


Republic of the Philippines
Department of Transportation and Communications



Republic of the Philippines
Department of Environment and Natural Resources
Kagawaran ng Kapaligiran at Lihim na Yaman

National EST Strategy


Highlights


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National EST Strategy Formal Launch
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Discovery Suites, Ortigas Center
Metro Manila

The formulation of the Philippines' EST Strategy is supported by:


Supporting Organizations:


United Nations Centre for
Regional Development


Clean Air Initiative
for Asian Cities


Institute for Global
Environmental Studies

National Collaborating Center:


National Center for
Transportation Studies,
University of the Philippines

National EST Strategy Highlights

Outline

- Objectives
- Context
 - AO 254 – Formulation of National EST Strategy
- Descriptors: Vision for the future
- Dissemination and social marketing
- The Way Forward

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Objectives

- **Reduction of the annual growth rate** of energy consumption and associated green house gas (GHG) and air pollutant emissions from the transport sector in urban areas of the country;
- **Enhance sustainable mobility** through the development of a viable market for environmentally sustainable transport (EST) goods and services, which involves, among others, the promotion of transportation systems of low carbon intensity and shift towards the use of more sustainable transport modes

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Presidential Administrative Order No. 254

- Formulation of a National Environmentally Sustainable Transport Strategy for the Philippines -

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1. Public Health

Descriptors	Strategies
Healthy road users through: (1) Reduced respiratory diseases (2) Good hearing/visual (3) Enhanced IQ of children (4) Stress free travel (5) Healthy pregnant women	a) Formulate and promulgate Department (DOH) Administrative Orders on public health b) Establish linkage/partnership with concerned agencies/ groups/stakeholders including information and communication dissemination on public health hazards c) Fully implement EST program on public health d) Evaluate and monitor the EST Program

5

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2. Strengthening Road Side Air Quality Monitoring and Assessment

Descriptors	Strategies
(1) Air quality improved (2) Monitoring capacity enhanced (3) Knowledge on assessment and evaluation increased	a) Monitor reduction of concentration of TSP and other criteria pollutants b) Purchase/Install PM10, PM2.5, HC, CO, NO2, SO2 (road side) equipment c) Capacitate local government units and other sectors on monitoring and assessment

6

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3. Traffic Noise Management

Descriptors	Strategies
(1) Reduced road side noise levels	<ul style="list-style-type: none"> a) Amend/update of noise standards and compliance b) Strictly enforce motor vehicle noise regulations c) Enhance vLGU capability/enact local ordinances on noise [including ambient and source]

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4. Vehicle Emission Control, Standards, and Inspection and Maintenance

Descriptors	Strategies
<ul style="list-style-type: none"> (1) Fully operational national vehicle inspection and management systems (2) MV compliance with standards increased (3) Maintenance culture developed (4) Public participation in enforcement/ advocacy strengthened 	<ul style="list-style-type: none"> a) Establish motor vehicle standards on fuel economy and roadworthiness (in-use) b) Strengthen road side apprehension on {smoke-belchers and} polluting and non-roadworthy vehicles including organization of Anti Smoke Belching Units (ASBU) under CENRO office c) Mandatory vehicle inspection of public utility vehicles [2x a year]

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5. Cleaner Fuels

Descriptors	Strategies
<ul style="list-style-type: none"> (1) Use of clean alternative fuels/vehicles increased (2) Fuel quality improved 	<ul style="list-style-type: none"> a) Increase use of cleaner fuels for all vehicles (reduction of use of conventional fuels; improvement of specs) b) Adoption of harmonized fuel quality standards (Euro regulations) c) Improve distribution system of CNG

9

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6. Public Transport Planning and Travel Demand Management

Descriptors	Strategies
<ul style="list-style-type: none"> (1) Fast and reliable transport services (2) Developed mass transport network (3) Higher PT mode share (4) Formalized/improved PT terminals (5) Rationalized PT routes (6) Operational BRT in urban areas (7) Converted transport organizations to cooperatives (8) Rationalized truck routes (9) Reduced number of low-occupancy vehicles 	<ul style="list-style-type: none"> a) Integrate public transport system network (including efficient PT) b) Develop and enhance appropriate freight transport policies c) Develop and implement appropriate TSM/TDM measures (e.g., synchronization of traffic lights, road widening and paving, alternate routes) d) Develop mass transit systems especially BRT e) Rationalize public transport systems and services according to public transport and road network hierarchies

