



**FRIEDRICH NAUMANN  
FOUNDATION** For Freedom.

Philippines



# **KEYS TO SUSTAINABLE, SAFE, AND INTEGRATED LOCAL PUBLIC TRANSPORTATION PLANNING**

HANDBOOK





# **Keys to Sustainable, Safe, and Integrated Local Public Transportation Planning**

Handbook

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# Disclaimer

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## **Friedrich Nauman Foundation for Freedom - Philippines**

The Friedrich Naumann Foundation for Freedom (FNF) is a German foundation that is at home in 60 countries around the world. The Foundation and its partners promote freedom, liberalism, democracy, human rights, economic freedom, rule of law, and also curb climate change. FNF works with government institutions, NGOs, academia, political parties, researchers, students, journalists, activists, start-ups, and artists who share the same values and want to join the work for freedom.

In 2019, FNF Philippines started working on introducing the concept of smart and sustainable cities anchored on innovation and active citizens' participation through workshops, public events, and, due to the pandemic, online events, in line with the German Climate Agenda.

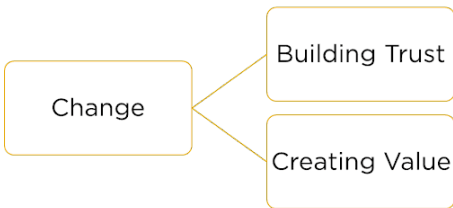
In 2022, FNF Philippines hoped to create an impact on decreasing carbon footprint with emphasis on smart and people-centered mobility.

# SafeTravelPH Mobility Innovations Organization Inc.

The SafeTravelPH Mobility Innovations Organization Inc. (SafeTravelPH) is a Philippine non-profit organization that is committed to mainstreaming technology for public transport planning and operations, and keeping long-term partnerships that promote sustainable transport systems and cooperative governance. With a multidisciplinary research and development team whose members came from the University of the Philippines Diliman, the country's leading academic institution in providing research and extension services in public management and public policy, SafeTravelPH supports government agencies and local government units in conducting innovative research on public transport policy.



SafeTravelPH believes that two (2) actions must be initially taken to facilitate change in the transportation situation: (1) building trust and (2) creating value.



The first task involves the development of trust between all stakeholders of the transportation system. The government, transport providers, and transport users, as well as the academe, are encouraged to trust one another and believe that everyone has the same goal of improving the transportation system. Once trust is established, groups and

individuals will be more honest with each other and more open in sharing their thoughts and concerns. This ensures the willingness and cooperation of all stakeholders to create and implement solutions.

Correspondingly, the second task promotes the creation of value from all past, current, and future efforts and actions. All interventions shall be developed and implemented to meet the needs of all stakeholders of the transportation system.

SafeTravelPH, guided by this framework, thus aims to bridge information and share knowledge with each and every Filipino by creating open-data platforms together to revolutionize the transportation system.



## Urban Transport Situation in the Philippines

The majority of the population of the urban areas in the Philippines is still very dependent on public transportation, especially jeepneys and tricycles. While the urban population is still growing and many new cities are emerging throughout the country, the public transportation system is dominated by informal and small-capacity modes and is yet to catch up with the growing mobility needs of the population.

Often, jeepneys and tricycles service the same transport corridors. This results in fewer fare revenues due to competition and worsening traffic conditions brought about by vehicles queuing and waiting for passengers on the streets.

As most of the public transportation vehicles in the Philippines are owned and informally operated by individual operators and drivers, a great mismatch between ridership demand and available supply is observed. This is demonstrated by vehicles seen operating at off-peak hours with less than half of their seats or capacity occupied or by the lack of vehicles available when riders need the service most.

To address such issues, the national government created and implemented numerous policies and programs. For instance, in 2017, the

Department of Transportation (DOTr) and its attached agencies launched the Public Utility Vehicle (PUV) Modernization Program, in order to modernize the public transportation system in the Philippines. The program seeks to replace vehicles with modern and brand-new units that are more convenient for passengers and emit fewer greenhouse gases.

