

Philippines

Partner country

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



Context

Population: 109 180 815 | Growth rate: 1.55 %

Percent of urban population: 46.91 %

GDP per capita: 3 102 \$

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

GHG emissions per capita: 1.39 tons per capita

Nationally Determined Contribution (NDC):
Unquantified / mobility related NDC

The challenge

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- Outdated policies and regulations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
- Uncertain funding sources for sustainable urban mobility
- Limited data to monitor and properly plan walking and cycling initiatives
- Limited planning and design guidelines for walking and cycling

The Philippines Urban Mobility Programme provides mechanisms by which the national government is able to support local governments to plan schemes to build sustainable urban mobility systems.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: BMU

Funding amount: 1.5 M€

Implemented by: GIZ through the TRANSfer III Project

Local counterpart: Department of Transportation

Finance leverage: 3 403 M€

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

Selected NUMP measures and cost estimates

Measure	Cost Estimate
Develop National walking and cycling Policy	200 K€
Collect data to enable planning	300 K€
Increase dedicated staff in Department of Transportation & Local Government Units	55 M€
Increase focus on NMT in planning process	200 K€
Address lack of political support	100 K€
Continued ring-fenced funding for walking and cycling projects in HUCs	500 MK
Develop NMT guidance	200 K€
Tackle behaviors that discourage walking and cycling	5 M€
Train existing and future staff on planning for walking and cycling	1 M€
Jeepney modernization program	5 800 M€
Develop freight data collection mechanism	200 K€
Develop and implement vehicle standards	300 K€
Establish national freight operator dialogue forum	300 K€
Support consolidation and professionalization of the freight sector	300 K€
Establish a motor vehicle inspection system	340 M€
Promote and assess modern fleet pioneers	200 K€
Explore scrappage and buyback program	200 K€

Finance leverage

Financing resulting from the NUMP	Source	Amount
Public Utility Vehicle Modernization Program	Private sector investments	3.160 M€
Loans	Local development banks	36 M€
Pilot phase of Jeepney+ NAMA (equity subsidy and social support programme)		56 M€
Support for local production of public transport manufacturer	National government	150 M€
	DBP	8.140 M€

Associated financing supporting measures in the NUMP	Source	Amount
Budget for Metro Manila Greenways	National government	114 M€
Budget for Green Green program	National government	43 M€
Budget for bikeways	Metropolitan Manila Development Authority	1.1 M€
Budget for common station connecting LRT 1, MRT 3, MRT 7 and Subway	National government	49.3 M€

Projected impacts

Indicator	Impact 2030	Projected 2030 Practical NUMP scenario	Projected 2030 Optimistic NUMP scenario
Expected GHG emissions reduction in a SUMP scenario against a BAU scenario In tCO ₂ eq	-27.13 tMCO ₂ eq (Optimistic scenario) -15.01 MtCO ₂ eq (Practical scenario)	-5.6 % from BAU	-1 from BAU
Air pollution Total Pollutant Emissions Avoided from 2020 to 2030 (accumulated tonnes over 10 years)		PM: 20397 CO: 5084 NOx: 134908 SOx: 1366 NMHC: 764	PM: 37511 CO: 11191 NOx: 255158 SOx: 4055 NMHC: 1095

Lessons Learned

Engage high-level stakeholders early on, through awareness workshops and study tours

Continuously engage with technical consultants

Relate NUMP to existing government plans and visions

Maintain good relationships with officials and staff from different agencies and tap new political partners

It helps if partners recognise the implementing agency's role for technical expertise and general collaboration

Know process for policy adoption, through continuous conversations with partners