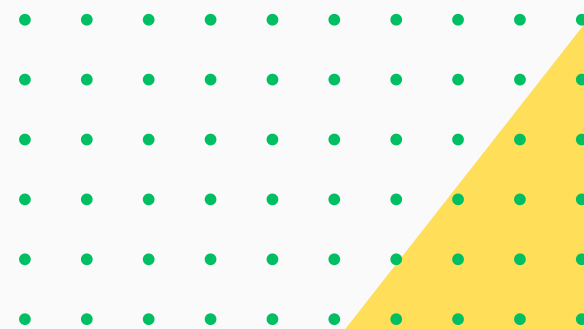




EXAMINING THE PHILIPPINE ROAD AND RAIL TRANSPORT INFRASTRUCTURE

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Move as One Coalition



<http://bit.ly/MoveAsOne>

KEY TAKEAWAYS

The authors deserve commendation for focusing on this very important subject and providing a very rich analysis of why railway and road projects are delayed or underperforming. The transportation crisis is a very real one, and we all need to dig deeper to understand how we have reached this point and what solutions are available.

KEY TAKEAWAYS

Delayed implementation is a major concern, and the analysis of specific implementation constraints is a valuable contribution of the paper. The paper also provides a very useful springboard for discussion on many follow-up policy and research questions.

KEY TAKEAWAYS

There is definitely an infrastructure deficit. However, we need to ask ourselves whether we are building the right kind of infrastructure and for whom. Today, car owners comprise only about 6% of households nationwide and about 12% of households in Greater Manila. In this context, road infrastructure should address the needs of the different road users including those who are in the majority—pedestrians, cyclists and public transport users.

KEY TAKEAWAYS

The authors are correct to focus attention on the performance measures and targets of our public agencies. When road infrastructure agencies pursue a target of increasing vehicle speeds on roads, this often means that the travel of motor vehicle owners is prioritized; sad to say, the needs of other road users are often sacrificed or forgotten. Enabling vehicles to move faster may also conflict with the objective of safer roads.

KEY TAKEAWAYS

When we look at the everyday experience of the Filipino commuter, the vast majority of public transport trips is by tricycles, jeepneys and buses; only a small fraction of trips today is via our rail systems. More railways are definitely needed, but the rest of our public transport sector should not be forgotten. For a very long time, public spending on road-based public transportation--either for public transport vehicles or for infrastructure (such as depots, stops, terminals, dedicated lanes, etc.) has been negligible.

KEY TAKEAWAYS

We hope the authors can look into this other important aspect of our infrastructure deficit. Railways are very much needed and should continue to be a high priority, but placing nearly all our public transport investment in railways means that the road-based public transport sector is starved of resources. Also, railways are high-cost and require about 8-10 years of construction to become operational. A more balanced investment mix—including investments in active transport (walking and cycling facilities) and road-based public transport—will be needed in order to deliver earlier and more widespread benefits.



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Thank You