The Omnibus Franchising Guidelines (OFG), a department order (DO) released by the DOTr in 2017, aimed to rationalize the public transportation hierarchy based on the ridership forecasted along a specific road corridor measured in terms of Passengers Per Hour Per Direction (PPHPD). Consequently, the DO provided guidelines on prioritized modes of transport based on the roads' PPHPDS, specifically buses along roads with the highest





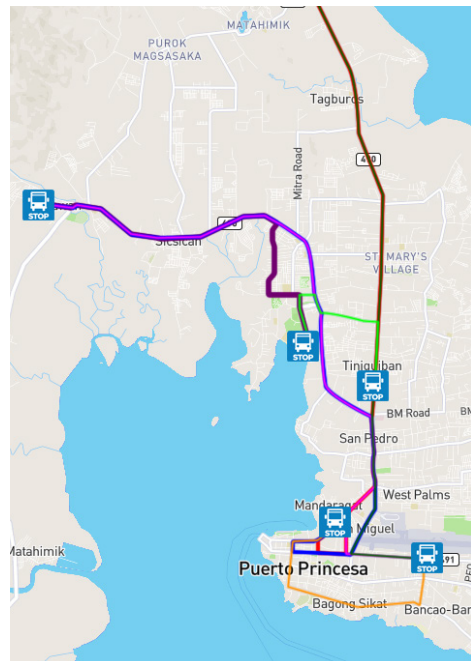
PPHPDs, followed by mini-buses, jeepneys as well as UV expresses, and FilCabs. The OFG also required new PUVs to be equipped with Global Positioning System (GPS) and Automatic Fare Collection System (AFCS).

Concurrently, the Department of the Interior and Local Government (DILG) and DOTr released Joint Memorandum Circular (JMC) No. 001 Series of 2017 requiring local government units (LGUs) to craft a Local Public Transport Route Plan (LPTRP) within their jurisdictions. The LPTRP will serve as a guide to the Land Transportation Franchising and Regulatory Board (LTFRB) on which routes and units they should issue the public transport franchises to. As per the JMC, once the LPTRPs have been approved by the LTFRB and legislated into an ordinance by their local Sanggunians, only then can the LTFRB issue Certificates of Public Convenience (CPCs) to the franchise holders.

As of November 2022, only General Santos City has completed the whole process. A lot of issues have been observed throughout the development and approval of the LPTRP. Specifically, the research required to formulate and validate the plan proved to be a challenge since transport-related data is scarce and the effort required to collect them is labor-intensive and expensive.

Notably, all aforementioned policies have been implicit about the role of tricycles since the regulation of tricycles is devolved to the LGUs. As such, in 2020, the DILG passed

MC 2020-036 instructing mayors to ban tricycles from plying national roads; with an exemption that if there are no alternate roads to the highway, they could limit the scope of the ban. The DILG also required LGUs to draft their Tricycle Route Plans to ensure tricycles have alternate routes upon banning them on the national highways and to create a Tricycle Task Force to ensure the implementation of the policy.



# SUSI FRAMEWORK

SafeTravelPH is a multidisciplinary research and development team that is committed to mainstream open-data platforms and keep long-term partnerships that promote sustainable transport systems and cooperative governance. Through their extensive experience in collaboration with different government agencies, local government units, academic researchers, public utility bus and jeepney (PUV) operators, and cycling network planners, they have identified the following key problems in advocating for a people-centered transport system and barriers in implementing smart mobility concepts in policy and practice.

