

IMPACT STORIES



PPIAF's Global Knowledge Products Improve Urban Transport in the Philippines

Improving access to affordable transportation is a major factor in economic development and poverty alleviation in developing countries. Since 2004 PPIAF has funded several knowledge products to assist governments in the planning and reorganization of public transport systems, including the preparation, dissemination, and translation of a “bus reform toolkit,” the development of a companion “Introduction to Public Transport Planning, Operations, and Management” workshop, and the preparation of a bus reform/bus rapid transit (BRT) development plan for Cebu, the Philippines, which was initiated by the Cebu City Mayor after his attendance at the February 2008 Manila workshop.

Almost 50% of travel in urban areas in developing countries depends on some form of rubber-tired public transport (e.g. buses, mini-buses, shared-ride taxis, etc.). Because not many local transport alternatives exist in most developing countries, the poor are disproportionately affected by inadequate public transport services, spending about 15-20% of their incomes on transportation. Nevertheless, urban public transport is often poorly financed, badly organized and managed, and neglected by governments.

FOCUS OF PPIAF SUPPORT

In 2004 the Public-Private Infrastructure Advisory Facility (PPIAF) approved a grant to develop a “Toolkit on Market-Based Approaches in Private Sector Provision of Bus Services” that provides guidance to policymakers on how to organize, manage, and operate urban public transport, as well as attract efficient private operators. The toolkit’s approach combines public planning, policy setting, and oversight with competitively selected private providers. Preparation of the toolkit was followed by several additional PPIAF-financed transport activities, including the development and delivery of a workshop—“Introduction to Public Transport Planning, Operations, and Management”—that has been offered 14 times globally, and the preparation of a bus reform/BRT development plan for Cebu City, the Philippines.

OUTCOMES

To disseminate the bus reform toolkit, a PPIAF grant was approved to design and deliver workshops on the role of the private sector in providing urban public transport. The workshops guide policy makers through the process of planning, procuring, and regulating sustainable transport services and operations, provide attendees with knowledge of international best practices in investing in urban transport, service provision, and operations planning, and offer “hands-on” training on public transport management and operations. Two phases of the workshops have been delivered since 2007, first in Colombia, Ghana, India, Morocco, the Philippines, and Washington, DC, and later in Azerbaijan, China, Jordan, and South Africa.

To make these workshops more accessible and relevant to local communities, the workshop materials were adapted to their city- and country-specific environment and translated into their local languages: Arabic, Azeri, Chinese, French, and Spanish. The toolkit was also translated into Chinese, French, and Spanish. These workshop materials, including the case studies, presentations, and videos, are available on the PPIAF website.

Over 500 participants from both the public and private sectors have attended these workshops. Furthermore, a systemic evaluation of each workshop is performed after each is completed, leading to dynamic improvements in workshop content.

DONOR COORDINATION

The workshops were organized in collaboration with the World Bank and, at the Manila workshop, with the Asian Development Bank in Manila.

IMPACTS

Cebu City, the second largest city in the Philippines, is currently identifying a preferred BRT concept for a demonstration corridor as part of a wider process of developing a sound public transport option for the Metro Cebu region. Cebu's recent rapid economic growth has resulted in a steep increase in motor vehicle ownership and an explosive rise in congestion, pollution, and accidents. The jeepneys, elongated passenger-type jeeps, serve as Cebu's informal public transport system, but have declined in service and financial performance. Crimes against jeepney passengers have increased significantly, especially against the young, elderly, and women.

Since 1999 PPIAF, a multidonor technical assistance facility, has helped developing countries use public-private partnerships to improve their infrastructure. A key focus has been upstream technical assistance to support the development of an enabling environment for such partnerships.

This series highlights how PPIAF's support has made an impact on the ground.

The need for transport reform is linked to rapid urban growth, particularly in the northeast and around the off-shore island of the South Reclamation Project. This island is envisaged to eventually accommodate 80,000 jobs, but is currently only being serviced by three bridge connections. The project's success depends on reliable and efficient island-to-island public transport.

Without aggressive action to improve its public transport system, Cebu risked mirroring the transportation and environmental degradation that has afflicted Manila. Recognizing this, the Mayor of Cebu City, Tomas R. Osmeña, and other members of the local government attended a PPIAF-sponsored workshop on transport planning in Manila in February 2008. He then followed up with a request for funding, and launched a PPIAF-funded, World Bank-managed program for developing a BRT concept. The program is now close to completion and the Government of the Philippines has included the BRT project in its Climate Technology Fund (CTF) investment plan to be financed by the World Bank.

Paul Villarete, Cebu City's Planning and Development Coordinator and a participant in the Manila workshop, indicated that the workshop "broadened our understanding [of the] urban transport concerns in a fast-developing city like Cebu... it strengthened our resolve to pursue the development of a BRT system for our city, and made us more serious in exploring development and financing possibilities..."

The developments in Cebu illustrate how local and national governments are tackling the transport needs of their citizens. Though urban transport is a complex issue, the PPIAF-funded bus reform toolkit and public transport planning workshops have given practitioners and policy-makers some of the tools they need to address it effectively.

RELATED PPIAF ACTIVITIES

PPIAF has published various toolkits and books that present options and best practice in the design, implementation, and financing of efficient transport:

- 1999: Port Reform Toolkit, **\$147,000**
- 2006: Unlocking Land Values to Finance Urban Infrastructure, **\$149,443**
- 2007: Toolkit for Public-Private Partnerships in Roads and Highways, Second Edition, **\$546,000**
- 2008: Private Sector Participation in Light Rail—Light Metro Transit Initiatives, **\$71,600**

They are all available on
www.ppiaf.org