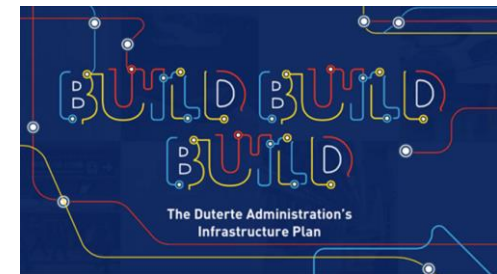


IMPLEMENTING THE PHILIPPINE NATIONAL TRANSPORT POLICY

PERSPECTIVE FROM THE PHILIPPINE
DEPARTMENT OF TRANSPORTATION (DOTr)



PHILIPPINE NATIONAL TRANSPORT POLICY

POLICY VISION

secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, environmentally sustainable, and people-oriented national transport system **that ensures improved quality of life of the people**

POLICY CONSTRAINTS

Acknowledges that the Philippine transport system indicate recurring issues such as:

- Lack of integrated and coordinated transport network;
- Overlapping and conflicting functions of transport agencies;
- Transport safety and security concerns; and,
- Inadequate transport facilities particularly in conflict-affected and underdeveloped areas;

PHILIPPINE NATIONAL TRANSPORT POLICY

POLICY IMPLEMENTATION PRECEPTS

Ensure effective and efficient inter-government coordination, local government participation and stakeholders' collaboration with the end in view of

- Providing intermodal connectivity among transport infrastructures,
- Effecting good governance through streamlined transport regulations, rationalized transport agency functions, policies aligned with government priorities and programs,
- ensured adherence to safety standards and compliance with international agreements,
- Promoting green and people-oriented transport systems,
- Creating "new" economic growth centers outside of the country's key cities for inclusive growth through access improvement and support to tourism, agro-industry, trade and logistics, and other economic sectors, and
- Promoting transport infrastructure investments;

TRANSPORT STRATEGY FORMULATION

IMPLEMENTING. THE PHILIPPINE NATIONAL TRANSPORT POLICY

COMFORTABLE LIFE STRATEGY

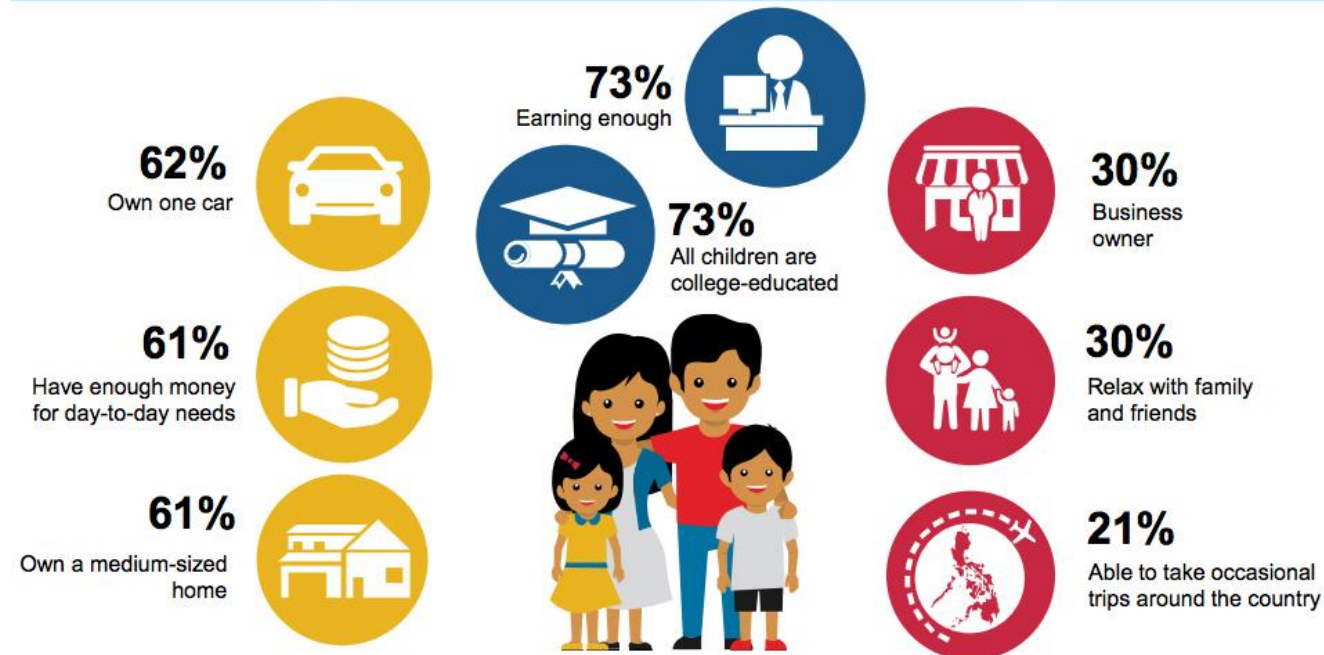
PRIMARY ATTRIBUTE OF COMMON FILIPINO COMMUTER

- Filipinos in the past 25 years have been toiling
- Average commute time of 5 hours/day
- In lower income strata at 6.5 hours/day

PRIMARY OBJECTIVES

- Give back precious time to our citizens
- Lower commute time to 2.5 hours/day
- Best possible comfort in commuting
- Optimal means of transport
- Reduce wait times & delays
- Remove improbabilities in the system

What is a simple & comfortable life?