- Low quality of public and active transport services and facilities and lack of well-defined indicators quality of service in transport
- Lack of real-time transit data
- Lack of accessible data for efficient planning and operations
- Lack of data for pre-project surveys and post-project monitoring and evaluation (M&Es)
- Lack of customized data management platform for pre-project surveys and post-project M&Es
- Lack of data to guide and verify transport-related business decisions
- Lack of customized data management platform/resources for monitoring transport-related business operations
- Lack of technical capacity of national and local government actors

Tiglaio, et al. (2020)[1][1] assert that there is plenty of scope for improving services in metropolitan areas but strategies should be informed by a thorough understanding of the needs of public transport users from a service quality perspective. Moreover, there is a need for urgent reforms in view of declining share of public transport and the drastic increase in private car use, as well as, the increasing social cost of traffic congestion. Their study indicates that the perception of service quality of public transport can be analyzed based on several factors, namely, Vehicle Condition, Customer Care, Reliability, Stop's Condition, Information Provision, Convenience, and Availability. These factors exert varying degrees of influence but Vehicle Condition



has the most effect on the overall quality of service followed by Reliability.

SafeTravelPH tackles the challenge of promoting smart, safe, people-centered, data-driven, and low-carbon mobility systems by applying its expertise in collaborative governance, technology deployment, capability building, and urban transport planning, monitoring and management. The national directive for LGUs to prepare their Local Public Transport Route Plan for mass land transport should benefit from a collaborative data collection of vehicle trips, commuter travel patterns, road network inventory, service quality indicators, among others.

## Traditional Transport in Limbo: Tricycle Transport and Politics

In addition to the apprehensions associated with modernizing the fleet of PUV vehicles, replacing traditional jeepneys and minicabs with more emission-friendly vehicles at a higher cost, post-election news has put tricycle operations and their supposed risk to public safety in the limelight. The Department of Interior Local Government (DILG) has renewed the call for LGUs to implement the ban of tricycles on national roads in compliance with DILG MC 2020-036. However, new and incumbent local chief executives may find the policy politically unpopular and technically impractical, especially in cities that have many roads under their jurisdiction classified as national roads. This issue has been exacerbated by the fact that Public Utility Vehicles (PUVs) route rationalization and franchises (current and proposed) are under the control of a national authority, ie the Land Transportation Franchising and Regulatory Board (LTFRB). In fairness, the DILG also prescribes that a local ordinance by the LGU can allow tricycles on national roads if the LGU has no alternative routes for identified zones that cannot be served by mass public transport.

The political and technical aspects of tricycle planning and operations in the Philippines have been ignored in formal government reports and guidelines. In the academe, no recent and collaborative research on the subject is available to the best knowledge of our team. Tricycle transport employs up to thousands of people in Highly Urbanized Cities and bigger towns in the country. This explains their political clout, as well as the inadequacy of the simplistic policy outlook of just replacing them with e-trikes or modern PUVs.

Still, a rationalized and participative approach in planning for a good mix of public transport in a city is essential to ensure just transition toward low-emission mobility. Finding this “sweet spot” in public governance shall be the basis for adaptable management system and local investment programs that can address current known risks like road accidents, roadside safety of children/PWD/advance age people, and pollution-induced diseases, and other crises where the impact to society are more unpredictable such as pandemics and unabated fuel prices hikes.

## SUSTAINABLE, SAFE, and INTEGRATED Public Transport Planning

SafeTravelPh approach in gathering information of public transport planning and policy making shall be guided by principles of ensuring environmentally and financially sustainable operations of public transport services, safe and reliable operations of vehicles, and integrated and inclusive plans for modernization and transport sector development.

In addition to getting indicators for quality of service from the perspective of transport users using crowdsourced data from trip recording mobile apps, objective measures for sustainable, safe, and integrated transport services and planning targets can be studied using trip recording from the perspective of the transport providers—i.e. the drivers. Using the SafeTravelPh mobile app for commuters and drivers and personal surveys with transport workers, the following information can be derived for more informed public consultations, focus group discussions, and co-creation of policy options.

