	Chapter 12 - Expand and Upgrade Infrastructure	Chapter 12 - Expand and Upgrade Infrastructure

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a	Goal 2	Goal 6
National Transport Policy	2017	https://neda.gov.ph/wp-content/uploads/2020/02/NTP-IRR-Final.pdf	<p>Section 12.7 Environmental Soundness</p> <p>Section 12.8 Use of Environmentally Sustainable Technologies and Approaches.</p> <p>Section 24. Defining a Hierarchy of Public Transportation in Urban Areas to promote sustainable and inclusive mobility</p>	<p>Section 22. Safety, Security, and Service Standards</p> <p>Section 30. Truck Ban in Urban Roads</p>	<p>Section 6. Use of National Government Resources</p> <p>Section 8. Collaboration and Resource Sharing Between the National and Local Government</p> <p>Section 13. Formulation of the Philippine Transportation System Master Plan</p> <p>Section 31. Establishment of Seamless, Intermodal Transport Logistics Network</p> <p>Section 39. Coordination of All Transport Agencies and Metropolitan LGUs</p>
<p>Republic Act No. 11697</p> <p>Electric Vehicle Industry Development Act (EVIDA) Law</p>	2022	<p>https://lawphil.net/statutes/repacts/ra2022/ra_11697_2022.html</p> <p>https://www.doe.gov.ph/sites/default/files/pdf/issuances/irr-ra-11697.PDF</p> <p>https://www.doe.gov.ph/electric-vehicle-data-and-information#:~:text=Business%2Das%2Dusual%20scenario%20with%20high,fleets%20with%20EVs%20by%202040.</p>	<p>50% EV fleet share for Clean Energy Scenario by 2040</p> <p>Section 2.c. Promote and support innovation in clean, sustainable, and efficient energy to accelerate social progress and human development by encouraging public and private use of low emission and other alternative energy technologies.</p>		
Joint Administrative Order No. 2020-0001	2020	https://www.dilg.gov.ph/PDF_File/issuances/joint_circulars/dilg-joincircular-	Promotes the use of active transport including the provision of safe walking paths, bicycle lanes, and other		

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a	Goal 2	Goal 6
Guidelines on Proper Use and Promotion of Active Transport during and after Covid-19 Pandemic		2020113_1292b79658.pdf	bicycle support infrastructure.		
Philippine Road Safety Action Plan 2023-2028	2023	https://drive.google.com/file/d/1I9_CawfH1XtR3aRhYgGHkZzyUegizvVm/view		It is guided by the vision of a Philippine society with zero deaths on the road, and a target of at least 35% reduction in road traffic deaths by 2028. It lays down a comprehensive set of activities across five pillars: road safety management, safer roads and mobility, safer vehicles, safer road users, and post-crash response.	
Philippine Energy Plan 2020-2040	2020	https://www.doe.gov.ph/sites/default/files/pdf/pep/PEP-2020-2040-Final%20eCopy-as-of-15-June-2023.pdf	The low-carbon future vision of this Plan anticipates the increased share of clean energy sources (RE and natural gas) in the energy mix, as well as the increased blending of biofuels for the transport sector.		
Executive Order No. 67 "Providing for the Establishment of the Integrated Transport System	2013	https://www.officialgazette.gov.ph/2012/02/21/executive-order-no-67-s-2012			The main objective of the Integrated transport terminal is to provide effective interconnections between different transport modes and services thereby ensuring efficient and

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a	Goal 2	Goal 6
					seamless travel for the commuting public.

To promote active transportation more, a provision from the Senate was inaugurated institutionalizing the active transport system of the country as presented in the table below:

Topic for which policy is being developed	Year the policy is expected to be adopted or approved	Goal 1a	Goal 2	Goal 6
<p>Walkable and Bikeable Communities Act</p> <p>(An Act Institutionalizing Active Transport By Establishing A Safe Pathways Network Of Bicycle Lanes, Walkways And Slow Streets, And For Other Purposes)</p> <p>https://legacy.senate.gov.ph/press_release/2022/0927_prib1.asp</p> <p>https://legacy.senate.gov.ph/lis/bill_res.aspx?congress=19&q=SBN-1290</p>	<p>Senate Bill No. 1290</p> <p>Legislative status: Pending in the House of Representatives</p>	<p>Prioritizes active transport including provision of safe pathways network of bicycle lanes, walkways and slow streets, a in the country that would contribute in reducing carbon emission and less use of energy and resources.</p>		
<p>National Land Use Act</p> <p>https://www.congress.gov.ph/press/details.php?pressid=12510</p>	<p>House Bill No. 8162</p> <p>(Legislative status: Pending in the committee)</p>			<p>Promotes a strategic and sustainable multimodal transport network that provides connectivity nationwide.</p>

B. 2023 Review of Policy Targets linked to Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity

Goal 1a – Low-Carbon (climate change mitigation)

1. Climate Neutrality Target

(see ATO indicator POL-TAR-008 column C)

Does your country have an economy-wide Climate Neutrality target?