10

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7. Non-Motorized Transport

Descriptors	Strategies
<ul style="list-style-type: none"> (1) Walkable cities (2) Dedicated routes for NMTs (3) Available parking spaces for NMVs in public places (4) Rationalized NMT PT 	<ul style="list-style-type: none"> a) Develop policies and guidelines for pedestrian- and cycling-inclusive land use planning b) Provide non-motorized transport (NMT) facilities

11

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8. Environment and People Friendly Infrastructure Development

Descriptors	Strategies
<ul style="list-style-type: none"> 1) People friendly cities (2) Inclusive transport services and facilities (3) Green transport infrastructure and vehicles (4) Safe streets and roads 	<ul style="list-style-type: none"> a) Incorporate green architecture principles in the design of transportation infrastructure b) Incorporate "inclusive transport" principles in transportation infrastructure and vehicle design c) Provide seamless and secure transport systems (e.g., seamless transfers)

12

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9. Social Equity and Gender Perspective

Descriptors	Strategies
Equal access to public land transport thru: (1) NMT friendly roads (2) Gender sensitive public transport (3) Senior citizens' friendly transport (4) PWD friendly transport (5) Affordable transport	a) Monitor and reinforce existing laws, rules, and regulations on gender, age, and PWD concerns b) Install traffic and transport assistive devices including manpower components

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10. Road Safety and Maintenance

Descriptors	Strategies
SAFER VEHICLES (1) Vehicles conforming to safety standards SAFER ROADS (2) Planning and design of roads with high regard for road safety (3) Improvement of hazardous locations (no black spots) (4) Nation aware of costs due to accidents EFFECTIVE ROAD SAFETY MANAGEMENT (5) Existence of a road safety coordinating body (6) Existence of accurate road accident database (7) Budget allocated for road safety enhancement (8) Research support (9) Involvement of private sector and community	a) Road safety audit b) Valuation of accident costs c) Establish road traffic safety zones or TSZs (e.g. UP, Ayala-Alabang Village, Subic TDZ, The Fort TDZ, EAST Ave TDZ, etc.) EFFECTIVE ROAD SAFETY SUPPORT SYSTEM (10) Promulgation of laws that enhance road safety (11) Strict enforcement for road safety (12) Presence of quick and reliable emergency road accident victim assistance SAFER ROAD USERS (13) Citizens free from road accidents (14) "Road safety" culture among citizens

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11. Land Use Planning

Descriptors	Strategies
<ul style="list-style-type: none"> (1) Compatible land uses/compatibility of land uses and transport for safe & orderly communities (2) Compact urban development (3) Adequate access to services (4) Sufficient transport infrastructure facilities/support (5) Proactive land use policies and planning guidelines 	<ul style="list-style-type: none"> a) Capability building on integration of land use and transport policies b) Promote mixed use development (compact, shorter trip distances)

15

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12. Knowledge Base, Awareness and Public Participation

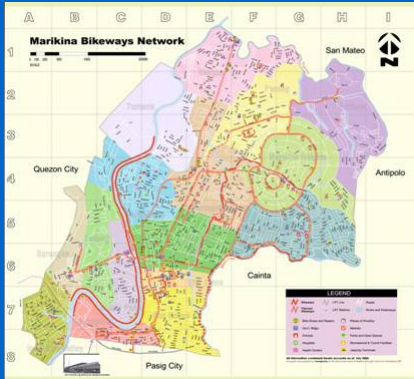
Descriptors	Strategies
<p>Same as those for the 11 previous thematic areas</p>	<ul style="list-style-type: none"> a) Establish Center for Research in EST (CREST) b) Establish "Building for EST" (BEST) Award c) Information build up on public health relatives d) Reporting of air quality indices to the public (website) e) Public awareness on hazards of noise f) Intensify promotion of alternative fuels and vehicles such as CNG, biofuels, AutoLPG, hybrid vehicles and EVs g) Road accident database system h) Establish road safety research center i) Capability building on road safety at the LGU level