### Sustainability

- Daily income
- Vehicle-Kilometer
- Vehicle-Kilometer travelled with passenger aboard
- Passenger-Kilometer
- Location of boarding and alighting of passengers to identify activity centers or clusters in the locality

### Safety

- Average speed on national highways
- Maximum speed on national highways
- Areas with congestion (below 20 km/h speed)
- Speed at maximum or near maximum passenger loading

### Integration of transport services

- Length of national road that caters both PUVs and tricycles
- Number of local clusters/location centers with both PUV and tricycle terminals along national roads
- Vehicle-kilometers of both modes (PUV and tricycle) on national roads
- Weekly number of trips of both modes (PUV and tricycle)
- Number of boarding and alighting activities of tricycles along/near national roads.

[1] [1] Tiglao, N. C., De Veyra, J. M., Tolentino, N. J., & Tacderas, M. A. (2020). The perception of service quality among paratransit users in Metro Manila using structural equations modelling (SEM) approach. *Research in Transportation Economics*, 83, 100955. <https://doi.org/10.1016/j.retrec.2020.100955>



# SUSI Living Lab

Guided by SUSI's framework and principles, seven (7) activities were outlined to evaluate and assess tricycle operations in the study city; to identify and assess the issues and challenges that confront the sector, and to establish key policy directions and interventions. These activities are as follows:

## Collection of Tricycle Operational Characteristics

Data on the tricycle sector and its operational parameters are compiled. This includes but is not limited to the information and documents from the following local government records: Comprehensive Land Use Plan (CLUP); Transportation Management Plan; Local Public Transport Route Plan (LPTRP); Tricycle Management Code; Inventory of Authorized Tricycle Units; Inventory of Accredited Tricycle Operators; Tricycle Routes and/or Zones of Operations; Local Government's Organizational and Functional Chart; and Transport-Related Ordinances and Issuances.

## Conduct of Policy Capacity Survey (PCS)

The PCS is conducted among personnel of local government offices with responsibilities related to tricycle management and regulation to systematically and comprehensively measure the set of skills and competencies necessary to perform their functions.

## Conduct of Household Profiling Survey (HPS)

The HPS is conducted among tricycle driver heads of household to determine their households' socioeconomic characteristics (household members, number of children, educational status, ownership of vehicles, etc.), their individual tricycle driving behavior (years of driving, their approximate fuel consumption and other sources of income aside from tricycle

operations). The HPS is important to get a baseline of socio-economic and tricycle operations expenses from the sector.

## Deployment of Real-Time Monitoring Systems

To establish the tricycle sector's operational characteristics and performance indicators, such as average travel time, average travel speed, passenger occupancy, and passenger boarding/alighting, real-time monitoring systems are deployed, specifically, the Tricycle Efficiency Analysis and Monitoring System (TEAMS) platform developed by the Sustainable Transport & Infrastructure Development (STRIDE) Consulting, Inc. and the SafeTravelPH Public Transport Crowdsourcing App. The installation of the device is voluntary and the tricycle drivers are oriented about its use and none of the data collected is used against their privacy.

## Conduct Focus Group Discussions (FGDs)

FGD sessions are conducted among officers representing each of the Tricycle Operators and Drivers Association (TODA) to compile basic tricycle and pedicab operational information and to identify issues, challenges, and potential solutions.

## Conduct of Capacity-Building Training and Workshops

The Capacity-Building Training and Workshops are based on the skills and resource gaps identified in Activity 2:

Conduct of Policy Capacity Survey. The training and workshops are conducted among the personnel from the local government to familiarize them with the basic transport planning concepts and tools.

### Conduct a Policy Roundtable Discussion (PRD)

The PRD is conducted among stakeholders from the local government, the public transport industry, and the academe and civil society to enable each and every member to communicate, share, and discuss their priorities and concerns as well as key policy actions, messages, and developments for the enhancement of the city's local public transportation system.

The data gathered from the collection of tricycle operational characteristics and the deployment of real-time monitoring systems serve as inputs in the development of a transport model. This in turn, along with the results of the PCS and HPS as well as insights from the FGDs and PRD, aid in the formulation of evidence-based transport policies and programs.