Yes No (please check)

Details are presented below regarding the Philippines' target in enabling a low carbon economy as spearheaded by the Department of Transportation (DOTr):

Climate Neutrality Target		Remarks
Description target :	Low Carbon Economy transition enabled	Mitigated GHG Emissions increased (MtCO ₂ e): Transport: 26.04
for which year	2028	
Source document Title	Philippine Development Plan 2023-2028, Chapter 15, Results Matrices	
Source Document URL	https://neda.gov.ph/wp-content/uploads/2023/09/Results-Matrices_Chapter-15.pdf	
If No, is it under discussion and for what year		

2. Economy Wide Emissions Reduction Target

(see ATO indicator POL-TAR-008 column D)

Does your country have an economy-wide Emission Reduction target ?

Yes No (please check)

The Commitment in the Nationally Determined Contribution (NDC) submitted to the United Nations Framework Convention on Climate Change in 2021 is stated below. Of this mitigation target, 2.71% are unconditional, and 72.29% are conditional on resources to be provided by developed countries to implement mitigation actions in the agriculture, waste, industrial processes and product use, transport, and energy sectors.

Economy Wide CO₂ Emissions Reduction Target		Remarks
Description target :	The Philippines commits to reduce and avoid 75% of its projected GHG emissions against the business-as-usual scenario.	
for which year:	2020-2030	
If Yes, source document:	Philippine Development Plan 2023-2028, Chapter 15	
Source Document URL:	https://pdp.neda.gov.ph/wp-content/uploSads/2023/07/Chapter-15.pdf	
If No, is it under discussion and for what year:		

3. Transport-specific Emissions Reduction Target

(see ATO indicator POL-TAR-008 column E)

Does your country have specific transport CO₂ emission reduction targets?

Yes No (please check)

The DOTr is the lead agency that will be conducting, documenting, archiving, and monitoring the transport-specific GHG emissions and reporting them to the CCC. Such targets are presented below:

Transport specific CO ₂ Emissions Reduction Target(s)	Target 1	Target 2	Target 3
Description target(s)	4500 KTOE annual energy saved (transport)	Mitigated GHG emissions (MtCO ₂ e) for Transport Sector Target Value = 26.04	
If Yes, for which year	By 2040	Baseline year: 2019 Target year: 2028	
If Yes, source document	Philippines Energy Efficiency and Conservation Roadmap 2017-2040	Philippine Development Plan 2023-2028, Chapter 15 Results Matrices	
Source Document URL	https://policy.asiapacificenergy.org/sites/default/files/Philippines%20Energy%20Efficiency%20and%20Conservation%20Roadmap%202017-2040.pdf	https://neda.gov.ph/wp-content/uploads/2023/09/Results-Matrices_Chapter-15.pdf	

4. Vehicle specific CO₂ Target(s)

(see ATO indicator POL-TAR-008 column F, for electric vehicle targets, see below, 7.)

Does your country have specific targets to reduce CO₂ emissions from vehicles?

Yes No (please check)

The target reduction of the traditional Jeepney fleet in Metro Manila, as presented below, through converting it to electric jeepneys is being led by the DOTr.

Vehicle related CO ₂ Target(s)	Target 1	Target 2	Target 3
Description target(s)	22% reduction in Metro Manila of jeepney fleet	Public Utility Vehicle Modernization Program - Phase 1	Rail Projects
If Yes, for which year	2026	2020	*Detailed projects listed in link below
Source document Title	Transforming Public Transport in the Philippines		

Vehicle related CO2 Target(s)	Target 1	Target 2	Target 3
Source document URL	https://www.changing-transport.org/wp-content/uploads/Full_NAMA_Concept_Jeepney_NAMA.pdf	https://dotr.gov.ph/road-sector/office-of-the-assistant-secretary-for-rti.html	https://dotr.gov.ph/railways-sector.html

The Public Utility Vehicle Modernization Program has an end goal of having cleaner and safer “modern jeepneys (electric vehicles)”.