FAST AND SURE STRATEGY

A PROJECT SHOULD HAVE A COMMITMENT TO DELIVER A COMFORTABLE LIFE IN THE SHORTEST AMOUNT OF TIME

- Our projects to be viable has to fast and sure.
- It leverages on several best practices to deliver projects in a timely and orderly manner.
- Project tasks should be parallel and work should be 24 x 7.
- Further projects shall be negotiated in a short amount of time.
- Projects should partial operability
- Leadership support to commit resources
- Government apparatus is aligned to goals
- Direct Executive Branch Attention



TEMPORAL OBJECTIVE STRATEGY

TRADITIONALLY TRANSPORTATION PROJECTS IS SPATIAL

- Projects is determined based on their location in space and its dimensions
- Transport projects are measured in distance it connects (km of roads, miles of rail) passengers it carries (movements per hour, PPHPD, passengers per coach).

DENSE URBAN AREAS NEEDS TIME-SPACE CONSIDERATIONS

- Based on “Activity First Mobility Model”
- As a country matures, TIME or “TEMPORAL DOMAIN” is more valuable to its citizens.
- We took upon ourselves to impose a “TEMPORAL OBJECTIVE”.

DOOR TO DOOR OBJECTIVE

- 55 minutes from house to place of work
- TOD project candidates starts at location
- 55 mins away from “traffic center of gravity”



TRANSIT ORIENTED DEVELOPMENT STRATEGY

TRANSIT ORIENTED DEVELOPMENT (TOD) SUPPORTS THE TEMPORAL OBJECTIVE

- It support traffic shaping
- It creates center of gravity for traffic originations
- Temporal objectives is much more manageable

INCUSIVE PARTICIPATION

- Small local governments, businessmen and fringe stakeholders can participate in value creation.
- Reinforces the transformation of suburban economy

TRANSIT ORIENTED DEVELOPMENT (TOD)
IS OUR PRIMARY VEHICLE FOR
INCLUSIVE GROWTH



LAND VALUE CAPTURE STRATEGY

TRANSIT ORIENTED DEVELOPMENT (TOD) RESULTS INTO LAND VALUE CAPTURE

- Creates value in the local level allowing local governments and small business to obtain economic windfall
- Makes TOD more tangible
- Makes future projects viable (i.e. feeder systems, multi modal systems)

IMPLEMENTATION CONSTRAINTS

- Requires lobbying in national tax laws
- Legislation of LVC provisions
- Guidance to local leaders about LVC
- Future source of income for national agency and local government units



HYBRID PPP STRATEGY

FISCAL BENEFITS

- The Philippines wants lower financing costs and interest rates to fund the infrastructure program.
- It uses a hybrid PPP Policy, where infrastructure will be built by using financing obtained through concessionary means.
- And offer the operations and maintenance to a PPP provider.
- It allows us to utilize lower amortization costs compared to straight PPP arrangements.

POLITICAL BENEFITS

- Multi administration projects to succeed
- Allows broader participation of private sector
- Control inflationary impact of commuter fares
- Increase fare box value of PPP provider/partner



PRIME STRATEGIC PRECEPT

MOBILITY THROUGH INTERCONNECTIVITY

RAILWAY INFRASTRUCTURE ROLLOUT

IMPLEMENTING. THE PHILIPPINE NATIONAL TRANSPORT POLICY

IMPLEMENTATION STRATEGY

TRUNK AND FEEDER

- Single mode primary main line
- Metro grade capacity trunk main line
- Light and medium metro as feeder
- Intermodal feeders
- TOD at mainline level (55 MINUTE TEMPORAL OBJECTIVE)

COMBINED LOCAL AND FOREIGN BEST PROCUREMENT PRACTICES

- Role Based Strategy
- Government Budget Ministry as “Procurement Board”
- Government Transport Ministry as “EMPLOYER”
- Implementing Agency “END USER”
- General Consultant as “ENGINEER
- Discipline across procurement roles to ensure timely procurement task delivery

PROJECT DELIVERY STRATEGY

NEGOTIATION STRATEGY

- We breakdown the whole negotiations into smaller parallel negotiations
- Delegated sub-negotiators
- Lower level agreements are agreed and disposed
- Only escalated matters are finally disposed in final round of negotiations
- 15 days/95% of issues, 21-30 days to determine rebid
- Game theory methods to resolve deadlock