## City Study - Puerto Princesa City Local Transport (Summary)

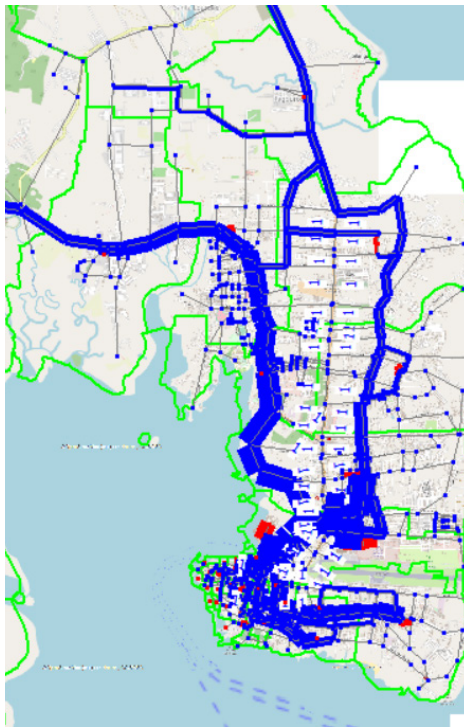
### Policy Capacity Survey

Selected offices within the City Government of Puerto Princesa that are related to transportation sector planning and regulation were surveyed on their capacity to collect, transform and visualize transport data. It highlights the need for individual and organizational development courses for transport planning and operations. In terms of the use of modern tools in data and information management such as big data analytics, statistics, and traffic simulations, the respondents from the city government desired additional capability building on these subjects, to enhance their intermediate competencies in Micro-soft Office tools.

### Household Profiling Survey

The Household Profiling Survey showed that the typical tricycle driver headed household is mostly nuclear families, with 4 members. It has shown that their children mostly number two or less and almost all are still of school age, and thus shows that the income earned is spread to many members of the household. Most drivers are 44 years old and younger, with 23 surveyed drivers 60 years old and above. This means many tricycle drivers in Puerto Princesa still opt to work despite being in their senior years already. While the average age of drivers are in their 40s many of them are driving their tricycles for 10 years or less.

For their tricycle operations behavior, they reported an estimated average of 862 pesos daily revenue from fares with an average fuel cost of 313 pesos. If they don't own the tricycle unit, they must pay the



owner a rent called the "boundary" amounting to an average of 200 pesos in Puerto Princesa City but according to the survey, 40% paid boundaries. This means, at the end of the day they earn an estimate of 549 pesos a day if they own the tricycle unit they drive, and much less if not. With the policy of color coding in the city which bans a certain color of tricycle from operating on certain days and the national highway ban, the income earned is stretched to two days of household expenses. However, an increase in incomes of about 120 pesos is observed in households with another source of income aside from the tricycle, which helps if the tricycle is not operating because the color is not allowed during the day. Most of the sources of income come from sari-sari stores (neighborhood retail stores) or other small businesses, or pension or retirement funds if one member is a senior citizen and/or retiree.

### Real-Time Monitoring Systems

Using the TEAMS data, we have tracked the following data from the devices: Real Time location (GPS point tracks), and the Occupancy data through the sensors. Post-Processing of the data reveals the trip characteristics of the tricycle driver while the device is operational. It is found that most tricycles stay on the terminal to line up, moving only when a passenger is in the tricycle. The tracked trips also are less than 4 kilometers in average which is the maximum distance traveled with the minimum fare. The tracked distance traveled per trip also shows that most tricycle trips are local or short distance trips, with the trips with the origin and destination within the same barangay (outside of City Proper) are observed.

With almost more than a hundred thousand data points collected per day, the TEAMS data is a big data source. Different methodology can still be used to determine more insights about the tricycle operations of the city. With open data being part of the SUSI Framework, the data collected may be shared to be used by other researchers for their studies on the Tricycle Sector.