5. Fuel related CO2 Target(s)

(see ATO indicator POL-TAR-008 column G)

Does your country have specific targets to reduce CO2 emissions from Fuels?

Yes No

Improvement in Aviation fuel is piloted by the Civil Aviation Authority of the Philippines.

Fuel related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)	Improve fuel efficiency by 25% by 2030 compared to 2016 baseline (Aviation Fuel).		
If Yes, for which year	2030		
If Yes, source document	https://caap.gov.ph/wp-content/uploads/2022/03/PHILIPPINES-ACTION-PLAN-ON-CO2-REDUCTION-1.pdf		

6. Modal share Target(s)

(see ATO indicator POL-TAR-010)

Does your country have specific targets to change modal shares of different types of transport?

Yes No (please check)

Led by the DOTr, the increase in percentages in cycling, rail, air, and sea passengers are targeted to increase:

Modal share Target(s)	Target 1	Target 2	Target 3
Description target(s)	Percentage of cycling households in the	Percentage of trips via rail in Metro Manila increased (14% share to	Passengers transported via air and sea increased

Modal share Target(s)	Target 1	Target 2	Target 3
	Philippines (36% of HHs)	total passenger trips cumulative)	(202.34 million passengers, cumulative)
If Yes, for which year	2028	2028	2028
If Yes, source document	Philippine Development Plan 2023-2028 Results Matrices	Philippine Development Plan 2023-2028 Results Matrices	Philippine Development Plan 2023-2028 Results Matrices
URL source document	https://neda.gov.ph/wp-content/uploads/2023/09/Results-Matrices_Chapter-12.pdf	https://neda.gov.ph/wp-content/uploads/2023/09/Results-Matrices_Chapter-12.pdf	https://neda.gov.ph/wp-content/uploads/2023/09/Results-Matrices_Chapter-12.pdf

7. E-mobility related Target(s)

(see ATO indicator POL-TAR-009)

Does your country have specific targets on e-mobility?

Yes No (please check)

The DOE aims to increase the volume of electric vehicles and charging stations in the country.

Existing E-mobility related Target(s)	Target 1	Target 2	Target 3
Description target(s)	311,700 Electric Vehicles 7,300 EV Charging Stations	580,600 Electric Vehicles 14,000 EV Charging Stations	852,100 Electric Vehicles 20,400 EV Charging Stations
If Yes, for which year	2028	2034	2040
If Yes, source document	Comprehensive Roadmap for the Electric Vehicle Industry	Comprehensive Roadmap for the Electric Vehicle Industry	Comprehensive Roadmap for the Electric Vehicle Industry
URL Source document	https://www.doe.gov.ph/sites/default/files/pdf/energy_efficiency/CREVI%20as%20of%2005-04-2023.pdf	https://www.doe.gov.ph/sites/default/files/pdf/energy_efficiency/CREVI%20as%20of%2005-04-2023.pdf	https://www.doe.gov.ph/sites/default/files/pdf/energy_efficiency/CREVI%20as%20of%2005-04-2023.pdf

Goal 2 – Road safety,

1. *Targets to reduce number of road safety fatalities and/or serious injuries*

(see ATO indicator POL-TAR-006)

Does your country have specific targets to improve road safety?

 Yes No (please check)

Three different national agencies are responsible for the improvements in road safety: DOTr (Target 1), Department of Health (Target 2), and Toll Regulatory Board (TRB) for the target 3.

Road Safety Improvement Target(s)	Target 1	Target 2	Target 3
Description target(s)	Reduce road traffic deaths by at least 35%	Road traffic accident (crash) rate reduced to 2.5% (number of incidents per 100,000 population) - incidents of accidents (crash)	Toll road traffic accident rate reduced to 3.89 (in number of incidents per 100,000,000 veh-km)
If Yes, for which year	2028	Baseline year: 2021 Target year: 2028	Baseline year: 2021 Target year: 2028
If Yes, source document	Philippine Road Safety Action Plan 2023-2028	Philippine Development Plan 2023-2028, Chapter 12 Results Matrices	Philippine Development Plan 2023-2028, Chapter 12 Results Matrices
URL Source Document	https://drive.google.com/file/d/1I9_CawfH1XtR3aRhYgGHkZzyUegizvVm/view	https://neda.gov.ph/wp-content/uploads/2023/09/Results-Matrices_Chapter-12.pdf	https://neda.gov.ph/wp-content/uploads/2023/09/Results-Matrices_Chapter-12.pdf

2. *Policy instruments in support of improved road safety*

The ATO National Policies Database contains information taken from WHO reporting 2017 (see POL-INT 001 - POL-INT 008). If possible, please provide more detailed and more recent information.