ORGANIZATIONAL TRANSFORMATION STRATEGY

- Adopted a new attrition model within our organizations
- Simultaneous Massive Training
- Values formation as cornerstone of transformation culture
- Massive delegation of tasks

TRANSPORT INFRASTRUCTURE LANDSCAPE OF LUZON ISLAND

IMPLEMENTING. THE PHILIPPINE NATIONAL TRANSPORT POLICY

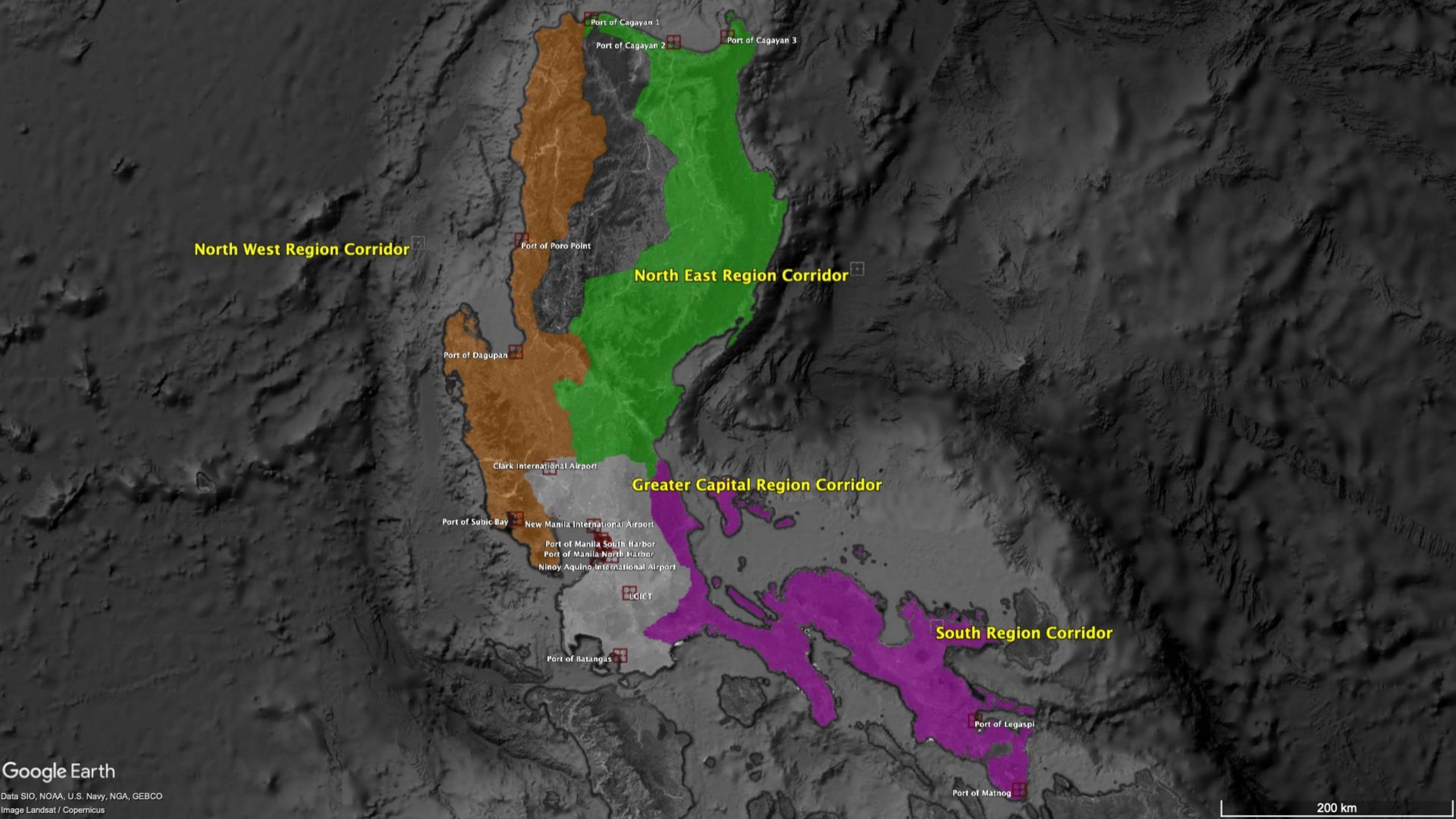
LUZON ISLAND CORRIDORS	LAND AREA (SQ. KM.)	POPULATION	NOTES
NATIONAL CAPITAL REGION CORRIDOR	566	12,877,253	25% Luzon Landmass population
GREATER CAPITAL REGION CORRIDOR	13,825	17,782,125	25 times bigger than NCR in land area, 3 times the NCR population
SOUTH LONG HAUL CORRIDOR	19,373	6,500,214	
NORTH WEST LONG HAUL CORRIDOR	38,928	9,120,293	
NORTH EAST LONG HAUL CORRIDOR	34,142	5,799,961	
	106,834	52,079,846	50% National Population