### Focus Group Discussions

Transport workers were given the opportunity to validate the information gathered from the Household Profiling Survey and to give recommendations to improve the data gathering. Relatedly, and a noteworthy aspect of it is the willingness of the representatives of the TODAs to extend the survey from limited sampling to complete and comprehensive survey of their members.

During the FGDs, the key issues and concerns of transport workers were also identified and processed for presentation to the policy roundtable discussions. These crucial findings include the ban on tricycles in plying the national highways during daytime, proliferation of unregistered and unmonitored transport units and drivers leading to oversupply of tricycles, the lack of social and economic alternatives available for those willing to transition, and the amount of work effort in terms of daily time they commit to transport work to reach at least minimum wage level of earnings.

### Capacity-Building Training and Workshops

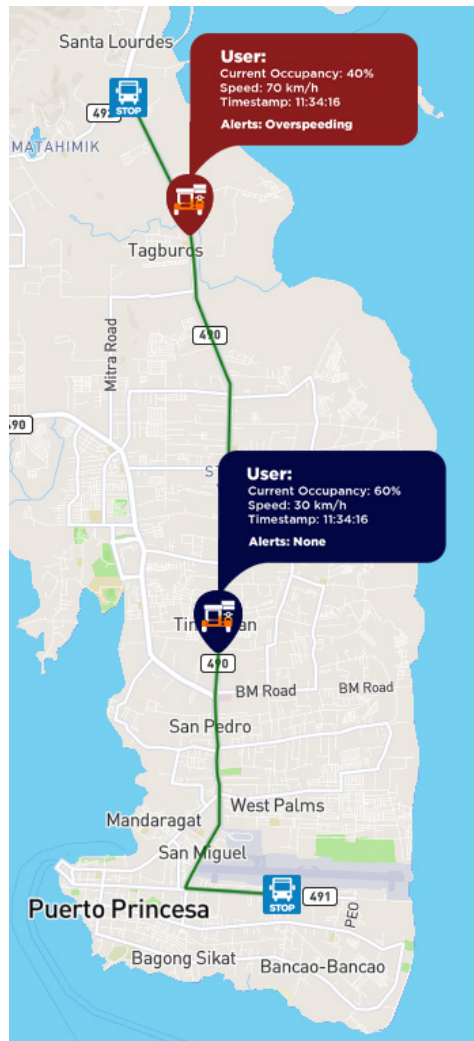
From the insights in the Policy Capacity Survey and the assessment of the institutional needs of the partner city, a training-workshop program was designed and implemented with the performance objectives of i) appreciating and applying traditional and emerging public transport information management approach in the Philippine local government context, and ii) understanding of the impacts and quality of service of local public transport system with respect to data and information.

The participants included representatives from offices initially assessed as key data providers or processors for transport management in the LGU. These are City Planning and Development Office, City Tricycle Franchising and Regulatory Board, City Engineering Office, City Traffic Management Office, Management Information System Division, and Sanggunian Panlungsod Transport Committee representatives.

A combination of lectures, active discussion, and writeshops was employed to learn about different topics such as Public Transport Data for Planning, Comprehensive Public Transport Planning, Environmentally Sustainable Transport Strategies, Key Issues in Public Transport and Sustainability, Public Transport Modernization, and Public Transport Quality of Service. Hands-on approaches, demonstrations, and workshops were provided for topics such as New Data Collection Methods and Data Sources and Information Management Strategy for Public Transport. In addition, to support local processes in comprehensive land use planning and development

planning, Road Mapping and Goals and Objectives Setting sessions were conducted.

Finally, a Design Thinking workshop was on different occasions to map the experiences and processes of city government employees of their day-to-day work related to the life cycle of data management for transport operations. The participants provided specific ideas and success metrics for a comprehensive information system that can help facilitate better transport data management in the LGU. Lastly, the SafeTravelPh team presented in the validation stage of the proposed information system called ISTOPP (Information System on Transport Operation in Puerto Princesa) based on the ideas of the participants, with its User Interface and outline of functionalities. Based on the learning from the training-workshop and other activities such as focus group discussion and interviews, some of ISTOPP proposed functionalities were modified to reflect process improvement recommendations of the participants.



