

SUSTAINABLE URBAN TRANSPORT INDEX FOR METRO MANILA AND IMPACTS OF COVID-19 ON MOBILITY

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ACRONYMS

AFCS	Automated Fare Collection System
APORs	Authorized Persons Outside Residence
BAU	Business-As-Usual
BGC	Bonifacio Global City
BLRC	Bulacan, Rizal, Laguna, and Cavite
BRT	Bus Rapid Transit
CBD	Central Business District
CIA	Clark International Airport
CDP	Comprehensive Development Plans
CLUP	Comprehensive Land Use Plans
CNG	Compressed Natural Gas
CPC	Certificate of Public Convenience
DBP	Development Bank of the Philippines
DENR	Department of Environment and Natural Resources
DILG	Department of the Interior and Local Government
DHSUD	Department of Human Settlements and Urban
DOH	Department of Health
DOLE	Department of Labor and Employment
DOTr	Department of Transportation
DPWH	Department of Public Works and Highways
DTI	Department of Trade and Industry
ECQ	Enhanced Community Quarantine
EDSA	Epifanio Delos Santos Avenue
GAA	General Appropriations Act
GAD	Gender and Development
GCQ	General Community Quarantine
GCR	Greater Capital Region
GFPS	Gender and Development Focal Point System
GHG	Green House Gas
GTFS	General Transit Feed Specification
HIS	Household Interview Survey
HLURB	Housing & Land Use Regulatory Board
i-ACT	Inter-Agency Council for Traffic
IATF-EID	Inter-Agency Task Force for the Management of Emerging Infectious Diseases
JICA	Japan International Cooperation Agency
LBP	Land Bank of the Philippines
LDIP	Local Development Investment Program
LGU	Local Government Unit
LPTRP	Local Public Transport Route Plan
LPG	Liquefied Petroleum Gas
LTFRB	Land Transportation Franchising and Regulatory Board
LTO	Land Transportation Office
MC	Memorandum Circular
MECQ	Modified Enhanced Community Quarantine
MGCQ	Modified General Community Quarantine
MMARAS	Metro Manila Accident Recording and Analysis System
MMC	Metro Manila Council
MMDA	Metro Manila Development Authority
MMUTIS	Metro Manila Urban Transportation Integration
MRT-3	Metro Rail Transit Line 3
NAIA	Ninoy Aquino International Airport
nCOV	novel Corona Virus
NCDA	National Council for Disability Affairs
NCR	National Capital Region
NCR-RDP	National Capital Region - Regional Development Plan
NEDA	National Economic and Development Authority
NLET	North Luzon Express Terminal
ODA	Official Development Assistance
OFG	Omnibus Franchising Guidelines

SUTI	Sustainable Urban Transport Index
SRIT	Santa Rosa Integrated Terminal
PAPs	Priority Programs and Projects
PDP	Philippine Development Plan
PITX	Paranaque Integrated Terminal Exchange
PIP	Public Investment Program
PIU	Program Implementing Unit
PM ₁₀	Particulate Matter 10
PNP	Philippine National Police
PNP-HPG	Philippine National Police-Highway Patrol Group
PPPC	Public-Private Partnership Center
PUB	Public Utility Bus
PUJ	Public Utility Jeepneys
PUV	Public Utility Vehicle
PUVMP	PUV Modernization Program
PWDs	Persons With Disabilities
TNVS	Transportation Network Vehicle Service
UNDP	United Nations Development Program
USD	United States Dollar
VGC	Valenzuela Gateway Complex

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Executive Summary

The National Capital Region (NCR) or Metro Manila is the Philippines' economic, political, and educational center. With a population of 13,484,462, it is the second most populated region in the country and the densest. Its economic importance also makes it the hub for international and domestic transport. The country's main gateway, the Ninoy Aquino International Airport (NAIA) is located in Metro Manila. The port of Manila also serves as the principal gateway seaport of the Philippines. It is made up of three major facilities: Manila North Harbor, Manila South Harbor, and the Manila International Container Terminal.

The number of motor vehicles registered in Metro Manila increased by 38% from 2014 until pre-pandemic year of 2019. Improvements in the economy and rise in population along with the slow pace of infrastructure development has resulted to severe traffic congestion, heavy air and water pollution, lack of affordable housing, and swatch of blighted zones (JICA, 2019). JICA estimated the transport cost to be Php 3.5 Billion (USD 69.1 Million) per day in Metro Manila, with the observation that nearly all roads have reached saturation point.

Public transportation in Metro Manila is largely operated by the private sector. Although rail lines exist, there are only three (3) urban and one (1) sub-urban line operating. The most dominant mode of road-based transport is the Public Utility Jeepney along with buses, and UV express which are predominantly operated by many small to medium-scale business owners. Coupled with a lack operational standardization and strict enforcement of policies, service quality has be quite poor.

The Philippine government has recently embarked on various reforms aimed at improving the state of public transportation nationwide, one of which is its Build, Build, Build infrastructure program which is proclaimed to usher in the "Golden Age of Infrastructure". This ambitious program is composed of many projects, at the forefront of which are 104 Infrastructure Flagship Projects costing around Php 4.13 Trillion (USD 81.7 Billion) which are accorded with high priority. Moreover, the Public Utility Vehicle Modernization Program has also been established which aims to institute comprehensive reforms in the PUV industry starting from regulatory improvements, to local government involvement in route planning, and vehicle modernization and financing, to name a few.

Metro Manila has been the focus of several master-planning efforts, studies, and projects due to its economic importance as the country's capital. This is a good start for SUTI evaluation in the Philippines.

Covid-19 Impacts to Transport in Metro Manila

On January 5, 2020, following reports of the Coronavirus outbreak in Wuhan City, China, the Philippines' Department of Health (DOH) ordered tighter checks on all travelers entering the Philippines. This was followed by a series of flight restrictions for countries with Covid-19 outbreaks. It was only in March of 2020,

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