16

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Good practices

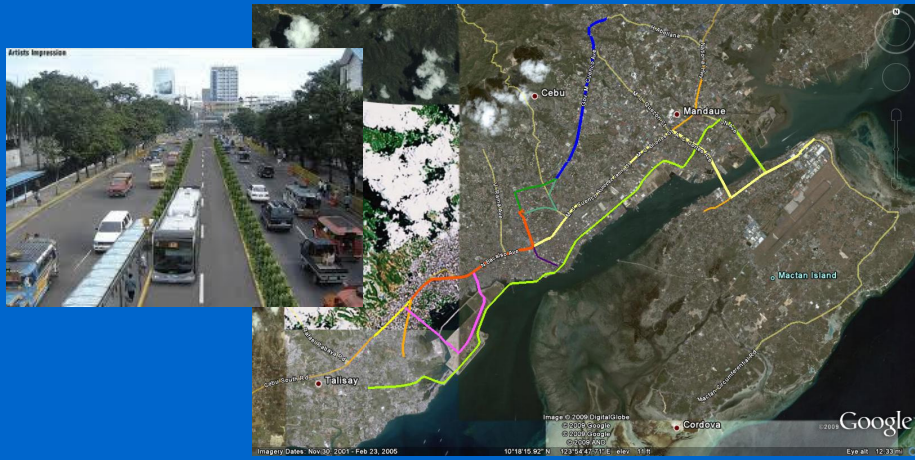
Marikina City Bikeways



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Good practices

Bus Rapid Transit in Cebu



Good practices

Alternative fuels and transport



River Ferry



CNG Bus



E-Jeepney



E-Tricycles



19

The Way Forward

Resources

- **Motor Vehicle Users Charge (MVUC)**
 - Special Vehicle Pollution Control Fund (SVPCF)
 - Special Road Safety Fund (SRSF)
 - Etc.
- **Donor and development institutions**
 - ADB Sustainable Transport Initiative
 - Clean Technology Fund
 - GEF 5
 - Etc.
- **Other opportunities for support**
 - Private sector

20

The Way Forward

Linkages

- Clean Air Initiative for Asian Cities (CAI-Asia)
- Partnership for Clean Air (PCA)
- Leagues
 - League of Cities
 - League of Municipalities
 - Etc.
- Partnership for Sustainable Low Carbon Transport (SLoCaT)

21

The Way Forward

Future Context

- The elements of the National EST Strategy are consistent with the provisions of the **Bangkok Declaration for 2020**.
 - ✓ The priority strategies could be reclassified according to the **goals** listed in the Bangkok Declaration.
- This report recognizes the importance of ICT considering that these can be used as tools for leverage against the challenges posed on transportation and traffic systems
 - ✓ **ITS** applications

22

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National EST Strategy Web Portal

<http://www.ncts.upd.edu.ph/est>

The screenshot displays the National EST Strategy Web Portal interface. The header includes the title "NESTS Web Portal" and the subtitle "Formulation of a National EST Strategy for the Philippines". Logos for the United Nations, ADB, IGES, and NCTS are visible. The main content area features several news items:

- NEST Strategy for the Philippines Formally Launches on May 20** (May 11th, 2011): A project to formally launch its successful completion, on May 20, 2011 at the Discovery Suites in Pasig City. [Read more...](#)
- 3rd Draft of EST Philippines [as of April 2011]** (April 18th, 2011): Here goes the EST Draft 3 as of April 2011. Click the link provided to take a look or download the latest version of the document. [Downloads](#)
- ASEAN-Japan Seminar on Environment Improvement in the Transport Sector** (February 18th, 2011): The ASEAN-Japan Seminar on Environment Improvement in the Transport Sector has just been conducted on the 13th of February 2011, at the Dusit Thani Hotel, Manila Philippines. [Read more...](#)
- Bangkok Declaration for 2010: Sustainable Transport Goals for 2010-2020** (January 20th, 2011): The Bangkok Declaration for 2010: Sustainable Transport Goals for 2010-2020 has just been updated in the portal and is now available for download. For other relevant files, visit [here](#).

Navigation menus include: About, Activities, Case Studies, Toolkits, Strategies, Downloads, Links, and Help & Support. A sidebar on the right contains an RSS feed, a "Subscribe to Updates" form, a "Registration / Sign Up" section, and a "Random Posts" list.

23

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End of presentation

Thank you for your attention.



24