North West Region Corridor

North East Region Corridor

Greater Capital Region Corridor

South Region Corridor



North West Region Corridor

North East Region Corridor

Greater Capital Region Corridor

South Region Corridor

Port of Cagayan 1

Port of Cagayan 2

Port of Cagayan 3

Port of Poro Point

Port of Dagupan

Clark International Airport

Port of Subic Bay

New Manila International Airport

Port of Manila South Harbor

Port of Manila North Harbor

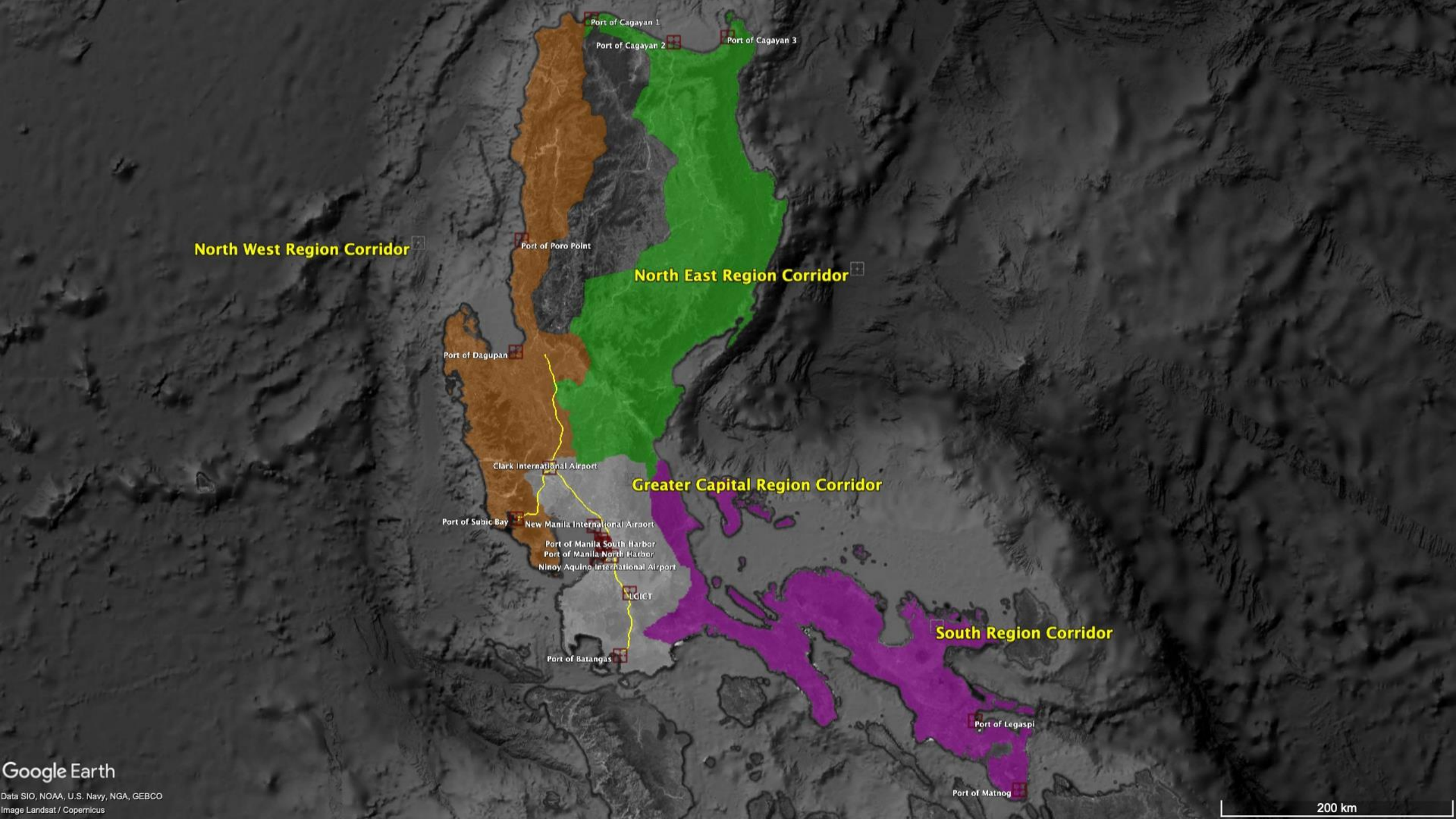
Ninoy Aquino International Airport

LGICT

Port of Batangas

Port of Legaspi

