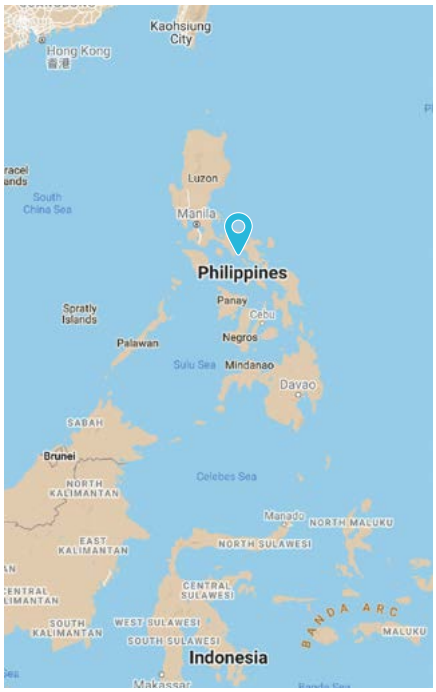
The Philippines

Partner city

Status of the project: **completed technical assistance**



Basic Information

Population: **109,180,815** | Growth rate: **1.55%**

Percent of urban population: **51.2%**

GDP per capita: **USD 3,485**

Percentage of the population living below the national poverty lines: **16.6%**

Annual average infrastructure expenditures as percent of GDP: **5%**

Nationally Determined Contribution (NDC): **148 $MtCO_2e$ (2015 INDC)**

National GHG emissions per capita: **1.39 (tCO_2eq)**

Proportion of transport related GHG emissions: **26.1% of energy-related emissions**

Exposure to climate change: **HIGH**

Context

The Philippines is rapidly urbanizing, with 51.2% of its over one hundred million population now living in just 145 cities—33 of which account for more than 70% of the national income. The country has a relatively young population (60% under 30 years old) and, until 2019, an average economic growth rate of over 5% p.a. In 2020, after the COVID-19 pandemic and following the protracted lockdowns, GDP dropped by 9.5%. The economy is expected to recover in 2021 as the economy continues to reopen and vaccinations begin.

Active transport and public transport have historically been underfunded on the national and local levels, despite comprising ~80% of trips in Metro Manila and the surrounding provinces. The COVID-19 recovery budget includes increased spending on these modes, which can translate into long-term improvements. In 2018, it was estimated that congestion was costing the economy over PHP 3.5 billion daily in lost productivity, time, and unnecessary vehicle costs—not counting other effects such as GHG emissions and road crashes.

The Philippines faces a range of challenges constraining the ability of the country to transition towards sustainable urban mobility. These challenges include

- Outdated policies and regulations
- Insufficient collaboration among agencies and lacking capacities of public institutions
- Insufficient capacities within government agencies to plan, implement, and monitor initiatives
- Uncertain funding sources for sustainable urban mobility
- Limited data to monitor and properly plan sustainable urban mobility initiatives
- Limited planning and design guidelines for sustainable urban mobility initiatives

The Philippine Urban Mobility Programme (PUMP) provides mechanisms by which the national government is able to support local governments plan and implement sustainable urban mobility systems, with particular focus on public transport, active transport, urban freight, travel demand management, and transit-oriented development. The Programme considered inputs from national- and local-level stakeholders, and its development was done closely with the Department of Transportation. It has likewise been approved by the National Economic and Development Authority—the country's oversight planning agency—who recognized that it was in line with the National Transport Policy released in 2017.

TRANSfer provides ongoing technical assistance for the programme's implementation through several activities such as the data collection toolkit development, which aims to present government partners with a manual that identifies sustainable urban mobility indicators and how to gather the necessary datapoints to monitor them.

Support from the Partnership

Technical Assistance: National Urban Mobility Program (NUMP)

Type of NUMP: Mixed NUMP

Funded by: BMU

Funding amount: EUR 1,500,000

Implemented by: GIZ through the TRANSfer III Project

Local counterpart: Department of Transportation

Finance leverage: EUR 3,403,000,000

Main purpose of the NUMP:

- Offer cities a general enabling framework for SUMPs
- Identification of measures to support improvements in active transport and urban freight

Objectives: The Philippines NUMP comprises social, environmental, and economic objectives:

- Social objective: 'A people-first approach that ensures inclusive, comfortable, safe and dignified access to public services';
- Environmental objective: 'An urban transport system which reduces its negative impacts imposed on the environment and on public health towards healthy cities';
- Economic objective: 'Efficient, affordable and economically sustainable transport, which supports economic vitality for the individual and for the city'.