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
Seat belt law <i>See POL-INT-001</i>	Yes	Republic Act No. 8750	1999	https://elibrary.judiciary.gov.ph/thebookshelf/showdocs/2/5294
Helmet law <i>See POL-INT-002</i>	Yes	Republic Act No. 10054	2009	https://issuances-library.senate.gov

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
				v.ph/sites/default/files/2023-02/ra%252010054.pdf
Helmet law passenger <i>See POL-INT-003</i>	Yes	Republic Act No. 10054	2009	https://issuances-library.senate.gov.ph/sites/default/files/2023-02/ra%252010054.pdf
Speed limit <i>See POL-INT-004</i>	Yes	Republic Act No. 4136	1964	https://lawphil.net/statutes/repacts/ra1964/ra_4136_1964.html
Maximum speed urban road <i>See POL-INT-005</i>	Yes	Republic Act No. 4136	1964	https://lawphil.net/statutes/repacts/ra1964/ra_4136_1964.html
Maximum speed rural road <i>See POL-INT-005</i>	Yes	Republic Act No. 4136	1964	https://lawphil.net/statutes/repacts/ra1964/ra_4136_1964.html
Alcohol limit <i>See POL-INT-006</i>	Yes	Republic Act No. 10586	2013	https://lawphil.net/statutes/repacts/ra2013/ra_10586_2013.html
Drink–drive law <i>See POL-INT-007</i>	Yes	Republic Act No. 10586	2013	https://lawphil.net/statutes/repacts/ra2013/ra_10586_2013.html
Child restraint law <i>See POL-INT-008</i>	Yes	Republic Act No. 11229	December 11, 2018	https://lawphil.net/statutes/repacts/ra2019/ra_11229_2019.html

C. Goal 6 - National access and connectivity: By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).

1. Road Expansion Targets

see ATO indicator POL-TAR 002)

Does your country have specific targets to expand the road network?

Yes No (please check)

The Department of Public Works and Highways (DPWH) is responsible for the expansions of road network such as the High Standard Highways in the country with its details stated below:

Target	Time Frame	Document	URL
Target 1: Increase road network capacity	2023-2028	DPWH Department Order 38, Series of 2023: DPWH Performance Governance System Strategic Plan (StratPlan) for 2023-2028	
Target 2: Implementation of High Standard Highways Phase I and II Under the Build Better More Program, DPWH aims to increase the country's High Standard Highways / Expressway from 523 kilometers to 1,963 kilometers.	Until 2040	Project for Masterplan on High Standard Highway Network Development (Phase 2) Final Report	https://openjicareport.jica.go.jp/737/737/737_118_12341624.html
Target 3: Daang Maharlika (N1) and Nautical Highway Network Improvement Program Widening, reconstruction, rehabilitation and upgrading of road sections and bridges along the 3,082 km Daang Maharlika Highway (N1). Widening, reconstruction, rehabilitation and upgrading of road sections and bridges along the 2,925 km Nautical Highway (1,174 km Western Nautical, 422 km Central Nautical, 1,329 Eastern Nautical).	2023-2028	DPWH Department Order 38, Series of 2023: DPWH Performance Governance System Strategic Plan (StratPlan) for 2023-2028	https://www.dpwh.gov.ph/dpwh/sites/default/files/issuances/DO_038_s2023.pdf

2. Road Maintenance Targets POL-VIS-001

(see ATO indicator POL-TAR 003)

Does your country have specific targets for road maintenance?

Yes No (please check)

The DPWH is also responsible for the maintenance of road sections of the country. Its targets are presented below:

Target	Time Frame	Document	URL
Target 1: <u>Core Process:</u> Conform to the latest road network maintenance guidelines. <u>Target:</u> 100% of District Engineering Offices (DEOs) with at least Very Satisfactory (VS) rating as to compliance with maintenance policy guidelines on maintenance of roads and bridges, as validated	2028	DPWH Department Order 38, Series of 2023: DPWH Performance Governance System Strategic Plan (StratPlan) for 2023-2028 Comprehensive Policy Guidelines on the Maintenance of National Roads and Bridges	https://www.dpwh.gov.ph/dpwh/sites/default/files/issuances/DO_038_s2023.pdf http://dpwhweb/pdf/issuances/DO/22/DO_189_s2022.pdf
Target 2:			

3. Rail Targets

(see ATO indicator POL-TAR 004)

Does your country have specific targets to expand and maintain the Rail network?

