State of Public Transport System in the Philippines

Atty. Martin B. Delgra, III
Chairman, Land Transportation Franchising Regulatory Board
THE PHILIPPINE PUBLIC TRANSPORT SYSTEM

Our public transport system is deemed unsafe, unhealthy, unreliable, and uncomfortable.

- **PUBs and PUJs**: Serve 67% of demand but uses 28% of road space (JICA, 2014)
- **PUJs dominate road-based public transport**:
  - 180,000 PUJs nationwide. 90% are 15 years old and above (LTFRB)
  - 17% ambient air pollution in Metro Manila and up to 80% in other cities due to PUJs*
  - PUJ passengers 10 times more likely to get into accidents than private car riders*

*GIZ Jeepney Market Transformation Programme
THE PHILIPPINE PUBLIC TRANSPORT SYSTEM

Effects:

- Php 2.4 Billion in economic losses due to traffic congestion (JICA, 2014)
- Car = Filipino Dream (Ambisyon Natin 2040)
- DISTRESS and DISCOMFORT when commuting
How was public transportation planned before?

- No government-led planning of the road transit network
- Mostly operator-initiated routes
- Franchises issued based on Route Measured Capacity (RMC)
  - Route-based only, not network-based
  - Doesn’t consider road capacity constraint
Outcome: Widespread competition among various transport modes, overlapping routes
Outcome: No hierarchy of modes
Outcome: Low-capacity vehicles in high-demand areas, leading to reduced road capacity
Outcome: Prevalence of Low/Over supply of public transport
Current System

On-street competition
- Accidents
- Chaos in the streets
- Traffic violations

RESULTS:
- Low income
- Exhausted drivers
- Prone to accidents
- Prone to more bad behavior
Main Objectives of the PUV Modernization Program

- Modernize the current PUV fleet
- Reform and consolidate the industry
- Move towards low emission PUVs
- Route rationalization boosted by Technology
- Improve welfare of commuters and encourage modal shift
- Improve standards of living of drivers, operators, and their families
Based on existing DTI-BPS Philippine National Standards and Clean Air Act.

<table>
<thead>
<tr>
<th>FEATURE</th>
<th>REQUIREMENT</th>
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<tbody>
<tr>
<td>Environment - friendly</td>
<td>Clean Air Act complaint engine: Euro 4 emission or better. Electric, Solar, Alternative Fuel</td>
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<tr>
<td>Safety</td>
<td>Side door, Speed limiter</td>
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<tr>
<td>Security</td>
<td>CCTV, GPS, Dashboard Camera</td>
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<tr>
<td>Comfort/Convenience</td>
<td>Automatic Fare Collection System, Free Wi-fi</td>
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How Routes are Rationalized

Data Analysis to understand supply and demand

Areas where trips start/end

Concentration of Short and Long Trips

High density of trip start/ends

Short trips

Long trips
Ride-Sharing Phenomenon in the Philippines
2015 – First country to formally regulate Transport Network Corporation (TNC) using Transport Network Vehicle Service (e.g. Grab, Uber)
Ride-Sharing Phenomenon in the Philippines
It is NOT goodbye Uber and Grab.

It is goodbye ILLEGAL Uber and Grab.
Government to approve more transport network providers

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by Darwin G. Amojelar

The Department of Transportation said Monday it is processing more applications for transport network vehicle service franchises, as it denied claims there is a supply crisis in the sector.

LTFRB Accepting New Applicants for TNVS Franchises

Patrick Everett Tadeo
Everett Carmudi 27 August 2018, 12:00 PM GMT+8
Tadeo
The Land Transportation Franchising and Regulatory Board (LTFRB) is now accepting applicants for new certificates of public convenience (CPC) for those who are interested in getting into the transport network vehicle service (TNVS) business.

As of 8 AM of August 24 last Friday, the LTFRB has begun accepting the online registration of TNVS applications for new CPCs through the LTFRB website. According to agency, it will not receive applications for TNVS franchises unless the online registration is completed, including the date for the actual filing of the application.

The LTFRB noted though that there were fewer applications for new CPCs for TNVS when it resumed its processing last March, despite its prioritization of applicants that were included in the master list submitted by both Grab and Uber.
A transformational large-scale initiative and the largest non-infrastructure flagship project of President Rodrigo Duterte

It envisions a restructured, modern, well-managed, and environmentally sustainable transport sector where drivers and operators have stable, sufficient, and dignified livelihoods while commuters get to their destinations quickly, safely, and comfortably.