Port of Matnog



North West Region Corridor

North East Region Corridor

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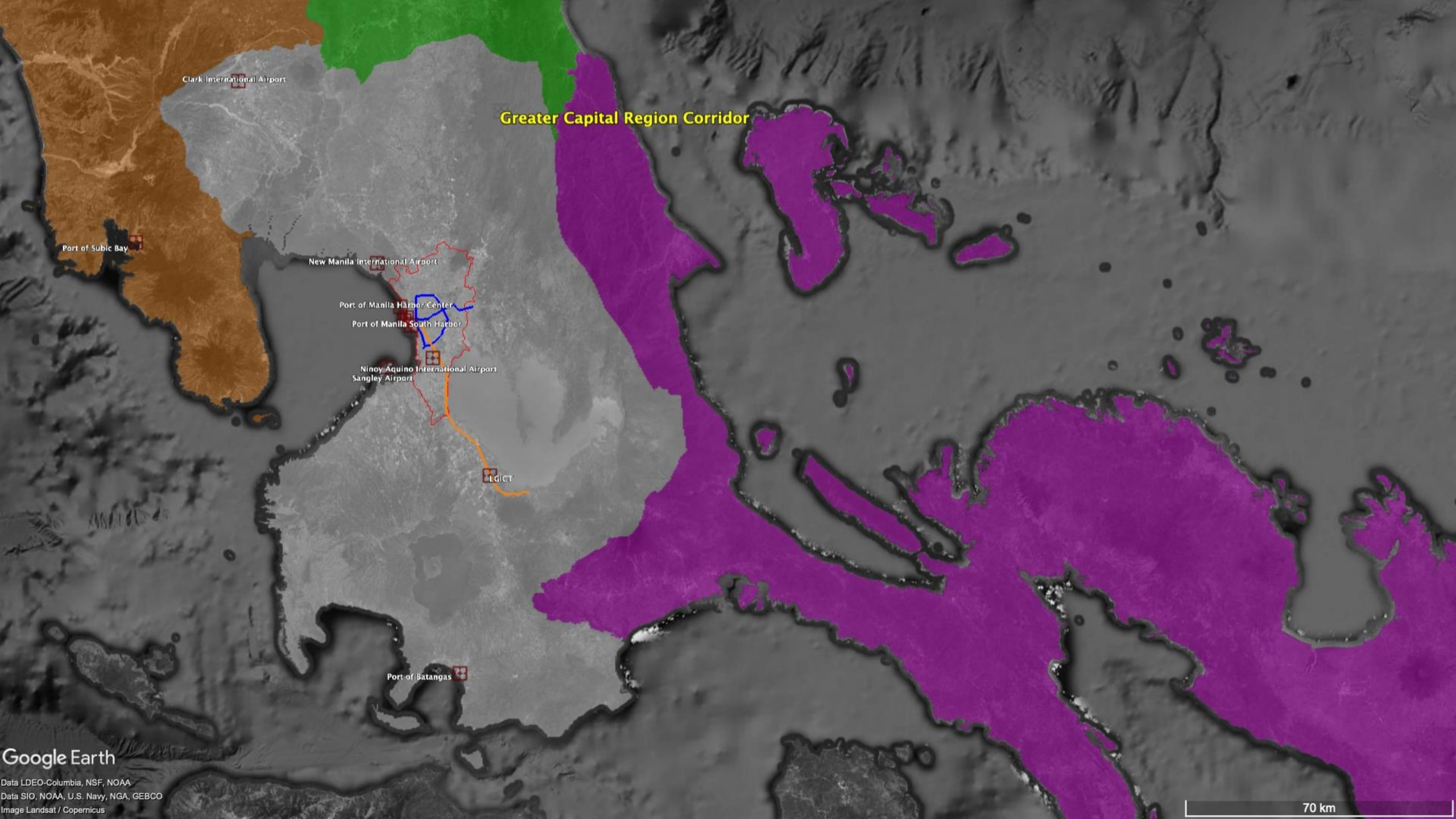
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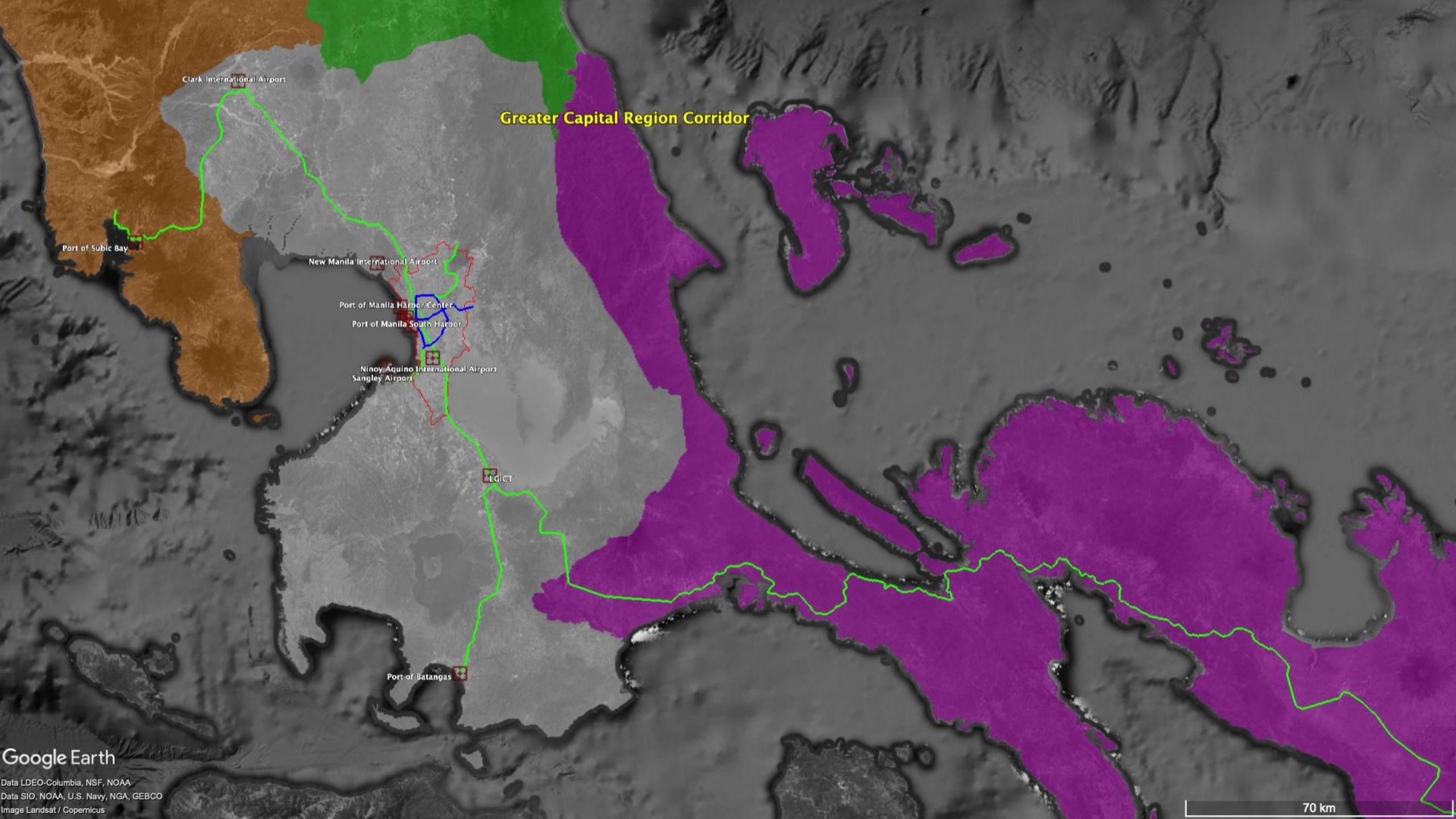
Port of Manila Harbor Center