Yes No (please check)

DOTr is the responsible agency for the expansions and maintenance of the rail networks of the country.

Target	Time Frame	Document	URL
Target 1: PNR Clark Phase 1	2019-TBD	Progress Report	https://dotr.gov.ph/railways-sector.html
Target 2: PNR Clark Phase 2	2019-TBD		
Target 3: PNR Calamba	2019-TBD		
Target 4: PNR Bicol	2021-2026		
Target 5: Metro Manila Subway	2019-2029		
Target 6: MRT Line 7	2016-TBD		
Target 7: Mindanao Railway Project: Tagum-Davao-Digod	2018-2025		
Target 8: Mindanao Railway Project: Tagum-Butuan	2023-2027		
Target 9: Cebu Railway (Unified Mass Rapid Transit or UMRT)	2025-2034		
Target 10: Subic-Clark Cargo Railway	2019-TBD		

Target	Time Frame	Document	URL
Target 11: LRT Line 1 (Cavite) Extension	2026-2027		
Target 12: LRT Line 2 East Extension	2023-2025		
Target 13: LRT Line 2 West Extension	2020-2026		

D. Key Illustrative Projects

Please list 2 -3 projects that **best illustrate** the commitment of your country towards the implementation of the Aichi 2030 Declaration and that you would like to share with the other participating countries of the Regional EST Forum. We understand that it is not possible to list all the projects undertaken in your country. We hope that it will be possible to provide some more information on the projects listed below.

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL where more information can be found on the project
Project 1: Construction of Bicycle Facilities along National Roads and Bridges	Promotion of Active transport through the extension of the current 430 kilometers of Bicycle lanes to 2,400 kilometers by 2028.	For Goal 1a – Low-Carbon (climate change mitigation), less emissions of air pollutants due to less vehicles For Goal 2 - Road Safety The DPWH issued an updated policy prescribing the standard design of bicycle lanes along national highways through D.O. No 263, Series of 2022, in an effort to meet the needs and safe access of bicyclists and other road users.	https://www.dpwh.gov.ph/dpwh/sites/default/files/issuances/do_263_s2022.pdf https://www.undp.org/philippines/press-releases/active-transport-sector-work-together-building-interconnected-bike-lanes-network#:~:text=Regarded%20as%20a%20sustainable%20form,country%2C%20is%20a%20national%20priority. https://pia.gov.ph/news/2023/06/07/expanded-bike-lane-network-seen-by-2028-dotr
Project 2: Project for Masterplan on High Standard Highway Network Development	The High Standard Highway (HSH) Development Master Plan aims to formulate a nationwide HSH network to be developed towards the target year 2040 selected from the Overall HSH Network which goes beyond 2040. HSH aims to provide a higher quality of the HSH network for faster, safer, more comfortable, and more reliable and environment-friendly	The HSH Master Plan is intended to provide a higher quality of the HSH network for faster, safer, more comfortable, and more reliable and environment-friendly means of road transport , which supports the national goals of rapid, inclusive and sustained economic growth of the Philippines. Its Phase II seeks to decrease the disparity between urban and rural areas	https://openjicareport.jica.go.jp/737/737/737_118_12341624.html

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL where more information can be found on the project
	means of road transport, which supports the national goals of rapid, inclusive and sustained economic growth of the country.	through the strategic improvement and development of roads and transport networks with focus not only in urban areas but also on nationwide networks of high standard highways, including expressways. These objectives are aligned with Goal 1A (Low-Carbon Transport), Goal 2 (Road Safety), and Goal 6 (National access and connectivity).	
Project 3: EDSA Greenways Project	The project aims to improve the pedestrian environment in four areas (the Balintawak, Cubao, Guadalupe, and Taft mass transit stations) along EDSA, a major artery in Metro Manila. The project will build or improve a total of 5 km of covered elevated walkways around the four stations. Elevators will be attached to the elevated walkways to address the needs of the elderly, women, persons with disabilities, and people traveling with small children. The elevated walkways will be connected to mass transit stations to help promote the use of public transport.	The DOTr promotes walking as zero emission transport and develops flagship walkway projects as Greenways projects.	https://www.adb.org/projects/51117-003/main