## Policy Roundtable Discussion

Representatives from different stakeholder groups such as the tricycle sector, the commuter sector, the City Government representatives, and the Academe met at the policy roundtable where results from the previous studies were presented to them and they were asked about their thoughts on the results of the studies.

On the Policy Capacity Survey, all city government representatives agree that they needed skills development in terms of data collection and research capabilities. Since the limited city government resources are spread out in many projects that the city government undertakes, skills development of their staff. The Tricycle Sector Representatives too wanted to get more experience in formalizing their management of their respective TODAs if given the chance. There has been a suggestion that they undertake a "Learning Visit" in a Local Government Unit where there is a strong Tricycle Regulation and Tricycle Sector participation in Local Governance. Quezon City, General Santos City and Nueva Ecija are places floated for the people to visit to learn more about their tricycle sector, in order to apply the same to Puerto Princesa.

On the TEAMS Data Presentation, the stakeholders commented about the presentation of data itself, and how commuters can benefit from the data that the device collects. The commuter representative wanted to know more about the tricycles since the data is presented per TODA. Since the TEAMS is a big data source, and methodology need refining and peer review, further engagement with the academe and the commuters might still be needed to refine the messaging of the TEAMS data.

On the Household Profiling Survey, there has been general agreement from the different sectors invited on the results of the survey especially the representatives from the Tricycle Sector.

Each sector representative says the results state much of what possible kind of support or social amelioration the tricycle drivers that might not be in form of fuel subsidies or cash grants. Since the survey collected data from 6% of the tricycle drivers registered in the CTRFB database, the representatives from the tricycle sector said they will be much willing to ask the survey to be collected by themselves through their respective TODAs to decrease the margin of error of the survey. It was also suggested that the City Government should be the one undertaking it. All is in agreement that the survey is a useful tool to help the city government know the needs of the Tricycle Sector.

On the Transport Model Data Inputs, Puerto Princesa was a grantee of a World Bank project in 2015 that undertook Household Interview Surveys. This is where the Origin Destination trips were derived. Also available and provided are the road networks of the city showing the National and City Roads, the Barangay Boundaries, and the existing and planned public transportation routes in the city. While the data present to build a model, data gaps were still found as the previously collected household database presents an undercount of trips when compared to the census population of Puerto Princesa City. The city is planning to conduct their own Household Interview Surveys next year, and the gaps noted in the previous survey were taken into consideration.

The Policy Roundtable is a good venue to present results of the study, explore many possible policy directions and proposals based on the evidence and data, with the different stakeholders such as the policymakers and the sectors possibly affected with policy changes present. Different policy directions and proposals were discussed with many stakeholders raising the issues or possible unintended consequences of passing such a policy were raised, leading to either revising the proposal to win consensus first before bringing it out to implementation, legislation or further study.



# SUSI Policy Options

## Cooperativism

The volatile situation of loosely organized paratransit groups such as TODA (tricycle operators and drivers association) and JODA (jeepney operators and drivers association) could benefit from an organizational structure with popular benefits for members and its area of operation.

Meet the tested and humble coop. Cooperatives are a tool to promote social justice and equitable economic opportunities in local economies according to the Philippine Constitution (Article XII, Section 15). As commonly defined, a cooperative is an autonomous association of persons united voluntarily to meet their common economic, social and cultural needs and aspirations through a jointly owned and democratically controlled enterprise (International Labor Organization).

Through the advantageous services afforded by the state to cooperatives and the known financial resilience of cooperatives to absorb financial shocks or risks, it should help coop members-owners in modernizing the fleet of PUVs and tricycles to improve their quality of service, financial sustainability, and safety.