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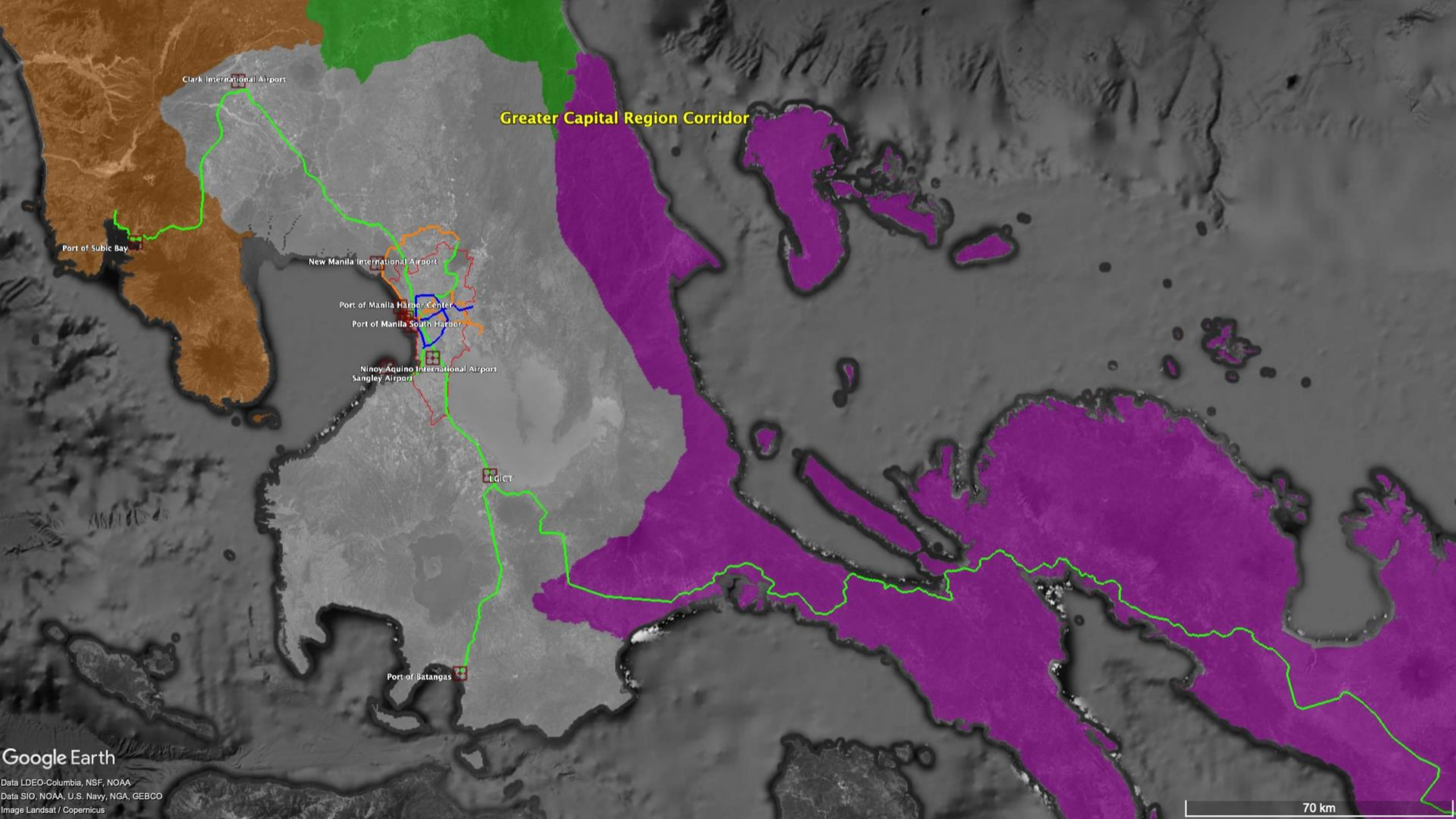
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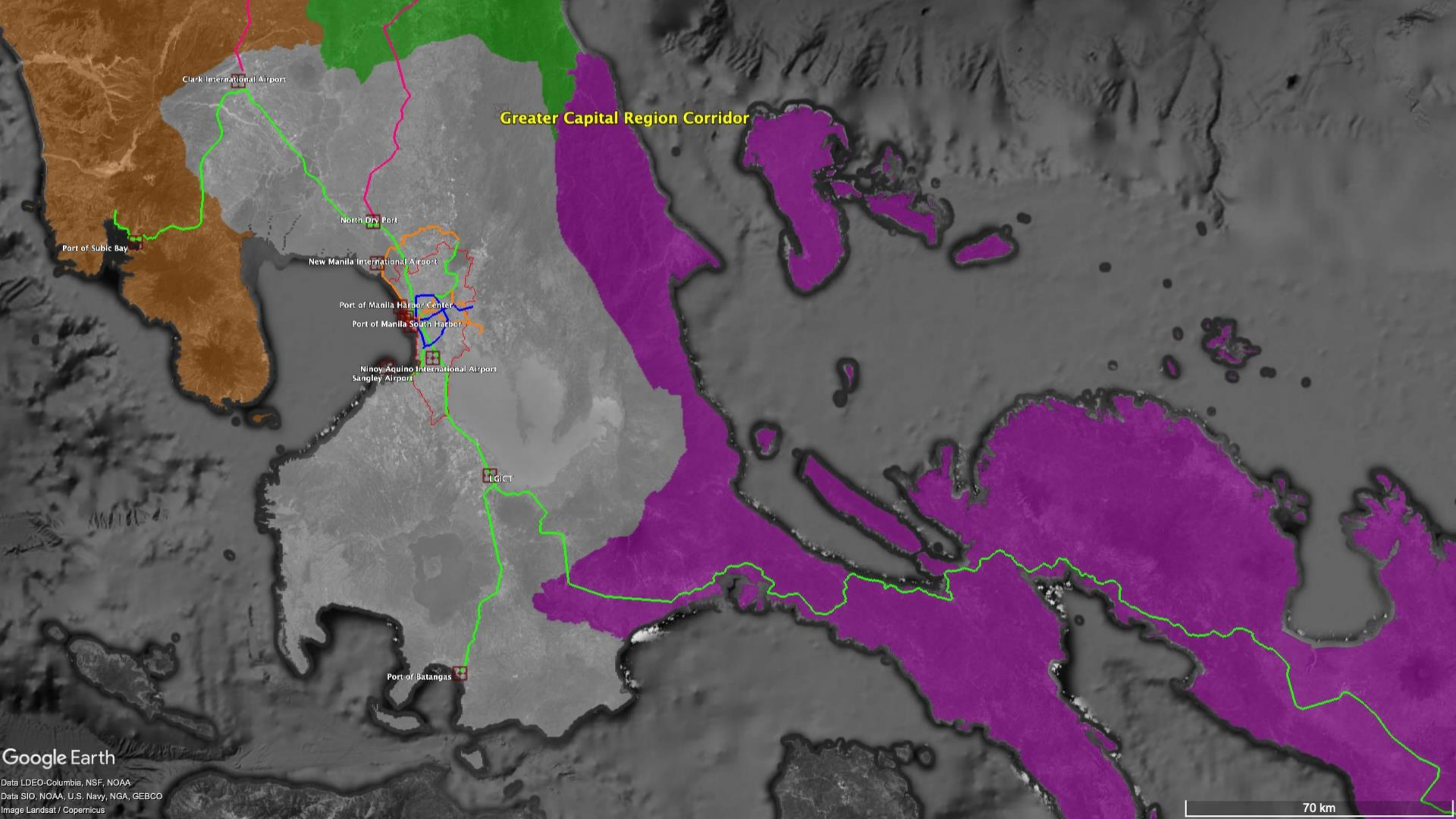