Supported activities:

- Status Quo Report
- Visioning Workshops with national government agencies
- Capacity building workshops (including study tours) with government, academia, and private sector
- Technical studies for government (e.g., improvements in public transport operations, building on the Jeepney+ NAMA)
- Development of a Data Collection Toolkit/Manual

Status of implementation

Project start: 2017 Q1

Project completion: 2019 Q4

Completed outputs:

- EDSA-Bus Case Study: Operations and Business Model (2018 Q4)
- Public Utility Vehicle Modernization Program Early Evaluation (2019 Q4)
- Philippine Urban Mobility Programme Concept Document (2019 Q4)

NUMP key measures and cost estimates

The following table highlights the most significant measures identified in the NUMP.

Measure	Cost Estimate
Develop National walking and cycling Policy	EUR 200,000
Collect data to enable planning	EUR 300,000
Increase dedicated staff in Department of Transportation & Local Government Units	EUR 55,000,000
Increase focus on NMT in planning process	EUR 200,000
Address lack of political support	EUR 100,000
Continued ring-fenced funding for walking and cycling projects in HUCs	EUR 500,000,000
Develop NMT guidance	EUR 200,000
Tackle behaviors that discourage walking and cycling	EUR 5,000,000
Train existing and future staff on planning for walking and cycling	EUR 1,000,000
Jeepney modernization program	EUR 5,800,000,000
Develop freight data collection mechanism	EUR 200,000
Develop and implement vehicle standards	EUR 300,000
Establish national freight operator dialogue forum	EUR 300,000

Measure	Cost Estimate
Support consolidation and professionalization of the freight sector	EUR 300,000
Establish a motor vehicle inspection system	EUR 340,000,000
Promote and assess modern fleet pioneers	EUR 200,000
Explore scrappage and buyback program	EUR 200,000

The following table summarises the total capital expenses (CAPEX) estimates for different types of measures in the NUMP.

Urban transport investment measures	CAPEX Estimate (€M)
Public transport and NMT (Active Transport)	EUR 62,000,000.00
Street shaping urban roads and traffic management	Unknown
Other measures (Urban Freight)	EUR 1,500,000.00
Total	Unknown

Finance leverage

Financing resulting from the NUMP	Source	Amount
Public Utility Vehicle Modernization Program	Private sector investments	EUR 3 160 000
Loans	Local development banks	EUR 36 000 000
Pilot phase of Jeepney+ NAMA (equity subsidy and social support programme)		EUR 56 000 000
Support for local production of public transport manufacturer	National government	EUR 150 000 000
	Development Bank of the Philippines	EUR 8 140 000

Associated financing supporting measures in the NUMP	Source	Amount
Budget for Metro Manila Greenways	National government	EUR 136,000,000
Budget for National Greenways	National government; ADB technical assistance loan	EUR 175,000,000
Budget for Green Green Green Program	National government	EUR 45,300,000
Budget for bikeways	National government (through Bayanihan 2)	EUR 22,900,000
Budget for public transport service contract	National government (through Bayanihan 2)	EUR 97,200,000

Associated financing supporting measures in the NUMP	Source	Amount
Budget for common station connecting LRT 1, MRT 3, MRT 7 and Subway	National government	EUR 48,800,000

Projected impacts

Indicator	Impact 2030 (NUMP vs BAU)	Baseline - 2020	Projected 2030 BAU	Projected 2030 NUMP scenario
Total annual GHG emissions (Mt CO_2eq)	-2.5 Mt CO_2eq	20 Mt CO_2eq	29.5 Mt CO_2eq	27 Mt CO_2eq

Highlights in the past year

As part of its pandemic recovery plan, the government released a four-pillar socioeconomic strategy covering the following areas and amounting to at least PHP 2.57 trillion: financial aid, improvements to healthcare, monetary actions, and job creation. This includes the *Bayanihan to Recover as One Act*, a law which allocates emergency funding of PHP 5.58 billion for public transport service contracts and PHP 1.32 billion for bike lanes and sidewalks.

COVID-19 has highlighted the need for better active transport infrastructure and policies, more green spaces, and stronger government financial support for public transport. However, the continued spread of the virus and widespread lockdowns have also affected implementation of the PUV Modernization Program and any urban freight initiatives.

The Philippine NUMP continues to be implemented in coordination with the Department of Transportation and the National and Economic Development Authority, providing insights on active transport and public transport measures, as well as guidance on sustainable urban mobility indicators.