More importantly, coop values and principles on education, training and information and concern for community can help transport groups transition to a more public service-oriented management approach in their work. However, governments must also be cognizant of another principle in cooperativism of voluntary and open membership, and not promote coop organization only as a requirement to partake in the modernization program. Local governments are therefore encouraged to capacitate its coop development offices to assist major service industries such as transport service.



## Transport Sector Development Policies and Programs

The LGU through their Land Public Transport Route Plan (LPTRP) must be able to outline and define key development plans for the transport sector through the lens of development sectors in the Land Use and Development plans, that is:

- Environmental
- Economic
- Social
- Infrastructure
- Institutional

Developing the sector should not be limited to providing better roads and vehicle operations facilities and infrastructure. The LGU with their mandate to co-create plans with different sectors must specify goals, objectives and specific programs, projects and activities (PPAs). They should be targeted to address problems on the environmental impact of congestion, financial sustainability and risks in operating public transports, social services available for formally and informally organized operators and drivers, and annual appropriations and city resource management for managing the transport sector.



It is evident in a typical analysis of policy capacity of an LGU that they have gaps in managing, monitoring, and providing LGU services to PUV transport operators and drivers since the Local Government Code only mandates them to have direct regulatory and interventions for tricycles only. Four-wheel PUV transport is being handled by national government agencies, ie. the Department of Transportation, Land Transport Office, and Land Transport Franchising and Regulatory Board.

### Public Transport Service Contracting

To ensure financial sustainability of mass transport systems, and incentivize maintenance of high quality of service in their operation, service contracting of PUV services of the LGU is an alternative that has been gaining traction in the country. Elsewhere in the world this land transport regulatory and operational mechanism has been implemented for decades.

At the time of transition, with the implementation of PUV Modernization Program (PUVMP) of the government, it can help address financial anxiety of operators or cooperatives to earn enough for the mortgages of the new and modern vehicles and for maintaining attractive salaries for their drivers and cooperative managers/staffers.

According to Sunio et. al (2022), the pilot implementation of service contracting program in the Philippines has brought positive impact in terms social amelioration and increase in transport supply. However, here is no robust evidence so far that may suggest that SC has

improved the performance of public transport service delivery. They also found that while the primary objective of providing social amelioration to affected operators is appropriate during the time of the pandemic, this has also brought challenges in financially sustaining the program and in effecting improvements to public transport services.

With the uncertainty of funding for service contracting in the national level, local government units are therefore encouraged to implement service contracts with transport cooperatives and have a more direct participation in PUV services in the locality, in addition to regulating tricycle operations.

### Transport Management Services of LGUs and Open Data Policy

With policy capacity gaps in the LGUs in managing mass public transport due to inherent non-participation in regulatory and franchising of PUVs, as this is LTFRB's mandate, LGUs must be able to actively participate in the monitoring and evaluation of PUV services in their jurisdiction. Oftentimes, their participation is being reduced to traffic regulation enforcement and traffic management.

The importance of a transport office in the LGU to cater to the needs of the local transport industry workers and groups has been highlighted with the establishment of transport offices in major cities such as Quezon City and Pasig City.

To further advance the utility of these offices, a transport authority/office in the LGU must implement programs to ensure open data and information symmetry and transparency among operators, the local government, commuters, and the civil society. This will help address data gaps issues and provide operational and strategic information for different actors in the industry. The study city of Project SUSI, Puerto Princesa City, in fact, has proposed the establishment of a Transport Information Center that will provide information and monitoring requirements for other LGU offices and national agencies such as LTFRB and DPWH. Under the National Economic Development Authority (NEDA) Innovation Grant, among hundreds of applicants (LGUs, agencies, and academic institutions), the City was awarded with a PhP 7.5 million grant to build the requirements for a transport information center, including its physical office and the software capabilities of the office.





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CITY GOVERNMENT OF PUERTO PRINCESA

**PROJECT SUSI: SUSTAINABLE, SAFE, AND  
INTEGRATED PUBLIC TRANSPORT PLANNING**