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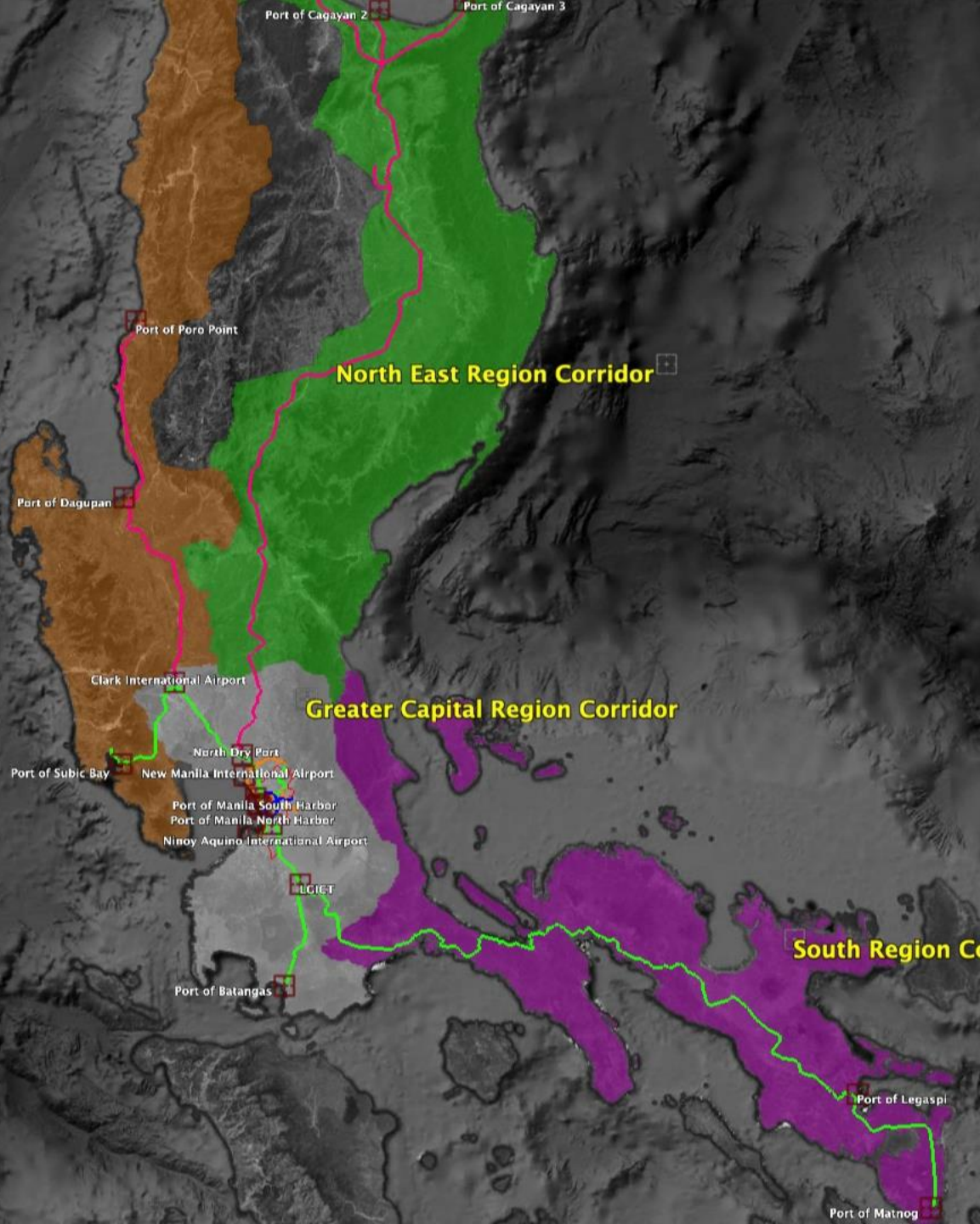
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